



FRANKSTON CITY
COUNCIL

Ordinary Meeting

A G E N D A

2 July 2018



COUNCIL CHAMBERS

Dennis Hovenden Chief Executive Officer	Cr Colin Hampton Mayor	Tim Frederico Director Corporate Development
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Executive Assistant to the Mayor	Council Core Business Support Coordinator	Prue Digby Municipal Monitor
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MEDIA	MEDIA
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Cr. McCormack

Cr. O'Reilly

Cr. Mayer

Cr. Toms

Guest Speaker

Cr. O'Connor

Cr. Cunial

Cr Bolam

Cr. Aitken

EMT

EMT

Gallery



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 Frankston City Council 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.

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

Governance Local Law No. 1 – Meeting Procedure

34. Chair's Duty

Any motion which is determined by the Chair to be:

- (1) defamatory of or embarrassing to any Councillor, member of Council staff or other person;*
- (2) abusive or objectionable in language or nature;*
- (3) a direct negative of the question before the Chair;*
- (4) vague or unclear in intention;*
- (5) outside the powers of Council; or*
- (6) irrelevant to the item of business on the agenda and has not been admitted as Urgent Business, or purports to be an amendment but is not,*

must not be accepted by the Chair.

88. Chair May Remove

- (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, or cause the removal of any object or material that is deemed by the Chair as being objectionable or disrespectful.*
- (2) *Any person removed from the meeting under sub-clause 0 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 Penalty for an offence under this clause is 2 penalty units which is \$200

Live Streaming of Council Meetings

Frankston City Council will be Live Streaming Council Meetings from Monday 29 January 2018.

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.

There are three (3) fixed cameras in the Council Chambers and it is intended that the cameras will only provide vision of the Councillors who are present at the meeting.

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.

Archives of meetings will be published on Council's website generally within three (3) business days after the meeting date for the public's future reference. 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.

It is not intended that public speakers will be visible in a live stream of a meeting. Cameras are to be positioned so that these members of the public are not visible. If you do not wish to be recorded you 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.

The Formal (Ordinary) Meeting Agenda

The Council meeting agenda is available for public inspection immediately after it is prepared, which is normally on the Thursday afternoon four (4) clear 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 may also be submitted online using the Question Time web form. "Questions on notice" are to be submitted and received by Council before 12 noon on the Friday before the relevant Ordinary Meeting.

"Questions without notice" may be submitted in the designated Question Time box in the public gallery on the evening of the meeting, just prior to its commencement. Forms are available in the Council Chamber.

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.

- **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, and audio recordings of Council meetings will be made available to members of the public. If a submitter does not wish to be recorded, they must advise the Chair at the commencement of their public submission.

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.

Agenda Themes

The Council Agenda is divided into four (4) themes which depict the Council Plan's Strategic Objectives, as follows:

1. A Planned City
2. A Liveable City
3. A Well Governed City
4. A Well Managed City

MAYOR



NOTICE PAPER

ALL COUNCILLORS

NOTICE is hereby given that an Ordinary Meeting of the Council will be held at the Civic Centre, Davey Street, Frankston, on 2 July 2018 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

We respectfully acknowledge that we are situated on the traditional land of the Boon Wurrung and Bunurong in this special place now known by its European name, Frankston. We recognise the contribution of all Aboriginal and Torres Strait Islander people to our community in the past, present and into the future.

BUSINESS

1. PRESENTATION TO COMMUNITY GROUPS

Nil

2. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Ordinary Meeting No. OM7 held on 4 June 2018.

Special Meeting No. SP1 held on 12 June 2018.

Special Meeting No. SP2 held on 13 June 2018.

3. APOLOGIES

Nil

4. DISCLOSURES OF INTEREST AND DECLARATIONS OF CONFLICT OF INTEREST

5. PUBLIC QUESTION TIME

Nil

6. HEARING OF SUBMISSIONS

Nil

7. ITEMS BROUGHT FORWARD

8. PRESENTATIONS / AWARDS

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Certificate of Appreciation – Frankston RSL – ANZAC Appeal

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Nil

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Dennis Hovenden

CHIEF EXECUTIVE OFFICER

27/06/2018

Frankston City

Executive Summary**10.1 Election of Deputy Mayor for remainder of Mayoral Term - 2 July 2018 to 7 November 2018 (inclusive)**

Enquiries: (Michelle Tipton: Chief Executive Office)

Council Plan

Community Outcome:	3. A Well Governed City
Strategy:	3.1 Accountable Governance
Priority Action	3.1.1 The elected representatives will provide clear and unified direction, transparent decision makers and good governance

Purpose

To elect a Deputy Mayor for the remainder of the Mayoral Term from 2 July 2018 until 7 November 2018 (inclusive).

Recommendation (Director Chief Executive Office)

That Cr xx be nominated for the Office of Deputy Mayor for the remainder of the Mayoral Term from 2 July 2018 until 7 November 2018 (inclusive).

Key Points / Issues

- At its meeting on 4 June 2018, Council resolved to accept Cr Lillian O'Connor's resignation from the Office of Deputy Mayor (Deputy Mayor).
- A meeting to elect a Deputy Mayor must be held as soon as practicable after the position becomes vacant.
- The election of Deputy Mayor must be carried out by a show of hands.
- The Mayor must invite nominations for the Office of Deputy Mayor and any nomination must be seconded.
- Once nominations have been received and those nominated have accepted their nomination, the following provisions will govern the election of Deputy Mayor as outlined in Council's *Governance Local Law No 1*:
 - If there is only one (1) nomination, the candidate nominated is deemed to be elected Deputy Mayor;
 - If there is more than one (1) nomination, the Councillors present must vote for one (1) of the candidates;
 - In the event of a candidate receiving an absolute majority of the votes, that candidate is declared to have been elected;
 - In the event that no candidate receives an absolute majority of the votes, the candidate with the fewest number of votes is declared to be a defeated candidate. The Councillors present at the meeting must then vote for one of the remaining candidates;
 - If one of the remaining candidates receives an absolute majority of the votes, he or she is duly elected. If none of the remaining candidates receives an absolute majority of the votes, the process of declaring the candidates with the fewest number of votes a defeated candidate and voting for the remaining candidates must be repeated until one of the candidates receives an absolute majority of the votes. That candidate must then be declared to have been duly elected.

10.1 Election of Deputy Mayor for remainder of Mayoral Term - 2 July 2018 to 7 November 2018 (inclusive)**Executive Summary**

- In the event of two or more candidates having an equality of votes and one of them having to be declared:
 - i. A defeated candidate; and
 - ii. Duly elected.

The declaration will be determined by a lot.

- If a lot is conducted, the Chief Executive Officer will have the conduct of the lot and the following provisions will apply:
 - i. Each candidate will draw one lot;
 - ii. The order of drawing lots will be determined by the alphabetical order of the surnames of the Councillors who received equal number of votes except that if two or more such Councillors surnames are identical, the order will be determined by the alphabetical order of the Councillors first names; and
 - iii. As many identical pieces of paper as there are Councillors who received an equal number of votes must be placed in a receptacle. If the lot is being conducted to determine who is a defeated candidate, the word "Defeated" shall be written on one of the pieces of paper, and the Councillor who draws the paper with the word "Defeated" written on it must be declared the defeated candidate (in which event a further vote must be taken on the remaining candidates unless there is only one candidate remaining, in which case that candidate will be declared to have been duly elected).

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

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

Consultation**1. External Stakeholders**

Not applicable.

10.1 Election of Deputy Mayor for remainder of Mayoral Term - 2 July 2018 to 7 November 2018 (inclusive)**Executive Summary****2. Other Stakeholders**

Not applicable.

Analysis (Environmental / Economic / Social Implications)

There are no environmental, economic 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

The *Local Government Act 1989* provides for an acting Mayor to perform any function or exercise any power conferred on the Mayor.

Council's Governance Local law No 1 states that Council may determine to elect a Deputy Mayor to perform the duties of the Mayor, in the event the Mayor is absent or is not able to attend an event/meeting/function on behalf of Council.

Policy Impacts

Section 10 of Council's Governance Local Law No 1 provides:

10. Election of Deputy Mayor and Chairs

- (1) *At a meeting to elect the Mayor, Council may determine to elect a Deputy Mayor.*
- (2) *Any election for:*
 - (a) *the office of Deputy Mayor; or*
 - (b) *temporary Chair, in cases where a temporary Chair needs to be elected under Clause 11*

will be regulated by Clauses 7-9 (inclusive) of this Local law, as if, in the case of any election for Deputy Mayor, the reference to the:

 - (c) *temporary Chair is a reference to the Mayor; and*
 - (d) *Mayor is a reference to the Deputy Mayor.*

Officer's Declaration of Interests

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

Risk Mitigation

There are no identified risks associated with this report. However, if Council determines not to elect a Deputy Mayor for the remainder of the Mayoral term, and if the Mayor is absent, incapable of acting or refusing to act, then Council will need to appoint one of the Councillors to be the acting Mayor in the interim.

Conclusion

It is appropriate that Council appoint a Deputy Mayor for the remainder of the Mayoral term from 2 July 2018 to 7 November 2018 inclusive.

Delegates' Reports	7	02 July 2018 2018/OM8
10.1 Election of Deputy Mayor for remainder of Mayoral Term - 2 July 2018 to 7 November 2018 (inclusive)		
Executive Summary		

ATTACHMENTS

Nil

Executive Summary**10.3 Delegates Report - Advocacy Visit to Canberra - May 2018**

Enquiries: (Michelle Tipton: Chief Executive Office)

Council Plan

Community Outcome:	3. A Well Governed City
Strategy:	3.1 Accountable Governance
Priority Action	3.1.1 The elected representatives will provide clear and unified direction, transparent decision makers and good governance

Purpose

To brief Council on the Mayor's advocacy visit to Canberra on 30 May 2018.

Recommendation (Director Chief Executive Office)

That Council:

1. Receives this delegates report from the Mayor, Cr Colin Hampton on his recent trip to Canberra – 30 May 2018.
2. Formally sends a letter of thanks to Mr Chris Crewther MP, Federal Member for Dunkley and Mr Mark Dreyfus MP, Federal Member for Isaacs and their staff for the assistance in scheduling appointments.

Key Points / Issues

- The Mayor, Cr Colin Hampton visited Canberra to advocate on behalf of the community for priority projects.
- The following appointments were made with Members of Parliament or their advisors prior to his departure:
 - The Honourable Anthony Albanese MP, Shadow Minister for Infrastructure, Transport, Cities and Regional Development;
 - Mr Stephen Jones MP, Shadow Minister for Regional Services, Territories and Local Government;
 - Senator the Honourable Don Farrell, Shadow Minister for Transport;
 - Rebecca Johnson, Advisor to Senator the Honourable Bridget McKenzie, Minister for Sport.
- During the day, the Mayor managed to obtain another appointment with
 - Chief Adviser for Deputy Prime Minister.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

10.3 Delegates Report - Advocacy Visit to Canberra - May 2018**Executive Summary**

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

Costs	Mayor Cr Hampton
Accommodation – Night prior including parking	\$175.00
Airfare (Melbourne to Canberra)	212.73
Airfare (Canberra to Melbourne)	200.31
Airport Parking (included with accommodation)	0
Breakfasts/Meals/Refreshments	55.80
Taxis	80.00
Totals	\$723.84

Consultation**1. External Stakeholders**

The Mayor, Cr Colin Hampton met with the following Government and Opposition representatives regarding Council's priorities:

Appointment	Council Priorities	Outcome
Hon Anthony Albanese MP Senior Adviser, Jeff Singleton Shadow Minister for Infrastructure, Transport, Cities and Regional Development Shadow Minister for Tourism	<ul style="list-style-type: none"> Constructing a safe boating harbour at Olivers Hill and a new Coast Guard building Electrification of the rail line to Baxter, including train stabling and maintenance facilities Stage 2 of the Frankston Station Precinct 	<ul style="list-style-type: none"> Interest expressed in all projects Baxter was seen as a key priority; the want to bring the funding forward.

10.3 Delegates Report - Advocacy Visit to Canberra - May 2018**Executive Summary**

Appointment	Council Priorities	Outcome
Mr Stephen Jones MP Chief Adviser Jane Mulligan Shadow Minister for Regional Services, Territories and Local Government	<ul style="list-style-type: none"> Relocation of establishment of Government department to complement the redeveloped Frankston train station 	<ul style="list-style-type: none"> Very good reception. Shadow Minister very interested in relocating of a Government departing to Frankston.
Senator the Hon Don Farrell Chief Adviser Tom Zed Shadow Minister for Sport	<ul style="list-style-type: none"> Developing a regional tennis facility 	<ul style="list-style-type: none"> Keen interest in project but as is Shadow Minister can lobby Government only.
Deputy Prime Minister Michael McCormack Chief Adviser	<ul style="list-style-type: none"> Electrification of the rail line to Baxter, including train stabling and maintenance facilities Stage 2 of the Frankston Station Precinct 	<ul style="list-style-type: none"> Very keen on projects and fully supportive

2. Other Stakeholders

Nil.

Analysis (Environmental / Economic / Social Implications)

There are no implications involved with this Delegates 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

There are no legal issues currently.

Policy Impacts

There are no impacts to 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

There is no risk mitigation identified.

10.3 Delegates Report - Advocacy Visit to Canberra - May 2018**Executive Summary****Conclusion**

The Mayor Cr Hampton represented Frankston City had successful and beneficial meetings with Ministers advocating the key priorities.

The Mayor will again represent Frankston City at the National General Assembly of Local Government and meet with representatives from the Federal Government and Opposition representatives.

Officers will continue to advocate for the key priority areas.

ATTACHMENTS

Nil

Executive Summary**11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.2 Development and Housing
Priority Action	1.2.3 Ensure built form, displays architectural excellence and embodies creative urban design

Purpose

The purpose of this report is to:

- Outline the key objectives and policy rationale for the *Built Form Guidelines for Higher Density Residential Growth Areas (February 2017)* and *Built Form Guidelines Frankston Metropolitan Activity Centre - Precinct 8 (Health and Education) and Precinct 9 (Cranbourne Road Office and Commercial (February 2017))*.
- Describe the public consultation process undertaken to engage interested parties in the preparation of the *Built Form Guidelines*.
- Provide a recommendation to Council to implement the *Built Form Guidelines* through the appropriate statutory planning tool.

Recommendation (Director Community Development)

That Council:

1. Notes the summary of responses from the community consultation process.
2. Adopts the *Built Form Guidelines* to allow for the documents to be referenced within the Frankston Planning Scheme as part of current planning scheme Amendment C124.

Key Points / Issues

- The Frankston Metropolitan Activity Centre Structure Plan (FMAC Structure Plan) was adopted by Council in May 2015. The FMAC Structure Plan sets out broad objectives for the 13 precincts within the FMAC Structure Plan (refer to Figure 9 of the FMAC Plan).
- The FMAC Structure Plan area is identified by State Government as a major regional centre that will provide business, employment and housing concentrations that will assist in accommodating anticipated population growth in Victoria. Whilst major investment and employment opportunities will occur in the central business precinct, there will be significant opportunities for housing and commercial development in peripheral areas.
- Tract Consultants Pty Ltd were engaged to prepare *Built Form Guidelines* for the following FMAC Structure Plan precincts:
 - Precinct 4 – Ebdale;
 - Precinct 7 – Residential Intensification;
 - Precinct 8 – Health and Education; and
 - Precinct 9 – Cranbourne Road Office and Commercial.

11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas**Executive Summary**

- The *Built Form Guidelines for Higher Density Residential Growth Areas* (February 2017) and *Built Form Guidelines Frankston Metropolitan Activity Centre - Precinct 8 (Heath and Education) and Precinct 9 (Cranbourne Road Office and Commercial)* (February 2017), collectively referred to as the *Built Form Guidelines*, have now been finalised.
- The *Built Form Guidelines* will be used to inform the preparation and assessment of planning permit applications to ensure that new development displays best practice urban design principles, provides a high level of amenity for occupants and neighbours, and sets a benchmark in design quality.
- The objectives of the *Built Form Guidelines* are:
 - *To facilitate the development of high quality, amenable and attractive higher density housing, office and commercial development;*
 - *To ensure that the highest level of amenity is provided for existing and new residents within the precinct, employees and visitors;*
 - *To respond to a variety of housing and commercial office needs both now and into the future;*
 - *To ensure that development provides excellence in the standard of architecture and ESD; and*
 - *To support existing State and Local planning policy objectives.*
- The most appropriate way to ensure the *Built Form Guidelines* serve their purpose in guiding future built form is for Council to formally adopt the documents and then reference them within the Planning Scheme.
- Design Development Overlays (DDOs) that reference the *Built Form Guidelines* are proposed to be implemented into the Planning Scheme as part of Amendment C124.
- As resolved at the 29 January 2018 Ordinary Meeting, Amendment C124 has been referred to an Independent Planning Panel for consideration and the Panel Hearing was held on 13 April 2018. The Panel considered the proposed Amendment (including the *Built Form Guidelines*) and all submissions received. As the Panel report is now available for consideration by Council it is appropriate for the related *Built Form Guidelines* be adopted by Council.
- Public consultation has been undertaken as part of Amendment C124, which exhibited the associated documents for public comment from 20 November 2017 to 22 December 2017. Two (2) submissions were made in relation to the *Built Form Guidelines*.
- It should be noted that the Independent Panel has considered all submissions and material related to Am C124, and concludes that the Amendment be adopted subject to minor changes outlined in the Panel Report recommendations (Attachment E)

Financial Impact

The State Government has introduced the “Fair Go Rates” system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas
Executive Summary

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

The cost of developing the *Built Form Guidelines* was approximately \$20,000 which was covered by the 2016/2017 Strategic Planning budget.

Consultation**1. External Stakeholders**

The *Built Form Guidelines* were publically exhibited as part of Planning Scheme Amendment C124 from 20 November 2017 to 22 December 2017. The exhibition included:

- Formal notice of the Amendment published in the Frankston Leader on 20 November 2017.
- Advertisement on the 'Your Council – Our Community' page of the Frankston Leader on 27 November 2017.
- Information of the Amendment posted on Council's website.
- Information of the Amendment posted on the Department of Environment, Land Water and Planning website.
- Notice given to prescribed Ministers and relevant authorities.
- Notice published in the Government Gazette on 23 November 2017 (Government Gazette Number 47).

Two (2) submissions were made in relation to the *Built Form Guidelines*. A summary of the applicable submissions that relate to siting or design of buildings or directly to the *Built Form Guidelines* is provided later in this report

2. Other Stakeholders

Consultation sessions were held between Tract Consultants Pty Ltd and Council's Strategic Planning and Urban Design Officers during the preparation of the *Built Form Guidelines*.

Analysis (Environmental / Economic / Social Implications)

The *Built Form Guidelines* will provide for improved environmental outcomes as objectives for new development include improved tree canopy coverage and permeability to reduce urban heat island effect.

The *Built Form Guidelines* will provide Council with a robust statutory assessment tool to achieve design excellence and provide the mechanism to provide more certainty to applicants and residents and therefore streamline the planning assessment process. This will assist in potential cost savings in the permit application process for the applicant and Council's Planning and Environment Department.

It is considered that the use of the *Built Form Guidelines* will encourage new development approvals that display the high amenity outcomes for residents and neighbours alike through achieving built form that provides for adequate daylight and sunlight, privacy, and increased safety through passive surveillance of the street.

11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas**Executive Summary****Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities

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

Legal

Procurement procedures and protocols are relevant to this matter.

Policy Impacts

The *Built Form Guidelines* should be referenced within the Frankston Planning Scheme as part of the adoption of the proposed Amendment C124. This will give the documents statutory weight in decision making for planning permit applications, including at forums such as the Victorian Civil and Administrative Tribunal (VCAT). Subject to proposed Amendment C124 to the Frankston Planning Scheme being supported by Council, the *Built Form Guidelines* will be able to be referenced into the Frankston Planning Scheme.

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no conflict of interest in this matter.

Risk Mitigation

Council's Planning and Environment Department envisage the *Built Form Guidelines* will be successfully referenced in the Frankston Planning Scheme. These documents provide statutory weight within the Planning Scheme which will provide more certainty to developers, residents and planning assessment officers and provide strong guidance to all decision makers, including VCAT. This will help mitigate the risk of VCAT overturning Council decisions on subsequent new development.

Conclusion

The *Built Form Guidelines* seek to influence and provide guidance for new development within the Ebdale, Residential Intensification, Cranbourne Road and Commercial and Health and Education Precincts within the FMAC Structure Plan area.

The *Built Form Guidelines* will be used to inform the preparation and assessment of planning permit applications to ensure that new development exhibits best practice urban design principles, provides a high level of amenity for occupants and neighbours, and sets a benchmark in design quality.

The *Built Form Guidelines* will also provide benefit from statutory weight in order to better defend Council's decisions at VCAT for future planning applications in the subject areas.

11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas**Executive Summary**

ATTACHMENTS

- Attachment A: [↓](#) Attachment A: Built Form Guidelines Precincts 4 and 7
- Attachment B: [↓](#) Attachment B: Built Form Guidelines Precincts 8 and 9
- Attachment C: [↓](#) Attachment C: Frankston Metropolitan Activity Centre Structure Plan Precincts
- Attachment D: [↓](#) Attachment D: Submissions

**11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas
Officers' Assessment****Background**

The Frankston Metropolitan Activity Centre Structure Plan (FMAC Structure Plan) was adopted at the Ordinary Meeting of Council held on 25 May 2015. The FMAC Structure Plan sets out broad objectives for the 13 precincts within the FMAC Structure Plan (refer to Figure 9 of the FMAC Structure Plan).

The FMAC Plan area is identified by State Government as a major regional centre that will provide business, employment and housing concentrations that will assist in accommodating anticipated population growth in Victoria. Whilst major investment and employment opportunities will occur in the central business precinct, there will be significant opportunities for housing development in peripheral parts of the FMAC Structure Plan area.

Built form guidelines serve as an important mechanism to ensure that development occurs in a planned manner that achieves the vision for each precinct, maintains shared amenity to adjoining residents and provides a clear framework to planning permit applicants and council officers for the assessment of planning applications to ensure excellence in design and a high level of amenity.

Tract Consultants Pty Ltd were engaged by Council to prepare *Built Form Guidelines* for the following FMAC Structure Plan precincts:

- Precinct 4 – Ebdale;
- Precinct 7 – Residential Intensification;
- Precinct 8 – Health and Education; and
- Precinct 9 - Cranbourne Road Office and Commercial.

Precincts 4 and 7 of the FMAC Structure Plan have been identified for residential intensification with a preferred maximum building height of 13.5 metres. These areas will provide for a higher density of housing that allows more people to live close to the shops, jobs, transport and the beach. The *Built Form Guidelines for Higher Density Residential Growth Areas (February 2017)* set requirements to provide for attractive, well-planned residential neighbourhoods with a high architectural quality.

Precinct 8 of the FMAC has been identified as being suitable to strengthen Frankston's role as a major health and education hub where a mixture of commercial (typically small scale medical uses that complement the nearby hospitals) or residential (such as student accommodation) development is envisioned. Precinct 9 of the FMAC has been identified as an area that will provide for small businesses and increased housing density, particularly at upper storey levels throughout the precinct.

The *Built Form Guidelines Frankston Metropolitan Activity Centre - Precinct 8 (Health and Education) and Precinct 9 (Cranbourne Road Office and Commercial (February 2017))* will guide new development to a higher standard that is responsive to the role of these precincts as gateways into the city centre. New development will provide visual interest to the street using articulation, balconies, windows and a mix of high quality materials on all facades. Frontages will be highly activated with clearly visible pedestrian entries to the street with the visual impact of car parking to be minimised by locating to the rear and well landscaped.

**11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas
Officers' Assessment**

The *Built Form Guidelines* were prepared to inform and provide guidance for new development within the above precincts. It is expected that the *Built Form Guidelines* will be used to inform the preparation and assessment of planning permit applications to ensure that new development displays best practice urban design principles, provides a high level of amenity for occupants and neighbours, and sets a benchmark in design quality.

Amendment C124 is part of the implementation of the FMAC Structure Plan. It seeks to implement the FMAC recommendations relating to those areas peripheral to the city centre and proposes to introduce various zoning and overlay control changes into the Frankston Planning Scheme. These include the introduction of Design Development Overlays (DDOs) that reference the *Built Form Guidelines*.

As resolved at the 29 January 2018 Ordinary Meeting, Amendment C124 has been referred to an Independent Planning Panel for consideration and the Panel hearing was held on 13 April 2018. The Panel considered the Amendment (including the *Built Form Guidelines*) and all submissions received. It is now appropriate that the *Built Form Guidelines* are considered for adoption by Council.

The most appropriate way to ensure the *Built Form Guidelines* serve their purpose in guiding future built form is for Council to adopt the documents and then reference these within the Planning Scheme. This will assist to guide applicants and Council officers in the preparation and assessment of planning permit applications through the use of a supporting statutory decision tool.

Public Consultation and response to submissions

Public consultation has been undertaken as part of Amendment C124 which exhibited the documents for public comment from 20 November 2017 to 22 December 2017. Two (2) submissions were received which related to the siting and design of buildings and directly referring to the *Built Form Guidelines*. The submissions are summarised as follows:

- The *Built Form Guidelines* will not lead to development of properties along Cranbourne Road because potential developments will prove to be financially unviable. Basement car parking construction is complex and costly for developers.
- Complying with the *Built Form Guidelines* will result in adverse amenity impacts to residents of adjoining land due to the allowance of walls on boundaries that have potential to impact on the solar access to open-space and windows to dwelling son adjoining lots.

Response to Submissions**A. Submission – Resident/Owner, Frankston**

One (1) submission was received which contends that the *Built Form Guidelines* and Design Development Overlays will not lead to development of properties along Cranbourne Road because potential developments will prove to be financially unviable due to the excessive design requirements.

The submission also contends that basement car parking construction is too costly for developers and significantly constrained by the geological constraints of the area (sandy soils with high ground water levels).

**11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas
Officers' Assessment**

Officers Response: Design excellence is critical in achieving a healthy and attractive urban environment and is a key priority within the FMAC Structure Plan. The Design Development Overlay and *Built Form Guidelines Frankston Metropolitan Activity Centre - Precinct 8 (Heath and Education) and Precinct 9 (Cranbourne Road Office and Commercial (February 2017))* will serve to ensure that development is well planned to the highest standard to enhance streetscape and provide for a high level of amenity for employees, residents and visitors and are in keeping with best practice urban design.

The comments with regards to basement car parking are noted; however the *Built Form Guidelines* do provide direction on other means of providing car parking on site including by locating car parking facilities at-grade to the side and rear, so these options will still be available.

Basement car parking would become a more viable option for consolidated lots which are able to maximise floor area and yield in order to absorb the associated costs of basement car parking and additional building code requirements which pertain to four storey and above development (i.e. the provision of lifts and fire exits).

The submission does not elaborate further on how these built form requirements would be too costly and lead to an unviable development. Officers suggest that the Built Form Guidelines represent best practice urban design standards for commercial / apartment development and as they are not overly prescriptive, this will allow for some flexibility and creativity in the project design to help mitigate construction costs.

B. Submission – Resident/Owner, Frankston

One (1) objection was received with regards to the adverse implications of the *Built Form Guidelines* for residential areas due to the impact of new buildings on adjoining private open space and potential overshadowing.

The submission contends that the requirements in the *Built Form Guidelines* relating to minimum side setbacks and walls on boundaries would detrimentally impact on the amenity on adjoining dwellings which contains living rooms and open space that face the common property boundary through visual bulk, overshadowing into courtyards and reduce solar access to living areas.

Officers Response: The submission is based on the assumption that a new development is assessed solely against specific sections within the *Built Form Guidelines* such as side and setback requirements and wall on boundary requirement. Instead, it was confirmed to the submitter that the other residential amenity provisions of the Frankston Planning Scheme would continue to apply. This includes the provisions limiting the impact of walls on boundaries.

When assessing a planning application, consideration is given to the all relevant parts of the planning scheme in order to achieve a holistic merits assessment and to ensure a balanced outcome.

The submission comment concerning potential for overshadowing into adjoining private open space are valid concerns for any development proposal which would be considered as part of a future planning application on adjoining land. The *Built Form Guidelines* document provides additional siting and built form guidance to inform new development proposals but does not override the amenity considerations that currently exist within the planning scheme. This includes Clause 55 of the Frankston Planning Scheme which has performance standards for side and rear setbacks, daylight to existing windows on adjoining land, day light to north facing windows on adjoining land, overshadowing of adjoining private open space and overlooking.

**11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas
Officers' Assessment****Planning Panel Findings Discussions**

During the exhibition of Amendment C124, an issue was raised by several submitters that the rezoning of land to Residential Growth Zone (RGZ) and Commercial 1 Zone (C1Z) will impact on the general amenity of the area and neighbouring properties.

The Panel acknowledged the concerns of this issue in relation to maintaining sufficient setbacks to properties in the event of a larger development next door. The Panel noted that in the event of a planning permit application, these issues would be assessed by Council taking into account the provisions of Clause 55 of the planning scheme.

The Panel stated it is satisfied that the measures proposed in the DDO and *Built Form Guidelines* provide for appropriate controls. Amenity issues, including overlooking are best addressed at the planning permit stage.

Options Available including Financial Implications

The options are:

- Council adopt the *Built Form Guidelines*.

This option is recommended by officers so that the document can be referenced within the Frankston Planning Scheme as part of Amendment C124 which will provide statutory weight in decision making on planning applications for new development within precincts 4, 7, 8 and 9 of the FMAC Plan area.

- Council abandon the *Built Form Guidelines*.

This option is not recommended by officers as should the documents not be adopted, they cannot be referenced within the Frankston Planning Scheme as part of Amendment C124. This would remove any statutory weight that the documents have in decision making for planning permits or in providing certainty to developers/residents as to the built form expectations for the area. Further, without the documents being referenced within the Frankston Planning Scheme, they would not be given weight in those cases determined by VCAT.

Conclusion

The *Built Form Guidelines* seek to provide guidance for new development within the Ebdale, Residential Intensification, Cranbourne Road and Commercial and Health and Education Precincts within the FMAC Structure Plan area.

The *Built Form Guidelines* will be used to inform the preparation and assessment of planning permit applications to ensure that new development displays best practice urban design principles, provide a high level of amenity for occupants and neighbours, and sets a benchmark in design quality

The *Built Form Guidelines* will also provide Council with a strong position by providing a document with statutory weight in order to better defend council decisions at VCAT for planning applications that display poor urban design.

Recommendation

It is therefore recommended that Council:

1. Notes the summary of responses from the community consultation process.

11.1 Built Form Guidelines for Mixed Use, Commercial and Residential Growth Areas
Officers' Assessment

2. Adopts the Built Form Guidelines to allow for the documents to be referenced within the Frankston Planning Scheme as part of current planning scheme Amendment C124.

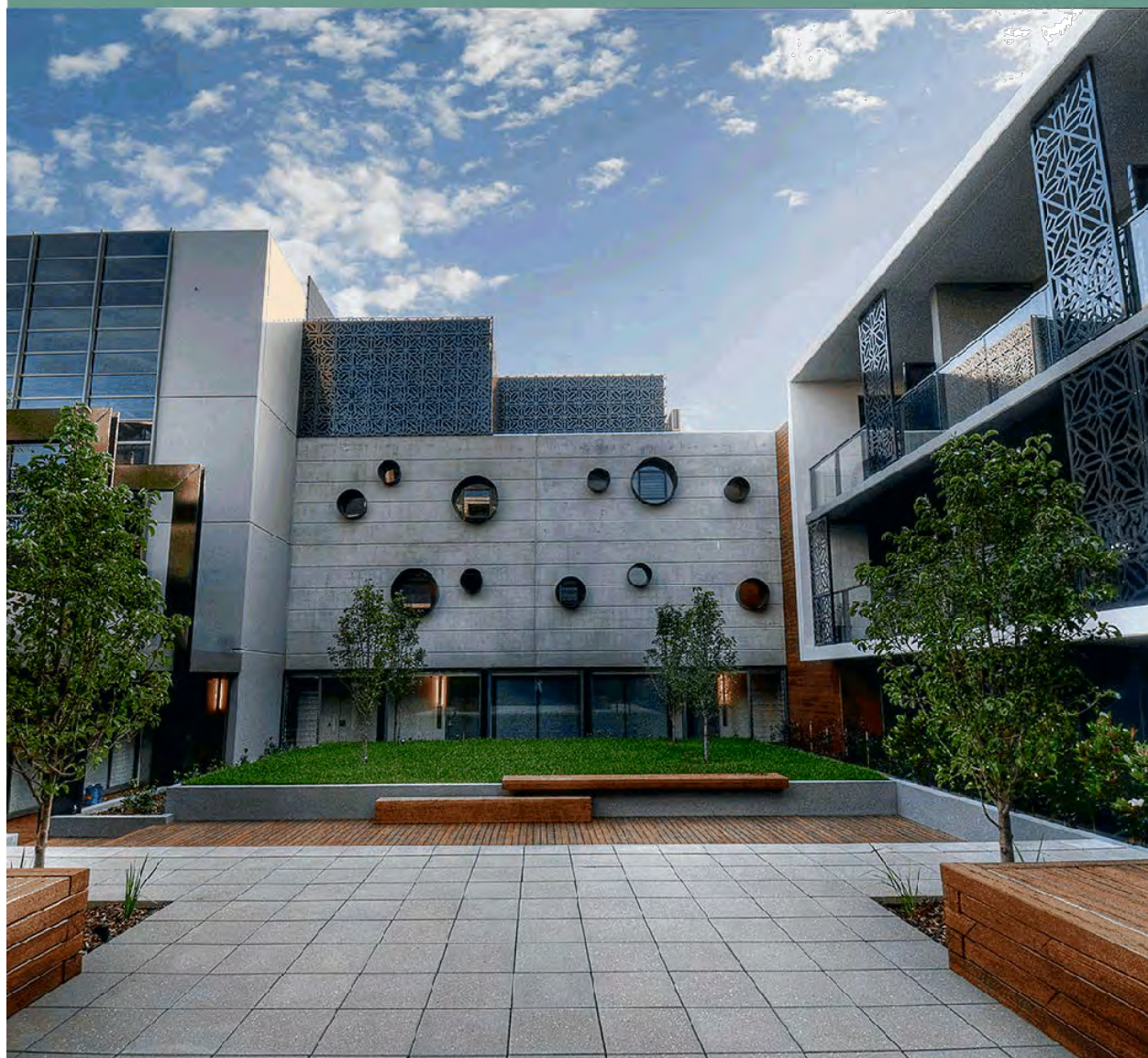
Built form Guidelines for Higher Density Residential Growth Areas

Frankston Metropolitan Activity Centre
Precincts 4 and 7

February 2017

Tract
Landscape Architects
Urban Designers
Town Planners

Tract



Contents

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1. Introduction

1.1 About the guidelines

Purpose

The purpose of this document is to provide guidance for the development of higher density housing within precincts 4 and 7 of the FMAC Structure Plan. The guidelines will be used to guide the design of developments, in the preparation of planning permit applications and by Council for the assessment of permit applications.

The guidelines aim to ensure that higher density residential development provides a high level of amenity for occupants and neighbours, and sets benchmarks in design quality.

Why the guidelines are needed

The FMAC is one of only nine Metropolitan Activity Centres identified by State Government across metropolitan Melbourne. These activity areas are seen to be the future regional centres that will provide business, employment and housing concentrations that will assist in accommodating anticipated population growth in Victoria.

Frankston City Council wishes to capitalise on the FMAC's bayside position, gateway to the Mornington Peninsula and its access to major transport links. Whilst looking to grow investment and employment and improve public infrastructure in the central business precinct, there are also significant opportunities for housing development in the peripheral areas.

Precinct 4 and 7 have been identified within the FMAC Structure Plan for additional higher density housing opportunities.

A significant proportion of Precincts 4 & 7 consists of detached single storey dwellings with generous setbacks to the front, side and rear boundaries and set in established gardens. The introduction of new higher density housing provides challenges in ensuring the spaciousness, garden character, low scale, and amenity of existing residential streets is respected.

It is critical that these areas are planned to the highest standard to enhance streetscapes and provide for a high level of amenity for existing and future residents. The guidelines have been prepared to ensure this occurs.

Guideline objectives

The objectives of the Guidelines are:

- To facilitate the development of high quality, amenable, and attractive higher density housing
- To ensure that the highest level of amenity is provided for existing and new residents within the precincts
- To respond to a variety of housing needs both now and into the future
- To ensure that development provides excellence in the standard of architecture and ESD
- To support existing State and Local planning objectives

1.2 How to use the guidelines

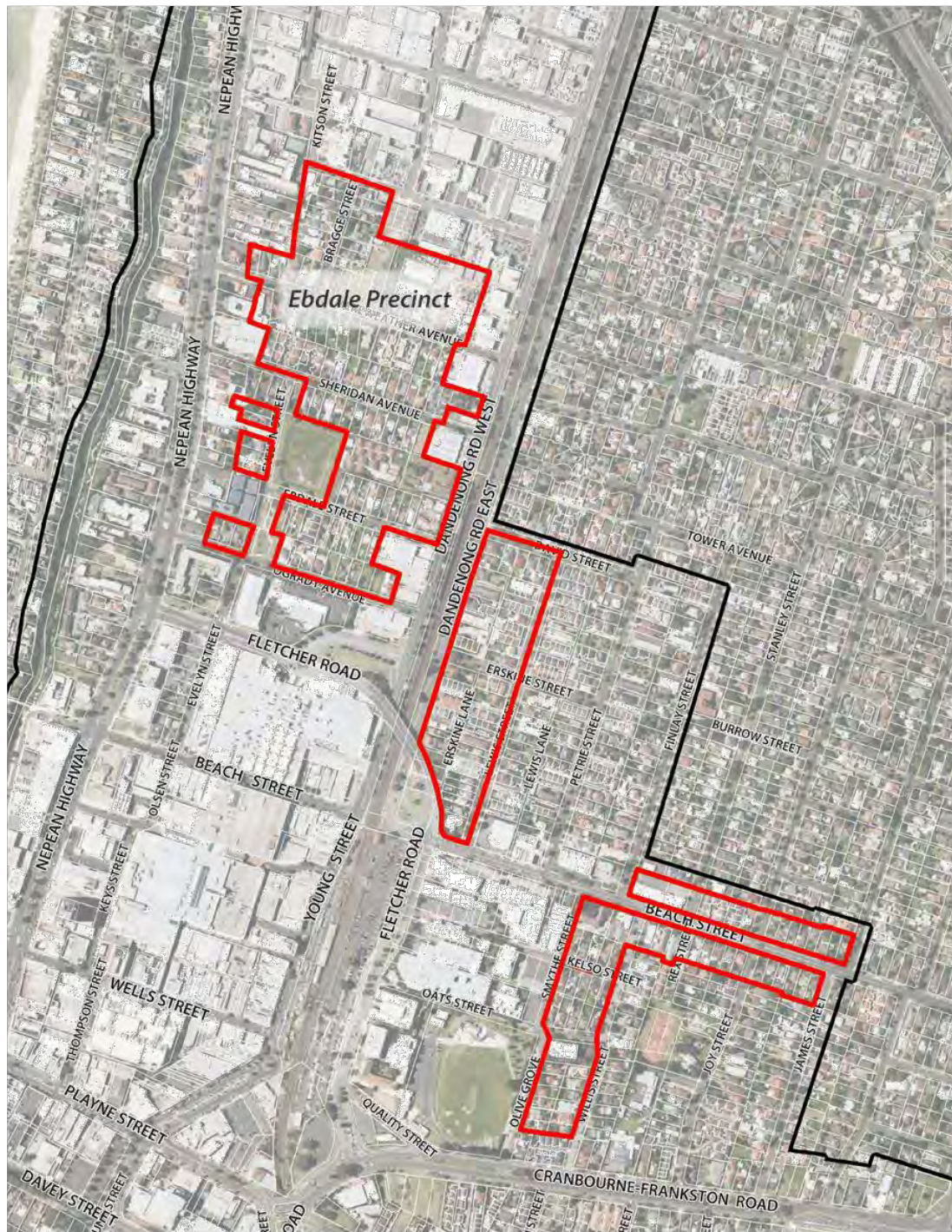
Where they apply

The Guidelines apply to Precincts 4 and 7 as identified in the FMAC Structure Plan.

How they apply

The guidelines must be considered for development where a permit application is required for:

- Construction of a dwelling if there is at least one dwelling existing on the lot
- Construction of two or more dwellings on a lot
- Construction of a residential building



Study Area Plan

1. Introduction

How they are structured

The guidelines are structured in six sections as described below:

Section 1 - Introduction - Provides the overall objectives for the guidelines and instructions on how they apply and should be used.

Section 2 - Site Response - Provides guidance on how the development should be sited and orientated on a site, and how open space and landscaping should be provided.

Section 3 - Building Form and Design - Provides guidance on elements such as building height and form, street interface, roof form and materials.

Section 4 - Services and Amenity - Provides guidance on the services that are provided for a site and guidance on both internal amenity for the proposed development and amenity impacts on neighbouring properties.

Section 5 - Car Parking and Access - Provides guidance on pedestrian and cycle access as well as car parking and vehicle access.

Section 6 - Development Typologies - Demonstrates how the guidelines would be applied on typical lots in the study area. A number of design scenarios are demonstrated within this section.

2. Site Response

2.1 Precincts

Objectives

Encourage higher density residential development and a variety of dwelling types that integrate successfully with the public realm.

Ensure new buildings respect the sharing of amenity for current and future residential development on adjoining sites.

Encourage open landscaped street frontages and activated building interfaces that promote surveillance of adjoining streets.

Ensuring the space around buildings is sufficient to accommodate landscaping.

Encourage site responsive, high quality and contemporary design of new dwellings.

Consolidation of land to facilitate the creation of viable development sites is encouraged.

Precinct 4 - Ebdale

This area is conveniently located between the Frankston City centre and a small industrial, commercial and office area to the North. With employment hubs within walking distance and good access to main transport routes, this area has been identified to accommodate significant increases in population.

This will be an area of transition as the urban fabric changes its existing character of mainly single-storey detached dwellings to mainly apartments and townhouses. Development is encouraged to maximise its available building envelope whilst acknowledging existing key characteristics. The sense of space and mature vegetation in the area are considered important elements to build upon.

The Ebdale Precinct will be an attractive, well planned residential neighbourhood offering a diversity of housing choices at increased densities for people to live close to shops, jobs, transport and the beach. Multi-unit residential development will be of a high architectural quality.

2. Site Response

Precinct 7 - Residential Intensification

Located close to the Frankston city centre, public transport, major road infrastructure and growing regional health and education campuses, Precinct 7 offers great accessibility within a network of safe streets, shaded by trees and overlooked by local residents.

New townhouses and apartments will integrate with the existing urban fabric, with landscaping and trees in front, side and rear setbacks, and high quality architecture that is responsive to the site and context.

The residential intensification Precinct will provide for housing at increased densities, encourage a diversity of housing types and encourage a scale of development that provides transition to surrounding residential areas. The precinct will allow more people to live close to shops, jobs, transport and the beach.

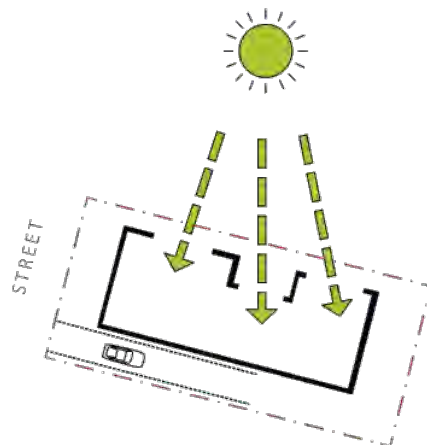
2.2 Building orientation and siting

Objectives

- O1 To ensure that site conditions including those on adjoining sites are considered
- O2 To provide good opportunities for solar access to dwellings
- O3 To ensure that new buildings have regard to the future development potential of adjoining sites and the ability for future development to gain reasonable solar access

Guidelines

- 2.2.1 Development should respond to existing conditions including adjoining uses, topography, vegetation and views
- 2.2.2 Siting of development should allow for adequate light and sun penetration to existing and future development on adjoining properties. Buildings should be sited away from main habitable rooms and private and communal open space on adjoining properties
- 2.2.3 Buildings should be sited and oriented to maximise opportunities for solar access to living areas and private open space
- 2.2.4 On lots with a generally east-west orientation, driveways should be located to the south of the lot where practicable
- 2.2.5 Maximise orientation of the building and dwellings to benefit from cooling breezes



Orient buildings to allow for good solar access to living areas and private open space

2.3 Front setback

Objectives

- O1 To support the streetscape character of tree-lined streets and landscaped front gardens
- O2 To provide opportunities for deep planting to front setbacks
- O3 To support the gradual implementation of consistent street setbacks
- O4 To provide a reasonable level of privacy to building occupants while encouraging passive surveillance of streets

Guidelines

- 2.3.1 Front street setbacks should be a minimum of 3m
- 2.3.2 Front setback areas should be free of structures such as rainwater tanks and outbuildings
- 2.3.3 On corner lots, front walls facing the side street should be setback 3 metres
- 2.3.4 The front setback must be landscaped with permeable surfaces and plants with the exception of driveways and pathways

2. Site Response

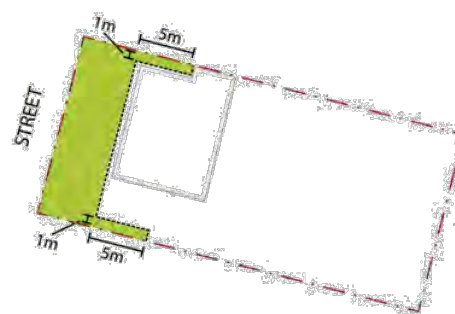
2.4 Side and rear setback

Objectives

- O1** To support the development of buildings separated by areas of planting
- O2** To provide opportunities for daylight access and natural ventilation to dwellings

Guidelines

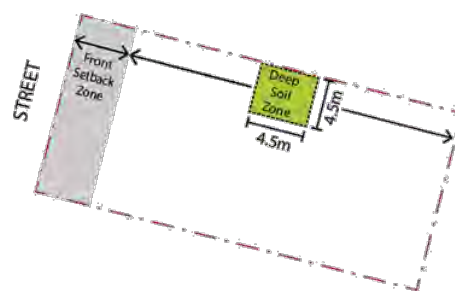
- 2.4.1** Buildings on single lots should be set back by at least 1m from each side boundary for the first 5 metres of the buildings that front the street.
- 2.4.2** Buildings on consolidated lots should be set back by at least 3m to one side boundary and at least 1m to the other side boundary for the first 5 metres of the buildings that front the street
- 2.4.3** Walls on boundaries are permitted provided they are set back 5m from the front wall of the buildings that front to the street and in accordance with ResCode provisions at Clause 55.04-2
- 2.4.4** A minimum of one 4.5m x 4.5m deep soil zone should be provided adjacent to one side boundary on a standard lot and two side boundaries on consolidated lots, for a minimum of 4.5m in length. Side boundary deep soil zones are not to encroach into front street setback areas.
- 2.4.5** Separation between buildings should utilise a 9 metre distance where possible to avoid overlooking. This may be able to be accommodated with adjoining landscape zones to side setbacks
- 2.4.6** In addition to guidelines 2.4.1, 2.4.2, 2.4.3 and 2.4.4, side and rear setbacks should be in accordance with ResCode provisions at Clause 55.04-1
- 2.4.7** On upper floors ResCode setbacks may be exceeded where appropriate to allow for improved building and amenity outcomes
- 2.4.8** Balconies and shading devices may encroach into side boundary deep planting zones by up to 1m
- 2.4.9** For buildings of more than 2 floors, the wall of the floors above the 2nd floor must be setback from the floor below a minimum of 2.5m to the street and rear. Balconies may encroach into this setback. All balustrades should have a minimum transparency of 40%
- 2.4.10** On front corner allotments the above requirements for front, side and rear setbacks may be varied to provide appropriate activated and landscaped interfaces to both streets



Side setback requirements for a standard single lot



Side setback requirements for a double consolidated lot



Deep soil zone located on single lot

2.5 Communal open space

Objectives

- O1** On consolidated lots, an area of communal open space should be provided that is accessible to all dwellings
- O2** The amenity of a development and any adjoining future and existing developments should not be compromised by the placement and design of communal open space

Guidelines

- 2.5.1** The placement of communal open space should maximise solar access
- 2.5.2** Landscape design of communal open space should be integrated with the overall development and provide a pleasant and inviting space that may include seating, shelter and communal garden beds
- 2.5.3** Bedrooms should not directly face communal open space
- 2.5.4** Rooftop gardens may be used to accommodate communal open space. They should be set back within the roof envelope to restrict overlooking and minimise bulk
- 2.5.5** Communal open space and access paths should incorporate baffled outdoor lighting

2.6 Landscape design

Objectives

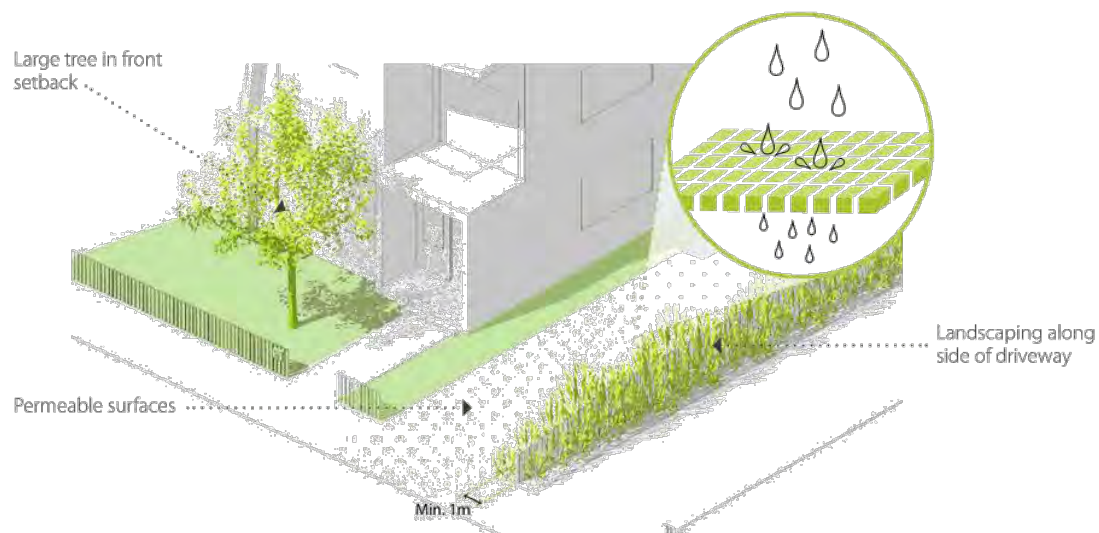
- O1** To support and improve tree canopy coverage by providing areas for deep soil zones in the setbacks of buildings
- O2** To promote Water Sensitive Urban Design (WSUD)
- O3** To provide high quality landscaping within the front setback that enhances the setting of buildings in the street
- O4** To provide low maintenance and drought tolerant landscaping
- O5** To provide dense tree planting and permeable landscaping to reduce the urban heat island effect

Guidelines

- 2.6.1** Retain and protect existing mature trees where possible and integrate into the overall site planning
- 2.6.2** A minimum of 30% of the site area should be permeable unless on-site storm water run-off is managed through alternative methods such as green roofs, raingardens and on-site bio-retention, to the satisfaction of the Responsible Authority
- 2.6.3** Front setbacks should be planted with a minimum of one canopy tree per standard residential lot frontage combined with lower scale planting. The canopy tree should be capable of reaching a minimum of 7m in height
- 2.6.4** The front setback may incorporate bike racks, seating, raised garden beds, lighting or other hard and soft landscaping elements that complement the space and contribute to the streetscape
- 2.6.5** Corner sites should provide landscaped setbacks to both street frontages to the satisfaction of the Responsible Authority
- 2.6.6** Where possible locate deep soil zones to the north side of the lot and adjacent to a deep soil zone on adjoining properties to form contiguous areas for large tree planting

2. Site Response

- 2.6.7 Where canopy trees are to be provided, deep soil zones should be a minimum of 4.5m x 4.5m to enable sufficient space for root zones. Landscaped areas of shrub, grasses, sedges and groundcovers should be a minimum of 2 metres in width to provide suitable space for planting
- 2.6.8 Trees should be carefully selected and sited to allow scope for expected growth and structural protection of buildings
- 2.6.9 Vehicle access ways should be offset from the side boundary by a minimum of 1m to provide sufficient space for landscaping. Meander the driveway where practicable to provide large planting spaces for trees within the driveway area
- 2.6.10 Utilise water sensitive urban design (WSUD) techniques to treat stormwater run-off from car parks and passively irrigate vegetation
- 2.6.11 Landscape areas should be planted with species that are low maintenance and hardy, and do not require irrigation from the potable water supply. Species selection should generally provide an emphasis on native and indigenous plants that are appropriate to the site

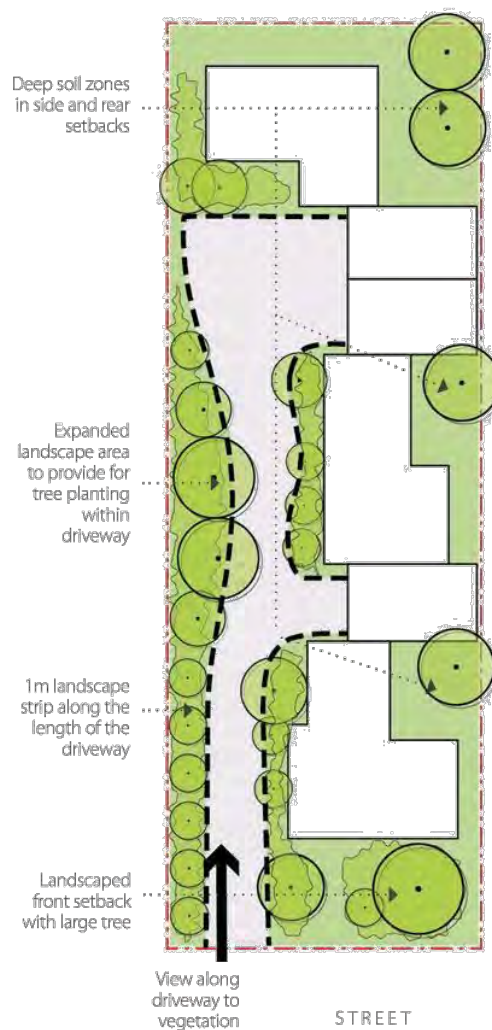


Setback landscaping and permeable paving

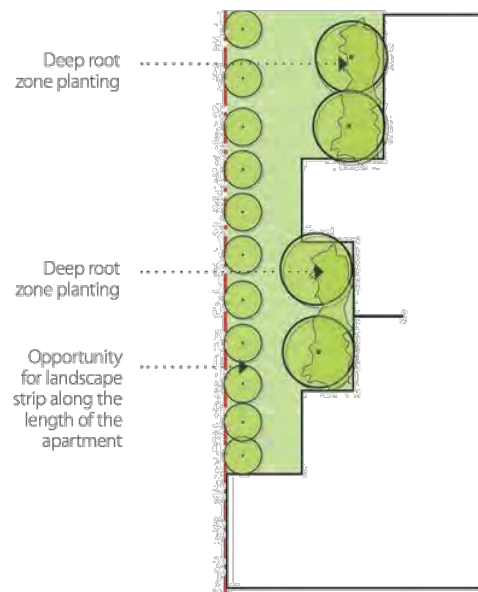


Buildings designed to retain established trees and create an attractive outlook from dwellings

2. Site Response



Meander the driveway where practicable to provide large planting spaces for trees within the driveway area



An example of planting opportunities around an 'apartment' style development



An example of how a driveway can be landscaped

3. Building Form and Design

3.1 Building height

Objectives

- O1** To support more efficient use of land by promoting the development of buildings of up to 13.5 meters in height
- O2** To enable height that supports pitched roof forms, reasonable floor-to-ceiling heights and raised ground floors

Guidelines

- 3.1.1** Building height is to be measured from natural ground level to the top of the apex of the roof
- 3.1.2** Buildings should be constructed to a maximum height of 13.5 meters

3.2 Building form

Objectives

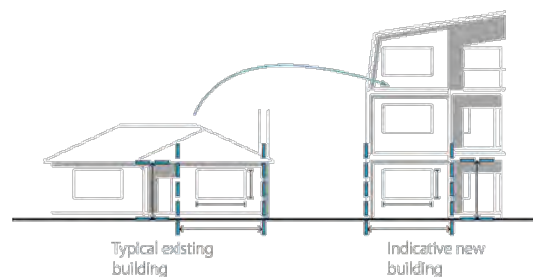
- O1** To provide a sense of address to dwellings
- O2** To allow for the integration of functional architectural elements into the overall building design.

Guidelines

- 3.2.1** Articulate building facades through the considered design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements such as columns and beams. Lighter and less detailed materials should generally be used on upper levels
- 3.2.2** On consolidated lots the streetscape interface of the development should break up the building bulk through significant recession into the building mass
- 3.2.3** Window proportions and alignment should respect neighbouring buildings
- 3.2.4** Street facing windows should generally have a horizontal emphasis (ie. 'Landscape' format)
- 3.2.5** Facade articulation should respect rhythm and grain of adjacent buildings



Articulation of building facade



Facade articulation to respect existing rhythm and proportions

3. Building Form and Design

3.3 Street interface

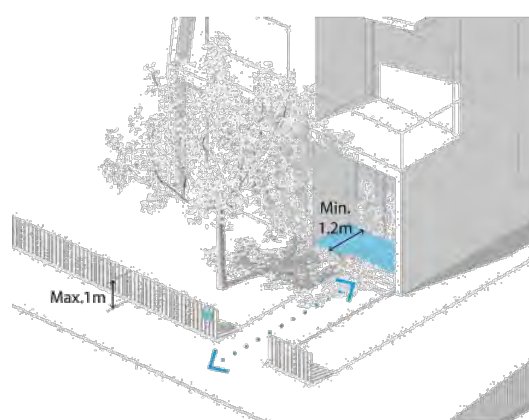
Objectives

- O1 To promote open streetscapes through low to medium height transparent front fencing**
- O2 To provide front building entries that are easily identifiable and complement the overall architectural design**
- O3 To enable passive surveillance of streets and public space through considered window composition and active uses facing the street**

Guidelines

- 3.3.1 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
- 3.3.2 On corner allotments both street frontages should provide activated and landscaped interfaces. This may include separate entries to individual dwellings
- 3.3.3 The building entries should directly front the street and be clearly defined and legible from the public realm. Lift cores should not face the street
- 3.3.4 Separate entry doors may be provided to ground floor dwellings. These may be provided to the side of the building but must be clearly identifiable
- 3.3.5 Integrate pedestrian access ramps with the overall design and landscape so that they are convenient, use similar materials and colour palettes as the building. Ramps should not dominate.
- 3.3.6 Street facing fencing should be a maximum of 1m in height
- 3.3.7 Street facing fencing should be constructed from predominantly lightweight materials and have a transparency of 30%
- 3.3.8 Walls facing streets and laneways should be punctuated by openings to provide passive surveillance
- 3.3.9 Street facing entries should generally be recessed within the overall facade by 1.2m and form a clearly identifiable element in the facade composition. Projected entry porticos should be integrated into the overall building design
- 3.3.10 Pathways must be provided to front entries
- 3.3.11 Weather protection should be provided at front entries

- 3.3.12 Innovative techniques should be used to define and give privacy to ground floor private open space. This may include the use of raised garden beds or decorative screening and fencing.
- 3.3.13 Ground floor windows facing the street should have a minimum sill height of 700mm above finished floor level to provide for adequate privacy for building occupants
- 3.3.14 The finished floor level of ground floor habitable rooms should be a minimum of 300mm above street kerb level



Street interface



Recessed dwelling entry

3.4 Roof design

Objectives

- O1 To provide skyline interest to streetscapes
- O2 To ensure roof design is integrated with the proportions and facade of the building

Guidelines

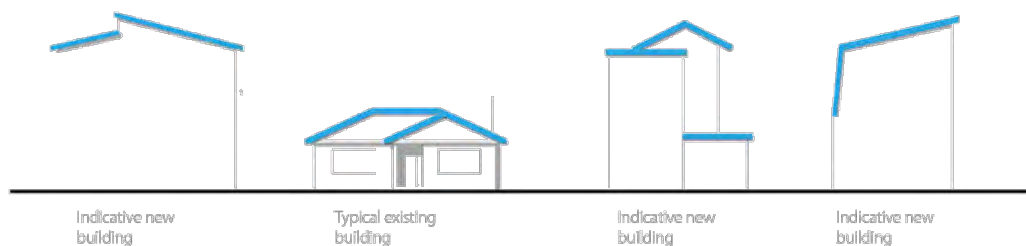
- 3.4.1 Roofs should be constructed with a pitch of 7 degrees from horizontal or greater. Roof forms may include gable, skillion or hipped designs. These forms may be combined with flat roof forms to provide articulation
- 3.4.2 Buildings of 2 or more storeys should have a skillion or gable roof for a minimum of 30% of the primary street facing facade
- 3.4.3 On larger buildings articulate or divide roof forms into distinct sections in order to minimise visual bulk and respond to the roof proportions of existing buildings
- 3.4.4 Services and equipment such as plant, lift cores, heating and cooling should be contained within the roof form or screened behind a parapet so that they are not visible
- 3.4.5 Consider site orientation in the design of roof forms so that element such as eaves can respond to solar access



Gabled roof form combined with flat roof



Skillion roof form combined with flat roof



Pitched roof form response

3. Building Form and Design

3.5 Materials and detailing

Objectives

- O1** To provide visual interest and sense of address

Guidelines

- 3.5.1 Building facades should be clad with non-monolithic materials, such as brickwork, weatherboards or other articulated cladding. Large areas of rendered wall surface is discouraged
- 3.5.2 Building facades should use a maximum of 3 different primary cladding materials. (Use of a wide variety of cladding types is no substitute for meaningful building articulation)
- 3.5.3 Architectural detail of eaves should be considered as part of the design



Considered use of simple materials



Building composed from detailed materials with minimal areas of rendered surface

4. Services and Amenity

4.1 Site services

Objectives

- O1 To ensure that site services, such as water, power, gas, communications and waste, can be easily accessed and maintained**
- O2 To ensure that site services are incorporated into the design of developments**
- O3 To encourage use of sustainable technologies**

Guidelines

- 4.1.1 Conveniently locate mail boxes in accordance with Australia Post Requirements
- 4.1.2 Adequate space should be provided within developments to accommodate for services to be easily installed and maintained
- 4.1.3 Set aside appropriate space to allow for the installation of future site services, such as communications infrastructure and 'third pipe' water infrastructure
- 4.1.4 Site services, such as meter boxes, fire fighting equipment and mail boxes, should be incorporated into the design of the building or development and be constructed, where possible, with materials and details common to the development
- 4.1.5 Adequate space should be provided for rubbish and recycling bin storage. Bin storage is to be screened and incorporated into the design of the development
- 4.1.6 Solar boosted hot water systems are to be provided where practicable
- 4.1.7 Incorporate rainwater tanks on each building of at least 5,000 litres to collect runoff from roof areas. The water should be used for landscape irrigation, cleaning and toilet flushing
- 4.1.8 Where practical, incorporate grey water treatment and re-use systems (in accordance with EPA requirements)

4.2 Storage

Objectives

- O1 To provide adequate storage for each dwelling**
- O2 To ensure that storage is convenient, secure and weatherproof**

Guidelines

- 4.2.1 At least 6m³ of Storage space must be accessible from outside the dwelling
- 4.2.2 A minimum depth and width of 1.2m must be provided in at least 1 storage space per dwelling.
- 4.2.3 Ventilation should be provided to Storage spaces
- 4.2.4 Where storage is provided outside of dwellings, it must be lockable, weatherproof and conveniently located
- 4.2.5 Bicycle Parking does not contribute to Storage space requirements
- 4.2.6 Private Open Space does not contribute to Storage space requirements
- 4.2.7 Storage space should be clear of building services, such as pipework, rainwater tanks, mechanical equipment, and should not be located above car spaces

4. Services and Amenity

4.3 Daylight and sunlight access

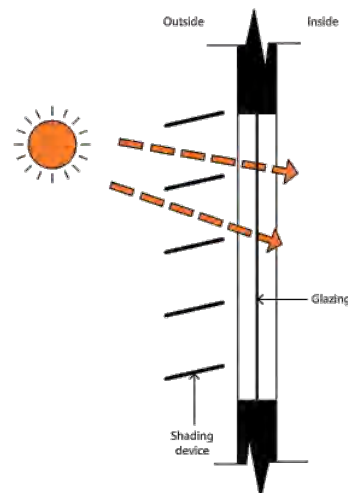
Objectives

- O1** To provide adequate natural light to habitable rooms
- O2** To ensure that opportunities for passive solar gain to habitable rooms is maximised
- O3** To discourage use of borrowed light and light courts to provide light to habitable rooms

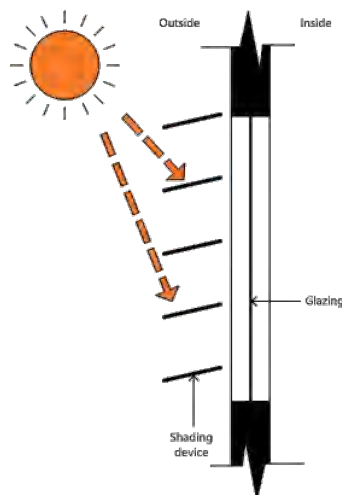
Guidelines

- 4.3.1 Habitable rooms should have a window facing an outdoor space open to the sky
- 4.3.2 Habitable rooms should be located to minimise southerly aspects
- 4.3.3 Building depths should be limited to the distances below to enable adequate sunlight to habitable rooms:
 - 9m for row houses and single loaded apartment buildings and row houses
 - 22m for double loaded apartment buildings
- 4.3.4 North and west facing glazing is to be protected by eaves or a shading device designed to allow solar penetration during colder months and minimise penetration of hot summer sun.
 - Horizontal shading devices are best suited to generally north facing glazing.
 - Vertical shading devices are best suited to generally west facing glazing.

N.B. Refer to Council publication Ecologically Sustainable Development Design Guide – Buildings (FCC 2010). These are a useful guide to assist with suitable ESD outcomes. These can be found on Council's website.



Winter



Summer

Horizontal shading designed to allow direct solar access to north facing rooms in winter and minimise direct solar access in summer

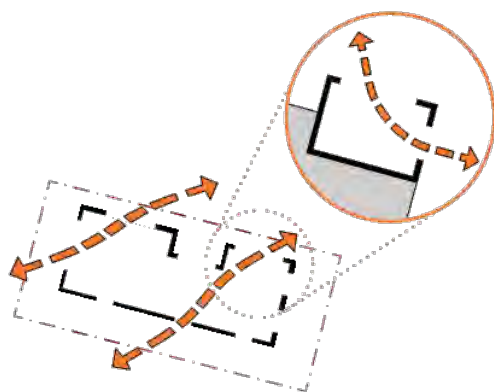
4.4 Natural ventilation

Objectives

- O1 To provide fresh air ventilation to buildings
- O2 To provide good levels of thermal comfort for building occupants
- O3 To increase energy efficiency of buildings by reducing the need for mechanical ventilation

Guidelines

- 4.4.1 Natural ventilation should be provided to all habitable rooms
- 4.4.2 Provide openings in two walls to rooms wherever practical



Provide natural cross ventilation of buildings. Where possible locate openings in 2 walls to rooms and apartments

4.5 Roof design

Objectives

- O1 To provide a good level of amenity and sense of space to rooms
- O2 To allow for good levels of daylight penetration into habitable rooms

Guidelines

- 4.5.1 Ceiling heights to habitable rooms should be a minimum of 2.7m measured from Finished Floor Level (FFL) to underside of Finished Ceiling Level (FCL), except where habitable rooms are located on a mezzanine floor, open to a double-height space with a minimum of 2m between the external glass line and balustrade to mezzanine level. In such instances, a minimum ceiling height of 2.4m from FFL to FCL may be acceptable.
- 4.5.2 Ceiling heights to non-habitable rooms should be a minimum of 2.4m from FFL to FCL.

4.6 Acoustic privacy

Objectives

- O1 To ensure that noise impacts on building occupants are minimised

Guidelines

- 4.6.2 Buildings located adjacent to Road Zone 1 and Road Zone 2, near railway lines and other sources of noise, should be designed to minimise noise impacts to habitable rooms
- 4.6.3 Vehicle access ways, parking areas and services equipment should be located to minimise noise impacts on bedrooms. Where locational separation cannot be achieved, noise impacts should be minimised through use of architectural solutions
- 4.6.4 Solutions to minimising noise impacts may include double glazing, operable screening, solid balustrade treatments and landscaping

5. Car Parking and Access

5. Car parking and Access

5.1 Pedestrian and cycle access

Objectives

- O1 To provide for safe, convenient and dignified access throughout developments by people with bikes, wheelchairs and prams**

Guidelines

- 5.1.2 Pedestrian routes to public areas, such as site facilities and parking areas, and main entries to dwellings accessible from ground floor should be accessible to people with bikes, wheelchairs and prams
- 5.1.3 All dwellings accessible from ground level should have clear access from the main entry to living areas and toilet at entry level to enable visiting by people with limited mobility
- 5.1.4 Design driveway access to minimise vehicle and pedestrian / cyclist conflicts by maintaining clear viewlines
- 5.1.5 Pedestrian routes to public areas and main entries in a development should be lit with low-glare or baffled lighting
- 5.1.6 The location of bicycle parking should be easily accessible from the street and at ground level
- 5.1.7 Bicycle parking should be secure and / or located in an area subject to passive or active surveillance. Bicycle parking must be compliant with Clause 52.34 of the Frankston Planning Scheme



Landscaped pedestrian path with lighting and passive surveillance

5.2 Vehicle access and parking

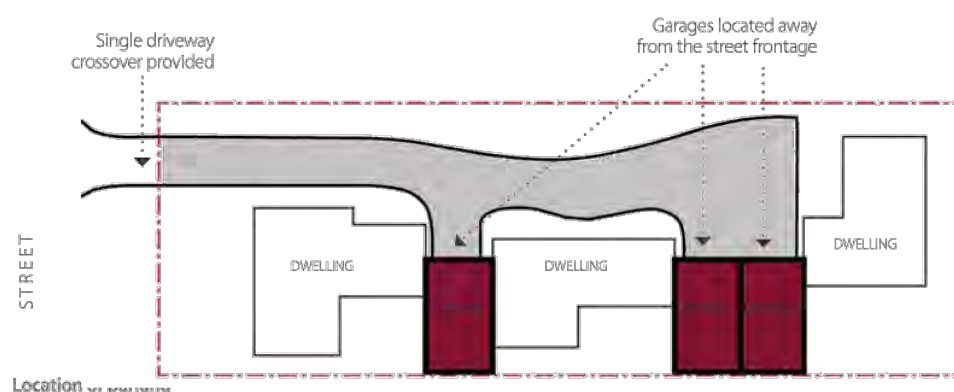
Objectives

- O1 To ensure the location, design and layout of car parking and access is integrated with the overall site planning and building design**
- O2 To minimise vehicle cross-overs**
- O3 To provide safe and secure car parking**
- O4 To manage potential conflict between vehicles, building occupants, pedestrians and cyclists**
- O5 To minimise the visual impact of car parking and access from the street so that it does not adversely affect streetscape character**

Guidelines

- 5.2.1 Provide 1 vehicle cross-over per site. This applies to standard single lots and consolidated lots. Two cross overs may be acceptable on corner lots. Re-use existing crossovers where possible, particularly to avoid the need to remove mature street trees
- 5.2.2 On lots with a generally east-west orientation, driveways should be located to the south of the lot where practicable
- 5.2.3 Security lighting should be provided to vehicle parking areas and entries. Light spillage to dwellings on site or those adjacent should not impact on amenity
- 5.2.4 The area of vehicle access way within the front setback and areas shared by vehicles and pedestrians should be a dressed surface treatment other than standard grey concrete
- 5.2.5 Clear sight lines should be provided at the vehicle exit point in accordance with Clause 52.06-8 of the Frankston Planning Scheme

- 5.2.6 Parking and vehicle entries should not present as a dominant element when viewed from the public realm. Appropriate and innovative screening and screen planting should be incorporated where necessary
- 5.2.7 Car parking areas should generally be located away from street interfaces and not within the front setbacks. Double garages facing the street should generally be avoided
- 5.2.8 Entry to car parking off a rear lane should be set back a minimum of 1m from the rear boundary
- 5.2.9 Undercroft car parking in apartment developments should be screened from the street with landscaping and / or articulated screening
- 5.2.10 Basement car parks should be designed with the following considerations:
 - Provide natural ventilation
 - Integrate ventilation grilles or security gates into the facade and landscape design
 - Provide security gates, conceal service pipes and ducts, to improve the appearance of basement entries from the street
- 5.2.11 Encourage the use of basement or semi basement car parks to reduce the visual impact of vehicle storage to the street and adjoining properties, maximise the potential for access to ground floor open space and provide privacy to ground floor apartments with a raised floor level
- 5.2.12 Where the Special Building Overlay applies, basement car parking will need to be designed to be compliant with relevant clauses of Schedule 44.05 - Special Building Overlay



6. Development Typologies

6. Development Typologies

6.1 Overview

Design typologies have been developed to demonstrate best practice development outcomes that accord with the design guidelines.

The typologies are intended to help applicants in understanding how guidelines are intended to be applied.

The typologies have been prepared on actual sites within the study area to cover the various development outcomes that are permissible under the existing and proposed planning controls. These include:

- Three storey townhouse development on a single lot
- Four storey apartment building on a consolidated lot

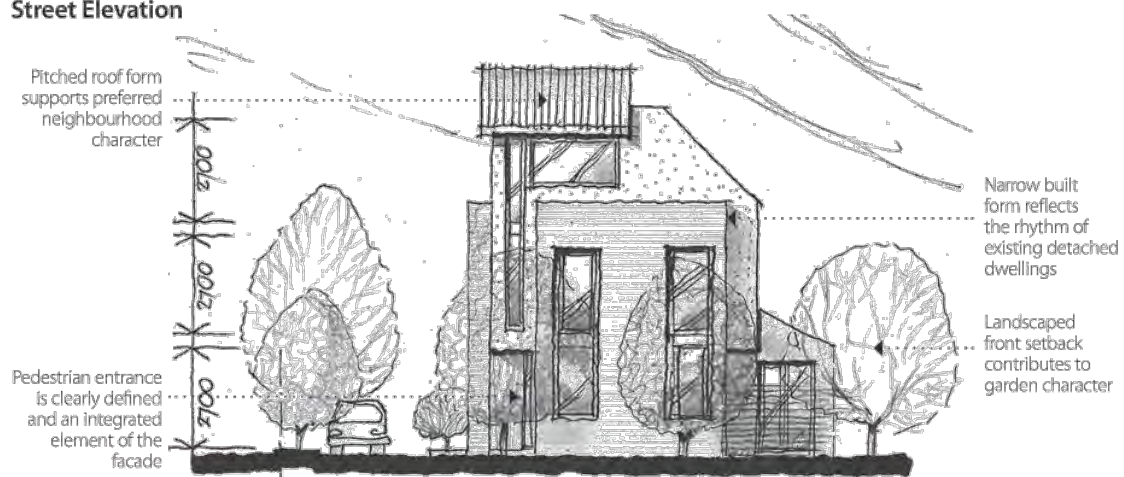
6.2 Three storey townhouses on a standard single lot

This typology provides for four, three storey townhouses on single lot

Site Layout Plan



Street Elevation



6. Development Typologies

6.3 Four storey apartment building on a double consolidated lot

This typology provides for 14 apartments within a four storey building on a double consolidated lot

Ground Floor Plan



Four storey apartment building on a double consolidated lot cont.

1st Floor Plan



Pedestrian access for units 4-14

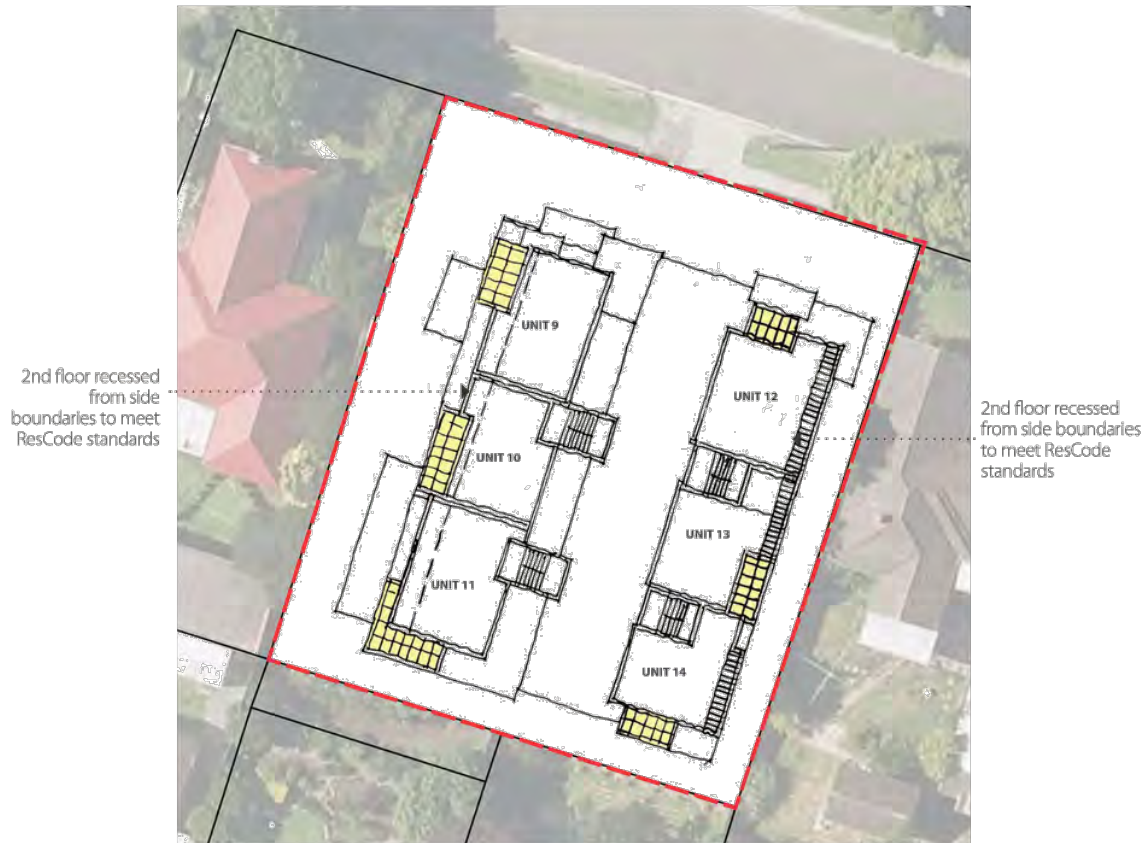
Elevated entrance zone provides substantial 'green' break to the building and high level of amenity to residents

Daylight provided to both sides of most apartments

6. Development Typologies

Four storey apartment building on a double consolidated lot cont.

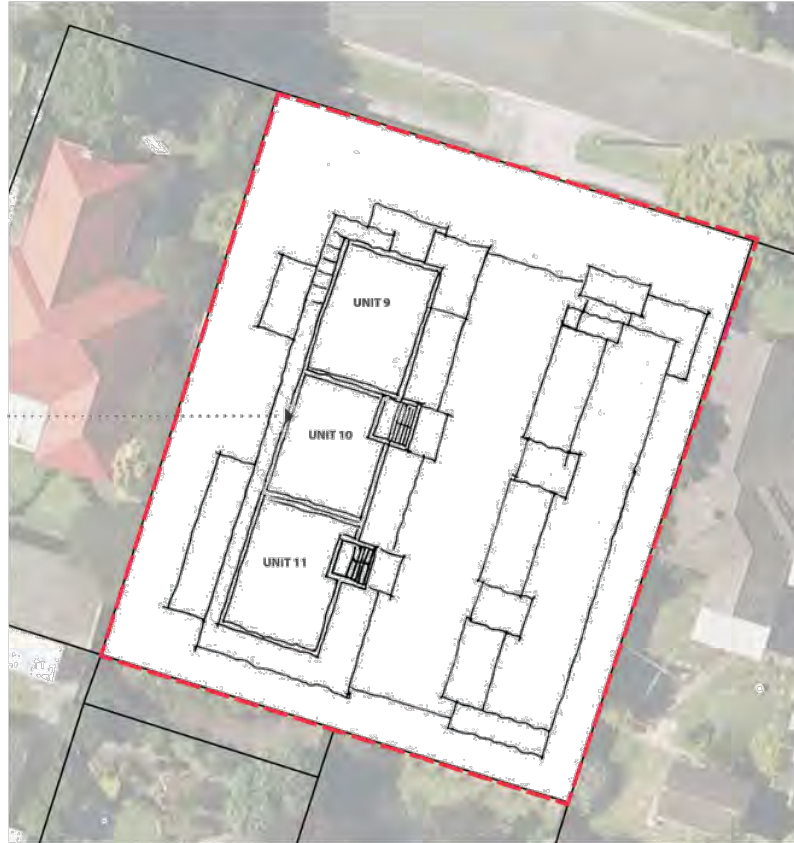
2nd Floor Plan



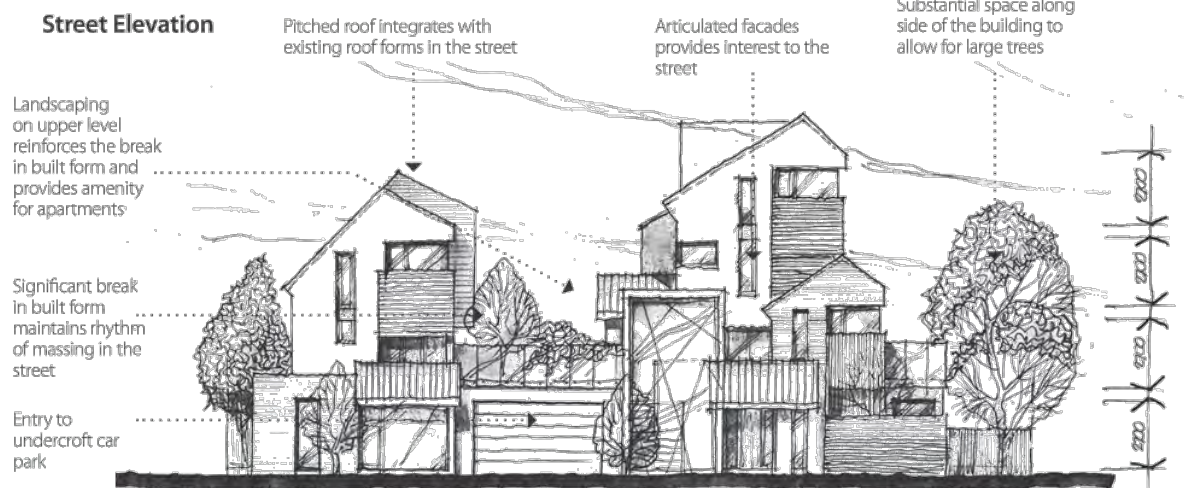
Four storey apartment building on a double consolidated lot cont.

3rd Floor Plan

3rd floor recessed from side boundaries to meet ResCode standards



Street Elevation



Built form Guidelines

Tract
Landscape Architects
Urban Designers
Town Planners

Tract

Frankston Metropolitan Activity Centre

Precinct 8 - Health & Education

Precinct 9 - Cranbourne Road Office & Commercial

FEBRUARY 2017



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1. Introduction

1.1 About the Guidelines

Purpose

The purpose of this document is to provide built form guidance for Precinct 8 - Health & Education & Precinct 9 - Cranbourne Road Office & Commercial within the Frankston Metropolitan Activities Area. The guidelines will be used to guide the design of developments, be utilised in the preparation of planning permit applications and be utilised by Council for the assessment of permit applications.

The guidelines aim to ensure that future development provides a high level of amenity for employees, residents, visitors and neighbours, and sets benchmarks in design quality.

Why the guidelines are needed

The Frankston Metropolitan Activity Centre (FMAC) is one of only nine activity areas identified by state government across metropolitan Melbourne. These activity areas are seen to be the future regional centres that will provide business, employment and housing concentrations that will assist in accommodating anticipated population growth in Victoria.

Frankston City Council wishes to capitalise on the FMAC's bayside position, gateway to the Mornington Peninsula and its access to major transport links. Whilst looking to grow investment and employment and improve public infrastructure in the central business precinct, there is also a significant opportunity for office, commercial & residential development along Cranbourne Road to support the city centre.

It is critical that this area is planned to the highest standard to enhance streetscapes and provide for a high level of amenity for employees, residents and visitors. The guidelines have been prepared to ensure this occurs.

Guideline Objectives

The objectives of the Guidelines are:

- To facilitate the development of high quality, amenable, and attractive office and commercial development and residential development on upper levels
- To ensure that the highest level of amenity is provided for employees, visitors and residents
- To respond to a variety of commercial office and residential needs both now and into the future
- To ensure that development provides excellence in the standard of architecture and ESD
- To support existing State and Local planning objectives

1.2 How to use the guidelines

Where they apply

The Guidelines apply to Precinct 8 & 9 as identified in the FMAC Structure Plan

How they are Structured

The guidelines are structured in six sections as described below:

Section 1 - Introduction - Provides the overall objectives for the guidelines and instructions on how they apply and should be used

Section 2 - Site Response - Provides guidance on how the development should be sited and orientated on a site, and how open space and landscaping should be provided

Section 3 - Building Form and Design - Provides guidance on elements such as building height and form, street interface, roof form and materials

Section 4 - Services and Amenity - Provides guidance on the services that are provided for a site and guidance on both internal amenity for the proposed development and amenity impacts on neighbouring properties.

Section 5 - Car Parking and Access - Provides guidance on pedestrian and cycle access as well as car parking and vehicle access

Section 6 - Development Typologies - Demonstrates how the guidelines would be applied on typical lots in the study area. A number of design scenarios are tested within this section.



Precinct 8 and 9

2. Site Response

2.1 Precincts

Objectives

Strengthen Frankston's role as a major health and education hub through the location of ancillary health, medical and educational services that complement Frankston Hospital, Frankston Private Hospital, Monash University and Chisholm TAFE.

Encourage development along Hastings and Cranbourne Roads that is responsive to their roles as gateways to the City Centre.

Encourage the development of office suits along Cranbourne Road.

Ensure that new buildings have regard to the future development potential of adjoining sites and the ability for future development to obtain reasonable solar access.

Integrate health and education uses as part of mixed use development.

Encourage housing at increased densities on upper levels of new development.

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.

Encourage open, landscaped street frontages and activated building interfaces that promote subservience of adjoining streets.

Precinct 8 - Health & Education

The Health and Education Precinct takes in the Frankston Public and Private Hospitals, the area between Hastings Road and the railway line, and the Frankston campuses of Monash University and Chisholm Institute. Frankston's role as the major health and education hub for the south east and Mornington Peninsula will be strengthened through additional health and educational services within the Precinct.

The area between Hastings road and the railway line will continue its transition to consulting rooms and smaller scale medical uses that are complementary to the hospitals. New health uses will be encouraged to locate on consolidated sites within purpose-built facilities.

Monash University and Chisholm Institute will be encouraged to intensify the use of their existing sites and establish satellite campuses within the City Centre to help meet future expansion needs.

Pedestrian and off-road cycle links between the precinct and the City Centre will be strengthened.

Precinct 9 - Cranbourne Road Office & Commercial

The Cranbourne Road Office and Commercial Precinct will provide a location for small businesses and start up opportunities seeking to take advantage of convenient access to major road links, the railway station and the City Centre.

New development will provide visual interest to the street using articulation, balconies, windows and a mix of high quality materials on all facades. Pedestrian entries will be clearly visible from the street while the visual impact of car parking is minimised through landscaping and locating car parking facilities to the side, rear or underneath buildings.

The precinct will also provide housing at increased densities particularly at upper levels.

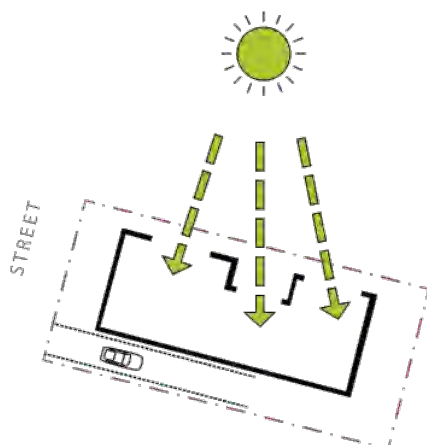
2.2 Building Orientation & Siting

Objectives

- O1 To ensure that site conditions including those on adjoining sites are considered
- O2 To provide good opportunities for solar access to habitable spaces
- O3 To ensure that new buildings have regard to the future development potential of adjoining sites and the ability for future development to gain reasonable solar access

Guidelines

- 2.2.1 Development should respond to existing conditions including adjoining uses, topography, vegetation and views
- 2.2.2 Siting of development should allow for adequate light and sun penetration to existing and future development on adjoining properties. Buildings should be sited away from main habitable rooms and private and communal open space on adjoining properties
- 2.2.3 Buildings should be sited and oriented to maximise opportunities for solar access to habitable and open space areas.
- 2.2.4 On lots with a generally east-west orientation, driveways should be located to the south of the lot where practicable
- 2.2.5 Maximise orientation of the buildings to benefit from cooling breezes



Orient buildings to allow for good solar access to living areas and private open space

2.3 Front Setbacks

Objectives

- O1 To support the preferred general streetscape character of a tree-lined streets and landscaped front gardens
- O2 To provide opportunities for deep planting to front setbacks
- O3 To support the gradual implementation of consistent street setbacks
- O4 To provide a reasonable level of privacy to building occupants while encouraging passive surveillance of streets

Guidelines

- 2.3.1 Front street setbacks should be a minimum of 3m
- 2.3.2 Front setback areas should be free of structures such as rainwater tanks and outbuildings
- 2.3.3 Car parking should not be located in the front setback
- 2.3.4 On corner lots, front walls facing the side street should be setback a minimum of 3 metres
- 2.3.5 The front setback must be landscaped with permeable surfaces and plants with the exception of driveways and pathways



2. Site Response

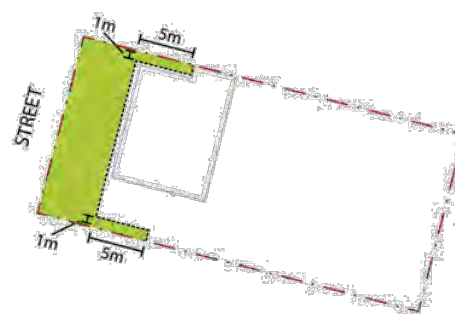
2.4 Side and Rear Setbacks

Objectives

- 01 To support the preferred general neighbourhood character of buildings separated by areas of planting**
- 02 To provide opportunities for daylight access and natural ventilation to buildings**

Guidelines

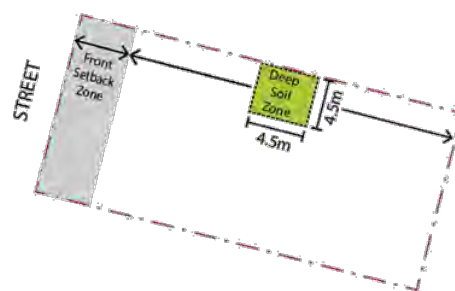
- 2.4.1** Buildings on single lots should be set back by at least 1m from each side boundary for the first 5 metres of the buildings that front to the street
- 2.4.2** Buildings on consolidated lots should be set back by 3m to one side boundary and 1m to the other side boundary for the first 5 metres of the buildings that front to the street
- 2.4.3** Walls on boundaries are permitted provided they are set back 5m from the front wall of the buildings that front to the street and in accordance with ResCode provisions at Clause 55.04-2
- 2.4.4** A minimum of one 4.5m x 4.5m wide deep soil zones should be provided adjacent to one side boundary on a standard lot and two side boundaries on consolidated lots, for a minimum of 4.5m in length. Side boundary deep soil zones are not to encroach into front street setback areas
- 2.4.5** Where a neighbouring development includes residential use, separation between buildings should utilise a 9 metre distance where possible to avoid overlooking. This may be able to be accommodated with adjoining landscape zones to side setbacks
- 2.4.6** In addition to guidelines 2.4.1, 2.4.2, 2.4.3 and 2.4.4, side and rear setbacks should be in accordance with ResCode provisions at Clause 55.04-1
- 2.4.7** Balconies and shading devices may encroach into side boundary deep planting zones by up to 1m where it can be demonstrated that such encroachment will not impact on tree growth, to the satisfaction of the Responsible Authority
- 2.4.8** For buildings of more than 2 floors, the wall/s of the floor/s above the 2nd floor must be setback from the floor below a minimum of 2.5meters to the street and rear. Balconies may encroach into this setback. All balustrades should have a minimum transparency of 40%
- 2.4.9** On street corner allotments the above requirements for front, side and rear setbacks may be varied to provide appropriate activated and landscaped interfaces to both streets.



Side setback requirements for a standard single lot



Side setback requirements for a double consolidated lot



Deep soil zone located on single lot

2.5 Landscape Design

Objectives

- O1 To support and improve tree canopy coverage by providing areas for deep soil zones in the setbacks of buildings**
- O2 To promote Water Sensitive Urban Design (WSUD)**
- O3 To provide high quality landscaping within the front setback that enhances the setting of buildings in the street**
- O4 To provide low maintenance and drought tolerant landscaping**

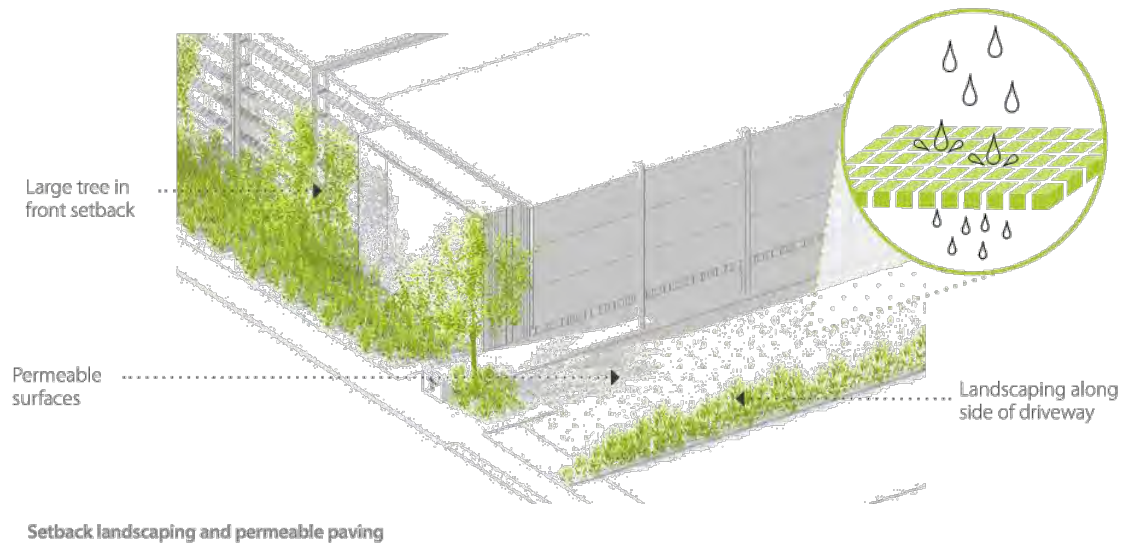
Guidelines

- 2.5.1 Retain and protect existing mature trees where possible and integrate into the overall site planning
- 2.5.2 The landscape plan should respond to the site soil types, drainage conditions and other climatic factors
- 2.5.3 A minimum of 30% of the site area should be permeable unless on-site storm water run-off is managed through alternative methods such as green roofs, raingardens and on-site bio-retention, to the satisfaction of the Responsible Authority
- 2.5.4 Front setbacks should be planted with a minimum of one canopy tree per standard lot frontage combined with lower scale planting. The canopy tree should be capable of reaching a minimum of 7m in height
- 2.5.5 The front setback may incorporate bike racks, seating, raised garden beds, lighting or other hard and soft landscaping elements that complement the space and contribute to the streetscape
- 2.5.6 Provide elements within the front setback that will encourage the use of the space by residents staff and visitors. This could include landscaped areas incorporating seating and grassed areas
- 2.5.7 Corner sites should provide landscaped setbacks to both street frontages to the satisfaction of the Responsible Authority
- 2.5.8 Where possible locate deep soil zones to the north side of the lot and adjacent to a deep soil zone on adjoining properties to form contiguous areas for large tree planting
- 2.5.9 Where canopy trees are to be provided, deep soil zones should be a minimum of 4.5m x 4.5m to enable sufficient space for root zones. Landscaped areas of shrub, grasses, sedges and groundcovers should be a minimum of 2 metres in width to provide for the effective impact of planting

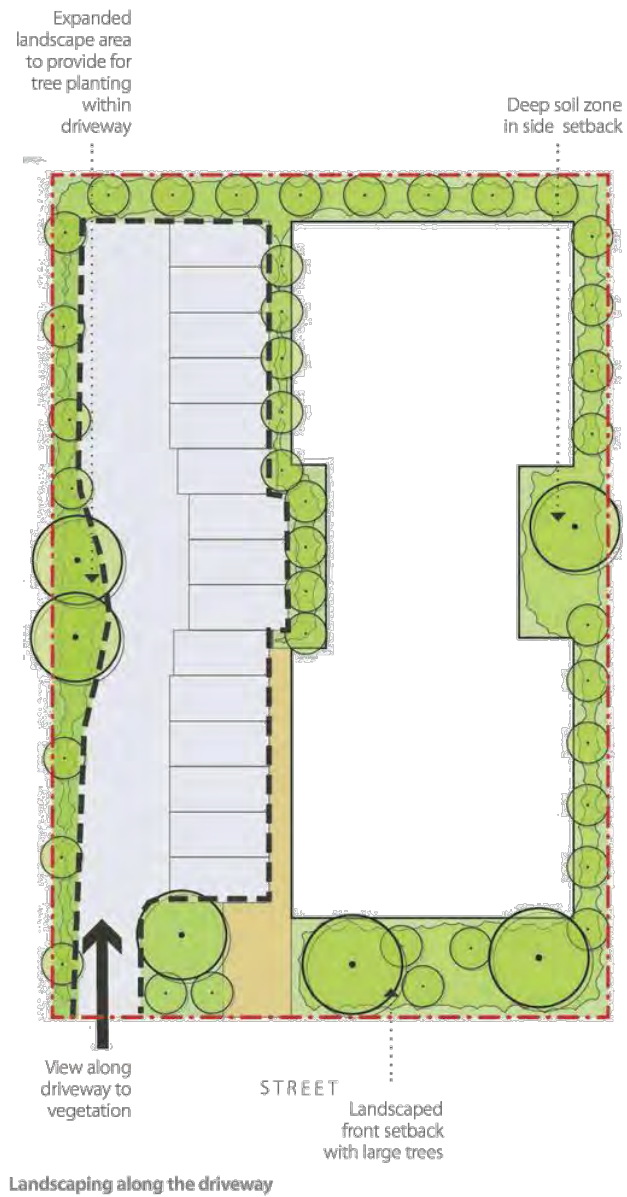
- 2.5.10 Trees should be carefully selected and sited to allow scope for intended growth and structural protection of buildings
- 2.5.11 Vehicle access ways should be offset from the side boundary by a minimum of 1m to provide sufficient space for landscaping. Meander the driveway where practicable to provide large planting spaces for trees within the driveway
- 2.5.12 Utilise water sensitive urban design (WSUD) techniques to treat stormwater run-off from car parks and passively irrigate vegetation
- 2.5.13 Landscape areas should be planted with species that are low maintenance and hardy, and do not require irrigation from the potable water supply. Species selection should generally provide an emphasis on native and indigenous plants that are appropriate to the site



2. Site Response



An example where the building has been sited and designed to retain a remnant tree



This example of a landscaped area is wide enough to provide for a mix of grasses, shrubs and trees and have a strong impact on the streetscape



An example of how a driveway can be landscaped

2. Site Response

2.6 Communal Open Space

Objectives

- O1 To provide areas of outdoor space for residents staff and visitors**
- O2 To ensure that Outdoor communal space is usable and functional**

Guidelines

- 2.6.1 Developments should incorporate a minimum of 40m² of communal open space
- 2.6.2 The area must be capable of containing a rectangle of 3m x 4m. The space should have minimal level changes
- 2.6.3 Rooftop gardens may be used to accommodate communal open space. They should be set back within the roof envelope to restrict overlooking and minimise bulk.
- 2.6.4 Services such as air conditioning units, rainwater tanks and hot water units must be not encroach into communal open space areas that are less than 45m²
- 2.6.5 Communal open space should be located to take advantage of northern aspect (where practicable), connect to internal common areas, and be landscaped with shade trees and seating
- 2.6.6 Communal open space and access paths should incorporate baffled outdoor lighting

3. Building Form and Design

3.1 Building Height

Objectives

- O1 To support more efficient use of land by promoting the development of buildings of up to 14m in height
- O2 To encourage a boulevard character along Cranbourne Road and Hastings Road
- O3 To enable good floor-to-ceiling heights, integrated architectural screening of roof-mounted plant and services, and articulated roof forms

Guidelines

- 3.1.1 Building height is to be measured from natural ground level to the underside of Finished Ceiling Level (FCL) of habitable rooms
- 3.1.2 Roof forms should extend no greater than 1.8m above the maximum building height
- 3.1.3 Roof plant and services may extend beyond the maximum roof height to the satisfaction of the Responsible Authority and must be appropriately screened

3.2 Building Form

Objectives

- O1 To provide a sense of address to buildings
- O2 To support a preferred boulevard character
- O3 To allow for the integration of functional architectural elements into the overall building design

Guidelines

- 3.2.1 Articulate building façades through the considered design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements such as columns and beams
- 3.2.2 Lighter and less detailed materials should generally be used on upper levels
- 3.2.3 On consolidated lots the streetscape interface of the development should break up the building bulk through significant penetration into the building mass
- 3.2.4 Window proportions and alignment should respect neighbouring buildings
- 3.2.5 Buildings constructed along long boundaries such as, corner lots and across double consolidated lots, should be separated to reflect the detached character of the precincts

3. Building Form & Design

3.3 Street Interface

Objectives

- O1 To promote open streetscapes through low to medium height transparent front fencing**
- O2 To provide front building entries that are easily identifiable and complement the overall architectural design**
- O3 To enable passive surveillance of streets and public space through considered window composition and active uses facing the street**

Guidelines

- 3.3.1** 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 garages and bathrooms, should be located away from street-facing facades where practicable
- 3.3.2** Buildings should provide a minimum of 60% glazing in the facade that fronts the street. Where this is not practical, it will need to be demonstrated that the front facade contributes positively to the streetscape and provides passive surveillance of the street
- 3.3.3** On corner allotments both street frontages should provide activated and landscaped interfaces. This may include separate entries
- 3.3.4** The building entries should directly front the street and be clearly defined and legible from the public realm. Lift cores should not face the street
- 3.3.5** Integrate pedestrian access ramps with the overall design and landscape so that they are convenient, use similar materials and colour palettes as the building. Ramps should not dominate the visual appearance of pedestrian ingress/egress spaces
- 3.3.6** Walls facing streets and laneways are to be punctuated by openings to provide passive surveillance
- 3.3.7** Ground floor street-facing facades should incorporate visual permeability and avoid residential architectural expression
- 3.3.8** Street facing entries should generally be recessed within the overall facade by 1.2m and form a clearly identifiable element in the facade composition. Projecting entry porticos are not consistent with the neighbourhood character of the precincts
- 3.3.9** Pathways are to be provided to front entries
- 3.3.10** Seating should be integrated into building facades at front entries, where practicable
- 3.3.11** Weather protection should be provided at front

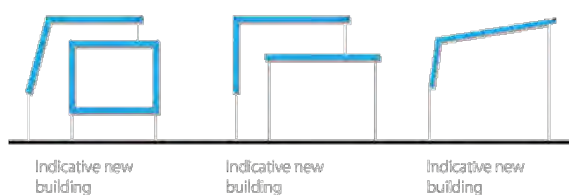
3.4 Roof Design

Objectives

- O1 To provide skyline interest to streetscapes**
- O2 To ensure roof design is integrated with the proportions and facade of the building**

Guidelines

- 3.4.1** Roof forms should be integrated with the overall building facade design
- 3.4.2** On larger buildings articulate or divide roof forms into distinct sections in order to minimise visual bulk and respond to the roof proportions of existing buildings
- 3.4.3** Services and equipment such as plant, lift cores, heating and cooling should be contained within the roof form or screened behind a parapet so that they are not visible
- 3.4.4** Consider site orientation in the design of roof forms so that element such as eaves can respond to solar access



Roof form response



An example of a roof form integrated with the design of the building facade

3.5 Materials and Detailing

Objectives

- O1 To ensure that buildings compliment and respect preferred neighbourhood character.
- O2 To provide visual interest and sense of address.

Guidelines

- 3.5.1 Building facades should be clad with non-monolithic materials, such as brickwork, weatherboards or other articulated cladding. Large areas of rendered wall surface is discouraged
- 3.5.2 New development should utilize simple details and forms. Avoid excessive detailing in facades
- 3.5.3 Building facades should use a maximum of 3 different primary cladding materials. (Use of a wide variety of cladding types is no substitute for meaningful building articulation.)
- 3.5.4 Architectural detail of eaves should be considered as part of the design
- 3.5.5 Architectural detailing should not replicate past architectural styles



Building composed from detailed materials



An example of simple detailing and form



An example of mixed use development

4. Services, Signage and Amenity

4.1 Site Services

Objectives

- O1** To ensure that site services, such as water, power, gas, communications and waste, can be easily accessed and maintained
- O2** To ensure that site services are incorporated into the design of developments
- O3** To encourage use of sustainable technologies

Guidelines

- 4.1.1** Adequate space is to be provided within developments to accommodate for services to be easily installed and maintained
- 4.1.2** Allow appropriate redundant space to allow for the installation of future site services, such as communications infrastructure and 'third pipe' water infrastructure
- 4.1.3** Site services, such as meter boxes, fire fighting equipment and mail boxes, should be incorporated into the design of the building or development and be screened with materials and details common to the development
- 4.1.4** Adequate space should be provided for rubbish and recycling bin storage. Bin storage is to be screened and incorporated into the design of the development. Bin storage should not be located within the front setback
- 4.1.5** Solar boosted hot water systems are to be provided where practicable
- 4.1.6** Incorporate rainwater tanks on each building of at least 5,000 litres to collect runoff from roof areas. The water should be used for landscape irrigation, cleaning and toilet flushing
- 4.1.7** Where practical, incorporate grey water treatment and re-use systems (in accordance with EPA requirements)
- 4.1.8** Services and equipment such as plant, lift cores, heating and cooling should be contained within the roof form or screened behind a parapet so that they are not visible

4.2 Signage

Objectives

- O1** To ensure signage and advertising is designed and located to be compatible with the character of the area
- O2** To provide for the identification of businesses in a way that maintains the character and amenity of the street and is designed to be compatible with visually sensitive areas
- O3** To ensure signage is informative and co-ordinated in a way that enables customers to easily locate the industry or business and determine its services

Guidelines

- 4.2.1** Signage should be integrated into the design of buildings by forming a logical element of the front facade and be in keeping with the scale of the facade. The expression line / building fascia between ground and first levels is generally a good location for signage
- 4.2.2** Signage should be limited in numbers to avoid visual clutter and unnecessary repetition.
- 4.2.3** Where there are multiple business occupancies within the one site, one shared sign should be provided that details the location of the businesses. A small identification sign may be provided for each business that is co-ordinated with the shared sign in terms of style and materials
- 4.2.4** Freestanding signage should be avoided and will only be permitted if it can be demonstrated that signage on the building facade will not provide effective business identification. If freestanding signage is permitted, it should integrate with the overall design of the site in terms of scale, form, landscaping and materials, and should not detract from the streetscape character and key views to the area
- 4.2.5** Signage attached to front fences should be avoided
- 4.2.6** Directional signage should be provided within sites to delineate entries and exits, staff and visitor parking, office /reception areas, and loading areas. Directional signage within the site should be consistent in style and form

4.3 Daylight & Sunlight Access

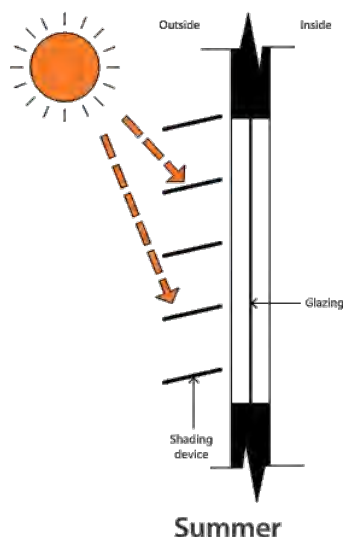
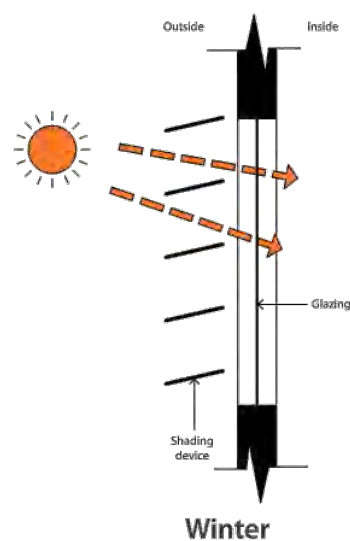
Objectives

- O1 To provide adequate natural light to habitable spaces
- O2 To ensure that opportunities for passive solar gain to habitable rooms is maximised in winter months
- O3 To minimise solar gain in summer months
- O4 To discourage use of borrowed light and light courts to provide light to habitable rooms

Guidelines

- 4.3.1 Habitable rooms should have a window facing an outdoor space open to the sky
- 4.3.2 Building with sunlight access to both sides should have a maximum depth of 22m to enable adequate sunlight to habitable rooms
- 4.3.3 North and west facing glazing is to be protected by eaves or a shading device designed to allow solar penetration during colder months and minimise penetration of hot summer sun
 - Horizontal shading devices are best suited to generally north facing glazing
 - Vertical shading devices are best suited to generally west facing glazing

N.B. Refer to Council publication Ecologically Sustainable Development Design Guide – Buildings (City of Frankston 2010). These are a useful guide to assist with suitable ESD outcomes. These can be found on Council's website.



Horizontal shading designed to allow direct solar access to north facing rooms in winter and minimise direct solar access in summer

4. Services Signage & Amenity

4.4 Acoustic Privacy

Objectives

- O1** To ensure that noise impacts on building occupants are minimised

Guidelines

- 4.4.1 Buildings located near busy roads and other sources of noise should be designed to minimise noise impacts to habitable rooms
- 4.4.2 Solutions to minimising noise impacts may include double glazing, operable screening, solid balustrade treatments and landscaping

4.5 Internal Ceiling Heights

Objectives

- O1** To provide a good level of amenity and sense of space to rooms
- O2** To allow for good levels of daylight penetration into habitable rooms
- O3** To allow for appropriate servicing of office spaces

Guidelines

- 4.5.1 Ceiling heights to habitable rooms on ground floor level are to be a minimum of 4.2m measured from Finished Floor Level (FFL) to underside of Finished Ceiling Level (FCL)
- 4.5.2 Ceiling heights to habitable rooms with a commercial use above ground floor level are to be a minimum of 3.0m measured from FFL to underside of FCL
- 4.5.3 Ceiling heights to non-habitable rooms are to be a minimum of 2.4m measured from FFL to underside FCL
- 4.5.4 Where developments include residential use, ceiling heights to habitable residential rooms above ground floor level are to be as outlined in *Frankston Built Form Guidelines for Higher Density Residential Development - Frankston Central Activities Area*

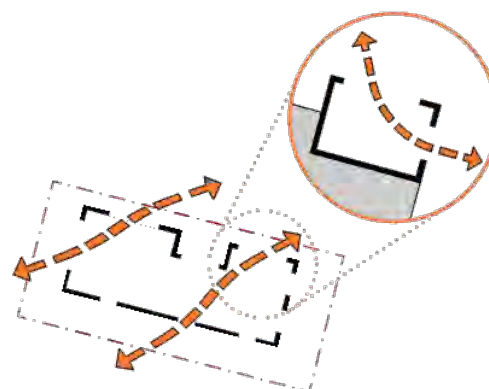
4.6 Natural Ventilation

Objectives

- O1** To provide fresh air ventilation to buildings
- O2** To provide good levels of thermal comfort for building occupants
- O3** To increase energy efficiency of buildings by reducing the need for mechanical ventilation

Guidelines

- 4.6.1 Natural ventilation should be provided to all habitable spaces
- 4.6.2 Single sided ventilation of rooms should be minimised
- 4.6.3 Where practicable, building users should have control of, and be appropriately trained in, the operation of natural ventilation openings



Provide natural cross ventilation of buildings. Where possible locate openings in 2 walls to rooms and apartments

5. Car Parking and Access

5.1 Pedestrian and cycle access

Objectives

- O1 To provide for safe, convenient and dignified access throughout developments by people with bikes, wheelchairs and prams**

Guidelines

- 5.1.1 Pedestrian routes to public areas, such as site facilities and parking areas, and main entries to offices accessible from ground floor should be accessible to people with bikes, wheelchairs and prams
- 5.1.2 Design driveway access to minimise vehicle and pedestrian / cyclist conflicts by maintaining clear viewlines between the exiting or entering vehicle and pedestrians
- 5.1.3 Pedestrian routes to public areas and main entries in a development should be lit with low-glare or baffled lighting
- 5.1.4 The location of bicycle parking should be easily accessible from the street and at ground level
- 5.1.5 Bicycle parking should be secure and / or located in an area subject to passive or active surveillance. Bicycle parking is to be compliant with Clause 52.34 of the Frankston Planning Scheme
- 5.1.6 Showers, lockers and change rooms should be provided in accordance with Clause 52.34 of the Frankston Planning Scheme



An example of safe pedestrian access being provided in a car park

5. Car parking and Access

5.2 Vehicle access and parking

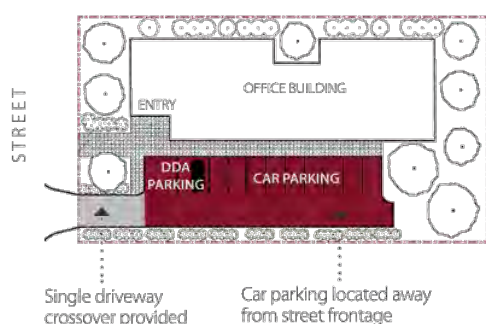
Objectives

- O1 To ensure the location, design and layout of car parking and access is integrated with the overall site planning and building design**
- O2 To minimise vehicle cross-overs**
- O3 To provide safe and secure car parking**
- O4 To manage potential conflict between vehicles, building occupants, pedestrians and cyclists**
- O5 To minimise the visual impact of car parking and access from the street so that it does not adversely affect streetscape character**

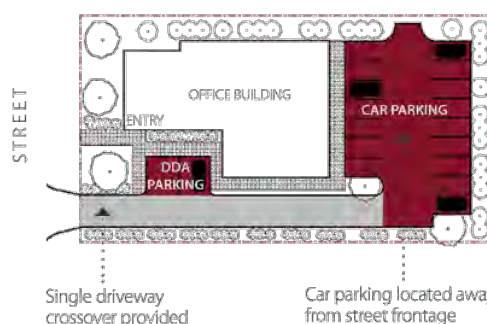
Guidelines

- 5.2.1 Provide 1 vehicle cross-over per site. This applies to standard single lots and consolidated lots. Two cross overs may be acceptable on corner lots. Re-use existing crossovers where possible, particularly to avoid the need to remove mature street trees
- 5.2.2 On lots with a generally east-west orientation, driveways should be located to the south of the lot where practicable
- 5.2.3 Security lighting should be provided to vehicle parking areas and entries. Light spillage to dwellings adjacent sites should not impact on amenity
- 5.2.4 The area of vehicle access way within the front setback and areas shared by vehicles and pedestrians should be a dressed surface treatment other than standard grey concrete
- 5.2.5 Disabled car parking should be provided close the main entrance of buildings
- 5.2.6 Clear sight lines should be provided at the vehicle exit point with shrub planting restricted within the immediate vicinity to a maximum of 500mm in height

- 5.2.7 Parking and vehicle entries should not present as a dominant element when viewed from the public realm. Appropriate and innovative screening and screen planting should be incorporated where necessary
- 5.2.8 At grade car parking areas should generally be located away from street interfaces and not within the front setbacks. Garages facing the street should be avoided
- 5.2.9 Undercroft car parking should be sleeved with active use facing the street, where practicable. Use of other screening from the street, such as landscaping and / or articulated screening, may be acceptable where an applicant can demonstrate that active use sleeving is not achievable
- 5.2.10 Basement car parks should be designed with the following considerations:
 - Provide natural ventilation
 - Integrate ventilation grilles or security gates into the facade and landscape design
 - Provide security gates, conceal service pipes and ducts, to improve the appearance of basement entries from the street
- 5.2.11 Encourage the use of basement or semi basement car parks to reduce the visual impact to the street and adjoining properties, maximise the potential for access to ground floor open space
- 5.2.12 Where the Special Building Overlay applies, basement car parking will need to be designed to be compliant with relevant clauses of Schedule 44.05 - Special Building Overlay



Parking located to the side of building



Parking located to the rear of building with disabled accessible parking to the side

6. Development Typologies

6.1 Overview

Design typologies have been developed to demonstrate best practice development outcomes that accord with the design guidelines.

The typologies are intended to help applicants in understanding how guidelines are intended to be applied.

The typologies have been prepared on actual sites within the study area to cover the various development outcomes that are permissible under the existing and proposed planning controls. These include:

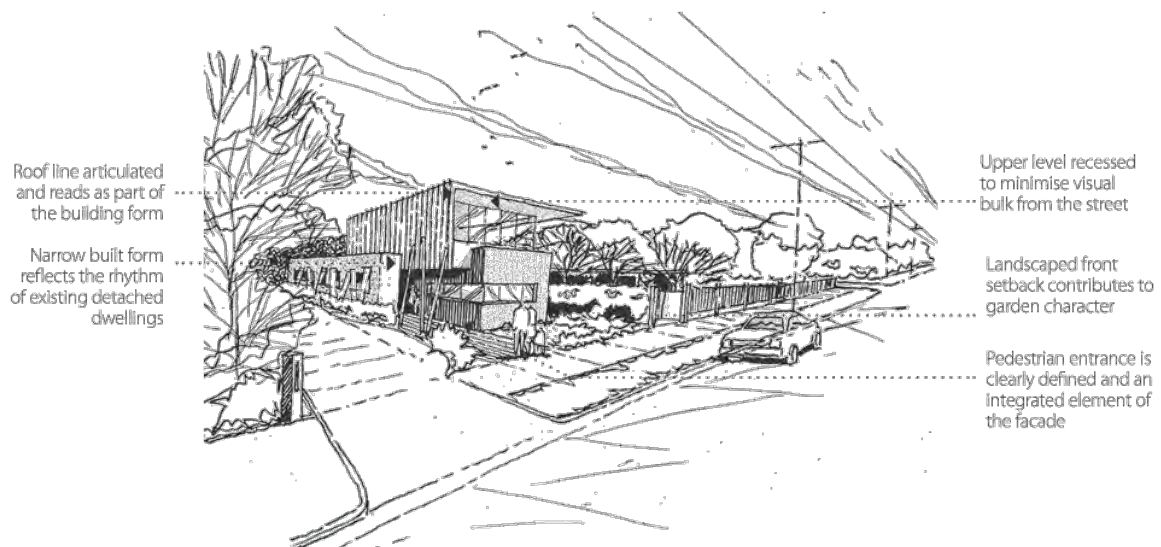
- Two storey commercial office development along Cranbourne Road for a single lot
- Two storey commercial office development along Cranbourne Road for a consolidated lot
- Three storey commercial, office and residential development along Cranbourne Road for a consolidated lot

6. Development Typologies

6.2 Two storey commercial office - Single lot

This typology provides for a two storey office development on a single lot.

Site Layout Plan



6.3 Two storey commercial office - Double lot (parking at side)

This typology provides for a two storey office development on a double lot

Site Layout Plan

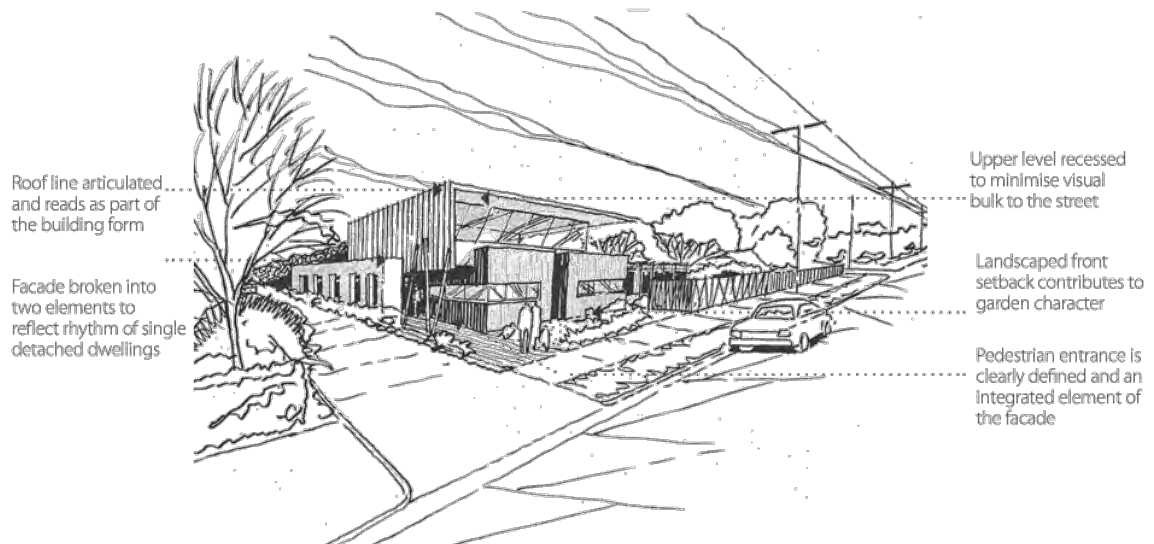


6. Development Typologies

6.4 Two storey commercial office - Double lot (parking at rear)

This typology provides for a two storey office development on a double lot

Site Layout Plan



6.5 Three storey commercial office - Double lot

This typology provides for a three storey office development on a double consolidated lot with a basement car park

Site Layout Plan



Side elements articulated to reduce visual impact and represent residential grain

Facade broken into two elements to reflect rhythm of single detached dwellings



6. Development Typologies

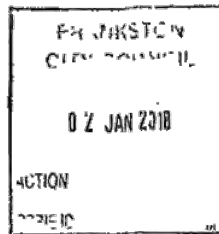
Three storey commercial office - Double lot [cont.]

Basement car park plan



Figure 9 – Precinct Plan





22nd December 2017

Strategic Planning Department
Frankston City Council
PO Box 490
Frankston VIC 3199

Dear/Sir Madam

Submission - Frankston Planning Scheme Amendment C124 - City Centre Peripheral Areas

- 1 I am the owner of [redacted] Willis Street, Frankston
- 2 The purpose of this submission is to request that the Council take steps to preserve the amenity of units [redacted], [redacted] and [redacted] Willis Street ("the Units") in the Frankston Planning Scheme Amendment C124
- 3 The Units are part of a block of ten units at [redacted] Willis Street and [redacted] Cranbourne Road in Plan of Subdivision [redacted] created on 01/02/08 (See Attachment A)
- 4 The Units are identical (See Attachment B Photographs and Plan of Rooms) The living and kitchen/dining areas of the Units have north facing rear windows in their rear wall One window is 3.5 metres wide and 2.05 metres high and the other window is 1.5 wide and 1 metre high The rear wall of these units is 3.4 metres from the boundary between [redacted] Willis Street and [redacted] Willis Street
- 5 Unit [redacted] is 15.47 metres from Willis Street, measured down its the boundary with [redacted] Willis Street, Unit [redacted] is 24.98 metres down the boundary and Unit [redacted] is 34.50 metres down the boundary
- 6 In the proposed Frankston Planning Scheme Amendment C124, [redacted] Willis Street will be in Zone RGZ (Residential Growth) and subject to Design and Development Overlay 12 ("DDO12")
- 7 DDO 12 and the Built Form Guidelines for Higher Density Residential Growth Areas will allow development of [redacted] Willis Street as follows
 - Buildings on single lots should be setback by at least 1 metre from each side boundary for the first 5 metres of the buildings that front to the street
 - Buildings on double consolidated lots should be setback by at least 3 metres to one side boundary and at least 1 metre to the other side boundary for the first five metres of the buildings that front to the street
 - Walls on boundaries are permitted provided they are setback 5 metres from the front wall of the buildings that front to the street and accord with provisions at Clause 55.04-2
 - In addition to the above dot points, side and rear setbacks should be in accordance with ResCode provisions at Clause 55.04-1 "
- 8 If a building is built on [redacted] Willis Street, a point 5 metres from the front of that building is unlikely to be on the boundary between [redacted] Willis Street and the Units because the Units commence 15.47 metres along the boundary from the Street Accordingly no side setback will be required for some or all of the boundary

between Willis Street and the Units

9 ResCode Clause 55 04-2 Walls on Boundaries Objective

This clause applies where a new wall is constructed on or within 200mm of a side or rear boundary of a lot

"A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot should not abut the boundary

- For a length of more than the distance specified in a schedule to the zone, or
- If no distance is specified in a schedule to the zone, for a length of more than
 - 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or
 - Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing simultaneously constructed walls or carports, whichever is the greater "

10 ResCode Clause 55 04-2 will permit walls on the boundary between the Units and Willis Street because Unit is 15 47 metres down the boundary from the Willis Street frontage of 1 Willis Street, Unit is 24 98 down the boundary and Unit A is 34 50 metres down the boundary This wall may be up to 3 6 metres high and it will be 3 4 metres from the rear walls of the Units

11 When the development of Plan of Subdivision was approved in 2008, the approval did not take into account the proposed requirements in DDO12

Consequently approval was given to erect dwellings with living areas facing the side boundary of Willis Street and rear walls that are 3 4 metres from the side boundary

- 12 In implementing Planning Scheme Amendment C124 I ask that the Council take action to ensure that the planning scheme as it affects the Units
- follows the Purpose of the Built Form Guidelines for Higher Density Residential Growth Areas which includes the following statement "The guidelines aim to ensure that higher density residential development provides a high level of amenity for occupants and neighbours, and sets benchmarks in design quality" (page 3)
 - follows the statement "Why the guidelines are needed" "It is critical that these areas are planned to the highest standard to enhance existing street scapes and provide for a high level of amenity for existing and future residents " (page 3)
 - follows the Guideline Objectives of the Built Form Guidelines "To ensure that the highest level of amenity is provided for existing and new residents within the precincts" (page 3)
 - follows the Walls on Boundaries Objective "To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings " Clause 55 04-2
- 13 I submit that is critical that the Planning Scheme Amendment provide for a high level of amenity for existing and future residents of the Units I further submit that the Amendment should ensure that the location of a wall on the boundary of the Units and Willis Street should limit its impact on the amenity of existing dwellings at Willis Street If the Planning Scheme Amendment is allowed as proposed, buildings and walls will be permitted on the boundary of the Units and Willis Street up to 3 6 metres high and 3 4 metres from the rear walls of the Units This will substantially affect the spaciousness, the garden character of the Units and the current low scale of the area and will substantially affect the amenity for residents of

the Units by restricting access to light generally and access to the sunlight for heating in the winter. A building on the boundary will present a visual bulk to these single storey dwellings substantially affecting their amenity. If the building on the boundary is allowed this will not meet the planning objective of a high level of amenity for existing and future residents.

- 14 The courtyards of the Units occupies the 3.4 metre space between the rear of the buildings and the boundary with Willis Streets. The use of the courtyards of these units will be substantially affected because sunlight will be blocked for most of the year. If the building on the boundary is allowed this will not meet the planning objective of a high level of amenity for existing and future residents.

15 Submission

In DDO 12 delete

- ~~Buildings on single lots should be setback by at least 1 metre from each side boundary for the first 5 metres of the buildings that front to the street.~~
- ~~Buildings on double consolidated lots should be setback by at least 3 metres to one side boundary and at least 1 metre to the other side boundary for the first five metres of the buildings that front to the street.~~
- ~~Walls on boundaries are permitted provided they are setback 5 metres from the front wall of the buildings that front to the street and accord with provisions at Clause 55-04-2.~~

Substitute

- Buildings on single lots should be setback by at least 1 metre from each side boundary.
- Buildings on double consolidated lots should be setback by at least 3 metres to one side boundary and at least 1 metre to the other side boundary.
- Walls on boundaries are not permitted should be setback by at least 1 metre from each side boundary.

Alternatively, that a special DDO be issued for 1 Willis Street, the same as DDO12, but amended as in the above deletions and substitutions.

Yours faithfully

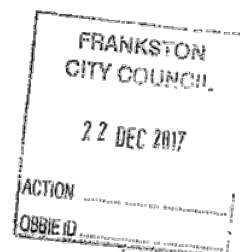
A large black rectangular redaction box covering the signature and name of the person who wrote the letter.



21 December 2017

Strategic Planning Department
Frankston City Council
PO Box 490
Frankston VIC 3199

Strategic Planning Department,



Re: Objection to Frankston Planning Scheme Amendment C124 – City Centre Peripheral Areas

As a business owner I have operated from [redacted] Cranbourne Road, Frankston since 1978. During this time I have endured much change to my environment that you now call Precinct 9 of the F.M.A.C. Structure Plan, or Area 4, or 'Peripheral Area', but more commonly known by local persons as Cranbourne Road, Frankston.

I have serious doubts and concerns regarding the re-zoning of General Residential and Commercial 2 Zones to Commercial 1 Zone given the appalling implementation of town planning by Frankston City Council and efficacy of projects under Councils improvements for the central business district and surrounding residential zones.

Council's Design and Development Overlay is open to interpretation and difficult for most people it affects to adequately digest and give worthy response by all parties concerned. The thinking of this amendment with closing submissions by 22 December 2017 smacks of a shambolic attempt to blindside your constituents at the busiest time of the year, the month leading into the Christmas period. It is nice that you have allowed yourselves enough time (2 months) to combat any adverse submissions, but only 1 month for submission to be made. You should note that I will also submit my objection to the State Government Planning Minister & my local Member of Federal Parliament for referral to the Minister for Small Business.

As both a business owner and multiple property owner (my wife & I owning 3 properties along

Cranbourne Road being ~~Frankston~~ Cranbourne Road), I object in full to the amendment(s) and propose they be rejected in full based on the following grounds:

1. By changing the Commercial zoning of the Cranbourne Road to Commercial 2 under proposed Frankston Planning Scheme Amendment C124, the Council's primary goal is to increase rates to an even more exorbitant level, than the outrageously increased levels experienced by Frankston property owners in recent years. By further attempting to increase rates through re-zoning Commercial properties, Council is having a significantly detrimental impact on my small business and is impacting us by decreasing our profitability. You are killing off small business in Frankston !!!! by introducing such ill-considered amendments.
2. The proposed amendment is unfairly biased on imposing rate increases on property owners who have already diligently and appropriately carried out development of Commercial properties on Cranbourne Road. We are the clear target of your obvious appetite for Council rate increases.
3. Council & VicRoads have both utterly destroyed the Cranbourne Road Reserve over the last 15 years between the Frankston Freeway and the Frankston Fire Station. It is in-comprehensible the damage that has been done to small commercial businesses along Cranbourne road by removing nearly all on-street parking; modifying the local area traffic management (LATM) by modifying the centre median (without any community consultation what-so-ever) ; denuding the centre median of trees due to the temporary P-Turn intersection changes and the road reserve changes to support Frankston City Council's Peninsula Aquatic Recreation Centre (PARC); and making the road reserve as unappealing as possible from what it once was - a tree lined important entry into the Frankston CBD area, similar to the avenue of honour along Nepean Highway entry.
4. In the past Council has failed to adequately negotiate with VicRoads for future planning of Cranbourne Road, Frankston stating publicly that "VicRoads is a law unto themselves". My wife and I lost a minimum of six (6) car parking spaces outside our properties on Cranbourne Road. Nearly all adjoining streets are signed residential permit parking, by Council. This has impacted our business and other businesses along Cranbourne Road – and now Council wants to 'zone-up' from Commercial 2 to Commercial 1. Absolutely unbelievable !
5. To add insult to injury (in regards to parking) Council failed to provide adequate car parking to the Peninsula Aquatic and Recreational Centre, a Federal/State/Local government project. This serves to place great pressure on surrounding areas. It also impacts on how patronage is stifled; affecting our businesses profitability.
6. To my knowledge, no Council feasibility studies have been completed (or made public) to clarify justifying the amendment or support the new found zest for design objectives under the name of user-pays when developing.
7. Public transport has been given scant consideration and has just been made an

abomination by Council when delivering a new (took 13 months) terminus in Frankston Central which is unable to accommodate buses in bus bays to code. Not to mention only two stops service Precinct 9 outward bound. Obviously servicing the needs of commercial business along Cranbourne road is not important to Council or VicRoads.

8. The proposed amendments seek to apply a design development overlay which will not accommodate a high level of amenity for employees, residents visitors and neighbours. You cannot set a benchmark in design quality without huge cost; some of this must be justifiably shouldered by the Council not just developers. The practicality of what is presented in the design guidelines is laughable and will not lead to development of properties along Cranbourne Road, because potential developments will prove to be financially unviable. Frankston has geological constraints (sandy soils with high ground water levels) making basement car park construction exceptionally difficult and too costly for developers.
9. Your 'Built Form' wish list is the beginning of making user-pays offset. Off-setting what is your town planning responsibility, and as usual Council will wipe your hands of the mess that you create. You have now hit too little too late so now you are desperately attempting to impose compliance on others to change the built and natural landscape of Cranbourne Road.

In summing up it would appear that Council wants a high-class clean-up and more rate money, and to once again 'turn its back' on a huge car-parking problem. A shift to multi-level development with an emphasis of providing protection to residents, that has no foundation to deliver looks imminent. Local property owners and developers now have the reality of Council's scorched earth policy along Cranbourne Road whereby you have denuded vegetation to the median strip covering two blocks in- front of your PARC project.

The imposed "P" turn which was autocratically provided to our community is a curse that nobody in VicRoads would rationally discuss with us, and whenever we obtained a name to talk to, they mysteriously were unavailable; promoted to another area of responsibility or simply no reply was given.

If Council disclosed information on the magnitude of private parking problems between Frankston Hospital and what you now term Precinct 9, it would know that problems exist which impact heavily on its proposed town planning amendments. You as a Council have failed to provide clarity to your questionable 'forward' planning.

I await Council's response to this objection.

Unappreciatively,

A large black rectangular redaction box covering the signature of the author.

[REDACTED]

Copies:

1. The Honourable Mr Daniel Andrews MP, Premier of Victoria
2. The Honourable Mr Richard Wynne MP, Minister for Planning
3. The Honourable Mr Paul Edbrooke MP, State Member for Frankston
4. The Honourable Mr Michael McCormack MP, Minister for Small Business, Commonwealth
5. The Honourable Mr Chris Crewther MP, Member for Dunkley, Commonwealth

Executive Summary**11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.2 Development and Housing
Priority Action	1.2.2 Attract high density residential apartments and commercial office accommodation

Purpose

To brief Council on the findings and recommendations of the Panel Report for Frankston Planning Scheme Amendment C124 and to further progress Frankston Planning Scheme Amendment C124.

Recommendation (Director Community Development)

That Council:

1. Notes the Amendment C124 Panel Report;
 2. Adopts Amendment C124 with the following changes (as recommended by the Panel Report):
 - a) Amends Design and Development Overlay Schedule 5 as shown in the Panel preferred version in Attachment 1.
 - b) Amends zoning maps to correct the incorrect application of the Residential Growth Zone and the Design and Development Overlay Schedule 12 to 35R Beach Street and the Fletcher Road Reserve.
 - c) Amends the relevant requirements in Clause 2.0 Buildings and Works in the Design and Development Overlay Schedules 12 and 13 to read:

For buildings of more than 2 storeys above natural ground level, the wall/s of the storey/s above second storey should be setback from the floor below a minimum of 2.5 metres to the street and rear. Balconies may encroach into the setback.

'At grade' car parking areas should be located away from street interfaces and not within the front setback. 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.
 - d) Corrects any minor spelling errors within the Design and Development Overlays.
- and,
3. Authorises officers to request the Minister for Planning to adopt Amendment C124 as amended in Item 2) above and with the inclusion of the Built Form Guidelines as referenced documents in the Frankston Planning Scheme.

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Executive Summary****Key Points / Issues**

- At the Ordinary Meeting on 25 May 2015, Council adopted the Frankston Metropolitan Activity Centre Structure Plan (FMAC Structure Plan) and authorised officers to submit a request with the Minister for Planning to prepare a Planning Scheme Amendment to implement the FMAC Structure Plan into the Frankston Planning Scheme.
- Implementation of the FMAC Structure Plan has been undertaken in two stages.
- Stage 1 implements the key recommendations from the FMAC Structure Plan, for areas within the city centre. Council authorised officers to prepare illustrative design guidelines for the Frankston City Centre. These guidelines were workshopped with the community and have been publically exhibited to accompany Amendment C123. Amendment C123 and the illustrative guidelines were adopted at Council's Ordinary Meeting held on 3 April 2018. Both Am C123 and the illustrative guidelines have now been submitted to the Minister for Planning for his consideration and approval. .
- The subject of this report is Stage 2 of the implementation of the FMAC Structure Plan— being Amendment C124. Amendment seeks to implement its key actions relating to those areas peripheral to the FMAC city centre. It seeks to introduce various zoning and overlay control changes into the Frankston Planning Scheme within Precincts 4, 5, 6, 7, 8, 9 and 10 of the FMAC Structure Plan.
- Following receipt of authorisation to prepare and exhibit Planning Scheme C124 from the Minister for Planning, the Amendment was exhibited from 20 November 2017 to 22 December 2017.
- A total of nineteen (19) submissions were received during the exhibition period, with two (2) late submissions. This results in a total of 21 submissions. Of these, 3 (three) are in support of the Amendment, while eighteen (18) are objections.
- At its Ordinary Meeting of 29 January 2018, Council authorised officers to formally request an independent Planning Panel be convened to consider the submissions to Frankston Planning Scheme Amendment C124.
- The Amendment C124 Planning Panel Hearing was held at the Frankston Civic Centre on 13 April 2018 and the Panel reviewed the 21 submissions to the Amendment.
- The Panel has considered all submissions and material presented to it during and after the Hearing, and concludes that the Amendment be adopted subject to minor changes outlined in the Panel Report recommendations.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Executive Summary**

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

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

Progression of this planning scheme amendment and the costs associated therewith has been provided for in Council's 2017-18 financial year budget.

Consultation**1. Exhibition**

Planning Scheme Amendment C124 was placed on exhibition for five weeks from 20 November 2017, concluding on 22 December 2017. Exhibition notification was provided by:

- Formal notice of the Amendment published in the Frankston Leader on 20 November 2017.
- Advertisement on the 'Your Council – Our Community' page of the Frankston Leader on 27 November 2017.
- Information of the Amendment posted on Council's website.
- Information of the Amendment posted on the Department of Environment, Land Water and Planning website.
- Notice given to prescribed Ministers and relevant authorities.
- Notice published in the Government Gazette on 23 November 2017 (Government Gazette Number 47).

2. Submissions

A total of nineteen (19) submissions were received during the exhibition period, with another two (2) late submissions (A total of 21 submissions). These include:

- Eighteen (18) submissions that object to specific components of the Amendment; and
- Three (3) submissions that are in support of the Amendment.

Key issues raised within the submissions are as follows:

- A desire for greater setbacks to the Kananook Creek Reserve for development in sub-precinct B of Design Development Overlay Schedule 5 (DDO5).
- Concerns with regards to the height limits and boundaries within sub-precinct B of the DDO5.

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Executive Summary**

- A desire for further decision guidelines with regards to the consideration of the impact of development on the Kananook Creek in the DDO5.
- Identified minor mapping and administrative errors in the DDO drafting.
- Concerns with regard to future traffic and car parking issues in residential areas arising from future development proposals.
- A desire for increased height limits in sub-precinct A of the DDO5 and Area 4 of the Amendment.
- The residential amenity impacts of rezoning land to Residential Growth Zone (RGZ) and Commercial Zone 1 Zone in residential areas.
- The amenity impact of future development proposals on adjoining land.

Analysis (Environmental / Economic / Social Implications)*Environmental*

Frankston Planning Scheme Amendment C124 will allow a greater number of people access to sustainable transport, with more dwellings and employment within walking distance of Frankston Railway Station and the Frankston city centre.

Economic

The Amendment will assist in promoting economic growth by stimulating private and public investment in Frankston and therefore provide a range of direct and indirect employment opportunities for the city. In addition, the proposed prescriptive planning controls in the DDOs will provide Council with a robust statutory assessment tool to achieve appropriate design outcomes and provide the mechanism to provide more certainty to applicants and residents and therefore streamline the planning assessment process.

Social

The Amendment will facilitate greater access to housing and employment within close proximity to each other and support creation of a vibrant and diverse centre with employment, recreation, residential living options and community services. In addition, the requirements imposed by the proposed planning controls will result in new development approvals that display high amenity for residents and neighbours alike through achieving built form outcomes that provide for provision of adequate daylight and sunlight, privacy, and increased safety through passive surveillance of the street.

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

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

Legal

Procurements procedures and protocols are not relevant to this matter.

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Executive Summary**Policy Impacts

The implementation of the FMAC Structure Plan, including the recommending rezoning of land, requires a planning scheme amendment to the Frankston Planning Scheme. A planning scheme amendment will provide statutory weight to the recommendations of the FMAC Structure Plan for planning permit applications, including those to be decided by Victorian Civil and Administrative Tribunal (VCAT).

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no conflict of interest in this matter.

Risk Mitigation

The rezoning and overlay controls proposed by the Amendment will provide statutory weight to the recommendations and actions of the FMAC Structure Plan. This will provide more certainty to developers, residents and planning assessment officers on the expectations for new development in the FMAC area. These changes will provide guidance to all decision makers, including VCAT.

Conclusion

The 21 submissions received to Frankston Planning Scheme Amendment C124 were considered by an Independent Planning Panel at a hearing held at the Frankston Civic Centre on 13 April 2018. The issues raised and considered related mainly to built form controls adjacent to Kananook Creek, the zoning implications for residential amenity and local parking concerns. The Panel was satisfied that the new provisions to the Frankston Planning Scheme proposed by Amendment C124 are justified subject to three minor changes including other policy neutral drafting changes.

It is now recommended that Council:

1. Adopts the FMAC Built Form Guidelines... to allow for these 2 related documents to be referenced within the Frankston Planning Scheme as part of current Planning Scheme Amendment C124.
2. Notes the Amendment C124 Panel Report and
3. Adopts the Frankston Planning Scheme Amendment C124 as exhibited, subject to the following changes (as recommended by the Panel Report):
 - a) Amend Design and Development Overlay Schedule 5 as shown in the Panel preferred version in Attachment 1 of this report.
 - b) Amend zoning maps to correct the incorrect application of the Residential Growth Zone and Design and Development Overlay Schedule 12 to 35R Beach Street and the Fletcher Road Reserve.
 - c) Amend the relevant requirements in Clause 2.0 Buildings and Works in the Design and Development Overlay Schedules 12 and 13 to read:

For buildings of more than 2 storeys above natural ground level, the wall/s of the storey/s above second storey should be setback from the floor below a minimum of 2.5 metres to the street and rear. Balconies may encroach into the setback.

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Executive Summary**

At grade car parking areas should be located away from street interfaces and not within front setback. 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.

- d) Correct any minor spelling errors within Design and Development Overlays.
- 3. Authorises officers to request the Minister for Planning to adopt Amendment C124 as described in Item 3) above and with the inclusion of the Built Form Guidelines as referenced documents in the Frankston Planning Scheme .

ATTACHMENTS

Attachment A: [↓](#) Frankston Planning Scheme Amendment C124 Panel Report

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Officers' Assessment****Background**

At its Ordinary Meeting of 25 May 2015, Council resolved to adopt the Frankston Metropolitan Activity Centre Structure Plan (FMAC Structure Plan) and authorised officers to submit a request with the Minister for Planning to prepare a Planning Scheme Amendment to implement the FMAC Structure Plan into the Frankston Planning Scheme. At the same time, the FMAC Structure Plan Action Plan was also adopted.

The FMAC Structure Plan was prepared and refined in conjunction with the Metropolitan Planning Authority (now known as the Victorian Planning Authority), and included extensive community consultation. The FMAC Structure Plan provides a clear framework to guide change and the future planning and development of the Activity Centre.

The FMAC Structure Plan defines a vision for the FMAC to 2035 and supersedes the Tafe to Bay Structure Plan, which was adopted by Council in 2005. The vision incorporates nine components for the renewal and revitalisation of the FMAC. These components are 'business growth', 'city centre living', 'Frankston's health hub', 'welcoming public spaces', 'the learning city', 'creative, connected and proud', 'celebrating the foreshore and Kananook Creek', 'diverse and inclusive community' and 'access to all'.

Planning Scheme Amendment C124 is Stage 2 of the implementation of the FMAC Structure Plan and seeks to implement key recommendations from the FMAC relating to areas peripheral of the city centre involving the introduction of various zoning and overlay control changes to the Frankston Planning Scheme within areas located outside of the city centre.

Specifically, the amendment proposes to introduce the Residential Growth Zone (RGZ) into the Frankston Planning Scheme and applies Schedule 1 of that zone by rezoning General Residential Zoned (GRZ) land and Commercial 1 Zoned (C1Z) land within Precincts 4 and 7 of the Frankston Metropolitan Activity Centre Structure Plan (FMAC Structure Plan).

The Amendment also proposes to rezone C1Z, Commercial 2 Zoned (C2Z) and GRZ land to the Mixed Use Zone (MUZ) within Precincts 5 and 10 of the FMAC Structure Plan, rezones GRZ land to the MUZ within Precinct 8 of the FMAC Structure Plan, rezones Industrial 1 Zoned (IN1Z) land to C2Z within Precinct 6 of the FMAC Structure Plan, and rezones GRZ and C2Z land to C1Z within Precinct 9 of the FMAC Structure Plan.

In addition, the amendment proposes to delete Design and Development Overlay Schedule 6 (DDO6) generally from Precinct 4 and 5 of the FMAC Structure Plan, apply Design and Development Overlay Schedule 5 (DDO5) to Precinct 5 of the FMAC Structure Plan, apply Design and Development Overlay Schedule 12 (DDO12) to Precincts 4 and 7 of the FMAC Structure Plan, apply Design and Development Overlay Schedule 13 (DDO13) to Precincts 8 and 9 of the FMAC Structure Plan, and include Built Form Guidelines as reference documents under the DDO12 and DDO13.

The Amendment has attracted a total of nineteen (19) submissions that were received during the exhibition period, with two (2) late submissions. This results in a total of 21 submissions, with 3 (three) being in support of the Amendment, while eighteen (18) are objections.

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Officers' Assessment**

This number of submissions is reasonably low, given that notification of the amendment was extensive and included approximately three thousand letters posted to affected property owners and occupiers.

The submissions received in response to Planning Scheme Amendment C124 were considered by an independent Planning Panel at a hearing at the Frankston Civic Centre held on 13 April 2018.

The Panel has considered all submissions and material presented to it during and after the Hearing, and concludes that the Amendment be adopted subject to four minor changes. Responses to all recommendations are detailed below.

Issues and Discussion

Key issues raised within the submissions are as follows:

- A desire for greater setbacks to the Kananook Creek Reserve for development in sub-precinct B of Design Development Overlay Schedule 5 (DDO5).
- Concerns with regards to the height limits and boundaries within sub-precinct B of the DDO5.
- A desire for further decision guidelines with regards to the consideration of the impact of development on the Kananook Creek in the DDO5.
- Identified minor mapping and administrative errors in the DDO drafting.
- Concerns with regards to future traffic and car parking issues in residential areas for future development proposal.
- A desire for increased height limits in sub-precinct A of the DDO5 and Area 4 of the Amendment.
- The impact of rezoning land to Residential Growth Zone (RGZ) and Commercial Zone 1 Zone in residential areas.
- The amenity impact of future development proposals to adjoining land.

A number changes were made in response to the submissions including increasing the setback requirements within the DDO5 to the Kananook Creek Reserve for sub-precinct B to 5 metres, greater emphasis provided in the DDO5 on the protection of the Kananook Creek environs in the decision guidelines and the removal of potential ambiguity in the drafting of the DDO.

Submissions were generally related to localised concerns on specific areas of the Amendment, rather than to the broad intentions of the Amendment to facilitate the renewal and revitalisation of the peripheral FMAC areas.

Planning Panel Findings Discussion**Recommendation 1**

Amend Design and Development Overlay Schedule 5 as shown in the Panel preferred version in Appendix C of the report (Attachment A)

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Officers' Assessment**

Officer response: Issues were raised about the appropriate form of the planning controls to ensure the Kananook Creek environs are protected under the proposed DDO5. The Panel notes that the protection of Kananook Creek is emphasised in a number of local and state planning policies and planning policy documents such as *Plan Melbourne*. Providing height and setback measures is necessary both for protecting the ambience of this significant waterway and protecting flora, fauna and native vegetation.

The Panel considers DDO5 is the appropriate planning control and that Council has taken on board submissions to amend the wording of this to protect the interface with the creek.

The Panel agrees with Council that a 5 metre setback to the Creek is sufficient to provide adequate protection, and agrees that this should also apply to Sub-precinct B. The Panel considers that the height and setback controls in DDO5 are appropriate as proposed.

Precinct A has a proposed discretionary height limit of 12 metres. The issue was raised by some submitters as to whether this height limit and a minimum setback from Kananook Creek should be made mandatory. The Panel notes that mandatory controls are to be used only in exceptional circumstances. The panel also notes that state and local policy and PPN59 and PPN60 do identify major waterways as among the exceptional circumstances in which mandatory controls can apply. The Panel agreed that the Kananook Creek is a significant waterway with ecologically significant vegetation and habitat.

The Panel accepts that some of the criteria to apply mandatory controls are met. However, the Panel also notes that Planning Practice Note 60 also states:

Mandatory height and setback controls should only be applied where they are absolutely necessary to achieve the built form objectives ... and

Accordingly, it would need to be shown that the discretionary controls could result in an unacceptable built form outcome.

The Panel stated they have not been presented with any evidence that mandatory controls are necessary to achieve the desired outcomes, or that unacceptable built form outcomes are likely. The full criteria for mandatory controls are therefore not met. On balance the Panel concludes that mandatory controls on height and setbacks are not justified in this case.

Several submitters raised the issue that Sub-precinct B should have the same height (26 metres) and setback controls as Sub-precinct A (12 metres). They supported consolidating Sub-precincts 5A and 5B into one Sub-precinct with the same controls.

The Panel considers that the site at sub-Precinct B, whilst based on outdated planning policy, is still a key node located at a key intersection and a gateway site in a highly visible location. The Panel considers that the 26 metre height limit is acceptable for this key gateway site. The Panel notes Council's preference for a 20 metre height limit to the south of the site and the proposed mandatory nature of the control. The Panel advises it does not believe that a 20 metre height limit should apply to Sub-precinct B. The Panel concludes that the height controls for Sub-precinct B should remain as exhibited. The Panel also notes the proposed change to the setbacks from Kananook Creek, and agrees that the change is appropriate.

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Officers' Assessment**

The drafted DDO5 removes the permit trigger from a single dwelling development. Therefore, a single dwelling development would not be subject to requirements for minimum setbacks to the Kananook Creek and Kananook Creek Reserve in Sub-precinct A.

Council drafted suggested wording for a single dwelling permit exemption within DDO5 (Clause 2 – Sub-precinct A) and presented it to the Panel at the Hearing following submissions on this topic. However, The Panel is not entirely convinced that it is necessary to reinstate the permit trigger for Sub-precinct A, but accepts that there may be some small benefit in further protecting the Kananook Creek environs. A change to the wording of the permit exemption is therefore supported.

The Panel concludes that the single dwelling permit exemption within DDO5 should be altered as shown in the Panel preferred DDO5 in Appendix C of the attached report (Attachment A).

The Panel's recommendation is supported. All the changes considered above that seek to clarify and more clearly illustrate the sensitive interface along the Kananook Creek do not result in any alteration to the intent of the clause, and further endorse the objectives of the FMAC Structure Plan.

Recommendation 2

Amend zoning maps to correct the incorrect application of the Residential Growth Zone and Design and Development Overlay Schedule 12 to 35R Beach Street and the Fletcher Road Reserve.

Officer response: This recommendation addresses a minor drafting error to the proposed RGZ1 and DDO12 mapping and further endorses the objectives of the FMAC Structure Plan. The recommendation is supported and does not alter the intent of the Amendment.

Recommendation 3

Amend the relevant requirements in Clause 2.0 Buildings and Works in the Design and Development Overlay Schedules 12 and 13 to read:

For buildings of more than 2 storeys above natural ground level, the wall/s of the storey/s above second storey should be setback from the floor below a minimum of 2.5 metres to the street and rear. Balconies may encroach into the setback.

'At grade' car parking areas should be located away from street interfaces and not within front setback. 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.

Officer response: This recommendation seeks to address the concern that the use of 'must' in the wording of parts of the proposed DDO12 and DDO13 text is potentially confusing. It is considered appropriate to make these requirements discretionary by changing "must" to "should".

Recommendation 4

Correct any minor spelling errors within the Design and Development Overlays.

11.2 Frankston Planning Scheme Amendment C124 - Report on the findings and recommendations of the Panel Report and progression to adopt Amendment C124**Officers' Assessment**

Officer response: This recommendation is a minor 'tidy-up' to the exhibited Design and Development Overlays. The changes include the re-wording of sentences and table reformatting for greater clarity and further referencing of the Frankston Metropolitan Activity Centre Structure Plan.

These drafting changes will not result in any alteration to the intent of the schedules.

Conclusion

The Panel was satisfied that the changes to the Frankston Planning Scheme proposed by Amendment C124 are justified subject to minor changes including policy neutral drafting changes.

Council officers support the Panel Report recommendations. It is now proposed that Council adopts the amendment and authorises officers to request the Minister for Planning to approve Amendment C124 subject to the minor changes identified by the Panel.

Recommendation

It is therefore recommended that Council:

1. Notes the Amendment C124 Panel Report;
2. Adopts Amendment C124; and,
3. Authorises officers to request the Minister for Planning to adopt Frankston Planning Scheme Amendment C124 as exhibited, subject to the following changes:
 - a) Amend Design and Development Overlay Schedule 5 as shown in the Panel preferred version in Attachment X of this report.
 - b) Amend zoning maps to correct the incorrect application of the Residential Growth Zone and Design and Development Overlay Schedule 12 to 35R Beach Street and the Fletcher Road Reserve.
 - c) Amend the relevant requirements in Clause 2.0 Buildings and Works in the Design and Development Overlay Schedules 12 and 13 to read:

For buildings of more than 2 storeys above natural ground level, the wall/s of the storey/s above second storey should be setback from the floor below a minimum of 2.5 metres to the street and rear. Balconies may encroach into the setback.

At grade car parking areas should be located away from street interfaces and not within front setback. 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.
 - d) Correct any minor spelling errors within the Design and Development Overlays.

Planning and Environment Act 1987

Panel Report

Frankston Planning Scheme Amendment C124 Frankston MAC Structure Plan

16 May 2018

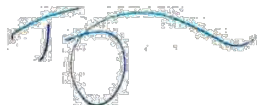
Planning and Environment Act 1987

Panel Report pursuant to section 25 of the Act

Frankston Planning Scheme Amendment C124

Frankston MAC Structure Plan

16 May 2018

A handwritten signature in blue ink, appearing to read 'Trevor', with a stylized flourish extending to the right.

Trevor McCullough, Chair

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Appendix B Parties to the Panel Hearing

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List of Abbreviations

C1Z	Commercial 1 Zone
C2Z	Commercial 2 Zone
CDZ2	Comprehensive Development Zone Schedule 2
DDO	Design and Development Overlay
FMAC Plan	Frankston Metropolitan Activity Centre Structure Plan
GRZ	General Residential Zone
LIRG	Long Island Residents Group Inc.
MAC	Metropolitan Activity Centre
MSS	Municipal Strategic Statement
MUZ	Mixed Use Zone
NRZ	Neighbourhood Residential Zone
PPRZ	Public Park and Recreation Zone
RGZ	Residential Growth Zone
VPP	Victoria Planning Provisions

Overview

Amendment summary	
The Amendment	Frankston Planning Scheme Amendment C124
Common name	Frankston MAC Structure Plan
Brief description	The Amendment seeks to implement the findings of the Frankston Metropolitan Activity Centre Structure Plan (FMAC Plan). The five “Areas” referred to in this Amendment are the peripheral areas to the Frankston City core.
Subject land	The Amendment applies to land described as Area 1 (Nepean Highway Boulevard), Area 2 (Frankston Commercial and Industrial), Area 3 (Frankston Residential Intensification), Area 4 (Cranbourne Road Commercial and Office), and Area 5 (Frankston Health and Education).
The Proponent	Frankston City Council
Planning Authority	Frankston City Council
Authorisation	AO3579, 16 June 2017
Exhibition	Between 20 November and 22 December 2017
Submissions	Number of Submissions: 21 (including two late submissions) Opposed: 18. A list of submitters is provided at Appendix A

Panel process	
The Panel	Trevor McCullough (Chair), appointed 19 February 2018 Assisted by Greta Grivas, Senior Project Officer
Directions Hearing	Frankston City Council Offices, 16 March 2018
Panel Hearing	Frankston City Council Offices, 13 April 2018
Site inspections	Unaccompanied, 16 March 2018
Citation	Frankston PSA C124 [2018] PPV
Date of this Report	16 May 2018

Executive summary

(i) Summary

Frankston is identified by Plan Melbourne as a Metropolitan Activity Centre (MAC) within the southern subregion of Melbourne. The metropolitan strategy acknowledges the role and function of the Frankston MAC, and states that opportunities for people to access the range of goods and services should be maximised. Frankston Council seeks to update planning controls to facilitate the growth and change that is expected.

Amendment C124 to the Frankston Planning Scheme (the Amendment) proposes to implement the findings and recommendations of the Frankston Metropolitan Activity Centre Structure Plan (FMAC Plan). The Amendment proposes to rezone the five areas that form the peripheral areas to the Frankston City core and apply design and development controls through Schedules to the Design and Development Overlay (DDO). The Amendment proposes to reference built form guidelines to give guidance for higher density housing, commercial and mixed use developments.

Council submitted that the application of new zones and overlays allows it to better implement the FMAC Plan over the five areas affected by Amendment C124.

The main issues raised in submissions to the exhibition of the Amendment are summarized as follows:

- Preference for greater setbacks to the Kananook Creek Reserve for development in Sub-precinct B of the Design and Development Overlay Schedule 5 (DDO5).
- Concerns in relation to height limits and boundaries within Sub-precinct B of the DDO5.
- Preference for further decision guidelines with regards to the consideration of the impact of development on the Kananook Creek in the DDO5.
- Identified minor mapping and administrative errors in the DDO drafting.
- Concerns in relation to future traffic and car parking in residential areas arising from future development proposals.
- Preference for increased height limits in Sub-precinct A of the DDO5 and Area 4 of the Amendment.
- The impact of rezoning land to Residential Growth Zone (RGZ) and Commercial Zone 1 Zone (C1Z) in residential areas.
- The amenity impact of future development proposals on adjoining land.

Council submitted that submissions were generally localised concerns that relate to specific areas of the Amendment.

The Amendment is strategically strongly supported in Plan Melbourne, and in the state and local sections of the planning scheme.

The Panel has reviewed all written submissions and further submissions made in the public Hearing and draws the following conclusions in relation to issues raised in Area A (adjacent to the Kananook Creek):

- The height and setback controls in the proposed DDO5 applying to the Kananook Creek interface are appropriate, subject to the minor changes to setbacks and

wording proposed post-exhibition by Council. The Panel preferred version of DDO5 is shown in Appendix C.

- Mandatory controls on height and setbacks are not justified.
- Height controls for Sub-precinct B should remain as exhibited.
- The single dwelling permit exemption within the DDO5 should be altered as shown in the Panel preferred DDO5 in Appendix C of this report.

The Panel notes the submissions raised in relation to the proposed zoning changes in Areas 2, 3, 4 and 5. The submissions mainly relate to amenity and parking concerns. The Panel is satisfied that sufficient controls will be contained in the proposed planning controls to manage and mitigate the concerns raised.

(ii) Recommendations

The Panel recommends that Amendment C124 to the Frankston Planning Scheme be adopted as exhibited, subject to the following changes:

1. Amend Design and Development Overlay Schedule 5 as shown in the Panel preferred version in Appendix C of this report.
2. Amend zoning maps to correct the incorrect application of the Residential Growth Zone and Design and Development Overlay Schedule 12 to 35R Beach Street and the Fletcher Road Reserve.
3. Amend the relevant requirements in Clause 2.0 Buildings and Works in the Design and Development Overlay Schedules 12 and 13 to read:

For buildings of more than 2 storeys above natural ground level, the wall/s of the storey/s above second storey should be setback from the floor below a minimum of 2.5 metres to the street and rear. Balconies may encroach into the setback.

At grade car parking areas should be located away from street interfaces and not within front setback. 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.

4. Correct any minor spelling errors within the Design and Development Overlays.

1 Introduction

1.1 The Amendment

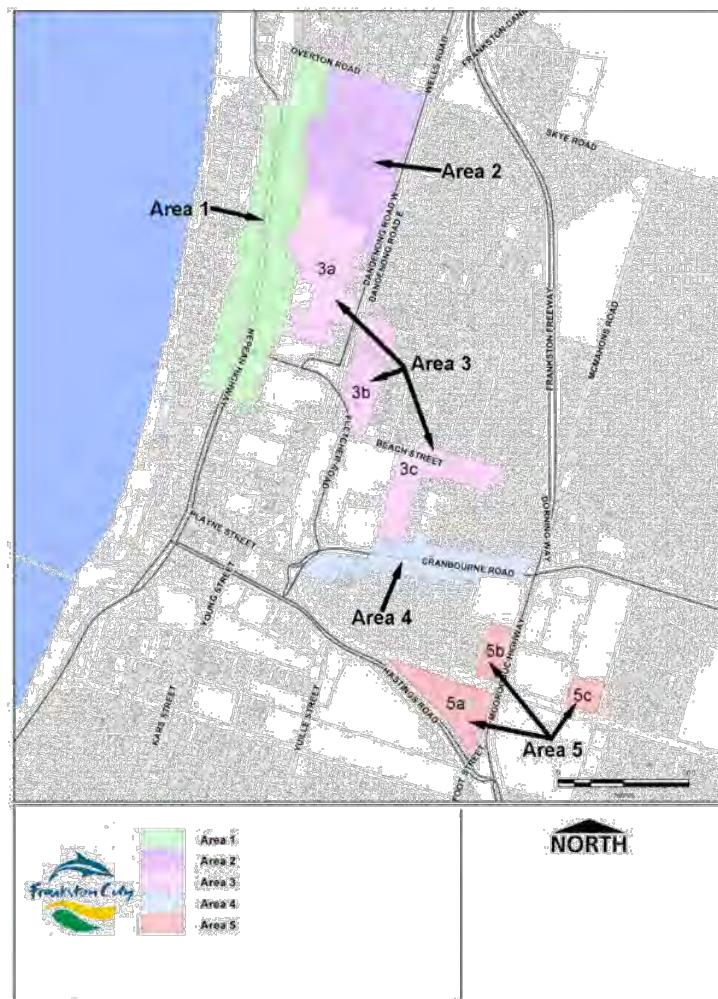
(i) The subject land

The Amendment applies to land shown in Figure 1. The five Areas that the Amendment applies to are listed below:

Table 1: Amendment Locations

Area	Location
Area 1	Generally bounded by Overton Road to the north, Kananook Creek to the west, Beach Street to the south and Evelyn Street and Kitson Street to the east
Area 2	Generally bounded by Overton Road to the north, Kitson Street to the west, Fletcher Road to the south and Dandenong Road West to the east
Area 3	Comprises of three (3) precincts. The Ebdale Precinct (3a) is generally bounded by Tooyal Street to the north, Evelyn Street to the west, O'Grady Avenue to the south and Dandenong Road West to the east. The Erskine Lane Precinct (3b) is generally bounded by David Street to the north, Dandenong Road East to the west, Beach Street to the south and Lewis Street to the east. The Beach Street Precinct (3c) comprises of properties fronting Beach Street between Olive Grove in the west and McAlister Street in the east, and properties located between Smyth Street in the west and Willis Street in the east.
Area 4	Comprises of properties fronting Cranbourne Road between Playne Street in the west and McMahons Road in the east.
Area 5	Comprises of three (3) precincts. The Clarendon Street Precinct (5a) is bounded by the Stony Point Railway to the north, Hastings Road to the south and McMahons Road to the east. The Burns Street Precinct (5b) is bounded by Government Road to the north, Burns Street to the west, the Stony Point Railway Line to the south and McMahons Road to the east. The Burnley Street Precinct (5c) is bounded by the Frankston Bulky Goods Centre to the north, Bunnings warehouse to the west, the Stony Point Railway Line to the south and Deane Street to the east.

Figure 1 Amendment map showing Areas



(ii) Amendment description

The Amendment proposes to implement the findings and recommendations of the Frankston Metropolitan Activity Centre Structure Plan (FMAC Plan). The Amendment proposes to rezone the 5 areas that form the peripheral areas to the Frankston City core, and that are referred to in the FMAC Plan, to the following:

- Area 1 (Nepean Highway Boulevard) – the Amendment rezones this area from the Commercial 1 Zone (C1Z) and the Commercial 2 Zone (C2Z) to the Mixed Use Zone (MUZ). The Amendment also applies the Design and Development Overlay Schedule 5 (DDO5) to this area.

- Area 2 (Frankston Commercial and Industrial) – the Amendment rezones this area from the Industrial 1 Zone (IN1Z) to the Commercial 2 Zone (C2Z).
- Area 3 (Frankston Residential Intensification) – The Amendment rezones this area from the General Residential Zone (GRZ), Commercial 1 Zone (C1Z) and Commercial 2 Zone (C2Z) to the Residential Growth Zone Schedule 1 (RGZ1). The Amendment also applies the Design and Development Overlay Schedule 12 (DDO12) to this area.
- Area 4 (Cranbourne Road Commercial Office) – The Amendment rezones this area from the General Residential Zone (GRZ) and Commercial 2 Zone (C2Z) to the Commercial 1 Zone (C1Z). The Amendment also applies the Design and Development Overlay Schedule 13 (DDO13) to this area.
- Area 5 (Frankston Health and Education) – The Amendment rezones this area from the General Residential Zone (GRZ) to the Mixed Use Zone (MUZ). The Amendment also applies the Design and Development Overlay Schedule 13 (DDO13) to the Clarendon Street Precinct (5a) and the Burns Street Precinct (5b).

In addition, the Amendment proposes to reference the following two built form guidelines documents within the Frankston Planning Scheme, to give guidance for higher density housing, commercial and mixed developments:

- The proposed DDO12 proposes to reference the *Built Form Guidelines for Higher Density Residential Development*
- The proposed DDO13 proposes to reference the *Built Form Guidelines – Frankston Metropolitan Activity Centre Precinct 8 Health and Education, and Precinct 9 Cranbourne Road Office and Commercial*.

The purpose of these documents is to provide guidance for higher density housing, commercial and mixed use developments.

The Amendment further proposes to delete DDO6 generally from Area 1 and Area 3a and replace it with the proposed DDO5 and DDO12 respectively.

(iii) Purpose of the Amendment

Frankston is identified by Plan Melbourne as a Metropolitan Activity Centre (MAC) within the southern subregion of Melbourne. The metropolitan strategy acknowledges the role and function of the FMAC, and states that opportunities for people to access the range of goods and services should be maximised.

The FMAC services south-eastern Melbourne and the Mornington Peninsula as a regional centre. Council considers that updated planning controls are required due to the growth and change that is expected.

In 2015, Council adopted the FMAC Plan, which sets out a 20 year vision and plan for the renewal and revitalisation of the structure plan area. The FMAC Plan also provides land use and built form guidance. Council envisages that these areas will be the focus of higher density housing and a variety of dwelling types, which will enhance Frankston's role as a major health and education hub, provide opportunities for new commercial spaces, and improve the amenity of the main boulevard entries into the Frankston City Centre.

Council submitted that the application of new zones and overlays allows it to better implement the FMAC Plan over the five areas affected by the Amendment. Figure 2 sets shows the proposed zones and Figure 3 shows the Precincts from the FMAC Plan.

Figure 2 Proposed zones



Precincts 4 and 7 of the FMAC Structure Plan: Residential Growth Zone
Precinct 5 of the FMAC Structure Plan: Mixed Use Zone
Precinct 6 of the FMAC Structure Plan: Commercial 2 Zone



Precinct 7 of the FMAC Structure Plan: Residential Growth Zone
Precinct 8 of the FMAC Structure Plan: Mixed Use Zone
Precinct 9 of the FMAC Structure Plan: Commercial 1 Zone



Precinct 10 of the FMAC Structure Plan: Mixed Use Zone

Figure 3 Precinct map from the FMAC Plan



1.2 Background to the proposal

Frankston Planning Scheme Amendment C123

Amendment C123 to the Frankston Planning Scheme, exhibited in 2016, is Stage 1 of the implementation of the FMAC Plan. The Amendment is the first tranche of rezoning and built form control changes. Amendment C123 received Planning Panel support subject to a number of minor changes as outlined in the Planning Panel report dated 7 December 2016. Amendment C123 seeks to:

- apply Schedule 1 to the Activity Centre Zone (ACZ1) to the city centre area generally bounded by Ebdale and Beach Streets to the north, Kananook Creek to the west, Fletcher Road and Baxter Street to the east and Davey Street and Plowman Place to the south

- remove the superseded Comprehensive Development Zone Schedule 2 (CDZ2) from the Frankston foreshore, and replace it with the Public Park and Recreation Zone (PPRZ).

At a Council meeting held on 1 May 2017, a resolution to request the Minister for Planning to approve amendment C123 was deferred. Council officers were requested to:

- ... *prepare an alternate recommendation to provide for a reduced building height control for Precinct 1B that adjoins Kananook Creek.*
- ... *include additional provisions for neighbourhood character in the mixed use residential areas of the FMAC and to address the need for additional specific guidelines for new development in the interface area to Kananook Creek and Gould St.*
- ... *following adoption of Am C123 by Council, officers are requested to prepare a draft reference document including illustrative guidelines that address neighbourhood character and urban design outcomes for Precincts 1A and 1B and for this to be submitted for Council consideration by September 2017.*

SJB Urban has since prepared the *FMAC Illustrative Guidelines – Neighbourhood Character & Urban Design Outcomes for Precincts 1A and 1B (2017) (Illustrative Guidelines)*. Council proposed that these will be implemented into the Frankston Planning Scheme as part of Amendment C123, and were placed on public exhibition from 30 November 2017 to 22 December 2017. A total of five submissions were received.

At a Council Meeting held on 3 April 2018, Council officers were authorised to request the Minister for Planning to approve amendment C123 (with changes) into the Frankston Planning Scheme. These include:

- the *Illustrative Guidelines* being included within the Amendment as a reference document
- the ACZ being amended to show a preferred maximum building height of 20 metres in Sub-precinct 1B for the area bounded by Plowman Place, Kananook Creek, Beach Street and Nepean Highway.

Frankston Planning Scheme Amendment C111

Amendment C111 inserts Clause 45.09 (Parking Overlay) and applies Schedule 1 to the Parking Overlay to the Frankston Metropolitan Activity Centre to implement the parking rates and financial contribution scheme specified in the *Frankston Metropolitan Activity Centre Parking Precinct Plan, 2016*.

In November 2017, the Panel recommended that Frankston Planning Scheme Amendment C111 be adopted as exhibited subject to some minor changes. Council officers are expected to report a final decision on Amendment C111 at an Ordinary Meeting of Council in mid-2018.

Council submitted that Amendment C111 is complementary to both Amendments C123 and C124 as it shares the objective of guiding and supporting the development of a Metropolitan mixed use activity centre in central Frankston.

1.3 Summary of issues raised in submissions

In its Part A submission, Council updated its submission numbering. A list of submitters is at Appendix A.

Council summarised the main issues raised in the submissions as follows:

- Preference for greater setbacks to the Kananook Creek Reserve for development in sub-precinct B of the Design and Development Overlay Schedule 5 (DDO5).
- Concerns in relation to height limits and boundaries within sub-precinct B of the DDO5.
- Preference for further decision guidelines with regards to the consideration of the impact of development on the Kananook Creek in the DDO5.
- Identified minor mapping and administrative errors in the DDO drafting.
- Concerns in relation to future traffic and car parking in residential areas arising from future development proposals.
- Preference for increased height limits in Sub-precinct A of the DDO5 and Area 4 of the Amendment.
- The impact of rezoning land to Residential Growth Zone (RGZ) and Commercial Zone 1 Zone (C1Z) in residential areas.
- The amenity impact of future development proposals on adjoining land.

Council submitted that submissions were generally localised concerns that relate to specific areas of the Amendment. However, Council noted that the broad the intentions of the Amendment are to facilitate the renewal and revitalisation of the peripheral city areas.

1.4 Issues dealt with in this Report

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits, and submissions, evidence and other material presented to it during the Hearing.

The Panel has reviewed a large volume of material. The Panel has had to be selective in referring to the more relevant or determinative material in the Report. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

This Report deals with the issues under the following headings:

- Planning context
- Area 1
- Areas 2 and 3
- Area 4
- Area 5.

2 Planning context

Council provided a response to the Strategic Assessment Guidelines as part of the Explanatory Report.

The Panel has reviewed Council's response and the policy context of the Amendment, and has made a brief appraisal of the relevant zone and overlay controls and other relevant planning strategies.

2.1 Policy framework

(i) State Planning Policy Framework

Council submitted that the Amendment is supported by the following clauses in the State Planning Policy Framework:

Clause 11 (Settlement) – The Amendment supports this clause by concentrating major developments into activity centres. The Amendment provides land uses that are highly accessible, with greater housing and employment opportunities in a centre that has excellent access to services and public transport.

Clause 12 (Environment and Landscape Values) – The Amendment encourages development to house increased population growth within a Metropolitan Activity Centre (MAC).

Clause 15 (Built Environment and Heritage) – The Amendment encourages an urban environment that is supported by well-designed buildings and with land uses that contribute to a sense of place and cultural identity.

Clause 16 (Housing) – The Amendment encourages an increase in housing density and diversity, to increase the supply and choice within the Frankston MAC.

Clause 17 (Economic Development) – The Amendment encourages investment in a range of land uses, that will support the economy by responding to the needs within the local area. These include residential, retail, entertainment, medical, educational, office and other commercial services.

Clause 18 (Transport) – The Amendment encourages land use and development that is integrated with existing public transport. Council noted that the affected areas of the Amendment are adjacent to Frankston Railway Station, and that Clause 18 encourages higher densities and mixed use developments close to railway stations and transport interchanges.

Clause 19 (Infrastructure) – The Amendment supports the development of community resources such as education, health and community support (mental health, aged care, disability, youth and family services) facilities within the Frankston MAC in locations in vicinity of public transport.

(ii) Local Planning Policy Framework

Council submitted that the Amendment supports the following local planning objectives:

Clause 21.02 (Key Issues) – This clause identifies that the FMAC is of metropolitan significance, and Council noted that attracting and managing appropriate growth to the FMAC is a challenge for Council. The Amendment proposes new zoning directing opportunities for medium and higher density housing, commercial, medical and educational uses. Council submitted that the Amendment proposes new DDOs to ensure best practice urban design and to ensure that new development respects Frankston’s bayside location.

Clause 21.03-3 (Vision and Framework) – This clause specifically references the Frankston MAC Structure Plan, which is a twenty year vision for the renewal and revitalisation of Frankston’s MAC. Council submitted that the clause reinforces Frankston’s role to provide services to cater for both the local community and for the broader south-east Melbourne, Bayside and Mornington Peninsula regions. Council submitted that the clause assists in achieving the key priorities; these include providing for different household types, transforming the Nepean Highway into an iconic public boulevard, strengthening and consolidate health and education uses within identified precincts and encouraging employment growth within the MAC.

Clause 21.04 (Settlement) – This clause seeks to encourage medium and higher density housing in and around the MAC, with the intention that the activity centre will develop as a vibrant area.

Clause 21.07 (Housing) – This clause encourages accommodating the future projected population of the municipality while protecting and enhancing the amenity of residential areas. It also includes specific objectives for the Frankston MAC including encouraging mixed use development, purpose built student housing, accommodation for special needs, employee and aged care.

Clause 21.10 (Built Environment and Heritage) – Council stated that this clause seeks a high level of architectural, urban and sustainable design in new development that projects a positive image of the City. Council is supportive of a well-designed urban environment through the various zones and overlays.

Clause 22.03 (Nepean Highway Boulevard – Mile Bridge to Beach Street) – Council stated that this clause seeks to transform Nepean Highway into an iconic public boulevard. The application of the MUZ and the DDO5 over this precinct will encourage uses to locate that are appropriate to and enhance this major entry to the Frankston MAC. It will also encourage offices, restaurants, medium and higher density residential development along this section of Nepean Highway, and to protect the sensitive interface between Kananook Creek and the Boulevard.

(iii) Other planning strategies or policies used in formulating the Amendment

Frankston Metropolitan Activity Centre Structure Plan

At the Council Meeting on 25 May 2015, Council adopted the FMAC Plan and also endorsed the *FMAC Structure Plan Part 2: Action Plan*. The FMAC Plan provides a clear framework to guide change and the future planning and development of the Activity Centre. The FMAC Plan:

- defines a vision for the FMAC to 2035
- supersedes the Tafe to Bay Structure Plan, which was adopted by Council in 2005.

Council submitted that the Amendment supports the implementation of the FMAC Plan.

Frankston Metropolitan Activity Centre Structure Plan Part 2: Action Plan

Council submitted that Amendment C124 is directly related to the following key actions listed in the FMAC Plan Part 2: Action Plan, as adopted by Council in May 2015:

- Action 23: Develop planning measures which aim to retain the existing fine grain nature of commercial buildings within parts of the FMAC where this is the preferred built form.
- Action 24: Prepare design guidelines for properties adjacent to Kananook Creek, the foreshore and the Nepean Highway.

Plan Melbourne 2017-2050

Plan Melbourne 2017-2050 is the Victorian Government's long-term planning strategy, and guides the way Melbourne will grow and change until 2050. Council noted that Frankston's MAC has been the focus of local and state government interest for several years. The Frankston Metropolitan Activity Centre has been noted in 'Melbourne 2030' (2002), as a Transit City in 'Melbourne @ 5 Million' (2008), and as a Metropolitan Activity Centre as part of 'Plan Melbourne' (2017-2050).

Long Island Residents Group Inc. noted at the Hearing that Initiative 4.2.3 directs, "*In partnership with local government work toward the protection of Melbourne's waterways from inappropriate development through the use of mandatory controls similar to those in place for the Yarra and the Maribyrnong rivers*".

Frankston Council Plan 2017-2021

Council submitted that the Amendment is complementary to the Council Plan. It includes the following priorities that are relevant to the Amendment:

- 1.1.2: Attract high density residential apartment and commercial office accommodation.
- 1.2.3: Ensure built form displays architectural excellence and embodies creative urban design.
- 2.1.3: Attract industry and employment in health and education sectors.
- 2.3.2: Facilitate the delivery of a health services hub in the health precinct.

2.2 Planning scheme provisions

(i) Zones

The Amendment proposes to implement the following zones:

- Residential Growth Zone (RGZ): The purposes of the RGZ include to provide housing at increased densities and encouraging a diversity of housing types in locations offering good access to services and transport.
- Mixed Use Zone (MUZ): The purposes of the MUZ include to provide housing at higher densities and providing for a range of residential, commercial and other uses which complement the mixed use function of the activity centre.

- Commercial 1 Zone (C1Z): The purposes of the C1Z are to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses and providing for residential uses at densities complementary to the role and scale of the commercial centre.
- Commercial 2 Zone (C2Z): The purposes of the C2Z include to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

(ii) Overlays

The Amendment proposes to implement the following new Design and Development Overlays (DDOs):

- DDO5
- DDO12
- DDO13.

Council proposes to delete DDO6 which will no longer be applicable.

The DDOs seek to provide for housing at increased densities, encourage site responsive, high quality and contemporary design, and encourage open, landscaped street frontages and activated building interfaces that promote surveillance of adjoining streets.

2.3 Ministerial Directions and Practice Notes

Ministerial Directions

Council submitted that the Amendment meets the relevant requirements of:

- Ministerial Direction 11 (Strategic Assessment of Amendments)
- Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

Planning Practice Notes

Council submitted that the Amendment is consistent with:

- Planning Practice Note 59 (PPN59) *The Role of Mandatory Provisions in Planning Schemes, June 2015*
- Planning Practice Note 60 (PPN60) *Height and setback controls for activity centres (June 2015).*

2.4 Discussion

Submitters, including the Long Island Residents Group and Michele McKinlay, submitted that the protection of Kananook Creek is emphasised in state and local planning policies and various planning policies. This is discussed in Chapter 3.1.

The broader strategic merits of the Amendment were not challenged in submissions, although some submitters questioned its application to specific local areas. These issues are discussed in the following chapters.

2.5 Conclusion

The Panel concludes that the Amendment is supported by, and implements, the relevant sections of the State and Local Planning Policy Framework, and is consistent with the relevant Ministerial Directions and Practice Notes. The Amendment is well founded and strategically justified, and the Amendment should proceed subject to addressing the more specific issues raised in submissions, discussed in the following chapters.

3 Area 1

3.1 Protection of Kananook Creek

(i) The issue

Issues were raised about the appropriate form of the planning controls to ensure the Kananook Creek environs are protected.

(ii) Background

Area 1 (Precinct 5 Sub-precincts A and B) abuts Kananook Creek, and Design and Development Overlay Schedule 5 (DDO5) contains height, building setback and other measures aimed at protecting Kananook Creek. Figure 4 shows the Sub precincts in Precinct 5.

Figure 4 Sub precincts in Precinct 5



The exhibited DDO5 specifies the following in relation to setbacks:

- Sub-precinct A: a mandatory 5 metre setback for development where the lot abuts the Kananook Creek Reserve (land zoned as PPRZ), and 10 metres where lots abut the Kananook Creek directly (land zoned as PCRZ).
- Sub-precinct B: a preferred a nil setback to the west boundary. To provide a buffer to the creek reserve and in response to submissions, Council amended DDO5 requiring a 5 metre setback to the Kananook Creek Reserve, consistent with the setback requirements in Sub-precinct A of DDO5 for development that abuts the Kananook Creek Reserve (land that abuts PPRZ).

(iii) Submissions

A number of submissions raised concerns in relation to the form of the controls. They stated that a lack of emphasis was placed in the DDO5 in relation to protecting the Kananook Creek environs, and to ensuring that development respects this. These submissions noted the following:

- The need for Kananook Creek to be referenced in the Design Objectives of the DDO5, and to consider the impact on Kananook Creek and its environs.
- The setbacks to the Kananook Creek Reserve and Kananook Creek are insufficient for Sub-precinct A and B, and do not ensure adequate protection of built form outcomes, and that planning policy supports this.

Hilary Poad for Long Island Residents Group Inc. (LIRG) (submission 6) noted sections of the Frankston MAC Structure Plan that support the protection of Kananook Creek. These include:

- Celebrating the Foreshore and Kananook Creek for its natural environment and history.
- 'Built form Principles' emphasising that new development should reflect the bayside location and protect long distance views to the water; and enhance sensitive interfaces.

Ms Poad noted Plan Melbourne Initiative 4.2.3, which directs:

... work toward the protection of Melbourne's waterways from inappropriate development through the use of mandatory controls similar to those in place for the Yarra and the Maribyrnong rivers.

She noted the following sections of the State Planning Policy Framework (SPPF) which in her submission are relevant to the Amendment:

Clause 12.05-1 (Rivers) – this includes the strategy *"Ensure new development is sensitively designed and sited to maintain and enhance environmental assets, significant views and the landscape along all river corridors"*.

12.05-2 (Yarra River protection) – this includes the strategy to *"Maintain a sense of place and landscape identity by:*

- *Ensuring that the appearance of development is subordinate to the local landscape setting with any views of development being filtered through vegetation.*

- *Minimising the visual intrusion of development when viewed from major roads, bridge crossings, public open space, recreation trails and the river itself.*
- *Ensuring building height is below the natural tree canopy”.*

Ms Poad further noted the following sections of the Local Planning Policy Framework (LPPF) that are relevant to the Amendment:

21.04-2 (Settlement) includes Objective 3 which states *“Protect ecologically and environmentally sensitive areas from inappropriate development”*. Strategies include:

- *Ensure use and development adjoining ecologically sensitive areas is designed to minimise visual and environmental impacts on the ecological qualities of the area.*

21.09-1 (Natural Resource Management) – Key issues include *“Protecting and increasing public open space, remnant indigenous vegetation and wetlands and waterways”*.

22.03-3 (Nepean Highway Boulevard – Mile bridge to Beach Street Policy) – States that *“Development on the western side of Nepean Highway address Kananook creek and enhance the environment of Kananook Creek, including planting of indigenous and native vegetation along the banks”*.

Ms Poad submitted that LIRG would prefer more specific heights and setbacks, stating that:

Whilst this Structure Plan seeks to increase densities and uses within the peripheral areas around the Central Activities Area, it should not do this at the expense of compromising our irreplaceable, natural assets along Kananook Creek.

Council submitted that the DDO specific built form requirements contain significant control to ensure that future development will respond to the sensitive creek interface. Council noted that *“...the role of planning policy is not to provide overly rigid and prescriptive overlay and zone requirements...”*¹. Council added that the DDO includes comprehensive design requirements for new development that require a 9 metre separation distance between buildings.

In response to submissions, Council made the following suggested changes to the amended DDO:

- Referencing Kananook Creek in the title
- Referencing Kananook in the Design Objectives
- Introducing a Design Guideline that requires consideration of the impact of the development on the Kananook Creek and its environs.

Council did not support amending the DDO to take into account weather protection as a mandatory requirement as planning is performance based not prescriptive. Council further submitted that matters concerning overlooking will be assessed during the planning process with regard to Clause 54 or 55 of the planning scheme.

¹ Council Part B submission p4.

Melbourne Water (Submission 1) suggested a minimum 10 metre setback be provided to the creek interface (the requirement in the exhibited DDO5 is 5 metres for properties that abut the Kananook Creek reserve), to ensure an appropriate buffer to the native vegetation is retained.

In response, Council considered a uniform 10 metre setback limit is not necessary. However, Council amended DDO5 to require a 5 metre setback in keeping with the setback requirements in Sub-precinct A of the DDO5 for development that abuts Kananook Creek. Council considered that this is a sufficient level of control to respond to the sensitive creek interface.

(iv) Discussion

The Panel notes that the protection of Kananook Creek is emphasised in a number of local and state planning policies and planning policy documents such as *Plan Melbourne*. Providing height and setback measures is necessary both for protecting the ambience of this significant waterway and protecting flora, fauna and native vegetation.

The Panel considers DDO5 is the appropriate planning control and that Council has taken on board submissions to amend the wording of this to protect the interface with the creek.

The Panel agrees with Council that a 5 metre setback to the Creek is sufficient to provide adequate protection, and agrees that this should also apply to Sub-precinct B.

(v) Conclusion

The Panel considers that the height and setback controls in DDO5 are appropriate as proposed. The Panel preferred version of DDO5 is shown in Appendix D.

3.2 Mandatory versus discretionary controls

(i) The issue

Precinct A has a proposed discretionary height limit of 12 metres. The issue was raised by some submitters as to whether this height limit and a minimum setback from Kananook Creek should be mandatory.

(ii) Background

PPN59 sets out the criteria that can be used to decide whether mandatory provisions may be appropriate in planning schemes. It states that Planning schemes based on the Victoria Planning Provisions (VPP) are predominantly performance based and that mandatory provisions in the VPP are the exception. This is based on the principle that there should be discretion for most developments, and that applications will be tested against objectives and performance outcomes as opposed to merely prescriptive mandatory requirements.

PPN59 notes that *"...there will be circumstances where a mandatory provision will provide certainty and ensure a preferable and efficient outcome"*. Although rare, these include areas of high heritage value, strong and consistent character themes, or sensitive environmental locations such as along the coast.

For the mandatory provision to be supported, there must be a sound strategic basis.

PPN60 provides guidance on the department's preferred approach to the application of height and setback controls for activity centres. The Practice Note states that mandatory height and setback controls will only be considered in exceptional circumstances, which include:

- *significant landscape precincts such as natural waterways, regional parks and areas where dense tree canopies are the dominant feature*
- *sites of recognised State significance...for example...major waterways.*

The Practice Note goes on to state that *"Even where exceptional circumstances are identified, mandatory height and setback controls should only be applied where they are absolutely necessary to achieve the built form objectives..."* Accordingly, it would need to be shown that the *"discretionary controls could result in an unacceptable built form outcome"*.

(iii) Submissions

LIRG (submission 6) submitted that the 12 metre height limit in Precinct A should remain mandatory. In support of their submission they submitted that:

- Practice Note 60 states that mandatory height and setback controls will be considered in exceptional circumstances, which include *"... significant landscape precincts such as natural waterways, regional parks and areas where dense tree canopies are the dominant feature"*. Practice Note 60 should apply to this precinct because the Kananook Creek environs fulfils this criteria. They also noted that as far as they were aware, Frankston is one of only two Metropolitan Activity Centres that has a natural waterway in it.
- Allowing a preferred height could potentially provide for a much higher building, even higher than the 20 metre limit recommended for the adjacent City Centre area (Sub-precinct 1B) in Amendment C123. Therefore, higher buildings could be built in the peripheral area than in the Central Activity Area.
- Amendment C123 has a 5 metre setback requirement above 12 metres in Sub-precinct 1B, and a 2.5 metre setback above the second storey from the street in Sub-precinct A. Therefore, taller buildings would allow for bulkier buildings in peripheral areas to the Central Activities District.

Michelle McInlay (submission 21) submitted that PPN60 identifies significant landscape precincts such as natural waterways as areas where mandatory setback and height controls may apply. She submitted that *"the highest level of planning protection should be provided"* because:

- *The narrow linear strip of land in 5A and 5B adjoining Frankston's number one waterway is within a declared Site of Botanical and Zoological Significance in the Frankston Vegetation Study 2006, with three extant ecological vegetation classes of high local and regional significance, all of which are assessed as vulnerable and endangered.*
- *A stated aim in the Frankston Municipal Strategic Statement (MSS) is "to ensure that the use, development and management of land within and adjacent to sites of botanical or zoological significance is compatible with their long term protection and enhancement ..."*

Ms McKinlay submitted that mandatory minimum setback requirements for all new developments should be introduced to protect the continuous vegetated buffer the length of the waterway section, the riparian EVCs and habitat values of the creek corridor, and to minimise erosion of creek banks.

Melbourne Water (submission 1) submitted that a minimum 10 metre mandatory setback should be provided to the creek interface for Sub-precinct A in DDO5 to ensure an appropriate buffer to the native vegetation within the reserve/walking trail is maintained. They stated that the nil (0 metre) setback requirement to the Kananook Creek Reserve (specified in Table 3 of the DDO5 for Sub-precinct B in DDO5) is insufficient and will impact on the amenity of the creek reserve. Melbourne Water also considered that it would result in the loss of vegetation and associated habitat value within the creek reserve.

In opposing mandatory controls, Council submitted that a performance based model for determining height provides flexibility and can accommodate contextual variations and innovative design. Council further submitted that heights and setbacks in the DDOs are based on the FMAC Plan and follow built form principles which provide for factors such as design excellence. Council further noted:

The DDO5 also provides robust consideration of built form to the sensitive interface to the Kananook Creek environs and provides for mandatory provisions ...²

Furthermore, Council considered that the Built Form Guidelines it proposes to reference in the DDO5 provide a mechanism to ensure that development takes place in a planned manner and achieves the visions for each precinct whilst maintaining amenity for residents.

Council acknowledged that mandatory height and setback controls are reasonable for properties in Sub-precinct A abutting the Kananook Creek, which is a significant landscape precinct (waterway), noting that mandatory controls from the existing DDO6 have been replaced by the proposed DDO5.

(iv) Discussion

The Panel notes that whilst mandatory controls are to be used only in exceptional circumstances, significant state and local policy and PPN59 and PPN60 identify major waterways as among the exceptional circumstances in which mandatory controls can apply. The Panel notes that the Kananook Creek is a significant waterway with ecologically significant vegetation and habitat, and notes the submissions made by LIRG and Ms McKinlay that the community has invested sufficient resources into restoring the creek which is a natural asset.

The Panel accepts that some of the criteria to apply mandatory controls are met. However, the Panel also notes that PPN60 also states:

mandatory height and setback controls should only be applied where they are absolutely necessary to achieve the built form objectives ... and

² Council Part B submission p17.

Accordingly, it would need to be shown that the discretionary controls could result in an unacceptable built form outcome.

The Panel has not been presented with any evidence that mandatory controls are necessary to achieve the desired outcomes, or that unacceptable built form outcomes are likely. The full criteria for mandatory controls are therefore not met.

(v) Conclusions

On balance the Panel concludes that mandatory controls on height and setbacks are not justified.

3.3 Sub-precinct B

(i) The issue

Several submitters raised the issue that Sub-precinct B should have the same height and setback controls as Sub-precinct A. They supported consolidating Sub-precincts 5A and 5B into one Sub-precinct with the same controls.

(ii) Background

Currently, Sub-precinct B is classified as a designated gateway site in the FMAC. Some submissions objected to this, stating that it is no longer relevant as a gateway site, and that the gateway site designation is based on a previous structure plan that has since been superseded.

The Panel notes that Council has proposed increasing the setback requirements within the DDO5 to the Kananook Creek Reserve for Sub-precinct B to 5 metres.

(iii) Submissions

Submissions were made regarding the proposed preferred building heights within Sub-precinct B of DDO5. These include:

- That the 26 metre preferred height is not appropriate given the proximity to the sensitive Kananook Creek Reserve environs. The height should be the same as Sub-precinct A (12 metres).
- Sub-precinct B of DDO5 should not be considered a designated gateway site as it is at odds with the *FMAC Illustrative Guidelines* (C123) which requires the considered arrangement of height where heights “provide a clear delineation between development in the city centre and development in surrounding areas”.
- A tall gateway building should not be located in Sub-precinct B as the FMAC Plan shows the city centre point at Fletcher Road, not Beach Street (refer to Figure 6 of the FMAC).
- Sub-precinct B contains a large pine tree which would be overshadowed by high rise development.

Michelle McInlay (submission 21) submitted that there is no valid reason for separating Sub-Precincts 5A and 5B as they are “...smaller areas within a precinct that share a common form or function”. She stated that:

- Both Sub-precincts line the major boulevard entry to Frankton from the north and are to be zoned MUZ and subject to DDO5. They are both located within a significant environmental waterside location.
- The current separation into two sub-precincts is left over from when 5B demarked the north-west boundary of the Central Activity Area in the *Tafe to Bay Structure Plan 2005*. Sub-precinct 5B is no longer within the ACZ, and the former 26 metre height limit might now be considered an anomaly.

LIRG (submission 21) concurred with this, and also submitted:

It is obvious that increased height is not a prerequisite for a 'Gateway' building. Design, purpose and high quality should be the criteria for such buildings. Excellent examples of high quality 'Gateway' buildings are the Arts Centre and the Concert Hall in Melbourne they are superb examples of architecture and are mainly underground.

LIRG further noted:

As portrayed in the DDO5 the western elevation in Sub-precinct B is allowed to rise up 12 metres to podium height without setbacks. This would produce an environmentally unsympathetic sight when viewed from Kananook Creek, the Beach St Bridge and the walking trail behind it. All rear setbacks in Sub-precinct B should be the same as in Sub-precinct A.

LIRG submitted that the gateway sites are 26 metres and the city centre is the entrance point. Sub-precinct B is no longer the city entry point and if developed to 26 metres, it would be "an astonishing sight". LIRG further noted that the C123 Panel Report recommended changes that must respond to Kananook Creek.

Ms Westmoreland (submission 17) also submitted that the heights within Sub-precinct B should be treated the same as Sub-precinct A.

Adele Pignolet (submission 12) submitted that Sub-precinct B (on the corner of Beach street) should be the same height as Sub-precinct A due to the site being very windy. She submitted:

If a 26m tall building was allowed to be built on Sub-precinct B, on the corner of Nepean Highway and Beach Street down to the creek walking path, the resulting downdraft could have a devastating effect on the banks of the properties opposite and upstream. This is why I am requesting that Sub-Precinct B be adopted in line with Sub-precinct A to prevent this damage happening.

Council noted that Amendment C123 was considered by Council on 3 April and Council supported a 20 metre height control for the land immediately south of Sub-precinct B, and accepted it should be mandatory.

Council noted that the superseded 'Tafe to Bay Structure Plan' and a former DDO5 (Frankston Central Activities District) were previously applicable to the site until the DDO5 expired in October 2012. In this, Sub-precinct B was identified as a 'Gateway Site' and a discretionary height limit of 26 metres was identified for this site.

Council and some submitters submitted that the BP service station at the site should have higher height limits because it is a gateway site which can be viewed from a number of destinations.

Council submitted that although the FMAC Plan does not specifically identify the subject site as a 'Gateway Site', the proposed height limit of 26 metres was based on the previous *Tafe to Bay* and DDO requirements, and the strategic ground work for building heights and setbacks that informed the FMAC Plan and the *Frankston Central Activities Area – Building Heights and Setback Study (February 2013)*.

Council submitted in relation to Sub-precinct B: *"this site is a key node located on the intersection of Nepean Highway and Beach Street and on the edge of the city centre", with "a highly visible location which requires a high quality development response that enhances its prominence and it is submitted that the 26 metre height limits is necessary to achieve this"*.

Council noted that the *Frankston Central Activities Area – Building Heights and Setback Study (February 2013)* included extensive solar access analysis that showed that the surrounding residential areas would not be detrimentally impacted by a 26 metre high building.

Council submitted that having sufficient setbacks is more significant than restricting height.

(iv) Discussion

The Panel considers that the site at sub-Precinct B, whilst based on outdated planning policy, is still a key node located at a key intersection and a gateway site in a highly visible location. The Panel considers that the 26 metre height limit is acceptable for this key gateway site. The Panel notes Council's preference for a 20 metre height limit to the south of the site and the proposed mandatory nature of the control. It is beyond the scope of this Panel to comment on areas outside the Amendment area, but the Panel does not believe that a 20 metre height limit should apply to Sub-precinct B.

(v) Conclusions

The Panel concludes that the height controls for Sub-precinct B should remain as exhibited.

The Panel notes the proposed change to setbacks from Kananook Creek, and agrees the change is appropriate.

3.4 Single dwelling permit trigger

(i) The issue

The drafted DDO5 removes the permit trigger from a single dwelling development. Therefore, a single dwelling development would not be subject to requirements for minimum setbacks to the Kananook Creek and Kananook Creek Reserve in Sub-precinct A.

(ii) Evidence and submissions

Some submitters stated that there is a need to ensure a permit trigger for single dwelling development is retained within the DDO5 for properties in Sub-precinct A. This will ensure

that there will be adequate influence on the siting and design outcomes of the creek interface. Michelle McKinlay (submission 21) submitted:

Council's view is that a single dwelling would be considered an underdevelopment of the sites in 5A and 5B in the MUZ ...

However, the MUZ clearly allows a single dwelling...permit-free developments might intrude into and fragment the continuous buffer zone to the creek to be achieved by mandating setbacks in all other new developments, and potentially add a hard edge to the creek, mar vistas of natural landscapes along the waterway and detract from the value of the Kananook walking track as public open space.

Council submitted that the DDOs are intended to capture permit triggers for more intensive forms of development, and that Sub-precinct A of DDO5 is located adjacent to the Nepean Highway, a main highway with significant commercial exposure. Council submitted that the development of a single dwelling within the precinct would be a considerably lower scale than what is envisaged for the area.

Council further submitted that the majority of lots which abut the Kananook Creek have already been developed, or are for apartments or commercial uses which would trigger a permit requirement under the DDO5 and MUZ.

At the Hearing, Council submitted that a permit trigger for single dwelling development is not required, however is open to incorporating single dwelling permit triggers for properties adjacent to the Kananook Creek.

(iii) Discussion

Council drafted suggested wording for a single dwelling permit exemption within DDO5 (Clause 2 – Sub-precinct A) and presented it to the Panel at the Hearing following submissions on this topic. Council's preferred wording is:

Option 1

A permit is not required to:

- *Construct a building or construct or carry out works associated with one dwelling on lot located within Sub-precinct A provided the requirements of Table 1 and 2 have been met.*
- *Construct a building or construct or carry out works associated with one dwelling on a lot located within Sub-precinct B, C, D, E and F.*

Option 2

Alternatively, Council would be amenable to the following wording, as a second choice:

A permit is not required to:

- *Construct a building or construct or carry out works associated with one dwelling on lot located within Sub-precinct A provided the requirements for Sub-precinct A have been met.*
- *Construct a building or construct or carry out works associated with one dwelling on a lot located within Sub-precinct B, C, D, E and F.*

The Panel is not entirely convinced that it is necessary to reinstate the permit trigger for Sub-precinct A, but accepts that there may be some small benefit in further protecting the Kananook Creek environs. A change to the wording of the permit exemption is therefore supported.

The Panel prefers the Option 1 wording and considers that it strikes a balance that protects Kananook Creek and ensures that appropriate setbacks are provided. The Panel further notes that it is unlikely that single dwellings would be built in this location.

(iv) Conclusions

The Panel concludes that the single dwelling permit exemption within DDO5 should be altered as shown in the Panel preferred DDO5 in Appendix C of this report.

(v) Recommendations

The Panel recommends:

Amend DDO5 as shown in the Panel preferred version in Appendix C of this report.

3.5 Other Area 1 submissions

3.5.1 Perry Town Planning submission

(i) The issues

Perry Town Planning (submission 10) presented at the Hearing on behalf of 373 Nepean Highway Pty Ltd, an owner of the Quest Frankston Apartment Hotels at 377 Nepean Highway, Frankston. The site at 377 Nepean Highway is located on the corner of Nepean Highway and Evelyn Street. Perry Town Planning submitted that the site's current zoning of C2Z is an anomaly.

(ii) Submissions

Perry Town Planning submitted that its client supports the Amendment which proposes to:

- rezone this area from the Commercial 2 Zone to the Mixed Use Zone
- apply the DDO5 to this area
- delete the DDO6 which currently applies to the area.

Perry Town Planning submitted that the site is identified in the Figure 9 'Precinct Plan' of the FMAC Plan as within Precinct 5 and is presently covered by the C2Z. Perry Town Planning submitted that this is an anomaly when taking into account the wider C1Z applied in the surrounding area. Currently, the use of land for a dwelling is prohibited in the C2Z, however there are 13 dwellings already established within the precinct. Perry Town Planning submitted that the current zoning places numerous constraints on development of land in this precinct. Perry Town Planning submitted:

Mixed Use zoning is appropriate for the Precinct having regard to the pattern of land use that has been established. It is a location that is close to the Frankston CBD and redevelopment of the precinct for a wider variety of accommodation options would be appropriate. A rezoning to the Mixed Use

Zone will allow the proper regulation of land uses within the area and reflect the current mix of land uses.

Council submitted that it agreed with Perry Town Planning that the site's zoning is an anomaly, which is addressed and rectified through the Amendment.

(iii) Discussion and conclusion

The Panel agrees that this anomaly is rectified through the Amendment and that no further changes are required.

3.5.2 Daicos submission

(i) Submissions

Ms Daicos (submission 14) submitted that the land at 412 Nepean Highway (within Area 1) should be retained as C1Z and not rezoned to MUZ and that the site should be included in Sub-precinct B of the proposed DDO5, which allows for a preferred building height of 26 metres.

Council responded that the MUZ has similar objectives as the C1Z, and both provide for commercial purposes. Council submitted that the site is located within Sub-precinct A of the DDO5 that provides a preferred height limit of 12 metres, to take into account the sensitive interface to the Kananook Creek. Council submitted there is no justification to increase the higher built form further north along the Kananook Creek interface.

(ii) Discussion and conclusion

The Panel was not provided with any evidence or submission in support of Ms Daicos' submission. The Panel does not believe that there is any strategic justification for the change proposed by Ms Daicos and that the Sub-precinct boundaries as exhibited should be retained to protect the Kananook Creek interface.

3.5.3 Other submissions

It is worth noting that other submissions favoured more intense development of Area A, including Mr Krisan (submission 17) who submitted that higher buildings would be appropriate.

The Panel believes the height limits and setbacks as proposed are appropriate, for the reasons stated in this Chapter of the report.

3.6 Form and Content of DDO5

Appendix C shows the Panel's preferred form of the DDO5.

The track changes version shows all of Council's proposed changes and corrections from the exhibited version, and includes the Panel's preferred version of the permit exemption.

4 Areas 2 and 3

4.1 The issue

An issue was raised by several submitters that the rezoning of land to Residential Growth Zone (RGZ) and Commercial 1 Zone (C1Z) will impact on the general amenity of the area and neighbouring properties.

4.2 Submissions

Mr Ian Langford (submission 20) (located in Area 4 but his issues relate to Area 3) raised issues about whether his property would be protected in the event of a planning application next door due to insufficient front and side setbacks. This includes potential overshadowing and loss of sunlight. Mr Langford suggested substituted wording for DDO12, or alternatively suggested that a special DDO be issued for his property.

Council responded that the use of height and setback controls is guided by PPN59 and PPN60, which include design objectives for the preferred height and form of setback controls. In addition, DDO12 should be read holistically with the existing planning scheme provisions such as Clause 55 and ResCode. Any application will be assessed at the planning permit stage and consideration will be given to all relevant parts of the planning scheme.

A submission was received from a resident of 69 Playne Street (submission 19), whose property is proposed to be rezoned to C1Z. The submitter stated that the proposed zoning change would negatively impact on the quiet residential character of the neighbourhood.

Council submitted that rezoning the land from C2Z to C1Z is not a fundamental shift in the type of planning proposal that can be considered for development. Council submitted that the main difference is that under the current C2Z, 'Accommodation' is a prohibited use, which is currently an anomaly within the residential context of Playne Street. Council further noted that traffic and car parking issues would be considered as part of a future planning proposal.

Ms Elizabeth Brattle (submission 15) submitted that the planning controls ought to have greater setbacks to her property. She is concerned about overlooking and privacy.

4.3 Discussion and conclusion

The Panel acknowledges the concerns of Mr Langford and Ms Brattle in relation to maintaining sufficient setbacks to their properties in the event of development next door. The Panel notes that in the event of a planning permit application, these issues would be assessed by Council taking into account the provisions of Clause 55 of the planning scheme.

The Panel is satisfied that the controls proposed in the DDO and built form guidelines provide appropriate controls. Amenity issues, including overlooking are best addressed at the planning permit stage.

No changes to the Amendment are required in response to submissions on Areas 2 and 3.

5 Area 4

5.1 The issue

Concern was raised by some submitters that the rezoning of land along Cranbourne Road to C1Z is not appropriate due to a lack of demand for commercial land. They also raised concerns about traffic and parking issues.

5.2 Submissions

Mr Jackson (submission 18), a business owner, together with his son Mr Jackson, stated that a lack of demand exists for C1Z land, and that there is no economic basis for rezoning the land as additional C1Z land as it would not be utilised. He also raised issues in relation to inadequate car parking in the area.

Council submitted that the purpose of rezoning the land along Cranbourne Road from GRZ to C1Z is to provide a location for small businesses in close proximity to the city centre, major road links, railway station, university, TAFE and hospitals; and therefore C1Z is the appropriate zoning for this land.

Council responded that car parking will be considered when development takes place in accordance with the planning scheme, and that the DDO13 includes design objectives to ensure the appropriate location of car parking.

Council also noted that Amendment C111 inserts Clause 45.09 (Parking Overlay) and applies Schedule 1 to the Parking Overlay to the Frankston Metropolitan Activity Centre, and that in November 2017, the Panel recommended that Amendment C111 be adopted as exhibited subject to some minor changes. Council submitted that Amendment C111 is complementary to both Amendment C123 and 124 as it shares the objective of guiding and supporting the development of a Metropolitan mixed use activity centre in central Frankston.

5.3 Discussion and conclusion

The Panel considers that C1Z is the appropriate zoning for this area due to its location in close proximity to the main city centre, public transport, university and hospitals, and the desire to encourage the revitalisation of the Frankston Activity Centre. Although revitalisation will take place incrementally over time, businesses should be encouraged to this area.

The Panel concurs with Council that car parking will be considered with future planning proposals and is not the subject of this Amendment.

No changes to the Amendment are required in relation to Area 4.

6 Area 5

6.1 The issue

Burns Street (Area 5B) is proposed to be rezoned from GRZ to MUZ. The issue of the amenity of Burns Street and in particular traffic and car parking was raised in submissions.

6.2 Submissions

Sean Stone (submission 8), a resident of Burns Street on a lot that is proposed to be rezoned, submitted that Burns Street should remain residential. He stated that if the “Golden Triangle” where he resides becomes a medical precinct or university precinct with dorm accommodation, car parking and traffic issues will impact on his quiet residential neighbourhood. He stated that the street is not appropriate for commercial parking and that consolidation of lots in Burns Street for commercial uses would impact on the interface to properties on the west side of Burns Street. Similar issues were raised by Mr and Mrs Turner (submission 7).

Council submitted that the Amendment proposes to apply the MUZ to properties that abut Moorooduc Highway, to provide a commercial street edge to a main road, and that mixed use activities are currently occurring. Council proposes to apply the MUZ to the properties located on the east side of Burns Street, to provide land for future mixed use development. However, Council submitted that Burns Street will most likely remain residential with limited commercial exposure. Council noted that existing residential properties can remain under the new zone.

Council submitted that the planning permit process would mitigate adverse impacts to the area and take into account local traffic conditions. In addition, the *Built Form Guidelines* and DDO13 will help ensure that amenity impacts on adjoining properties on Burns Street are taken into account at the planning permit stage.

Council further noted that a planning permit is not required for Shared Housing in this area provided that certain requirements are met.

6.3 Discussion and conclusion

The Panel notes the concerns expressed by the Burns Street residents and observed the quiet residential nature of this street on an unaccompanied site inspection. Nevertheless, the Panel considers that the MUZ is an appropriate reflection of the nature of the area, however considers that Burns Street is likely to remain residential. In relation to amenity and car parking issues raised by residents, the Panel considers that appropriate planning controls will be in place to manage issues as individual planning permit applications are received.

No changes to the Amendment are required in relation to Area 5B.

7 Final form of the Amendment

7.1 Post exhibition changes

(i) Response to submissions

In response to submissions, Council made a number changes to the Amendment. These included:

- increasing the setback requirements within the DDO5 to the Kananook Creek Reserve for Sub-precinct B to 5 metres
- providing greater emphasis in the DDO5 on the protection of the Kananook Creek environs in the decision guidelines
- removing ambiguity in the drafting of the DDO5.

These changes are incorporated in the Panel preferred version of the DDO5 as shown in Appendix D.

(ii) Mapping errors

Following exhibition, Council made changes to the Amendment documentation to correct minor errors, which Council submitted are administrative errors that do not fundamentally transform the Amendment:

- In response to VicRoads submission – the incorrect application of the RGZ and DDO12 to the Council owned land at 35R Beach Street (Community Support Centre) which is currently zoned as Public Use Zone - Schedule 6 (PUZ6).
- In response to VicRoads submission – the incorrect application of the RGZ and DDO12 to the Fletcher Road Reserve which is currently zoned as Road Zone Category 1.
- Correction of minor spelling errors within the DDOs.

The Panel supports these corrections.

7.2 Mandatory requirements in DDO12 and DDO13

In its Part B submission, Council noted that the DDO12 and the DDO13 each contain three mandatory requirements:

*For buildings of more than 2 storeys above natural ground level, the wall/s of the storey/s above second storey **must** be setback from the floor below a minimum of 2.5 metres to the street and rear. Balconies may encroach into the setback.*

*At grade car parking areas should be located away from street interfaces and not within front setback. Landscaping **must** be incorporated within at grade car parking areas.*

*Utilities and services should not be located within the street frontage and **must** be screened.*

Council submitted that these requirements do not relate to exceptional circumstances whereby mandatory requirements are justified, and it may therefore be appropriate to make these requirements discretionary by changing the “musts” to “should”.

The Panel agrees that these requirements should be discretionary.

7.3 Recommendations

The Panel recommends that Amendment C124 to the Frankston Planning Scheme be adopted as exhibited, subject to the following changes:

1. Amend Design and Development Overlay Schedule 5 as shown in the Panel preferred version in Appendix C of this report.
2. Amend zoning maps to correct the incorrect application of the Residential Growth Zone and Design and Development Overlay Schedule 12 to 35R Beach Street and the Fletcher Road Reserve.
3. Amend the relevant requirements in Clause 2.0 Buildings and Works in the Design and Development Overlay Schedules 12 and 13 to read:

For buildings of more than 2 storeys above natural ground level, the wall/s of the storey/s above second storey should be setback from the floor below a minimum of 2.5 metres to the street and rear. Balconies may encroach into the setback.

At grade car parking areas should be located away from street interfaces and not within front setback. 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.

4. Correct any minor spelling errors within the Design and Development Overlays.

Appendix A Submitters to the Amendment

No.	Submitter
1	Melbourne Water
2	South East Water
3	Transport for Victoria
4	VicRoads
5	SJB Planning on behalf of SPG Investments
6	Long Island Residents Group Inc.
7	Stephen and Carolyn Turner
8	Louistone Constructions
9	Perry Town Planning on behalf of Mr Tony Russell
10	Perry Town Planning on behalf of 377 Nepean Highway Frankston
11	Planning for Creative Energy
12	Adele Pignolet
13	Anne Westmoreland
14	Madison Daicos
15	Elizabeth Brattle
16	Marie Coupor
17	Igor Krisan
18	Allan J Jackson Ceramist Pty Ltd
19	K E Bensley
20	Ian Langford
21	Michelle McKinlay

Appendix B Parties to the Panel Hearing

Submitter	Represented by
Frankston City Council	Stephen Powell and Michael Papageorgiou
Long Island Residents Group Inc.	Hilary Poad
Allan J Jackson Ceramist Pty Ltd	Allan and Hayden Jackson
SPG Investments Pty Ltd	Sean McArdle of Norton Rose Fulbright
Michele McKinlay	
Ian Langford	
Adele Pignolet	
Sean Stone	
377 Nepean Highway Frankston	Aileen Chin of Perry Town Planning

Appendix C DDO5 (Panel preferred version)

FRANKSTON PLANNING SCHEME

DDMM/YYYY
Proposed C124

**SCHEDULE 5 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT
OVERLAY**

Shown on the planning scheme map as **DDO5**.

**FRANKSTON METROPOLITAN ACTIVITY CENTRE PRECINCT 5 – NEPEAN
HIGHWAY BOULEVARD & KANANOOK CREEK PRECINCT**

1.0

Design objectives

DDMM/YYYY
Proposed C124

Encourage development along the Nepean Highway Boulevard that is responsive to its role as a gateway to the City Centre and consistent with the visions and objectives of the *Frankston Metropolitan Activity Centre Structure Plan, May 2015*.

Provide for a range of commercial and residential uses that complement the mixed-use function of the precinct with housing provided at increase densities, particularly at upper levels throughout the precinct.

Ensure development respects the environmental qualities and amenity of Kananook Creek through appropriate siting, site coverage, fencing and landscaping.

Encourage building interfaces that promotes surveillance of adjoining streets through activated frontages.

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.

2.0

Buildings and works

DDMM/YYYY
Proposed C124

~~A permit is not required to:~~

- ~~• Construct a building or construct or carry out works associated with one dwelling on a lot located within sub-precinct Sub-precinct A provided the requirements of Table 1 and 2 have been met.~~
- ~~• Construct a building or construct or carry out works associated with one dwelling on a lot located within sub-precinct Sub-precinct B, C, D, E and F.~~

~~A permit is not required to:~~

- ~~• Construct a building or construct or carry out works associated with one dwelling on a lot.~~
- ~~• Construct or construct additions and alterations to one dwelling on a lot.~~
- ~~• Construct or construct additions and alterations to an outbuilding.~~

The following requirements apply to an application to construct a building or construct or carry out works:

- Buildings and works should comply with the requirements specified in Tables 1, 2 and 3 of this Schedule.
- A permit cannot be granted to vary the mandatory rear setbacks specified in Table 2 of this Schedule.
- An application must be accompanied by a comprehensive site analysis and urban context report which demonstrates how the proposed buildings or works achieve the relevant built form principles, visions and objectives of the *Frankston Metropolitan Activity Centre Structure Plan, May 2015*. If in the opinion of the responsible authority a site analysis and urban context report is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.
- Building facades should be articulated through the considered design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements such as columns and beams. Lighter and less detailed materials should generally be used at upper levels.

FRANKSTON PLANNING SCHEME

- Building entries should directly front the street and be clearly defined and legible from the public realm.
- Buildings on corner allotments should present as activated and articulated to the side elevation. Within Sub-precincts A, D, E and F, landscaping should be provided within the side setback.
- The orientation of buildings should maximise solar access to north facing windows and open spaces.
- Developments where appropriate, should incorporate communal space for staff, residents and visitors.
- Directional and promotional signage should be of appropriate scale and incorporated into the building design.
- Encourage basement or semi-basement parking that is screened from the street and within Sub-precinct A, from 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.
- Utilities and services should not be located within the street frontage and must be screened.
- Within Sub-precincts A and F, 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, to the satisfaction of the responsible authority.
- Within Sub-precincts A and F, front fencing should be a maximum height of 1 metre, constructed predominantly from lightweight materials, and have a minimum transparency of 30%. Rear fencing adjoining Kananook Creek or the Kananook Creek Reserve must use light-weight materials, be visually open and allow for the free passage of flood waters to the satisfaction of the responsible authority.
- Within Sub-precinct A, 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.
 - Setback 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.
 - 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.

FRANKSTON PLANNING SCHEME

- Roof decks and their associated structures should not exceed the Preferred Maximum Building Heights specified in Table 1 of this schedule.
- A roof deck should:
 - Be designed and constructed of materials that integrate with the architectural style and form of the building.
 - Not include any permanent or moveable structure or element that will increase the visual bulk of the building, including pergolas, verandahs, shelters and storage areas.
 - Be setback on all sides at least 2 metres from the roof edge of the storey immediately below to minimise visual impact on all elevations.
 - Be designed to limit views into secluded private open space and habitable room windows of adjacent dwellings.
 - Be accessed by a structure that is designed and located to have minimal visual impact on all elevations, does not enclose any usable floor space and does not exceed 2.4 metres in height (measured from floor level at the point of access onto the roof deck).
 - Be constructed so that the deck floor level is no greater than 1 metre above the lower ceiling face of the storey immediately below.
- Within sub-precinct A the following setback requirements also apply:
 - Where a site abuts Kananook Creek or Kananook Creek Reserve, storeys above the lowest storey must be setback from the creek or reserve elevation a distance (from natural ground level) of at least the height of the storey immediately below. Private open space is permitted within this setback. Weather protection elements can protrude into this setback a maximum of 2 metres. Fin-walls must allow for the sharing of views along the creek corridor.
 - Buildings should be setback at least 1 metre from each side boundary for the first 5 metres of the buildings that front to the street.
 - 4.5 metre wide deep soil zones should be provided adjacent to side boundaries for a minimum of 4.5 metres in length to the satisfaction of the responsible authority. Side boundary deep soil zones are not to encroach into the front street setback area.
 - For buildings of more than two storeys above natural ground level, the wall/s of the storey/s above the 2nd storey must be setback from the storey immediately below a minimum of 2.5 metres to the street.
 - Separation between buildings should utilise a 9 metre distance where possible to avoid overlooking.
- Within sub-precinct F the following setback requirements also apply:
 - Buildings should be setback at least 1 metre from each side boundary for the first 5 metres of the buildings that front to the street.
 - 4.5 metre wide deep soil zones should be provided adjacent to side boundaries for a minimum of 4.5 metres in length to the satisfaction of the responsible authority. Side boundary deep soil zones are not to encroach into the front street setback area.
 - For buildings of more than two storeys above natural ground level, the wall/s of the storey/s above the 2nd storey must be setback from the storey immediately below a minimum of 2.5 metres to the street. Within Sub-precinct F this setback must be provided to the rear also. Balconies may encroach into this setback.
 - Separation between buildings should utilise a 9 metre distance where possible to avoid overlooking.

Table 1: Building Heights

FRANKSTON PLANNING SCHEME

Sub-precinct	Preferred Maximum Building Height
A	12 metres
B	Podium: 12 metres Development above the podium should be setback a minimum 5 metres from the west, south and east boundaries Core: 26 metres
C	Podium: 12 metres Development above the podium should be setback a minimum 5 metres from the north, west and south boundaries Core: 38 metres
D	Podium: 12 metres Development above the podium should be setback a minimum 5 metres from the north, west and south boundaries Core: 26 metres
E	Podium: 12 metres Development above the 12 metres should be setback a minimum 5 metres from any boundary that abuts a road Core: 26 metres
F	12 metres

Table 2: Setbacks – Sub-precinct A

Preferred Street Setback	Preferred Side Setback	Mandatory Rear Setback
Minimum 5 metres for property boundaries abutting: • Nepean Highway	At least one side should be setback a minimum: • 2.5 metres for a wall height up to 7.40 metres; and • The distance specified under Clause 55.04-1 for a wall height above 7.40 metres. All other side setbacks should be setback a minimum consistent with Clause 55.04-1: • 1 metre for a wall height up to 3.6 metres; and • The distance specified under Clause 55.04-1 for a wall height above 3.6 metres.	Where properties abut Kananook Creek Reserve: • Minimum 5 metres from the rear boundary or to a surface level above 1.7 metre AHD contour, whichever is greater. Where properties abut Kananook Creek: • Minimum 10 metres from the 1.15 metre AHD contour (2 year Annual Recurrence Interval) or to a surface level above the 1.7 metre AHD contour, whichever is greater.

FRANKSTON PLANNING SCHEME

Table 3: Setbacks – Sub-precincts B – F

Sub-precinct	Preferred Street Setback	Preferred Side & Rear Setback
B	<p>0 metres.</p> <p>Development above 12 metres should be setback a minimum 5 metres from the west, south and east boundaries.</p>	<p>0 metres to all boundaries other than the west Kanarook Creek Reserve boundary, which requires:</p> <ul style="list-style-type: none"> • Minimum 5 metres or to a surface level above the 1.7 metre AHD contour, whichever is greater.
C	<p>0 metres.</p> <p>Development above 12 metres should be setback a minimum 5 metres from the west, south and east boundaries.</p>	0 metres.
D	<p>Minimum 3 metres for property boundaries abutting:</p> <ul style="list-style-type: none"> • Nepean Highway • Fletcher Road • O'Grady Avenue • Evelyn Street <p>Development above 12 metres should be setback a minimum 5 metres from the north, west and south boundaries.</p>	0 metres.
E	<p>Minimum 5 metres for property boundaries abutting:</p> <ul style="list-style-type: none"> • Nepean Highway <p>Minimum 3 metres for property boundaries abutting:</p> <ul style="list-style-type: none"> • Rosella Street • Sheridan Avenue • Mereweather Avenue • O'Grady Avenue • Evelyn Street <p>0 metres for properties abutting:</p> <ul style="list-style-type: none"> • Kiston Street <p>Development above 12 metres should be setback a minimum 5 metres from any boundary that abuts a road.</p>	<p>0 metres.</p> <p>Where a lot abuts a residential zone, development above 12 metres should be setback a minimum 5 metres from an adjoining boundary.</p>

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Sub-precinct	Preferred Street Setback	Preferred Side & Rear Setback
F	<p>Minimum 3 metres for property boundaries abutting:</p> <ul style="list-style-type: none"> Nepean Highway, other than 301 Nepean Highway where a 10 metre setback applies. Overton Road Ingliss Avenue Rosella Street 	<p><u>Rear Setback</u></p> <p>Where land abuts a residential use, a minimum of 4.5 metres applies.</p> <p>Where land abuts an industrial or commercial use, the requirements of Clause 55.04-1 apply.</p> <p><u>Side Setback</u></p> <p>The requirements of Clause 55.04-1.</p>

3.0 Subdivision

DD/MM/YYYY
Proposed C124

None specified.

4.0 Advertising signs

DD/MM/YYYY
Proposed C124

None specified.

5.0 Decision guidelines

DD/MM/YYYY
Proposed C124

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether any variation to the preferred building height specified in Table 1 of this Schedule is consistent with the overall vision and objectives of the *Frankston Metropolitan Activity Centre Structure Plan May 2015* including (but not limited to) the Built Form Principles which require the avoidance of visually dominant building forms adjacent to the city centre streets and public spaces, the retention of solar access to footpaths on the opposite side of street and public spaces and the avoidance of overshadowing and overlooking.
- Building height, building setback, and building form and design requirements specified in Section 2 of this schedule.
- The use of materials, finishes and colours.
- Whether compliance with the requirements of this schedule is achievable having regard to the size, shape, orientation and topography of the site and the location, type and condition of existing vegetation.
- The amenity impacts on any adjoining land particularly with respect to overshadowing, overlooking and visual bulk.
- The layout and appearance of areas set aside for car parking, ingress and egress, loading and unloading, and that the layout provides for the separation of vehicle and pedestrian movement.
- Whether appropriate passive surveillance of the streetscape and public spaces is achieved through building design and placement.
- Whether appropriate landscaping opportunities can be achieved.
- The potential for underdevelopment of sites through buildings that achieve a significantly lower built form than encouraged.
- Whether land should be consolidated to facilitate the creation of viable development sites.

FRANKSTON PLANNING SCHEME

- Whether the development has proper regard to the development potential of adjoining sites and the ability for future development to obtain reasonable solar access.
- The impacts of the development on the Kanarook Creek and its environs.
- The visual impact of any proposed buildings and works when viewed from the Kanarook Creek and adjacent public open space, walking paths and bridge crossings.

5.0

REFERENCE DOCUMENTS

DD/MM/YYYY
Proposed C124

Frankston Metropolitan Activity Centre Structure Plan, May 2015

6.0

Map 1 to Schedule 5 of Clause 43.02: Nepean Highway Boulevard Sub-precincts

DD/MM/YYYY
Proposed C124



Executive Summary**11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.3 Natural and sustainable environment
Priority Action	1.3.4 Protect the values of the Green Wedge and Implement a management plan

Purpose

To brief Council on the findings and recommendations of the Frankston Green Wedge Management Plan Engagement Group Report and to consider the submissions made to the Green Wedge Management Plan Issues Paper.

Recommendation (Director Community Development)

That Council:

1. Notes the Frankston Green Wedge Management Plan Issues Paper submissions and the outcomes of the Frankston Green Wedge Engagement Group report.
2. Authorises officers to progress the drafting of a Green Wedge Management Plan utilising the approach described as Option 2, noting that this option includes the consideration of potential Urban Growth Boundary (UGB) and zoning changes in Precincts 1, 3 and 5 and minimum lot size changes in Precinct 2.
3. Supports the preparation of a mechanism to help fund natural habitat conservation and any proposed public land acquisition for recreation and landscape protection purposes in the Green Wedge. This could include the application of special purpose charges that applies to all new development arising from land use changes proposed in the Green Wedge Management Plan.
4. Considers and reviews the draft Green Wedge Management Plan (when prepared) prior to it being released for public exhibition and comment.

Key Points / Issues

- Frankston's Green Wedge spans the greater South-East Green Wedge that covers parts of Carrum Downs, Frankston North, Skye and Langwarrin. Frankston's Green Wedge also includes a smaller portion of land in the Mornington Peninsula Green Wedge that covers parts of Langwarrin South and Frankston South. The area of Green Wedge land within the municipality is approximately 4,500 hectares. A map of the Green Wedge and Precincts is shown at Attachment A.
- Council's Municipal Strategic Statement (MSS) identifies the Frankston Green Wedge as one of the key non-urban areas designated in the state government's metropolitan strategy (Plan Melbourne) and that it contains a wide range of environmental, economic and social values. The various future roles of the Green Wedge land will need to be further defined and protected.

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Executive Summary**

- The Local Planning Policy Framework (LPPF) of the Frankston Planning Scheme contains objectives that relate to the future management and protection of the Frankston Green Wedge. The LPPF requires the preparation of a Green Wedge Management Plan (GWMP) for the municipality. This is a substantial undertaking that requires the commitment of resources over an extensive period, for research, consultation, implementation and proper evaluation.
- A key opportunity of an overall strategic approach to the Green Wedge is for a Development Contributions Plan to be considered to help secure funding and investment from new development to enhance the Green Wedge's natural habitat values and as an environmental and recreation resource for Frankston.
- The large land area and the diverse nature of the environmental, economic and social values of the Frankston Green Wedge makes it difficult for people to usefully respond to the call for public input into the future management of the Green Wedge. To assist the intent of achieving wider consultation, the Planning and Environment Department engaged SJB Urban to prepare the Frankston GWMP Issues Paper. This Issues Paper summarised the main values and activities within the Green Wedge area under topic headings, to help people to understand the key challenges that could be considered. These key issues will be further addressed and developed in the final GWMP.
- The resulting Frankston GWMP Issues Paper (received in late 2016) was divided into the following chapters:
 - Biodiversity and Nature Conservation
 - Cultural Heritage
 - Economic Development
 - Extractive Industries
 - Recreation and Open Space
- The Frankston GWMP Issues Paper also describes the next steps required in the process towards a final Frankston GWMP Plan. These include:
 - a) Establishment of a project Working Group.
 - b) Providing an overarching vision for the Green Wedge.
 - c) Preparing precinct descriptions and objectives within the Green Wedge.
 - d) Conducting public engagement workshops with key Green Wedge stakeholders and undertaking a social media and website campaign.
 - e) Provided a clear summary of the workshops including a recommendation to progress the development of the plan.
 - f) Reviewing and reporting on all submissions received about the Issues Paper
- On 18 April 2017, Council resolved to undertake public consultation of the Issues Paper.
- 49 submissions were received by Council up to 13 October 2017. A map showing the resident location of submitters (including members of the Engagement Group) is shown on Attachment B. The submissions are shown in Attachment C

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Executive Summary**

- An officer assessment of these submissions is provided in Attachment D.
- A report on all the engagement sessions and the recommendations from the Engagement Group was also received from Mosaic Lab consultants (Attachment E).
- An internal workshop was convened by Council officers to review the submissions and the recommendations of the Engagement Group and how these can be used to inform the preparation of the Frankston Draft Green Wedge Management Plan.
- Following Council's consideration of the submissions received and the reported outcomes of the Engagement Group, the next phase will be the appointment of specialist consultants to prepare the draft Frankston GWMP.
- The preparation of the GWMP itself will be undertaken in the second half of 2018 with a final draft to be submitted to Council by December 2018.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

The financial implications associated with this report are limited to costs of the project preparation which can be accommodated within existing budgets. The cost of the Frankston GWMP Project is covered by the 2017/18 Strategic Planning budget.

Implementation of a future adopted GWMP will be subject to a future budget bids and allocations.

Consultation

The Issues Paper was on public exhibition from 11 August 2017 to 13 October 2017.

Consultation activities are further described in the body of the report.

A total of 49 written submissions were received as of 13 October 2017. A summary of submissions by themes and the officers' response is included in Attachment D. Further discussion on the Engagement Group outcomes is provided below.

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Executive Summary****Analysis (Environmental / Economic / Social Implications)***Environment*

The Frankston GWMP Issues Paper identified biodiversity and nature conservation as a key theme in the ongoing management and preservation of the Frankston Green Wedge. Implementation of the final Green Wedge Management Plan will seek to achieve an increase in native vegetation and habitat areas throughout the Green Wedge, and in particular through the development and enhancement of nature conservation corridors to link conservation reserves and to rehabilitate riparian environments.

Economic

The Frankston GWMP Issues Paper includes information on demographics and population trends, employment forecasting, land use description and consideration of land values. The Green Wedge has good potential to support new investment and to provide for an increase in employment. . New funding mechanisms such as an overall Green Wedge Development Contributions Plan could be applied. The Issues Paper notes that there may be competing land uses within the Green Wedge area and that conflicts may arise between economic and social outcomes and key environmental outcomes that will require careful attention through the implementation of the GWMP.

Social Implications

The final GWMP document will identify and guide best practice land management objectives and will provide for improved recreational, cultural and work opportunities for residents of Frankston and the wider metropolitan area.

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

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

Legal

Procurement procedures and protocol are relevant to this matter.

Policy Impacts

The Issues Paper recommended that all Council policies are reviewed and any objectives/outcomes that affect the Green Wedge identified and that when developing the GWMP that policy objectives are aligned to the GWMP and that Council should consider changes to either existing policy or the GWMP, whichever has the greater overall benefit.

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no conflict of interest in this matter.

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Executive Summary****Risk Mitigation**

The issues outlined in the GWMP Issues Paper sought to encourage informed submissions to Council on the future of the Green Wedge to ensure the proposed new Green Wedge Management Plan will be responsive, robust and will ensure the long term sustainability of the Frankston Green Wedge area. Delivery of the final GWMP is expected to enable implementation of a balanced approach for social, economic environmental outcomes in this area.

Conclusion

The final Frankston GWMP will provide for short, medium and long term management strategies for land use activities and new development within the Frankston Green Wedge. The Issues Paper has helped to elicit a range of submissions and proposals, including the outcomes from a facilitated stakeholder engagement group. While many of the proposals are complementary, some advocate for bold changes in land use and development possibilities for key areas of the Green Wedge (see Attachment E).

These submissions and proposals provided in this engagement phase have presented some challenges for setting out an overall strategy. Officer review and evaluation has now resulted in three distinct approaches for how Council could pursue change for this important area:

- Option 1: a 'minimal change' approach that seeks to make minor adjustments to existing planning controls where anomalies have been identified during the public consultation period and that proposes complementary actions to support incremental changes for existing uses. Zone and lot size changes consistent with Green Wedge objectives could be considered. However no changes to the 'urban growth boundary' would be required.
- Option 2: a 'specialised' approach that seeks to maintain the existing land use and zoning situation for the majority of the Green Wedge lands allowing for incremental improvements, but in this case also seeking some substantial changes to zones in Precincts 1, 3 and 5 and to minimum lot sizes in Precinct 2. This option will require some changes to the urban growth boundary in up to 3 of the 6 precincts.
- Option 3: a 'bold' approach that seeks to transform the entire Green Wedge study area, with strong differentiation between the six identified precincts and the consideration of significant zoning and land use changes to support key areas of new activity. This option will require changes to the urban growth boundary potentially in all 6 precincts.

Attachment F provides a summary of the diverse opportunities for change nominated by submitters and others for each of the 6 Precincts of the Green Wedge.

All three options will still allow for new mechanisms such as a Development Contributions Plan to be considered to help secure funding and investment from new development to enhance the Green Wedge's natural habitat values and as an environmental and recreation resource for Frankston. Under Option 2 for example, achieving zoning changes to less than 8% of the current Green Wedge land in Frankston City could help fund landcare and nature conservation improvements across the whole Green Wedge area (see Attachment F).

The Green Wedge area is essential to the long term sustainability of Frankston and the wider south-eastern metropolitan and Peninsula areas. It is expected that the Frankston GWMP will help to ensure the diverse values of the Frankston Green Wedge are available for the enjoyment of future generations.

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Executive Summary**

ATTACHMENTS

- Attachment A: [↓](#) Green Wedge Precincts Map
- Attachment B: [↓](#) Map of Submitters & Engagement Group Members
- Attachment C: [↓](#) Green Wedge Issues Paper Submissions Redacted
- Attachment D: [↓](#) Green Wedge Issues Paper Submissions - Key Issues/Themes & Officers Response
- Attachment E: [↓](#) Green Wedge Management Plan Engagement Group - Final Report
- Attachment F: [↓](#) Green Wedge Management Plan - List of proposed changes in Precincts

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Officers' Assessment****Background**

The Frankston Green Wedge covers nearly 4,500 hectares or 34.5% of the municipality. There are 1,613 individual properties located within the Green Wedge.

The Green Wedge contains Frankston's paramount areas of remnant indigenous vegetation that provide a home to threatened species of flora and fauna. The Green Wedge represents an attractive rural landscape and offers a playground for Frankston's citizens via its numerous recreation facilities and areas, and is home to Frankston's agricultural and horticultural activities. It is also accommodates dwellings and many families drawn by the landscape views and vistas and the bush setting located on Melbourne's doorstep. The Frankston Green Wedge is a diverse and valuable asset of our municipality and the various future options for the use of Green Wedge land need to be carefully considered, developed and implemented.

The Planning and Environment Department engaged SJB Urban to prepare the Frankston GWMP Issues Paper. It was considered useful to produce an Issues Paper that investigated land use activities within the Frankston Green Wedge prior to the preparation of the full GWMP. The Issues Paper was presented to Councillors at the 18 April 2017 Council Briefing and was released for public consideration in August 2017 to encourage resident input and further stakeholder engagement.

The Local Planning Policy Framework of the Frankston Planning Scheme requires that a Green Wedge Management Plan (GWMP) for the municipality be prepared. This will be a plan that requires the commitment of resources, time and extensive consultation and research.

The Frankston Green Wedge Management Plan – Stakeholder Engagement Program, was endorsed by Council at its Ordinary Meeting on 3 July 2017.

Issues and Discussion*Exhibition process*

The Issues Paper was on public exhibition from 11 August 2017 to 13 October 2017. Consultation activities included:

- An Information Meeting held at the Frankston Football Club on 14 September 2017 with nearly 300 people in attendance.
 - Here people had the opportunity to join the Green Wedge Engagement Group, which comprised of approx. 50 participants.
- providing documents, including a FAQ Sheet, available at the Civic Centre and Council Customer Services throughout the city;
- Letters circulated to every household in the Green Wedge area and interested parties. Additional letters were sent to around 600 additional households outside the Green Wedge area.
- Information in the “Have your say” section of Council's Website;
- Use of Social media including Facebook; and
- The Green Wedge survey available on the Council web site.

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Officers' Assessment***Submissions*

A total of 49 written submissions were received as of 13 October 2017. A summary of submissions by themes and the officer response is provided in Attachment D.

The submissions were received from many residents, of whom a majority are Green Wedge landowners; some were represented by Town Planning consultants and there are also submissions from business owners and from community and advocacy groups. The matters raised in submissions have been summarised under the following themes:

- Environment and nature
- Rezoning and land use
- Agriculture and Horticulture
- Cultural Heritage
- Extractive Industry
- Recreation and Open Space
- Other (incl. rates, Council services and broader economic issues)

These themes are referred to in Attachment D (Officer response to submissions) and Attachment E (Engagement Report prepared by Mosaic Lab).

Engagement Group

The Engagement Program objectives were for stakeholders (those from inside the Green Wedge and the wider Frankston community) to provide input into the development of the GWMP. Specifically stakeholders were asked to advise on (1) the vision and (2) how Green Wedge land will be used in future as an asset including sustainable land management, rejuvenation and change.

An Information Meeting was held at the Frankston Football Club on 14 September 2017 with nearly 300 people in attendance. Here people had the opportunity to nominate and join the Green Wedge Engagement Group, which was a representative group of people (approximately 50) that convened for a series of meetings to enable them to become highly informed and provide considered advice to Council on the various challenges inherent in a GWMP.

This group was made aware of the 'non-negotiable' issues relating to the preparation of the GWMP such as recommendations relating to:

- Local Laws: must be consistent with the *Local Government Act 1989*.
- Zoning changes: must be consistent with Plan Melbourne.
- Capital works proposals: must be subject to Council budget processes.

It is also noted that the Engagement Group was only asked to provide advice. Council remains the decision maker for the GWMP.

The Stakeholder Engagement group met on four occasions during the last quarter of 2017. This was facilitated by MosaicLab engagement consultants.

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes

Officers' Assessment

Discussion of Issues Raised by submitters

Environment and conservation

Within the Environmental theme, there are strong calls to protect and enhance the biodiversity of the area and for continued environment and landscape conservation. This is to ensure that biodiversity is nurtured, with protection of waterways and key nature reserves and their adjacent lands. There is also support to identify and extend flora and fauna links particularly in Precincts 2 and 3.

The submissions relating to the environment are advocating the protection of biodiversity, habitat corridors and general nature conservation. If development occurs in the Green Wedge, submitters say it should be required to have small footprints on large lots so as to maintain rural openness and landscape views and vistas. There was also support for locating and encouraging renewable energy enterprises within the Frankston Green Wedge. Others requested that the GWMP must address adverse amenity impacts including rubbish dumping, dust and noise.

Some submissions raised concerns about the Frankston GWMP Issues Paper such as lack of discussion of floodplain management and the need to address climate change impacts. Some raised the need for land owners to undertake environmental rejuvenation, the preparation of new biodiversity studies to review planning controls and to expand the Green Wedge to include Boggy Creek, Sweetwater Creek, Frankston Reservoir and all bushland reserves. Any production of a GWMP must significantly address the need to retain the importance of biodiversity in Frankston and will need to recommend implementation actions to achieve this, including new Planning Scheme measures.

Cultural and landscape heritage issues have also been merged within the environmental theme as there is a call for better protection of remnant vegetation, particularly River Red Gums.

Rezoning and residential land use change

Some of the submissions have expressed support for low density housing, two dwellings on a lot, less restrictions on subdivision and more housing choice. Rezoning and land use change was a key theme within the Report; with many participants seeking changes to the subdivision controls to allow for more 'lifestyle blocks (1/4 acre blocks (1,012 m²) as well as more 1 acre (0.4 ha) rural living allotments. These have been proposed widely by some submitters and include areas in Precincts 1, 2, 3, 4 and 5. While this is a common request, this is also an 'ambitious' change as the State Government is not supportive of any rezoning that would require a change to the Urban Growth Boundary: any new zones that would allow a smaller lot size than the minimum 40 hectares that is currently allowed under the Green Wedge Zone would be unlikely to gain state government support without very substantial strategic evidence to support such a change. However as the table below shows, some existing zones within the Green Wedge such as RCZ 1 allow minimum lots as small as 4ha, so this may be acceptable for some proposed locations without a change to the UGB.

Table 1: Existing Minimum Lot Sizes in the Green Wedge area:

Zone	Schedule	Minimum lot size
Green Wedge Zone		40 ha
Green Wedge A Zone		8 ha
Rural Conservation Zone		40 ha
RCZ (Langwarrin and Langwarrin South)	1	4 ha

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Officers' Assessment**

Zone	Schedule	Minimum lot size
RCZ (Skye/Langwarrin)	2	8 ha
RCZ (Stotts Lane)	3	12 ha
Farming Zone		40 ha
Public Use Zone	1	n/a
Public Park and Recreation Zone		n/a
Public Conservation and Resource Zone		n/a
Special Use Zone (golf courses)	1	n/a
Special Use Zone (Earth and Energy Resources)	2	n/a

Note: The Low Density Residential Zone (within the UGB) allows a minimum of lot size of 1 ha, to cater for year round on-site waste disposal.)

However, other submissions raised concerns that further residential development should not occur and that the Urban Growth Boundary should be retained as it stands. These submitters are also opposed to some community and commercial activities that are currently permitted via a Planning Permit, such as religious facilities and other service uses.

Any production of a GWMP that would be presented for adoption by Council would need to carefully consider the rationale and logic of any proposed change to the current zones or restrictions that may be in conflict with the State Government's policy for retaining the Green Wedge and Urban Growth Boundary as it stands.

Industrial Land

Some submissions also proposed that Council should rezone some land for new Industrial use. The existing industrial areas in Carrum Downs could be complemented by rezoning the land between Wedge Road and Thomson Road, east of Frankston Dandenong Road, that is currently open grassland and grazing land, to a suitable industrial zone.

These changes are not allowed under the current planning scheme and would have to be strongly justified by significant strategic planning evidence to the State Government to enable any rezoning or changes to the current planning scheme for more development in these locations outside the Urban Growth Boundary.

New Institutional Uses

There is some support for more schools and facilities such as places of worship within the Green Wedge. These may not need major zoning changes, as some are possible under existing zonings. However facilities such as new tourist parks (caravan and camping), special care facilities or retirement villages will require new land use planning controls to be introduced.

Agriculture and Horticulture

The theme for Agriculture and Horticulture was considered and generally supported; however there was some concern about the viability of the current agricultural uses and the limited potential for new agricultural activity in Frankston. Some engagement participants deemed Agriculture to be unsustainable, particularly for Precincts 1, 2 and 3.

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Officers' Assessment***Extractive Industry*

Although it is a major existing use in the Green Wedge, the Engagement Group participants saw the Extractive Industries sector as a 'transitional use' and a 'land bank' for new uses. Many were more concerned with the likely 'end of life' use of these sites, with a focus on future recreational or community use.

Some noted that the major resource extraction and land fill operations in the Green Wedge intend to maintain their activity well into the future. Existing leases and approvals may extend over decades and some submissions supported the ongoing use and operation of extractive industry sites, with the retention of existing buffers.

Any preparation of a draft GWMP would need to address the rehabilitation and future use of quarry sites.

Open Space and Recreation

Many of the submissions state that the Green Wedge should have more passive recreation, sporting fields and open space. Submitters supported increased investment and advocacy for open space provision and conservation. A key opportunity was identified as the future re-use of existing landfills and extractive industry operations, once these have been appropriately rehabilitated.

Summary changes

A precinct level description of the key land use and development changes proposed to date for Green Wedge land is included at Attachment F. Note that some 8% of the total area of the Green Wedge has been nominated for proposed conversion to land uses that would require a change to the urban Growth Boundary (UGB)

Conclusion*Options for progressing the GWMP*

The GWMP Issues Paper has been through an extensive community consultation process. Considering the feedback received from the submitters and throughout the engagement group process, a range of opportunities and constraints were evaluated in developing the recommendations to guide the structure and management intent of the draft Frankston GWMP

The challenge for Council is to sort these proposals and ideas into an integrated and viable course of action. The following three approaches are suggested for consideration.

Option 1: a 'minimal change' approach that seeks to make minor adjustments to existing planning controls where anomalies have been identified during the public consultation period and that proposes complementary actions to support incremental changes for existing uses. However no changes to the 'urban growth boundary' would be required.

Option 2: a 'specialised' approach that seeks to maintain the existing land use and zoning situation for the majority of the Green Wedge lands allowing for incremental improvements, but in this case also seeking some substantial changes to zones in Precincts 1,3 and 5 and to minimum lot sizes in Precinct 2. This option will require some changes to the urban growth boundary in up to 3 of the 6 precincts.

11.3 Frankston Green Wedge Management Plan - Report on public consultation and the Final Engagement Group outcomes**Officers' Assessment**

Option 3: a 'bold' approach that seeks to transform the entire Green Wedge study area, with strong differentiation between the six identified precincts and the consideration of significant zoning and land use changes to support key areas of new activity. This option will require changes to the urban growth boundary potentially for all 6 Precincts.

All three options will still allow for new mechanisms to be considered to help secure funding and investment from new development to enhance the Green Wedge's natural habitat values and as an environmental and recreation resource for Frankston. A key opportunity of an integrated strategic approach to the Green Wedge is for a Development Contributions Plan to be considered to help secure funding and investment from new development to enhance the Green Wedge's landscape and natural conservation values. Under Option 2 for example, achieving zoning changes to less than 8% of the current Green Wedge land in Frankston City could help fund land care and nature conservation improvements across the whole Green Wedge area (see Attachment F).

The Green Wedge area is essential to the long term sustainability of Frankston and the wider south-eastern metropolitan and Peninsula areas. It is expected that the Frankston GWMP will help to ensure the diverse values of the Frankston Green Wedge are available for the enjoyment of future generations.

Recommendation

That Council:

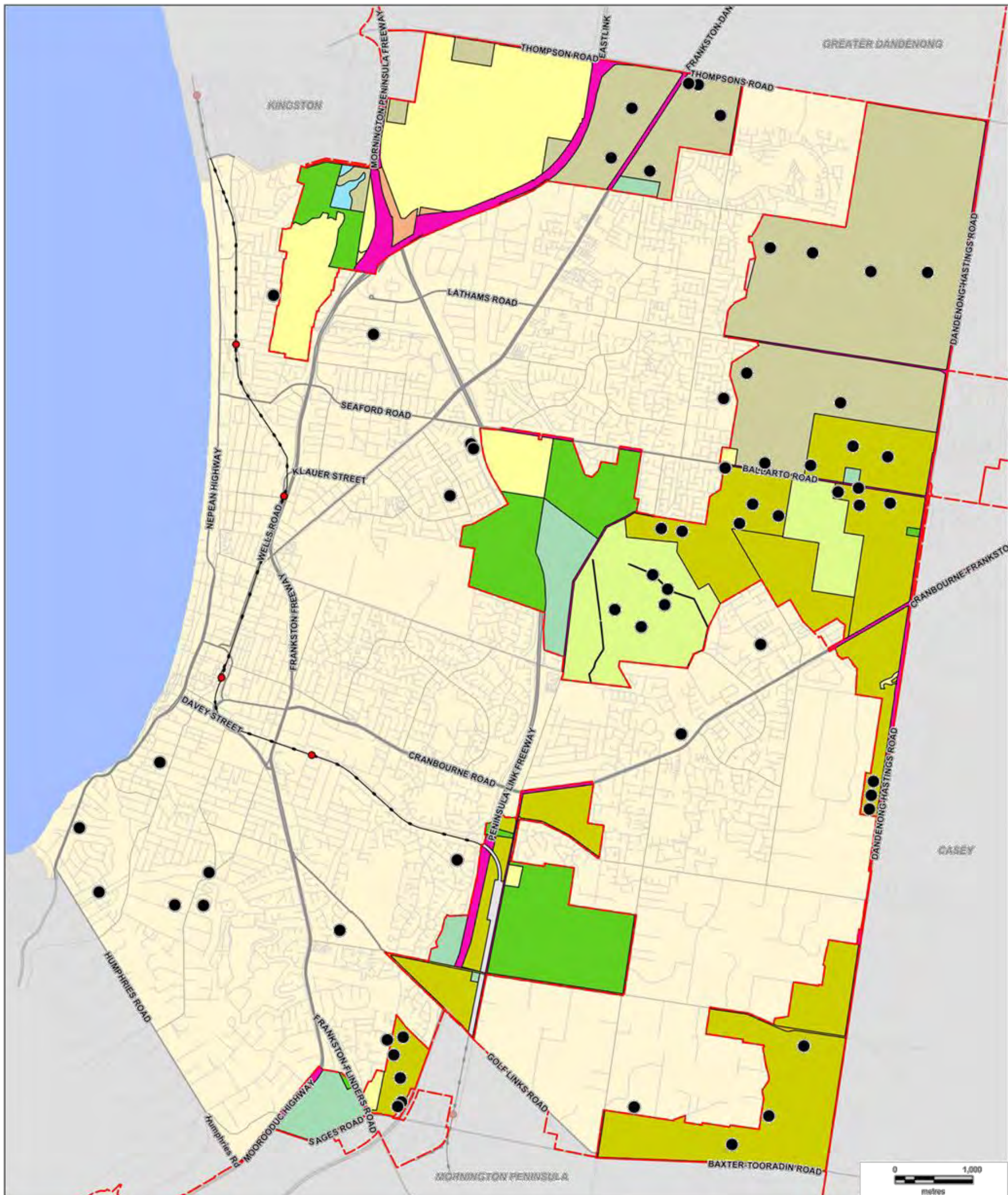
1. Notes the Frankston Green Wedge Management Plan Issues Paper submissions and the outcomes of the Frankston Green Wedge Engagement Group report.
2. Authorises officers to progress the drafting of a Green Wedge Management Plan utilising the approach described as Option 2, noting that this option includes the consideration of potential Urban Growth Boundary (UGB) and zoning changes in Precincts 1, 3 and 5 and also minimum lot size changes in Precinct 2.
3. Supports the preparation of a mechanism to help fund natural habitat conservation and any proposed public land acquisition for recreation and landscape protection purposes in the Green Wedge. This could include the application of special purpose charges that apply to all new development arising from land use changes proposed in the Green Wedge Management Plan.
4. Considers and reviews the draft Green Wedge Management Plan (when prepared) prior to it being released for public exhibition and comment.

Green Wedge Precinct Map



Frankston City Council

Submitters and Engagement Group Members - Green Wedge Issues Paper



Green Wedge Zone

RCZ2	GWZ
R1Z	CDZ1
PCRZ	PPRZ
PUZ1	FZ
LDRZ	IN1Z
SUZ2	PUZ4
RDZ2	UFZ
RDZ1	

Boundaries

UGA Boundary

● Submitters and Engagement Group Members

Printed: 13/06/2018



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From: website@frankston.vic.gov.au
Sent: Tuesday, 15 August 2017 2:12 PM
Subject: Have Your Say Submitted

Have Your Say Topic Green wedge management plan issues paper

Contact Name:

Contact Postal Address: Robinsons Rd Langwarrin south

Contact

Daytime

Telephone No:

Contact Email:

Your Feedback:

Thank you for the opportunity to feedback on this plan. As a resident in the greenwrdge zone it would have been great to be advised of the process of consultation I was fortunate to come across it when searching for another purpose. Our property is located in langwarrin south in precinct 4 and we have an ESO also applicable to the property. We support the green wedge principle and actively ensure our natural bushland area is kept free from our livestock . We have the gas and fuel pipeline running through our property and this requires certain clearance either side of the pipeline reducing the ability to use this land in any major way . We have enquired frequently about the ability to subdivide the property as we built a 2nd dwelling on the land in 2001 when zoning allowed this which ensured we could care for ageing parents and maintain the property. Given a subdivision will not alter the use of the land at all and would not compromise the ESO or the flora of fauna in the area but would allow greater economic flexibility for families like ours can the planning requirements also be re visited as part of this review? It seems that if the principles of the green wedge , overlays can be met that rigidity of state/local planning policies should be able to be reviewed along with this process. We would be keen to be kept updated on progress of the consultation and its outcomes.

2

16th August 2017

Robinsons Road
Langwarrin South 3911

RE: -Frankston Green Wedge Management Plan June 2017

We have owned this property for over 40 years. We have seen many changes in the area in the past and believe while Green Wedges are important for areas with significant flora and fauna or wetland areas, we feel that the Langwarrin South area, made up of mainly hobby farms, can follow the principles of the GWMP without restriction and still allow our family to sub divide our property into two hobby farms without causing any environmental or cultural displacement. We have two dwellings both separately rated for both land and water rates and both with street front boundaries, the original home site facing North with driveway access to Robinson's Road and the other facing the West boundary which has its driveway access to Camp Rd. This would not change the appearance of the property in any way to how it appears today, other than allowing both my sister and myself to have ownership of each parcel of land as my parents had planned many years ago when they purchased the property. This would enable each family to have financial security, that could then be sold or separately willed to our children, two on my sister's side and two on my side. As it stands presently we will never, be able to achieve this with the current planning regulations. We have properties bordering each side of our property, that would still be smaller than both of ours when divided, if we were able to subdivide. We care for our land and make sure we remove weeds, blackberries and trees that are deemed to be detrimental to the area, as well as keeping stock out of the natural bushland. Our property does not have any areas of Cultural Heritage Sensitivity or Registered Aboriginal Places.

I would hope, that the council looks closely how maintaining the Green Wedge in its current form, in certain areas provides benefits for the rate payers within its shire.

I would like to be involved in any project working or steering group that gets to report back to the council.

I feel that our proposal creates a win/win for both the parties involved, as the land would continue to be preserved under the GWMP. I would appreciate a response in writing from Council, acknowledging receipt of this letter and an explanation of why sub division cannot be accommodated?

Regards,

3

From: website@frankston.vic.gov.au
Sent: Monday, 21 August 2017 2:40 PM
Subject: Have Your Say Submitted

Have Your Say Topic 'Frankston Green Wedge Management Plan'

Contact Name:

Contact Postal Address:

Contact

Daytime

Telephone No:

Contact Email:

Your Feedback:

I would like to see the green wedge expanded to include places of conservation (boggy creek, studio park, Frankston reservior , and ALL waterways and many others). Places like golf courses, McClelland Gallery and All parks included so that future sales and subdivision cannot occur. There are so many small pockets of bushland and animal habitat that require the ability to be linked. Where land is Privately owned I would expect the laws that govern them to be stronger. if people buy into green wedge or bushland areas they must be presented with a copy of strong regulations governing felling of trees and hollows, clearing of land etc. Also management of pets especailly cats needs to be strengthened. Cats should be confined 24/7. The "Green Wedge" is pointless if the laws that are there do not actually promote and protect what we have left. I live in Langwarrin and over development I believe has tipped the balance already. The bush is sick, The animals are disappearing and those that are visible are at significant risk. I want to see a "green wedge" that is real not symbolic! Its the reason I love living in Langwarrin. Listen to the conservation groups.

④

From: website@frankston.vic.gov.au
Sent: Monday, 28 August 2017 2:48 PM
Subject: Have Your Say Submitted

Have Your Say
Topic Green Wedge Zoning, requires change

Contact Name:

Contact Postal
Address:

Contact

Daytime

Telephone No:

Contact Email:

Our Family have lived here now for 30 years, due to intermittent Industrial noise, from the
Green Wedge (Transfer Station and Quarry) in Harold Road
with 23 reports to Council on
Your
Feedback: noise in past 2 years, still no improvement, Green Wedge with an Industrial Transfer
Station, Quarry, Truck Depot, and Private farm houses do not mix and is bad for all,



From:
Sent: Thursday, 31 August 2017 12:19 PM
Subject: Comments on Frankston Green wedge Management plan issues paper

Dear Sir /Madam

Thanks for the opportunity to read and comment on Green wedge management plan issues paper.

Generally the paper is easy to follow and well laid out.

In my opinion there are areas that should have more emphasis. These include the following-

Extractive Industry – when considering approval for an extractive industry there should be an emphasis on the effect dewatering of the extractive sites has on the local ground water . Many farms in the area rely on bores for stock and domestic supply plus market gardening / flower production etc.

Buffer zones for proposed enterprises i.e. composting centres , sand mining , rock blasting (mining) boarding kennels etc. should be restricted to the property where the operation is proposed to take place. At present many Buffer zone areas are placed over neighbouring properties which are not compensated for the restrictions due to the buffer zone overlay. This suppresses the value of their property . These property owners are penalized and it allow others to gain permits for profitable businesses for themselves.
All proposed enterprises should be required to ensure that all buffer zone requirements are placed on the property owned by the applicant and not placed on neighbouring properties.

Preservation of existing tree and shrub areas

Land clearing of existing forested areas in the green wedge should be prohibited.

Mature individual trees should be preserved

Proposed biodiversity links should not be accessible to the public. Should be reserved for native animal use only.

Look forward to future correspondence on this matter.

Best regards

3

- -

6



Andrew Ferris Drafting and Design Pty Ltd
Ass. Diploma Architectural Drafting
Registered Building Practitioner DPAD 32688

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Langwarrin VIC 3910
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www.ferrisdesign.com.au
andrew@ferrisdesign.com.au
ABN: 17 244 524 429
ACN: 143 722 114

04.09.17

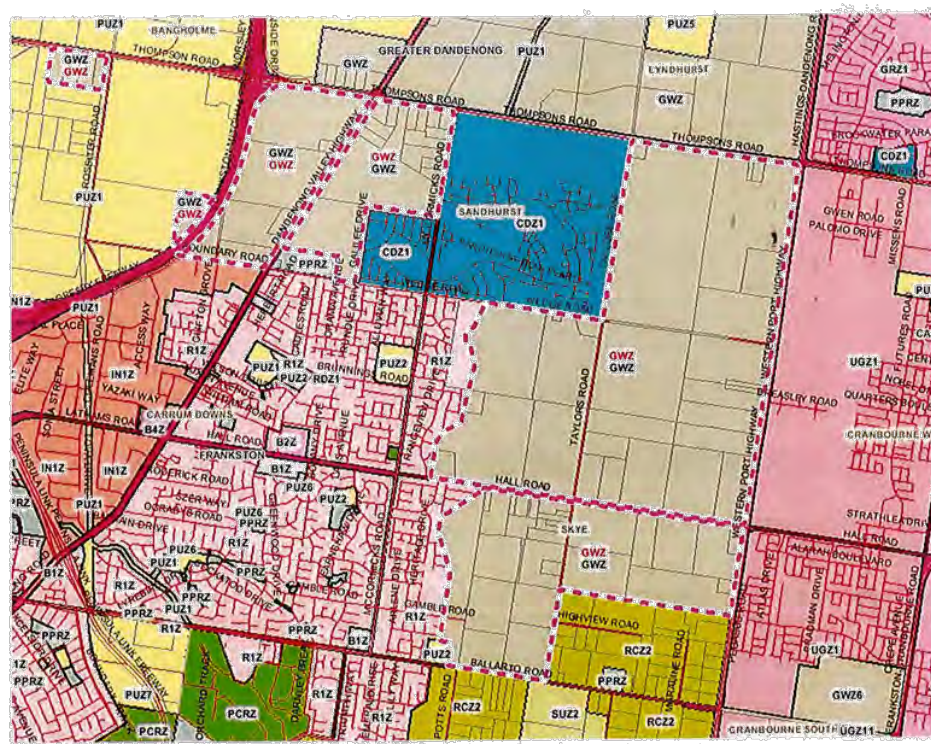
Green Wedge Management Plan

Dear Sir/Madam,

We provide comment back to the Green Wedge Management Plan Issues Paper 66925/18 Version 03. We make these comments objectively, balancing what I see is the perceived needs of the community and while our core business is around development – it needs to be balanced and part of that balance is certainly protecting the green space within our Municipality.

Management of Green Wedge.

I think further consideration needs to be made considering the zoning of Green Wedge when applying the intent of Clause 57. To read the purpose of this clause, then observing where this zoning is applicable is (page 18). Referring to page 18, some of the areas noted as green wedge, are not in fact green wedge (refer extract from Planning Maps online). Regardless, it is apparent, that many sites are incorrectly zoned based on intent, current use, land sensitivity and opportunities. As outlined in the Management plan, this leads to competing land use and without a definitive plan, speculating as to where future growth may occur leading to land banking – with further negative flow on effect.



Extractive Industries

After being recently involved in a planning application for a residence abutting the Quarry, it appears there is significant discussion and further investigation that needs to be held, as the report does not generally reflect my investigations and discovery of information. Some of the key findings I made include; (note this is in respect to the 242 works agreement so there is a possibility of variation)

- The site is generally sand quarrying – so regardless of the comment on 'blasting', this will not happen. Regardless it is noted that any blasting would need to be done with separate application and amendment to the works agreement.
- The DELWP's recommended setback buffer of 250m without blasting, and 500m for blasting appears to be a random, made up figure and relates to no document. Dwellings bounding all sides of the quarry do not meet these setbacks particularly along Lexton Drive where setbacks are up to 10m setback. Ironically the WA241 is the one supposedly approved for blasting.
- Apparently if a new Melbourne Tunnel project is given the greenlight, the excavation from these projects are earmarked to be filled in at this location, namely within the 242 area.
- Filled sites provide poor locations for housing, as per previous sites around Victoria.
- There are mixed zoning between Public use and Special use zoning.
- The quarries provide employment and great opportunity within the Municipality.
- The quarries provide good opportunity for offset planting and greenspace for future residents including sports facilities and parklands.

- I think further consideration needs to be made considering the zoning of Green Wedge when applying the intent of Clause 57.
- There are clearly areas where small scale farming is currently undertaken, where there is little environmental benefit. I would urge Council to consider these areas as more opportunities for lower density housing in the future – (upon further investigation) as I suspect, while the Community may see this use as favourable, ultimately the rates and cost of running within an urban environment is unlikely to be viable long term. Farming and livestock use is often at odds with environmental protection. This is echoed in 22.05, however the document does not contain detail.
- I have significant concerns regarding the interface and the urban growth zone along Western Port Highway. I would encourage Council consider zoning along this Eastern interface to

consider recreational uses including caravan parks, Education, Function Centres, Sports facilities – all, apart from the Caravan park, prohibited use under clause 57.01-1.

- There is insufficient Schools in the area, particularly in the East, with Langwarrin Park Primary, Woodlands, EMC at capacity. While Casey continues to develop its interface with medium to higher density development, this will cause increasing pressures on the Frankston Municipality. This issue links to the road congestion along Cranbourne Rd, but then may tie in with a long term vision for green areas.
- I find it perplexing that land along Ballarto Road is heavily developed, then ends with a school and fire station – where you would suggest this type of amenity would be more centrally located. I would suggest low density residential should be located further beyond this border – think Mountain Ave, Allison Rd, Winona Rd and can be achieved with appropriate zoning.
- Aboriginal and Historic heritage is already addressed with CHMP reports, and development applications, and the Seaford Wetlands is an off-limits area regardless to any use or development. Any clustered aboriginal places should be considered for further protection. I note that there is a significant cluster of the intersection leading up to Lyppards Rd from Cranbourne Rd, that has recently undergone significant disturbance – so current regulations and controls are not sufficient regardless.
- The Murdoch estate, along with the Gallery estate needs additional consideration. There was consideration some time ago (not sure on the seriousness or even truth), that there may be merit in relocating the gallery to the main property and partially develop the gallery – there may be a trade-off to achieve an outcome based on a broader objective?

Through my time as a Committee Member on the BDAV, I have had the privilege of sitting on several planning Committees and hearing the objectives of State Government and DEWLP's zoning. There is no doubt that if Councils cannot deliver on the objectives of their housing policies, the State Government will step in. The review of the Residential Zones is part one of several changes on the table, as some of the intent has not be delivered due to local opposition.

Although the objective of this document under review is Green Wedge, it cannot be considered in isolation, without the big picture. We have an opportunity to bargain with the Government to achieve our own outcomes. There is no question there is an expectation that Frankston is earmarked for some serious Residential Growth Zones, and without putting this forward, there is little chance of getting any Neighbourhood Residential Zones approved. Additionally, the push for more Low-density zones is likely to be met with resistance. I urge Council to consider its position carefully, and think carefully about what are the priorities to protect, as the desire to protect everything at the expectation of the wider Community may provide a worse outcome than a targeted response.

Kind Regards



Andrew Ferris
Director

7

From: website@frankston.vic.gov.au
Sent: Friday, 8 September 2017 3:18 PM
Subject: Have Your Say Submitted

Have Your Say Topic Green wedge areas

Contact Name:

Contact Postal Address: ce Skye

Contact

Daytime

Telephone No:

Contact Email:

Your Feedback: We would like the Eastern Waterboard Reserve and Reservoir at the South end of Friuli Place included as part of the Green Wedge. We do not want to loose the reservoir, nor more open space area from this part of our community. The older kids can play in this area, as there is no other large space to fly kites and/or kick a football without risking injuring someone. There are many kids here who will soon exceed the 6 yo age group. All the parks nearby are far too small for under 13s to have their fun, and are suitable only for kids under 6-7 and their parents with prams and pushers. This area will also provide a larger space free of housing around the newly proposed Phone Tower, planned east of this.



From: website@frankston.vic.gov.au
Sent: Tuesday, 12 September 2017 10:37 AM
Subject: Have Your Say Submitted

Have Your Say Topic Green wedge skye

Contact Name:

Contact Postal Address: . t Seaford

Contact

Daytime

Telephone No:

Contact Email:

Your Feedback:

The green wedge situated in skye has a significant amount of wildlife living and thriving in the area. There are a multitude of rare birds in the area and small reptiles that will disappear if the green wedge is developed for residential or industrial use. Also it is a food producing area that needs to be preserved as the food producing areas are dwindling alarmingly in the area due to development of un-necessary industrial areas. There is truly enough land elsewhere to feed cooperate greed and as a rate payer of two properties to this council I am very passionate about the keeping of their green wedge as green.

9

From: website@frankston.vic.gov.au
Sent: Wednesday, 13 September 2017 12:44 PM
Subject: Have Your Say Submitted

Have Your Say
Topic Against Green wedge

Contact Name:

Contact Postal
Address: North Frankston

Contact

Daytime

Telephone No:

Contact Email:

Your Feedback: Dear Dennis we are concerned the Green wedge development. we dont want it sold or controlled by vested interests and developers as it will affect our clean air living and therefore our Health in our old age. presently Frankston has clean air that other suburbs dont have.

10

From: website@frankston.vic.gov.au
Sent: Tuesday, 19 September 2017 7:44 AM
Subject: Have Your Say Submitted

Have Your Say
Topic Green Wedge Management Plan

Contact Name:

Contact Postal
Address: Skye

Contact

Daytime

Telephone No:

Contact Email:

Your
Feedback:

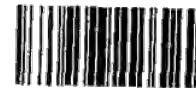
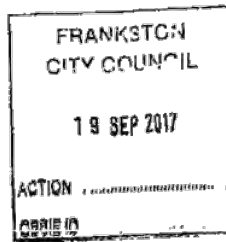
I have lived in the area for 35 Years and Whilst I agree the GWZ zones should be kept as is, all other zonings should be reviewed. The area is becoming a dumping ground for projects that don't fit anywhere else. It is exactly the same as Keysborough was some 10-15 years ago before large areas were cut out of the GWZ. We have unsustainable 100 acre properties with trees only on the borders. If these areas were able to be developed to 1 acre properties then each property would put trees around their borders thus multiplying the trees by up to 100 fold and keeping the rural landscape but providing housing and development. In 35 years I have seen 1 wallaby and 1 echidna and that was in the first year, nothing since so saying the whole area is for Fauna is a misnomer, agree there should be set aside areas for fauna (GWZ) but low density development adding many more trees will do more for the fauna. This area is bordered by 2 freeways, infrastructure such as water, sewerage and electricity either side of it, it is an absolute no-brainer to allow for low density development and create a large very unique rural landscape on the steps of suburbia. My submission is therefore to allow for low density development (eg; subdivisions down to 1 acre) for all zones in the area that are not classified GWZ.



17 September 2017

Frankston South 3199

The Mayor and Councillors
Frankston City Council
30 Davey St
Frankston 3199



FM1358

Dear Mr Cunial and Councillors

ISSUE 1. Last Thursday evening the council held a public discussion meeting on the Green Wedge. Some sly remarks about the council generated widespread sardonic laughter. So, the public relations exercise is backfiring on the council. Why does the council not address the issues which really matter to ratepayers? Why not adhere to the Local Government Act and have a public debate about the proposed Coastguard building and the breakwater?

After reading in *The Leader* a summary of the auditors' report on the council's role in the construction of major public works, it seems to me that the CEO is showing poor leadership and that he has not got a head for building a city. I believe that he has shown incompetence even after bringing with him to Frankston key administrative staff to help him with his job. In addition, he is assuring us that he has taken measures not to repeat the same mistakes: does this mean that he has employed more people to double-check his actions? The mistakes made are big, costly and embarrassing. The councillors should show their respect for Frankston by sacking him.

ISSUE 2. The *Leader* newspaper, dated September 11, reported that the Council has begun the process of legalising the construction of a new Coastguard building and a breakwater at the bottom of Olivers Hill.

The Frankston Council is short of money and it cannot afford to maintain the Coastguard organisation. It cannot afford to construct a new building for an organisation which has only historical value. The Coastguard is a very poor duplication of the rescue services provided very efficiently by Victoria Police. We could also dispense with the other services which it claims to provide as they are effectively minimal or not happening.

The police is set up for rapid response: it has a helicopter, a big rescue boat on standby next to the Mornington Police Station and fast emergency cars.

The Coastguard has a big four wheel drive, a large boat and a state of the arts BBQ. It has two effective members who in case of an emergency must be found wherever they may be. Does anyone know the last time the Coastguard helped anyone in the water?

The breakwater is not a necessity for the people of Frankston. It would provide costly facilities for an extremely small number of individuals, who may not be necessarily Frankston ratepayers or residents. Why has the CEO placed on the council agenda a request for \$55,000 for exploratory work? What is the rush to have Council committed to the project?

Mornington, in spite of its larger and wealthier population close to the shore, has only a dozen boats permanently anchored at its breakwater. Secondly, although the Hastings Marina is full of

boats, few owners use them and many boats are for sale. The demand for boats is so low that the sales office is permanently unmanned. So how is the proposed Frankston breakwater going to help turn Frankston into a major population centre? There are better ways of attracting people, which unfortunately the council does not want to know. Wouldn't a large museum themed on the history of the bay create jobs and attract more visitors to Frankston? Foreign tourists are better educated than what many locals believe, and if these tourists were to choose between a breakwater and a gallery, they would certainly like to visit a gallery.

The idea of a \$10 million plus breakwater comes from dreamers of windless days, calm waters, and plenty of sunshine (conditions which are seldom found together in the bay) and not from realistic people with a vision. There will always be time to build a breakwater. In the meantime the council should pay more attention to the current issues, like building the Brighton St footpath. There is a lot of discontent in Frankston: it should be regarded as feedback, instead, you call it negative talk. One has to face the criticism in order to solve the problems.

ISSUE 3. The former Frankston mayor was reported in the paper as saying that a recent survey found that Frankston residents did not want a footpath. On the contrary, although most of us in Brighton St are too old for street demonstrations, we are the only street which has petitioned Council for a footpath twice in the last dozen years. The current dirt path is dangerous to walk on. At least one person has been hurt. Out of necessity we walk and use our scooters on the road; we go around parked cars and share the pavement with about 850 cars per day, including the hourly bus service.

Brighton St was one of the first streets in Frankston to get the NBN because the Federal government could see that it was needed. However, the Council has let us down by not following through and arranging for proper connections to houses and not building the footpath.

According to the Local Government Charter, Part C, the objective of the council are:
(c) to improve the overall quality of life of people in the local community.
(e) to ensure that services and facilities provided by Council are accessible and equitable.

Considering the current widespread attitude towards litigation, I believe that the old residents of Brighton St should do be compensated for suffering, inconvenience and discrimination experienced over the years.

Yours faithfully

12



SUBMISSION RE GREEN WEDGE FRANKSTON SOUTH.

I wish to make suggestions on the green wedge on the eastern side of Stotts Lane Frankston South that hopefully will make for a more effective environmental area in particular for breeding of native birds and also to improve pedestrian safety in this area.

. I fully agree with the Council's proposal for a green wedge but I also understand that the farm land on the eastern side of Stotts Lane is owned by property developers who have much to gain from rezoning their land to residential and only need the right "friend" in the State Government to assist them. I also understand that they will oppose any effort to make this land more "environmentally friendly" or to put it to a use that does not provide a huge financial gain to them. .

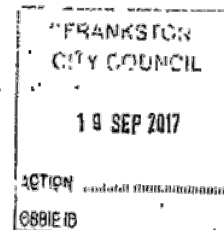
The property known as "Dalmont Park" including "James Cottage" at 54 Stotts Lane has a large dam on its northern end with an island in it. This is a breeding area during winter / spring for a large number of storks. At the southern end is another dam that has a large number of ducks breeding around it. This area has the potential for use as a bird sanctuary if sufficient trees were planted plus more dams, particularly ones with an island in the middle to protect against foxes..

The major southern part of the farm is treeless and the noise from the freeway can be obtrusive to the houses in Stotts Lane area. If trees could be planted between the freeway and the farm this would be a visual and noise barrier. If it was clear to the speculators who own the farm that it will never be rezoned, the council or State Government may be able to buy it back at farmland prices.

The Melbourne Water land on the western side of Stotts Lane appears to be part of this green wedge. Melbourne Water appear to have the policy of doing the absolute minimum with this land with illegal dumpers of building materials using this land to dump building spoil and neighbouring houses dumping green waste. In their favour MW mow the grass regularly and have poisoned blackberries. The bottom line is that Melbourne Water simply do not care. If the Council could get tree planting on this land it could be partially re-vegetated. As the groundwater table is very close to the surface a large dam would suit encouraging bird life. At present the land is mainly used by dog walkers and the occasional trail bike (the gate on the northern end to Stotts Lane is ineffective).

My last point indirectly relates to the lack of footpaths on Stotts Lane. I presumed the Council were waiting for the State Government to rezone the land as residential and then they would ask the developer to pay for the footpath. If this land is to remain un-developed then a footpath needs to be made on one side of the road. There are significant numbers of school children who walk along Stotts Lane to get to Mt Erin school. They either walk along a muddy track near Escarpment Reserve or walk on the road on the upper. I walk my dog in this area around 8am and there is considerable road traffic (including the usual hoons) and foot traffic – mainly school children.

I commend the Council for not sealing the bottom part of Stotts Lane as this limits thru traffic. Could I suggest that the Escarpment Reserve be included in this green wedge. Most of it is native bushland with the narrow strip on the northern end taken over by bracken.



13

Frankston Council - Review of zoning at . Skye

Concerns re our imminence :-

Firstly, when we purchased our home some ten years ago we approached council, as suggested by our conveyancer, to seek advice on any concerns, overlays etc. that council could provide that may affect our imminence now and into the future.

At the time of purchase our home was zoned Rural green wedge. We knew there was a quarry nearby, but council had not disclosed that a landfill was imminence so in good faith we proceeded with the purchase.

It was a beautiful environment to live in and

. In fact the whole environment has changed.

Today the noise, dust and rubbish blowing in from the Transfer station has completely destroyed the quality of our lives and has affected my aunts health considerably.

HOW THE TRANSFER STATION HAS CHANGED OUR IMMINENCE :

Trucks coming and going 24/7 is unbearable with the noise from engine and air brakes, slowing down and accelerating from Harold Rd.

The dust is shocking. Hanging washing on my clothes line is impossible, and using a dryer has increased our energy bills considerably.

Debris from Transfer station into our property has increased.

Noise from the transfer station is getting worse, not better, despite the noise monitoring which has come at a considerable expense to ratepayers. The results from the monitoring which we have asked to see for two years was recently presented to usBUT SHOWED ONLY 30 MINS. OF MONITORING....there are eight hours in a day! THIS IS NOT A FAIR AND REASONABLE ASSESSMENT !!

Council insists, as they did in relation to the transfer station, that mulching will not be carried out on the site, but the increase in noise supports this operation.

Another important point is that "there will never be a landfill....just a transfer station," yet Councils own publications indicate there will be a landfill in 2018!!

This deplorable announcement will mean an introduction of vermin into the equation and no one should be expected to live in such an environment.

So much for the green wedge! Council has a lot to answer to.

Ballarto Rd. is so congested, especially between the hours 3.00 pm to 6.30 pm it is impossible to leave our home for traffic build up...so we are imprisoned in our home and have become resigned to the fact that we don't go out after 3.00pm in the afternoon!

How does council expect to compensate us for destroying our lives?
Our complaints have been repetative and will continue until some solution is forthcoming.

I have recent information suggesting that council is considering moving the current council depot located between Buna and Mc Culloch Ave. Seaford to make way for residential use.

A possible solution to all of this could be for council to purchase our property and our next door neighbours for the relocation of the depot, where depot activities could be carried out in a more conducive environment created by council.

NB (The current depot is located near the basketball stadium, football oval and factories....similiar to what has been created near us here.)

If this solution was implemented resident complaints would cease and industrial activities introcuced by council could be carried out unencumbered.

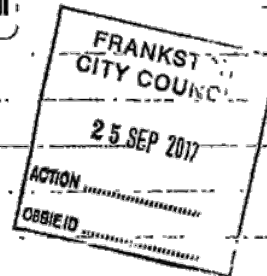
We hope our suggestions will be considered and finally bring an end to our constant turmoil and a better environment for the whole community, be that sporting activities and or factory use.

Thank you.

14



Frankston North
3200 22nd Sept 2017



At: Mr

Frankston Green Wedge
Management Team
Frankston Council

Dear Mr

Re: Frankston's Green Wedge

I thank you for the opportunity to have my say, regarding this matter. I'm a local resident and have lived in the area for over thirty years.

As you can imagine I've seen massive changes in the area. Some excellent like McEldall and Art Gallery & the new PARC.

There have been some grotesque over development like the what we see on the corner of Hall Road & Frankston / Dandenong as well as Cradle Road. (This is uglification personified.)

We don't want to have a suburb that is unlivable & sterile. Frankston North has lost many vacant blocks with play equipment on them which were allocated for recreational use. These were sold for profit without public consultation.

-2-

There is also ample of land at the top of Rosemary Crescent that was part of the Flora & fauna reserve of the Pines. There are other example of loss in Frankston too numerous to note.

As a rate-payer & long suffering resident I sincerely hope that you & your colleagues look long & hard at making a lasting & good statement.

Yours truly



From: website@frankston.vic.gov.au
Sent: Tuesday, 26 September 2017 7:00 PM
Subject: Have Your Say Submitted

Have Your Say Topic Rezoning for Retirement Villages

Contact Name:

Contact Postal Address: , Skye

Contact

Daytime

Telephone No:

Contact Email:

Your Feedback: I'm hoping Council will consider rezoning land in the Green Wedge to allow for some high quality retirement villages. There is so much degraded land in Frankston that has no value for agriculture. Long term residents of Frankston who wish to downsize or move into a retirement village have no choice but to move out of the area to places like Cranbourne because of the lack of high quality retirement type properties in Frankston.

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From: website@frankston.vic.gov.au
Sent: Wednesday, 27 September 2017 8:39 AM
Subject: Have Your Say Submitted

Have Your Say Topic Frankston Green Wedge Management Plan

Contact Name:

Contact Postal Address: seafood VIC 2198

Contact

Daytime

Telephone No:

Contact Email:

Your Feedback: Protection of the Green Wedge has been government policy since the 1960's. This was good policy 50 years ago, and is even better policy now given the current urban development pressures. Green Wedges ensure the continued existence of native fauna and flora across Greater Melbourne and the wildlife corridors important important to them. Relentless predation on our open green spaces represents death by a thousand cuts. All development on these spaces should be outlawed!

17

From: website@frankston.vic.gov.au
Sent: Wednesday, 27 September 2017 12:57 PM
Subject: Have Your Say Submitted

Have Your Say
Topic Frankston Greenwedge Growing Pains

Contact Name:

Contact Postal
Address: ~

Contact
Daytime
Telephone No:
Contact Email:

Your
Feedback: The meeting held 14/9/17 was of great importance to the FGWMP. It demonstrated that the City of Frankston has growing pains now that the rural is meeting with the urban boundaries. It demonstrated, as per the issues raised by rate payers and residents, that there are areas within the FGW that are actually not rural nor conservation, but industrial, residential and thus in need of rezoning to suit current growth and developing trends. It also demonstrated that the "rural" is subject to urban rulings that are inapplicable or inappropriate, and that rural is not subject to the maintenance practices of residential areas. There seems to be much industrial businesses within the FGW that are not compliant to the FGWP requirements and impacting on the residents of large allotments. Perhaps a review of the zoning is required to reset the boundaries for the present pain and the future growth, and thus have a more structured City, which will allow growth in urban, control over industry, and protect the rural zoning that remains.

386 Ballarto Road, Skye

Submission for spot re-zoning

Submission for review of RCZ to spot re-zoning

Planning Authority:	Frankston City Council
Contact details:	
Name:	
Phone:	
Email:	
Address:	386 Ballarto Road, Skye

Property Details:

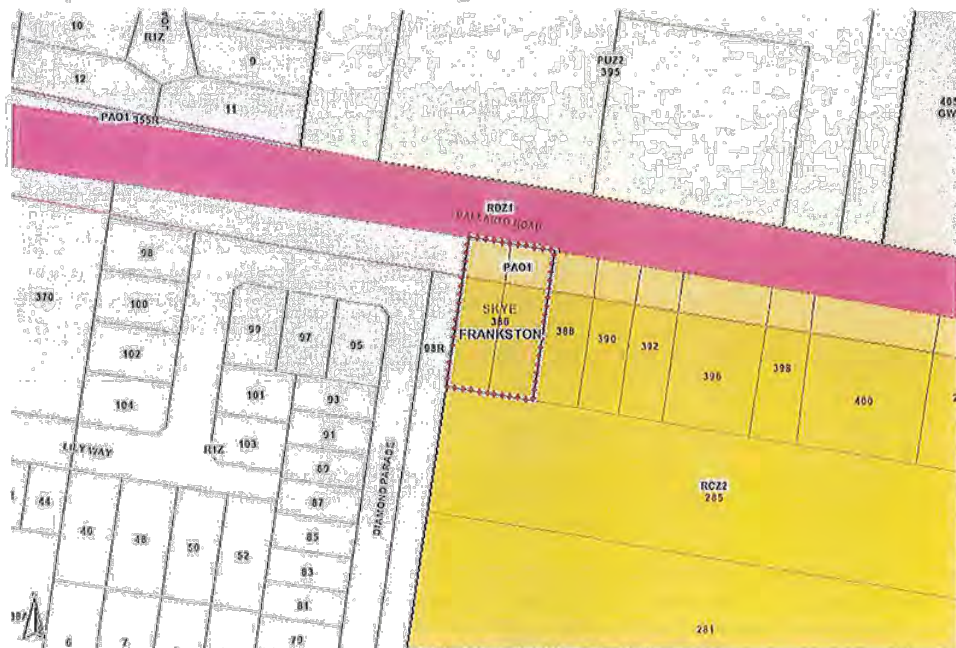
Assessment 362242

386 Ballarto Road, Skye

LP 51484 + LP51484

Located on Ballarto Road, between Potts Road and Diamond Parade, directly opposite the Skye Primary School.

This property is zoned RCZ - Rural Conservation Zone and has a VicRoads overlay in force, and falls in the Frankston Greenwedge.



386 Ballarto Road, Skye

Submission for spot rezoning

1. Land affected by current zoning

The properties located on Ballarto Road between Potts Road and Diamond Parade, are significantly smaller in size allotments than the neighbouring properties that fall in the RCZ zoning, which are mostly multi-acre blocks.

Since ownership in the 1960's of 386 Ballarto Road, there has been no notification of review, update to zoning or review of overlays on the property.

We have no reference of review of the scheme to this address, although the estate between Darnley Break and Diamond Parade that faces Ballarto Road (and is bordering our property), has been developed into a high density residential area.

Being in the RCZ Zone, there are very strict prohibited activities and development restrictions imposed on the property. This is imposing difficulty in developing the property, in sale of the property due to restrictions and in up-keeping the fees and rates, which are charged according to the surrounding values of the neighbourhood, that do not reflect the restrictions of our property.

The property is classified as "rural" but is subject to urban rulings that are inapplicable or inappropriate to rural zones ie cutting of trees and shrubs, access to utility pits.

There is no consideration to submit plans for development that are on the prohibited list, even though our property size is not applicable to the RCZ area and zoning requirements.

The tight restrictions placed on our property are not in keeping with the demographic growth in the immediate area. The Urban Growth is on our boundary and we are bound to remain inactive.

The City of Frankston is currently experiencing growing pains since the rural zones are bordering/merging with the rapidly developing urban boundaries and population growth.

2. Effect of proposed amendment

The amendment will allow development of vacant land, that will compliment the growth in the neighbourhood, and rezone small allotments within the RCZ boundary, in line with the high density residential zone that neighbours the land, and compliments the mixed use area it sits in. There is a school across the road, and the CFA within the strip of properties that sit between Potts Road and Diamond Parade.

3. Strategic Assessment and Planning

The property falls in the Frankston Greenwedge, which is currently under a review of a Management Plan, for ongoing management and consideration in line with strategic consideration of Victorian Planning Authority.

The assessment of the Greenwedge may identify future planning for industry and urban growth, as well as areas of zoning and activity that are not necessarily compliant or complimentary with greenwedge guidelines, thus in need of rezoning to suit current growth and developing trends.

386 Ballarto Road, Skye

Submission for spot rezoning

4. Restrictive covenants

Due to the development and urban growth of the Skye area, it may be pertinent to review the VicRoads overlay, which has been in force for decades. Since its inception, the overlay may no longer be applicable to the keeping of the growth of the land surrounding the overlay.

The VicRoads overlay and the RCZ/zoning is restricting the development of the properties along Ballarto Road, with a significant backset required from the road and the back of the property, significantly reducing building size, and type of building allowable in the zone.

Submission

We kindly request a review of the zoning/spot rezoning at 386 Ballarto Road, Skye.

Currently a RCZ, with your knowledge, planning requirements and kind involvement, consider a zoning of GRZ or MUZ for the property.

This will open the prospects for development of vacant land, that will compliment the growth in the area.

Your kind consideration is greatly appreciated.

Yours faithfully,

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Frankston Green Wedge Management Plan Issues Paper: Submission 28 September 2017

This submission suggests further additions to the issues, opportunities and recommendations identified in the Frankston Green Wedge Management Plan Issues Paper.

<p>Frankston Green Wedge Management Plan (GWMP)</p> <p>Stakeholders articulate the Vision for Frankston's Green Wedge based on State Planning Policy for Green Wedges as included in :</p> <ul style="list-style-type: none"> • Clause 9 Plan Melbourne , Policy 2.1.1 (maintaining the Urban Growth Boundary and Direction 4.5) • Clause 11.06-7 Green Wedges (Purposes of Green Wedges) • Clause 57 Metropolitan Green Wedges Land • Clause 35.04 Green Wedge Zone
<p>Include a section on "What the community values about Frankston's Green Wedge and would like to include and exclude in the future."</p> <p>These could include</p> <ul style="list-style-type: none"> • Biodiversity and bio-links • Cultural heritage (e.g. scar trees) and local history • The visual aesthetics of the bush and rural landscapes and the feelings of peace and wellbeing they engender. • Walking trails and recreational facilities such as picnic areas • Strong community culture of volunteering • Clean, green agricultural enterprises and 'buy local' opportunities <p>Map locations for these where possible</p>
<p>Planning Issues</p> <ul style="list-style-type: none"> • Need to secure the Urban Growth Boundary permanently <i>as a priority</i> for the protection of environmental and landscape values. • Ensure the vision, role and purpose of the Green Wedge are included in the Municipal Strategic Statement in order to influence future decisions on land use and planning in the Green Wedge. • Pressures for rezoning of Green Wedge for residential, commercial and industrial use • Built development MUST have a low footprint and be in conjunction with a use that is consistent with maintaining the rural landscape that is fundamental to the future of the Green Wedge; oversized places of worship, sheds • VicSmart applications • Suitability of uses e.g. abattoirs • Historic small lots less than current zone requirements (GWZ and RCZ) with land use constraints • Lack of built form guidelines -height, building bulk, site coverage, setbacks, streetscape. • Built forms adversely impacting the visual amenity that rural landscapes provide • Threats to highly valued canopy trees to accommodate developments e.g. River Red Gums <p>Actions</p> <ul style="list-style-type: none"> • Embed the GWMP in the Planning Scheme • Investigate the need for a Design and Development Overlay to apply built form objectives and requirements such as appearance, setbacks, heights or materials. • Review the Environmental Significance Overlay and its schedules to ensure that protection of significant sites and vegetation is up to date • Align the GWMP with all Council Plans, Strategies and Studies and Regional Catchment Strategies • Assess the Impacts of Vic Smart provisions • Include guidelines for buildings • Promote high quality building design that meets the preferred character for rural landscapes • Discourage applications for uses which may be better suited to urban areas or the fringes of urban areas e.g. churches.

<ul style="list-style-type: none"> • Investigate a precinct for shed-based agriculture • Map lot sizes with a view to consolidation of small lots for viable agricultural pursuits • Encourage low-impact tourism activities with a sustainable tourism plan e.g. farm gate trail; farmers' markets. • Protect vistas of agricultural land, treed bushland, hills and waterways • Identify locations for native vegetation offsetting for unavoidable losses in urban developments • Investigate permit conditions to require land management plans in priority areas for biodiversity.
<p>Environment, Landscape, Open Spaces</p> <p>Issues</p> <ul style="list-style-type: none"> • Nature Conservation Reserve in Frankston South to be included in Frankston's Green Wedge: 90+ hectares with Ecological Vegetation Classes of regional and state significance and endangered faunal species including the growling grass frog; Flora and Fauna Guarantee Act listed species. • Safeguarding the ecological values of vegetated riparian zones around wetlands and creeks and vegetated buffers around smaller dams on private land • Threats to habitats, natural hydrology and water quality; degrading of land through erosion, acidification, salinity and contamination • Consistency of management of Green Wedges across Local Government Areas • Need for management of biodiversity on a landscape scale • Inadequate knowledge, understanding and preparedness for climate change impacts on biodiversity • Incremental effects of water extraction and diversions for dams and bores on waterways and environmental flows <p>Actions</p> <ul style="list-style-type: none"> • Protect sites of faunal and habitat significance; protect existing habitat linkages and develop new linkages and fauna crossings; explore possibilities for habitat corridors in areas of private land ownership and along roadways to combat fragmentation • Undertake an audit of native flora and fauna and rate their values (reserves and freehold land) • Document/photograph the diverse landscapes in the Green Wedge for their future protection • Introduce incentives and rewards for property owners to maintain and enhance environment values for the benefit of the whole community e.g. Council rates reduction for native tree planting, rehabilitation of weed-infested areas, support for wildlife corridors; Land Stewardship funding e.g. Bush Tender • Adopt a consistent approach to conservation across local government boundaries • Identify ways to protect known and potential areas of cultural heritage sensitivity e.g. locations of scarred trees, middens, wetlands, creeks • Plan for impacts of climate change on biodiversity • Investigate and address the appropriateness of water extraction and diversions on waterways • Encourage Landcare and other groups to support conservation of natural values and ecosystems; Schools Landcare stewardship program for public open spaces • Investigate opportunities for Trust for Nature Covenants; bequests. • Support volunteering for conservation, weed eradication, revegetation activities in public reserves e.g. with a policy and strategy • Educate for bushfire risks
<p>Land Use: Farming and Agriculture</p> <p>Issues</p> <ul style="list-style-type: none"> • Low uptake of soil-based agricultural enterprises • Fragmentation of agricultural land as a result of approved uses e.g. sporting grounds, churches. • Ensuring land is not developed or subdivided to the extent that soil-based agricultural activities are no longer viable • Investigate new agribusiness opportunities <p>Actions</p> <ul style="list-style-type: none"> • Review the Economic Development Strategy 2016-22 to check alignment with GWMP • Undertake appropriate monitoring of impacts of climate change, especially on land capability and water resources. Adopt best practice on a local basis to address climate change

<ul style="list-style-type: none"> • Manage the landscape as a key part of agriculture and for the benefit for whole community : introduce incentives and 'rewards' • Provide an advisory service for new farmers (including tree change/ hobby farmers) on land use and management • Implement education programs for sustainable land management e.g. for horse, cattle or alpaca grazing. • Develop a marketing strategy to attract new growers to the region and investigate funding opportunities • Explore models for tourism such as eco-tourism or back-to-nature tourism • Foster a clean, green approach , minimising use of chemicals , fertilisers and any practices that may have a negative impact on environmental values
<p>Industry</p> <p>Issues</p> <ul style="list-style-type: none"> • Suitable rehabilitation of decommissioned extractive industry sites • Sites of future extractive industries • Pressures for industrial uses • Buffers to sensitive uses <p>Actions</p> <ul style="list-style-type: none"> • Map future land uses • Investigate opportunities for wetland habitat, biodiversity linkages, a solar energy park on former quarry site • Support renewable energy initiatives • Identify opportunities for approved new industries • Investigate opportunities to reduce industry-related pollution • Advocate for high speed broadband service to support local enterprises that may have national and international impact
<p>Community</p> <p>Issues</p> <ul style="list-style-type: none"> • Employment opportunities • Health and wellbeing • Accessibility to family services e.g. for childcare, health care needs • Support for 'Aging in Place' • Potential conflicts between farmers and non- agricultural users <p>Actions</p> <ul style="list-style-type: none"> • Undertake a needs assessment to determine community services required in the area • Promote enjoyment and an increased understanding of natural and cultural values • Support unstructured recreational activities e.g. cycling and walking
<p>Rural living</p> <p>Issues</p> <ul style="list-style-type: none"> • Non-car transport services • Pressures for urban services e.g. sewerage • Safety e.g. bushfires • Unmade roads and footpaths • Rubbish dumping <p>Actions</p> <ul style="list-style-type: none"> • Encourage community fire fighters • Ensure adequate and timely road maintenance ; encourage footpaths with 'natural' appearance and vegetated verges • Ensure land use and development is addressed in the context of its potential effect on the wider catchment.

Council, Governance

Issues

- Monitoring and Review: the lifespan of the GWMP? Prioritisation of actions-- high, medium, low-- with timelines for implementation.
- The Review period for GWMP? Annual reporting on the implementation

Actions

- Develop an Action Plan identifying the time frames for actions and the responsible authorities and agencies
- Council , community & stakeholders to work with relevant government agencies, other agencies and organisations
- Council to adopt the Green Wedge Management Plan
- Lobby State Government for funding for projects in the rural parts of the municipality
- Review council rates for larger land holdings- high rates may contribute to subdivisions of land and land fragmentation leading to loss of productive land for future agricultural use

Frankston South 3199

28 September 2017

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28 September 2017

Frankston City Council
30 Davey Street
Frankston Vic 3199

Dear Sir/Madam,

Re: Submission in response to Frankston Green Wedge Management Plan Issues Paper

I refer to the above matter and wish to advise that Mesh Planning is acting for the following landowners in making this submission:

- McClelland Drive, Langwarrin
- 320 Wedge Road, Skye
- 42-52 Stotts Lane, Frankston South & 10 Baxter Tooradin Road, Frankston South (see attached location plans).

By way of background, I can confirm that representatives from Mesh Planning were in attendance at the recent public information evening and it is noted that some of the key general themes that emerged from the consultation were:

- a lack of clarity regarding the relevance of the Green Wedge areas now and into the future;
- a call for greater flexibility in planning provisions;
- declining viability of some agricultural activities;
- the burden of management of Green Wedge areas should be shared if there is a wider benefit associated with their protection;
- a clear view that the planning provisions and vision for the land within the green wedge areas should be guided by the actual values rather than historical justification.

The purpose of this submission is to firstly respond to the general content of the issues paper and secondly, but perhaps more importantly, to respond to the invitation for submitters to provide comment on the breadth of the issues that should be addressed in preparing the Green Wedge Management Plan.

The subject landholdings are located in disparate parts of the Frankston Green Wedge as set out below:

- McClelland Drive, Langwarrin – Precinct 3: Skye South/Langwarrin
- 320 Wedge Road, Skye – Precinct 2: Skye
- 42-52 Stotts Lane, Frankston South & 10 Baxter Tooradin Road, Frankston South – Precinct 5: Frankston South

What is interesting about the subject landholdings is that they are real examples of the diverse challenges associated with preparation of the Green Wedge Management Plan in that they have the following characteristics:



Level 2, 6-7 Riverside Quay Southbank VIC 3005
03186551026 T 03-95833001 meshplanning@mesh.au



Land	Current Use/Current	Current Zoning	Green Wedge Management Plan Implications
McClelland Drive, Langwarrin	Rear part of the land occupied by an active quarry – front part of the land subject of quarry approvals but no quarry activity commenced – land to the north has been used for extractive purposes	Special Use Zone	The current zoning and use of the land is inconsistent with green wedge objectives – the landowners are willing to relinquish the existing extractive approvals that apply to the front part of the land – preparation of the Green Wedge Management Plan offers a significant opportunity to plan for redevelopment of the land in a way that will achieve a net community benefit. In this context allowing part of the land to be developed for urban purposes could enable the balance of the land to be set aside for conservation and/or parkland purposes.
320 Wedge Road, Skye	Currently used for farming purposes but suffering from declining viability and severe urban encroachment problems. The land does not contain any conservation values.	Green Wedge Zone	The declining viability of farming activities and the encroachment problems coupled with the lack of any conservation values brings into question the basis for designation of the land for Green Wedge purposes. Preparation of the Green Wedge Management Plan offers a significant opportunity to reconsider the most appropriate use of the land.
42-52 Stotts Lane, Frankston South & 10 Baxter-Tooradin Road, Frankston South	Currently used partially used for rural living purposes and partially vacant land, surrounding land has been developed for urban purposes, no conservation values, located in close proximity to key urban infrastructure and current UGB lacks strategic justification	Rural Conservation Zone	The boundary of the current UGB is clearly an anomaly and preparation of the Green Wedge Management Plan offers a significant opportunity to identify the subject land (along with nearby land within the Mornington Shire) as being inconsistent with the objectives of the Green Wedge given that the land does not contain Green Wedge values. Having regard to the absence of green wedge values and the proximity and type of existing urban structure, the land would be better utilised for urban development purposes.

An important aspect of the issues paper is that it divides the Frankston Green Wedge into a number of precincts. It is considered that identification of the precincts is the first positive step in recognising and acknowledging from the outset that the conditions and management issues within the Frankston Green Wedge are different from one precinct to the next.

In order to properly identify and respond to the conditions that are found within each of the precincts it is essential that the next stages of the process, including formulation of the project brief for preparation of the management plan, include a requirement that the conditions and management issues are documented before potential responses are identified.

Transparent documentation on the relevant conditions and management issues is considered to be an essential step in formulating a responsive and relevant green wedge management plan.

In this context, it is important to respond to the description of possible approaches to formulation of the Green Wedge Management Plan that were identified by Council's Strategic Planning Manager at the consultation evening. Council's Strategic Planning Manager identified three possible approaches as follows:



Level 2, 9 Riverside Drive, Southbank VIC 3006
03 9595 1212 1 800 626 1234 mesh@meshplanning.com.au



1. A general, superficial tick the box exercise which proposes essentially no change.
2. A review of the planning provisions which affect the green wedge land but no change to the extent of the green wedge areas.
3. A full strategic review of the green wedge areas including their role, physical extent, planning and other controls and management recommendations including resourcing.

As was mentioned a number of times by the Strategic Planning Manager it is the case that the Frankston Green Wedge management issues are very diverse and it is also the case that the Frankston Green Wedge areas have been 'neglected' for quite some time.

Taking into account the diverse issues and interests, the general themes of the community consultation evening and the lack of recent strategic review of the green wedge areas of recent times, it is recommended, and requested on behalf of the landowners, **that a full strategic review of the green wedge areas including their role, physical extent, planning and other controls and management recommendations including resourcing** be undertaken.

In terms of the process by which the green wedge management plan is prepared, three very important requests are made.

- * **Firstly**, that the information gathering stage (which is not yet complete) is precinct based, evidence based, and actively takes into account and assesses proposals by landowners.
- * **Secondly**, that the existing alignment of the Urban Growth Boundary (UGB) and the existing zoning of land not be viewed as insurmountable constraints to consideration of responses to the identified management issues as a change in the alignment of the UGB and/or a change in zoning in conjunction with a development proposal may be capable of achieving improved land management actions or be capable of achieving State level green wedge management objectives.
- * **Thirdly**, that every stage of the process be inclusive and open to landowner and broader community consultation.

Inherent within the second point above is the expectation that proposals for change will be received through the process. In order for the process to be successful in responding to such proposals and in conducting a 'full strategic review', it is considered essential that the project brief anticipate such interest and incorporate a requirement for identification of a framework to assess such proposals.

Positive anticipation of such approaches is considered to be a more positive, transparent approach which could achieve a range of policy and strategy objectives as opposed to an unwillingness to consider proposals through the process. By way of example, Council is aware of the issues around Stotts Lane in Frankston South where the current zoning and UGB alignment are clearly anomalous. Attached to this submission is a very recent submission that has been prepared in response to the **draft Mornington Housing and Settlement Strategy** which relates to similar land in Baxter. The general substance of this submission is also relevant to the Stotts Lane land – the issue is that strategic justification needs to be established through the Green Wedge Management Plan process to enable such proposals to be considered.





Returning to the other landholdings that are subject of this submission, it is intended that more detailed proposals will be submitted to Council for consideration. In the meantime it is requested that:

1. a full strategic review of the green wedge areas including their role, physical extent, planning and other controls and management recommendations including resourcing be undertaken; and
2. the process by which the green wedge management plan is prepared, incorporates three very important components:
 - Firstly, that the information gathering stage (which is not yet complete) is precinct based, evidence based, and actively takes into account and assesses proposals by landowners;
 - Secondly, that the existing alignment of the Urban Growth Boundary (UGB) and the existing zoning of land not be viewed as insurmountable constraints to consideration of responses to the identified management issues as a change in the alignment of the UGB and/or a change in zoning in conjunction with a development proposal may be capable of achieving improved land management actions or be capable of achieving State level green wedge management objectives;
 - Thirdly, that every stage of the process be inclusive and open to landowner and broader community consultation.

It is also requested that Council note the intention to lodge further site specific information and proposals for the subject land and surrounds. Finally, I can confirm that the requisite form has been submitted to request and commit to on-going involvement in the consultation process.

Should you wish to discuss any of the above please do not hesitate to contact me on 9995 3025 or 0418 148 605.

Yours faithfully,

Chris De Silva
Director



Level 2, 80 Macquarie Street, Sydney NSW 2000
182 555 9995 182 555 9996 meshplanning.com.au

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ADDENDUM

Dear Mayor and Councillors
Frankston City Council
30 Davey Street
FRANKSTON, VICTORIA, 3199.

Re: 1005 Frankston Dandenong Road, Carrum Downs

Please find attached a copy of our response to the Frankston Green Wedge Management Plan (FGWMP) Issues Paper that we submitted to Council 28 September 2017. We are grateful in having been invited to participate in Council's Green Wedge review process and have provided our suggestions regarding the need for an effective subcategorization land as well as our vision for the development and use of our 32 Ha parcel of land at 1005 Frankston Dandenong Road, Carrum Downs which adjoins Council's Carrum Downs Recreation Reserve.

In the past, the site has played a role in supporting agricultural uses such as market gardening, and broad-acre farming. However, the viability of small scale farming has led to many like parcels being used for grazing.

While there is a need to maintain a nexus between the use of the site and its Green Wedge obligations, we believe that there is an opportunity to re-position the land's agricultural purpose through the mandating of productive planting on residential lots via development controls. In this regard, we would like to work with Council to deliver a model development that:

- Is founded on a health and well-being platform with the Carrum Downs Recreation Reserve being expanded by 2 Ha along its northern boundary with inter-connected bicycle and walking tracks enhancing its contribution to recreation,
- Reflects a range of residential, employment and industrial land opportunities including new SOHO products to encourage enterprise at home,
- Mandates productive planting in each home via development controls;
- Mandates that all homes are to be 7 star,
- Commits to a proportion of homes (between 5-10%) for affordable housing.

We have provided a copy of our presentation that we are keen to discuss at a future forum with Councillors with various examples of where these initiatives have been previously introduced and look forward to your reply.

--

Response to the Frankston Green Wedge Management Plan – Issues Paper

Subject Property:

1005 Frankston Dandenong Road, Carrum Downs

RESPONSE TO THE FRANKSTON GREEN WEDGE MANAGEMENT PLAN (FGWMP) – ISSUES PAPER

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Overview

Thank you for the opportunity to make a submission in response to the Frankston Green Wedge Management Plan issues paper that was made available on Council's website and presented at the information meeting held by Council at the Frankston Football Club on 14 September 2017.

The owner company purchased the land known as 1005 Frankston Dandenong Road Carrum Downs in December 2015 because it was perceived to be a good opportunity to secure a strategic landholding with over 500 metres of frontage to Frankston Dandenong Road. The subject property of 32.37 Ha, was represented by the selling agent as being *"positioned brilliantly in the boom growth corridor, awaiting possibilities both now and into the future"* and notwithstanding the Green Wedge obligations, fairly reflected the aspirations of prospective purchasers at the time and perhaps the long term expectation of a large proportion of the community in Carrum Downs.



Figure 1

The subject property with one of its boundaries abutting the Urban Growth Zone to the east and the other abutting the northern boundary of Frankston City Council's sporting hub at the Carrum Downs Recreation Reserve is uniquely positioned and if developed appropriately, could deliver the objectives of Green Wedge land while providing a model development for reconciling public and private interests.

RESPONSE TO THE FRANKSTON GREEN WEDGE MANAGEMENT PLAN (FGWMP) – ISSUES PAPER

This submission has been prepared in response to the Frankston Green Wedge Management Plan Issues paper (FGWMP) and aims to:

1. Discuss a model for the classification of Green Wedge land in order to provide greater clarity, transparency and public confidence in reconciling public and private interests,
2. Describe a responsible development proposal of the subject property at 1005 Frankston Dandenong Road, Carrum Downs that if supported, would meet the objectives of the Green Wedge strategy. This could be achieved by adopting the relevant Green Wedge themes and mandating them as outcomes of the proposed development and by demonstrating how similar development proposals can be considered in future under a new Green Wedge sub-classification model; and,
3. Outline the basis of an offer to vest up to 2 Ha of land in Council allowing for the extension of the Carrum Downs Recreation Reserve that would be required to support the key underlying theme of the proposed development proposal and the community's recreational needs in this region of the municipality.

While we recognise the importance of Green Wedges in setting aside public and privately-owned land for a range of non-urban uses, the review of the FGWMP provides a timely opportunity for Frankston City Council to undertake a strategic assessment of the application of the Green Wedge zones, Victorian Planning provision tools including overlays and policies to ensure the long-term sustainable management of land and resources in Green wedge areas.

The meeting of community, resident and owners of 14 September 2017 provided an important opportunity for stakeholders to share their views and aspirations (but largely grievances) about the positioning and management of Green Wedge land in the municipality. These issues are discussed below.

Background

An integral component of the Melbourne 2030 strategy is the implementation of the Urban Growth Boundary and the establishment of Green Wedges that are to be set aside for a range of non-urban used.

The Melbourne 2030 strategy states that the role of Green Wedges includes:

- Providing opportunities for agricultural uses such as market gardening, viticulture, aquaculture, farm forestry and broad-acre farming,
- Preserving rural and scenic landscapes,
- Preserving conservation areas close to where people live,
- Preserving renewable and non-renewable resources and natural areas (such as water catchments),
- Providing and safeguarding sites for infrastructure that supports urban areas (such as airports and sewage treatment plants),
- Allowing industries such as sand and stone extraction to operate close to major markets,

RESPONSE TO THE FRANKSTON GREEN WEDGE MANAGEMENT PLAN (FGWMP) – ISSUES PAPER

- E
nabling the development of networks of open space; and,
- Providing opportunities for tourism and recreation.

Need for a new Green Wedge sub-classification paradigm

The issues raised at the meeting of stakeholders on 14 September 2017 can clearly be characterised according to the five themes presented under the FGWMP issues paper which are as follows:

- Biodiversity and Nature Conservation,
- Cultural Heritage,
- Economic Development,
- Extractive Industries; and/or
- Recreation and Open Space.

Biodiversity and Natural Conservation

While the protection of biodiversity, cultural heritage and nature conservation corridors and networks is a responsibility that must be shared by all landowners whether title is held in public or private ownership the provision and protection of opportunities for recreation and open space largely rely upon an authority's ability to ensure public access to green wedge land unless the requirement for open space is necessary to create or maintain visual and passive green corridors. A distinction needs to be made between green wedge land required by an authority for its active recreational value and land in private ownership that has for many years been encumbered for its "open space value" but that is unlikely to ever make a meaningful contribution to furthering the objectives of this theme.

The subject land at 1005 Frankston Dandenong Road provides a unique opportunity to progress the much needed expansion of the Carrum Downs Recreation Reserve by a further 2 Ha and at no land acquisition cost to Council as well as a new master-planned community where sport and well-being is a priority. Well-presented streetscapes, productive roof-top gardens that are required under planning and covenants on title as well as new innovative housing products that are energy efficient and that encourage and support the use of small home offices, studios and workshops purport to achieve some of the key objectives of green wedge land in a contemporary manner and under a regulatory or contractual regime where the obligations of the managing authority and landowners are clearly understood.

The Greening Our Future: Environmental Strategy 2014-2024 and the community workshop identified an aspiration for *"highly productive agricultural enterprises operating in the Green Wedge showcasing world-class environmental practices that provide organic, nutritious food and products while sequestering carbon and providing habitat corridors"*.

Aspirations should be interpreted in a modern context and the subject property and proposed development of same provides an excellent opportunity to showcase environmental practices providing owners with the opportunity (an obligation) to maintain seasonal and productive gardens and to harvest the sun's energy through solar panels while balancing working from a home-based work environment in a community that reinforces the value of well-being.

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he strategy recognises that open space is not evenly distributed and is not all owned by Council and the proposal outline in this report aims to provide clarity in allocating 2 Ha of active open space by vesting same in Council as part of the Carrum Downs Recreation Reserve and passive open space in private ownership that can be used in a conforming and meaningful manner.

While the subject land contains no key biodiversity assets, development of the subject land in green wedge objectives (and controls) will greatly assist to connect with and support a community commitment to biodiversity needs.

Cultural Heritage

The Biosis November 2016 report – Areas of Cultural Heritage Sensitivity for the Carrum Downs / Seaford Wetlands Area shows that the subject property that is located on the south east corner of the Green Wedge is not a Registered Aboriginal Place or an Area of Cultural Heritage Significance.

The subject property is flat with no elevated rises and slopes overlooking waterways or stony outlooks. Due diligence of the site when considering appropriate development will include a thorough sampling assessment by an experienced cultural heritage consultant and there will inform that cultural area studies that have been undertaken to date. There is also sufficient flexibility in the proposal suggested to accommodate by design any findings.

Economic Development

The importance of creating employment opportunities within the municipality was echoed at the meeting of 14 September 2017, Frankston City Council's Economic Development Strategy 2016-2022 through its 63 point action plan. The Strategy, as stated in the FGWMP issues paper recommends that Council undertakes a Green Wedge Management Plan with a view to identifying marginal land that could have future employment uses. The subject land that is located at the south east corner of the Green Wedge sub-precinct and with over 500 metres of frontage to Frankston Dandenong Road, provides an excellent opportunity to meet the employment objectives that are outline in the strategy.

There are opportunities to create jobs through the rezoning of land on the periphery of Frankston Dandenong Road and by developing new and innovative home office and home workshop products that support the home business owner and perhaps the sole proprietor contractor to manage and overcome a wide variety of issues when working from home. By supporting owners to understand their town planning and local law obligations from the onset, residents are well position to build their lives within a new master-planned community that is based on life-work balance, recreation and well-being.

A new sustainable master-planned community on the subject property in Carrum Downs will achieve the employment objectives of the employment strategy by:

- Providing industrial areas (or equivalent and perhaps superior opportunities for green business) along Frankston Dandenong Road that do not exist or have reached capacity in the Carrum Downs area,
- Allocating and vesting up to 2 Ha of land in the Frankston City Council to permit and expansion of the Carrum Downs Recreation Reserve on the southern boundary of the subject property. This would assist Council in a future expansion of the reserve and facilities that would attract sports support and educational services in this precinct,

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including innovative home office and home warehouse living residential products within the development to support start-up home businesses and sole-trader contractors; and,

Introducing design controls to mandate energy-efficiency, solar power generation and the protection and/or enhancement of green space, roof top gardens and canopy.

Extractive Industries

The issues raised by the community regarding the existing extractive industry industries within the Green Wedge are varied and complex and the community has significant difficulty in understanding why extractive industries are afforded a sense of commercial protection under Green Wedges as is land that is reserved for public open space and cultural significance under this zoning. This report suggests a separate categorisation for land occupied by extractive industries and buffer zones that are privately-owned and incidental to same.

Recreation and Open Space

The Frankston City Open Space Strategy 2016-2036 identifies a need for additional recreational land in Carrum Downs and the Frankston City Sports Development Plan and Frankston City Recreation Strategy both support a view that Green Wedge land can play a major role in meeting recreation and leisure needs.

The development proposal of the subject property at 1005 Frankston Dandenong Road that abuts the Carrum Downs Recreation Reserve provides an ideal and unique opportunity that would allow Council to expand the recreation reserve by up to 2 Ha and this would allow for the delivery of a multi-sport reserve, an expansion of any pavilion/s and much needed car parking (refer to Figure 2 below). The development of a master-planned community that incorporates bike tracks and walking trails that are integral with the recreation reserve that will form the focus of a community that is founded on well-being principles is consistent with the objectives of the open space and recreation strategies.



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Figure 2

Suggested Model for the Characterisation of Green Wedge Land

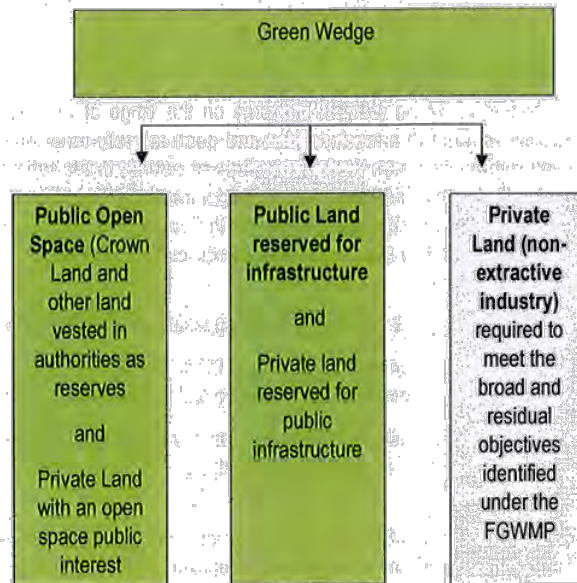


Figure 3

The identification and assertion by Government of Green Wedge land that is not incidental in assisting to meet the objectives of the Green Wedge Strategy will go a long way in restoring confidence in the management of same by the community. This was evident at the community meeting held on 14 September 2017. It is clear that the need to protect biodiversity, flora and fauna on public and private land is axiomatic and now well-settled and a sub-classification of Green Wedge Land highlighting this characterisation would be well received by the community.

The encumbering of private land by Government and agencies with no clear statement as to future interests was also raised as a concern at the meeting. The absence of clarity regarding strategic interests in the land and intention makes it difficult to plan for marginal agricultural business. There is also a perception that this 'looseness' provides the authorities with an opportunity to maintain an interest in private land in Green Wedges for these purposes without a clear position on their maintenance and upkeep responsibilities. A second sub-category of Green Wedge land outlining strategic infrastructure interests is also suggested. These two categories of Green Wedge land are shaded in green above.

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however, there is a need for a category of Green Wedge land where there is a discretion for Council and perhaps an administrative arm of Government that is vested with authority to assess planning applications from the development that aims to achieve the objectives of Green Wedge land in a contemporary context and is suggested that perhaps a new VCAT Green Wedge list could be created to consider planning applications that are assessed according to Green Wedge objectives and are then forwarded to the VCAT for a determination. Fees could be set according to the level of complexity of the application to be considered. This is shaded in grey under Figure 3 above.

Meeting Green Wedge Objectives under a new Development Proposal

The Development Proposal

A land budget of 32 Ha (subject property) on the fringe of the Urban Growth Zone and immediately adjacent to a much-needed and geographically-constrained sports precinct can meet and surpass the Green Wedge objectives as outlined in this submission. However, such proposals will require an amendment or a broader interpretation of Green Wedge controls and a commitment by an owner/developer to work with Council on achieving a responsible and viable outcome; both guided by the themes and objectives to achieve an exceptional outcome in a contemporary context.

The development proposal outlined below is suggested for consideration because of:

- its unique location on the fringe of the Urban Growth Zone and immediately adjacent to the Carrum Downs Recreation Reserve and Frankston Dandenong Road,
- the relatively small land holding that can be realised in the market and that can act as a "game-changer" in leading good design in new large scale master planned communities,
- the recognition of the importance of the Carrum Downs Recreation Reserve to the community and any responsible development proposal on the subject property; and,
- the owner's desire to work with Council to define the parameters of a development proposal that surpasses a modern interpretation of Green Wedge objectives noting that employment, open space and health and well-being are key themes of same.

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Figure 4

Expansion of the Carrum Downs Recreation Reserve

The 2006 Stratcorp Consulting report that presented a masterplan for the development of the Carrum Downs Recreation Reserve also reviewed the adequacy of the existing facilities at the reserve, sporting and services shortfalls to cater for then current and future needs and highlighted the need for a third multi-purpose facility in a central location; notwithstanding the shortfall in available recreational land.

An expansion of the Carrum Downs Recreation Reserve can only occur through the acquisition of land to the north or east and this provides an excellent opportunity to introduce a level of responsible development at the periphery of the Reserve that is located on the Urban Growth Boundary to build a community with the Reserve positioned as its main focus. It has been estimated that up to 2 Ha of additional land is required to allow for an additional multi-purpose sports field to be constructed on the Reserve by Council with an adequate level of car parking to service patrons.

RESPONSE TO THE FRANKSTON GREEN WEDGE MANAGEMENT PLAN (FGWMP) – ISSUES PAPER

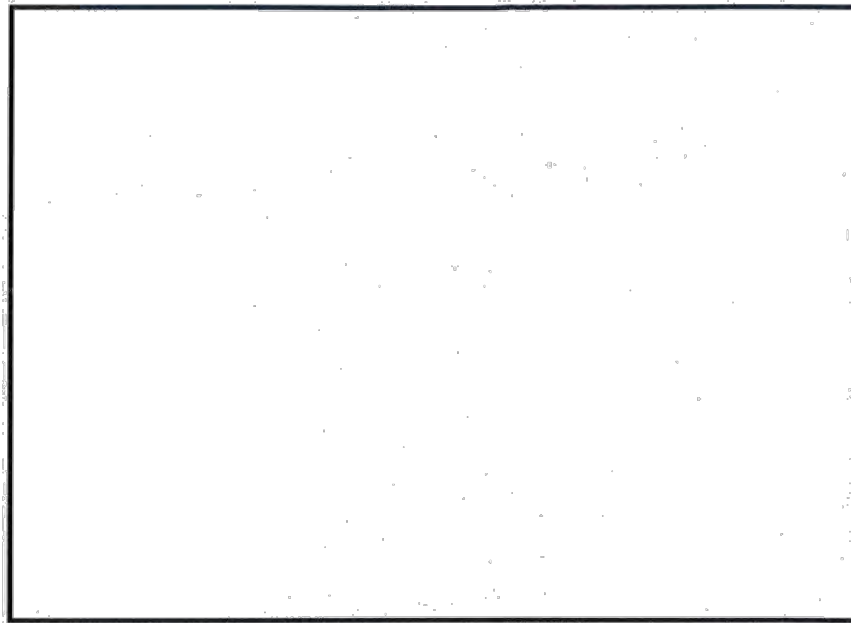


Figure 5 – Stratcorp Consulting 2006 Master Plan



Figure 6 – An example of multi-use facility that could be introduced at the Carrum Downs Recreation Reserve

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Figure 7 – Suggested road profile that could be adopted to showcase and Service the Carrum Downs Recreation Reserve and the proposed development.

Land budget, Development Plan, Concepts and Themes

Land Holding	32	Ha
<i>less</i>		
Public Open Space for the expansion of the Carrum Downs Recreation Reserve (includes car parking)	2	Ha
Gross Developable Land	30	Ha
Proposed Development		
Smart residential lots including small office/home office and warehouse office/home office with design controls	14.5	Ha
Super lots	6.5	Ha
New Green Employment Zone land (Frankston Dandenong Road)	4.8	Ha
Proposed Local Roads and Bike/Walking Trails	4.2	Ha

RESPONSE TO THE FRANKSTON GREEN WEDGE MANAGEMENT PLAN (FGWMP) – ISSUES PAPER

Table 1 – Preliminary Land Budget

Preliminary Development Concept Plan (for discussion)



Figure 8

Concepts and Themes (for discussion)



Figure 9 – Productive planting through the introduction of development design controls can achieve the objectives of Green Wedge.

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Figure 10



Figure 11

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Figure 12 & 13 – Innovative Small Office /Warehouse integrated with residential uses is a genuine and honest approach in assisting start-up business and entrepreneurs. An ability to separate legal title of the office or warehouse component from the residential dwelling (while precluding sale of the individual parcel) may allow the investment of the purchase of same through self-managed superannuation funds.

Next Steps and offer to further discussions about the proposed development form and proposed property transaction

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irstly, we would like to thank Frankston City Council for the opportunity to participate in a discussion about the positioning of Green Wedge land in the municipality and in anticipation in considering our submission.

Our proposal to develop the subject property and to support the vesting of land in Council for the expansion of the Carrum Downs Recreation Reserve will require significant consideration by both parties and we would like to suggest that an open and transparent conversation continues between parties following the receipt of this submission in the hope that due diligence can be undertaken by same and that there is sufficient confidence that the objectives of Green Wedge can be surpassed and adequately reflected in any design controls going forward.

1005 Frankston Dandenong Road Carrum Downs

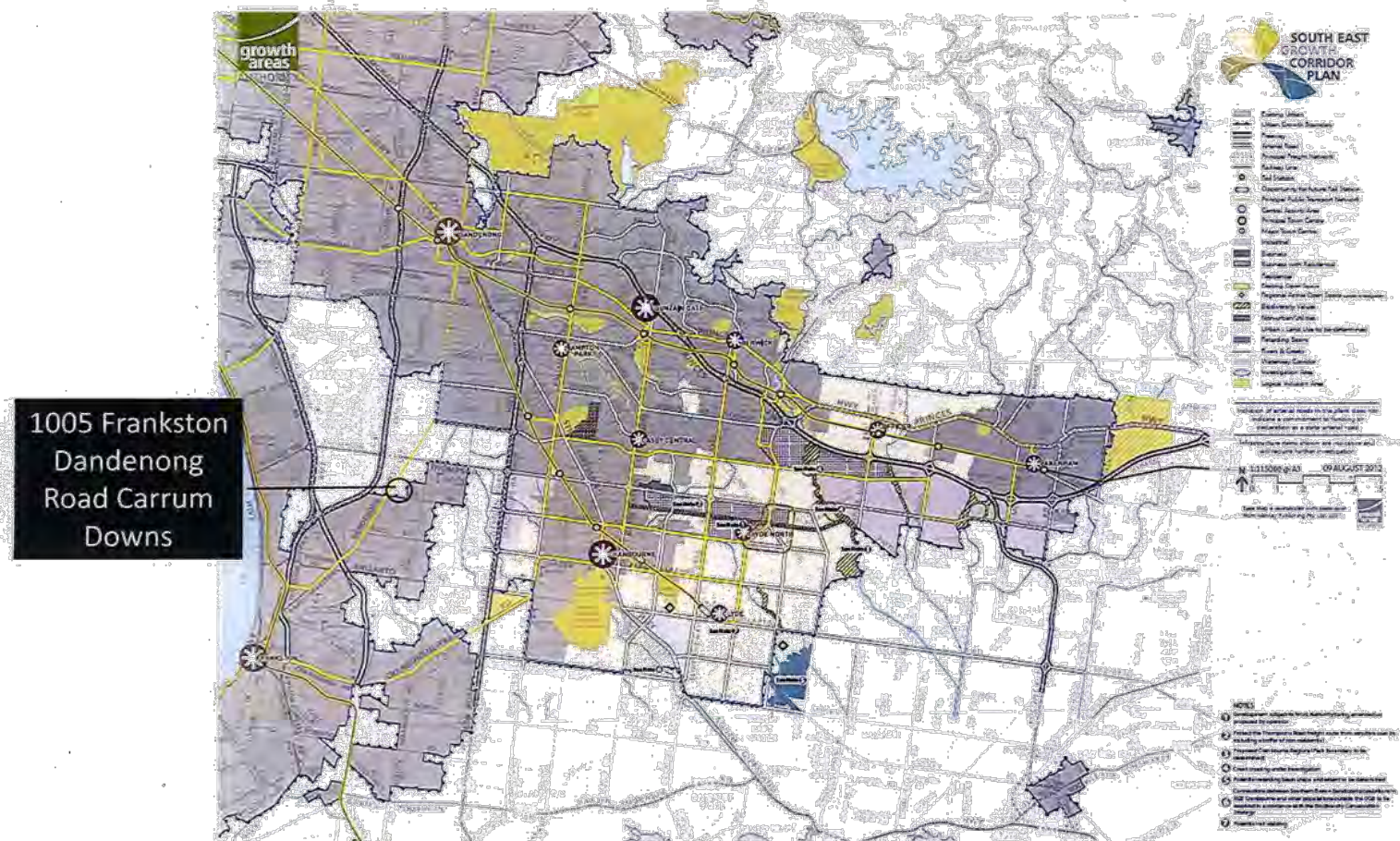
- 32.37 Ha of Green Wedge Zone land purchased by BFFS Investments (Vic) Pty Ltd in September 2014
- Represented by selling agent as “*positioned brilliantly in the boom grown corridor, awaiting possibilities both now and into the future*”.



Why are we here?

Invited by the Responsible Planning Authority to participate in the review of the Frankston Green Wedge Management Plan that gave us an opportunity to:

- Listen to the community and provide our views about how Green Wedge Zone land can be better managed; and,
- Attempt to demonstrate that there are clear and compelling public benefits in supporting an adjustment to the UGB boundary with sufficient controls imposed upon the land that will achieve the objectives of the Green Wedge Zone in this location and the draft Frankston Housing Strategy .





Role of Green Wedges

(Melbourne 2030)

- Opportunities for agricultural uses such as market gardening, viticulture, aquaculture, farm forestry and broad-acre farming
- Preserving rural and scenic landscapes,
- Preserving conservation areas close to where people live,
- Preserving renewable and non-renewable resources and natural areas such as water catchments,
- Providing and safeguarding sites for infrastructure,
- Allowing industries such as sand and stone extraction to operate close to major markets,
- Enabling the development of networks of open space; and,
- Providing opportunities for tourism and recreation.

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(Melbourne 2030)

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- Allowing industries such as sand and stone extraction to operate close to major markets,
- Enabling the development of networks of open space; and,
- Providing opportunities for tourism and recreation.

Contemporary needs

- Employment opportunities
- Affordable housing and diversity



Our vision:

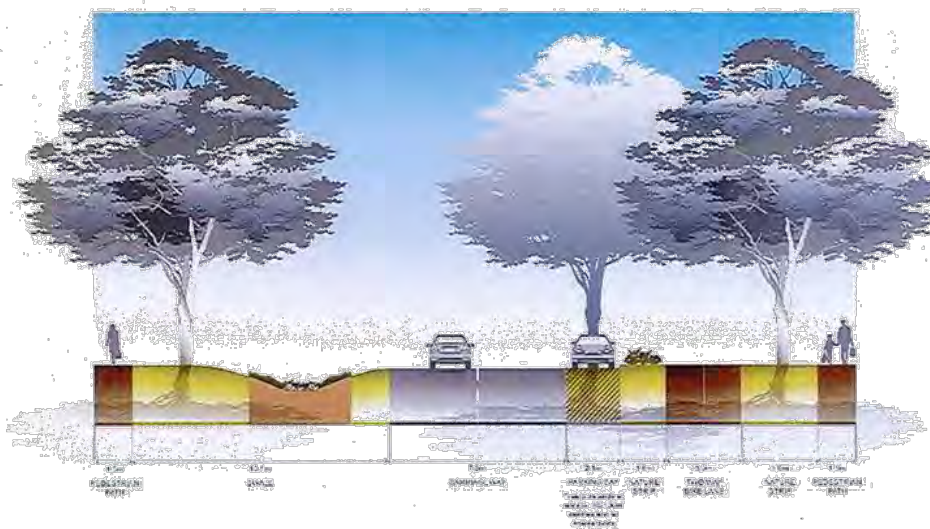
To create a community with a focus on health and wellbeing by:

- Increasing and enhancing recreational spaces & activities
- encouraging the benefits of agriculture through controls that require each household to support productive-planting practices and education.
- Promoting energy efficiencies and water conservation through the use of design controls that mandate a seven star rating.
- Allocating 10% of all residential lots created to registered housing associations (or equivalent) for affordable housing.
- Develop innovative products such as SOHO and WOHO to encourage self-employment.

Our vision



Recreation and Open Space Links



Agriculture / productive planting





Affordability	Transparency	Sustainability	Deliberative Design	Community Contribution
✗ Capped project profits	✓ Transparent project costs to investors and purchasers	✓ 100% fossil fuel free building operations, e.g. via an embedded energy network	✓ Meaningful and informed participation from future home owners across the project, from design through to settlement	✓ Contribution back to the local urban community through the creation of connected communities, active street frontages, fine-grain and tactile pedestrian experience for passers-by and engagement with tenants who can provide third spaces
✓ Designed to reduce operating and maintenance costs	✓ Transparent governance and decision-making processes	✓ Minimum 7.5 star NatHERS thermal rating	✓ Purchasers given real cost information during the design process to support informed decisions	
✓ Removal of unnecessary inputs, e.g. marketing activities and display suites		✓ Water harvesting and productive gardens		
✓ Covenant on resale to ensure affordability is passed on				

Mandated 7 star homes, solar and water conservation measures and innovative products



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From: website@frankston.vic.gov.au
Sent: Thursday, 28 September 2017 4:52 PM
Subject: Have Your Say Submitted

Have Your Say Topic: Frankston Green Wedge Management Plan

Contact Name:

Contact Postal Address: Frankston Sth

Contact

Daytime

Telephone No:

Contact Email:

Your Feedback:

The biodiversity, food production, scenic and cultural values of Green Wedge areas need to be protected from development. Biodiversity and Nature Conservation *Permanently establish the Urban Growth Boundary and declare non urban areas "out of bounds" in order to protect their environmental and landscape values. *Applications for uses such as Churches, commercial hotels and restaurants, which are more suitable in urban areas, should not be allowed in Green Wedge areas. *Maintain and enhance the corridors within the landscape, which allow fauna to move about in search of food, shelter etc. *Encourage property owners to enhance the environmental value of the land by planting more native trees/vegetation and by eliminating any weed species, thus helping regenerate the area for the benefit of the community. *Include Frankston South's Nature Conservation Reserve in the Green Wedge. Economic Development *Do not allow agricultural land to be utilised for uses best suited to urban areas. Eg. Churches, Indoor sports centres, Hotels and Restaurants. *Do encourage some low impact primary industry businesses. Eg. Boutique cheese production, honey production, etc *Do not allow land to be subdivided into sizes that make agricultural activities unviable. Recreation and Open Space Allow passive recreation activities. *Support/Encourage outdoor activities such as walking or bikeriding along designated trails/paths. Industry *Rehabilitate extractive industry sites. *Encourage renewable energy enterprises.

22

From: website@frankston.vic.gov.au
Sent: Thursday, 28 September 2017 4:54 PM
Subject: Have Your Say Submitted

Have Your Say Topic: Frankston Green Wedge Management Plan

Contact Name:

Contact Postal Address:

Frankston Sth

Contact

Daytime

Telephone No:

Contact Email:

Your Feedback:

The biodiversity, food production, scenic and cultural values of Green Wedge areas need to be protected from development. Biodiversity and Nature Conservation *Permanently establish the Urban Growth Boundary and declare non urban areas "out of bounds" in order to protect their environmental and landscape values. *Applications for uses such as Churches, commercial hotels and restaurants, which are more suitable in urban areas, should not be allowed in Green Wedge areas. *Maintain and enhance the corridors within the landscape, which allow fauna to move about in search of food, shelter etc. *Encourage property owners to enhance the environmental value of the land by planting more native trees/vegetation and by eliminating any weed species, thus helping regenerate the area for the benefit of the community. *Include Frankston South's Nature Conservation Reserve in the Green Wedge. Economic Development *Do not allow agricultural land to be utilised for uses best suited to urban areas. Eg. Churches, Indoor sports centres, Hotels and Restaurants. *Do encourage some low impact primary industry businesses. Eg. Boutique cheese production, honey production, etc *Do not allow land to be subdivided into sizes that make agricultural activities unviable. Recreation and Open Space Allow passive recreation activities. *Support/Encourage outdoor activities such as walking or bikeriding along designated trails/paths. Industry *Rehabilitate extractive industry sites. *Encourage renewable energy enterprises.

23

From: website@frankston.vic.gov.au
Sent: Thursday, 28 September 2017 4:57 PM
Subject: Have Your Say Submitted

Have Your Say
Topic: Frankston Green Wedge Management Plan

Contact Name: 1

Contact Postal Address: Frankston South

Contact

Daytime

Telephone No:

Contact Email:

Your
Feedback:

The biodiversity, food production, scenic and cultural values of Green Wedge areas need to be protected from development. Biodiversity and Nature Conservation *Permanently establish the Urban Growth Boundary and declare non urban areas "out of bounds" in order to protect their environmental and landscape values. *Applications for uses such as Churches, commercial hotels and restaurants, which are more suitable in urban areas, should not be allowed in Green Wedge areas. *Maintain and enhance the corridors within the landscape, which allow fauna to move about in search of food, shelter etc. *Encourage property owners to enhance the environmental value of the land by planting more native trees/vegetation and by eliminating any weed species, thus helping regenerate the area for the benefit of the community. *Include Frankston South's Nature Conservation Reserve in the Green Wedge. Economic Development *Do not allow agricultural land to be utilised for uses best suited to urban areas, Eg. Churches, Indoor sports centres, Hotels and Restaurants. *Do encourage some low impact primary industry businesses. Eg. Boutique cheese production, honey production, etc *Do not allow land to be subdivided into sizes that make agricultural activities unviable. Recreation and Open Space Allow passive recreation activities. *Support/Encourage outdoor activities such as walking or bikeriding along designated trails/paths. Industry *Rehabilitate extractive industry sites. *Encourage renewable energy enterprises.



28 September 2017

Frankston Green Wedge Management Plan
"Have your Say"
Frankston City Council
Strategic Planning Department
PO Box 490
Frankston VIC 3199

Dear Council,

**Frankston Green Wedge Management Plan
Issues Paper**

Schutz Consulting acts for [redacted] who has an interest in the land known as 54-84 and 28 Stotts Lane, Frankston South in Frankston's Green Wedge. This correspondence is for the purpose of providing comments on Council's Green Wedge Management Plan Issues Paper prepared by SJB Urban (June 2017).

We have also registered our interest in participating in the preparation of Frankston's Green Wedge Management Plan through our recent attendance at the Information Session held at the Frankston Football Club on 14 September 2017.

As set out in SJB Urban's Issues Paper, a Green Wedge Management Plan outlines the specific vision, objectives and actions for the sustainable use and development of the Green Wedge. Further, the Green Wedge is defined as land outside an Urban Growth Boundary, and that the Green Wedges were created to safeguard areas for agriculture, biodiversity, heritage and landscape conservation and to preserve locations for service industries and infrastructure away from urban uses.

Our client's main submission in relation to Frankston's GWMP process is that preparation of the plan should commence with an analysis of the suitability of land in the City of Frankston for inclusion in the Green Wedge. The outcome of this preliminary process should be to confirm or otherwise the continued inclusion of land within Frankston's Green Wedge.



Our client's land at Stotts Lane, Frankston South, is an example of land where its inclusion in the Green Wedge is unwarranted. Following the construction of Peninsula Link the land is a fragmented part of the Green Wedge sandwiched on all sides by urban development with negligible, if any, Green Wedge values both in terms of its future potential use and environmental credentials. Attachment A to this submission clearly shows how the small fragmented part of Frankston's Green Wedge is sandwiched by urban development.

This assessment of the land has been recognized on several occasions now:

- Originally in relation to Amendment C1 (March 2001) where Planning Panels recommended the adoption and approval of the Amendment which sought to rezone the land bounded by Stotts Lane to the west, Baxter-Tooradin Road to the south, the Peninsula Link to the east, and the Tahnee Lodge Estate to the north, from Environmental Rural Zone to Residential 1 Zone. Despite this recommendation, the land was arbitrarily excluded from inclusion within Melbourne's urban area when the Urban Growth Boundary was introduced overnight.
- Most recently, in February 2014, when Council resolved to request the Minister for Planning for authorization to prepare a similar Amendment to Amendment C1, known as Amendment C98, which proposed inclusion of the land in the Urban Growth Boundary and the Neighbourhood Residential Zone. Council's support for rezoning the land was based on expert reports prepared by flora and fauna, cultural heritage, agricultural, economic, acoustic, hydrogeological, and engineering experts. Despite Council's support for Amendment C98, the Minister for Planning refused to grant authorization on the basis that the Amendment should be considered as part of the broader process of reviewing the Urban Growth Boundary.

It is submitted on behalf of our clients, that Council should be prepared and on the front foot when this inevitable broader review of Melbourne's Urban Growth Boundary occurs rather than being caught off guard and subject to a centralized planning process with Council having limited input. That is, Council should decide in advance what land should be removed from its Green Wedge for lack of values rather than having the decision made for it by State Government's bureaucracy.

The inclusion of this analysis within Frankston's GWMP legitimately falls within the scope of Council's current GWMP process and the guidance provided in DELWP's Planning Practice Note 13 (PPN13) relating to preparation of Green Wedge



Management Plans by Councils. Specifically, paragraph 4 at page 3 of this guidance under the heading "What is expected for green wedges?" provides that in articulating the strategic direction for the green wedge through the relevant planning scheme, Council should confirm the green wedge zoning and the schedule to these zones. Clearly, in order to do this, Council must first determine whether land is appropriate for protection and continued inclusion in the Green Wedge.

It is requested that as a stakeholder within the Green Wedge, Council continue to involve our client in its process of finalizing the Green Wedge Management Plan.

If you have any queries, please contact me by phone on _____ or by email at _____

Yours faithfully

Schutz Consulting



From:
Sent: Friday, 29 September 2017 1:11 PM
To: Green Wedge
Subject: Frankston Green Wedge Management Plan

I am responding to the issues paper, and wanting to provide input into the process for developing Frankston's Green Wedge Management Plan.

I am a Frankston resident, and feel very strongly that the South East Green Wedge must be protected. If the Green Wedge is lost, we most likely will not be able to replace it.

I would like to see protections around Urban Growth Boundary and Green Wedge strengthened. If this is done well, it should:

- Discourage inflated land value and land banking
- Provide certainty for people who wish to live, farm or run other compatible businesses in the Green Wedge

I support looking at ways that people living and farming in the Green Wedge can be supported to ensure that it is sustainable for them to remain in the Green Wedge. For example, looking at ways that rates can be restructured.

We need to avoid setting precedents for land banking speculation. An example of this is the proposed development in Cruden Farm, which should not be allowed for this reason.

All use of land in the Green Wedge should be sustainable and compatible with protecting the Green Wedge's integrity. We cannot afford for the boundaries and usage to creep, because it will undermine the value of the Green Wedge.

I support light recreational, sporting and other business uses in the Green Wedge, so long as they do not negatively impact on the existing protected flora and fauna, habitat corridors, open space and long term agricultural viability of the land.

It would however be even better to actively encourage and offer incentives for using the Green Wedge for Trust for Nature, native vegetation offsets, etc. to improve habitat value and long-term preservation of open space.

Encouraging and protecting agricultural usage is also important. I don't think there is enough emphasis in the issues paper on the importance of retaining agricultural land. This is just as important as protecting areas that are already considered valuable for their wealth of native animals and vegetation.

I have heard people say that our needs have changed since some of this land has been put aside. I completely disagree; now more than ever it is critical that we protect the natural environment to ensure no further loss of native flora and fauna species, and our own health and well being.

I support seeking expert advice during this planning process on how best to protect the native animals and vegetation that live in the Green Wedge. It is important to prioritise this to make it possible to act on it quickly, and ensure it is taken into account in the final version of the management plan.

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**Precinct 2 (Two)
Land Owners Submission
Frankston Green Wedge Management Plan**

**Frankston City Council
Strategic Planning Department**

Submission:

This document is in response to Frankston Council's request for input to the future of the South Eastern Green Wedge Zone.

It provides a vision from the land owners of Precinct 2 (two) in the Frankston Green Wedge Zone for the future possibilities of maintaining a form of the Green Wedge Zone.

Skye Landowners Group is currently a group of the large lot land owners located within, and now known as, Precinct 2.

The names of the land owners are attached as per appendix one, and are united in this proposal and their willingness to work with the Council towards a common goal connecting the community.

Total area of land inside Precinct 2 is **11,151,000 metres²** and can be seen, as per appendix two, which also includes the holdings of the land owners.

Objectives:

- Establish an overarching and holistic vision for Precinct 2 whilst ensuring our unique and specific issues & assets are appreciated and captured
- Acknowledge and work within the Environmental Ministers Green Wedge Management Plan
- Provide scope for change & enhancements to the land through our vision
- Allow for a clear, connected and inclusive growth path in partnership with the Frankston Council
- Make better use of existing assets both natural and economic
- Demonstrating & explaining a better use and better plan

Vision:

Define Precinct 2, as the ***“connectivity precinct”***

A connected community that is environmentally enhanced, sustainable and resilient; based on lifestyle and liveability, socially and economically strong; engages a safe and healthy community; exploring the vast opportunities that exist, link and depend upon Precinct 2

- Utilise existing natural assets, culture and heritage sites
- Make Green Wedge Living assessable to a larger number of the population
- Large areas of open plan rural living with 1 – 4-hectare blocks interconnected with pedestrian, bike, horse and bio-diversity trails and links between resources.
- Lifestyle living neighbourhood
- Coupled with low & medium density residential housing
- Utilise existing commercial and business assets such as; Sandhurst Golf Club, KCC State Dog Park, Equestrian Centre and Western Port Highway businesses park promoting further opportunities
- Provide for business opportunities along Western Port Highway supporting the rural blocks
- Expand opportunities to provide sporting & recreational facilities
- Enhance or create community assets
- Create & include mixed-use neighbourhoods, such as multi-purpose / duo live-work areas and rural & lifestyle blocks and farmlets
- Partner and work with the Frankston Council & State Government to allow for and provide pocketed affordable housing solutions
- Provides a range of housing & business types at varying densities between the Western Port Highway & existing residential areas
- Realise the potential, it provides to value add to the land applying a “net economic gain” to the local neighbourhood, community, Frankston Council and State Government

Where large distances between identified existing natural assets occur, community based and/or recreational facilities should be strategically placed in-between the two points to assist and further encourage a theme of connectivity.

Combined bio-diversity, habitat corridors, horse, bike and walking trails will inter-connect people with nature, recreational & community areas, residential and businesses. Making use of existing easements including the gas pipeline, Eastern Contour & Rodds drain, creeks, streams to fully realise & maximise the natural value available.

With a common theme and use, this would promote the entire community to have a pride and ownership to not only maintain but enhance and protect the connecting community assets.

How & why this will work:

- Smaller lots sizes provide for a greater opportunity to share both the stewardship and ability to support and enhance existing natural resources
- Rural and lifestyle blocks & farmlets promoting a greener climate friendly approach to living and land management
- People will be living in a 20-minute neighbourhood – where they can walk, cycle, access public transport or easily commute to their jobs and everyday needs
- Facilitate a whole-of-community approach to the delivery of a productive social infrastructure and economic participation
- Neighbourhood designed around environmental & fiscal self sufficiency
- Recreational & community use facilities connecting, utilising & promoting:
 - Existing Equestrian Centre, Golf courses & KCC State Dog Park
 - Network of pedestrian-friendly & cycling links for daily life commuting
 - Connecting trails from farmlets to the mixed-use community
 - Vibrant leisure and neighbourhood activity centres
 - Community gardens designed to promote health and education
 - Significant and productive landscapes
 - Accessible, high-quality, local open spaces
 - Biodiversity & nature conservation
- Current businesses experiencing economic growth linked with key industrial precincts that offer great access to jobs, services and public transport
- Thoroughfare from City to the Mornington Peninsula contributing economically at a micro and macro level
- Neighbourhood working within the criteria and guidelines will enhance the Green Wedge

Leveraging Proximity:

- Ability to provide further business areas, no longer available in Carrum Downs
- Ability to supplementing further commercial and business areas within close proximity to Cranbourne West Business Precinct
- Key pieces of land currently held to provide unbroken biodiversity links between neighbouring Green Wedge areas
- Transport gateway, current & major improvement underway
- Western Port Bay freight hub, including rail and road

Available Resources:

- Power
- Sewerage
- Melbourne Water Eastern Treatment Plan (recycled water)
- Gas
- Artesian water table

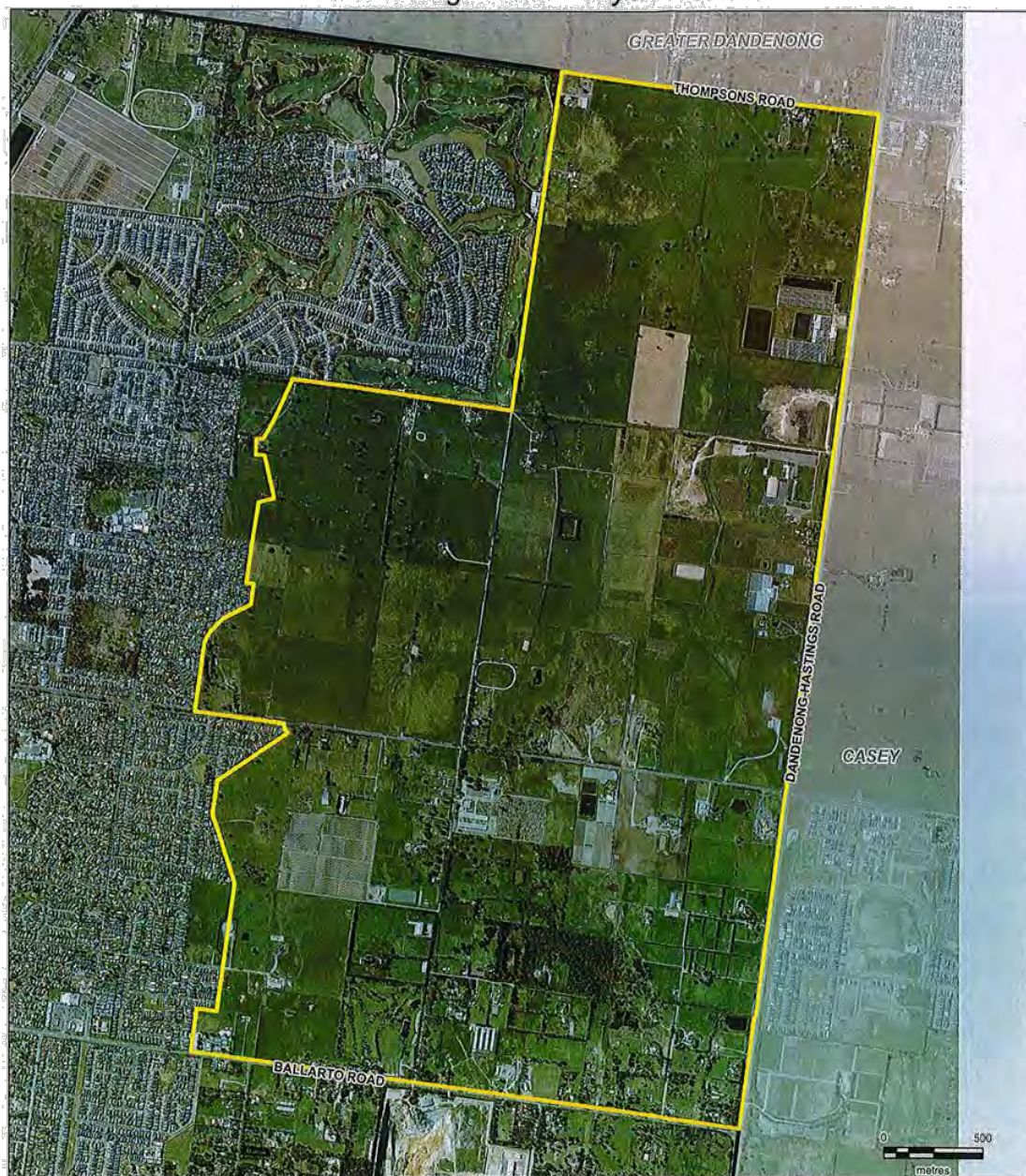
Adjacent Assets:

- The Pines
- Seaford Wetlands (Ramsar listed)
- Carrum Downs Regional & Carrum Downs Shopping Centre's
- Carrum Downs Industrial Estate
- Cranbourne West Business Precinct
- Botanical Gardens Cranbourne
- Eastlink & Peninsula Links
- Rail network – existing, with potential rail link Infrastructure to Hastings

Conclusion:

- We have the opportunity to provide a pre-eminent and connected neighbourhood and community within Frankston City Council
- Precinct 2 is the obvious choice for the council to showcase world class and best-practices use of land, creating immediate economic growth through repurposing of land, whilst a focus on the future both in protecting and enhancing natural existing assets supported with thriving businesses and sporting facilities providing jobs as we move towards Melbourne 2050
- The environment will benefit by having more people, the neighbourhood and community sharing the connected responsibility of looking after it
- Precinct 2 land owners have the vision, size and willingness to both work together and with the council.
- We invite the community, Frankston City Council and the State Government to share and connect to our vision for the future

Frankston City Council Green Wedge Area - Skye Precinct



Legend

-  Urban Growth Area
-  Frankston City Council Boundary



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23/03/2016

27

From: ..
Sent: Friday, 29 September 2017 2:46 PM
To: Green Wedge
Subject: Green wedge

This is one of Frankstons' most important documents.

The Green Wedge is widely acknowledged as Melbourne's lungs, yet many residents are unaware of the importance of their protection until an unwanted development threatens their area. More awareness needs to be to the forefront for all residents.

IT IS MOST IMPORTANT TO PERMANENTLY PROTECT THE GREEN WEDGES FREE FROM POLITICAL INTERFERENCE AT THE WHIM OF A POLITICAL PARTY, FOR ONCE IT HAS GONE, THERE CAN BE NO REPLACEMENT.

I wonder why the South Frankston Reservoir has not been included in the Green Wedge.

Thank you.

Frankston, 3199

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Once it's gone, it's gone!

The decisions that this Council makes will have impact on future generations, potentially for centuries.

So it is vitally important that the Green Wedge Management Plan (GWMP) being formulated takes a long-term view, and one that will protect this precious (diminishing) resource for future communities, and allow precious green space to be enjoyed by residents and visitors alike for years to come.

Recent news of a desire to develop part of Cruden Farm for residential properties highlights that without a very clear GWMP, that is strictly adhered to, chunks of the Green Wedge will disappear, bit by bit, until it no longer exists.

I believe that priorities for the Plan should be:

- Retaining the existing Urban Growth Boundary. This should be reiterated in the GWMP to give surety to all stakeholders, and prevent land speculation.
- To comprehensively rule out Industrialisation. This has already occurred at the fringes, and will continue to creep as land is sought after. The boundaries of the Green Wedge need to be absolutely immovable.
- Ensuring connectivity between habitat areas. For the fauna already existing, this is vital to ensure better outcomes for their surviving and thriving.
- To introduce significant penalties for landowners who take any action that impacts on the 'greenness' of their property, whilst at the same time restructuring the Council Rates on these properties to provide incentives to maintain the natural heritage and/or improve the agricultural potential.
- To encourage agricultural and horticultural development. If you want increased employment in the area, here's the best place to start.

The ability to walk through, explore and relax in and amongst native vegetation is an important contributor to my positive mental health and I'm sure that of many other local residents and visitors. It is so important that we retain and improve the Green Wedge in the City of Frankston, and I trust that this GWMP will take the necessary steps to protect it unequivocally from encroachment of residential or industrial usage.

, Frankston

29/9/17



From:
Sent: Friday, 29 September 2017 4:31 PM
To: Green Wedge
Subject: Frankston green wedge management plan

One of the wonderful things about science is it tells you what you need to know and removes bs from the argument
Please listen very closely at all times to the environmental science when formulating green wedge management plans and always be aware of the consequences of environmental degradation on future generations

30

From:
Sent: Friday, 29 September 2017 8:18 PM
To: Green Wedge
Subject: Green Wedge Management Plan

I have listed some points on the management of the Green Wedge for consideration in developing the Plan.

- Once Green Wedges are destroyed or significantly altered it is close to or actually impossible to restore these areas to agricultural or natural heritage values. Hence, protection and strong planning that preserves the principles of the green wedge are not negotiable/
- Land use within the Green Wedge is just as important as retention of the Wedge itself. Structures must not be allowed to turn the Green Wedge grey. This includes preventing further alienation of the "Green" by development, including residential (such as Sandhurst) greenhouses, advertising (as per Eastlink), formalised recreation facilities, intensive agriculture and warehouses. A key element of the green wedge is the green.
- Preservation of the existing Urban Growth Boundary is vital to the protection of the Green Wedge. This must be supported in the GW Management Plan and "set in stone" to prevent property speculation in the remaining Green Wedge, leading to inflated prices, and inflated rates for owners wishing to respect and preserve their part of the Green Wedge.
- The residential development of part of Cruden Farm must not be permitted as it sets a precedent for property speculation.
- Active encouragement of open land agriculture and horticulture in the Green Wedge, recognising its economic benefit to the region, including local employment.
- Encourage high-value green use such as viticulture.
- Active encouragement of and incentives for using the Green Wedge for Trust for Nature, native vegetation offsets, etc. to improve habitat value and long-term preservation of open space.
- Establish lasting habitat corridors for species protected under the Flora and Fauna Guarantee Act.
- Degraded Green Wedge areas with potential conservation values can be reforested and/or restored towards their original state providing security for the significantly high conservation values. Fostering highly connected habitat areas ensures better outcomes for those species already found in Green Wedge areas as well as for tourism into the longer term in the municipality.
- Support the recommendations from the Biodiversity & Nature Conservation chapter of the Issues Paper in full and for these actions to be undertaken in consultation with local aboriginal representatives.
- Maintaining Green Wedge areas encourages increased passive and some active recreational use which delivers better health options to residents and visitors to the municipality.
- Frankston Council should investigate a rating scheme for landholders in Green Wedge zones to maintain the natural heritage and agricultural potential of their land as well as to reflect the reduced burden on Council of service provision to these areas.
- Financial disincentives through bylaw fines or other charges for landholders who take any actions to reduce the Green Wedge values of their landholdings.

Frankston

**A
SUBMISSION
ON**

FRANKSTON GREEN WEDGE MANAGEMENT PLAN

FOR

CARRUM DOWNS GROUP PRECINCT ONE (1)

SUBMITTED TO

**FRANKSTON CITY COUNCIL
PLANNING ENVIRONMENT DEPARTMENT**

SUBMITTED BY

ANDREW CONSTANTINOU

Thank you for the opportunity to provide input into the planning process and the development of the Frankston City Council Green Wedge Management Plan (GWMP). We have been liaising with the Planning and Environment Department in Frankston Council since 2016 waiting for this process to commence and looking forward to the opportunity of taking part. The Frankston City Council GWMP Issues Paper has provided a good insight on the considerations that Council will work through as part of the exercise. The initial Information Meeting on the 11th September 2017 provided further clarification on the process Council plans to follow and the associated timeframes albeit that the timeframes have now been reset. By being actively involved in all four (4) GWMP Community engagement meetings in October and November 2017, we clearly understand the role of strategic planning is with the Planning and Environment Department of Council and that council's goals cannot be achieved without input from the community and the use of privately owned land.

Over recent times there have been a number of improvements within the Frankston Council boundaries including the recently establishment of Sandhurst. Sandhurst has set a benchmark for this area of Frankston. We've seen a step improvement in our area with world class facilities and the attraction of new residents and many of them being with families adding positively to the neighbourhood's demographics. We would like to see that standard of advancement continue in our area and have formed a group called the 'Carrum Downs Group' in order to voice our views.

The Carrum Downs Group includes residents in McCormicks Road, Thompson Road and FrankstonDandenong road, Carrum Downs. In total, The Carrum Downs Groups represent in the order of 200 acres / 80 hectares and 11 land owners. The table below summarises the land owners that have come together to form the Carrum Downs Group.

Road	Number	Name
McCormicks Road	475	Available upon request
McCormicks Road	465	Available upon request
McCormicks Road	455	Available upon request
McCormicks Road	435	Available upon request
Thompson Road	540	Available upon request
Thompson Road	530	Available upon request
Thompson Road	520	Available upon request
Thompson Road	510	Available upon request
Thompson Road	500	Available upon request
Frankston - Dandenong Rd	905	Available upon request
Frankston - Dandenong Rd	915	Available upon request
Frankston - Dandenong Rd	945	Available upon request

The dark green infill in the aerial insert below includes the area that the Carrum Downs Group represents. It's clear that various types of residential development continue to expand right up to the borders of our properties and has created the situation for this next section of land to be put forward for consideration of re-purposing.



NOTE: Dark Green infill is area represented by the Carrum Downs Group.

We see this area suitable for re-purposing for a number of reasons. Located on the northern end of the Frankston Council footprint Carrum Downs can be accessed by following the Monash (M1) Freeway out of Melbourne which continues onto the South Gippsland Hwy then exit onto McCormicks road. Alternatively the Eastlink (M3) also takes you to a Thompson Road exit and then head west.

A primary benefit of development in this area is that any increase traffic that is as a result of new occupants doesn't cause congestion to Frankston city. This development being on the outer northern extremity and on the closest end towards the City of Melbourne avoids any through traffic that any re-purposing elsewhere in the Franktown council area may cause.

The widening of Thompson Road and McCormicks Road, Carrum Downs has been discussed for some time now and these works seem to have commenced. These welcome improvements will help with easing the traffic and congestion on both these roads. McCormicks Road in particular has progressively been repurposed mostly with housing commencing from the intersection of Ballarto Road up until it reaches the properties represented by the Carrum Downs Group. This raises the point of should this remaining land represented by the Carrum Downs Group remain in the Green Wedge?

The residents at 435, 455, 465 and 475 McCormicks Road have their homes facing McCormicks Road. Relative to the size of the land of each lot the houses have been built very close to McCormicks Road. When these homes were built McCormicks Road was a low traffic unsealed road that was mostly used by the few residents as access to their properties and as an alternative to the adjacent main roads. Today the front windows of these homes are kept closed due to road traffic noise and dust that's raised due to the higher movement of vehicles. The same applied to most of the residents represented by the Carrum Downs Group. With most of the homes residing close to the road the residents in this area already feels like these homes lacks the characteristics of the Green Wedge.

The Sandhurst development is a destination location for Frankston. It has increased employment opportunities for many local residents. It has encouraged visitors and tourism by hosting a number of events. It has provided 1319 houses showcasing a high standard of quality housing. As this development is directly against the properties represented by the Carrum Downs Group we see that a further development of new communities and re-purposing will add to the highly regarded landscape and the character that Sandhurst has been able to provide.

The Frankston Planning Scheme names an additional 10,200 dwellings to house Frankston City projected population by 2031 as a key issue. We believe that the area that the Carrum Downs Group makes available allows for urban growth boundary reconsideration to enable planning for population growth in line with Frankston City objectives.

Although we have formed a community group to voice our collective view we are first and foremost a group of Frankston Council residents that would like our view considered as part of the integrated planning process that considers the best options for the future. We would like to see a fair and objective consideration for our submission. We would like to continue working collaboratively with Frankston Council to get the best outcome. We are prepared to fill in any information gaps that Council requests and provide supplementary information and assist Council in undertaking any research that would assist in informing Council.

We view that currently in Precinct One (1) there are a number of unique diverse areas. We believe that the Dandenong-Frankston Road provides a clear parting between these unique areas. The Seaford Wetlands is recognised as an international conservation area and the appropriate controls should in place to protect these conservation values. There is also an opportunity to rethink if there's a prospect to enable the growth of the Industrial area in Carrum Downs as its reaching capacity.

Whereas the land represented by the Carrum Downs Group has less constraints and unique characteristics making it more suitable for a better purpose of use. This may be a catalyst for Council

to consider a Precinct approach that formally acknowledges these differences and identifies control that best suits for example an area covered by Precinct 1a and Precinct 1b.

For this reason we believe that the land represented by the Carrum Downs Group should not remain in the Precinct 1, Carrum Downs / Seaford Wetlands of the Green Wedge. This exercise provides the opportunity for council to consider new activities, new usage that is not currently allowed by the current zoning. We understand that a separate proposal is being prepared and will be presented to council for 1005 Frankston - Dandenong Rd, Carrum Downs. That proposal jointly with this proposal provides Council the opportunity to reconsider alternative uses for the Precinct One (1) land that is West of Frankston - Dandenong Rd, Carrum Downs.

At the Information Meeting on the 11th September 2017 there were discussions about coming up with a more sensible management arrangement to address the inconsistent patch work of zones and disparate uses. We would like some of the learning from similar work that has been done by other councils on fresh ways of managing conflicting uses are applied to this review.

By getting community agreement we believe that we are working with council providing a unified view on what is seen as an area fragmented in terms of ownership and current usage. Often consensus by a large group of landowners is one of the challenges for Council when planning for new zones, new overlays and changes to planning controls for the urban growth footprint and urban growth boundaries. We trust that Council sees that the work that the Carrum Downs Group has done in this regard as an enabler and demonstrates support for changes such as these.

In closing we trust that our input into the development of the Frankston City Council GWMP at the four (4) GWMP Community engagement meetings and by submitting this paper works toward assisting Frankston Council and the community at large in achieving its goals and is seen as valuable input. We seek to work with the Planning and Environment Department in Frankston Council as part of this process to make available suitable land area for re-purposing.

We are willing to support Council with any other material, studies and reports that Council see necessary to assist council with its planning exercise. At a number of the GWMP Community engagement meetings there were comment regarding a Precinct by Precinct approach and would welcome further information on how that approach could be further explored. We are open and welcome to any further discussions and feedback.

The Carrum Downs Group Precinct One (1) representative is Andrew Constantinou contactable on 0408 888 999. All correspondence to be sent to 455 McCormicks Road Carrum Downs and e-mail, carrumdownsgroup@gmail.com.

Prepared by: Andrew Constantinou, mbl:0408 888 999

32

From:
Sent: Friday, 29 September 2017 10:11 PM
To: Green Wedge
Subject: Green Wedge Management Plan Public Consultation

Hi,

Thank you for inviting public input into the Frankston Green Wedge Management Plan. I would like to provide the following feedback:

1. As someone who grew up in Nillumbik (which actively promotes itself as the 'green wedge shire') and has moved into the south-east only recently, I was surprised to find out that we have our very own green wedge and I think that the features of this area should be promoted more to our residents. The Green Wedge has benefits for tourism, local amenity, food security, biodiversity, local employment and more, and must be protected.
2. I would like to see a more holistic approach to managing the south-eastern green wedge, including cooperation between the councils that have green wedge land and recognition of its broader importance to Melbourne. I would like to see this addressed in Frankston's Green Wedge Management Plan.
3. The current and potential ecological value of the area needs to be recognised, protected and enhanced. For example, the Edithvale Wetlands are an internationally important sanctuary for birds and the issues paper recognises 40 plant and animal species as protected under the Flora and Fauna Guarantee Act. I would like to see a focus on establishing and maintaining habitat corridors and habitat connectivity, particularly for these priority species. A crucial part of this will involve restoration of degraded green wedge areas that have high potential conservation value to reduce habitat fragmentation. I also strongly support implementing the recommendations from the Biodiversity and Nature Conservation chapter of the Issues Paper, and think these should be made a high priority
4. I would like to see the indigenous heritage of the area be celebrated and for the management plan actions to be undertaken in consultation with local aboriginal representatives.
5. The plan needs to consider both the impacts of climate change on the Green Wedge and the City of Frankston more broadly, as well as the Green Wedge's important role in ameliorating some of these impacts. For example, changing weather patterns are expected to increase the occurrence of extreme weather events such as flooding and heat waves. Industrial and residential land uses tend to decrease soil permeability while leading to a 'heat island effect' so avoiding these land uses in the Green Wedge can help reduce the impact of these events.
6. Land use within the green wedge is of key importance. Industrialisation is already occurring and must not be allowed to continue. Furthermore, the existing urban growth boundary needs to be retained and needs to be supported in the management plan and the residential development of part of Cruden Farm must not be permitted as it sets a precedent for land banking.
7. Council should investigate ways to encourage land owners to maintain and improve the ecological value and/or agricultural potential of their land. This could be done through rates or fines/charges.
8. Council should encourage high value agriculture and horticulture in appropriate parts of the Green Wedge, recognising its economic benefit to the region.

Thank you,

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Submission on Frankston Green Wedge Management Plan Issues Paper

Author: Matthew Kinwan (Councillor, City of Greater Dandenong)

Date: 29/9/17

Priorities in my view with the plan should be:

1. Preserving and enhancing the ecological value of the land, particularly incentivising restoration of degraded land, preserving the plant and animal species mentioned in the issues paper and in general protecting and enhancing areas of remnant vegetation. Any investigation or research work needed to do this should be an immediate or short-term action so that implementation can be a short term or medium term action.
2. Education of residents about the extent, purpose, nature and value of the Frankston Green Wedge. Few residents understand the concept which makes Frankston Council investing resources in managing into it problematic. This should include Green Wedge branded interpretative signage at key sites and environmental education programs based in the Green Wedge that residents can participate in.
3. Indigenous and first contact sites need to be protected securely and also used as sites of education.
4. Active encouragement of agriculture and eco-tourism within the Frankston Green Wedge.
5. Document has almost no mention of flood management and drainage, a key issue for the Green Wedge. This needs to be a separate section in the final plan.
6. Plan needs to clearly show Frankston, Greater Dandenong and Kingston Green Wedge Management Plans complement each other and how the three Councils will work together to protect and enhance the South East Green Wedge as a whole. Municipal boundaries are artificial – the South East Green Wedge is the true entity in question that needs to be managed, with all three Councils playing their part. For example will the plan clearly articulate what Frankston Council advocates to Greater Dandenong and Kingston Council to do to preserve and enhance their parts of the Green Wedge (important as Frankston is in the receiving part of the Dandenong Creek catchment and the Edithvale-Seaford wetlands span both City of Kingston and City of Frankston). Conversely, will the plan establish what Frankston needs to do to help Kingston and Greater Dandenong better manage their Green Wedges.

34

From:
Sent: Sunday, 1 October 2017 2:40 PM
To: Green Wedge
Subject: Frankston Green Wedge Management Plan

Thank you for the opportunity to submit a submission on the Frankston Green Wedge Management Plan.

Secretary	Secretary
Defenders of South East Green Wedge	Green Wedges Coalition
Email: defenders.segw@gmail.com	Email:

Green Wedges Coalition and Defenders of the South East Green Wedge

Submission to the Frankston Green Wedge Management plan

The Green Wedges Coalition and Defenders of the South East Green Wedge have reviewed the Frankston Green Wedge Management Plan Issues Paper (June 2017) and would like to make the following comments.

The Vision

In the late 1960's Sir Rupert Hamer, initiated the concept of the Green Wedges around Melbourne as an issue of strategic planning that was essential to the quality of life for the resident of Melbourne. At the time he wrote that:

Nobody could happily contemplate a future metropolis of seemingly endless suburbia spreading out to infinity... It must be strongly emphasised that the future planning should take account of the surrounding countryside as a vital part of the metropolitan environment.'

Today that vision has been maintained and the Green Wedges are a major contributor to Melbourne's reputation as the world's most liveable city.

We see containment of urban sprawl and connection with the country as the overarching vision for the plan.

Values and features to be protected

Local communities and individuals will identify what they see as the specific values and features to be protected and realised for the future.

Our overall concern is that is that those value and features should ultimately:

- Maintain the rural openness
- Have a low footprint for built form development
- Avoid the loss or alienation of agriculture.
- Protect cultural and natural environmental assets
- Preserve future opportunities for community outdoor recreation
- Avoid urbanisation.

Maintaining the existing Urban Growth Boundary

The State Government in Plan Melbourne 2017-2050 has a policy commitment to maintaining a permanent Urban Growth Boundary around Melbourne and we support this policy as essential to providing certainty to all parties by its essential role of reducing the basis for speculative investment based on an expectation of future rezoning of land to an urban use.

In this regard we don't understand the reference under 'Economic' where a key issue is identified as expansion of industrial areas into the Green Wedge. The State Government planning provisions for the Green Wedges 'Industry' is a prohibited use the Green Wedge Zone, other than industry uses for Materials recycling; Refuse disposal, Transfer station, Research and development centre and Rural Industry that are all Section 2 uses subject to a planning permit. Any proposals for industrial uses, other than those previously mentioned for the Green Wedge, would require some form of zoning suitable for industrial development, an amendment to the planning scheme and approval from both Houses of Parliament for moving the Urban Growth Boundary.

Maintaining the rural character of the Green Wedge

The GWC and DSEGW have clearly identified that there is ongoing pressure for intensification of built development and the resultant trend towards urbanisation in the Green Wedges. This trend is a gradual process and is coming about largely as a result of the approval of individual planning permits involving significant built development for a given site. It is our substantial concern that the cumulative impact of these approvals will continue to lead, if unchecked, to a very significant incremental loss of the Green Wedges resulting from an open rural landscape transforming into an urban built environment.

Examples of this pressure on the Green Wedges across the Melbourne metropolitan area include current planning applications for places of worship (some with huge built structures and associated infrastructure), residential dwellings, education centres, large scale tourism developments, fruit and vegetable markets and breweries.

In this regard it is advocated that attention needs to given to future conditions for places of worship and schools.

Applications for places of worship have been mushrooming and some with huge built structures and associated infrastructure with a bulk and scale that is contrary to the rural character of the Green Wedge. The conditions suggested are the place of worship:

- A limit of 250m² on the gross floor area of all buildings for a Place of Worship in a Green Wedge Zone (the same as in a residential zone).
- Must be designated for the use of the residents living in the Green Wedge.

In regard to schools, we suggest in local policy that the schools buildings and associated infrastructure should be discouraged in the Green Wedge zones as they will introduce significant urban built form but instead constrain schools to applying for educational facilities such as outdoor recreation including open sports grounds that can maintain the open rural landscape of the Green Wedge.

This issue of the significant impact of built form has the potential to be exacerbated by the recent announcement that under Vic Smart in the Green Wedges “a range of low impact developments in rural areas (up to \$500,000) in agricultural settings and \$250,000 in more sensitive rural settings” could be approved without advertising at the discretion of the Chief Executive Officer or delegate of a given municipal council. From our experience many Section 2 uses could fall into these categories and that without strong guidelines uses that are contrary to the purposes of the Green Wedge zones could be approved individual municipal councils.

We are very concerned that the open rural landscape of the Green Wedges must be maintained and are pleased to note that in Plan Melbourne 2017-2050 the open farmed landscapes that dominate the Green Wedges are recognised as high-value landscapes to be protected and conserved.

In the United Kingdom there has long been a concern with green belts to contain urban sprawl and that their National Planning Policy Framework (NPPF) identifies that:

‘The fundamental aim of the Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of the Green Belts are their openness and permanence’.

We see this aspect of ‘rural openness’ as fundamental to the vision of Melbourne’s Green Wedges.

Our position is that the future success of the Green Wedge Management Plan depends on assessing every application for built form development in the Green Wedge zones against a ‘rural openness’ criteria.

The basic need is for all future land use and development in the Green Wedge to have a ‘low footprint’. This means any future proposed Section 2 use involving built form in the Green Wedge zones must not be of a bulk and scale that is contrary to the purpose of those zones.

This issue will need to be addressed through developing an agreed understanding of what is meant by ‘low foot print’ to achieve the protection of the rural open landscape. This will include the need to formulate planning policy that is incorporated in the Municipal Strategic Statement. It will also need to be supported by detailed design and siting guidelines relevant to the range of discretionary uses in the Green Wedge zones.

Pressure for residential development

Probably the single biggest factor that is and will lead to the loss of the values of all the Green Wedges is the ongoing pressure for residential development. This is despite the fact that residential development is not consistent with the purposes of the Green Wedge zones.

It is often put forward by parties advocating change as the only alternative to the existing use. But it is really important to understand that there is wide range of existing individual landholder uses that are consistent with the purposes of the Green Wedge zones. These were identified by the Port Phillip and Westernport Catchment Management Authority in a study of the types of land use in their catchment and are listed below.

- Commercial farmer
- Part-time farmer
- Green commercial farmer
- Hybrid farmer
- Green lifestyle (flora and fauna)
- Horse lifestyle

We believe the potential for supporting and encouraging these types of uses that usually both maintain the rural landscape and have a low built form footprint is essential to the future of the Green Wedges.

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4-9-2017

Submission on:

The Frankston Green Wedge Management
Plan Issues Paper - Document

Reference Wb425/18 dated June 21 2017

From:



FRANKSTON
CITY COUNCIL

12

I am in broad agreement with this Plan,
there are particular faults which it highlights
notably:

In Precinct 3 the area encompasses the
Pines Flora and Fauna reserve and others,
the boundary of the Precinct excludes an area
bounded by Ballarto Rd, Tamarisk drive and the
Pines Flora and Fauna reserve. It is former Freeway
easement redacted on rerouting and construction
of the Peninsula Link. This area has been alienated
from the Pines Flora and Fauna Reserve, in terms
of the total Precinct area it is small - approx 1/10th.
The reason for redaction was higher environmental
value than the current route. (See reference)

Since Construction of Peninsula Link there has
been no maintenance carried out on this area
other than mowing of fire breaks and that
done by the Independent friends of the Pines
Flora and Fauna reserve. The effect of no maintenance
is to degrade the Environmental values of this area.
This could result in a report that there are low
values and that this area is not worth retaining for
reserve purposes. If this is not a possible scenario
then why did Vicroads not gift title for the
entire (rather than part) former easement to
Parks Victoria.

Respectfully Yours

See over
for Peninsula Link ref.

Frankston North 3200

Peninsula Link Reference: Flora and Fauna
of the Proposed Frankston Bypass Existing
Conditions and Impact Assessment
report 2008 Biosis Research.
Addendum 1

36



Chelsea. 3196
27th September, 2017

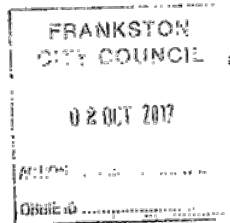
Frankston Council,
Planning and Environment Dept.

Re: Green Wedge Management Plan.

As the owner of property at Carrum Downs which is situated in the Frankston Council Green Wedge area I wish to submit my opinion to Council on the question of changing the classification of any of the Green Wedge areas as defined under the Planning and Environment Act 1987.

Although these areas are under increasing pressure from suburban residential development and other urban uses I feel it is extremely important for the Green Wedge areas to be retained and maintained not only for people who own property and live in the area but also for the community in general for whom the Green Wedge overall provides the "green lungs" for this and all other municipalities who are blessed by the land so defined.

Yours faithfully,



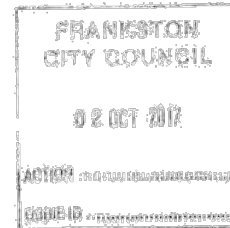
37



FM8787

25.9.2017

Frankston City Council
Green Wedge Management Plan & Issues Paper
Planning & Environment Department
Frankston



I am in receipt of your information regarding the Green Wedge Management Plan.

I have also been approached by the Carrum Downs who are advocates for rezoning the section of the green wedge between Thompson Rd, Frankston Dandenong Rd and McCormicks Rd into Residential Zoning.

I **oppose** their proposal for residential rezoning. Their proposal is only driven by personal financial gain and would only benefit these particular land holders. I believe this proposal is contrary to the reason of why the Green Wedge was created. I don't believe the green wedges should be eroded and disconnected.

I support the continuance of the green wedge areas as a safeguard for agriculture, biodiversity, recreation, open space, natural resources, heritage, landscape conservation, and non-urban use.

Sincerely,

C.

Carrum Downs.

Postal Address: Chelsea. 3196

(38)



29th September 2017

Strategic Planning Department Frankston City Council
PO Box 490 Frankston VIC 3199

Sent via email: town-planning@frankston.vic.gov.au

Submission to Frankston's Greenwedge Management Plan Issue paper

Dear Frankston Planning Dept,

Please accept this submission to Frankston's Greenwedge management plan on behalf of the **Committee for Greater Frankston** (C4GF) whose membership *(list included)* is composed of local businesses, landholders and community leaders.

Frankston has too few local jobs, today... and these will be even scarcer in the future.

In the Greater Frankston region, and more broadly across South Eastern Melbourne, **access to employment** is arguably **the most critical issue impacting on our community** and feeds into other regional problems like social disadvantage, economic inequity and stagnating productivity.

Frankston's headline **job statistics don't read well** with a consistently documented history of upper-band unemployment and lower-band workforce participation.

But this doesn't really come as a surprise, given **residents in the City of Frankston have:-**

- fewer than **28 local jobs per 100 residents**
- access to less than **10% of Melbourne's job market** via a 60-minute public transport commute¹, and
- only between 10-30% of Melbourne's jobs reachable by a 45-minute private vehicle commute¹¹.

Looking forward to 2051, Plan Melbourne forecasts that **population growth in the South-Eastern Melbourne will average 1.8% year-on-year** but **regional job growth will languish at 0.5%¹²**.

To stabilise our local job market, at current levels, in the face of such rapid population growth **Frankston will need to be creating a minimum of 850 additional local jobs each year.**

Frankston's Greenwedge currently has few job prospects.

One third of land in the municipality of Frankston *(figure 1)* - 4500 hectares - is held as **Greenwedge**, but this area only employs 200 people equating to **less than 5 jobs per square kilometre**. These jobs are predominately in the mining and horticulture sectors.

By way of contrast, the 285-hectare **Carrum Downs industrial precinct** employs almost 6000 workers or the equivalent of **2100 jobs per square kilometre**. Carrum Downs jobs are predominately industrial including design, engineering and advanced manufacturing.

Figure 1) Aerial photo: Greenwedge and industrial precincts in the City of Frankston



Figure 1
Green Wedge Precincts

With Plan Melbourne projection's forecasting **population growth four times faster than job growth**, Frankston's Greenwedge management plan review should critically consider this area's impacts on our regional job market.

There are two alternative Greenwedge strategies that would bolster local employment, either:

- Frankston's Greenwedge zones become much better at supporting businesses that can sustain employment. Ideas that may support this strategy include: reduced regulation red-tape/impediments, business scale lots sizes, and attracting more productive industries/operators onto Frankston rural land holdings.

OR

- Allowing some parcels of existing Frankston Greenwedge land to be sensibly set aside for more employment dense usage. Obviously, this should be done in a manner that 1. preserves our nature reserves and highest value environmental sites, 2. adjoins significant existing employment clusters like Dandenong, 3. Links into established transportation corridors.

The Committee for Greater Frankston would encourage Council to delve deeply into these potential strategies as part of this Greenwedge management plan, and would willingly support Council to facilitate these conversations in a local business forum or through our membership network.

Growth of the Carrum Downs Industrial Precinct

Carrum Downs industrial precinct has been the dominant engine behind job growth in the Southern region- now generating more than 30% of the municipality's economic output (\$2.85 billion GRP/annum)⁶

This estate is booming. In the last 5 years the Carrum Downs precinct has:

- nearly doubled in development intensity (figure 2)
- increased economic activity by \$850m or 7.3% yoy growth; and
- generated 1,500 new jobs (↑33%) or 6.4% yoy job growth.

Figure 2) Recent Growth in the Carrum Downs Industrial Precinct



And the Committee for Greater Frankston believes this precinct has attributes that will continue to sustain higher employment growth into the future.

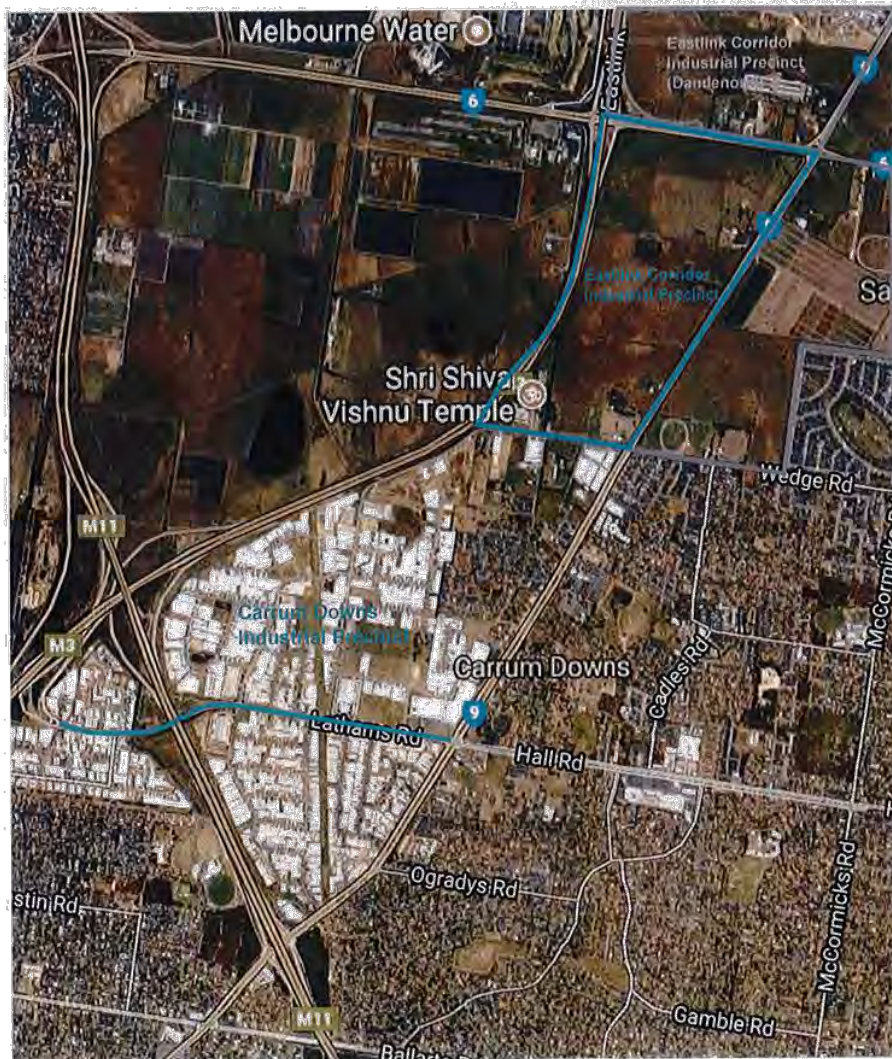
- Carrum Down is well serviced by three major arterial road networks (Eastlink, Peninsula link and Frankston-Dandenong Road) and further arterial road upgrades are planned for both Thompsons Road and Latham Road
- Plan Melbourne has identified a nationally significant employment and innovation cluster in Dandenong South, just north of Carrum Downs providing the region with good access into global markets and integrated supply chains with other manufactures.
- Carrum Downs is a relatively young industrial precinct and, as such, its more modern factory stock is better designed and laid out to support bespoke design and industrial manufacturing.
- Investigations into in-land port & rail line are underway for better regional freight movements and logistics.

However, future growth in Carrum Downs manufacturing cannot be sustained with the current land supply.

The estate is already 95% developed and it is predicted, given current growth rates, that the supply of undeveloped industrial land will be exhausted within the next 12 months.

After which time Frankston will need to look elsewhere for industrial land. The Committee for Greater Frankston is advocating that the area to the north of the existing Carrum Downs industrial precinct, bounded by Eastlink, Frankston Dandenong road and Thompsons Road, be favoured for this purpose. This would increase the land holding of the Carrum Downs precinct by 45% to approximately 410 hectares, without compromising Frankston's more valuable rural acreage.

Figure 3 Proposed Eastlink Corridor Industrial Precinct



Based on the Carrum Downs experience, an Eastlink corridor industrial precinct, in this location, could:

- deliver an additional \$1.8bn/ annum in economic activity in Frankston (↑ 17%)
- create up to 4500 new jobs through a manufacturing employment and higher demand for regional services
- align the Carrum Downs industrial precinct and Dandenong South employment and innovation cluster.

In preparing a Greenwedge management plan, Council is recognising the value our community places on Melbourne's Greenwedge areas.

The Committee for Greater Frankston hopes that this submission will provide clarity and context on the prevailing condition of Frankston's labour market and better inform discussions on employment in the Greenwedge.

Please feel free to contact us if further clarification or action is required.

Kind Regards

CEO

Committee for Greater Frankston

About the Structure of the Committee for Greater Frankston

The Committee for Greater Frankston is a visionary apolitical think-tank that advocates to all levels of government for a better deal for the Frankston region. The Greater Frankston region incorporates Carrum Downs, Seaford, Langwarrin, Somerville, Mt Eliza and Frankston City Centre and encompasses three Federal seats (Isaacs & Dunkley are marginal), four State seats (two of which, Frankston and Carrum, are marginal) and two local council electorates.

Independently funded and bipartisan, the Committee brings together prominent local business and community leaders to drive strategic change. Our advocacy approach focuses on articulating a well-reasoned, well-supported case for major infrastructure and policy reform.

Focusing attention on just a handful of major issues at any one time, these evidence-based strategies aim to deliver greater investment, more jobs, improved transport, and better health and education outcomes for the people of this region and, in so doing, help our area — and the community it — achieve the progress that it deserves.

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Response to Frankston Green Wedge Management Plan Issues Paper -

VISION

The Green Wedges were set up to provide areas of open space as a buffer between areas of urban living, "the lungs of Melbourne". Therefore the main focus for the Green Wedges in Frankston should be to protect the areas for the conservation and enhancement of natural landscapes, waterways and wetlands, habitat connectivity, cultural heritage and agriculture. Other uses are appropriate recreation and quarrying.

VALUES

We have many valuable sites in the Green Wedges, including the Natural Reserves, Seaford Wetlands, The Pines Flora and Fauna Reserve and Langwarrin Flora and Fauna Reserve, the large Parks, Baxter Park and Robinson Reserve.

Wetlands and watercourses are particularly valuable along with patches of remnant bushland and open treed landscapes.

Fauna habitat and connective corridors are an extremely important aspect of the Green Wedges.

Biodiversity and Nature Conservation

Although we have some wonderful Reserves and Parks in the Green Wedges, there is a need to protect them from inappropriate encroachment around their boundaries, perhaps with Overlays.

Waterways and wetlands need special protection and enhancement for faunal habitat and connectivity. Adequate buffer zones should be set up using planning overlays.

All Habitat linkages should be protected and improved using the Frankston Fauna Linkages and Crossing Structure Design Study to determine the areas.

Land owners should be encouraged to maintain and improve the biodiversity and environmental values of their property through education, advice and incentives.

Cultural Heritage

Areas of cultural heritage, both aboriginal and historical, need to be identified and methods of protection investigated.

Economic development/ agriculture

Economic development should focus on agriculture and other farming pursuits. Preferably soil based farming and grazing to maintain the open landscape. Land banking prevents the proper use of the land for agriculture and should be discouraged, possibly by requiring evidence of maintenance or use of the land with appropriate disincentives.

Small lot subdivision should not only be prevented but a mechanism for consolidation of small lots should be instigated. The argument is always heard that the lots are too small for agriculture.

Incentives for farming would assist in getting this industry more attractive, perhaps with reduced rates and investigation into other aspects which would benefit farmers. Farm gate sales and small farm/craft based pursuits could be encouraged. Such as wool spun from the animals, preserves, beverages etc.

An area for shed based farming could be set aside so as the main areas of open landscape are not covered in large sheds.

Extractive Industries

The opportunities for rehabilitation of decommissioned quarries would be to reinstate lost wetlands and bushland. On no account should these areas be rezoned for development either for housing or industry.

Open Space and recreation

Open space for passive recreation such as walking and picnics are important.

Other more organised outdoor sporting activities are also appropriate in the Green Wedges, such as golf, team sports etc. However planning policies need to control the size and need for any associated buildings. Care needs to be taken to prevent potential agricultural land being compromised for these activities.

Actions for Protection

The Urban Growth Boundary should remain permanent, with no rezoning for any type of development. This will help to discourage land banking.

The Green Wedge Management Plan must be incorporated into the MSS.

All industrial uses should be prohibited such as abattoirs or sawmills.

Discretionary uses need careful investigation; for instance the size of places of worship, schools or markets.

Current planning tools (such as Overlays) and policies will need to be adjusted to reflect the purposes of the Green Wedge Management Plan.

Regulations for built form should be introduced to protect the open landscape of the Green wedge, including restrictions on the size of sheds for domestic purposes.

-

40

FRANKSTON VIC 3199

Manager Planning and Environment
Frankston City Council
30 Davey Street
FRANKSTON VIC 3199



26 September 2017

FM8976

Dear

**Submission re Greening Our Future, Frankston City's Environment
Strategy 2014 - 2024.**

We would like to congratulate the Frankston Council for its work on *Greening Our Future* and we are pleased to submit the following comments.

Frankston is very fortunate to have 4,500 hectares of land identified as Green Wedge. As you have stipulated in your document, this unique land should be protected by law for "agriculture, biodiversity, recreation, open space, natural resources, heritage, landscape conservation". We also strongly feel that land should be protected for native flora and for habitat and the food requirements of native fauna.

There are no longer sufficient habitat and food resources for native fauna, many of whom are now becoming threatened species because of land lost to ever increasing housing. It is a disgrace to our generation that we have allowed this to happen. The Green Wedge, with bio links for the movement of native animals, should be protected. This should be recognised legally to ensure sufficient land is set aside in perpetuity. Bio links to facilitate safe fauna movement should be 100 metres (minimum) wide.

Other concerns/comments on your list that we applaud are:

Water (p. 41)

- Undertake water sensitive urban design
- Advocate to the State Government to strengthen Building Regulations to achieve higher water performance outcomes
- Increase the use of alternate water supplies and fit for purpose water, such as recycled water, rainwater, storm water and waste water reuse
- Educate and support the community in greater water efficiency

Energy and Greenhouse Gas Emissions (p. 43)

- Public transport over cars

2.

Waste (p. 47)

- Reducing the amount of waste generated, as well as diverting valuable resources from landfill

Built Environment (p. 55)

- Integrate urban renewal with improvements to an integrated transport network, the preservation of tree canopy cover and the establishment of habitat corridors
- Develop master plans for the Green Wedge - the "green lungs" of the municipality and better planning protection of natural reserves and waterways
- Houses to be built with smaller footprints on their blocks to ensure that there is room for trees and green

Transport (p. 57)

- Implement the Integrated Transport Strategy 2013
- Implement the Frankston Bicycle Strategy 2010

Schools (p. 64)

Frankston Council should be commended for its partnership with schools implementing environmental programs such as *AuSSI* and *ResourceSmart Schools*.

Volunteers (p. 68)

Frankston Council should be congratulated for its support of volunteers and community gardens.

Monitoring and Evaluation, Reporting and Review (p. 75)

- A *State of the Environment* report to be undertaken every 2 years

Action Plan / Waterways and Beaches (p. 81)

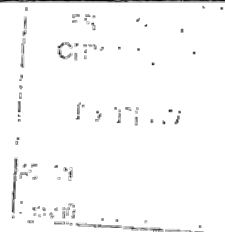
We recommend that the Watson Creek headwaters (which are located in Frankston South) be included in the review by Melbourne Water's Sweetwater and Boggy Creeks Waterway Management Activity Plan.

Thank you for giving us the opportunity to make this submission.

Yours sincerely,

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From:
Sent: Friday, 22 September 2017 2:38 PM
To: 'greenwedge@frankston.vic.gov.au'
Subject: Greenwedge Management Plan



Att: Mr

Dear Mr [redacted], my wife and I attended the initial meeting on 17 September, found the meeting most enlightening and were encouraged by the prospect that something may at last be done to correct or formalise some of the directions to be taken for this area.

We have lived in this area for 42 years, and as such when we first moved in were quite young. We considered the area a great place to live and before long came to the idea that perhaps some of our family (parents) should come to live here also. The most practical and logical way for this to happen would be construction of a second dwelling on the property. After some consulting with town planning companies, and follow-up submissions to Council, we were advised no additional dwellings are permitted. This was later relaxed somewhat, but nonetheless any dwellings were subject to conditions, and no additional subdivisions(title) could be created.

Down the years we have seen several studies and planning determinations made, but none have satisfactorily addressed the anomalies that exist within the green wedge area. Accordingly we would like if possible to meet with you, and show you some studies made on our behalf to try to better explain the concerns that we and others have. Speaking for ourselves, we are not interested in concentrated Karingal style development, but some properties such as ours, have unique features, i.e. 2 road frontages, that make them worth an additional look. They should not be constrained by a straight-jacket ruling simply because they fall within a geographical boundary. Many of the proposals mentioned at the meeting, including nature set-backs and tree plantings adjacent to roadways, are appealing to us. May we meet with you to discuss these, or will there be sufficient time to cover them at the next meetings, which we have nominated to attend.

Yours Sincerely,

[redacted], Langwarrin South.



I AM MAILING THIS TO YOU AS ACCORDING TO
MY SENTENCE YOU MAY NOT HAVE RECEIVED
IT. I HOPE YOU'VE BEEN ABLE TO MOVE
LIKE TO ATTEND FULL TIME MEETINGS STARTING
OCT. 12. WE WOULD LOVE TO MEET ON
THE MEETING NIGHT

(42)

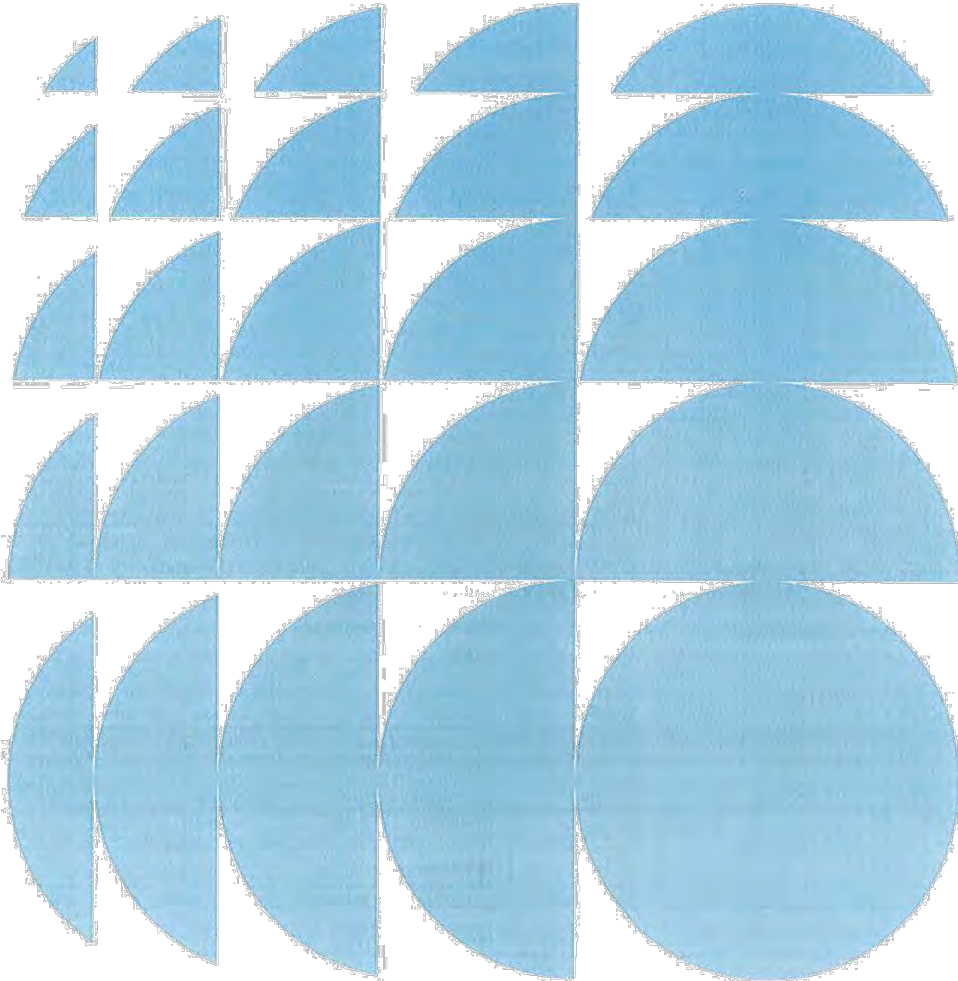
**ETHOS
URBAN**

**Submission to Frankston Green
Wedge Management Plan**

774 Frankston-Dandenong Road, Corrum
Downs

Submitted to Frankston City Council
On behalf of

3 October, 2017



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Submission to Frankston Green Wedge Management Plan 28 September 2017

1.0 Executive Summary

Ethos Urban has been engaged by [redacted] to prepare a submission on the Issues Paper which has been prepared to inform the preparation of the Frankston Green Wedge Management Plan.

This submission is structured to provide a response to each of the sections of the Issues Paper. In summary, this submission agrees with many of the core issues identified within the Issues Paper, but would like to see some of the key themes explored in greater detail, and more information provided about some of the topics and issues raised.

The key points of this submission are as follows:

- It should be recognised that the Frankston Green Wedge area, particularly 'Precinct 1: Carrum Downs/Seaford Wetlands Area', has a large array of existing productive/commercial activities.
- Accordingly, the vision and strategic direction prepared as part of the Green Wedge Management Plan should recognise the productive/utilitarian value of the area, and its potential to provide for the future demographic, economic and employment needs of the municipality and region.
- Support is provided for the articulated Vision for the Frankston Green Wedge which is "Of an asset of sustainable land management, rejuvenation and change."
- The analysis of job provision within the Green Wedge (page 17, Table 1) should be re-examined to account for the existing number of commercial and recreational activities within the subject area to provide a more realistic assessment of the contribution of the Green Wedge to local employment.
- A detailed analysis of land uses within each of the 6 sub-precincts should be undertaken to ensure that the historic, mixed use nature of the Frankston Green Wedge is accurately identified. Such an analysis should have regard to land use activities in the adjoining municipal areas to ensure that any policies developed on the basis of this analysis do not prejudice the development of nearby properties.
- That Council prioritise the preparation of new detailed biodiversity studies for the Frankston Green Wedge as a necessary input prior to the finalisation of any policy position for the Green Wedge area.
- Consideration should be given to leveraging improved environmental outcomes by providing direct support to landowners to undertake environmental restoration as part of the rejuvenation of properties.
- Support is provided for the recognition of the economic value of the Frankston Green Wedge and its potential to contribute to the needs of landowners and residents, and the important role it can play in providing investment and employment growth.
- Given this potential, it is suggested that the recommendations in Section G should be stronger in pursuing this outcome. While the Issues Paper recognises a range of potential land uses, many of these activities would be prohibited, or limited by, the existing zones and Clause 57. Council should include actions to explore these issues further, including:
 - Consider varying the schedule to the Green Wedge Zone to enable and expand the range of land uses, particularly tourism and agribusiness uses, that can be conducted within the zone.

Submission to Frankston Green Wedge Management Plan · 28 September 2017

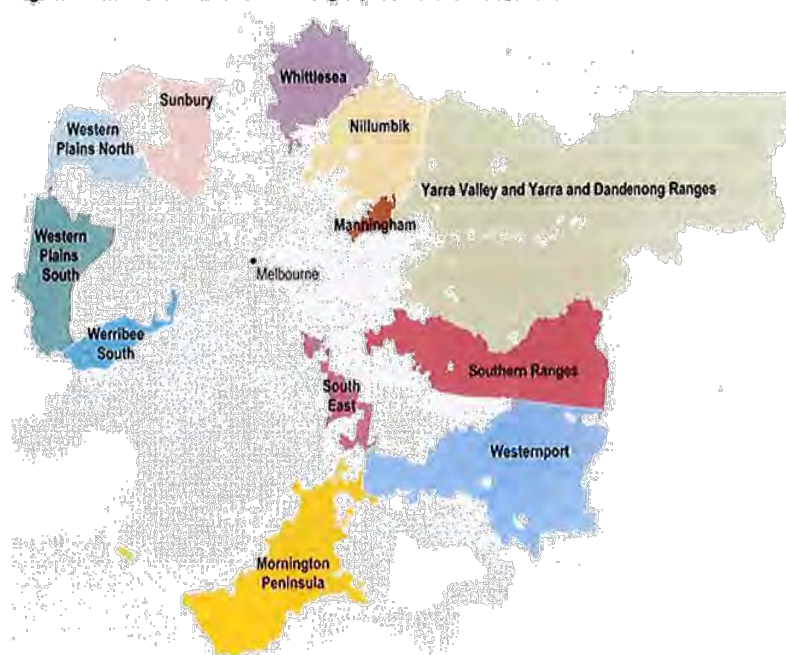
- Explore the use of alternative zones which do not trigger consideration of Part 3AA of the *Planning & Environment Act 1987*.
- Advocating for reform of the existing suite of green wedge zones within the Victoria Planning Provisions (VPPs) to enable the types of land use and development contemplated within the Issues Paper.
- Giving consideration to the use of different zones and overlays to enable land use change and development.
- Creation of a policy framework within the Frankston Planning Scheme that supports the use of alternative zones (such as the Special Use Zone) to enable land use change and investment.
- **More fundamentally, Council should identify marginal green wedge land, consistent with the direction within the Issues Paper and the 'Frankston City Economic Development Strategy, 2016-2022', and consider variations to the extent of the Frankston Green Wedge and the location of the UGB.**
- **Accordingly, Council should prioritise the investigation of employment opportunities in the Green Wedge, to consider the regional demand for commercial, industrial and residential land, and consider the opportunities present within the Green Wedge given existing major infrastructure such as Eastlink and the regional economic advantages of the area.**
- More detail around what types of recreational and open space activities would be encouraged in "transition spaces" (page 52), as well as detail around what criteria would be used to define such areas. An indication of what sorts of community uses Council would contemplate in Green Wedges should also be provided.
- Likewise, more detail should be provided around the extent of demand and remaining supply for industrial land in Carrum Downs, and the potential for existing Green Wedge land to be identified as long-term future supply.
- More detailed information around biodiversity, existing land uses and demand for different types of industrial, commercial and residential uses should be provided before the individual Vision and objectives for each of the sub-precincts is prepared.

Submission to Frankston Green Wedge Management Plan | 28 September 2017

2.0 Metropolitan Context

The Frankston Green Wedge area forms part of the South-East Green Wedge, which is shared between the Cities of Kingston, Greater Dandenong and Frankston. Each municipality has either developed, or is preparing, a Green Wedge Management Plan for their portion of the South-East Green Wedge.

Figure 1 - Melbourne's Green Wedges, Source: DTPLI, 2014



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3.0 Frankston Green Wedge Management Plan Issues Paper

3.1 Section A: What is a Green Wedge

Section A of the Issues Paper provides an overview of the metropolitan context, and Green Wedge planning. It notes:

There are 12 designated areas across 17 Councils forming a ring around Metropolitan Melbourne with their physical attributes as varied as their locations: from the rolling green Yarra Ranges to the basalt plains of the west and sandy hills of the peninsula. These areas, set aside over 30 years ago, are under increasing pressure from suburban residential development and other more 'urban' uses.

Why are they important

The Green Wedges were created to safeguard areas for agriculture, biodiversity, recreation, open space, natural resources, heritage and landscape conservation and to preserve locations for service industries and infrastructure away from urban uses. These uses include rural farming, recreation and preservation of areas of native flora and fauna. They also include areas for extractive industries such as quarries, sewerage plants, airports, landfill and energy and infrastructure facilities. Their uses are incredibly varied and at times conflicting, and essential to the long term sustainability of the wider Metropolitan area

(Page 5)

Of particular note here is the recognition that each of the designated Green Wedge areas differ greatly in terms of their physical attributes, but also their historical development patterns, and their context within metropolitan Melbourne.

Consequently, different Green Wedges around metropolitan Melbourne have been created for different reasons, including for productive purposes, such as preserving locations for service industries and infrastructure areas, or extractive industries, airports, sewerage plants, etc. In relation to the Frankston Green Wedge, particularly 'Precinct 1: Carrum Downs/Seaford Wetlands Area', this is an accurate description, given that the vast majority of land in this area has a productive value; including the provision of major roads, metropolitan infrastructure and local services, including:

- The Eastern Treatment Plant
- Eastern Sward Golf Club
- Bunurong Memorial Park
- Melbourne Chevra Kadisha Cemetery

This is explicitly recognised on page 8, in the following discussion:

Land Uses

The existing land uses within Frankston's Green Wedge are incredibly varied and capture the breadth of activities the Green Wedge land was initially identified for. These uses do not all conform to the traditional perception of 'green uses', these commonly considered as

Submission to Frankston Green Wedge Management Plan 28 September 2017

landscape/environmental uses, however they are an essential part of a sustainable and diverse community and include:

- *Protection of remanent landscapes*
- *Protection of waterways*
- *Providing bio-links*
- *Passive recreation (walking, cycling)*
- *Active recreation (sports fields, dog parks, golf etc)*
- *Quarrying – sand extraction*
- *Agricultural land including; horticulture, turf farms, grazing, hobby farms*

It is noted that Practice Note 31 guiding the preparation of Green Wedge Management Plans requires the articulation of:

... a strategic direction for land use and development within the green wedge that is consistent with government policies and strategies that will protect and enhance the values and features identified within the green wedge.

Further, the GWMP should:

Identify the needs of green wedge landowners and the wider community. Issues that should be examined include demographic considerations, economic sustainability, employment opportunities, sustainable land use options, community facilities and other required levels of infrastructure.

(Page 7)

As noted above, given the historic pattern of development of sections of the Frankston Green Wedge, the strategic direction developed should recognise the productive/utilitarian value of the area, and its potential to provide for the future demographic, economic and employment needs of the municipality and region.

To this end, this submission agrees with the Vision articulated on page 8, which is that the Frankston Green Wedge area is "... an asset of sustainable land management, rejuvenation and change." As discussed in the Issues Paper, this vision will enable Council to plan for the economic and community value of the Green Wedge.

3.2 Section B: Purpose

This section of the Issues Paper essentially and briefly articulates the purpose of the Issues Paper itself, and requires no discussion here.

3.3 Section C: Precincts & Themes

Section C of the Issues Paper divides the Frankston Green Wedge area into six sub-precincts, and explores the characteristics of each according to the themes of:

- Land Use Context
- Biodiversity and Nature Conservation
- Cultural Heritage
- Economic Development

- Extractive Industries
- Recreation and Open Space

'Precinct 1: Carrum Downs/Seaford Wetlands Area' is the primary focus of this submission.

3.4 Section D: Land Use Context

Under the Section "Land Use Context" the utilitarian/productive value of the Frankston Green Wedge area is again recognised. While 4/5 of all lots are recognised as being rural, consideration is given to the following collection of uses:

- A fuel outlet with fast food restaurants,
- The Victorian Canine Association,
- A waste transfer station,
- A golf driving range
- Golf courses, and;
- An equestrian centre.

In addition to these, 12 sites are identified as containing industrial uses; including quarries and an abattoir. While other non-rural uses include secondary schools; sports precinct; and a private hospital.

The contribution of the Green Wedge area to job creation is estimated on page 17 (Table 1). Given the existence of several commercial and recreational activities within the area (as listed above and as shown Figure 2, page 18 for example); it is unclear how it can be suggested that there is only 1 commercial activity and it provides no local jobs? It is suggested that this source data be re-examined.

While Figure 2 on page 18 attempts to show the diversity of land uses within the Green Wedge area, it is suggested that a more fine-grained analysis of land uses within each of six sub-precincts be undertaken. Given that much of the Frankston Green Wedge is located on the edge of the municipality, the analysis should have regard to the land uses on other side of the municipal boundary. Such an approach would be consistent with the strategic intent of the Victorian Government to prepare Green Wedge Management Plans which provide consistent land use direction for the designated green wedge areas, i.e. the entire South-East Green Wedge area. This will ensure that any policies developed on the basis of this analysis do not prejudice the development of nearby properties.

3.5 Section E: Theme 1 - Biodiversity and Nature Conservation

This section broadly identifies environmental issues affecting the Frankston Green Wedge area. Values identified include Ramsar listed wetlands, and 11 plants and 21 animal species listed under the Environmental Protection and Biodiversity Protection (EPBC) Act.

The Issues paper identifies:

The principles of good planning and high quality development within the municipality must include consideration of protection and maintenance of strong healthy ecosystems that will improve the overall amenity and livability of the municipality.

It will be crucial in discussing the future of the Green Wedge that all aspects of our environment are considered as important contributors to the Green Wedge Zones.

(Page 26)

In terms of biodiversity, the Issues Paper identifies opportunities for 'significant tree planting and diversity', particularly in relation to the restoration of habitat corridors/biolinks (page 26).

Submission to Frankston Green Wedge Management Plan 28 September 2017

The analysis provided within the Issues Paper is somewhat limited and broad-scale. Consequently, it is difficult to determine the extent to which the protection of environmental values will constrain opportunities to respond to the "...needs of green wedge landowners and the wider community..." (page 7).

For this reason, support is provided for the actions identified on page 27, particularly:

- Consolidate and update (existing studies) and undertake new detailed studies identifying land within or adjacent to the Green Wedges that can further enhance biodiversity and importantly, biodiversity links.
- It will be important to identify Frankston City Council's key biodiversity assets within the Green Wedge and how these connect and interact with the broader landscape.

It is felt that these actions should be prioritised, as the development of a logical, practical and achievable policy framework would seem to depend on this core information. Consideration could be given to the staged development of the Green Wedge Management Plan to account for the need to undertake this core input into the plan before finalising any policy position.

In addition to actions to identify biodiversity assets, Council should also consider developing specific programs to support the environmental restoration of landscapes within the Green Wedge area (or if they exist, makes reference to them). Such programs should leverage the potential for land use change and investment in the Green Wedge area, and provide direct support in terms of advice and funding to enable increased planting and wetlands restoration.

3.6 Section F: Theme 2 - Cultural heritage

Section F of the Issues Paper identifies places of Aboriginal Cultural Heritage Sensitivity. The quality and detail of mapping for these areas is relatively detailed, with many known registered Aboriginal places. This submission endorses the recommended actions for this theme.

3.7 Section G: Theme 3 - Economic Development

The Issues Paper references the 'Frankston City Economic Development Strategy, 2016-2022' as a relevant consideration for the future of land in the Frankston Green Wedge area:

The Strategy nominates a range of priorities for Council and these include a directive to increase the number of jobs in Frankston City. Under the banner of new and rejuvenated employment precincts, the aim is to increase the number of jobs in Frankston City to over 50,000 by 2030, highlighting that the job count at that time was 36,631. The Strategy recommends that Council undertake a Green Wedge Management Plan with a view to identifying marginal land that could have future employment uses.

(page 35, underlining added)

Further, the Issues Paper goes on to analyse the basis for the objective:

The demand for land purposed for employment is driven by local population growth. An increase in population leads to an increase in demand for goods and services, thus supporting business growth, and the need to generate new jobs to support labour force expansion. While the lion's share of employment demand would be expected to be accommodated in traditional employment areas, green wedge land may also play a minor support role in accommodating a selection of relevant jobs.

Submission to Frankston Green Wedge Management Plan 28 September 2017

(page 36, underlining added)

In terms of quantifying this demand for additional employment:

In the context of the requirement for an overall additional 13,500 jobs in the municipality over the coming 20 years – in accordance with the aims of the current Economic Development Strategy and taking into account Frankston City Council's more regional employment role – areas inside the Green Wedge may be capable of supporting appropriate new job-creating businesses which could provide a portion of these jobs.

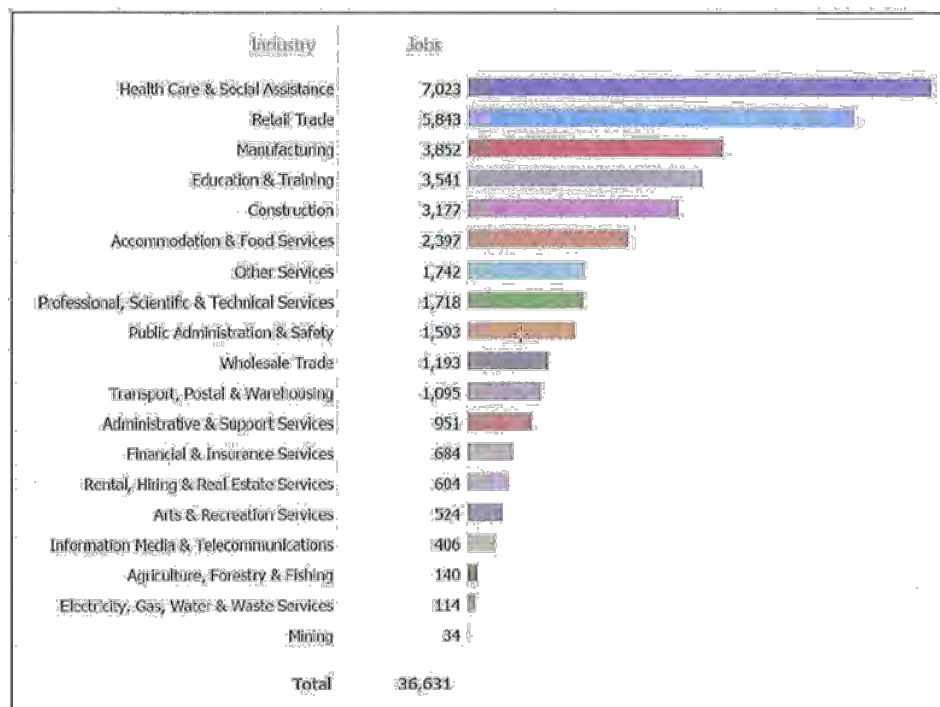
(page 38, underlining added)

Some of the fastest growing sectors in the local economy, in terms of employment growth (see Figure 5, page 29) include:

- Construction
- Health Care and Social Assistance
- Education and Training

This is further highlighted by the contribution of each industry sector to local employment as shown in the following figure:

Figure 2 - Jobs by Industry Sector, Frankston City Council, 2015



Hill PDA Consulting; Green Wedge Management Plan Issues Paper, November 2016
(Source: REMPLAN incorporating Australian Bureau of Statistics' (ABS) June 2015 Gross State Product, 2012 / 2013 National Input Output Tables and 2011 Census Place of Work Employment Data)

Submission to Frankston Green Wedge Management Plan 28 September 2017

Page 41 of the Issues Paper recognises that "while the main economic development for Frankston will be directed to locations inside the Urban Growth Boundary (UGB), some employment opportunities may exist in the more rural areas of the Green Wedge". Helpfully, a list of potential commercial land use opportunities is provided, and includes:

- Infrastructure assets and support services
 - Waste treatment plant;
 - Landfill sites;
 - Cemeteries;
 - Transport links (including Langwarrin train station);
 - Energy assets; and
 - Sport and recreational facilities.
- Commercial agribusinesses
 - Cottage industries;
 - Horticultural uses;
 - Wineries and restaurants; and
 - Small scale intensive primary production and fresh produce.
- Hobby farms
- Extractive industry
 - Sand; and
 - Stone.
- Tourism
 - Farm stays;
 - Overnight accommodation;
 - Sports and recreation operations;
 - Events;
 - Health and wellness; and
 - Nature based attractions.
- Green Industries
 - Bio-fuels development;
 - Recycling grey water (Eastern Treatment Plant);
 - Solar power generation; and
 - Other renewable activities.
- Appropriate 'Overflow' Industry Uses
- Places of Worship

In considering the economic development opportunities in the Green Wedge area, and the need to provide for a growing workforce, the Issues Paper recommends:

... that Council investigates employment opportunities in the Green Wedge that expand on existing strengths and draw on geographical advantages including:

- *Agribusiness*
- *Tourism*
- *Green Business*
- *Industry (in appropriate locations)*

(Page 42)

The broad direction identified in this section of the report is welcomed, and it is seen as recognising the potential of the Frankston Green Wedge to make a positive contribution to "... the needs of green wedge landowners and the wider community..." and how to respond to the identified "...demographic considerations, economic sustainability, employment opportunities, sustainable land use options, community facilities and other required levels of infrastructure" (page 7).

Many of the land uses identified as potentially being appropriate within the Green Wedge would appear to be either prohibited, or limited by, the existing zones and Clause 57. If Council is serious about pursuing this objective, then greater consideration needs to be given to zoning and policy reform to enable these changes to occur. Such changes need not necessarily vary the subdivision provisions currently in place through the green wedge area. Alternative approaches could include:

- Consider varying the schedule to the Green Wedge Zone to enable and expand the range of land uses, particularly tourism and agribusiness uses, that can be conducted within the zone.
- Exploring the use of alternative zones which do not trigger consideration of Part 3AA of the *Planning & Environment Act 1987*.
- Advocating for reform of the existing suite of green wedge zones within the Victoria Planning Provisions (VPPs) to enable the types of land use and development contemplated within the Issues Paper.
- Consider using of different zones and overlays to enable land use change and development.
- Creation of a policy framework within the Frankston Planning Scheme that supports the use of alternative zones (such as the Special Use Zone) to enable land use change and investment.

More fundamentally, Council should identify marginal green wedge land, consistent with the direction within the Issues Paper and the 'Frankston City Economic Development Strategy, 2016-2022', and consider variations to the extent of the Frankston Green Wedge and the location of the UGB. As with the environmental investigation, this action should be prioritised, as the outcomes from this investigation will provide a fundamental component that will inform the development of any policy framework.

3.8 Section H: Theme 4: Extractive Industries

Given the existence of six active extractive industry areas within Frankston Green Wedge, Section H identifies the importance of considering these uses in the future planning of the area, and to prepare for their possible future uses. The recommendations within this section appear reasonable, although

it is suggested that as part of the consideration of future uses, that significant land use changes for these areas may have a consequential impact on surrounding properties and land-uses. Given the emphasis on economic development issues above, these six sites may represent an opportunity to think more broadly about their surrounding context. Consideration could be given to preparing small precinct plans for their immediate context.

3.9 Section I: Theme 5 - Recreation and Open Space

Section I relates to the potential role the Frankston Green Wedge can play in providing for the recreational needs of nearby residents. Page 49 includes an analysis of the Frankston City Sports Development Plan 2013-2019 and the Frankston City Recreation Strategy, 2009-2014. Both documents identify the Green Wedge area as a suitable location for indoor recreation facilities (such as those relating to equestrian based leisure, recreation or sport), or Major Sports and Recreation facilities for outdoor leisure, recreation or sport.

Page 52 includes a discussion on creating *"transition spaces between the existing urban development and peri-urban and rural lands. These opportunities should be explored at specific locations with the priority being where urban development immediately abuts the Green Wedge"*. This is then included as a recommended action. It is unclear what a transition space would entail, and what sort of activities would be contemplated in such areas. While the implied, general intent of this section is supported, some more detail around what types of recreational and open space activities would be encouraged in such areas should be provided, as well as defining the criteria that would be used to designate such areas.

3.10 Section J: Summary and Key Issues

The 'Summary & Key Issues' section (page 55) includes a concise statement of the issues that should be considered in any future decisions about land use change for the subject site. Most have been identified above, but some of significance include:

- *Industrial areas in Carrum Downs are reaching capacity and opportunities for expansion may be considered within the Green Wedge.*
- *Identify synergies between recreation offerings and other Green Wedge outcomes such as biodiversity and nature conservation.*
- *Accessing / purchasing key pieces of land to form unbroken biodiversity links throughout the municipality and into neighbouring Green Links.*
- *(and in relation to extractive industries) Identify any opportunities for Council to purchase land for community uses.*

While some of these issues have been hinted at through-out the Issues Paper, not enough information has been provided about them, particularly the supply of Industrial Land in Carrum Downs, or exactly what sort of community uses Council seeking to be provided in Green Wedge areas. Early provision of such information in the process of developing the Green Wedge Management Plan could be critical in setting core directions, and providing clarity and certainty about any desired land use change. It would also enable land owners to assist Council in trying to achieve its strategic directions.

In terms of the Next Steps listed on page 56, the proposal to develop an individual Vision and set of objectives for each individual precinct is strongly supported, given the diversity of existing land uses,

Submission to Frankston Green Wedge Management Plan 28 September 2017

the non-contiguous nature of the Frankston Green Wedge and the very different context of each sub-precinct. To enable the development of meaningful, practical and achievable objectives, more detailed information around biodiversity, existing land uses and demand for different types of industrial, commercial and residential uses should be provided.

Submission to Frankston Green Wedge Management Plan 28 September 2017

4.0 Conclusion

The Green Wedge Management Plan Issues Paper prepared for the Frankston City Council is a good starting point to inform the preparation of final Green Wedge Management Plan. The paper considers a range of themes and issues which are important in the consideration of future land use change in the area.

In general, this submission supports the overall tenor of the Issues Paper and its recognition of the variety of existing land uses in the Frankston Green Wedge, and the future opportunities to address many of the needs of land owners and residents. This is particularly pertinent in the context of a growing municipality and the need to increase the provision of local employment.

Many of the key points within this submission relate to the need for more detailed investigation and research to be undertaken, particularly at a sub-precinct level, before commencing policy development. Additionally, more emphasis and exploration should be undertaken into the statutory mechanisms that could be employed to resolve some of the issues listed within the Issues Paper.

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Hanson Construction Materials Pty Ltd
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Fax 03 9274 3794
www.hanson.com.au

05 October 2017

Submissions
Frankston green wedge management plan
Planning and Environment Department
Frankston City Council
PO Box 490
Frankston 3199.

Dear Sir/Madam

Re Frankston green wedge management plan.

On behalf of Hanson Construction Materials I would like to express our interest in the development of the Frankston GMP. Hanson are keen to see the current and future viability of the business remain in light of any future outcomes of the GMP. Hanson have an extractive industries business on Quarry road as well as a concrete plant and sizeable land bank on McClelland drive. As by nature extractive industry sites have a finite life span so it is important that the end use of the quarry road site is taken into consideration. Hanson are also keen to avoid any changes to the RCZ or SUZ currently affecting properties adjacent to our current Quarry road site for maintaining buffers and possible minor expansion of our operations.

If you would like to contact Hanson regarding this matter please contact me by email or mobile using the contact details below.

Regards

Mark Morse

Project Manager – SR aggregates
Hanson Construction Materials
150 Quarry Road
Langwarrin Vic 3910
Mob: 0419581920
Email: mark.morse@hanson.com.au



Our Ref: 8827

5th October 2017

Frankston City Council
Strategic and Economic Development
PO Box 490
Frankston VIC 3199

Attention: Strategic and Economic Development

Dear Sir/Madam,

RE: Frankston Green Wedge Management Plan – Issues Paper
290 Hall Road, Skye VIC 3977

KLM acts on behalf of with respect to the land situated at No. 290 Hall Road Skye.

The purpose of this submission is to review and critique Council's "Frankston Green Wedge Management Plan – Issues Paper" which has suggested that there are specific precincts within the municipality of Frankston worthy of protection within the Green Wedge Zone (GWZ).

1.0 Site and Surrounds

1.1 Subject Site

The property at No. 290 Hall Road, Skye presents as a case in point. The site is triangular and irregular in shape, with frontages to Hall Road, Postregna Way, Giulia Place, Balinga Drive, Collina Mews and Venezia Way. The site has an area of approximately 19.4 hectares (ha). The site is currently open farmland, is scattered with trees and void of development.



Figure 1: Aerial Photo of Subject Site



1.2 Site Context

The site is currently located just outside the Urban Growth Boundary (UGB) within a Green Wedge Zone (GWZ). The site abuts a Residential 1 Zone (R1Z) to its immediate west and Hall Road abuts the site's northern boundary. Open farmland and private properties adjoin the site's east boundary whilst the UGB abuts the site along its west boundary and delineates the cut-off between residential land and the open spaces of the Green Wedge. The zoning map below illustrates the location of the site and the context of its immediate surrounds.



Figure 2: Zoning Map of Subject Site

2.0 Planning Controls and Current Provisions

The below are the current planning provisions applicable to the subject site under the Frankston Planning Scheme:

2.1 Zone

Clause 35.04 – Green Wedge Zone (GWZ)

The purposes of the Green Wedge Zone are:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies; To provide for the use of land for agriculture.
- To recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources.
- To encourage use and development that is consistent with sustainable land management practices.
- To encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses.
- To protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes.
- To protect and enhance the biodiversity of the area.



2.2 Overlay/s

Clause 45.01 – Public Acquisition Overlay (PAO – Schedule 2)

The site is partly covered by the PAO. The purposes of the PAO2 include:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- 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.

Clause 42.03 – Significant Landscape Overlay (SLO Schedule 2)

The purposes of the SLO2 are:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To identify significant landscapes.
- To conserve and enhance the character of significant landscapes.

2.3 State Planning Policy

The following clauses of the State Planning Policy Framework are considered to be relevant to this application:

- Clause 9: Plan Melbourne
- Clause 11: Settlement
- Clause 12: Environmental and Landscape Values
- Clause 14: Natural Resource Management
- Clause 15.03-2: Aboriginal Cultural Heritage

2.4 Local Planning Policy

The following clauses of the Local Planning Policy Framework are considered to be relevant to this application:

- Clause 21.01: Municipal Strategic Statement
- Clause 21.04: Settlement
- Clause 21.06: Environmental and Landscape Values
- Clause 21.08: Economic Development

3.0 Assessment

The Issues Paper has listed five distinct themes which inform the strategic rationale of the document. This submission has therefore sought to analyse said themes and make recommendations based on the claims made with specific reference to the subject site and its surrounds.

Biodiversity & Nature Conservation

Biodiversity is an important natural asset to conserve, especially in green belts surrounded by built up and fragmented urban settlements. We acknowledge the contribution of biodiversity in the north eastern region of the municipality, and understand that the subject land is culturally sensitive to Aboriginal people. Despite this, a desktop assessment reveals that the land is relatively sparse of native vegetation with the exception of scattered trees across the site. The Issues Paper identifies biodiversity is highly concentrated in three conservation reserves, namely the Pines Flora and Fauna Reserve, Langwarrin Flora and Fauna Reserve and Robinson's Reserve. *Outside of these reserves, there is an extensive amount of remnant habitat on private land.* The Issues Paper fails to elaborate on this claim with specific examples in Skye (including the area surrounding the site) of where remnant vegetation and wildlife is prominent. This warrants further ecological investigations and research to ensure there is sufficient evidence to support the arguments raised.



Cultural Heritage

Approximately 75% of the site has been identified as culturally sensitive to Aboriginal people. The Issues Paper states that the site is located within the Carrum Downs/Seaford Wetlands Area and is home to 16 registered Aboriginal places (6 x CHMP) including artefact scatters, shell middens and scarred trees (p.30). In reference to the map of the Carrum Downs/Seaford Wetlands Area depicted on p.30, it is noted the site is not identified as a registered Aboriginal place. Consequently the fact that the site is located within an area of cultural heritage is not a reason for the site not to be used for an alternate land use.

Economic Development

The Issues Paper defines an economic mantra for Frankston City Council as "a preferred place to live learn, work, visit and invest based on a local economy that is sustainable, innovative and inclusive". The document goes on to state "health care and social assistance" is the largest employment sector (with 7,023 jobs) as illustrated in figure 6. Despite these figures, there does not seem to be any strategic thought given to the site and surrounds' economic prospects. It is recommended that these economic prospects be further investigated through a Green Wedge Economic Study to gauge an accurate assessment of the economics of the Frankston Green Wedge area including the subject site and surrounding area.

Extractive Industries

The site falls outside of the threshold distances required for separation from the quarries to the south in the Skye/Langwarrin area. Therefore no further discussion of this theme is warranted.

Recreation and Open Space

The vision for Frankston City Council's open space and recreation is guided in part by the "Frankston City Open Space Strategy, 2016-2036". The Issues Paper identifies opportunities for transition spaces between existing urban development and peri-urban and rural lands. Council's ambition is to gradually transition privately owned land into areas set aside for open space. Although the preference to increase open space is well intentioned, the Issues Paper fails to recognise the inherent difficulties associated with land reclamation. To address these challenges a strategic action plan should be provided in order to assist in outlining a framework in which the transition from private land holdings to open space could be achieved.

4.0 Recommendation

The review of the Issues Paper has acknowledged the complex nature of managing the Frankston Green Wedge Zone noting that there are many competing stakeholders involved in shaping the future structure of the municipality. A desktop analysis has revealed there are a number of areas in which the Issues Paper could have delved into greater detail in order to substantiate claims relating to biodiversity, cultural heritage, economic development, and recreation and open space.

In short the Issues Paper lacks any tangible evidence to support its claims. It is therefore submitted that further economic analysis and environmental studies of the subject site and its surrounds are undertaken prior to the preparation of any formal Green Wedge Management Plan.

Yours sincerely

KLM Spatial



Our Ref: 8826

5th October 2017

Frankston City Council
Strategic and Economic Development
PO Box 490
Frankston VIC 3199

Attention: Strategic and Economic Development

Dear Sir/Madam,

RE: Frankston Green Wedge Management Plan – Issues Paper
475 Baxter-Tooradin Road, Langwarrin

KLM acts on behalf of with respect to the land situated at No. 475 Baxter-Tooradin Road, Langwarrin.

The purpose of this submission is to review and critique Council's "Frankston Green Wedge Management Plan – Issues Paper" which has suggested that there are specific precincts within the municipality of Frankston worthy of protection within the Green Wedge Zone (GWZ).

1.0 Site and Surrounds

1.1 Subject Site

The property at No. 475 Baxter Tooradin Road, Langwarrin presents as a case in point. The site is generally rectangular in shape, with a frontage to Baxter-Tooradin Road of 125m and an average depth of 480m, yielding a total site area of approximately 5.9 hectares (ha). The site is currently developed with a single dwelling, associated outbuildings and three large agricultural storage sheds.



Figure 1: Aerial Photograph of the Subject Site.



1.2 Site Context

The site is currently located just outside the Urban Growth Boundary (UGB) within a Rural Conservation Zone (RCZ). The site abuts a low density residential zone (LDRZ) to its immediate north and is separated from the Green Wedge Zone to the south by a Road Category 1 Zone (RDZ1) – Baxter-Tooradin Road. The UGB abuts the site along its northern boundary and the municipal border of Frankston and Mornington Peninsula is located along the site's south boundary.



Figure 2: Zoning Map of Subject Site

2.0 Planning Controls and Current Provisions

The below are the current planning provisions applicable to the subject site under the Frankston Planning Scheme:

2.1 Zone

Clause 35.06 – Rural Conservation Zone (Schedule 1)

The purposes of the Rural Conservation Zone are:

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



2.2 Overlay/s

Clause 45.01 - Public Acquisition Overlay (PAO – Schedule 1)

The site is partly covered by the PAO. The purposes of the PAO1 include:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;
- 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.

Clause 42.03 - Significant Landscape Overlay (SLO Schedule 1)

The purposes of the SLO1 are:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;
- To identify significant landscapes;
- To conserve and enhance the character of significant landscapes.

2.3 State Planning Policy

The following clauses of the State Planning Policy Framework are considered to be relevant to this application:

- Clause 9: Plan Melbourne
- Clause 11: Settlement
- Clause 12: Environmental and Landscape Values
- Clause 14: Natural Resource Management

2.4 Local Planning Policy

The following clauses of the Local Planning Policy Framework are considered to be relevant to this application:

- Clause 21.01: Municipal Strategic Statement
- Clause 21.04: Settlement
- Clause 21.06: Environmental and Landscape Values
- Clause 21.08: Economic Development

3.0 Assessment

The Issues Paper has listed five distinct themes which directed its strategic rationale for the document. This assessment will respond to each key theme with a justification of why the site

Biodiversity & Nature Conservation

Biodiversity is an important natural asset to conserve, especially in green belts surrounded by built up and fragmented urban settlements. We acknowledge the contribution of biodiversity in the eastern region of the municipality, and understand that the subject land is culturally sensitive to Aboriginal people. Despite this, a desktop assessment reveals that the land is largely clear of native vegetation and appears to have been used for agricultural purposes in the past. The Issues Paper identifies biodiversity is highly concentrated in three conservation reserves, namely the Pines Flora and Fauna Reserve, Langwarrin Flora and Fauna Reserve and Robinson's Reserve. Outside of these reserves, there is an extensive amount of remnant habitat on private land, particularly in Langwarrin and Langwarrin South. The Issues Paper fails to elaborate on this claim with specific examples in Langwarrin (including the area surrounding the site) of where remnant vegetation and wildlife is prominent. This warrants further ecological investigations and research to ensure there is sufficient evidence to support the assertions made.



Cultural Heritage

The south-west portion of the site abutting Baxter-Tooradin Road has been identified as culturally sensitive to Aboriginal people. The Issues Paper states that the Langwarrin South Area is home to 4 registered Aboriginal places (1 x CHMP) including artefact scatters and one low density artefact distribution (p.31). The document however lacks specific detail as to where the artefacts may be scattered. In reference to the map of the 'Langwarrin South Area' depicted on p.31, it is noted the site is not identified as a registered Aboriginal place. Consequently the fact that the site is located within an area of cultural heritage sensitivity is not a reason for the site not to be used for an alternate land use.

Economic Development

The Issues Paper defines an economic mantra for Frankston City Council as "a preferred place to live learn, work, visit and invest based on a local economy that is sustainable, innovative and inclusive". The document goes on to state 'health care and social assistance' is the largest employment sector (with 7,023 jobs) as illustrated in figure 6. Despite these figures, there does not seem to be any strategic thought given to the site and surrounds' economic prospects. It is recommended that these economic prospects be further investigated through a Green Wedge Economic Study to gauge an accurate assessment of the economics of the Frankston Green Wedge area including the subject site and surrounding area.

Extractive Industries

The site falls outside of the threshold distances required for separation from the quarries to the north in the Skye area. Therefore no further discussion of this theme is warranted.

Recreation and Open Space

The vision for Frankston City Council's open space and recreation is guided in part by the "Frankston City Open Space Strategy, 2016-2036". The Issues Paper identifies opportunities for transition spaces between existing urban development and peri-urban and rural lands. Council's ambition is to gradually transition privately owned land into areas set aside for open space. Although the preference to increase open space is well intentioned, the Issues Paper fails to recognise the inherent difficulties associated with land reclamation. To address these challenges a strategic action plan should be provided as this would assist in outlining a framework in which the transition from private land holdings to open space could be achieved.

4.0 Recommendation

The review of the Issues Paper has acknowledged the complex nature of managing the Frankston Green Wedge Zone noting that there are many competing stakeholders involved in shaping the future structure of the municipality. A desktop analysis has revealed there are a number of areas in which the Issues Paper could have delved into greater detail in order to substantiate claims relating to biodiversity, cultural heritage, economic development, and recreation and open space.

In short the Issues Paper lacks any tangible evidence to support its claims. It is therefore submitted that further economic analysis and environmental studies of the subject site and its surrounds are undertaken prior to the preparation of any formal Green Wedge Management Plan.

Yours Sincerely,

KLM Spatial

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WATSONS

Please Reply To: Mornington
Ref: 37001

5 October 2017

Frankston City Council
Strategic Planning Department
PO Box 490
Frankston VIC 3199
Via email: greenwedge@frankston.vic.gov.au

Dear Sir/Madam,

Planning Submission
Frankston Green Wedge Management Plan- Issues Paper
250 Wedge Road, Skye

Watsons Pty Ltd acts on behalf of
it as Executors and Trustees of the Estate of the late
the legal owners of the land, in regard to the above matter.

This submission has been prepared in response to the Frankston Green Wedge Management Plan -Issues Paper (GWMP) and makes specific comments in relation to our clients land at 250 Wedge Road, Skye.

Background

The site at 250 Wedge Road adjoins the established Sandhurst, Carrum Downs and Skye residential area to the north and west respectively. The site is currently developed with an existing dwelling, associated outbuildings and was previously used for agricultural purposes.

With an overall area of 63.6 hectares, the site is partially zoned Schedule 1 to the General Residential Zone (GRZ1) and Green Wedge Zone (GRZ). The site is also affected by Schedule 2 to the Significant landscape Overlay (SLO2), partially affected by the Schedule 3 to the Public Land Acquisition (PAO3) and Schedule 1 to the Development Plan Overlay (DPO1).

The GWMP identifies the site located in Precinct 2 'Skye' with the Urban Growth Boundary (UGB) extending through the site on a general north-south axis. Refer to Figure 1 and 2 below.



The GRZ1 portion of the site (19.25ha) is subject to future development. Given the context and fragmented nature of the site opportunities to provide land uses which serve the local community should be explored and are further discussed in this submission.

Figure 1. Aerial Image of Site and Surrounds, as sourced from Nearmap



Figure 2. The Zoning of the site and surrounds. Source Planning Maps Online, Department of Environment, Land, Water and Planning





WATSONS

Context

Green wedge land is defined in the *Planning and Environment Act 1987* as land that is in a metropolitan fringe planning scheme, being outside the urban growth boundary. Approximately 35% of the Frankston City municipality is zoned as GWZ. This is equivalent to 4,500 hectares which is a considerable proportion of land holdings. Green wedge areas are an increasingly important consideration for decision makers. The proper and orderly planning is critical to achieving ongoing sustainability in green wedge areas. Green wedges contain important biodiversity, cultural heritage, economic development, extractive industries and recreation/open space benefitting the wider community and metropolitan Melbourne. The Frankston GWMP focuses on these key themes identifying future issues and opportunities for each. This submission explores the theme of 'Recreation & Open Space' in the context of 250 Wedge Road Skye.

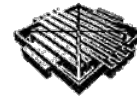
Residential development is growing rapidly within south-east Melbourne with development creeping towards the UGB, including the developing residential areas to the west and north of the subject site. The site is within close proximity to Eastlink and Dandenong-Frankston Road to the west and Western Port Highway to the east. Approximately 2km to the east is the Cranbourne West Precinct Structure Plan area which is a developing residential suburb.

Our submission makes specific reference to 250 Wedge Road Skye and requests that the GWMP be amended to:

- Promote a transitional zone/buffer between the GRZ1 and GWZ land;
 - Support non-agricultural uses on fragmented green wedge land which is not viable for agriculture;
 - Promote opportunities for increased housing choice and supply in transitional zones; and
 - Promote open space facilities which are supported by existing planning controls.
1. The GWMP should actively promote a transitional zone between urban and green wedge land

The GWMP should promote a 'transitional zone' between existing residential development and agricultural uses. The transitional zone should be provided to the east side, outside of the UGB. The GWMP states transitional zones *"should be explored at specific locations with the priority being where urban development immediately abuts the Green Wedge"*.

Recognising that there are currently land use conflicts between the urban and agricultural land uses, a transitional zone between the two zones will reduce this land use conflict. The DPO1 identifies a maximum 18 metre tree reserve adjoining the urban growth boundary; while this may assist as a buffer it will only minimise visual impacts and not necessarily address land use conflicts. Both urban and agricultural uses are intensive and therefore are not compatible as identified by Clause 57 'Metropolitan Green Wedge Land' which aims to *"protect agricultural land from incompatible uses and development"*. It is suggested that Council consider the possibility for applying appropriate transitional zones to provide a long-term land use buffer.



WATSONS

Various municipalities have implemented a transitional zone between urban and green wedge land. For instance, the Minister for Planning recently approved the 'Cardinia Western Port Green Wedge Management Plan' which supports the use of the 'Low Density Residential Zone' (LDRZ) where it commonly adjoins the GWZ to provide an appropriate transition between urban and rural uses. Furthermore, Planning Practice Note 31 'Preparing a Green Wedge Management Plan (June 2015)' identifies regulatory management tools should be implemented to better manage and protect the land. It is requested Council consider an appropriate transitional zone between the GRZ1 and GWZ for the better management and sustainability of the green wedge land. The LDRZ will allow for less intensive residential development ensuring each lot remains between 0.2-0.4 hectares. It is also important to acknowledge that existing services and infrastructure are available to support such development which is also within close proximity to open space as outlined in the DPO1.

It is understood that once approved the GWMP will be a reference document in the Frankston Planning Scheme and hold significant statutory weight. Once implemented, a review should be undertaken every five years in accordance with Planning Practice Note 31 'Preparing a Green Wedge Management Plan (June 2015)'. It is considered orderly and proper planning for Council to acknowledge the subject land as a transitional zone outside of the UGB, to minimise land use conflicts between urban and agricultural land.

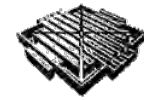
2. The GWMP should consider alternative uses where there is fragmented land

The subject land is best described as fragmented and as such agriculture is neither sustainable nor viable land use for 250 Wedge Road, Skye. The site is a small landholding with residential development extending to the north and west of the site.

Overtime, residential growth has encroached towards the subject land resulting in residential development built up to its boundaries. Noting that the UGB dissects the property with that part covered by a DPO1, further residential development of the site, as is encouraged by the planning controls, will simply transfer the existing 'hard' edge between the developed and un-developed land to another location. There is ample land in the green wedge currently used for agriculture, with approximately 83.56% of the total land use and submitted 250 Wedge Road is better suited to non-agricultural uses given its location and fragmented landscape. Recognising that the land is not viable for agriculture, Council has a unique opportunity to review alternative land uses of the land.

The site is further fragmented due to approximately 7.5% of the total land holding being earmarked for acquisition by Frankston City Council pursuant to PAO3, which designates the area for 'open space/recreation'. The *Carrum Downs, Langwarrin and Baxter Outline Development Plan* (amended 2011) identifies the land as a 'District Level Playing Field' along the southern boundary of the site.

Furthermore, a 'proposed non-vehicle route' is located in the GWZ linear to the urban growth boundary with a proposed length of approximately 200 m. The DPO1 suggests this land is to be a maximum 18 metre wide path containing high density tree planting. This identifies that a significant proportion of land in the GWZ is to be a future pathway connection for residents (Refer to appendix 1). The existence of the footpath for an approximate length of 200 m



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coupled with the future 'District Level Playing Field' provides further justification to the notion that the land is fragmented and Council should be exploring alternative land uses for the site.

The location of the open space can be best maximised by locating it as a focus for residents. The subject land creates an opportunity for this and would result in a good planning outcome. It is submitted that Council should build on the relevant elements of the DPO1 and identify the subject land as an opportunity to provide alternative land uses better suited to its context.

3. Opportunity to provide increased housing choice

Recognising that the ongoing growth pressures of the municipality will increase the demand for housing, a transitional zone between residential and green wedge not only provides for reduced land use conflicts but also increased housing choices.

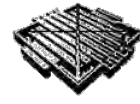
Clause 21.01 'Municipal Strategic Statement' forecasts an increase of 21,000 people between 2011 and 2031 with a permanent population of 153,000. With an average growth rate of 0.9% and additional 10,200 dwellings by 2031 the GWMP provides Council with an opportunity to review its zones with a view to reduce land use conflicts but also to provide additional housing choices for the expected population increase within the municipality.

4. Ongoing demand for recreational and open space land uses

Given the PAO3 covers part of the site, the subject land has a significant opportunity to provide open space to serve the local and future community of Carrum Downs, Skye and Sandhurst. Clause 35.04 'Green Wedge Zone' identifies that the land can be supported for non-agricultural use where it can be demonstrated it is a sustainable outcome. The future use of the land at 250 Wedge Road, Skye for open space will provide net-community benefit outcomes and ensure the land is served for the local community.

Open Space plays an important role in the local community providing a range of social, economic and environmental benefits. Clause 11.06-7 'green wedges' aims to "support development in the green wedge that provides for environmental, economic and social benefits". Access to open space provides the opportunity for greater community interaction and participation, promotes healthy and active lifestyles, increases passive surveillance and street level activation while also enabling protection of indigenous flora/fauna assets and provide important stormwater functions. Council should investigate future opportunities given the site's close proximity to the Carrum Downs community.

Recognising that open space is not evenly distributed across the municipal area, the Carrum Downs community has expressed its concerns regarding poor access to open space. The subject land is an important strategic site and has been identified in the Frankston City Open Space Strategy 2016-2036 for the *"expansion of Lisa Beth Mews along the edge of the urban growth boundary"*. The site is covered by a PAO3, which is a mechanism for Council to acquire this parcel of land. The site will be used for expansion of the 'Cranwell Mews Reserve' as outlined in the DPO1. There is currently poor provision of footpaths, vegetated buffers and access to open space with rear fences directly abutting the site. This does not provide a good planning outcome. Therefore the site provides the unique opportunity to



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provide open space with transitional zoning to the east which can reduce land use conflicts between different uses.

Conclusion

This submission is generally supportive of the GWMP and ongoing sustainability of green wedge land. It is submitted that; the subject land should be further investigated as a 'transitional zone' to provide a long-term buffer between urban and green wedge land. In summary:

- Council should consider alternative non-agricultural land uses on the site given the fragmented nature of the land and its proximity to the urban growth boundary; and
- There is a significant opportunity to build on the important open space connection as outlined in the DPO1 and planning for population which will increase by 21,000 by 2031.

Such an outcome would provide for the fair and orderly planning of the area and generate significant net-community benefits for the Carrum Downs, Skye and Sandhurst community.

We thank Council for the opportunity to provide a submission to the Frankston Green Wedge Management Plan-Issues Paper.

Should you wish to discuss any matter further please don't hesitate to contact me on

Yours faithfully
Watsons Pty. Ltd.

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Langwarrin Vic 3910

26 September 2017

Manager Planning and Environment,
Frankston City Council,
Civic Centre,
30 Davey Street,
Frankston Vic 3199

Dear Mr

Re Frankston Green Wedge Management Plan Issues Paper

We refer to the abovementioned Issues Paper which is seeking comments from interested parties, and the Meeting recently held at Frankston Football Club.

We have previously lodged a letter dated 15 August 2017 relating specifically to an area said to be of a Cultural Heritage Sensitivity nature but which in fact is not.

The following comments are made in respect of our property situate Dandenong-Hastings Road Langwarrin, which we do not believe should have been included within the Green Wedge Area

- (a) Figures 1, 7 and 8 of the Issues Paper shows the boundaries of the designated Green Wedge. When looking at the area adjoining Dandenong-Hastings Road it is very unclear as to how the boundaries could have been decided – seems to be no apparent logic used. For some unknown reason some properties South of 1375 have not been included in the Green Wedge Area
- (b) Our property has previously been cleared of existing vegetation as a result of historic agricultural and grazing use dating back some significant period of time, long before we acquired the property, and it is sparsely vegetated. The main area of vegetation is that which has been subsequently planted around the dwelling. The property is distinct from the surrounding areas to the North, South and West.
- (c) Properties to the North and West have heavy native vegetation and it is understandable how these have been included in the Green Wedge Area.

(d) An area further South, south of property number 1375, has not been included in the Green Wedge Area even though it has significant native vegetation – probably as much as those properties to the North of our property.

(e) The size of our property, ie approx. 4.0 hectares, does not allow any significant agricultural activity and in fact requires significant management and maintenance upkeep. Also rabbits and foxes are a major concern in the area.

We look forward to your comments regarding the abovementioned points and trust that they will be taken in to consideration, by yourself and Council, when addressing and reviewing the Green Wedge Management Plan.

Kind Regards

Ps. This letter is to replace that lodged on Tues. 26/9/2017.-
please destroy previous letter or give to bearer of
this letter

48

Dandenong-Hastings Road

Langwarrin Vic 3910

28 September 2017

Manager Planning and Environment,
Frankston City Council,
Civic Centre,
30 Davey Street,
Frankston Vic 3199

23 SEP 2017

Dear Mr

Re: Frankston Green Wedge Management Plan Issues Paper

We refer to the abovementioned Issues Paper which is seeking comments from interested parties, and the Meeting recently held at Frankston Football Club.

The following comments are made in respect of our property situated at Dandenong-Hastings Road Langwarrin, which we do not believe should have been included within the Green Wedge Area.

- (a) Figures 1, 7 and 8 of the Issues Paper shows the boundaries of the designated Green Wedge. When looking at the areas adjoining Dandenong-Hastings Road it is very unclear as to how the boundaries could have been decided – seems to be no apparent logic used. For some unknown reason some properties South of 1375 have not been included in the Green Wedge Area.
- (b) Our property has previously been cleared of existing vegetation as a result of historic agricultural and grazing use dating back some significant period of time, long before we acquired the property and is devoid of any native vegetation other than the trees that align our driveway or ones that I have planted. The main area of non native vegetation is that which has been subsequently planted around the dwelling. The property is distinct from the surrounding areas to the North, South, and West.
- (c) Properties to the North and West have heavy native vegetation and it is understandable how these have been included in the Green Wedge Area.

(d) Properties that border our southern boundaries and which have heavy significant native vegetation – just as much as the properties further North, are recognised and managed by Landcare Victoria, have not been included in the Green Wedge Area.

(e) The size of our property, ie approx. 4.0 hectares, does not allow any significant agricultural activity and in fact requires significant management and maintenance upkeep due to the out of control increase of pests like rabbits and foxes. The Department of Primary Industries fail to enforce the law as to the source of these pests from surrounding properties outside the Green Wedge and we end up baring the costs.

We look forward to your comments regarding the above mentioned points and trust that they will be taken in to consideration, by yourself and Council, when addressing and reviewing the Green Wedge Management Plan.

Kind Regards



Our Reference: 7077

10 October 2017

Frankston City Council
Strategic and Economic Development
PO Box 490
Frankston VIC 3199

Attention: Strategic and Economic Development

Dear Sir/Madam,

Re: Frankston Green Wedge Management Plan – Issues Paper
1355-1365 Dandenong Hastings Road, Langwarrin

A review of Council's commissioned study and report "Frankston Green Wedge Management Plan – Issues Paper" (conducted by SJB Urban in June 2017) revealed a thorough assessment is required in identifying which areas of land are considered appropriate for development and inclusion within the urban growth boundary, and the areas of land that should be set aside as public open space and sited within the Green Wedge Zone (GWZ).

From a strategic planning perspective, it is vital that planners strike a reasonable balance in decision-making between the competing interests of land holders and the maintenance and evolution of Green Wedge land. Green Wedges assist professionals in the land development industry by providing a clear framework in which to work around, to ensure that new development proposals are not encroaching on to these Green Wedges and being sensitive to important ecological assets.

It is important to note that the document specifies: *"there may exist opportunities for transition spaces between the existing urban development and peri-urban and rural lands. These opportunities should be explored at specific locations with the priority being where urban development immediately abuts the Green Wedge"* (SJB 2017, p.52).

The example of 1355-1365 Dandenong-Hastings Road, Langwarrin presents as a case in point. These sites are currently located within a Rural Conservation Zone (RCZ) but has been flagged as a potential candidate for inclusion within the GWZ. The site abuts a low density residential zone (LDRZ) to the west and are separated from the Green Wedge Zone to the east by a Road Category 1 Zone (RDZ1 – Dandenong-Hastings Road). This arterial road provides an important connection to the future Port of Hastings to the south and as such a future rail corridor in this location would be economically viable and strategically justified. The Urban Growth Boundary (UGB) borders the site for part of its length.

It should also be noted that the sites are not covered by an Environmental Significance Overlay (ESO), and therefore development potential is not limited by environmental constraints. This is in contrast to much of the land which surrounds the site, especially land to the immediate south of the property (ESO1) and adjacent Dandenong-Hastings Road to the east (ESO4). The land use context is defined by the high presence of hobby farms and residences on large lots contributing to a low density built form character.

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It is acknowledged the City of Casey borders the site to the east of Dandenong-Hastings Road and much of the land within this area is within the Green Wedge 2 Zone (GWZ2). The purpose of the GWZ2 is to facilitate land for strictly rural and agricultural purposes, thereby allowing for sustainable use and development of the land and minimising the 'footprint' of development upon ecologically sensitive areas. It would appear the Dandenong-Hastings Road interface presents as an appropriate cut-off for the separation of the Green Wedge Zone from the LDRZ and RCZ in this local context.

In summary, the sites whilst being proximate to agricultural land of strategic significance and worthy of protection in the green wedge zone is of no environmental significance when viewed in isolation as part of a review of the 'Frankston Green Wedge Management Plan'. The site's abuttal with the LDRZ, RDZ1 and UGB all contribute in forming a strong case that this site should be excluded from the Green Wedge Zone. The Issues Paper makes no specific reference to this land as being of environmental significance. It should therefore not be included as part of the Green Wedge Zone which original purpose was to maintain and protect ecological and biologically diverse environments within built up and fragmented urban landscapes.

Yours Sincerely,

KLM Spatial

ENGINEERS

PLANNERS

GREEN WEDGE ISSUES PAPER 2017

OFFICER REVIEW OF SUBMISSIONS RECEIVED

There were 49 submissions received following the exhibition of the issues paper. The following table sorts the matters raised by submitters into themes and provides an officer response.

Theme	Number of Submitters	Issues	Officers Response
Biodiversity, nature conservation and environmental issues	Submission 1, 2, 3, 5, 8, 9, 16, 18, 21, 22, 23, 27, 28, 29, 30, 32, 33, 34, 35, 36, 37, 40, 47 and 48.	A. Support for the protection of biodiversity, habitat corridors and overall nature conservation.	A. Support noted. Biodiversity protection is a major part of Frankston City Council's management intent for this area. Further enhancement of Biodiversity values will be a key theme of a future Green Wedge Management Plan (GWMP).
		B. Green Wedge development should be required to have small footprints on large lots so as to maintain rural openness and landscape views and vistas.	B. Recommended new planning mechanisms for development site coverage/building footprints to respect the existing character & landscape.
		C. Locating and encouraging renewable energy enterprises within the Frankston Green Wedge.	C. A GWMP would allow renewable energy enterprises within the Green Wedge, as some of these uses are allowed through a Planning Permit application process. This could be explicitly recommended for particular locations within the Green Wedge.
		D. A GWMP must address adverse amenity impacts including rubbish dumping, dust and noise.	D. Potential adverse amenity impacts are in part covered by planning permit conditions. It is noted however that rubbish dumping is not usually a planning matter. This is better managed through local laws.

Theme	Number of Submitters	Issues	Officers Response
		E Lack of floodplain management discussion within the FGWMP Issues Paper.	E. As the Issues Paper is a preliminary study of the Green Wedge, the preparation of the Management Plan itself would be better placed to consider particular issues such as waterway impacts and localised flooding.
		F. The Issues Paper has not adequately addressed climate change.	F. Agreed. There is usually an overarching requirement for more extensive planning studies to consider future implications. The brief for the drafting of the Green Wedge management Plan will include a requirement for consideration of climate change impacts to underpin the recommended management approach.
		G. Direct support for land owners should be provided to undertake environmental rejuvenation on their land.	G. The Management Plan will provide a vehicle for extending assistance and resources to landowners for approved habitat rehabilitation, Note that Council already operates an indigenous nursery and there are a variety of grants that may be targeted for this purpose. Consideration of innovative funding mechanisms will be included in the GWMP brief.
		H. New biodiversity studies to review environmental planning controls are needed. Expand the Green Wedge to include all areas of environmental significance such as Boggy Creek, Sweetwater Creek, Frankston Reservoir and all bushland reserves.	H. Parts of the Boggy Creek are already within the Green Wedge. The rest of the other reserves are appropriately zoned for their protection. However, there is no reason that Council could not investigate and advocate for changes to the urban growth boundary to remove some of these areas from the 'urban' area, especially where this would better express the demarcation between urban and rural parts of the city.

Theme	Number of Submitters	Issues	Officers Response
Rezoning & Land Use	Submission 1, 2, 4, 6, 10, 12, 13, 14, 15, 17, 18, 19, 20, 24, 26, 28, 31, 34, 36, 37, 41, 42, 44, 46, 47, 48 and 49	Support for low density housing, 2 nd dwellings on a lot, smaller subdivision limits and more housing choice within the Frankston Green Wedge.	Many submissions are seeking the rezoning of land within the Green Wedge and outside the Urban Growth Boundary to allow for smaller lots and urban uses. It has been consistently expressed at the exhibition stage of the Issues Paper and throughout the Engagement activities undertaken to date that any proposed Planning Scheme Amendment that would result in a change to the Urban Growth Boundary or impact the nature of the Green Wedge, is unlikely to be supported by the State Government under current policy settings.
		Residential land re-zonings within the Green Wedge.	<p>The minimum lot size that could reasonable allowed outside the Urban Growth Boundary (UGB) is 4 ha, which currently exists under Rural Conservation Zone, Schedule 1.</p> <p>However, this is the opportunity for such proposals to be tabled and considered. If there is any merit in the proposed change for the community overall, this would need to be balanced against the difficulty of successfully navigating the rezoning process.</p> <p>The officer view is that while most of the requests would really only benefit the existing landowners, in some cases there is a good town planning case for a change. Accordingly each proposal for smaller lots needs to be assessed within its precinct and local context and for the possible impact on overall Green Wedge values.</p>
		Planning controls relaxed to allow for more land uses and development within the Green Wedge.	Changes to individual land uses within the Green Wedge may be able to be accommodated without having to change the Urban Growth Boundary. For example, Places of Worship are allowed subject to permit. There may be scope to better manage such uses with minimum site coverage and built form controls, so as to enhance Green Wedge values.

Theme	Number of Submitters	Issues	Officers Response
		FCC requires more land for industrial uses and parts of the Green Wedge should be considered.	<p>The existing Carrum Downs Industrial Area is almost fully developed and there is little scope for any further expansion within the urban areas of the city for industrial uses.</p> <p>That part of the Green Wedge Precinct 1, between Eastlink and Frankston-Dandenong Road is currently degraded grazing land and relatively bare of vegetation. It could be considered a natural extension to the industrial estate. Rezoning a portion of this land to industrial use could be designed to provide funding for green habitat and recreation links in a 'garden industrial' setting.</p>
		UGB to be altered to allow for some urban development.	<p>That part of the Green Wedge Precinct 1 at the north east corner of Hall Road and Frankston-Dandenong Road, would be a desirable extension of Council's regional recreation facilities, to meet future recreation needs for Carrum Downs. It is currently in private ownership</p> <p>There is a submission to Council proposing transfer of the future recreation land as part of a rezoning proposal to allow urban uses in the balance of the property.</p>
		Urban Growth Boundary (UGB) retained in its current location	<p>This is the current policy setting. One -off proposals or 'spot rezonings' are usually discouraged by Council officers in their advice to applicants.</p> <p>However the preparation of a GWMP is the relevant opportunity for such proposals to be considered within a balanced strategic framework.</p>

Theme	Number of Submitters	Issues	Officers Response
		No development for Cruden Farm.	There are no new development plans for Cruden Farm under consideration. The Planning Scheme amendment request that was lodged with Council in 2017 has not been actioned by Council.
		Opposition to residential and industrial rezoning, and smaller lot sizes. Opposition to churches or other 'urban uses' within the Green Wedge.	Opposition to urban residential and industrial uses is noted. With regard to land uses in the Green Wedge, uses such as place of worship and schools are uses that require a permit under the Green Wedge and Rural Conservation Zone. It could be investigated that the impacts of such permitted uses could be managed better via local policy measures and schedules to the zones to be included in the Frankston Planning Scheme.
		More schools in the Green Wedge.	Schools and retirement villages are more properly considered to be urban uses.
		Opportunities for 'high quality' retirement villages in the Green Wedge.	There may be scope for consideration of these uses in proximity to existing urban development, where this would not represent a conflict with the green Wedge values. However this is very much dependent on the existing local context.
		A future FGWMP must be adopted by Council, be embedded in the Municipal Strategic Statement and referenced in the Frankston Planning Scheme.	This is the desirable process for ensuring that the GWMP is clearly implemented through the Frankston Planning Scheme.
Agriculture & Horticulture/Economic Development	Submission 8, 18, 20, 30 32, 33, 38, 41	Protection and encouragement for agriculture and horticulture businesses.	As part of the preparation of a GWMP, a recommendation or action could be to investigate the viability of specialist agriculture sectors for the Frankston Green Wedge. If needed, this could then lead to a recommendation for protecting land for

Theme	Number of Submitters	Issues	Officers Response
		<p>Frankston Planning Scheme should allow for a greater range of land uses on their land where agriculture is no longer viable.</p> <p>Support more tourism and 'agri' business.</p>	<p>agriculture in certain locations and creating policy that would attract similar agricultural activities to the Green Wedge area.</p> <p>If there is clear evidence that agricultural is no longer viable, then alternative economic uses could be considered, including tourism, recreation and related rural or open space uses.</p>
Cultural Heritage	Submission 6 and 32	Support the investigation, protection and education of Frankston areas of Aboriginal and European Cultural heritage significance.	<p>Support noted.</p> <p>As part of the preparation of a GWMP, a recommendation or action would seek to promote the protection and educational interpretation of areas that are of Cultural Heritage significance for both indigenous and European history.</p>
Extractive Industries	Submission 4, 5, 6, 13, 18 and 43	<p>Support the ongoing use and operation of extractive industry sites.</p> <p>Retention of extractive industry buffers.</p> <p>Rehabilitation and future use of quarry sites.</p>	<p>As part of the preparation of a GWMP, a recommendation or action would support the ongoing use and operation of extractive industries, particularly in Precinct 3.</p> <p>For each major site, the GWMP should also investigate the potential future land uses, with recommendations to carry out land use studies for quarry and land fill sites after rehabilitation.</p> <p>Where existing extractive industries are expected to continue for the medium and long term, the preservation of suitable buffers to sensitive uses will be an important outcome of the GWMP.</p>
Recreation & Open Space	Submission 7, 9, 18, 19, 21, 23, 23 and 28	Develop passive recreation, sporting fields and open space uses in the Green Wedge.	The Open Space Strategy adopted by Council in August 2016 has identified sites that are within the Green Wedge for recreation use. These will need to be considered and protected in the preparation of a GWMP.
Other (incl. rates, services & economic issues)	Submitter 4, 11, 26, 28, 40 and 45	Council rates for Green Wedge properties are too high for the level of service received e.g. no	<p>Rates are determined by the current use of the land. This is not a relevant matter for the preparation of a GWMP.</p> <p>However, the implementation of the GWMP should provide for</p>

Theme	Number of Submitters	Issues	Officers Response
		waste collection services.	some increase in amenity and services in some localities.
		Request for additional services (footpaths, road surfacing etc.) in the Green Wedge.	Any future requests on services such as footpaths and road surfacing would need to be considered in through the Council's budget process. In some limited cases, the need for such improvements may be addressed in the GWMP
		Further investigation is required to substantiate claims in the Issues Paper.	Statement noted. The Issues paper was a preliminary study to invite submissions on the values of the Green Wedge. A final GWMP will need to be based on further research and evidence for its recommendations.
		All Green Wedge Councils should work together when formulating GWMP's.	Although Frankston City Council is not preparing a joint GWMP with other Councils, care will be taken to ensure our final GWMP aligns with the management plans of our neighbouring Councils.
		Provide more education and promotion on the role that Melbourne's Green Wedges are intended play.	Support noted. Council officers are here to assist in informing land owners and interested parties on the policies and intended purposes of the Green Wedge.
		Support for the Issues Paper 'Vision Statement' – <i>An asset of sustainable land management, rejuvenation and change</i> .	Support noted and appreciated.
		Support and recognise the economic value that the Frankston Green Wedge provides to the economy.	As stated earlier, the preparation of a GWMP is intended to encourage business that will enhance the economic as well as the social and environmental values of the Green Wedge area.
		Cats kept within Green Wedge areas must be kept indoors 24/7.	Cat curfews can be investigated as well as restrictions on title if any type of development or subdivision occur.



REPORT OF ENGAGEMENT GROUP MEETING NO. 4

GREEN WEDGE MANAGEMENT PLAN ENGAGEMENT GROUP

THE ENGAGEMENT GROUP'S TASK:

Council is developing a green wedge management plan and it needs to ensure that the plan meets the economic, social and environmental needs of the community, now and in the future.

WHAT IS OUR ADVICE AND RECOMMENDATIONS TO THE WRITERS OF THE PLAN?

Limitations of Use

This report has been prepared by MosaicLab on behalf of and for the exclusive use of Frankston City Council.

The sole purpose of this report is to provide a record of the final recommendations developed by the Green Wedge Engagement Group at its fourth meeting on 30 November 2017.

Frankston City Council can choose to share and distribute this report as they see fit.

MosaicLab accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.



MosaicLab is a Victorian-based consultancy that specialises in community & stakeholder engagement, facilitation, negotiation, strategic planning and coaching.

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INTRODUCTION

Frankston City Council is developing a Green Wedge Management Plan and has embarked on a process of community engagement to support this work. The process commenced with an Information Evening on 14 September 2017 attended by about 270 people. At this meeting, anyone who wished to explore the issues in more depth was invited to join an Engagement Group. Just over 40 people nominated to be part of the Engagement Group and they met over four evening meetings on October 12, October 26, November 16 and November 30, 2017.

PURPOSE OF THE ENGAGEMENT GROUP

The Group was asked to address the following task:

Council is developing a green wedge management plan and it needs to ensure that the plan meets the economic, social and environmental needs of the community, now and in the future. What is our advice and recommendations to the writers of the plan?

EXPECTATIONS OF ENGAGEMENT GROUP MEMBERS

The Group was asked to:

1. To attend all meetings
2. To work collaboratively with other community members to consider information, weigh up options and come up with a set of recommendations to Council

THE OVERALL PROCESS

The process included the following steps:

1. Wider engagement including the information meeting, a survey, submissions and one targeted discussion group
2. Deeper engagement – the Engagement Group delved more deeply into the issues over four meetings.
3. The recommendations from the Engagement Group together with survey results, submissions and the targeted discussion group are to be provided to planning consultants who will be preparing a draft plan for Council (February to June 2018).
4. The draft plan to be considered by Council and is expected to be placed on public exhibition in mid-late 2018.

ENGAGEMENT GROUP TASKS

The following steps were planned for the Engagement Group:

Meeting #1 – Identify information needed to undertake the role

Meeting #2 – Information/speakers and discussion of insights, opportunities and issues

Meeting #3 – Develop a vision and draft recommendations

Meeting #4 – Finalise recommendations

All four meetings of the Engagement Group were held as planned. The only variation was that the vision was considered at meeting #4 rather than meeting #3.

ABOUT THIS REPORT

This report forms the Engagement Group's final recommendations to Council and the writers of the Green Wedge Management Plan. The group developed a large number of recommendations, some of which are duplicates. The duplicates have been retained in the report as it reflects the work undertaken by the Group at Meeting #4. In addition, some of the duplicates have different edits made by members of the Group and slightly different voting outcomes.

The structure of the report is based on the advice of the Engagement Group at Meeting #4. Previously MosaicLab had re-ordered a number of recommendations under different themes and precinct names. Even though MosaicLab felt they were following the request of some Group members to use precinct names, this re-ordering was of major concern to many other Group members and hence MosaicLab agreed to follow the report structure determined by the Group at Meeting #4.

VISION

The following vision statements were prepared by a sub-group of the Engagement Group (the Precinct 2 group). At Meeting #4 the full group agreed to these statements being included in their report.

The local economy will be driven by an emerging tourism and recreation industry based on cycling and walking trails.

Further supplemented with new business areas along Western Port Highway and an expansion of the Carrum Downs industrial area.

Best practice integrated water management will lead to improved water quality and water use with improved conditions on existing water assets and newly created wetlands on previous quarry sites.

Local biodiversity will be protected as will habitats for threatened species, recreation of new biodiversity trails connecting to other municipalities will return native flora & fauna trails to their original state.

A focus on quality over quantity will be applied to the Green Wedge Zone, providing a common sense approach to Council and State assets financially, whilst allowing a greater number of people to live on the Green Wedge through small rural and lifestyle blocks.

Frankston will be the permanent edge to Melbourne's South East and the urban interface with an aesthetically pleasing phase in / out to reduce the existing hard interface.

VALUES

Values for Frankston Green Wedge Zone.

The following statement was prepared by the precinct 2 group

Flora & Fauna.

Agriculture:

- Cattle
- Green Houses.

Biodiversity:

- Ramsar wetlands
- River Red Gums
- Rodds Drain
- Pines - The Pines Flora + Fauna Reserve.

Economic benefits to Frankston:

- Environmental Tourism
- Sporting activities
- Equestrian Centre
- Industrial uses.

Heritage:

- Aboriginal
- European.

Landscape Features:

- Opportunities for Rural lifestyle
- Remnant landscapes
- Open spaces (privately owned land).

Extractive industry sites:

- End of life uses.

Living:

- Rural and lifestyle living blocks
- Varying sizes from 1/4 acre upwards.

Participants were invited to add to the values statement provided by the Precinct 2 group and the following statements were made:

We live in it

Biodiveristy (flora & fauna).
heritage, landscape features,
open rural areas to break up
urban areas

Opportunity to improve
biodiversity
Waterways = habitat corridors
Open landscapes
(no changes to lot sizes)

An environment that
complements humanity

I support the Preinct 2 vision
with strong focus on lifestyle
blocks

Will be emailing through
changes to my vision (name
withheld)

I'll be emailing through some
change to the vision (name
withheld)

The chance to make it better

I support the Preinct 2 vision

Plants

Flora and fauna mixed with
lifestyle blocks

Natural waterways, flora, bird
life and fauna

Fauna/flora: Enjoyment of
general use of CW areas
rather than secular isolated
use as is currently the case

Consolidation of small
lots for diversity values
Absence of dominating
built forms eg places of
worship, green houses
Open landscapes not
concreted over with
footpaths
Absence of industrial
uses in GW
Protection of waterways
eg Little Boggy Creek

A great area in which
more people should be
able to enjoy if only we
were able to provide
smaller lots and more
trees

Your own bit of privacy,
no neighbours in your
yard

Nothing

Provide greater affordable
living within the
Frankston municipality
by providing and
expanding areas of the
Green Wedge which has
become fragmented
by the changing UGB.
A review process to be
undertaking on a 'case
by case' basis to allow
the release of further
land uses

Smaller lots create bio-
diversity

1	OLD NO.	NEW NO.	1.1
THEME:	AGRICULTURE / HORTICULTURE.		
HEADING:	ALTERNATIVE BOUTIQUE TYPE ENTERPRISES.		
DESCRIPTION:	Council provide education and assistance to landowners about boutique style agriculture / horticulture suitable for the land, including eco tourism / farm stay options.		
RATIONALE:	<p>As large scale farming is considered not viable, smaller alternative enterprises would be more suitable.</p> <p>1) Attracting inner city dwellers to enjoy unique experiences</p> <p>2) Economically more people will come to the area bringing in money & tourism style activities</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Sounds good. Who pays? Pipe dream</p> <hr/> <p>Leave any form of government out, no idea of educating</p> <hr/> <p>Council cannot educate themselves, let alone any one else</p> <hr/> <p>At what cost?</p> <hr/> <p>Boutique farming requires extensive capital investment, who/how would funding be provided?</p> <hr/> <p>Been there, done that. Fight against state or local government as contradiction is rife</p>		
VOTING	I AGREE 24	I DO NOT AGREE 10	

2	OLD NO.		NEW NO.	1.2
THEME:	AGRICULTURE / HORTICULTURE.			
HEADING:	SHED BASED AGRICULTURE.			
DESCRIPTION:	Confine shed based agriculture activities to specified precincts to avoid clutter.			
RATIONALE:	Sheds can be unsightly and need to be built in selected locations where they will have a less damaging impact on the environment & visual amenity.			
COMMUNITY BENEFIT				
I WOULD BE MORE COMFORTABLE IF	Med morazah <hr/> Sheds can go anywhere <hr/> No sheds!			
VOTING	I AGREE 33		I DO NOT AGREE 1	

19.1	OLD NO.	NEW NO.	1.3
THEME:	AGRICULTURE / HORTICULTURE.		
HEADING:	ECONOMICS OF AGRICULTURE IN FRANKSTON.		
DESCRIPTION:	The land in Frankston is not economically viable for agriculture unless in glass houses. By reducing lot sizes may allow more boutique agriculture as more lifestyle based.		
RATIONALE:	<ul style="list-style-type: none"> • Smaller blocks - less outgoings. • Large open grass farms with livestock are not viable. • Need a report for viability. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	<div> <div>I AGREE</div> <div>31</div> <div>I DO NOT AGREE</div> <div>6</div> </div>		

19.2	OLD NO.	NEW NO.	1.4
THEME:	AGRICULTURE / HORTICULTURE.		
HEADING:	ECONOMICS OF AGRICULTURE IN FRANKSTON.		
DESCRIPTION:	The land in Frankston is not economically viable for agriculture unless in glass houses. By reducing lot sizes may allow more boutique agriculture as more lifestyle based.		
RATIONALE:	<ul style="list-style-type: none"> • Smaller blocks - less outgoings. • Large open grass farms with livestock are not viable. • Need a report for viability. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	<div> <div>I AGREE</div> <div>30</div> <div>I DO NOT AGREE</div> <div>4</div> </div>		

20.1

OLD NO.

NEW NO.

1.5

THEME:	AGRICULTURE / HORTICULTURE.		
HEADING:	DISCOURAGE FRAGMENTATION.		
DESCRIPTION:	Disallow reductions in existing lot sizes to encourage those willing to undertake agriculture / horticulture to do so.		
RATIONALE:	Smaller lots are non-viable, larger ones are. Reduced lot sizes around larger ones increases domestic use and places pressure to remove farming.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Not viable		
	Not viable		
	Not fair, not viable		
	As an agriculture business owner this person does not understand industry		
	Reduction in lot size is a nice option that should be more available		
	Narrow view doesn't explore opportunities.		
VOTING	I AGREE	5	I DO NOT AGREE 30

20.2

OLD NO.

1.6

NEW NO.

THEME:	AGRICULTURE / HORTICULTURE.		
HEADING:	DISCOURAGE FRAGMENTATION.		
DESCRIPTION:	Disallow reductions in existing lot sizes to encourage those willing to undertake agriculture / horticulture to do so.		
RATIONALE:	Smaller lots are non-viable, larger ones are. Reduced lot sizes around larger ones increases domestic use and places pressure to remove farming.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<div style="border-bottom: 1px solid #ccc; margin-bottom: 5px;">Not viable</div> <div style="border-bottom: 1px solid #ccc; margin-bottom: 5px;">Not viable</div> <div style="border-bottom: 1px solid #ccc; margin-bottom: 5px;">Not fair, not viable</div> <div style="border-bottom: 1px solid #ccc; margin-bottom: 5px;">As an agriculture business owner this person does not understand industry</div> <div style="border-bottom: 1px solid #ccc; margin-bottom: 5px;">Reduction in lot size is a nice option that should be more available</div> <div style="border-bottom: 1px solid #ccc; margin-bottom: 5px;">Narrow view doesn't explore opportunities.</div> <div style="border-bottom: 1px solid #ccc; margin-bottom: 5px;">Landowners need full time jobs because 'farming' does not generate enough money.</div>		
VOTING	I AGREE 4	I DO NOT AGREE 31	

20.3

OLD NO.

1.7

NEW NO.

THEME:	AGRICULTURE / HORTICULTURE.		
HEADING:	DISCOURAGE FRAGMENTATION.		
DESCRIPTION:	Disallow reductions in existing lot sizes to encourage those willing to undertake agriculture / horticulture to do so.		
RATIONALE:	Smaller lots are non-viable, larger ones are. Reduced lot sizes around larger ones increases domestic use and places pressure to remove farming.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<div style="border-bottom: 1px solid #00a0e3; margin-bottom: 5px;">Not viable</div> <div style="border-bottom: 1px solid #00a0e3; margin-bottom: 5px;">Not viable</div> <div style="border-bottom: 1px solid #00a0e3; margin-bottom: 5px;">Not fair, not viable</div> <div style="border-bottom: 1px solid #00a0e3; margin-bottom: 5px;">As an agriculture business owner this person does not understand industry</div> <div style="border-bottom: 1px solid #00a0e3; margin-bottom: 5px;">Reduction in lot size is a nice option that should be more available</div> <div style="border-bottom: 1px solid #00a0e3; margin-bottom: 5px;">Narrow view doesn't explore opportunities.</div>		
VOTING	I AGREE 4	I DO NOT AGREE 31	

35

OLD NO.

NEW NO.

1.8

THEME:	AGRICULTURE / HORTICULTURE.		
HEADING:	<p>PRECINCT 2</p> <p>1. ALLOW DOWNSIZING, SUBDIVISION DOWN TO 1/4 ACRE OR A VARIETY OF SMALL LOT SIZES.</p> <p>2.ALLOW INDUSTRIAL EXPANSION INCLUDING A HOSPITAL.</p>		
DESCRIPTION:	<p>1. Create smaller allotments possibly linked through waterways. Have a mix of allotments.</p> <p>2. Allow industrial along highways. Need a large hospital site.</p>		
RATIONALE:	<p>Agriculture is not viable and sustainable. High rate base, heavy soils with lack of irrigation prospects. Encroaching urbanisation, overly busy roads on all sides, lack of safe accessibility. All infrastructure is available (power, sewer, rail, gas etc.). Flat land is efficient to build large scale factories, employment opportunities.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Note: Don't change anything if it causes a revote</p>		
VOTING	I AGREE	26	I DO NOT AGREE 8

37	OLD NO.	NEW NO.	1.9
THEME:	AGRICULTURE / HORTICULTURE.		
HEADING:	PRECINCT 2 + 1 + 3 AGRICULTURE IS ALMOST UNSUSTAINABLE.		
DESCRIPTION:	<ul style="list-style-type: none"> • Allow more development options • Price of land in Precinct 2 redner the land impractical to continue as sustainable farm. • Land within 35 minutes is approx. 10% of land price in Precinct 2 		
RATIONALE:	Allow development overlay for small lot sizes but retain GW2 and this will actually create greater diversity and sustainability.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 31	I DO NOT AGREE 4	

37

OLD NO.

1.10

NEW NO.

THEME:	AGRICULTURE / HORTICULTURE.		
HEADING:	PRECINCT 2 + 1 + 3 AGRICULTURE IS ALMOST UNSUSTAINABLE.		
DESCRIPTION:	<ul style="list-style-type: none"> • Allow more development options • Price of land in Precinct 2 render the land impractical to continue as sustainable farm. • Land within 35 minutes is approx. 10% of land price in Precinct 2 		
RATIONALE:	Allow development overlay for small lot sizes but retain GW2 and this will actually create greater diversity and sustainability.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	29	I DO NOT AGREE 6

63.1

OLD NO.

1.11.1

NEW NO.

THEME:	AGRICULTURE/HORTICULTURE		
HEADING:	CURRENT AGRICULTURE VIABILITY		
DESCRIPTION:	What is the economic impact on current landowners/farmers within the GWZ		
RATIONALE:	<p>A large portion of the Frankston Green Wedge Zone is used for beef cattle production.</p> <p>Increasing council rates, longer distances to sale yards and larger transport costs are reducing the economic viability to the farmers.</p> <p>A report on the profitability of this use within the Frankston GWZ may reveal alternate uses may be more beneficial.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Report required: A report on the profitability of this use within the Frankston GWZ may reveal alternate uses may be more beneficial		
VOTING	I AGREE 31	I DO NOT AGREE 2	

63.2

OLD NO.

NEW NO.

1.11.2

THEME:	AGRICULTURE/HORTICULTURE	
HEADING:	CURRENT AGRICULTURE VIABILITY	
DESCRIPTION:	What is the economic impact on current landowners/farmers within the GWZ	
RATIONALE:	<p>A large portion of the Frankston Green Wedge Zone is used for beef cattle production.</p> <p>Increasing council rates, longer distances to sale yards and larger transport costs are reducing the economic viability to the farmers.</p> <p>A report on the profitability of this use within the Frankston GWZ may reveal alternate uses may be more beneficial.</p>	
COMMUNITY BENEFIT		
I WOULD BE MORE COMFORTABLE IF	Report required: A report on the profitability of this use within the Frankston GWZ may reveal alternate uses may be more beneficial	
VOTING	I AGREE 34	I DO NOT AGREE 1

6	OLD NO.	NEW NO.	2.1
THEME:	BIODIVERSITY / ENVIRONMENT.		
HEADING:	PROTECTION OF WATERWAYS.		
DESCRIPTION:	Overlays should be put over all waterways to protect the riparian vegetation and the habitat corridors they provide. Assistance to landowners to maintain these areas.		
RATIONALE:	Waterways are some of the last surviving habitat corridors and need to be protected for the viability of indigenous flora and fauna.		
COMMUNITY BENEFIT	<i>If connected by walking paths/trails all the community can visit</i>		
I WOULD BE MORE COMFORTABLE IF	<p>Needs area specific study</p> <hr/> <p>Full protection would be achieved best through sub-division and use of developer contributions of land converting from a private to public asset</p> <hr/> <p>Not <u>all</u> waterways, some don't have water (comment on voting sheet)</p>		
VOTING	I AGREE 34	I DO NOT AGREE 1	

3	OLD NO.	NEW NO.	2.2
THEME:	BIODIVERSITY, ENVIRONMENT AND LANDSCAPE CONSERVATION.		
HEADING:	TO WORK WITH LANDOWNERS TO ENSURE THAT BIODIVERSITY IS NURTURED.		
DESCRIPTION:	Create corridors using existing creeks, easement and drains to link - connectivity etc. Walking trails, bike baths, horse trails - encourage public purchase.		
RATIONALE:	Wildlife corridors, access for public.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Not combine wildlife with people recreation</p> <hr/> <p>Must be done as part of a subdivision into smaller rural/lifestyle lots</p> <hr/> <p>Separate people and wildlife (comment added to voting sheet)</p> <hr/> <p>As long as no compulsory acquisition of private land (comment added to voting sheet)</p>		
VOTING	I AGREE 35	I DO NOT AGREE 0	

4	OLD NO.	NEW NO.	2.3
THEME:	BIODIVERSITY, ENVIRONMENT AND LANDSCAPE CONSERVATION.		
HEADING:	VEGETATION, WILDLIFE, WATERWAY CORRIDORS - LINKS.		
DESCRIPTION:	Investigate and enhance vegetation, wildlife, waterway corridors based on sound environmental principles, values and expertise.		
RATIONALE:	<p>Link corridors where possible.</p> <p>Melbourne water needs step up to address these important areas.</p> <p>More protection is necessary.</p> <p>Strongly encourage public purchase of green wedge land to facilitate the recommendations.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Can be done through sub-division process and create a series of connection common assets. I.e. it's currently private land.</p> <hr/> <p>Must be advantage to land-owner i.e. incentive</p> <hr/> <p>Sounds good</p> <hr/> <p>Can be done with the cooperation of land owners through a subdivision process</p> <hr/> <p>Who pays?</p>		
VOTING	I AGREE 36	I DO NOT AGREE	0

5	OLD NO.	NEW NO.	2.4
THEME:	BIODIVERSITY, ENVIRONMENT AND LANDSCAPE CONSERVATION.		
HEADING:	PROTECTION OF REMNANT VEGETATION.		
DESCRIPTION:	All native, indigenous remnant vegetation needs to be protected and enhanced. Protection of road reserve vegetation.		
RATIONALE:	Improve biodiversity, offsets for loss of road reserve vegetation due to road widening, establishment of footpaths.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Not much veg with the open large lot blocks. Cannot achieve without subdivision and correct planning from council. Areas need to be identified</p> <hr/> <p>Too one sided, need specifics, agree</p> <hr/> <p>Can only be achieved through allowing subdivisions. Asset can be converted from private to public</p> <hr/> <p>All would include native grass over many acres</p> <hr/> <p>Weeds - Paterson?</p> <hr/> <p>No subdivision (comment on voting sheet)</p>		
VOTING	I AGREE 3.5	I DO NOT AGREE 29.5	

36.1	OLD NO.	2.5.1	NEW NO.
THEME:	BIODIVERSITY, ENVIRONMENT AND LANDSCAPE CONSERVATION.		
HEADING:	PRECINCT 2 AND 3.		
DESCRIPTION:	<p>Buffer zones around uses and vegetation offsets. Utilise existing assets i.e. gas pipeline and quarries to have corridors and links around them.</p> <ul style="list-style-type: none"> • Wetlands in former quarry sites - corridor links. • Quarries - at the end of their life, should be incorporated into community use, open space and biodiversity corridors. <p>Many acres under the 'quarries hat' enough for many landscape opportunities</p>		
RATIONALE:	<ul style="list-style-type: none"> • Assess land in each precinct for its economic, community and environmental value. • Agree to compensation formula • Assess to a compensation formula. • To consider a review of lot sizes to increase biodiversity and better management of properties. • Study flora and fauna. • Who pays for it all? Land is currently all privately owned. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 32	I DO NOT AGREE 0	

36.2

OLD NO.

2.5.2

NEW NO.

THEME:	BIODIVERSITY, ENVIRONMENT AND LANDSCAPE CONSERVATION.		
HEADING:	PRECINCT 2 AND 3.		
DESCRIPTION:	<p>Buffer zones around uses and vegetation offsets. Utilise existing assets i.e. gas pipeline and quarries to have corridors and links around them.</p> <ul style="list-style-type: none"> Wetlands in former quarry sites - corridor links. Quarries - at the end of their life, should be incorporated into community use, open space and biodiversity corridors. <p>Many acres under the 'quarries hat' enough for many landscape opportunities</p>		
RATIONALE:	<ul style="list-style-type: none"> Assess land in each precinct for its economic, community and environmental value. Agree to compensation formula Assess to a compensation formula. To consider a review of lot sizes to increase biodiversity and better management of properties. Study flora and fauna. Who pays for it all? Land is currently all privately owned. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	35	I DO NOT AGREE 0

39

OLD NO.

2.6

NEW NO.

THEME:	BIODIVERSITY, ENVIRONMENT AND LANDSCAPE CONSERVATION.		
HEADING:	PRECINCT 2. SMALLER LOT SIZES.		
DESCRIPTION:	<p>Allow smaller lot sizes to actively create biodiversity.</p> <p>Large landholders do not plant density of trees as trees do not make sense financially.</p>		
RATIONALE:	<p>Allow overlay for say 1 acre lots but incorporate and protect natural watercourses for walking, biking and hiking trails and continue to densely plant more flora.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Larger lot sizes, 1 acre too small = 2ys, 5, 10 preferable</p> <hr/> <p>Same as P2 B</p>		
VOTING	I AGREE	30	I DO NOT AGREE 4

42

OLD NO.

2.7

NEW NO.

THEME:	BIODIVERSITY, ENVIRONMENT AND LANDSCAPE CONSERVATION.		
HEADING:	UTILISING ASSETS TO INCREASE BIODIVERSITY. PRECINCT 2		
DESCRIPTION:	<p>Need to develop wildlife corridors and activity links to the public.</p> <p>This can be achieved by smaller subdivisions and developer contributions.</p> <p>Corridors can be developed around existing waterways and quarries.</p> <p>Rehabilitated quarries (with solid waste) or fill with water become assets for the future.</p>		
RATIONALE:	Environment trade-offs, better use of existing resources = better environmental outcomes.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Correct sub-division and work with land owners can make this happen</p> <hr/> <p>Must be done only when sub-division allowed.</p> <hr/> <p>Separate wildlife and people in corridors</p>		
VOTING	I AGREE 29	I DO NOT AGREE 4	

7	OLD NO.	NEW NO.	3.1
THEME:	CULTURAL HERITAGE - ABORIGINAL AND EUROPEAN.		
HEADING:	CULTURAL HERITAGE, PARKLANDS AND WATERWAYS		
DESCRIPTION:	Continue to preserve existing parklands and waterways. Identify and enhance heritage sites.		
RATIONALE:	This will keep native fauna & flora area's protected and preserve heritage sites. This would give visitors/tourists/Victorians/etc a history of our area in Green Wedge zones		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Do this as part of sub-division into small rural / lifestyle lots.		
	Support protection of waterways not smaller lots (comment on voting sheet)		
VOTING	I AGREE 31		I DO NOT AGREE 3

8.1	OLD NO.	NEW NO.	3.2.1
THEME:	CULTURAL HERITAGE - ABORIGINAL AND EUROPEAN.		
HEADING:	PROTECT ALL REMNANT RIVER RED GUMS. (CAN BE MERGED WITH #5)		
DESCRIPTION:	Introduce strict protection on all remaining River Red Gums which are priceless and irreplaceable.		
RATIONALE:	River Red Gums are declining and are in urgent need of protection.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>These can be protected, they can be identified as environmental assets as part of a subdivision process into smaller lots</p> <hr/> <p>There is already a bond in place</p> <hr/> <p>Subdivision not relevant (comment on voting sheet)</p>		
VOTING	I AGREE 32		I DO NOT AGREE 2

8.2	OLD NO.	3.2.2	NEW NO.
THEME:	CULTURAL HERITAGE - ABORIGINAL AND EUROPEAN.		
HEADING:	PROTECT ALL REMNANT RIVER RED GUMS. (CAN BE MERGED WITH #5)		
DESCRIPTION:	Introduce strict protection on all remaining River Red Gums which are priceless and irreplaceable.		
RATIONALE:	River Red Gums are declining and are in urgent need of protection.		
COMMUNITY BENEFIT	<i>With thorough planning and regulation in a rezoning scenario red gums could more easily be identified and protected by local residents</i>		
I WOULD BE MORE COMFORTABLE IF	<p>These can be protected and can be identified as environmental assets as part of a sub-division process into smaller lots</p> <hr/> <p>There is already a bond in place - OR they already are</p>		
VOTING	I AGREE 29	I DO NOT AGREE 3	

9	OLD NO.	NEW NO.	3.3
THEME:	CULTURAL HERITAGE - ABORIGINAL AND EUROPEAN.		
HEADING:	MAINTAIN AND PRESERVE SIGNIFICANCE.		
DESCRIPTION:	Maintain existing planning overlays pertaining to Aboriginal significance and European cultural heritage.		
RATIONALE:	<p>Existing & future overlays will preserve the areas in question.</p> <p>Preserve history of area for future generations.</p> <p>REPORT REQUIRED: See existing overlays to any area's that have Aboriginal and/or European significance and/or conduct new surveys</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Cultural heritage dubious from QLD experience		
VOTING	I AGREE 5	I DO NOT AGREE 27	

24.1

OLD NO.

4.1.1

NEW NO.

THEME:	ECONOMIC DEVELOPMENT (BIODIVERSITY ALSO)
HEADING:	HOUSING AND ENVIRONMENT PROTECTION.
DESCRIPTION:	Change subdivision size 5-10 acres for Green Wedge blocks to accommodate lifestyle housing / horses/echindna/koalas habitats etc. Also rate decrease to reflect this.
RATIONALE:	<ul style="list-style-type: none"> Current restrictions of subdivisions prohibit small blocks of lifestyle / stoppage of high density body corporate developments as these are in direct conflict with this, and also exploit the community. Larger blocks allow continuity to animal habitats and ensure survival of species.
COMMUNITY BENEFIT	
I WOULD BE MORE COMFORTABLE IF	<p>Need smaller lots. Less than 2 acres</p> <hr/> <p>Minimum 2.5 acres</p> <hr/> <p>Better less than 1 acre</p>
VOTING	<div> I AGREE 28 </div> <div> I DO NOT AGREE 6 </div>

24.2	OLD NO.	NEW NO.	4.1.2
THEME:	ECONOMIC DEVELOPMENT (BIODIVERSITY ALSO)		
HEADING:	HOUSING AND ENVIRONMENT PROTECTION.		
DESCRIPTION:	Change subdivision size 5-10 acres for Green Wedge blocks to accommodate lifestyle housing / horses/echindna/koalas habitats etc. Also rate decrease to reflect this.		
RATIONALE:	<ul style="list-style-type: none"> • Current restrictions of subdivisions prohibit small blocks of lifestyle / stoppage of high density body corporate developments as these are in direct conflict with this, and also exploit the community. • Larger blocks allow continuity to animal habitats and ensure survival of species. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Need smaller lots. Less than 2 acres</p> <hr/> <p>Minimum 2.5 acres</p> <hr/> <p>Better less than 1 acre</p>		
VOTING	<div> <div>I AGREE</div> <div>29.5</div> <div>I DO NOT AGREE</div> <div>6.5</div> </div>		

43

OLD NO.

4.2

NEW NO.

THEME:	ECONOMIC DEVELOPMENT.
HEADING:	LAND NOT ECONOMICAL FOR AGRICULTURE. PRECINCT 2
DESCRIPTION:	<p>Allow smaller lot subdivision.</p> <p>Create lifestyle block opportunities from 1/4 acre upwards.</p> <p>Create industrial opportunities i.e. employment.</p> <p>Review overlays every 5 years.</p>
RATIONALE:	<p>Subdivision shares infrastructure costs.</p> <p>Sub-dividing into smaller lots creates a shared cost amongst more people.</p> <p>Green Wedge is limiting, make land cash flow positive.</p> <p>No real development can take place -needs an essential change.</p> <p>Poor quality of soils for agriculture.</p> <p>Traditional agriculture can't and isn't economically viable with poor soils this also limits the ability for intensive farming</p>
COMMUNITY BENEFIT	
I WOULD BE MORE COMFORTABLE IF	<p>1/4 acres too small - agree</p> <hr/> <p>Only on large blocks for industrial opportunities ege 50 - 100 acres</p> <hr/> <p>What industrial?</p>
VOTING	<div> <div>I AGREE</div> <div>30</div> </div> <div> <div>I DO NOT AGREE</div> <div>4</div> </div>

10

OLD NO.

4.3

NEW NO.

THEME:	ECONOMIC USES (OTHER THAN AGRICULTURE).		
HEADING:	MORE EMPLOYMENT NEEDED IN AREA.		
DESCRIPTION:	The strategic allowance for employment opportunities to support local employment, reduce need for excess travel, and localise services e.g. dance, art, design studios that can be low impact, and can be incorporated into small acreage residential or stand alone commercial environmental / garden precincts.		
RATIONALE:	Local employment. Commercial doesn't have to be very commercial, can enhance / fund / support Green Wedge objectives as can mid density environmentally controlled residential development.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	31	I DO NOT AGREE 3

21.1	OLD NO.		4.4.1	NEW NO.
THEME:	ECONOMIC USES (OTHER THAN AGRICULTURE).			
HEADING:	LIFESTYLE BLOCKS.			
DESCRIPTION:	Would make land more viable to have smaller lots from 1/4 acre.			
RATIONALE:	Smaller lots would make the land more environmentally sustainable. People not farming would want more trees and would find it easier to maintain			
COMMUNITY BENEFIT				
I WOULD BE MORE COMFORTABLE IF	<div>Blocks should be larger - 2 1/2, 4, 5 etc acres.</div> <hr/> <div>Ditto</div> <hr/> <div>1 acre too small</div> <hr/> <div>More trees</div> <hr/> <div>I agree re 1/4 acre and upwards across the board for all precincts because it takes into account flexibility for variations to each current existing landholding</div>			
VOTING	I AGREE 30		I DO NOT AGREE 5	

21.2	OLD NO.	4.4.2	NEW NO.
THEME:	ECONOMIC USES (OTHER THAN AGRICULTURE).		
HEADING:	LIFESTYLE BLOCKS.		
DESCRIPTION:	Would make land more viable to have smaller lots from 1/4 acre upwards.		
RATIONALE:	Smaller lots would make the land more environmentally sustainable. People not farming would want more trees and would find it easier to manage & maintain		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Blocks should be larger - 2 1/2, 4, 5 etc acres. <hr/> Ditto <hr/> 1 acre too small <hr/> More trees		
VOTING	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: #90ee90; padding: 10px; text-align: center;"> I AGREE 30 </div> <div style="background-color: #ffa500; padding: 10px; text-align: center;"> I DO NOT AGREE 6 </div> </div>		

30.1

OLD NO.

4.3.1

NEW NO.

THEME:	ECONOMIC USES (OTHER THAN AGRICULTURE).		
HEADING:	PRECINCT 2 AND 1 SUBDIVISION IN 1/4 ACRE AND RURAL AND LIFESTYLE BLOCKS.		
DESCRIPTION:	<ol style="list-style-type: none"> 1. Identify environmental assets i.e. trees, creeks, flora and fauna. 2. Identify culture and heritage assets. 3. Allow and encourage subdivision into 1/4 acre upwards lots. All these should be designed around the environment, cultural and heritage assets. 4. There should also be community open spaces, parks, recreational facilities. 5. All parks, open spaces, recreational and culture assets should be considered as a chain by bio-diversity corridors that are also used / doubled as trails for horse riding, cycling and walking. 		
RATIONALE:	<p>It identifies and enhances the existing environmental assets, it then adds further community assets (parks, recreational). Connecting all of these will provide the Flora and Fauna a chain of bio-diversity corridors, something they don't currently have. It increases the flexibility of property use by landowners and increases the enjoyment opportunities of their own land, as well as local surroundings. Allowing subdivision into 1/4 acre lots could provide the funding to maintain and improve the above mentioned assets.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Prefer larger lot size 2 1/2, 5, 10 acres.</p> <hr/> <p>10 acres too big for some people buy</p>		
VOTING	I AGREE	29	I DO NOT AGREE 6

30.2

OLD NO.

4.3.2

NEW NO.

THEME:	ECONOMIC USES (OTHER THAN AGRICULTURE).		
HEADING:	PRECINCT 2 AND 1 SUBDIVISION IN 1/4 ACRE AND RURAL AND LIFESTYLE BLOCKS.		
DESCRIPTION:	<ol style="list-style-type: none"> 1. Identify environmental assets i.e. trees, creeks, flora and fauna. 2. Identify culture and heritage assets. 3. Allow and encourage subdivision into 1/4 acre upwards lots. All these should be designed around the environment, cultural and heritage assets. 4. There should also be community open spaces, parks, recreational facilities. 5. All parks, open spaces, recreational and culture assets should be considered as a chain by bio-diversity corridors that are also used / doubled as trails for horse riding, cycling and walking. 		
RATIONALE:	<p>It identifies and enhances the existing environmental assets, it then adds further community assets (parks, recreational). Connecting all of these will provide the Flora and Fauna a chain of bio-diversity corridors, something they don't currently have. It increases the flexibility of property use by landowners and increases the enjoyment opportunities of their own land, as well as local surroundings. Allowing subdivision into 1/4 acre lots could provide the funding to maintain and improve the above mentioned assets.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Prefer larger lot size 2 1/2, 5, 10 acres.</p> <hr/> <p>10 acres too big for some people buy</p>		
VOTING	<div> I AGREE 29 </div> <div> I DO NOT AGREE 6 </div>		

34

OLD NO.

4.4

NEW NO.

THEME:	ECONOMIC USES (OTHER THAN AGRICULTURE).
HEADING:	PRECINCT 2 ECONOMIC RETURN THROUGH RE-PURPOSING OF LAND USE
DESCRIPTION:	<ol style="list-style-type: none"> 1. Landowners should be allowed and encouraged to sub-divide into rural/ lifestyle blocks. This would promote more trees and a better environment. This would make environmental aspects, creeks and open spaces available to the public under good council management and would increase council's rate base and economic expenditure in the City of Frankston. 2. The land is not economically viable for agriculture- how would we bring agricultural tourism to the area (profitable) - lot sizes are either too big or too small for agricultural tourism 3. Increased variety of lifestyle blocks would increase activity towards better management of natural resources and increase demand for employment in the region 4. Need to review land use based on future industrial needs 5. Intensive farming - glass houses, infrastructure or extractive industries are expensive Making the land as it is currently zoned (incl lot sizes) economically viable and cash flow positive is impossible. Lowering of rates or future smaller lot subdivision will enable more investment in the region and also promote better environmental management
RATIONALE:	<p>The land is not agriculturally viable</p> <p>There are many options to retain an environmentally significant character of amenity which would be encouraged by the subdivision of blocks into smaller scaled acreage. The economic return to the area will be created by extra rates, increased disposable income spent locally, tourism through the use of public access along walking/riding tracks along creeks and waterways and land donated to wildlife.</p>
COMMUNITY BENEFIT	
I WOULD BE MORE COMFORTABLE IF	
VOTING	<div> <div>I AGREE</div> <div>29</div> <div>I DO NOT AGREE</div> <div>5</div> </div>

47

OLD NO.

NEW NO.

4.5

THEME:	ECONOMIC USES (OTHER THAN AGRICULTURE).		
HEADING:	PRECINCT 3. LESSEN LOT SIZING TO A SMALLER SIZE.		
DESCRIPTION:	Allow smaller, downsizing of lots. No economic uses.		
RATIONALE:	Too many varied sizes from acreages to 1 acre lots. No consistency. Bring land sizes down along eastern side of Skye quarries and Cranbourne / Frankston including Westernport Highway.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<div>1 acre too small.</div> <hr/> <div>Determine small</div> <hr/> <div>Ditto</div>		
VOTING	I AGREE 30	I DO NOT AGREE 5	

11	OLD NO.	NEW NO.	5.1
THEME:	EXTRACTIVE INDUSTRIES.		
HEADING:	END OF LIFE USE - COMMUNITY USE ASSET		
DESCRIPTION:	<ol style="list-style-type: none"> 1. Quarries could at the end of their life be considered for conversion into community use assets such as open spaces and / or recreational areas. Any future planning could include these at the end of the life, being part of a chain of connecting parks and further supplementing and adding to environmental tourism report required please; considering ownership is private. 2. Currently regulated. 3. Where quarry and buffer zones have been encroached by residential development, inter face options should be able to be explored. 		
RATIONALE:	<ol style="list-style-type: none"> 1. Long term planning that will allow for a conversion to open space at the end of life. Council and state funding have set aside for market value compensation for rehabilitated property. 2. Quarries comply with relevant laws and buffer zones including proximity to housing and traffic management issues. Quarries maybe currently impacting adversely on the aquifer's water quality. 3. Urban encroachment has negative impact for residents and quarry operators. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Good idea for end of life</p> <hr/> <p>My understanding is the mines act already defines the parameters for this</p>		
VOTING	I AGREE 36	I DO NOT AGREE 0	

12

OLD NO.

NEW NO.

5.2

THEME:	EXTRACTIVE INDUSTRIES.		
HEADING:	END OF LIFE USE - RECREATIONAL ADVANTAGE.		
DESCRIPTION:	Allow quarries to fill naturally with groundwater to become lakes (recreational) and water supply for future generations. Where rehab. Plan suits the inundation with water, investigate commercial opportunities including yabbie farming & trout fishing.		
RATIONALE:	Water captured is an insurance measure for future generations and also provides for recreational pursuits. Why go to Eildon to fish, leisure & ski when you could do it in Skye. End use would also be economically advantageous to Frankston City Council. If still privately held, opportunity for the land owner post closure.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Investigate - massive costs to these sort of projects (registered xxxx State Government charge) and liability. Who would pay? Council - ratepayers. Ditto		
VOTING	I AGREE 37	I DO NOT AGREE 0	

57

OLD NO.

NEW NO.

5.3

THEME:	EXTRACTIVE INDUSTRIES.		
HEADING:	CURRENT & FUTURE IMPORTANCE OF EXTRACTIVE INDUSTRIES.		
DESCRIPTION:	Recognise extractive industries as an important asset within the Frankston Green Wedge Zone for future generations.		
RATIONALE:	Quarries produce vital resources for Melbourne and benefits Frankston economically over the life of the quarry. Quarries within the Frankston Green Wedge Zone have varied end of life opportunities to change the face and re-establish the biodiversity of the municipality.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	34	I DO NOT AGREE 3

58

OLD NO.

NEW NO.

5.4

THEME:	EXTRACTIVE INDUSTRIES.		
HEADING:	END OF LIFE USE FOR EXTRACTIVE INDUSTRIES..		
DESCRIPTION:	The end of life quarries occupy could be used for regenerating wetlands.		
RATIONALE:	Due to large area quarries occupy, they would be candidates to recreate wetlands within the Frankston Green Wedge zone.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 37	I DO NOT AGREE 0	

13

OLD NO.

NEW NO.

6.1

THEME:	GREEN WEDGE REVIEW		
HEADING:	GREEN WEDGE REVIEW (CAN BE MERGED WITH #14)		
DESCRIPTION:	<p>Review should be every 5 years maximum to allow monitoring and adjustments to keep on target.</p> <p>Note: Review period and implementation process and period may need to be discussed.</p>		
RATIONALE:	<p>If we set it too long it could run off track too far to correct.</p> <p>Oversight and accountability are essential components.</p>		
COMMUNITY BENEFIT	<i>Changing/evolving environmental and economical needs require frequent review.</i>		
I WOULD BE MORE COMFORTABLE IF	<p>Flexibility</p> <hr/> <p>Keep up with growth</p>		
VOTING	I AGREE 33	I DO NOT AGREE	2

69

OLD NO.

6.2

NEW NO.

THEME:	GREEN WEDGE REVIEW.		
HEADING:	IMPLEMENTATION MONITORING & REVIEW.		
DESCRIPTION:	Create an implementation plan that has short, medium, long term and ongoing goals for the Frankston Green Wedge Zone. A biannual report should be produced to monitor the progress of the plan.		
RATIONALE:	Use the report to ensure that milestones set within the action plan have been met.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	35	I DO NOT AGREE 1

108

OLD NO.

NEW NO.

7.1

THEME:	LAND FOR PUBLIC RESERVE.		
HEADING:	FORMER FREEWAY EASEMENT REDACTED		
DESCRIPTION:	Land adjacent to the Pines Flora and Fauna reserve now zoned 'General' should be rezoned public purposes.		
RATIONALE:	This will facilitate addition of approximately 10 H to the Pines Flora and Fauna reserve.		
COMMUNITY BENEFIT	<i>This will extend the Green Wedge, conserve biodiversity, improve management practices and add to the Nation's estate.</i>		
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 34	I DO NOT AGREE 0	

44

OLD NO.

8.1

NEW NO.

THEME:	LAND SIZE / LOT SIZE.		
HEADING:	RE-ZONE TO ALLOW SMALLER LOTS.		
DESCRIPTION:	Smaller lot sizes from 1/4 - 5 acre to make a more liveable and inclusive community which would also allow for better environmental management. Request reports / count on native wildlife in sky. Large lots vs Langwarrin 5th. Smaller lifestyle lots 1/4 - 5 acres. Request report.		
RATIONALE:	Smaller lifestyle blocks with more trees and connective park lands would increase native habitat and allow more of the community to enjoy the area, hence greater net benefit to community. This would improve and enhance green wedge areas with a greater managed proliferation of vegetation.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Will improve wildlife as more trees can be planted</p> <hr/> <p>More rates</p> <hr/> <p>1/4 acre too small</p> <hr/> <p>1/4 acres is too small should be incremental increases 2 1/2, 4, 5, 7, 10, 20 acres. Life style blocks.</p> <hr/> <p>10,20 acres too big</p> <hr/> <p>1/4 acre too small</p> <hr/> <p>Report required: Count on native wildlife in Skye (precinct 2) large lots compared to existing small rural/lifestyle lots in Langwarrin South. Justification: If smaller rural/lifestyle lots are better for native flora and fauna this should be encouraged and supported by subdividing large lots.</p>		
VOTING	I AGREE	29	I DO NOT AGREE 5

14

OLD NO.

8.2

NEW NO.

THEME:	LAND USE AND ZONING.		
HEADING:	5 YEAR REVIEWS. (CAN BE MERGED WITH #13)		
DESCRIPTION:	To review the use and zoning over a short-medium term. Note: Review period and implementation process and period may need to be discussed.		
RATIONALE:	Change happens and so does the need for different zones.		
COMMUNITY BENEFIT	<i>Changing/evolving environmental and economical needs require frequent review.</i>		
I WOULD BE MORE COMFORTABLE IF	5 years is short term when considering process and time required to undertake this council level/state approvals etc.		
VOTING	I AGREE	32	I DO NOT AGREE 2

15

OLD NO.

8.3

NEW NO.

THEME:	LAND USE AND ZONING.	
HEADING:	ECONOMICS OF THE LAND.	
DESCRIPTION:	<p>To look at the economics of the land - viability. Looking down the track (to 2050) we need flexibility with the GWMP to accommodate overlay changes to reflect the needs of the local area. Subdivide large acreage into lifestyle blocks at from 1/4 acre with plenty of native trees/bushes on those properties to attract birds & animals.</p>	
RATIONALE:	<p>Require report on agricultural viability for cattle, food, boutique nurseries to reflect the highest and best use of the land taking into account current allotment size. The GWMP needs to have provision included to allow for future changes. Applying GW principles on smaller lots will be better for flora and fauna, will increase Council rate base, providing both an economic & environmental return to the local community.</p>	
COMMUNITY BENEFIT	<p><i>Clearly there is a need for a thorough viability report that addresses community's contemporary needs with due consideration to improved flora & fauna</i></p>	
I WOULD BE MORE COMFORTABLE IF	<p>Report required: On agricultural inability of differing lot sizes</p>	
VOTING	<p>I AGREE 30</p>	<p>I DO NOT AGREE 6</p>

16

OLD NO.

8.4

NEW NO.

THEME:	LAND USE AND ZONING.		
HEADING:	LOOKING TOWARDS 2050 WE NEED FLEXIBILITY WITHIN THE PLAN / ZONES / OVERLAYS TO ACCOMMODATE CHANGES.		
DESCRIPTION:	<p>We need provision within GW plan to change lot sizes and uses.</p> <p>More people need to share the benefits and responsibilities.</p> <p>We recommend smaller blocks, allows more residents this more greening rather than open grass.</p>		
RATIONALE:	Needs of community are changing over time and we cannot lock things in for another 25 years.		
COMMUNITY BENEFIT	<i>Increasing the resident population in GW zones means sharing the responsibilities for caring for the environment which is not sustainable with current local population density.</i>		
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 30	I DO NOT AGREE 4	

17

OLD NO.

8.5

NEW NO.

THEME:	LAND USE AND ZONING.		
HEADING:	PROTECT GREEN WEDGE FROM REZONING AND EXCISIONS.		
DESCRIPTION:	Resist any pressure to rezone parts of the Green Wedge for industrial or residential development.		
RATIONALE:	<p>There is little enough land remaining in the Green Wedge. We can't afford to lose any more!</p> <p>There is currently a strong move to expand the Carrum Downs industrial area at the expense of the green wedge</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Narrow view. Opportunities exist to both protect and rezone.</p> <hr/> <p>Green wedge areas need more thought in their implementation</p>		
VOTING	I AGREE	5	I DO NOT AGREE 31

18

OLD NO.

8.6

NEW NO.

THEME:	LAND USE AND ZONING.		
HEADING:	MATCH MAKE THOSE WANTING OUT OF GREEN WEDGE WITH THOSE WANTING MORE OF GREEN WEDGE.		
DESCRIPTION:	Explore a tender process matching those wishing to exit Green Wedge with existing or external parties willing to acquire coherent titles.		
RATIONALE:			
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Crazy</p> <p>Ridiculous</p> <p>Unclear</p> <p>More info</p> <p>What is a coherent title?</p>		
VOTING	I AGREE	2	I DO NOT AGREE 33

31.1

OLD NO.

8.7.1

NEW NO.

THEME:	LAND USE AND ZONING.		
HEADING:	1. SMALLER LOTS. INDIVIDUAL CASE. 2.NEED LOOKING AT OR REVIEW IN 5 YEARS, NOT 50.		
DESCRIPTION:	1. 1-5 acres lot sizes. 2. If someone has an idea, should look at it, rezone etc. Reword to: To apply to a 1/4 acre minimum with varying lot sizes.		
RATIONALE:	1. Bigger houses - 3rd and 4th home owners we lose them to other places and shires. Plant more trees keep better people in area who employ people. 2. Around transfer station maybe truck depot or some kind of industry or commercial.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Opportunity to increase council profits, rates etc. <hr/> Note: Action plan needed for each 2 yearly planning review		
VOTING	I AGREE	30	I DO NOT AGREE 5

31.2	OLD NO.	8.7.2	NEW NO.
THEME:	LAND USE AND ZONING.		
HEADING:	1. SMALLER LOTS. INDIVIDUAL CASE. 2.NEED LOOKING AT OR REVIEW IN 5 YEARS, NOT 50.		
DESCRIPTION:	1. 1-5 acres lot sizes. 2. If someone has an idea, should look at it, rezone etc. Reword to: To apply to a 1/4 acre minimum with varying lot sizes.		
RATIONALE:	1. Bigger houses - 3rd and 4th home owners we lose them to other places and shires. Plant more trees keep better people in area who employ people. 2. Around transfer station maybe truck depot or some kind of industry or commercial.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Opportunity to increase council profits, rates etc. <hr/> Note: Action plan needed for each 2 yearly planning review		
VOTING	<div> <div>I AGREE</div> <div>30</div> <div>I DO NOT AGREE</div> <div>5</div> </div>		

31.3	OLD NO.	8.7.3	NEW NO.
THEME:	LAND USE AND ZONING.		
HEADING:	1. SMALLER LOTS. INDIVIDUAL CASE. 2.NEED LOOKING AT OR REVIEW IN 5 YEARS, NOT 50.		
DESCRIPTION:	1. 1-5 acres lot sizes. 2. If someone has an idea, should look at it, rezone etc. Reword to: To apply to a 1/4 acre minimum with varying lot sizes.		
RATIONALE:	1. Bigger houses - 3rd and 4th home owners we lose them to other places and shires. Plant more trees keep better people in area who employ people. 2. Around transfer station maybe truck depot or some kind of industry or commercial.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Opportunity to increase council profits, rates etc. <hr/> Note: Action plan needed for each 2 yearly planning review		
VOTING	I AGREE 29	I DO NOT AGREE 6	

40	OLD NO.	NEW NO.	8.8
THEME:	LAND USE AND ZONING.		
HEADING:	PRECINCT 2.		
DESCRIPTION:	<p>Allow overlay for redevelopment to actually create diversity.</p> <p>Large land holdings generally have less biodiversity.</p>		
RATIONALE:	Smaller lot sizes create individual ownership and create tree planting and greater diversity.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 30	I DO NOT AGREE 4	

64

OLD NO.

8.9

NEW NO.

THEME:	LAND USE AND ZONING.		
HEADING:	RELIGIOUS ESTABLISHMENTS.		
DESCRIPTION:	Restrictions on religious buildings built within Frankston Green Wedge Zone.		
RATIONALE:	<p>Places of worship should not be an eyesore to other occupants cohabitating the CWZ.</p> <p>Height restrictions, number of dwellings and car parking spaces within the proposed site should be considered as well as reports on increase of traffic during the use of them.</p> <p>They also should adhere to strict noise level limits.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	35	I DO NOT AGREE 2

65

OLD NO.

8.10

NEW NO.

THEME:	LAND USE AND ZONING.		
HEADING:	RELIGIOUS ESTABLISHMENTS.		
DESCRIPTION:	Restrictions on religious buildings built within Frankston Green Wedge Zone.		
RATIONALE:	<p>Places of worship should not be an eyesore to other occupants cohabitating the GWZ.</p> <p>Height restrictions, number of dwellings and car parking spaces within the proposed site should be considered as well as reports on increase of traffic during the use of them.</p> <p>They also should adhere to strict noise level limits.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 34	I DO NOT AGREE 2	

70	OLD NO.	NEW NO.	8.11
THEME:	LAND USE AND ZONING.		
HEADING:	COMMERCIAL BLOCKS ALONG WESTERN PORT HIGHWAY.		
DESCRIPTION:	Allow subdivision into smaller lot sizes along Western Port Highway.		
RATIONALE:	Frankston desperately needs more commercial and businesses in the area to create and promote employment. The Cranbourne Business Precinct is currently being developed and we have an opportunity to leverage and capitalise on this.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 31		
	I DO NOT AGREE 6		

45

OLD NO.

8.12

NEW NO.

THEME:	LAND USE.		
HEADING:	SUITABLE LAND USE.		
DESCRIPTION:	<ul style="list-style-type: none"> Flexibility in zoning required to meet future needs. Precincts should reflect local assets. Develop lower density blocks (1, 2.5, 5, 10) acres with native planting to attract wild birds / habitats to native species. Local planning schemes need to be changed. Smaller lots = better environment planning - no land banking. Green wedge principles can still be applied to smaller acreage. Develop community interests around outdoor activities - newly established walking / riding paths. 		
RATIONALE:	Better environmental and social outcomes.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 30	I DO NOT AGREE 4	

67

OLD NO.

NEW NO.

8.13

THEME:	LAND USE.		
HEADING:	EDUCATIONAL INSTITUTIONS.		
DESCRIPTION:	Future requirements of the growing community will need more educational institutions.		
RATIONALE:	As the number of families grow within the Frankston area creating overcrowding within the schools, we should investigate using Green Wedge Land to expand Frankston's educational base.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	31	I DO NOT AGREE 6

38

OLD NO.

9.1

NEW NO.

THEME:	LAND/LOT SIZE		
HEADING:	ALLOW RE-ZONE SMALLER LOTS.		
DESCRIPTION:	<ol style="list-style-type: none"> 1. Report economic benefits of smaller lots over larger lots i.e. current 100 acre v 1/4 - 5 acre lots. 2. Current grass sink v future lifestyle rural tree blocks. Report on carbon sink of vegetation layouts. 		
RATIONALE:	<ol style="list-style-type: none"> 1. What is the net benefit of allowing smaller lots to the community. What's the best use for current open paddocks? 2. Current grass only land could be tree filled which would hold more carbon and help environment. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	28	I DO NOT AGREE 6

61

OLD NO.

10.1

NEW NO.

THEME:	LOT SIZES
HEADING:	CHANGE GWZ LOT SIZES
DESCRIPTION:	Subject to permission from the Minister for Planning and the Parliament of Victoria, amend the subdivision pattern for precinct 2 to the Green Wedge A Zone with a Schedule 1 (to apply a one hectare minimum subdivision area) on condition that environmental and community benefits are achieved including through re- vegetation and the establishment of habitat corridors.
RATIONALE:	Within the current Frankston Green Wedge zone there are many smaller lot sizes than 40 hectares. Reducing the lot size would be beneficial to the GWZ as more trees could be planted encouraging animal habitat and be more environmentally friendly than large open paddocks.
COMMUNITY BENEFIT	
I WOULD BE MORE COMFORTABLE IF	
VOTING	<div style="background-color: #90ee90; padding: 10px; border-radius: 5px; text-align: center;">I AGREE 31</div> <div style="background-color: #ffcc00; padding: 10px; border-radius: 5px; text-align: center;">I DO NOT AGREE 5</div>

105	OLD NO.	NEW NO.	10.2
THEME:	LOT SIZES (MERGING 50 & 51).		
HEADING:	PRECINCT 4.		
DESCRIPTION:	Smaller lot sizes of 1 -2 acres would allow the flora & fauna to thrive within the Green Wedge.		
RATIONALE:	Increase biodiversity establishing flora & fauna along the walking / riding tracks around the smaller lot sizes in the green wedge.		
COMMUNITY BENEFIT	<i>It would allow the community to enjoy the biodiversity.</i>		
I WOULD BE MORE COMFORTABLE IF	Needs ag sheet		
VOTING	<div> <div>I AGREE</div> <div>30</div> <div>I DO NOT AGREE</div> <div>4</div> </div>		

25

OLD NO.

NEW NO.

10.3

THEME:	LOT SIZES.		
HEADING:	CONSOLIDATION OF TITLES.		
DESCRIPTION:	Council to facilitate the consolidation of small, unviable lots to provide lots of better size for agriculture, where lots are adjacent and landowners are amenable.		
RATIONALE:	Many lots have come about historically which has resulted in small areas which are not viable for agriculture.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Unrealistic we should look at practical sub-division into smaller lots</p> <hr/> <p>Too late</p>		
VOTING	I AGREE 8	I DO NOT AGREE 27	

26	OLD NO.	NEW NO.	10.4
THEME:	LOT SIZES.		
HEADING:	INCENTIVISING LARGER LOTS / CONSOLIDATION.		
DESCRIPTION:	Provide an incentive mechanism (rate reduction, sales tax exemption etc.) for consolidation of contiguous lots.		
RATIONALE:	Any owner interested in preserving a larger block would reduce fragmentation and enhance achieving overall green wedge intent / purpose.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Who pays?		
VOTING	I AGREE 7		I DO NOT AGREE 27

41

OLD NO.

10.5

NEW NO.

THEME:	LOT SIZES.		
HEADING:	LIFESTYLE BLOCKS.		
DESCRIPTION:	Precinct 2. Land should be subdivided into a variety of lot sizes from a 1/4 acre minimum to allow for lifestyle blocks, with a percentage of each block (say 5%) being planted (compulsory) out to nature vegetation to increase Flora and Fauna in the region.		
RATIONALE:	Improve / increase the planting of native plants to enhance the environmental significance of the area with the subsequent increase in nature fauna. Better for the environment, better for the climate, better for the green wedge, better for the residents of Frankston and better for council's rate base.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	20, 5, 10 acre blocks are too big <hr/> 2 acres or less		
VOTING	I AGREE 30	I DO NOT AGREE 5	

48

OLD NO.

10.6

NEW NO.

THEME:	LOT SIZES.		
HEADING:	SUBDIVISION OF LAND IN ALLOTMENTS BORDERING URBAN AREA.		
DESCRIPTION:	Precinct 3. Properties that are surrounded by large urban subdivisions should be able to divide their property into smaller block sizes - either house blocks as per area or 1/4 acre upwards blocks.		
RATIONALE:	Due to urban development within 1km either side of property, traffic volume ridiculously heavy, noise increase, not able to enjoy quiet use of land as promised when we purchased property.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Report required: Should there be a hard line separating UGB and GWZ. Would a phase in/ phase out provide a more aesthetically pleasing view? Does it make sense from a planning and community perspective?</p> <hr/> <p>Specify minimum block size</p>		
VOTING	I AGREE 27	I DO NOT AGREE 6	

49

OLD NO.

NEW NO.

10.7

THEME:	LOT SIZES.		
HEADING:	PRECINCT 3 - 5 ACRES TO 2.5 ACRES OR 1 ACRE LOTS WITH RESTRICTION ON SIZES OF DWELLINGS AND OUT BUILDINGS.		
DESCRIPTION:	To keep open space to size that is able to manage at all ages in life and afford with rates.		
RATIONALE:	Planting of native trees approx. 100 to 200 per 2.5 acres will create a country environment and wildlife corridors with being able to breathe clean fresh air.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>You talking xmas trees</p> <hr/> <p>1 acre too small</p> <hr/> <p>Trees linked to % of open space rather than number</p>		
VOTING	I AGREE	28	I DO NOT AGREE 6

50	OLD NO.	NEW NO.	10.8
THEME:	LOT SIZES.		
HEADING:	SMALLER LOT SIZES. PRECINCT 4		
DESCRIPTION:	Would allow green wedge to thrive around smaller lots.		
RATIONALE:	Increase flora and fauna with tracks through green wedge surrounding lots.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Determine size minimum 2.5 acres		
VOTING	I AGREE 31	I DO NOT AGREE 4	

51	OLD NO.		10.9	NEW NO.
THEME:	LOT SIZES.			
HEADING:	PRECINCT 4.			
DESCRIPTION:	Develop 1/4 acre upward lots to increase flora and fauna density.			
RATIONALE:	Increase bio-diversity.			
COMMUNITY BENEFIT				
I WOULD BE MORE COMFORTABLE IF	<div>Can work as large blocks. Grass lots</div> <hr/> <div>1 acre too small</div> <hr/> <div>Lot sizes too small. 2 1/2, 4,5 acres preferable</div>			
VOTING	I AGREE 31		I DO NOT AGREE 7	

62	OLD NO.	NEW NO.	10.10
THEME:	LOT SIZES.		
HEADING:	LIFESTYLE BLOCKS.		
DESCRIPTION:	Creating more lifestyle blocks within the Frankston Green Wedge Zone.		
RATIONALE:	Creating 1/4 acre size lifestyle blocks could encourage boutique enterprises within the GWZ encouraging tourism into the area adding economic benefits to Frankston.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 27	I DO NOT AGREE	7

68

OLD NO.

10.11

NEW NO.

THEME:	LOT SIZES.		
HEADING:	LOT SIZES PRECINCT 1 & 2.		
DESCRIPTION:	Subject to permission from the Minister for Planning and the Parliament of Victoria, amend the subdivision pattern to a Green Wedge A Zone with a Schedule overlay (to apply a one hectare minimum subdivision area) on condition that environmental and community benefits are achieved including through re-vegetation and the establishment of habitat corridors.		
RATIONALE:	The northern end of Frankston Green Wedge zone would have the highest net benefit economically.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	28	I DO NOT AGREE 6

46

OLD NO.

11.1

NEW NO.

THEME:	MORE LENIENT LEGISLATION		
HEADING:	FLEXIBLE PLANNING FOR THE GREEN WEDGE		
DESCRIPTION:	Allowing large landholders to be more environmentally enhancing by implementing planning schemes that encourage smaller lots/more land custodians allowing a greater focus on the environment not on traditional/economic agriculture.		
RATIONALE:	Many landholders are frustrated by the inability to enhance their green wedge and create a more productive Green Wedge vision. Greater scope and flexibility from a planning scheme perspective will improve environmental outcomes within the green wedge zone.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Subdivision would allow this		
VOTING	I AGREE	29	I DO NOT AGREE 4

100

OLD NO.

12.1

NEW NO.

THEME:	NO THEME		
HEADING:	SCHOOLS.		
DESCRIPTION:	Schools should meet 'the in conjunction with' test, i.e. associated with agriculture , outdoor recreation, etc. Preservation of native vegetation and enhancement rather than wide scale clearance for playing fields.		
RATIONALE:	Retention of landscape values. Students learn about environment.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 23	I DO NOT AGREE 12	

101	OLD NO.	NEW NO.	12.2
THEME:	NO THEME		
HEADING:	PLACES OF WORSHIP.		
DESCRIPTION:	<ul style="list-style-type: none"> • Must be designed only for use of residents living within Green Wedge. • A limit of 250 sq. metres on a place of worship in the Green Wedge (same as in residential zone). • Applications must be accompanied by a report that demonstrates how the place of worship will be limited to the use of local residents in the Green Wedge. • Built form guidelines, setbacks, height, landscaping. • Protection of endangered vegetation, i.e.. River Red Gums. • Restriction on commercial kitchens and entertainment functions. • Limited hours of operation as for places of assembly. 		
RATIONALE:	<p>Large places of worship catering for 300+ worshipers will be disruptive to the lifestyle of local residents.</p> <p>Size of building, with ancillary buildings etc. will dominate the landscape, taking up space of vegetation and wildlife.</p>		
COMMUNITY BENEFIT	<ul style="list-style-type: none"> • <i>Reduction of land surfaces for buildings and carparks.</i> • <i>Less traffic will be generated.</i> • <i>No disruption to the life of residents.</i> 		
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 14.5		I DO NOT AGREE 17.5

107	OLD NO.	NEW NO. 12.3
THEME:	NO THEME	
HEADING:	PRECINCT 3. QUARRIES.	
DESCRIPTION:	Investigate future use of quarry land for combination of employment + residential use with associated biodiversity and green links.	
RATIONALE:	Land does not include green wedge values. Opportunity to use the land for urban purposes with no loss to green wedge.	
COMMUNITY BENEFIT	<i>Remove dirty, ugly land use.</i> <i>Avoid landfill potential</i> <i>Establish green links.</i> <i>Can't build on quarries?</i>	
I WOULD BE MORE COMFORTABLE IF	But cannot build residential on quarries <hr/> No residential on quarry sites (Comments on voting cards)	
VOTING	I AGREE 28	I DO NOT AGREE 6

111	OLD NO.	NEW NO.	12.4
THEME:	NO THEME		
HEADING:	INDIGENOUS HERITAGE AND DEEP CONNECTION TO ENVIRONMENT.		
DESCRIPTION:	More consultation and consideration of indigenous concerns on Green Wedge land.		
RATIONALE:	A good way of achieving an ideal environmental outcome.		
COMMUNITY BENEFIT	<i>A huge benefit in a more environmentally aware future.</i>		
I WOULD BE MORE COMFORTABLE IF			
VOTING	<div> <div>I AGREE</div> <div>4</div> </div> <div> <div>I DO NOT AGREE</div> <div>29</div> </div>		

60	OLD NO.		13.1	NEW NO.
THEME:	OPEN SPACE & RECREATION.			
HEADING:	CONNECTING FRANKSTON GREEN WEDGE TO OTHER MUNICIPALITIES.			
DESCRIPTION:	Create interconnecting pathways / trails to environmental assets within City of Casey, Kingston City Council and City of Greater Dandenong.			
RATIONALE:	<p>Other municipalities have existing environmental assets (such as Cranbourne Botanical Gardens, Seaford / Edithvale Wetlands and Dandenong Creek Trail) that can be used as an extension of the Frankston Green Wedge area. Aligning pathways and trails north to south east to was would:</p> <ol style="list-style-type: none"> 1. Create an unbroken biodiversity and habitat trail. 2. Provide and promote a healthy connected community. 3. Foster a cross municipality cooperation. 4. Enhance existing state connectivity. 			
COMMUNITY BENEFIT				
I WOULD BE MORE COMFORTABLE IF				
VOTING	I AGREE 34		I DO NOT AGREE 0	

66.1	OLD NO.	NEW NO.	13.2.1
THEME:	OPEN SPACE & RECREATION.		
HEADING:	SOCIAL CONNECTIVITY		
DESCRIPTION:	Create an environment where existing sports facilities, schools and other amenities outside of the Frankston Green Wedge zone can be easily reached.		
RATIONALE:	<p>Sky United Football Club, Sky Recreation Reserve, Peninsula Link Trail, KCC Park, the Skye Driving Range and Equestrian Centre are currently difficult to reach.</p> <p>Create connectivity trails within the Frankston Green Wedge Zone to access these existing assets.</p> <p>This would promote and enhance social connectivity through health and wellness.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	<div> <div>I AGREE</div> <div>30</div> </div> <div> <div>I DO NOT AGREE</div> <div>6</div> </div>		

66.2	OLD NO.	NEW NO.	13.2.2
THEME:	OPEN SPACE & RECREATION.		
HEADING:	SOCIAL CONNECTIVITY		
DESCRIPTION:	Create an environment where existing sports facilities, schools and other amenities outside of the Frankston Green Wedge zone can be easily reached.		
RATIONALE:	<p>Sky United Football Club, Sky Recreation Reserve, Peninsula Link Trail, KCC Park, the Skye Driving Range and Equestrian Centre are currently difficult to reach.</p> <p>Create connectivity trails within the Frankston Green Wedge Zone to access these existing assets.</p> <p>This would promote and enhance social connectivity through health and wellness.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	<div> <div>I AGREE</div> <div>31</div> </div> <div> <div>I DO NOT AGREE</div> <div>3</div> </div>		

22.1	OLD NO.	NEW NO.	12.3.1
THEME:	OPEN SPACE AND RECREATION.		
HEADING:	OPEN SPACE AND RECREATION AND RURAL / LIFESTYLE LOTS.		
DESCRIPTION:	Create 1/4 acres and upwards rural / lifestyle blocks designed around the environmental assets with a chain of parks, recreational and open space areas connected with pathways, biodiversity trails and corridors.		
RATIONALE:	<ul style="list-style-type: none"> Landowners should be allowed and encouraged to subdivide into rural / lifestyle blocks. This would promote more trees and be better for the environment. Additionally this would bring environmental assets (creeks and open spaces) to the community and under government management. There would be additional rates revenue for council. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	1 acre minimum - 2.5 acre 'lifestyle'		
VOTING	I AGREE 32	I DO NOT AGREE 5	

22.2	OLD NO.	NEW NO. 12.3.2
THEME:	OPEN SPACE AND RECREATION.	
HEADING:	OPEN SPACE AND RECREATION AND RURAL / LIFESTYLE LOTS.	
DESCRIPTION:	Create 1/4 acres and upwards rural / lifestyle blocks designed around the environmental assets with a chain of parks, recreational and open space areas connected with pathways, biodiversity trails and corridors.	
RATIONALE:	<ul style="list-style-type: none"> Landowners should be allowed and encouraged to subdivide into rural / lifestyle blocks. This would promote more trees and be better for the environment. Additionally this would bring environmental assets (creeks and open spaces) to the community and under government management. There would be additional rates revenue for council. 	
COMMUNITY BENEFIT		
I WOULD BE MORE COMFORTABLE IF	1 acre minimum - 2.5 acre 'lifestyle'	
VOTING	I AGREE 29	I DO NOT AGREE 7

23

OLD NO.

12.4

NEW NO.

THEME:	OPEN SPACE AND RECREATION.		
HEADING:	CREATING HEALTHY LIVING ENVIRONMENT.		
DESCRIPTION:	Create 1/4 acre blocks and upwards rural / lifestyle designed around the environmental assets with chains of parks, recreational and open space. Areas connected with pathways, bio-diversity trails and corridors. Lower density developments would allow shared care and green wedge character to improve with more trees and shared responsibility.		
RATIONALE:	<ul style="list-style-type: none"> • Model on Wilson Botanic Park in Berwick - great role model, it supports bio-diversity and nature corridors. • Tourism could then pay for current use and preservation. • Sports and recreational facilities and parks could be designed into and part of the connecting chain of open spaces, utilizing the bio-diversity corridor and trails. • Because the majority of the land is privately owned, working together with land owners in each precinct separately will result in good outcomes to connect open spaces. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Same as 7A</p> <hr/> <p>Smaller lot sizes actually creates biodiversity</p>		
VOTING	I AGREE 29	I DO NOT AGREE 7	

23

OLD NO.

12.5

NEW NO.

THEME:	OPEN SPACE AND RECREATION.		
HEADING:	CREATING HEALTHY LIVING ENVIRONMENT.		
DESCRIPTION:	Create 1/4 acre blocks and upwards rural / lifestyle designed around the environmental assets with chains of parks, recreational and open space. Areas connected with pathways, bio-diversity trails and corridors. Lower density developments would allow shared care and green wedge character to improve with more trees and shared responsibility.		
RATIONALE:	<ul style="list-style-type: none"> • Model on Wilson Botanic Park in Berwick - great role model, it supports bio-diversity and nature corridors. • Tourism could then pay for current use and preservation. • Sports and recreational facilities and parks could be designed into and part of the connecting chain of open spaces, utilizing the bio-diversity corridor and trails. • Because the majority of the land is privately owned, working together with land owners in each precinct separately will result in good outcomes to connect open spaces. 		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Same as 7A</p> <hr/> <p>Smaller lot sizes actually creates biodiversity</p>		
VOTING	<div> <div>I AGREE</div> <div>29</div> </div> <div> <div>I DO NOT AGREE</div> <div>7</div> </div>		

27

OLD NO.

12.6

NEW NO.

THEME:	OPEN SPACE AND RECREATION.		
HEADING:	WALKING AND CYCLING TRACKS.		
DESCRIPTION:	Develop a series of walking and cycling tracks to improve health and appreciation of the countryside.		
RATIONALE:	There is a real need to provide tracks to enable people to enjoy the pleasant countryside and integrate with land in other municipalities.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Most green wedge land is privately owned, this would be best achieved by allowing sub-division into smaller lots and design trails		
VOTING	I AGREE	35	I DO NOT AGREE 0

28	OLD NO.	NEW NO.	12.7
THEME:	OPEN SPACE AND RECREATION.		
HEADING:	GOLF COURSES.		
DESCRIPTION:	Golf courses in the green wedge should be available for the general public.		
RATIONALE:	<p>Golf courses are a permitted use, and they provide good vegetation and landscape value. However so many are privately owned and unavailable for the general public.</p> <p>Note - is this slide required? Existing public golf courses include: Skye golf course, Amstel, Peninsula (McClelland Dr).</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	Irrelevant - yes		
VOTING	I AGREE 11.5	I DO NOT AGREE 22.5	

29

OLD NO.

12.8

NEW NO.

THEME:	OPEN SPACE AND RECREATION.		
HEADING:	SPORTS.		
DESCRIPTION:	Create connectivity of parks for flora and fauna trails, bike, horse etc. Look at possible sporting complex to bring people into area.		
RATIONALE:	Economical benefits for Frankston would need a report to work out what could benefit community.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Where would these go? We have a lot in area as is. Ex-quarries</p> <hr/> <p>Precinct specific - FCC can't afford to maintain those it has in some areas</p> <hr/> <p>Who looks after them?</p> <hr/> <p>Not motor bikes</p>		
VOTING	I AGREE 31	I DO NOT AGREE 2	

59

OLD NO.

NEW NO.

12.9

THEME:	OPEN SPACE AND RECREATION.		
HEADING:	FRANKSTON BOTANICAL GARDENS.		
DESCRIPTION:	Do we want one?		
RATIONALE:	Quarries occupy approximately 1000 acres. There is an opportunity to progressively create a state and international significant biodiversity area connected by a chain of trails.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	34	I DO NOT AGREE 0

32

OLD NO.

13.1

NEW NO.

THEME:	PRECINCT 1.
HEADING:	OPTIMAL AND FLEXIBLE USE OF PRECINCT 1.
DESCRIPTION:	<p>To divide Precinct 1 into three '3' unique areas:</p> <ul style="list-style-type: none"> • Seaford wetland • Extension of Carrum Downs Industrial / commercial • Rural / lifestyle lots.
RATIONALE:	<p>Precinct 1 already has major roads interconnecting and acting as a divide for:</p> <ol style="list-style-type: none"> 1. Seaford wetlands : ability to protect and enhance the wetlands Eastern Frankston to Peninsula line. 2. Future expansion of Carrum Downs industrial area is required. This will support employment and economics. 3. Rural / lifestyle lots as a natural extension to existing residential east of Frankston - Dandenong Rd.
COMMUNITY BENEFIT	<ul style="list-style-type: none"> • <i>This considered alignment allows for targeted focus on environmental issues unique to the wetlands.</i> • <i>Flexibility for expansion of industrial / commercial areas.</i> • <i>Introduction of rural lifestyle lots. Precinct 4</i>
I WOULD BE MORE COMFORTABLE IF	No industrial areas in the green wedge (Comment written and then deleted on the template)
VOTING	<div> <div>I AGREE</div> <div>30</div> <div>I DO NOT AGREE</div> <div>5</div> </div>

33

OLD NO.

13.2

NEW NO.

THEME:	PRECINCT 1.		
HEADING:	LIFESTYLE BLOCKS, CREATE THE ENVY OF LIFESTYLE LIVING FOR MELBOURNE.		
DESCRIPTION:	Firstly this consideration to uphold rural lifestyle and Green Wedge character. This overlay to improve and enhance flora and fauna and ensure more trees.		
RATIONALE:	P1 is a fragmented precinct with uneconomically viable land to farm. Lifestyle blocks will attract families and employment.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<div>Flood plain</div> <div>Water table</div> <div>Acid Sulphate Soil</div> <div>Salt</div>		
VOTING	<div> <div>I AGREE</div> <div>30</div> </div> <div> <div>I DO NOT AGREE</div> <div>4</div> </div>		

106	OLD NO.	NEW NO.	14.1
THEME:	PRECINCT 3.		
HEADING:	PRECINCT 3 - LOT SIZES		
DESCRIPTION:	Precinct 3 - Properties that are surrounded by or in close proximity to urban subdivision should be able to divide their property into smaller lot sizes - minimum 1 acre in area		
RATIONALE:	Due to urban development within immediate area there is conflicting property sizes - no consistency. Small to medium acreage.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 29	I DO NOT AGREE 4	

52

OLD NO.

15.1

NEW NO.

THEME:	PRECINCT 5.
HEADING:	ACCOMMODATE POPULATION GROWTH BY ALLOWING SUBDIVISION OF PRECINCT 5 TO PROVIDE LIFESTYLE CHOICES.
DESCRIPTION:	<p>To create a high quality landscape responsive residential environment that provides a sense of place and community as well as accessibility to urban services.</p> <p>Subdivision to be a 'natural' extension of existing residential development e.g. 2/3 - 1 acre.</p>
RATIONALE:	<p>The recommendation would have a positive economic and environmental impact on area as infrastructure is already established.</p> <p>Larger lot sizes (half acre - 1) will allow flora/ fauna to thrive with owner care.</p> <p>Subdivision will give people 'lifestyle choices' that are enhanced by surroundings e.g. pony club</p> <p>Land in question is close to many areas that are 'open spaces' for public use that will enhance development.</p>
COMMUNITY BENEFIT	<p><i>Subdivision will bring people into area and give them 'lifestyle choices'.</i></p> <p><i>Facilities are already there!</i></p> <p><i>Open spaces not impacted upon, walking trails, bike, paths, horse trails utilised.</i></p> <p><i>Land owners will support / increase biodiversity and planting of native trees / bushes.</i></p>
I WOULD BE MORE COMFORTABLE IF	
VOTING	<div> <div>I AGREE</div> <div>0</div> </div> <div> <div>I DO NOT AGREE</div> <div>0</div> </div>

104	OLD NO.	NEW NO.	15.2
THEME:	PRECINCT 5.		
HEADING:	TRANSIT ORIENTATED DEVELOPMENT.		
DESCRIPTION:	Correct anomalies in current alignment of UGB and support transit orientated development in Baxter area.		
RATIONALE:	Current alignment makes no strategic sense. Government is currently considering electrification of railway line. Baxter could become a great example of transit orientated development.		
COMMUNITY BENEFIT	<i>Delivery of affordable housing within nearby rail infrastructure.</i>		
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 27	I DO NOT AGREE 8	

102

OLD NO.

16.1

NEW NO.

THEME:	PRECINCT 6.		
HEADING:	PROTECT EXISTING FLORA / FAUNA (PART B).		
DESCRIPTION:	Cruden Farm' should remain protected i.e. untouched & underdeveloped (preserved).		
RATIONALE:	For community benefit and heritage purposes.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 29	I DO NOT AGREE 6	

103	OLD NO.	NEW NO.	16.2
THEME:	PRECINCT 6.		
HEADING:	PROTECT EXISTING FLORA / FAUNA (PART A).		
DESCRIPTION:	Existing Flora & Fauna Park should remain unchanged for community enjoyment & wildlife protection.		
RATIONALE:	For community benefit and preservation contribution to overall Green Wedge vision.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 34	I DO NOT AGREE 0	

53

OLD NO.

17.1

NEW NO.

THEME:	PROTECTING THE RURAL OPEN COUNTRYSIDE.		
HEADING:	PROTECTING THE COUNTRYSIDE.		
DESCRIPTION:	<p>Adopt restrictions on: building heights, building footprint, impervious site coverage - say 20% max.</p> <p>Limit of places of worship and schools restricting them for local use.</p>		
RATIONALE:	Need to protect the openness of the green wedge countryside.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>Consideration of % of building footprint to vary depending on lot size</p> <hr/> <p>Openspace land can be preserved with good planning controls i.e. minimum and maximum setback of house and small rural lots would still provide the back of lots are open</p> <hr/> <p>Consideration of % of building footprint to vary depending on lot size</p>		
VOTING	I AGREE 5.5	I DO NOT AGREE 28.5	

109

OLD NO.

NEW NO.

18.1

THEME:	REPORTS - SEE OTHER SHEET		
HEADING:			
DESCRIPTION:			
RATIONALE:			
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 0	I DO NOT AGREE 0	

54

OLD NO.

NEW NO.

19.1

THEME:	TRANSPORT & ACCESS.		
HEADING:	ROAD CONDITION.		
DESCRIPTION:	Due to rural feel of the road and the secluded nature of the area makes easy access for rubbish dumping, vandalism and antisocial behaviour.		
RATIONALE:	The conditions of roads vary throughout the Frankston Green Wedge. Many lacking in basic infrastructure such as footpaths, concrete kerbs, drainage and lighting.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	No foot paths in rural areas.		
VOTING	I AGREE	32	I DO NOT AGREE 5

55

OLD NO.

NEW NO.

19.2

THEME:	TRANSPORT & ACCESS.		
HEADING:	COMMUNITY ACCESS.		
DESCRIPTION:	Road usage other than non-motor use.		
RATIONALE:	<p>There are virtually no pedestrian and bicycle facilities along roads within Frankston Green Wedge area. Opportunity should be sought to increase these activities and encourage new ones like horse riding.</p> <p>Current road infrastructure within the Green Wedge area is dangerous for these activities.</p> <p>Connectivity tunnels under major roads will improve the safety for people and wildlife alike.</p> <p>Improvements would be beneficial to the health of Frankston community and entice more visitors to use the area.</p>		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF	<p>The above should be read to include roads of 'significance'.</p> <hr/> <p>People and wildlife in same tunnels! No. (comment on voting sheet)</p>		
VOTING	I AGREE 32	I DO NOT AGREE 4	

56

OLD NO.

NEW NO.

19.3

THEME:	TRANSPORT & ACCESS.		
HEADING:	ARTERIAL ROADS.		
DESCRIPTION:	Changes to lot sizes attracting rural lifestyle living along with new business opportunities and employment have ease of access to major road infrastructure.		
RATIONALE:	Frankston Green Wedge areas are surrounded and have ease of access to current connection transport and gateway hubs such as Frankston Dandenong Rd, Eastlink, Peninsula Link, Westernport Hwy and Thompsons Rd.		
COMMUNITY BENEFIT			
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE	31	I DO NOT AGREE 5

110

OLD NO.

19.4

NEW NO.

THEME:	TRANSPORT & ACCESS.		
HEADING:	NO HEADING		
DESCRIPTION:	<p>Upgrade roads. Ballarto B double route already 4 lanes. Quarry's 4 in area.</p> <p>Make Taylors Rd.</p> <p>Upgrade Hall 4 lane</p> <p>Speed ramp on Potts Rd.</p>		
RATIONALE:	Safety, footpaths , everybody cuts through our green wedges.		
COMMUNITY BENEFIT	<i>Connect community to sport grounds + shops etc. Less bottle necks and safer kids schools zones.</i>		
I WOULD BE MORE COMFORTABLE IF			
VOTING	I AGREE 32	I DO NOT AGREE 5	

REPORTS REQUESTED

Reports we need: For current GMP

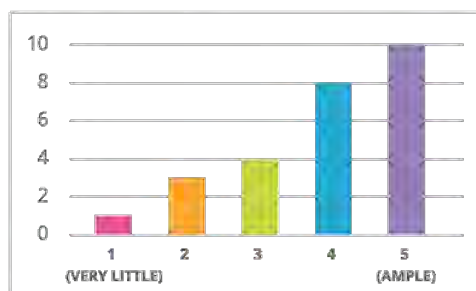
- 1) Current agricultural viability A. Cattle. B. Food bowls. C. Boutique (nurseries). D. Other.
- 2) Best use of land excluding boutique agriculture, what would provide the greatest net benefit to the community.
- 3) Bio - diversity report / count on native wildlife in Skye (P2 - large lots) versus Langwarrin South (P3/4 - smaller rural/ lifestyle lots).
- 4) Environmental tourism: A. What is it? B. Define what assets would create environmental tourism? C. How do we include it in the GWMP? D. How do we make it economically viable to establish and maintain?
- 5). Identifying cultural and heritage assets (Aboriginal and European).
- 6) Identifying environmental & bio-diversity assets.
- 7) How does the current GWZ affect transport systems?
- 8) Given the northern end of Frankston sits between 3 business precincts being Cranbourne West, Carrum Downs and Dandenong and there are large numbers of people commuting through the GWZ: A. Is best use for open paddocks vs rural / lifestyle lots. B. What is the net benefit economically by allowing smaller lot sizes.
- 9) What are the environment disadvantages of the current GWZ on large acre lots used for agriculture versus the benefits of smaller rural / lifestyle blocks? A. Looking at carbon sink of vegetation layouts. i. Current grass (agriculture) sink. ii. Future lifestyle / rural blocks surrounded by trees.
- 10) Traffic report showing excess usage above local residents.
- 11) Identify infrastructure assets, connection to and usage of A. Roads. B. Rail. C. Water (fresh & recycled), sewerage, electricity, gas , NBN.
- 12) Define in size the term 'open views & vistas' A. Can rural / lifestyle lots be classified as contributing to or being defined as open views & vistas. B. UGB & GWZ does a phase in / out provide a better aesthetically appearance.
- 13) What would be the impact of making smaller rural / lifestyle lots in the GWZ.
- 14) What is the best use for the land solely from a 'net benefit' economically A. For FCC. B. For the State Government (VPA) land release. C. How do we keep local residents local (given VPA is pushing for Cardina).

What reports can we ask for OR rewording the above requests that show 'the benefits of our vision' to the community, FCC State.

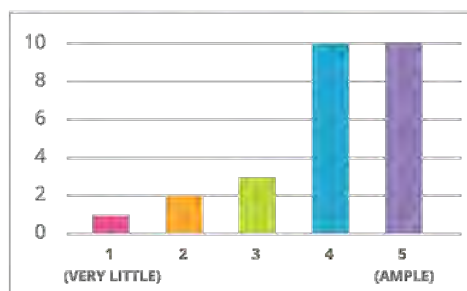
voting 35/0

FEEDBACK

To what extent did you feel you could contribute to the discussions



To what extent did you feel that other participants could contribute to the discussions?



Is there anything else you have been wanting to say about the Green Wedge and haven't had a chance to yet?

Tonight's discussion was ramrodded by a specific group of persons who did not want others to have any significant input that differed with their views

As I have a strong voice I was heard but there was little opportunity for discussion as a group on issues. Valuable learning opportunities were lost.

I felt that the meetings were disorganised, repetitive and somewhat unproductive. Two meetings would have achieved the same result as four. There was a lot of wasted time particularly in the first three meetings where adults were treated as children. The process would have been better managed with electronic recording and voting, such as used at a recent meeting hosted by Council at the Frankston Arts Centre with members of the South East Councils, politicians, businesses and members of the public. More expert evidence on green wedge issues would have been productive.

Keep the facts straight and don't change or misconstrue information given. I also felt MosaicLab was biased.

MosaicLab were so biased! Deleting themes and making separate dot points into generalised statements should not have been done.

Connect our community

Was disappointed and lost faith/confidence in council due to MosaicLab's unauthorised alteration to the slides/cards worked and created by the engagement group. Leaves me to be concerned about accuracy of vote count by Mosaic via 'green dot' system which was not proofed by signature/name record. Felt at Meeting #3 treated as though children who didn't have a clue. Last meeting attitude was improved.

I think all persons wanting to subdivide need to think of road construction and traffic to deal with.

The Council has backed subdivision of Stotts Lane for around 20 years. It still seems unfair that this parcel of land has been neglected, consider what it has to offer.

No change to UGZ - especially the extension of the industrial area into the green wedge.

We need to protect the green wedge, to ensure habitat and wildlife connectivity, protect open rural land as pleasant barriers between urban areas.

Most important, the FCC must back the recommendations as voted by the majority of the engagement group.

It is a shame our Mayor could not give the group 5 minutes when we have given up 15 hours in this endeavour.

All has been said at the initial, 1st and 2nd meetings. I believe meeting 3 & 4 were a waste of time and rehashing what was written and said in the first three meetings.

Please note: It is difficult for us to write the cards during meetings. If we had not done work at home it would have been hard to focus and express our views.

In relation to the comments relating to MosaicLab being biased please refer to the 'About this report' on page viii.



REPORT PREPARED BY:

mosaicLAB

www.mosaiclab.com.au

PLEASE NOTE: While every effort has been made to transcribe participants comments accurately a small number have not been included in this summary due to the legibility of the content. Please contact Kimbra White at kimbri@mosaiclab.com.au for any suggested additions.

ATTACHMENT E

Green Wedge Study Area

Precinct Description of Changes proposed to date

1.0 Introduction

This is a summary of the proposed changes and improvements to land in the Green Wedge that has been identified by submitters and participants in community engagement opportunities offered during the consultation period. These changes range from the promotion of a network of nature conservation corridors throughout the green wedge and linking up with those in neighbouring Council areas, as well as new land uses and developments that could be enabled by planning scheme changes such as new zones and reduced minimum lot size requirements.

The proposed changes are described here for each of the 6 precincts that make up Frankston's Green Wedge.

1.0 Biodiversity Linkages

In all 6 precincts of the Green Wedge Study Area there are opportunities to invest in the rehabilitation and enhancement of connected conservation corridors as a feature of the GWMP. Indeed the specialist study commissioned by Frankston City Council titled "**Frankston Fauna Linkages and Crossing Structure Design**" prepared by Practical Ecology identifies the Green Wedge as having the highest priority for delivering on the biolinks strategy for the city overall.

Within urbanised landscapes, wildlife populations can become isolated to a few small patches, eventually resulting in local extinctions. Fauna linkages are a vital component for restoring the connectivity for aquatic, ground dwelling and tree-dwelling animals in an urban landscape. These linkages provide connections between areas of habitat which would otherwise be isolated. Creating fauna linkages builds stronger more resilient ecosystems by aiding the functioning of critical ecological processes such as migration, breeding, seed dispersal and pollination. Linking the landscape is also vitally important for maintaining healthy and diverse plant communities.

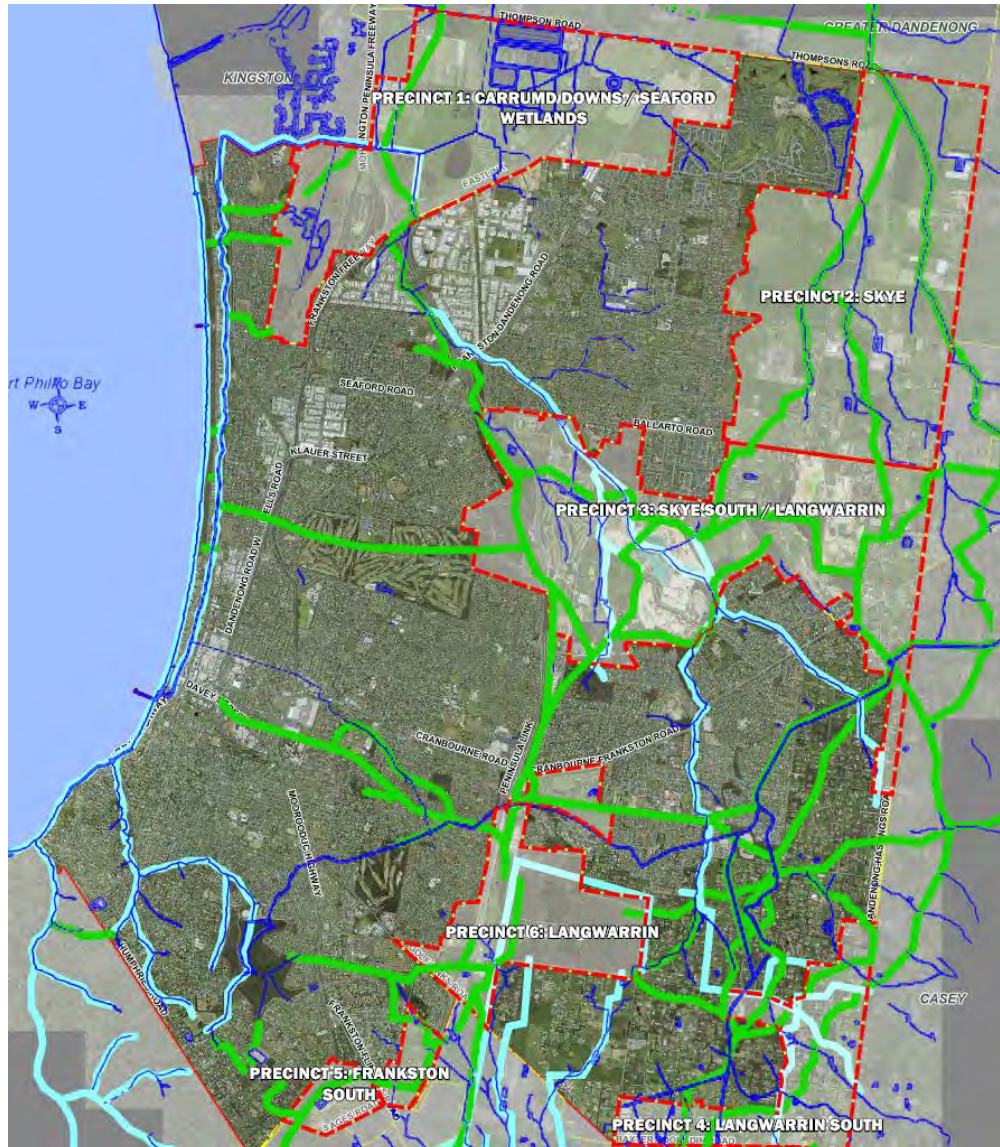
The Frankston Fauna Linkages and Crossing Structure Design Study was prepared for Frankston City Council to provide a detailed technical reference document to facilitate a strategic approach to the protection and enhancement of wildlife corridors and design of fauna crossing structures.

Council adopted its Biodiversity Policy on 19 February 2018. The Policy refers in Clause 6.4 to the objective of enhancing connectivity for nature conservation purposes. It notes that Council has identified a network of connected habitats on both private and public land where there is potential for enhancement of existing biolinks (as described in the Fauna Linkages study). All 6 Precincts in the Green Wedge have great potential for promoting forest canopy, increasing natural habitat area and promoting landscape values.

The Bio Links that are highlighted in the map below will be the focus of rehabilitation actions in the GWMP that potentially could be funded by developer contributions arising from proposed rezonings and/or new developments in the Green Wedge study area. Note that these include riparian, terrestrial and 'stepping stone' linkages, and that the width of these corridors will vary according to

context and opportunity. However they will need to be in the range of 80 to 200 metres in order to function as effective habitat links for target species. Note also that the proposed biolinks and habitat corridors in the Green Wedge will also link to proposed corridors through the urban area and with other identified corridors in adjoining Council areas.

Fig.1 Priority Nature Conservation Corridors and Bio-links in the Green Wedge Precincts



Ecological connectivity is a fundamental response to combat fragmentation of conservation areas, which the International Union for Conservation of Nature and Natural Resources (IUCN) recognised in 1980 as a key factor (along with habitat loss) leading to the degradation of biodiversity and ecosystem processes throughout the world: The IUCN now has an advanced draft of guidelines for 'Areas of Connectivity Conservation' -this can be found on-line here: https://www.iucn.org/sites/dev/files/content/documents/acc_advdraft_guidelines_28may2016.pdf According to the IUCN areas of connectivity conservation (including connectivity conservation corridors) have become a cornerstone of conservation biology and practice. Since the introduction of wildlife corridors as a game management strategy in the 1940s, followed by the recognition of connectivity as a fundamental element of landscape structure in the 1990s, well over 1,000 scientific

papers on corridors and connectivity have been published in the fields of biodiversity conservation and ecology.

During this time, habitat loss and fragmentation have widely been agreed to constitute the single greatest threat to biodiversity worldwide and climate change is expected to exacerbate these effects as species' ranges must shift across fragmented landscapes or along river corridors to track suitable conditions. Although protected areas such as national parks have long been the primary focus of conservation, it is now widely understood that isolated reserves will not be sufficient to sustain some species and communities in the face of these combined threats.

Corridors are expected to mitigate the effects of land use and climate change by facilitating movement of individuals among patchy resources and among populations providing rescue effects following observed local extinctions, by supporting gene flow and thus maintaining ecological processes and enabling adaptation in response to climate change.

Conservation strategies that maintain biodiversity in human-modified landscapes beyond protected area borders, particularly those aiming to maintain or restore connectivity between remaining habitat patches, are now considered critical in the face of future landscape change.

Findings from ***Frankston Fauna Linkages and Crossing Structure Design*** (2012, page 8) include the following:

“Higher priority corridors are recommended for implementation over the long-term to achieve a high level of connectivity for fauna populations within Frankston and adjoining municipalities. Together, these higher priority corridors serve to form a network of linkages, providing connectivity among all core areas of fauna habitat identified by the study and most ‘node’ habitat patches.

Very High priority continuous corridors largely within Frankston included the Pines Flora and Fauna Reserve-Burdett’s Quarry to Royal Botanic GC link (ID# 13), the Burdett’s Quarry core area to Studio Park node link (ID# 53), the Melbourne Water Eastern Treatment Plant to Seaford Wetlands link (ID# 59), and the Frankston-Seaford Foreshore link (ID# 12). Stepping stone corridors of Very High priority only included one link connecting Langwarrin Flora and Fauna Reserve to nodes in Frankston north (ID# 28).

Looking at the 6 Precincts in the Green Wedge, the following priority opportunities for enhancing and protecting nature conservation corridors have been identified:

Precinct 1: The Seaford Wetlands to the Eastern Treatment Plant

Precinct 2: Three north-south corridors, including one that generally aligns with the Eastern Contour Drain.

Precinct 3: Langwarrin to Frankston North; Burdett’s Quarry to Studio Park Link; The Pines Flora and Fauna Reserve to Royal Botanic Gardens Cranbourne.

Precinct 4: Baxter-Tooradin Rd to Robinsons Road link

Precinct 5: Baxter Park link to south; Stotts Lane area to north (aligned to Peninsula Link).

Precinct 6: Langwarrin Flora and Fauna Reserve to north along Peninsula Link; To South along Stony Creek Rail alignment towards Golf Links Road.

Precinct 1 – Carrum Downs/Seaford Wetlands



Key opportunities identified:

1. Further protection & enhancement of the Seaford Wetlands.
2. Possible expansion of the Industrial precinct between Eastlink & Frankston Dandenong Road (approx. 114ha (2.53%) (Submissions 38 and 42). Note that the employment increase will be able to address Plan Melbourne objectives. It could be further supported by the likely loss of the Cranbourne West industrial area to residential use as a result of Am C132 to the Cranbourne Planning Scheme. That amendment applies to approximately 133 hectares of land within the Cranbourne West Precinct Structure Plan. The amendment proposes to facilitate the future use and development of the affected land for residential purposes, by amending the applied zoning of the land from Commercial 2 Zone to the General Residential Zone.
3. Opportunities for Carrum Down Recreation Reserve to be extended and enabled to double its size in a contiguous area easily accessed from surrounding roads (approx. 10.5ha (0.2%)). Council's open space strategy has identified a shortage of recreational land in the Carrum Downs suburb. This location would be desirable as the focus for a regional level sporting facility complex.

4. As a complementary land use planning measure, possible urban residential use could be considered for the blocks adjoining the western and northern boundary of Sandara Estate (Submissions 20 and 31) (approx. 108ha (2.4%).

Precinct 2 – Skye



Key opportunities identified:

1. Many of the participants and submitters wanted to see some change to the planning controls to allow flexible requirements for residential use & subdivision. (Submissions 15, 19, 26, 44 and 46).
2. This precinct is the only one with reasonable size lots that can support ‘agri-business’ & horticulture uses so this represents a land-use conflict.
3. Other institutional uses could also be appropriate, given the good road access including to Dandenong-Hastings Road.
4. A further option is to address the southern portion of Precinct 2, between Hall Road and Ballarto Road. This area could be investigated for appropriate reduced lot sizes e.g. reviewing the potential for 8 ha down to 4 ha minimum lot sizes without triggering a UGB change.

Precinct 3 – Skye South/Langwarrin

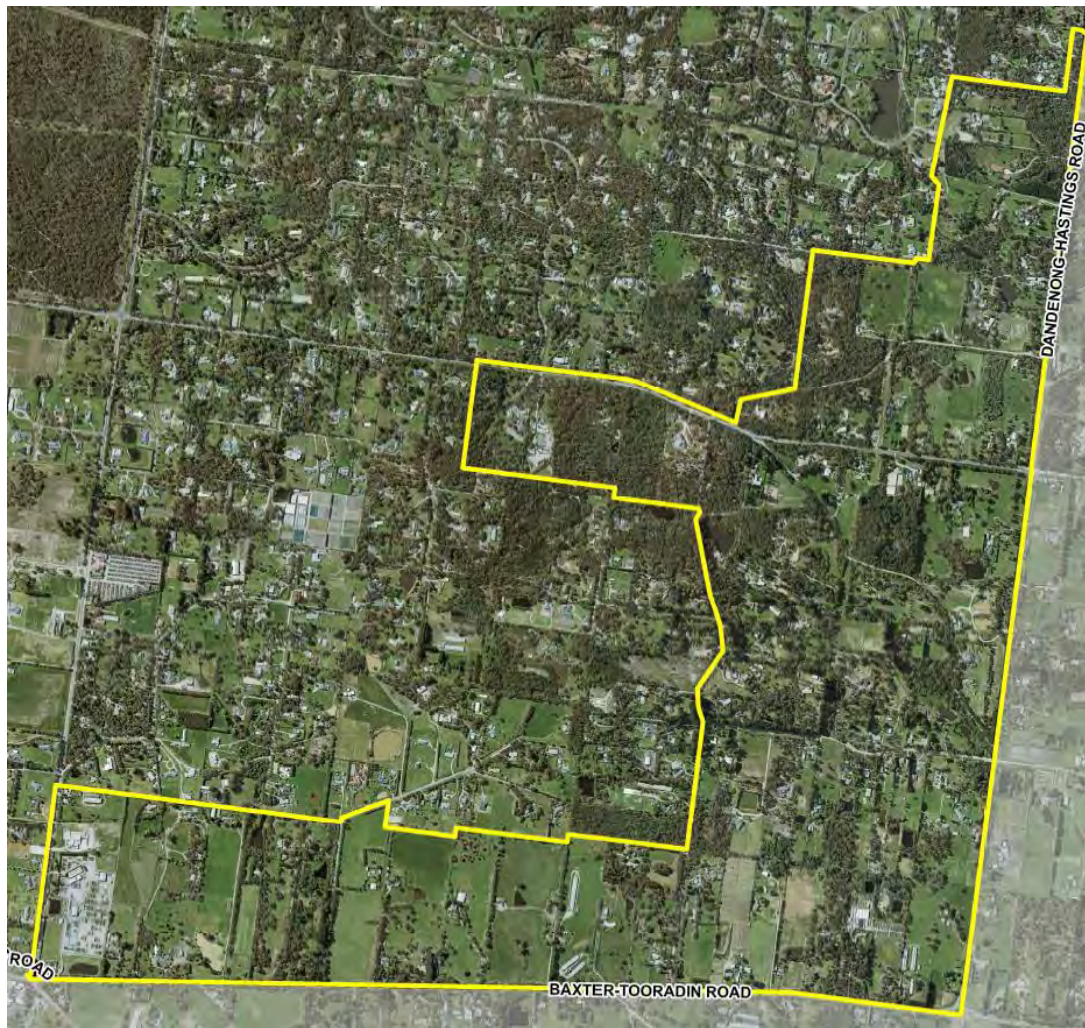


Key opportunities identified:

1. Some submitters are seeking change to the planning controls to allow flexible requirements with residential use and subdivision (Submissions 6, 10, 17, 19, 47, 48 and 49). This is a very diverse area, located in close proximity to existing urban areas. Some limited locations within Precinct 3 may be suitable for Low Density Residential development of between 1 to 4 ha minimum lot size. This would necessarily involve some change to the UGB.
2. Although it is a major existing use in the Green Wedge, the Engagement Group participants view the Extractive Industries sector as more of a transitional use and a 'land bank' for new uses. Many were more concerned with the likely 'end of life' use of these sites, and with a focus on recreational or community use (Submission 19). The existing Centennial Golf Course and related facilities are indicative of the potential for recreational activity.
3. Ultimately, this precinct has great opportunity for a leisure and recreation precinct of regional significance e.g. a "Langwarrin Lakes" chain of recreation facilities and adventure sports parks.

4. It should be acknowledged that some existing businesses intend to maintain the activity of extractive industries and landfill operations well into the future. This means that any future development opportunities will have to be staged over decades.
5. This precinct includes Council's Transfer Station at Harold Road. Surrounding landowners have made submissions seeking better amenity outcomes (Submitters 4 and 13). One solution could be to consider an employment precinct e.g. garden industrial in this area, to act as a buffer to surrounding land uses.
6. The Peninsula Freeway reserve (6.35 ha) should be added to the Green Wedge (Submission 35)

Precinct 4 – Langwarrin South



Key opportunities identified:

1. Some submitters wanted to see some change to the planning controls to allow flexible requirements with housing and subdivision (Submissions 1, 2, 41 and 45). The current minimum lot size is 4ha, and the submitter requests are for minimums of either 1 or 2 ha. However the area already has a strong rural living character and is highly valued for this purpose.
2. This Precinct provides an attractive rural frame for Frankston City, separating it from its neighbours the City of Casey and Mornington Shire with high landscape values. It is also has good opportunities for enhancing the Natural Habitat links that many submitters feel should be improved and sustainably managed within the Green Wedge area.

Precinct 5 – Frankston South



Key opportunities identified:

1. Some of the landowners wanted to see the land east of Stotts Lane rezoned to urban residential use – this has an area of 41.2ha (0.92%) (Submitters 12, 19 and 24). This proposal has obvious town planning merit as it is physically separated from the rest of the Green Wedge and is located directly adjacent to Baxter's urban area. The recently announced funding for the future rail electrification to Baxter provides further support for reconsidering the future land use for this location.
2. Should urban zoning be introduced, it would need to be controlled via an implemented Structure Plan and development contributions, which will go to enhancing biodiversity linkages.
3. The western portion of Precinct 5 contains Baxter Park. This publically owned major open space and recreation area should be retained and managed within the Green Wedge area.

Precinct 6 – Langwarrin



Key opportunities identified:

1. Submitters proposed that this area be conserved and sustainably managed within the Green Wedge area. (Submitter 22, 18 and 34)
2. Previous proposals for the future rezoning of a portion of Cruden Farm to residential urban use were noted, but not supported by submitters.
3. The Precinct is likely to accommodate a future Langwarrin Station as part of the proposed electrification of the rail line to Baxter. This is likely to include a major park and ride facility, either on the public land adjacent to the rail line or on private land close to the future station.

Executive Summary**11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.2 Development and Housing
Priority Action	1.2.3 Ensure built form, displays architectural excellence and embodies creative urban design

Purpose

This report considers the merits of the planning application to construct eleven (11) apartments in a three (3) storey building.

Recommendation (Director Community Development)

That a Notice of Decision to Grant a Planning Permit (160/2017/P) to construct eleven (11) apartments in a three (3) storey building at 159 Nepean Highway Seaford be issued, subject to the conditions contained in the officers' assessment.

Key Points / Issues

- It is proposed to construct a three (3) storey building comprising of eleven (11) apartments with a mix of 1 and 2 bedrooms.
- Eight (8) objections to the proposal have been received and a Residents Discussion Meeting was held.
- Amended plans have been circulated to all objectors. The applicant has incorporated a range of modifications in the amended plans with a view of addressing the majority of amenity concerns raised by objectors.
- This application is being reported to Council due to the non-compliance with Council's visitor car parking guidelines.

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

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Executive Summary**

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

There are no financial implications associated with this report.

The permit application fee paid to Council is \$3,580.20. The average cost to process a planning application is \$1,729.

Consultation**1. External Referrals**

The application was referred externally to VicRoads who did not object to the proposal subject to conditions.

2. Internal Referrals

The application was referred internally to Council's Traffic Engineers, Drainage Engineer, Environment Officer and Urban Designer who did not object to the proposal.

Notification of Proposal

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

Notification was given in the form of:

- Mail to adjoining owners and occupiers; and
- One (1) sign erected on the Nepean Highway site frontage

As a result of the public notification, eight (8) objections were received. The grounds of objection are summarised in the officer's assessment contained within this report.

Analysis (Environmental / Economic / Social Implications)

The proposed development will provide social and economic benefit to the area through the urban consolidation of the land and the provision of diversity in housing stock in an area that is accessible to a wide range of community and commercial facilities, services and transport networks. The proposal development will offer an alternate housing type to cater for future housing needs in this area. Any environmental impacts can be ameliorated by future landscaping of the site.

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

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

Legal

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

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Executive Summary**Policy Impacts

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

State and Local Policy Frameworks – Clauses 09, 11, 15, 16, 21.03, 21.04, 21.07, 21.10 and 22.08.

Zone and Overlays – Clause 32.08 – General Residential Zone and Clause 43.02 – Design and Development Overlay – Schedule 6.

Particular Provisions – Clause 52.06 – Car parking, Clause 55 – ResCode and Clause 52.29 – Land adjacent to a Road Zone, Category 1

Council's Housing Strategy, 2013 and Draft Housing Strategy, 2017.

Officer's Declaration of Interests

Under Section 80C of the *Local Government Act 1989*, officers providing advice or a report to Council must disclose any direct or indirect interest they have in a matter.

Council officers involved in the preparation of this report have no conflict of interest in this matter.

Risk Mitigation

There are no particular risks associated with this matter.

Conclusion

The proposal will assist in providing diversity in housing form for future residents consistent with Council's strategic directions for the area.

The amending plans include changes to the overall design of the development so that it responds appropriately to the site and context and is considered to be respectful of the existing local character of the area.

The modifications made to the design of the development are aimed at addressing the amenity concerns of objectors.

It is considered the proposal should be supported and a Notice of Decision to Grant a Planning Permit be issued.

ATTACHMENTS

Attachment A: [↓](#) Zoning Map

Attachment B: [↓](#) Locality (aerial) Map

Attachment C: [↓](#) Development Plans

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Officers' Assessment****Summary**

Existing Use	Residential
Site Area	977m ²
Proposal	To construct a three (3) storey building comprising of eleven (11) apartments
Site Cover	59.9%
Permeability	35%
Zoning	General Residential Zone
Overlays	<ul style="list-style-type: none">Design and Development Overlay – Schedule 6
Neighbourhood Character Precinct	Seaford 7
Reason for Reporting to Council	Multi Dwelling Visitor Parking Guidelines

Background**Subject Site**

The subject site is situated on the east side of Nepean Highway in Seaford just south of Brodie Street.

The subject site has a frontage of 19.2 metres to Nepean Highway and side boundaries of 49.38 metres with an overall area of 978m².

The rear boundary of the site abuts Beckwith Grove. Both Brodie Street and Beckwith Grove are local, unsealed roads.

A single double storey dwelling has a front setback of about 6.5 metres with a single storey detached garage adjacent to the dwelling exists on site. To the rear of the site is a double storey habitable building sited close to the rear property boundary.

Minimal vegetation exists on the site except for a number of canopy trees within the front setback.

Locality

The area within which the subject site is located is a narrow strip of land between the Nepean Highway and Kananook Creek.

This area contains an eclectic mix of dwelling types ranging from single detached dwellings, older style unit development to more recent medium density development.

Much of the newer housing along Nepean Highway in Seaford has been designed to capture the bay and creek views being two and three storeys in height.

The subject site is situated within walking distance of and to the north of the Seaford Neighbourhood Activity Centre, Recreational Ground and Seaford Road. The subject site is situated to the west of Kananook Creek but has no direct abuttal to the creek environs.

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Officers' Assessment**

Directly to the south of the site is a newer medium density development comprising of a mix of double and single storey dwellings. To the north is an older style unit development of six attached dwellings in two groups. To the east, the land contains a single storey dwelling with access from Beckwith Grove and a garage on the common boundary of the subject site.

Site History

No previous planning permit applications have been considered for the site.

Proposal

The amended proposal is summarised as:

- A three (3) storey building with an overall height of 9.9 metres;
- Eleven (11) apartments (10 x 2-bedroom and 1 x 1-bedroom);
- Undercroft car parking comprising of 11 resident car spaces and 2 visitor car spaces;
- Secluded private open space is provided in the form of a balcony with a minimum area of 11m² for apartments 2-11;
- Apartment 1 has secluded private open space with an area of 39m² within the front setback;
- The maximum height of the building is 9.9 metres;
- The building has a front setback of 7m, side setbacks varying between 1.2m-2.4m and rear setback varying between 2.6m-3m to the undercroft car park;
- A 1.4m high retaining wall is proposed along the undercroft car parking boundaries;
- Storage is provided for each apartment within the undercroft car park;
- Vehicle access to the site is proposed near the south-west boundary;
- Site coverage is 59.9% and permeability 35%;
- Landscaping is proposed within the front setback, rear and side boundaries.

State and Local Planning Policy Frameworks

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

- Clause 9 – Plan Melbourne
- Clause 11 – Settlement
- Clause 15 – Built Environment and Heritage
- Clause 16 – Housing
- Clause 18 - Transport

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

- Clause 21.03 – Vision and Strategic Framework
- Clause 21.04 – Settlement

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Officers' Assessment**

- Clause 21.06 – Environmental and Landscape Values
- Clause 21.07 – Housing
- Clause 21.10 – Built Environment and Heritage
- Clause 22.08 – Neighbourhood Character Policy

Planning Scheme Controls

A Planning Permit is required pursuant to:

- Clause 32.01-4 – Residential 1 Zone of the Frankston Planning Scheme for the construction of 2 or more dwellings on the lot;
- Clause 43.02 – Design and Development Overlay - Schedule 6 of the Frankston Planning Scheme to construct or carry out buildings and works for more than one dwelling;
- Clause 52.29 – Land adjacent to a Road Zone, Category 1

Particular Provisions

- Clause 52.06 – Car Parking
- Clause 52.34 – Bicycle Facilities
- Clause 55 – ResCode

Notification of Proposal

The grounds of objection are summarised as follows:

- Development is not consistent with the Seaford 7 Neighbourhood Character Precinct as the development does not reflect the existing pattern of development or the rhythm of existing dwelling spacing.
- Development is not consistent with the existing streetscape and low density development nearby.
- The development will have an unreasonable impact on neighbouring properties due to the visual bulk and mass of the building.
- No diversity in apartments is provided.
- There is inadequate car parking for residents on site and the proposal fails to comply with Council's Medium Density Visitor Car Parking guidelines.
- The development will result in unreasonable amenity impacts through noise, overlooking and overshadowing of neighbouring properties, particularly to the south.
- The proposal represents an overdevelopment of the site.

A Residents Discussion Meeting was held. The meeting was attended by a Councillor, applicant, the owner, a number of objectors, and Planning Officers. The meeting provided an opportunity to discuss the key concerns of the objectors and provide clarification of the proposal.

No resolution between parties was achieved.

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Officers' Assessment**

The applicant submitted an amendment to the planning application that included modified plans. The amended application and plans were circulated to all objectors for comment.

Internal referralsDrainage Engineer

Council's Drainage Engineers do not object to the proposal and provide the following comments (summarised):

- Legal Point of Discharge (LPD) for this development is to an existing SEP in Beckwith Grove;
- Water quality, harvesting and reuse to be incorporated in the design of the development;
- Developer to design and construct a drainage outfall to Council satisfaction.

Traffic Engineer

Council's Traffic Engineers do not object to the proposal and have provided the following comments (summarised):

- Proposal complies with the car parking requirements of Clause 52.06 of the Frankston Planning Scheme as 11 resident and 2 visitor car spaces provided;
- Proposal does not comply with Council's Multi Visitor Car Parking Guidelines which requires a total of 4 visitor car spaces to be provided on site;
- Proposal complies with the design standards of Clause 52.06-8;
- A minimum of 2.1m headroom to be provided above spaces and internal access way in accordance with Clause 52.06-9;
- Provision of a corner splay at the entrance of the site to be in accordance with Clause 52.06-9;
- Proposed location of refuse bin storage along shared access way is problematic as it creates conflict between users of these facilities and passing vehicles. Location of refuse bin storage should be altered.

Environment Officer

Council's Environment officer does not object to the proposal and provides the following comments (summarised):

- Arborist Report prepared by Dbhorticulture Pty Ltd considers a total of 15 trees, five of which are located on the neighbouring properties.
- The majority of trees on the site have low significance and are poor specimens.
- Trees 1–5 all have small TPZs of 2.0m. However, the arborist has failed to consider the potential impact of the proposed 1.4m retaining wall on these trees.
- The Arborist has not considered the excavation levels proposed on the site and the impact on Trees 1-5 is unclear.
- Tree group 1 and 4 should not be impacted however trees 2, 3 and 5 may be impacted. The excavation must not encroach within more than 10% of the TPZ area. If further encroachment is required an arborist is required to assess the impact through non-invasive exploration to assess the direct impact on these trees.

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- The development relies on the planting of canopy trees to reduce the visual bulk along the side boundaries. There is limited room for the planting of spreading canopy trees especially adjacent to balcony areas. Increased opportunities for planting area on the side boundaries should be provided.
- Planting selection should be from the Coastal Banksia EVC. The southern garden area will also experience a lot of shade which must be considered during plant selection. Consideration should be given to the use of planter boxes on the balconies.

Urban Designer

Council's Urban Designer does not object to the proposal and provides the following comments (summarised):

- The proposal for a higher density residential development is in principle an appropriate future use in this location subject to satisfactory design and interface responses.
- The provision of a dwelling at ground level is a positive addition to the streetscape. The development's interface is softened through the use of curved and permeable front fencing which presents well to the street and animates the frontage.
- Consideration should be given to increasing north facing habitable room windows for living areas and minimising the use of obscure glazing where not required for overlooking purposes.
- Alternate screening methods to the obscured glazing currently proposed should be investigated to improve internal amenity of habitable rooms.
- All storage cages should be weather tight or located so as to be unaffected by the weather.

Waste Management

Council's Waste Management officer does not object to the proposal and provides the following comments (summarised):

- All waste is collected on-site by a Private Waste Collection Agency;
- A Waste Management Plan consistent with Council's Waste Management Guidelines is provided to Council's satisfaction.

External ReferralsVicRoads

The application was referred to VicRoads under S55 of the Planning and Environment Act. VicRoads advise that they do not object to the proposal subject to conditions being included on any permit issued.

Discussion***State and Local Planning Policy***

The proposal is considered to be consistent with State and Local Planning Policies at Clauses 11 and 16 which seek to promote the consolidation of existing urban areas for the efficient use of existing infrastructure and services.

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Officers' Assessment**

The recently adopted Frankston Housing Strategy 2018 includes the site in an area identified for “incremental change”. The existing GRZ zoning is consistent with this classification.

The proposal will increase the supply and diversity of housing stock within the municipality which increases housing choice for existing and future residents consistent with Clauses 11, 16, 21.04 and 21.07. The apartment style development offers an alternate style of accommodation with smaller open space areas that require less maintenance than traditional dwellings and has excellent access to the Seaford foreshore, Kananook Creek, Seaford Neighbourhood Activity Centre and formal recreational areas.

While the development presents as a new and different housing typology to that existing nearby, it has been designed to respect the local neighbourhood character of the area which is now evolving as new, modern designed development emerges along Nepean Highway between Seaford and Mile Bridge. The building design has been modified to address and minimise any potential offsite amenity impacts to adjoining properties.

Neighbourhood Character Policy

Council's Neighbourhood Character Policy (Clause 22.08) seeks to ensure that development is responsive to the key characteristics that make up the preferred character of each precinct. The site is located within the Seaford 7 Precinct which applies to the Seaford coastal strip, west of Kananook Creek and north of Mile Bridge.

The Preferred Character of the Precinct is:

“The seaside character of the area will be maintained, and the indigenous coastal vegetation and relationship with the creek and foreshore environs will be strengthened”.

The relevant Objectives of the Seaford 7 Precinct are:

- *To use lighter looking building materials and finishes that complements the vegetation and coastal setting.*
- *To strengthen the coastal character of the areas by planting of appropriate coastal species.*
- *To encourage the retention and planting of indigenous vegetation.*
- *To provide for reasonable sharing of views to the ocean, creek or coast.*
- *To reflect the rhythm of existing dwelling spacing.*
- *To minimise the visibility of buildings when viewed from the beach.*
- *To encourage innovative architecture that respects the coastal settings.*
- *To minimise the impact of buildings over two storeys on the streetscape.*
- *To maintain the openness of the streetscape.*

While the design of the development is contemporary and a different housing typology than that which exists nearby, the design has responded to the objectives of the character precinct to a level that warrants support of the proposal.

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The proposed development provides adequate side and rear setbacks to reduce any unreasonable impacts on vegetation on adjoining properties. The 1.4m high retaining wall has been relocated to align with the building footprint of the undercroft car park. This addresses a number of concerns raised by Council's Environment Officer as it maintains the existing ground surface levels within the side setbacks, reduces any encroachment into the TPZ of neighbouring trees to less than 10% of the TPZ area; and improves opportunities for canopy tree planting. Opportunities also exist for canopy tree planting within the front setback which will soften the scale of the development from the streetscape.

Given the orientation of the dwellings either side of the subject site, the proposed development will have minimal impact on views from these dwellings to the foreshore. Conversely, the proposed development at just under 10 metres in height is unlikely to be visible from the Seaford foreshore as it will be largely screened by the coastal vegetation on the sand dune on the west side of Nepean Highway.

The development has been designed to minimise the impact of the building on the streetscape by providing a front setback consistent with development either side of the subject site and by recessing the third storey by 2 metres from the double storey element below. The proposed setback of the third storey is considered to reflect the intent of the objective and coupled with the use of glass balustrades and a mix of lighter colours and materials is considered to complement the coastal setting.

A 1.7 metre high rendered masonry and post fence is proposed to the front of the ground floor dwelling to protect the amenity of the dwelling and provide for secluded private open space. The proposed fence is setback 1.5 metres from the front property boundary and provides opportunities for landscaping. As Nepean Highway is a major arterial road, this treatment at the front of the site is acceptable.

The proposal development does not reflect the rhythm of the existing dwelling spacing in the area. Much of the housing nearby is single detached dwellings, with the exception of the development on the southern property boundary of the subject site. The adjoining site to the south has been developed with two single detached dwellings to the front and five attached dwellings to the rear.

Notwithstanding the above, the apartment style development is representative of the evolving character of the area within the Seaford 7 neighbourhood character precinct and one that is supported by the strategic directions contained in Council's draft Housing Strategy, 2017 for this area.

Design and Development Overlay – Schedule 6

The DDO6 triggers a planning permit to construct two or more dwellings on a site. The following requirement is relevant to the consideration of this proposal:

- Buildings and works must not exceed 12 metres in height if located north of the Mile Bridge, Frankston or between the Mile Bridge and the Frankston Principal Activity Centre and east of Kananook Creek. This cannot be varied with a permit.

The decision guidelines of DDO6 require consideration to be given to the following when assessing a development proposal:

- The extent to which the proposed development meets the objectives and design responses contained in the relevant Neighbourhood Character Study Character Statement precinct brochure for the area.

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- The appropriateness of the development having regard to the Preferred Neighbourhood Character statement for the area.
- The extent to which the development provides sufficient unpaved area and landscaping appropriate to the coastal setting.

Where a development exceeds 7 metres in height the following should be considered when assessing a development proposal:

- The need for a particular roof form or architectural feature that assists in achieving the preferred neighbourhood character of the area; or
- Whether the height assist in achieving the preferred neighbourhood character of the area; or
- In the area north of the Mile Bridge, the extent to which the development assists in achieving the Council's housing objectives contained in the Municipal Strategic Statement.

The development does not exceed the maximum permitted height of 11 metres in accordance with the zone provisions and is therefore well within the height controls specified in DDO6.

The development has been designed with undercroft car parking to minimise excavation of the site and reduce the overall height of the building.

The contemporary design of the building with a relatively flat roof form further assists in reducing overall height.

The additional height above the 7 metres allows for increased housing densities in the number of apartments that can be contained within the building, consistent with Council's housing objectives for this area.

Clause 52.06: Car Parking

Clause 52.06 – Car Parking seeks (among other matters):

- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The proposal complies with Clause 52.06 as one car space is provided for each apartment and two visitor car spaces are provided within the undercroft car parking area.

While the proposal does not meet Council's Multi-dwelling Visitor Car Parking Guidelines, which requires the provision of four visitor car spaces to be provided on site, it is considered that adequate visitor car parking facilities are provided on-site and on-street parking is available along the Nepean Highway frontage of the site and within walking distance to the subject site.

The layout and design of the undercroft car park and access way generally complies with the design standards of Clause 52.06-8. The modifications required by Council's Traffic Engineer are recommended as conditions should a permit be issued.

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Officers' Assessment*****Clause 52.29 Alteration of Access to a road in a Road Zone Category 1***

Clause 52.29 requires planning approval to alter or create a new access to a road in a Road Zone Category 1 and any application is required to be referred to VicRoads under S55 of the Act.

It is proposed to remove the existing access to Nepean Highway near the northern property boundary of the subject site and create a new vehicle access to the southern property boundary.

Neither VicRoads or Council's Traffic Engineer have raised any objections to the proposed access arrangements to the site subject to conditions being included on any permit issued.

Clause 55 – ResCode

In accordance with the provisions of the General Residential Zone an assessment against the provisions of Clause 55 is required as follows:

Neighbourhood Character and Infrastructure

It is considered the design has responded to the objectives of the Seaford 7 Precinct and DDO6. The proposed development is considered to be consistent with Council's long term strategic directions for housing along Nepean Highway where the current planning controls encourage development up to a height of 12 metres.

Council's Drainage Engineers raise no objection to the proposal, subject to permit conditions. It is considered that the proposal will not overload infrastructure and provides reasonable pedestrian and vehicle connections to existing infrastructure.

Given the scale of the development, the range of dwelling types and sizes (all one and two bedroom apartments) is considered acceptable particularly in the broader neighbourhood context.

Passive surveillance of the public realm is achieved through the design of the ground floor dwelling and use of balconies and glazing facing Nepean Highway with primary access to remaining apartments adjacent to the ground floor dwelling with entry legible from Nepean Highway frontage.

Site Layout and Building Massing

The development has been designed to reflect the prevailing front setbacks of dwellings either side of the subject site. The front setback is generous at 7 metres and there are opportunities for planting to soften the building form. The recessing of the third storey reduces the impact of the development when viewed from the streetscape and generally presents similar in scale and height to the existing double storey dwelling on the subject site and at 160 Nepean Highway.

The overall height of the building at 9.9 metres is less than the maximum building height under the zone of 11 metres. The building design provides a satisfactory response to the single storey dwellings to the north and the double storey dwellings to the south by graduating the height and punctuating the building walls alongside boundaries.

Site coverage is at the higher end of the allowable limit at 58.9% with permeability being 35%. Given the housing typology this is considered acceptable.

The main entry to the apartment building is visible from the street and landscaping can be achieved within the front setback and along all boundaries to a satisfactory level.

Vehicle access is satisfactory and parking is considered to be convenient for residents and visitors.

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Officers' Assessment**Amenity Impacts

The concerns raised by objectors in relation to the potential impact on amenity due to the building height, location of south facing balconies and side setbacks have been addressed through the redesign of the layout of the building and increasing side setbacks to the south.

Setbacks of the undercroft car park to the southern boundary range from 1.2m to 3 metres with the first floor being setback a minimum of 3 metres increasing to 3.8-4.6m in some locations. The overall height to the roof of the first floor is 6.2 metres which is generally consistent with the double storey dwellings to the south. The second floor has a southern boundary setback of a minimum of 4.2 metres increasing to a maximum of 5 metres.

Concerns were raised with the position and proximity of the south facing balconies, particularly the balcony of apartment 6 as it was situated directly opposite habitable room windows of the dwelling to the south. Apartment 6 has been redesigned so that the balcony is situated closer to the street and tucked in front of the apartment, between the between the dwellings at 160 Nepean Highway with an increased side setback of 3m. Apartment 11 balcony is setback 4.2m from the southern boundary and directly above apartment 6 balcony.

The first floor has generous setbacks of 3.8 metres to the southern property boundary with the exception of the living room windows of apartment 6, only bedroom windows of apartment face south.

To the rear of the site the development is setback between 2.6m-3m at ground level, the setback increases to 4.6m at the first floor, noting that the balconies of apartment 4 and 5 project into this setback by 2m. The second floor rear boundary setback varies between 5.6m-6m with the balcony of apartment 10 projecting by 2m into this setback. Given the existing mature vegetation along the rear boundary, the neighbour's garage and vehicle cross-over being sited on the rear boundary, the proposed setbacks are considered acceptable as the private open space of the dwelling to the rear is situated on the east side of the dwelling.

To the north, the dwellings at 157 Nepean Highway are separate from the subject site by a shared driveway and setback a minimum of 3 metres from the common property boundary. The balcony of apartments 3 and 9 is positioned opposite the carport of unit 3/157 Nepean Highway and considered acceptable.

The development complies with the site and rear boundary setbacks encouraged by Clause 55 – ResCode.

The development allows adequate solar access and adequate daylight to existing habitable room windows of the dwellings to the south in accordance with ResCode standards. There is a combined setback of a minimum of 5 metres at the first floor which increases to 6.2 metres at the second floor and with heights of 6m (top of roof of first floor) and 9.2m (top of roof of second floor), the proposal complies.

The overshadowing diagrams show some shadowing of the service yard between the dwellings to the south and the common property boundary of the subject site. The extent of shadowing is limited to this area and therefore acceptable. To the east, part of the neighbour's garage and driveway will be in shadow by 3.00 pm. As this is not private open space the extent of shadow is acceptable.

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Officers' Assessment**

Overlooking has been addressed by way of screens to habitable room windows of the development within 9 metres of private open space or habitable room windows in dwellings on adjoining lots. The balconies have a 1.7 m high balustrade to address potential for overlooking. It appears that a number of north facing windows at the first and second floors do not need to be screened as there is no overlooking of habitable room windows or private open space. Council's Urban Designer has made a number of recommendations in relation to this aspect which will improve the internal amenity for future residents and these are recommended to be included as conditions should a planning permit be issued.

Windows and balconies of the development have been designed to limit internal overlooking within the development

On-Site Amenity and Facilities

Adequate daylight is provided to all new habitable room windows.

Detailed Design

The design of the building is contemporary. The variation along the side boundaries and upper storey setbacks combined with the use of a mix of materials and colours achieve an acceptable building form that is considered to be visually compatible with the existing development nearby.

Council's Urban Designer was supportive of the design and placement of the proposed front fence.

Communal areas including the car park, open space, access and site facilities are practical and should be easily maintained.

Apartment Developments

As the building typology is in the form of an apartment, ResCode requires consideration of Clause 55.07 as follows:

Overall the orientation of apartments is acceptable with all but the south facing apartments achieving good solar access. Living rooms and balconies of most apartments are orientated to the north or west, some with views towards the bay and should receive direct sunlight for most of the day.

Adequate landscaping is proposed with a minimum of 5% of the area available for canopy tree planting.

The location of A/C condensers for the first floor are shown and generally located on the balconies. Second floor A/C condensers are located on the roof within an enclosure. Bin storage and hard rubbish are shown within the undercroft car park which will be required to be screened.

The entries to the ground floor dwelling and apartment building are accessible for people with limited mobility. An internal lift is proposed for easy access to upper levels. Adequate daylight is provided to all habitable room windows of the development.

Secluded private open space has been provided in the form of balconies with a minimum area of 8m² for all dwellings with the exception of the ground floor dwelling which has total area of 39m². With the exception of the south facing balconies, all other balconies have reasonable solar access.

Internal storage for all dwellings is provided within the bedrooms however, the quantum is not identified. This can be included as a condition should a planning permit be issued. Storage is shown for each dwelling in the undercroft car park.

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A Waste Management Plan prepared by Waste Tech Services Pty Ltd has been submitted which provides information on the collection and recycling of waste generated by the development.

Overall the internal layout of living spaces and bedrooms is satisfactory given the east-west orientation of the site. All bedrooms comply with the size requirements of Standard B46.

The proposed ceiling height is 2.7 metres measured from finished floor level to finished ceiling level. All single aspect habitable rooms do not exceed a room depth of 2.5 times the ceiling height.

All habitable rooms have external opening windows.

Cultural Heritage Management Plan

A Cultural Heritage Management Plan No. 15040 prepared by Terra Rosa Consulting was received by Council on 21 February 2018 and has the approval of the AAV.

Conclusion

The proposal is considered to be consistent with the State and Local Planning Policy Frameworks including Council's strategic directions as they relate to housing in the municipality.

The design of the development provides for an alternative housing form and style which is considered to add to the mix of housing in the area. The design of the development has been modified by amending plans with a view of addressing objectors concerns.

It is considered the proposal is respectful of the existing local character of the area and can be supported.

It is recommended that the proposal be supported and a Notice of Decision to Grant a Planning Permit be issued.

Recommendation (Director Community DevelopmentCommunity Development)

That Council resolves to issue a Notice of Decision to Grant a Planning Permit in respect to Planning Permit Application number 160/2017/P to construct a three (3) storey building containing eleven (11) apartments at 159 Nepean Highway Seaford, subject to the following conditions:

Amended Plans

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the plans submitted with the application prepared by John Anthony Garofalo Building Design Consultants, Reference 16022, dated 23/5/18, 2-8, Revision C, but modified to show:
 - (a) Feature screening of the undercroft car park on the north and south sides;
 - (b) Provision of a hi-light north facing window in the living areas of apartments 1, 2, 8 and 10;
 - (c) Provision of a north facing window in bedroom 1 of apartment 4;

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- (d) Provision of a south facing hi-light window for the living area of apartment 11;
- (e) Weatherproofing of storage cages in undercroft car park or relocated so as to be unaffected by weather;
- (f) Remove screening proposed to bedroom 1 and 2 windows of apartment 2 and apartment 3;
- (g) Remove screening to bedroom 2 window of apartment 4 and replace with a an alternate method either side wing, protruding or winged windows to direct views away from the private open space;
- (h) Provision of an opening window to the bathroom of apartment 9 and ensuite of apartment 11;
- (i) A minimum of 2.1m headroom to be provided above all car spaces and internal accessways in accordance with Clause 52.06-9;
- (j) Provision of a corner splay at the entrance of the site in accordance with Clause 52.06-9;
- (k) Landscaping Plan in accordance with Condition 3;
- (l) A Stormwater Management Strategy detailing all proposed stormwater quality works within the development and drainage outfall from the development to existing SEP at 6 Beckwith Grove site frontage in accordance with condition 8;
- (m) A Construction Management Plan in accordance with condition 18.

No Alterations

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

Landscaping

- 3. Before the commencement of buildings and works, a landscape plan generally in accordance with the Landscape Plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:
 - a. a survey (including botanical names) of all existing vegetation to be retained and/or removed;
 - b. buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary including Tree 1 to the south;
 - c. a planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, size at maturity and quantities of each plant;
 - d. A planting theme of a minimum 20% indigenous, 40% native and 40% exotic within each plant group from the Coastal Banksia EVC;
 - e. canopy trees to a minimum mature height of five metres (minimum two metres tall when planted) in the following areas:
 - (i) Two (2) within the front setback
 - (ii) Five (5) along each side boundary and along the rear boundary.

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Trees are not to be sited over easements. All species selected must be to the satisfaction of the Responsible Authority.

Prior to Occupation

4. The landscaping as shown on the endorsed landscape plan must be carried out and completed to the satisfaction of the Responsible Authority before the occupation of the development and/or commencement of the use or at such later date as is approved by the Responsible Authority in writing.

Materials, finishes and colour schedule

5. Prior to the commencement of building and works, a colour and materials schedule of all external materials and finishes showing materials, colours and finishes, roof and glazing treatments including colour copies suitable for endorsing, must be submitted to the satisfaction and approval by the Responsible Authority. When approved, the schedule will form part of the permit.

Tree Protection

6. Tree protection must be carried out in accordance with the Australian Standard AS 4970-2009 Protection of trees on development sites to the satisfaction of the Responsible Authority.
7. Prior to the commencement of the development (including vegetation removal), a Tree Protection Fence defined by a 1.8 metre high (minimum) temporary fence constructed using steel or timber posts fixed in the ground or to a concrete pad, with the fence's panels to be constructed of cyclone mesh wire or similar strong metal mesh or netting with a high visibility plastic hazard tape, must be installed at a radius of not less than the Tree Protection Zone for all trees to be retained on the site where the Tree Protection Zone occurs on the subject site and the Tree Protection Zone of neighbouring trees where occurring on the subject site to the satisfaction of the Responsible Authority. The fence can be relocated to the minimum extent necessary to enable construction. A fixed sign is to be provided on all visible sides of the Tree Preservation Fencing, stating "Tree Preservation Zone – No entry without permission from Frankston City Council". Fencing must be inspected by a suitable qualified and experienced arborist prior to commencement of construction works.

The requirements below must be observed within this area –

- a) Coarse mulch laid to a depth of 50-100 mm.
- b) No vehicular or pedestrian access.
- c) The existing soil level must not be altered either by fill or excavation.
- d) The soil must not be compacted or the soil's drainage changed.
- e) No fuels, oils, chemicals, poisons, rubbish or other materials harmful to trees are to be disposed of or stored.
- f) No storage of equipment, machinery or material is to occur.
- g) Open trenching to lay underground services e.g.: drainage, water, gas, etc. must not be used unless approved by the Responsible authority to tunnel beneath.
- h) Nothing whatsoever, including temporary services wires, nails, screws or any other fixing device, is to be attached to any tree.
- i) Tree roots must not be severed or injured.

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- j) Machinery must not be used to remove any existing concrete, bricks or other materials.

Drainage

8. Prior to commencement of development construction detailed design plans and drainage computations of the internal stormwater drainage system including the method of connection to the existing Council drainage infrastructure are to be submitted and approved to the satisfaction of the Responsible Authority.
9. Stormwater Drainage Outfall is to be constructed to the satisfaction of the responsible authority.
10. Stormwater runoff must achieve the following objectives for environmental quality, as set out in the Urban Stormwater Best Practice Environmental Guidelines (CSIRO) 1999.

- 80% retention of the typical annual load of suspended solids;
- 45% retention of typical annual load of total phosphorous, and;
- 45% retention of typical annual load of total nitrogen.

Water Quality works within the development must be provided to achieve compliance with the above best practice standards to the satisfaction of the Responsible Authority.

11. Water Sensitive Urban Design principles (WSUD) are to be incorporated into the drainage design, which may include but not be limited to the following components or a combination thereof:
- On-site stormwater detention and rainwater tanks.
 - Soil percolation
 - Stormwater harvesting and Re-use of stormwater for garden watering, toilet flushing, etc
 - On-site 'bio-treatment' to reduce dissolved contaminants and suspended solids.
12. New vehicle crossing shall be constructed to Frankston City Council's standards and specifications to the satisfaction of the Responsible Authority.
13. Existing vehicle crossing shall be removed and reconstructed to Frankston City Council's standards and specifications to the satisfaction of the Responsible Authority.
14. Prior to occupation of the dwellings hereby permitted by this permit starts, areas set aside for parking vehicles, loading bays, access lanes and paths as shown on the endorsed plans must be:
- a. Constructed to the satisfaction of the Responsible Authority;
 - b. Properly formed to such levels that they can be used in accordance with the plans;
 - c. Surfaced with an all-weather sealcoat; and
 - d. Drained and maintained to the satisfaction of the Responsible Authority.
 - e. Line marked to show the direction in which vehicles are to travel;
 - f. Sign marked identifying the allocation of car spaces; and;
 - g. Properly lit.

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Car spaces, access lanes and driveways must be kept available for these purposes at all times.

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

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

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

Waste Management conditions

16. Prior to the commencement of buildings and works, an amended Waste Management Plan in accordance with Council's Waste Management Guidelines, May 2017 must be submitted to the satisfaction of the Responsible Authority and be approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit.
17. All waste generated by the development must be collected by a Private Waste Management Agency to the satisfaction of the responsible authority.

Construction Management Plan

18. Prior to the commencement of the development a Construction Management Plan must be submitted to and approved by the Responsible Authority. When approved the plan will be endorsed to form part of the permit. Any plans submitted must be consistent with all other documents approved as part of this permit. The information must be drawn to scale with dimensions and three copies must be provided. The Plan is to include details of the following:
- Contact Numbers of responsible owner/contractor including emergency/24 hour mobile contact details.
 - Identification of possible environmental risks associated with development works.
 - Location and specifications of fencing for the protection of trees and/or vegetation as required by the permit.
 - Proposed drainage lines and flow control measures.
 - Location of all stockpiles and storage of building materials.
 - Location of parking for site workers and any temporary buildings or facilities.
 - Details to demonstrate compliance with relevant EPA guidelines.
 - Target of recycling and re-using a minimum of 80% of construction and demolition waste by weight.
 - Hours during which construction activity will take place

11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To construct a three (3) storey building comprising of eleven (11) apartments.**Officers' Assessment****Urban Design**

19. All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.
20. Outdoor lighting must be provided, designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on neighbouring land.

Completion of Buildings and Works

21. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

VicRoads Requirements

22. A two way sealed vehicular crossover and driveway is to be constructed generally in accordance with the design identified in the John Anthony Garafolo prepared design 16022 – TP03, dated 31/3/17 to the satisfaction of the responsible authority and at no cost to the Roads Corporation prior to the occupation of the works hereby approved.
23. No work may be commenced in, on, under or over the road reserve without having first obtained all necessary approvals under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant Act or Regulation created under those Acts.

Permit Expiry

- 24. This permit will expire if one of the following circumstances applies: The development is not started within two years of the date of this permit.
- The development is not completed within four years of the issued date of this permit.

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

Notes

- A. Any request for an extension of time, or variation/amendment of this permit must be lodged with the relevant fee.
- B. Prior to the commencement of construction the operator of this planning permit must obtain a non-refundable Asset Protection Permit from Frankston City Council's Infrastructure Department.
- C. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made. Pursuant to Section 69 of the Planning and Environment Act 1987 the Responsible Authority may extend the periods referred to if a request is made in writing within the following prescribed timeframes:
 - a. Before or within 6 months after the permit expiry date, where the use or development allowed by the permit has not yet started;
 - b. Within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

**11.4 Planning Permit Application 160/2017/P - 159 Nepean Highway Seaford - To
construct a three (3) storey building comprising of eleven (11) apartments.****Officers' Assessment**

If a request is made out of time, the Responsible Authority cannot consider the request and the permit holder will not be able to apply to VCAT for a review of the matter.

Town Planning Application 160/2017/P – 159 Nepean Highway, Seaford

★ Subject site ■ Objectors (not included, 130 Rosslyn Avenue, Seaford, 14 Meadow Lane, Mount Eliza)



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Projection: GDA94 / MGA zone 55

Scale: 1:538

Date Printed: 20/06/2018

Time Printed: 3:30 PM

Issued by: Kirsty Burns



Town Planning Application 160/2017/P – 159 Nepean Highway, Seaford

★ Subject Site ■ Objectors (Not included, 130 Rosslyn Avenue)



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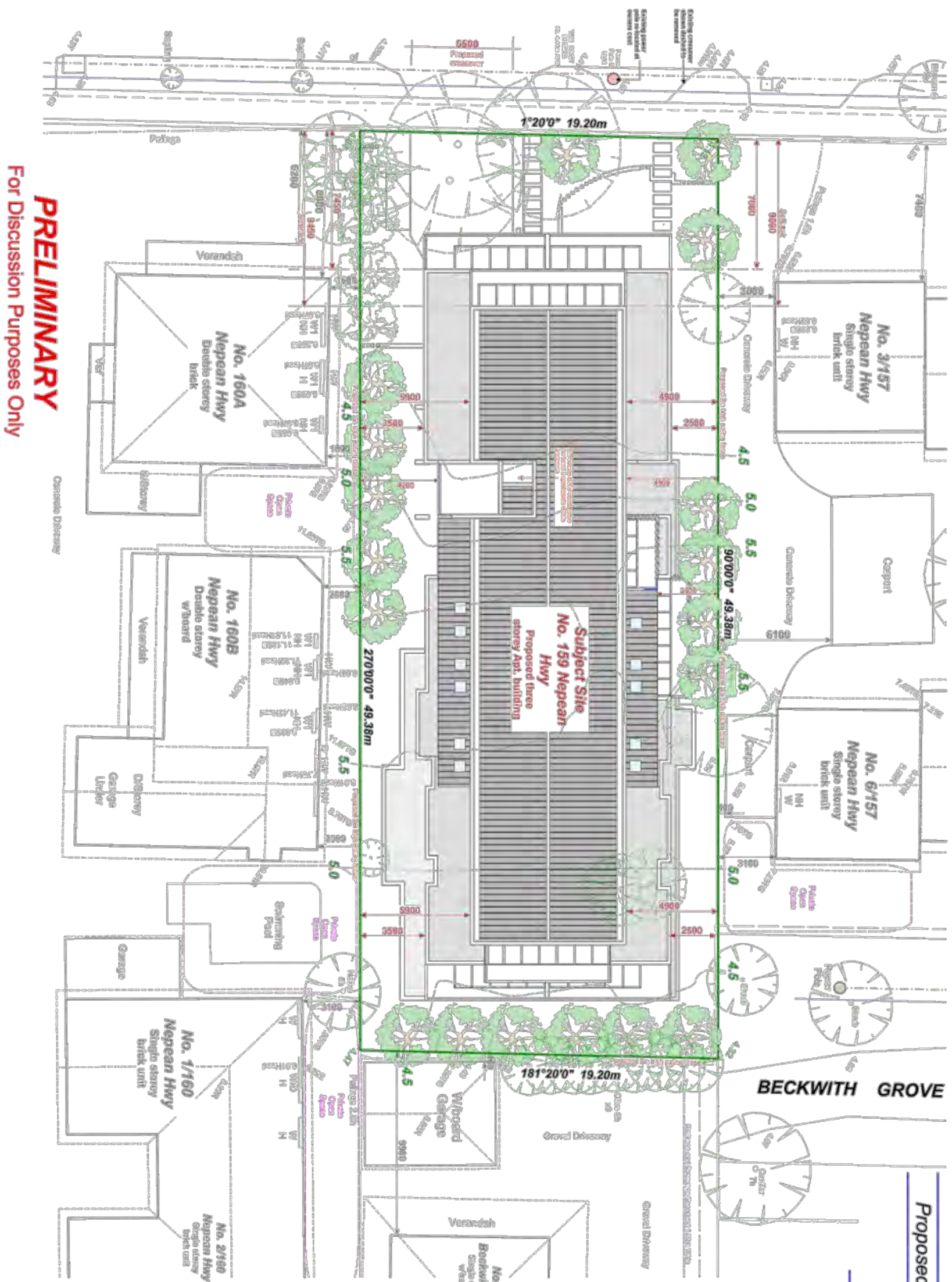
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Issued by: Kirsty Burns

N



NEPEAN HIGHWAY



**159 Nepean Hwy,
Seaford**

Proposed 11 Apt. Development

**Design Response
Site/Roof Plan**

Amendment (C)23/05/15

- 6 rotating bedrooms 2m x 3m
- 4/6 re-designed from 2 bed to 1 bed with balcony re-located within building envelope

Amendment (B) 18/07/17

- Two protection zones of bees to adjoining properties are identified in the Fisheries report document. Proposed deeper retaining walls to NorthEast & SouthEast boundaries to stop around TPZ.

Amendment (A) 01/06/17

[illegible]

Org No. PA16022 - TP2(G)

3 Storey - 11 Apt. Development

Scott Glannuzzi

459 Nephan Hwy, Seaford

Document JAQ, AG Date: 23/05/16

Order No.: **20F7(c)** Date: **7/1/00**



JOHN ANTHONY GAROFALO

BUILDING DESIGN CONSULTANT
PROPOSED BUILDING PROGRAM, PP-15

23 Millers Avenue, Madison Park, 01463
Phone: 617/661-6973 FAX: 617/661-6974

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**159 Nepean Hwy,
Seaford**

***Proposed 11 Apt. Development
Design Response
Ground Floor Plan***

Site Analysis

Building Area to (Percent Floor Area) (Percent Floor Area)	Site Coverage % >	Hard Surface Area >	Permeability Area >	No. of Inlets >	Density >	No. of Carspace >
55-22.2m	55.5%	61.73m - 62.5%	22.22m - 22%	11 or 2 bed Apartments	1-60/2000	15 Total = 15 is car space per Apt. 2 is visitors spaces

Amendment (C)23/05/15

- Re-design of floor layout to ensure all Bed 1 sofa, 3m x 3.4m bed and chair & all remaining bedrooms 2m x 2m
- Apply re-designed from 2 bed to 1 bed with battery re-treated with bedding envelopes

Amendment (B) 18/07/17

- Free protection bonds of tens to dozens of properties as identified in the Afterscan report denied. Proposed changes resulting would tie MasterCard & Discover's businesses to stop around TPZ.

Amendment (A) 01/08/17

- Prolapsed internal os seen in 10% of women going to 14th week P.L.
- To reduce risk of infection, women at high risk of prolapse are given antibiotics
- Oxytocin given to prevent secondary labour dystocia
- To reduce risk of infection, women at high risk of prolapse are given antibiotics
- Prolapse the duration of 1st or 2nd stage of labour
- Location of AG cephalic up with normal direction of foetus
- Normal 2nd stage of labour
- Location of U/L cephalic up, vertex down
- Fetal head down
- 6 good delivery cases
- 10 good delivery cases and 10 good delivery cases

Org No. PA16022-TP1(c)

3 Storey - 11 Apt. Development

Scott Glennuzzi

159 Nepean Hwy, Seaford

Model No.: 99 D4 S/N No.: 16022
 Order No.: 905770 Date: 1/16/0

JOHN ANTHONY GAROFALO

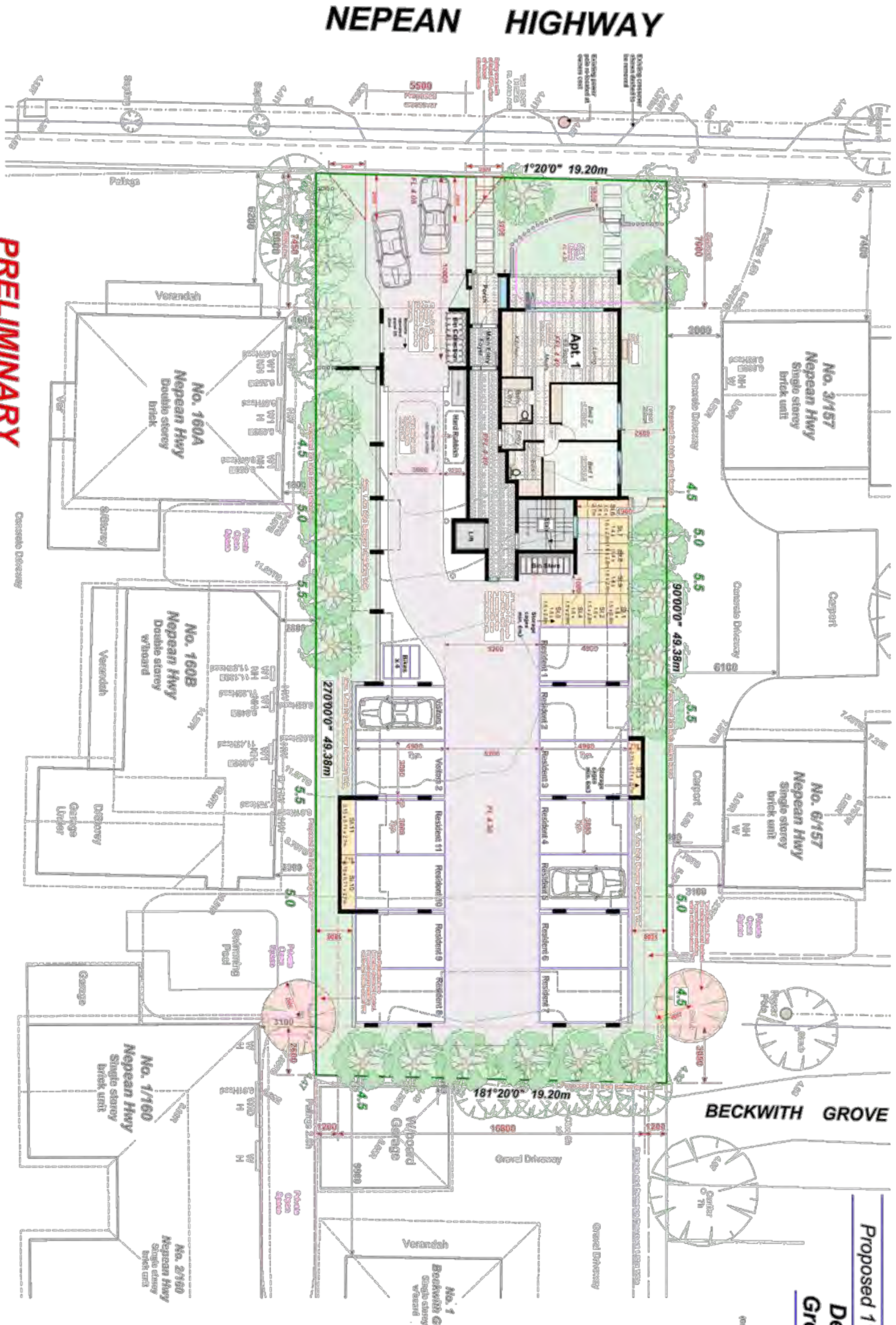
BUILDING DESIGN CONSULTANTS

PERFORMED BUILDING INSPECTIONS (P) 0-1000
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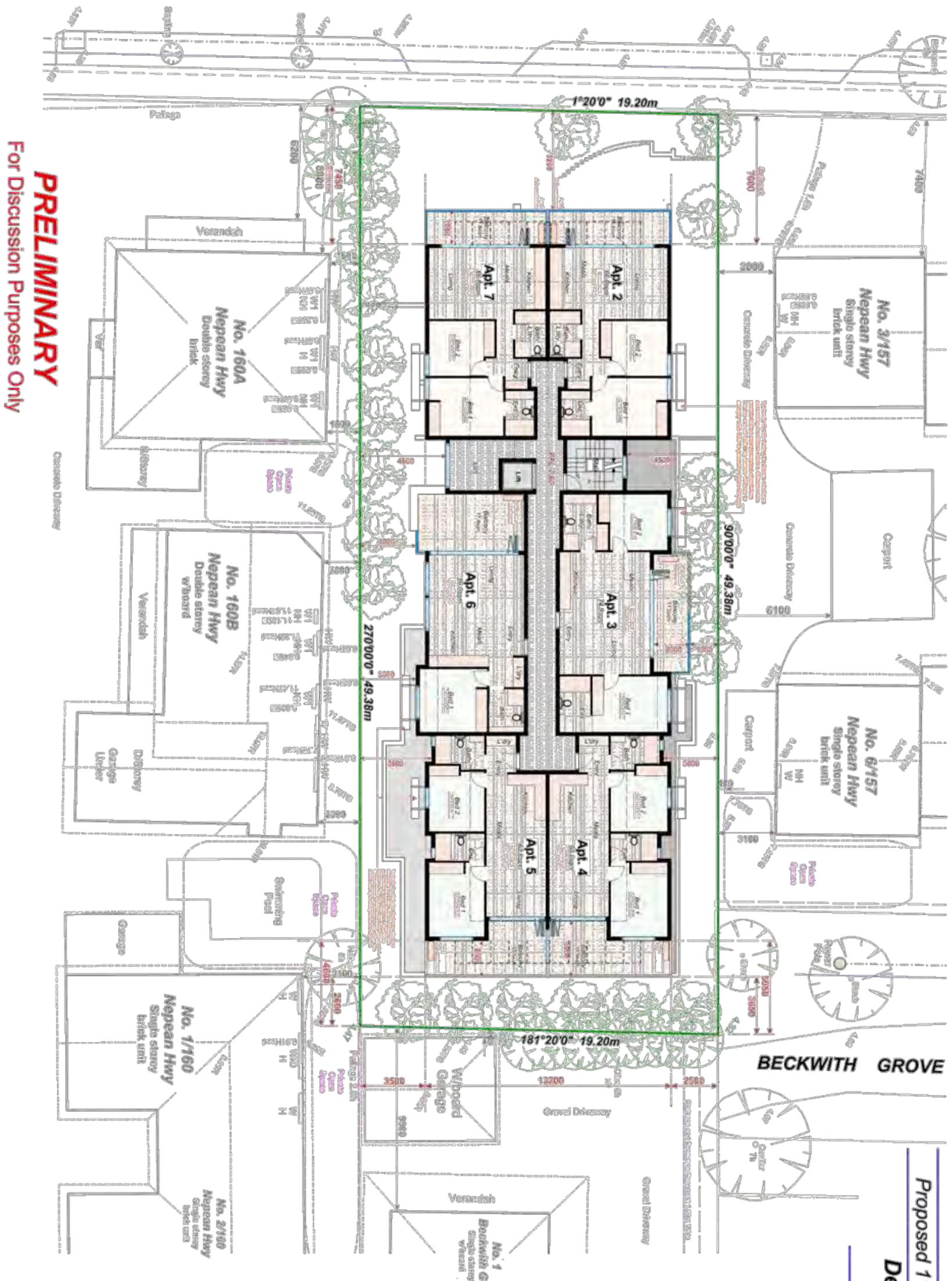
23 Millington Avenue, Millington Road, Q466
 Phone: 06 466 9102 0461 06466 9102 0461
 Fax: 06 466 9102 0461 06466 9102 0461

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Journal of Health Politics, Policy and Law



NEPEAN HIGHWAY



**159 Nepean Hwy,
Seaford**

Proposed 11 Apt. Development

Design Response First Floor Plan

Amendment (C)23/05/15

- Re-design of Floor layout to ensure all Bed 1 with 3m x 3.4m internal dimension & all remaining bedrooms 3m x 3m
- April 8 re-designed from 2 bed to 1 bed with bathroom re-fitted with building envelope

Amendment (B) 18/07/17

- The proposed limits of this to subdividing properties as identified in the Aerialist report denied. Proposed design including roads to Northcott & Southcott businesses to strip around TPZ.

Amendment (A) 01/06/17

- **Prepaid reference checks** are less of a **practical remedy** to the extent a job is to be done **before** doing a background check
- **Search elements** to prevent **employment** - **discovery** (finding in 1-3 days) **or** **P.L.** to not **hire** someone to prevent **employment**
- **Practical** the **employer** **pick up** **new** **methods** **of** **screening** **employees**
- **Limitation** of **FCRA** **employment** **only** **with** **written** **consent**
- **Adapted** **or** **altered** **screening** **procedures** **on** **criminal** **records**
- **Location** of **LLM** **employment** **centers**
- **Location** of **criminal** **records** **for** **all** **employers**
- **Good** **employer** **must**
- **Good** **employer** **selection** **and** **removal**

Dwg No. PA 16022 - TP4(G)

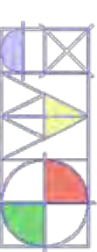
3 Storey - 11 Apt. Development

Scott Glannuzzi

4159 Nepean Hwy, Seaford

Drawing: JAC, A.O. Date: 28/05/19
 Met. Pnt.: 99 DM. Geo. No.: 16022

Order No: 40F8(c) Date: 1/100



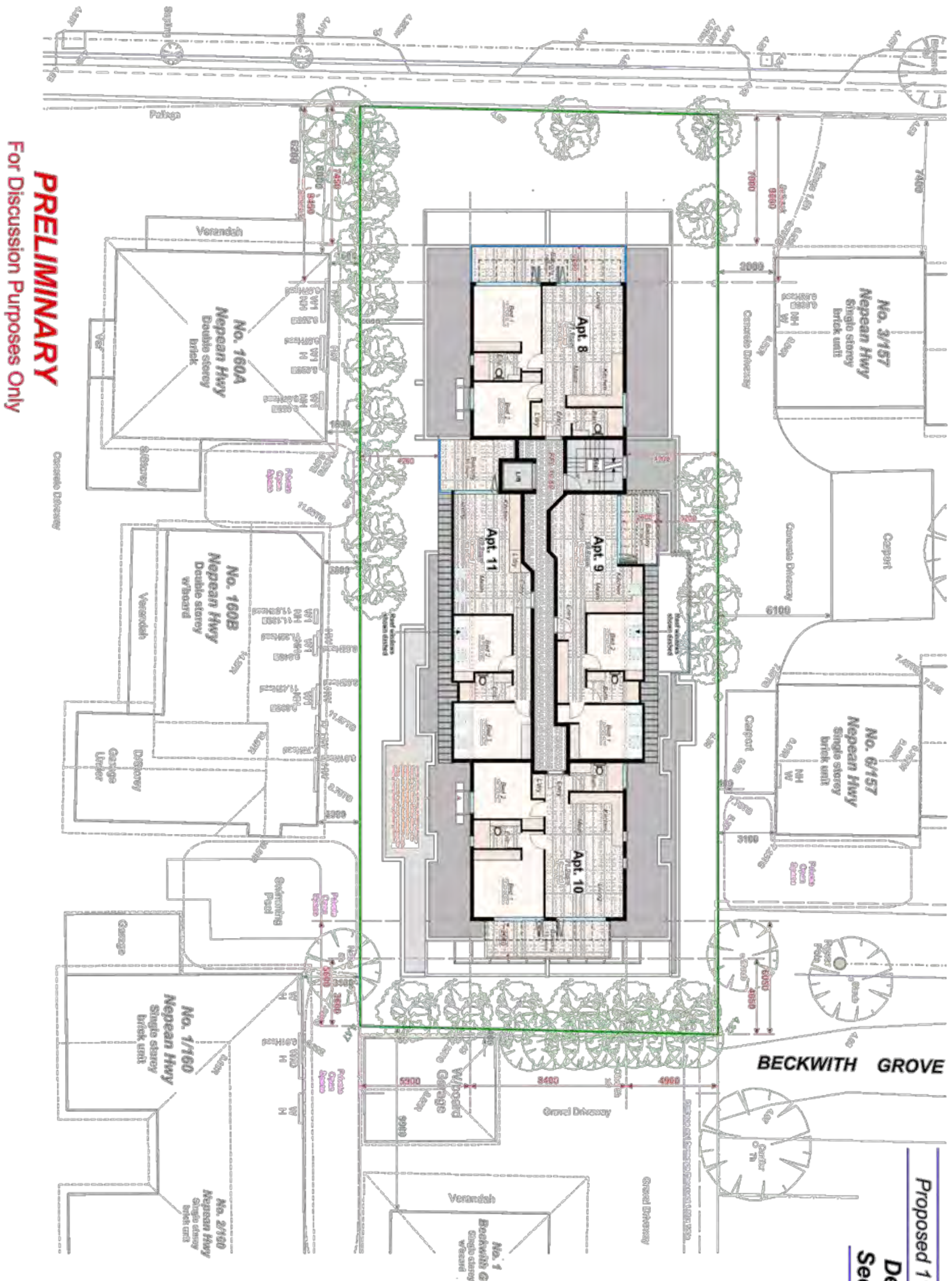
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BUILDING DESIGN CONSULTANTS
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NEPEAN HIGHWAY



**159 Nepean Hwy,
Seaford**

Proposed 11 Apt. Development

Design Response Second Floor Plan

Amendment (C)23/05/15

- Re-design of floor layouts to ensure all Bed 1 min. 3m x 3.5m internal dimensions & all remaining bedrooms 3m x 3m
- Apple re-designed from 2 bed to 1 bed with luxury finished with bedding etc etc

Amendment (B) 18/07/17

- Two provision rates of time to adjusting properties as identified in the Auditor report denied. Proposed airport roadway study by Northland & Southland businesses to stop around TPZ

Amendment (A) 01/06/17

- Physical feedback (pressure in the diaphragm) is 1.4% across p.L. to the diaphragm across resting blood flow
- From observation to pressure monitoring
- Diaphragm activity is 1.1% above p.L. to rest (response to pressure monitoring)
- Predict the metabolic peak up one intermediate
- Predict the metabolic peak up one intermediate
- Increase of $\dot{V}O_2$ (metabolic rate) with increase of activity (metabolic rate)
- Oxygen demand
- Increase of $\dot{V}O_2$ (metabolic rate) with increase of activity (metabolic rate)
- Predicted metabolic peak up one intermediate
- Blood oxygenation
- Blood oxygenation (metabolic rate) with increase of activity (metabolic rate)

Drug No. PA16022-TP5(G)

Project:

3 Storey + 11 Apt. Development

Scott Glennuzzi

Web 2.0/online:

159 Nepean Hwy, Seaford

Drumbyr JAG, AG Date: 23/05/19

ANAL. Calcd.: C, 89.04; H, 10.22.

Chemical: **5CF8(g)** MW: **110.0**



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MECHANICAL PROPERTIES OF POLYIMIDES. 829

23, Mythen Quay, London EC3N 1AT
 Tel: 01-479 3131 Fax: 01-479 3132
 Telex: 940000 GALT GUY GUY

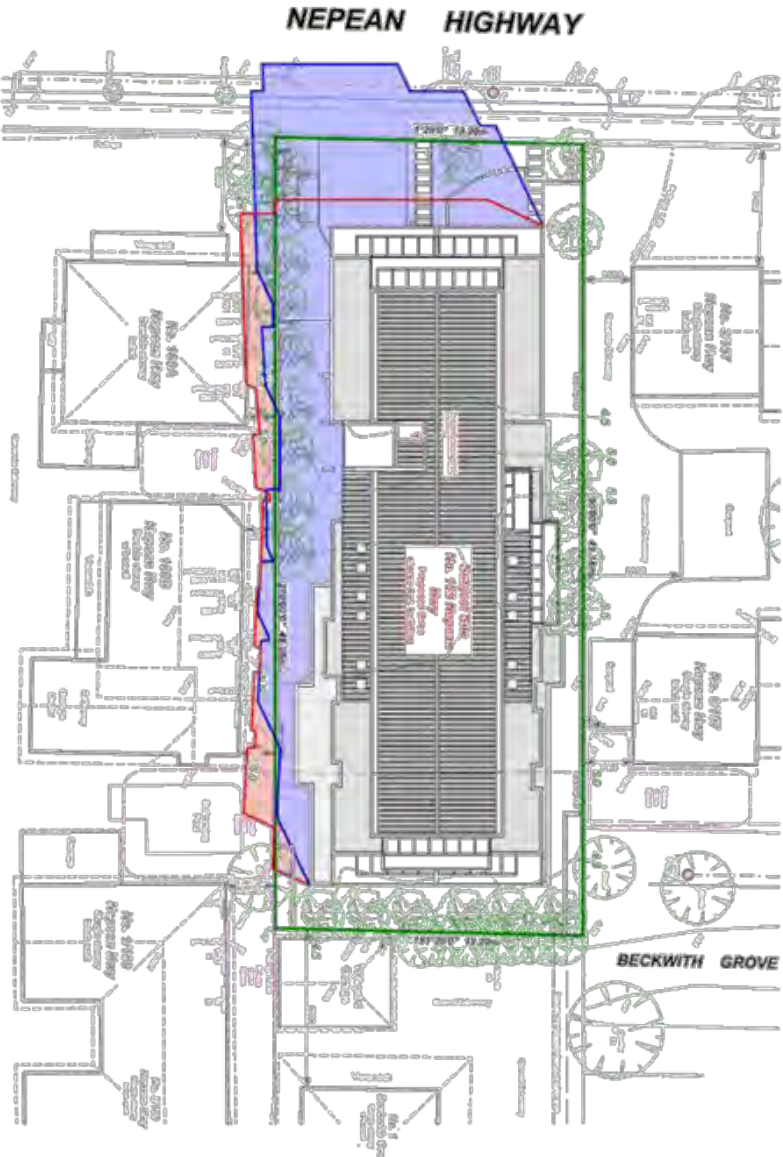
and the results are presented in Table 1. The results show that the model is well specified and that the results are robust to the choice of functional form.

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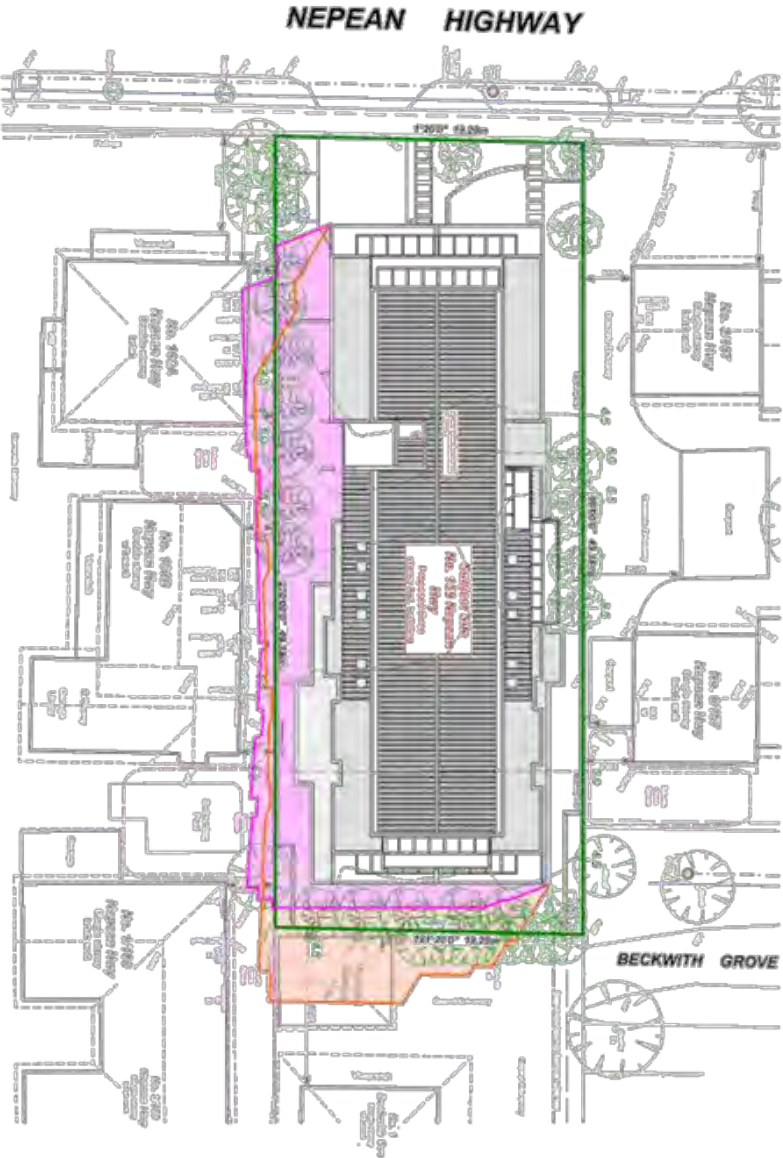
159 Nepean Hwy, Seaford

Proposed 11 Apt. Development
Shadow Diagrams



SHADOW DIAGRAM 9am & 11am
Sept 22nd Equinox

Shaded area denotes extent of overshadowing on:
Sept. 22nd, at 9:00 am. Shaded area denotes extent of overshadowing on:
Sept. 22nd, at 11:00 am.



SHADOW DIAGRAM 1pm & 3pm
Sept 22nd Equinox

Shaded area denotes extent of overshadowing on:
Sept. 22nd, at 1:00 pm. Shaded area denotes extent of overshadowing on:
Sept. 22nd, at 3:00 pm.

PRELIMINARY
For Discussion Purposes Only

Amendment (C)23/05/15
The design of the proposed development has been revised to ensure all proposed buildings are within the 1.5m overshadowing limit. The proposed development has been revised to ensure all proposed buildings are within the 1.5m overshadowing limit. The proposed development has been revised to ensure all proposed buildings are within the 1.5m overshadowing limit.

Amendment (B)18/07/17
The proposed development has been revised to ensure all proposed buildings are within the 1.5m overshadowing limit. The proposed development has been revised to ensure all proposed buildings are within the 1.5m overshadowing limit. The proposed development has been revised to ensure all proposed buildings are within the 1.5m overshadowing limit.

Org No. PA 10222 - 1746C

Project:
3 Storey - 11 Apt. Development
Proposed by:
Scott Giannuzzi

App Location:
159 Nepean Hwy, Seaford

Design by:
JAG, A.G. Date: 23/05/15
Rev. 001: 09/04/15 Rev. 002: 23/05/15
Client No.: 607700 Scale: 1:200

JOHN ANTHONY GAROFALO
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RESIDENTIAL BUILDING PRACTITIONER CP-185
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Phone: 03 9501 0001 Mobile: 03 9501 0001

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**Proposed 11 Apt.
Development
Streetscape &
Elevations**

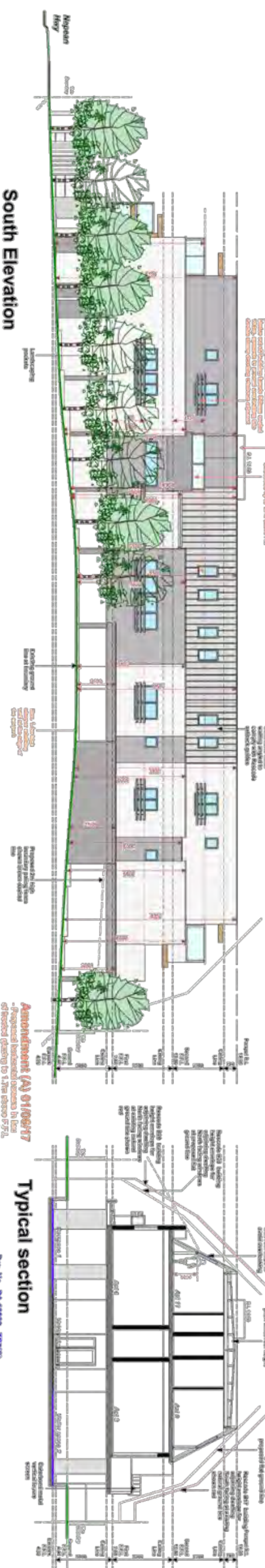
Proposed 11 Apt. Development

Streetscape & Elevations

2020年12月25日 星期三



East Elevation



Typical section

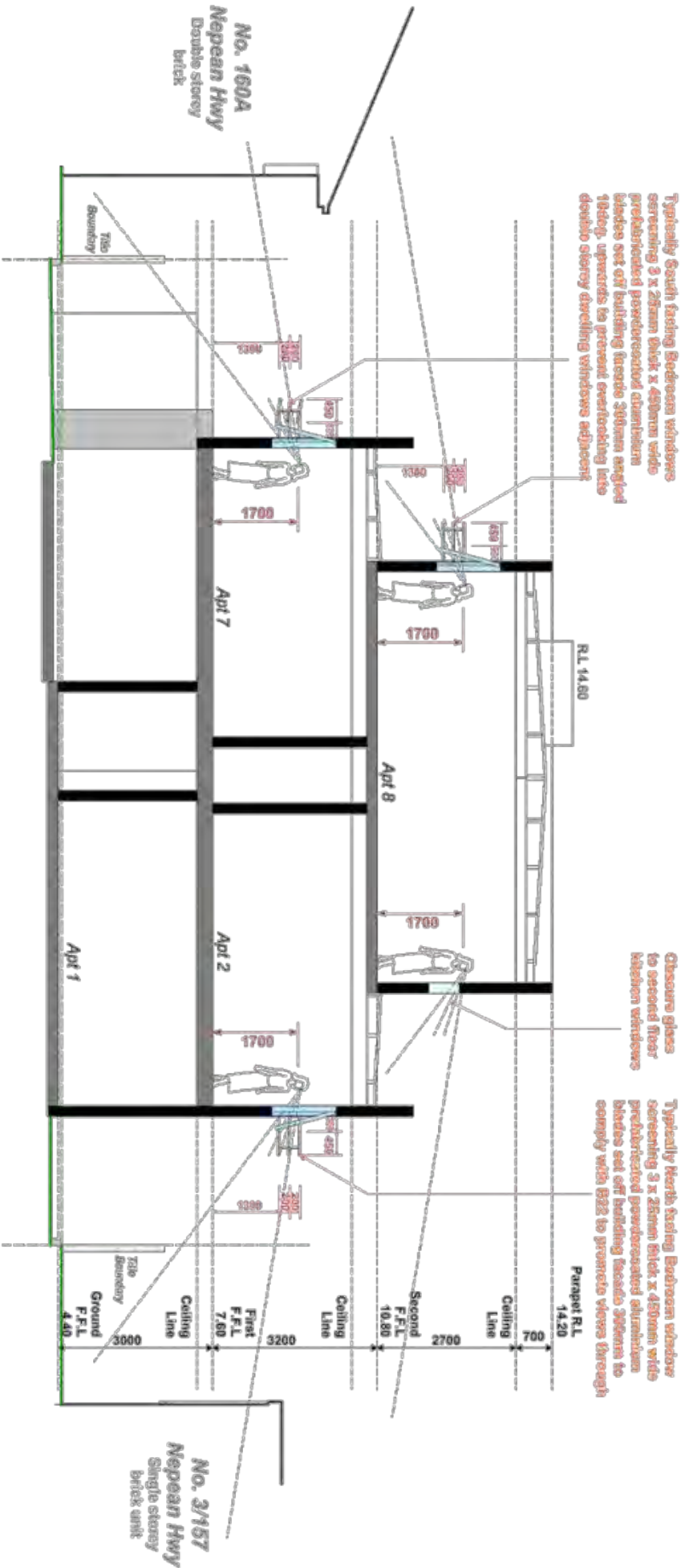
- Location of AG endonuclease cuts with **recognition** of **specific** **restriction** **enzyme** **recognition** **sequence**
- Location of LR **terminating** **sequences**
- **Plasmid** **excision** **from** **the** **chromosome** **by** **recombinase**
- **Insertion** **of** **excised** **plasmid** **into** **new** **host**

Project:
3 Storey - 11 Apt. Development
 Projected:
Scott Giannuzzi
 Job Address:
159 Nepean Hwy, Seaford
 Drawing by:
JAG, AG Date: **2/10/17**
 Ref. No.: **99 DT** Ref No.: **10022**
 Elevation: **7 OF 8/10** Cont.: **11100**

JOHN ANTHONY GARFALO
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 1000 SHEPPARD AVENUE EAST
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 SCARBOROUGH, ONTARIO M1S 1T5
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 WWW.BUILDINGDESIGNCONSULTANTS.COM

159 Nepean Hwy, Seaford

Proposed 11 Apt.
Development
Overlooking
Section



Typical window overlooking section

PRELIMINARY
For Discussion Purposes Only

- Amendment (C)23/05/15**
- Redesign of floor layouts to ensure all Bed 1 min. 3m x 3.4m internal dimension & all remaining bedrooms 3m x 3m
 - Apt 8 re-designed from 2 bed to 1 bed with balcony re-oriented within building envelope
- Amendment (B)18/07/17**
- Two provision areas of 10m² to adjoining properties are located in the adjacent rear boundary. Proposed alterer re-orienting units to Northward & Southward boundaries to stop external TV2
- Amendment (A) 01/06/17**
- Proposed internal access to the rear of the building to the rear F.F.L. to provide access to the rear F.F.L. to provide access to the rear F.F.L.
 - South elevation to provide landscaping - Grassy area to 1.1m above F.F.L. to rear wall to prevent overlooking
 - Provide bin enclosure with up over overhanging
 - Internal elevation of rear boundary or other rear elevation
 - Location of A/C condenser unit with height of 1.1m above F.F.L. to rear wall
 - Location of A/C condenser unit with height of 1.1m above F.F.L. to rear wall
 - Internal access to the rear F.F.L. to provide access to the rear F.F.L.
 - Internal access to the rear F.F.L. to provide access to the rear F.F.L.
 - Internal access to the rear F.F.L. to provide access to the rear F.F.L.

Proj No. PA 16022 - TP4(C)

Project:
3 Storey - 11 Apt. Development

Proposer:
Scott Giannuzzi

Address:
159 Nepean Hwy, Seaford

Design:
JAG, AG

Drawn:
99 DA

Check:
8 OF B/C

Date:
14/07/17

Scale:
1:500

JOHN ANTHONY GAROFALO

BUILDING DESIGN CONSULTANTS

REGISTERED BUILDING DESIGNER (PA-1613)

23 NORTON AVENUE, WILMINGTON, VIC 3180

PHONE: 03 9591 8000 FAX: 03 9591 8001

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Executive Summary**11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.1 Community Infrastructure
Priority Action	1.1.6 Ensure community infrastructure and services match community need

Purpose

This report considers the merits of the planning application No 522/2017/P, to use land at 25-27 Hartnett Drive, Seaford, as a Tavern, to sell and consume liquor on the premises and for a reduction in the car parking requirements of the Frankston Planning Scheme

Recommendation (Director Community Development)

That a Planning Permit 522/2017/P be issued to use land at 25-27 Hartnett Drive, Seaford as a Tavern, to sell and consume liquor on the premises and for a reduction in the car parking requirement of the Frankston Planning Scheme subject to the conditions contained in the officers' assessment.

Key Points / Issues

- The proposal seeks approval to use the existing premises on the land as a Tavern which includes a 'brew pub', associated buildings and works, the approval of a redline area to enable the sale and consumption of liquor, and a reduction in the car parking requirement under the Frankston Planning Scheme.
- The applicant has modified the proposal during the course of the planning process to address concerns raised by Council in regard to car parking provisions, hours of operation, venue management, safety and amenity.
- The hours of operation and the number of persons on site have been amended so that Tavern would have a maximum capacity of 75 persons at peak times (after 5.00pm on weekdays and weekends), and 40 persons during weekday business hours (12.00noon to 5.00pm).
- The buildings and works involve reconfiguration of the internal layout to include the brew house, patron area/bar service, kitchen and cool-room.
- On site beer production is expected to be in the range of 500 – 1500 litres per week.
- A limited range of food prepared on site would be available to patrons, who would also have the opportunity to purchase food elsewhere for consumption on site.
- Live and recorded music would be available on weekends.
- The Tavern use requires the provision of 30 on-site car spaces under the statutory requirements. As 5 car spaces are provided, a reduction of 25 car spaces is being sought by the applicants.
- Council's Traffic Engineer supports the car parking reduction being sought provided that a condition is applied for a maximum of 35 persons on the site at any one time during weekday business hours.

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Executive Summary**

- Council's Community Strengthening Department support the proposal provided closing times are reduced to 9.00pm on Wednesday, Thursday and Sunday and to 10.00pm on Friday and Saturday. It also requires that patrons have access to a shuttlebus service at night due to the location of the facility.
- It is considered the proposal would be consistent with the relevant planning policy and controls with the inclusion of the maximum patron numbers requirement. This would have positive economic benefit for local business and employment opportunities.
- The matter is reported to Council as it is an application associated with liquor.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

The permit application fee paid to Council is \$2,235.40. The average cost to process a planning application is \$1,729 which represents a difference of \$506.40.

Consultation**1. External Referrals**

Referred to Frankston Police. No comment has yet been received.

2. Internal Referrals

The application was referred internally to Council's:

- Community Strengthening Department - initially raised a concern regarding limited public transport after hours and the area not being well activated at night. In response the applicant provided a venue management plan to mitigate risk to patrons and address the concerns raised.
- Traffic Engineers Traffic Engineer – supports a reduction of the car parking requirements under the Frankston Planning Scheme based on the restricting the number of people allowed on the site at one time during weekday business hours.

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Executive Summary****3. Other relevant parties / stakeholders**

There are no other relevant parties or stakeholders.

Notification of Proposal

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

Notification was given in the form of:

- Mail to adjoining owners and occupiers; and
- Two (2) signs erected on site; one (1) sign being located along the Hartnett Drive frontage and one (1) sign being located along the Apsley Place frontage.

As a result of the public notification, no objections were received.

Analysis (Environmental / Economic / Social Implications)

It is considered that the proposed Tavern and associated liquor licence will support local economic growth and employment opportunities.

The proposal is located within an industrial area and peak periods are expected to be in the evenings and weekends when nearby business are generally closed. The closest residential area is located just over 200 metres to the east. It is not expected that the proposal would have an impact on the amenity of the area.

Legal / Policy / Council Plan Impact**Legal**

The proposal requires a planning permit under Clause 33.01-1 (Industrial 1 Zone), Clause 52.27 (Licensed Premises) and Clause 52.06 (Car Parking) of the Frankston Planning Scheme.

Policy Impacts

The relevant State and Local Planning Policies are Clauses 11 (Settlement), 17 (Economic Development), 18 (Transport) 21.04 (Settlement), 21.08 (Economic Development) and 21.11 (Transport).

Officer's Declaration of Interests

Under Section 80C of the *Local Government Act 1989*, officers providing advice or a report to Council must disclose any direct or indirect interest they have in a matter.

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

Risk Mitigation

N/A

Conclusion

Overall it is considered that the proposal is satisfactory, subject to conditions, and should be supported as discussed throughout the report.

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements

Executive Summary

ATTACHMENTS

- Attachment A: [↓](#) Attachment - Locality Map
Attachment B: [↓](#) Attachment - Development Plan
Attachment C: [↓](#) Attachment - Locality Map Aerial
Attachment D: [↓](#) Attachment - Supporting Information

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Officers' Assessment****Summary**

Existing Use	Industrial use (vacant premises)
Site Area	Floor area is 287.5 square metres
Proposal	<ul style="list-style-type: none">• Tavern use and associated buildings and works in an Industrial 1 Zone.• Sale and consumption of liquor on the site.• A reduction in the car parking requirement under Clause 52.06 of the Frankston Planning Scheme.
Site Cover	N/A
Permeability	N/A
Zoning	Industrial 1 Zone
Overlays	Nil
Neighbourhood Character Precinct	N/A
Reason for Reporting to Council	Application associated with liquor

Background***Subject Site***

The subject site is located on the south-east corner of Hartnett Drive and Apsley Place in Seaford. It is within an established industrial area. The site is occupied by two tenancies in a single storey brick building.

Tenancy 1 is used as a café and take-away food premises and does not form part of the planning application.

Tenancy 2 is currently vacant, previously being used as a warehouse. This has a total floor area of 287 square metres and there is provision for five (5) onsite car spaces associated with this tenancy.

Locality

The subject site is within an established industrial area comprising a nearby mixed uses including automotive suppliers, automotive paints, tyres, steel supplies, plumbing supplies.

Site History

Previous planning permit applications for the site include:

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Officers' Assessment**

- Planning permit application 309/1998/P, Change of use to a Place of Worship, Lapsed.
- Planning permit 114/2000/P, Mortuary use, NOD issued 8/06/2000.
- Planning permit application 472/2014/P, Adult store, Withdrawn 20/08/2014.

Proposal**The Tavern (Brew pub)**

- The proposal is to use the existing building on the land (Tenancy 2) as a 'brew pub' which involves some internal building modification. A Tavern use fits the best the proposed description in the land use definitions at Clause 74 of the Frankston Planning Scheme.
- The floor plan shows the brew house located in the eastern part of the building. There is also a cool store, kitchen and toilets. This has a floor area of 173 square metres (60.3%).
- The patron seating area with bar is located within the western part of the building and has a floor area of 114 square metres (39.7%).
- The operating hours and numbers of persons on site (including staff) proposed include:
 - a) Wednesday, Thursday and Friday – 12.00noon to 5.00pm - 40 persons.
 - b) Wednesday and Thursday – 5.00pm to 9.00pm – 75 persons.
 - c) Friday - 5.00pm to 10.00pm – 75 persons.
 - d) Saturday 12.00noon – 10.00pm – 75 persons.
 - e) Sunday 12.00noon – 9.00pm – 75 persons.
- It is proposed to consume and sell liquor on the premises involving the onsite production of 'high value craft beer' along with a small range of local wines.
- A limited range of food prepared on site, soft drinks and other non-alcoholic drinks would be available for purchase. Patrons would also have opportunity to purchase food elsewhere for consumption on the site.
- Live and recorded music would be played on weekends and recreational facilities such as table tennis and games made available to patrons.
- The on-site beer production is expected to be in the range of 500 – 1,500 litres per week.
- A 2000 litre waste water tank would be tested according to the water authority requirements before being emptied into the sewerage system. Spent grain from brewing would be collected regularly by a private contractor for use as animal feed.

Additional information

- A Venue Management Plan for 27 Hartnett Drive, Seaford (Project ID:7014361) prepared by On Tap Liquor Consulting provides an outline on how the business will operate and measure to be adopted ensuring safety of patrons and staff and measure to minimise antisocial behaviour and amenity issues.

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Officers' Assessment**

- An Assessment and Response to the Crime Prevention Through Environmental Design (CPTED) is provided which outlines measure controlling access to and activities conducted on site to create a safe environment.
- Written statement (e-mail) indicating a commitment to providing a shuttle bus service to connect with Kananook Stations for patrons who require such service. This is to be managed by the business operator and will be made available after 9.00pm.

Liquor License

- A Redline Plan is provided that covers the floor area of the premises. It does not extend outside of the premises.
- The applicant will be seeking approval from the Victorian Commission for Gambling and Liquor Regulation (VCGLR) for a Wine and Beer Producer's Licence.

Car Parking Reduction

The proposal provides for five (5) on-site car spaces and seeks approval for a shortfall of 25 car spaces. A Car Parking Demand and Traffic Generation Assessment prepared by ML Traffic Engineers is provided in support of this request.

State and Local Planning Policy Frameworks

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

- *Clause 11 – Settlement*
- *Clause 17 – Economic Development*
- *Clause 18 – Transport*

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

- *Clause 21.04 – Settlement*
- *Clause 21.08 – Economic Development*
- *Clause 21.11 - Transport*

Planning Scheme Controls

A Planning Permit is required pursuant to:

- Clause 33.01 (Industrial 1 Zone) of the Frankston Planning Scheme to use the land as a Tavern which is a Section 2 use under Clause 33.01-1.
- Clause 52.06 (Car Parking) of the Frankston Planning Scheme to reduce the number of car parking spaces required within Table 1 of Clause 52.06-5.
- Clause 52.27 (Licensed Premises) of the Frankston Planning Scheme to use land to sell or consume liquor as a liquor licence is required under the *Liquor Control Reform Act 1998*.

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Officers' Assessment*****Notification of Proposal***

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

Notification was given in the form of:

- Mail to adjoining owners and occupiers; and
- Two (2) signs erected on site; one (1) sign being located along the Hartnett Drive frontage and one (1) sign being located along the Apsley Place frontage.

As a result of the public notification, no objections were received.

Discussion**External Referrals**

The proposal was not referred to any external referral authorities.

Internal Referrals**Traffic Engineers**

The referral to Council's Traffic Engineer identified that:

- The statutory requirement is for 30 car spaces to be provided on site. There are 5 car spaces provided which results in a shortfall of 25 car spaces (79% waiver sought).
- The submitted Car Parking Demand Assessment (prepared by ML Traffic Engineers) provides some justification to support a car parking dispensation. Nearby parking occupancy rates and public transport availability were considered in the report. However, it confirms that parking demand is significantly higher during business hours and there is inadequate justification to support the significant shortfall.
- As a result, the applicant is agreeable to reducing the number of persons on the site to 40 during weekday business hours (12.00noon to 5.00pm) and maintaining a maximum of 75 persons on site at other times. This scenario is generally supported by Council's Traffic Engineer, but with the number of persons on the site during business hours reduced to 35. This is recommended to form a condition of approval.

Community Strengthening

The initial referral to Council's Community Strengthening Team raised concerns including:

- The need for strategies to mitigate any potential risks for patrons, using Crime Prevention Through Environmental Design (CPTED) principles include lighting, surveillance, activity in the area after hours.
- Addressing the lack of sufficient public transport options available after hours in this vicinity.

In response the applicant provided a 'Venue Management Plan' and 'An Assessment and response to the Crime Prevention Through Environmental Design (CPTED) Principles'.

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Officers' Assessment**

The applicant also indicated agreement to earlier closing hours on days other than Friday and Saturday. Initially an 11.00pm closing time has been sought for all operating days; and the 11pm closing time being sought for the latter remains.

The applicant argues the two later night closures is required for the business to remain viable. Also, that the area is activated at night. There are nearby fast food outlets located at the corner of Seaford Road and Hartnett Drive and site is accessible to bus services connecting with railway stations at Kananook, Frankston and Seaford during the day and in the evenings.

In response, Community Strengthening have indicated support for the proposal with closing hours being 10.00pm on Fridays and Saturdays and that a reliable and frequent shuttlebus service to Kananook Railway Station be made available to patrons in the late evenings. These matters are addressed as a recommended condition of approval.

Discussion***State and Local Planning Policy***

The proposal is considered against the relevant State and Local Planning Policies and is found to be generally consistent with these.

The proposal is located within an industrial area which is ideally suited to the micro-brewery component of this. The closest residential area is over 200 metres to the east. The site is well exposed corner site, at the intersection of Hartnett Drive and Apsley Place. It is within an area of mixed industrial uses that generally operate during normal business hours throughout the week and on Saturdays.

The micro-brewery and ancillary utility areas make up 60.3% of the floor area and the Tavern component of the business comprises 39.7% of floor area. The Tavern is integral to the micro-brewery success. This is considered to be consistent planning policy in the micro-brewery has a manufacturing nature and the site is set away from more sensitive land uses.

The applicant indicates the craft brewing industry is a growing trend within Australia. The majority of these are small businesses like the one proposed that allow for higher profit margins than the wholesale beer market. They are generally located within industrial areas due to their industrial processes.

The proposal is of a relatively limited scale and is not likely to reduce the availability of land for industrial use. It will make use of an existing building that has remained vacant for some time. The proposed use would also be complementary to the existing take-away food premises occupying Tenancy 1.

No objections were received as a result of the notification process. It can be assumed that the potential to impact on the amenity of nearby uses, particularly in the evenings and weekends would therefore be limited, although there is the potential to impact on-street car parking which is discussed below.

The proposal will provide a service to the local community, it will have beneficial economic spin offs and will generate direct local employment with four (4) staff members.

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Officers' Assessment**

There is some discussion around whether or not the subject site is well served by public transport. Whilst it is on a bus route, the services running in the evening and on a weekend are limited. In reality can be expected that patrons would generally access the proposed tavern by vehicle, whether this be private car or taxi. The applicant has made commitment to providing a shuttlebus service in the evenings to address this issue.

Industrial 1 Zone

The proposed Tavern use requires planning approval under Clause 33.01-1 of the Frankston Planning Scheme.

Additional to meeting with relevant State and Local Planning Policies, includes, the purpose of the Industrial Zone is:

'To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities'.

The decision guidelines at Clause 33.01-2, requires consideration of the proposal in relation to nearby residential areas, industries and other uses, the effect that nearby uses may have on the proposal, and issues such as drainage, connection to services, traffic generation.

The proposal is in part consistent with zone requirements. The site is readily accessible to infrastructure and the use is unlikely to impact on any residential areas given these are some distance away.

Car Parking

The proposal requires a total of 30 on-site car spaces. The Frankston Planning Scheme at Clause 52.06-5, requires a rate of 0.4 car space per person for a Tavern and the maximum number of people proposed on site at any one time is 75.

There are 5 car spaces provided for on-site and the applicant seeks a reduction of the car parking requirement by 25 car spaces.

The Car Parking Demand Assessment prepared by ML Traffic Engineers looks at public transport and car parking availability in the area. Parking surveys were conducted within a 200m distance of the site on weekdays, weekends and in the evenings.

In summary, the surveys identified 131 unrestricted on-street car spaces at 4pm during weekdays. The number of available on-street car spaces progressively increased during the evening so there were 199 car spaces available at 9.30pm. On Saturdays, there were 175 on-street car spaces available at midday, increasing to 199 on-street car spaces available on Sunday at the same time.

The applicant indicates that peak patronage is expected on Thursdays and Fridays after 5.00pm, followed by Saturday between 12.00pm and 11.00pm, and on Sunday between 12.00pm and 5.00pm.

Council's Traffic Engineer identified that the proposal would impact on-street car parking during weekday business hours. To satisfy Council's concerns, the applicant agreed to the number of persons allowed on site prior to 5.00pm on weekdays to be reduced to 40 persons.

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Officers' Assessment**

A change to reduce the number of persons allowed on to 35 during weekday business hours is supported by Council's Traffic Engineer. This means the car parking shortfall would be reduced to 9 car spaces which could be adequately catered for within the surrounding streets. Allowing for a maximum of 75 persons on site at the other specified times would have minimal detriment to on-street car parking availability as businesses in Hartnett Drive and Apsley Place are generally not active after normal business hours. In the event that such business practices change, or new businesses establish, it is noted that these roads have good widths and accordingly it is not likely that cars parked would impact upon larger vehicle movements.

Clause 52.27 Licence Premises

Clause 52.27 of the Frankston Planning Scheme seeks to ensure that licensed premises are situated in appropriate locations and the potential impact on the amenity of the surrounding area is considered. This can include matters such as the hours of operation, number of patrons and the cumulative impact of existing licensed premises. Other than cumulative impact, these matters have been already been discussed.

There are no other premises selling liquor within 100 metres of the subject site. There is one small scale micro-brewery operating within the industrial area at 12 Hi-Tech Place, approximately 500 metres to the south-west. This would have limited negative cumulative impact should the proposal be supported.

Although licensed premises may be problematic in more isolated industrial locations, it is noted that this particular site is located with frontage to Hartnett Drive, which carries volumes of through traffic, and that the applicant is providing shuttle facilities to transport options.

As outlined earlier amenity and management matters can generally be dealt with through conditions on permit and endorsement of the Venue Management Plan (VMP) and CEPTED Assessment to form part of the approval. It is noted that there are a couple of anomalies within the VMP which requires consistency with other submitted documentation.

The Wine and Beer Producers Licence which is being sought is appropriate for business, as the predominant activity at all times is the production and brewing of beer associated with the micro-brewery.

Liquor Accord

Council supports the responsible serving of alcohol in a consistent manner throughout the municipality. A permit note will be included on any planning permit issued encouraging the permit holder to become a member of the Frankston Liquor Industry Accord.

Analysis (Economic and Social Implications)

It is considered that the proposal would make use of an existing underutilised industrial premise that is suited to supporting a small scale micro-brewery. It will have positive economic implications in terms of employment and spin off effects on local businesses. The applicant has provided the Venue Management Plan which would ensure the minimisation of any social implications associated with the premises.

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Officers' Assessment****Recommendation (Director Community Development Community Development)**

That Council resolves to issue a Planning Permit in respect to Planning Permit Application number 522/2017/P to use land in an Industrial Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements at 25-27 Hartnett Drive, Seaford, subject to the following conditions:

Plans

1. Before the use and/or development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the plans submitted with the application (or some other specified plan) but modified to show:
 - (a) The Venue Management Plan amended to include the requirements of Conditions 3 and 4 to the satisfaction of the Responsible Authority.

No Alterations

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

Patron Numbers

3. Unless with the prior written consent of the Responsible Authority, the maximum of number of people (including staff) permitted on the premises at any one time shall be:
 - a) Wednesday, Thursday and Friday – 12.00noon to 5.00pm - 35 persons.
 - b) Wednesday and Thursday – 5.00pm to 9.00pm – 75 persons.
 - c) Friday - 5.00pm to 10.00pm – 75 persons.
 - d) Saturday 12.00noon – 10.00pm – 75 persons.
 - e) Sunday 12.00noon – 9.00pm – 75 persons.

Shuttle

4. A Shuttle Service is to be made available after 9pm on Friday and Saturday nights by the business owner, which offers patrons safe access to the Kananook Railway Station and is to the satisfaction of the Responsible Authority.

Liquor Licence Requirements

5. Unless with the prior written consent of the Responsible Authority, the selling or consumption of alcohol must only take place within the approved red line plan and at the premises during the operating hours as shown in Condition 3.

Amenity

6. The amenity of the area must not be detrimentally affected by the use and development through the:
 - a) Transport of materials, goods or commodities to or from the land;
 - b) Appearance of any building, works or materials;
 - c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot ash, dust, waste water, waste products, grit or oil;

11.5 Planning Application 522/2017/P - 27 Hartnett Drive, Seaford - To use land in an Industrial 1 Zone for a Tavern, to sell and consume liquor and a reduction of the Clause 52.06 car parking requirements**Officers' Assessment**

- d) Presence of vermin; others as appropriate; or
 - e) In any other way.
7. Noise levels emanating from the premises must not exceed those required to be met under State Environment protection Policy (Control of Music Noise from Public Premises), No. N-2.

Satisfactorily Completed

8. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

Permit Expiry

9. This permit will expire if one of the following circumstances applies:
- a. The use and development is not started within two years of the date of this permit.
 - b. The use of the land under ceases to operate for a continued period of two years.
 - c. The development is not completed within four years of the issued date of this permit.

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

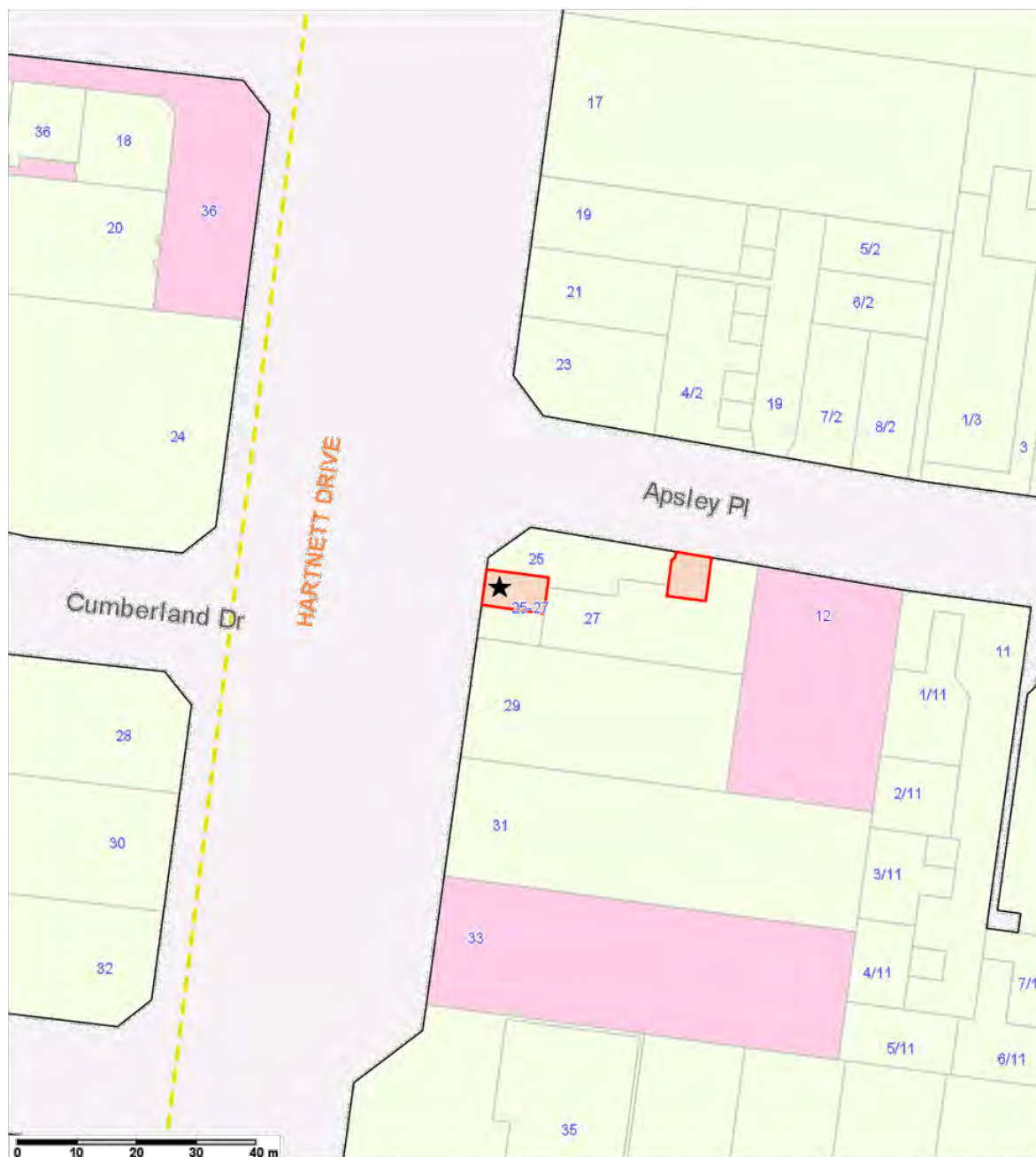
Notes

- A. Any request for an extension of time, or variation/amendment of this permit must be lodged with the relevant fee.
- B. Prior to the commencement of construction the operator of this planning permit must obtain a non-refundable Asset Protection Permit from Frankston City Council's Infrastructure Department.
- C. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made. Pursuant to Section 69 of the Planning and Environment Act 1987 the Responsible Authority may extend the periods referred to if a request is made in writing within the following prescribed timeframes:
 - a. Before or within 6 months after the permit expiry date, where the use or development allowed by the permit has not yet started;
 - b. Within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

If a request is made out of time, the Responsible Authority cannot consider the request and the permit holder will not be able to apply to VCAT for a review of the matter.
- D. The owner/applicant of the subject site should join and comply with the Frankston Liquor Industry Accord, which requires the member to serve liquor in a responsible manner.

Town Planning Application 522/2017/P – 25-27 Hartnett Drive Seaford

★ Subject site ■ Objectors



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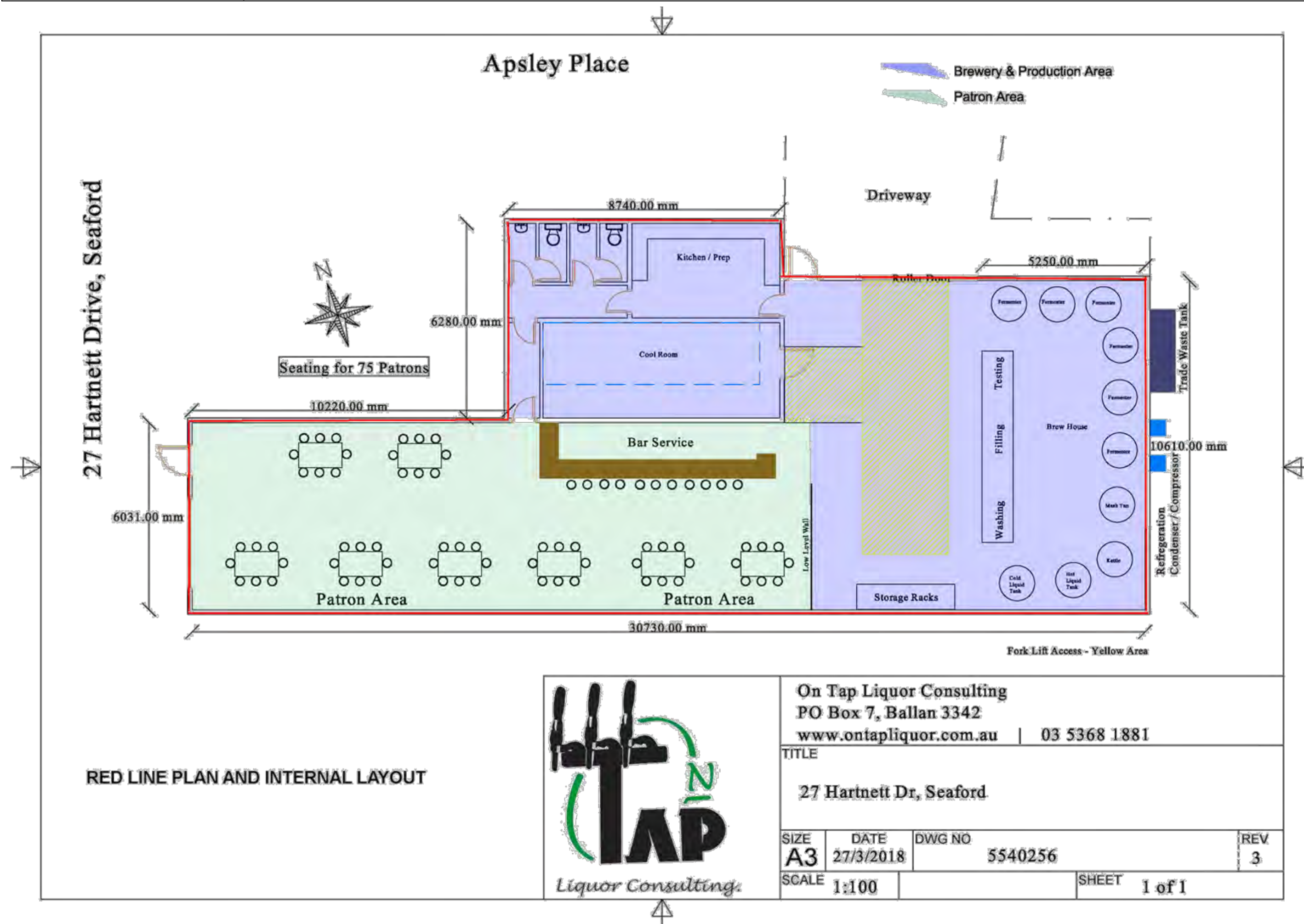
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 www.ontapliquor.com.au | 03 5368 1881

TITLE

27 Hartnett Dr, Seaford

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Town Planning Application 522/2017/P – 25-27 Hartnett Drive Seaford

★ Subject Site ■ Objectors



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03 April 2018

Ms Helen Francis
Statutory Planning Department
City of Frankston
Civic Centre - Corner Young and Davey Streets
FRANKSTON VIC 3199

Re: Application for Planning Permit 522/2017/P
SUBJECT LAND: 25-27 HARTNETT DRIVE SEAFORD
PROPOSED TAVERN, LIQUOR LICENSE AND REDUCTION OF CAR PARKING
REQUIREMENT

Dear Helen,

We continue to act for the permit applicant, *Mr Benjamin Luxton* and refer to previous communications regarding the above application, including in particular our meeting of 13/03/18 with yourself and Stuart Caldwell.

We are now pleased to provide additional information and submissions in support of the proposal.

Three copies of the following documents are enclosed:

1. **Comprehensive presentation about the proposed use**, based on that presented at our meeting with Council on 13/03/18 but updated with additional information and revised floor plan.
2. **Revised floor plans (Revision 3 dated 27/03/18)**, which increase the proportion of floor space allocated to brewery production and reduce the proportion of space allocated to patrons.
3. **Venue Management Plan** dated 27/03/18 prepared by *On-Tap Liquor Consulting*.
4. **Assessment and response to the Crime Prevention Through Environmental Design (CPTED) principles**. This has been prepared in particular to respond to comments by Council's Community Strengthening Department.
5. **About the Craft Brewing industry Sector information sheet**, explaining the Craft Brewing industry sector, to assist Council to better understand the industry dynamics and this application.
6. **This covering letter** which contains further submissions regarding the operating hours, the suitability of the location, the level of night time activity in the area and the availability of public transport.



Revised Floor Plans

The floor plans for the proposed use have been revised to reflect a greater proportion of floor space allocated to brewing / beer production and smaller proportion allocated to the patron consumption area.

This is partly due to the fact that the original floor plans did not allow for forklift access area, storage area, keg cleaning/filling stations and the testing station.

The brewery and production area is now 173m², which represents 60.3% of the total floor space; and the patron area is now 114m², which represents 39.7% of total floor space.

This is reflected in the enclosed *Revision 3 amended plans dated 27/03/18*.

Operating Hours

Our client is willing to discuss earlier closing times on some days if this assists Council in supporting the application. At this stage however there is no formal amendment to the opening hours as described in the application.

The Suitability of the Location

In regard to the concerns raised by Council's Community Strengthening Department regarding the suitability of the location from a community safety viewpoint and the level of night-time activation of the area, we note the following:

There is a similar type of Brewpub (trading as *Mr Banks*) operating at 12 Hi-Tech Place Seaford, one kilometre from the subject site. In December 2017 Council approved an amendment to that permit to increase the capacity from 20 to 50 patrons.

Mr Banks is located in the far end corner of the street (a no through road culs-de-sac) in a more secluded location compared to 27 Hartnett Drive. We note that a place of worship has also been approved in the secluded culs-de-sac at 13 High-Tech Place (*Fire Church*).

The subject site at 25-27 Hartnett Drive is considerably more activated at night than High-Tech Place:

- Hartnett Drive is a busy twin-carriageway through road (indeed it is in a *Road Zone Category 2* under VicRoads management). It is well lit and includes bicycle lanes. Hi-Tech Place is a secluded culs-de-sac.
- There are two bank branches with 24-hour ATMs near the subject site: the NAB directly opposite at 28 Hartnett Drive and Westpac at 2 Hartnett Drive. Banks generally do not position ATM's in areas that are not well activated at night.
- There is a cluster of fast food outlets 250m from the subject site, at the corner of Seaford Road and Hartnett Drive, including a pizza outlet, Indian, seafood and Chinese cuisines. These attract plenty of activity at night as well as during the day.



- A medical centre is planned for 5-7 Sunderland Court, adjacent to the fast food cluster. We understand this will operate at night.
- The subject site is only 300m from residential areas, making it easily accessible to local residents.

Finally, the proposed brewpub will bring its own activity to the area and change the context.

In summary, the subject site is a superior location in a number of respects to Hi-Tech Place, where a similar type of business has been approved by Council.

One of the reasons our clients chose a site in an industrial area is to be away from residential areas where potential noise and parking issues can arise. There are tangible benefits the proposed use can bring to the industrial area, in that the night-time after-hours operation helps reduce vandalism and theft and provides a greater level of public surveillance and community safety than would otherwise be the case.

Public Transport Access

In regard to the issue of public transport access raised by Council's Community Strengthening Department, we note the following:

The site is well served by public transport. The attached Frankston local area public transport map (from the PTV website) shows clearly all the options. The density and choice of public transport options in this vicinity is relatively high compared to some parts of the municipality and generally only exceeded by the offerings in central Frankston where most bus routes converge.

Specifically:

- Bus routes 778 and 779 run along Hartnett Drive right past the front of the subject site, with a bus stop at the door.
- Bus routes 832 and 901 are a 9-minute walk from the site.
- Bus route 780 is a 15-minute walk.
- Kananook railway station is a 15-minute walk.
- It is a \$8-\$9 Uber trip fare to Kananook Station, which would be similar to most of Seaford, Frankston and Carrum Downs.

In addition, the tavern operator could offer patrons regular transport to Kananook Station in between bus schedules later in the evening.

The specific bus routes servicing the area are as follows:

- a) Route 778 - Kananook to Carrum Downs via Lathams Road. Operates hourly Monday to Friday until approximately 6.30pm.
- b) Route 779 - Frankston to Belvedere via Kananook. Operates hourly seven days a week until approximately 9.30pm



- c) Route 832 - Frankston to Carrum Downs via Kananook and McCormicks Road. Operates seven day a week. Weekdays: 30 minute intervals until approximately 10.00pm. Weekends: hourly intervals until approximately 9.00pm.
- d) Route 901 Frankston to Melbourne Airport SMARTBUS. Operates seven days a week. Weekdays: 20 to 30 minute intervals until approximately 11.30pm. Saturdays: 30 minute intervals until approximately 1.00am. Sundays: 30 minute intervals until approximately 9.30pm.
- e) Route 780 Frankston to Carrum via Seaford. Operates seven days, with an hourly service until approximately 10.00pm.

Car Parking

We understand from previous discussions that Council's traffic engineering department would be satisfied with the provisions of car parking on the condition that patron numbers are capped at 50 persons between 12 noon and 5.00pm on Weekdays.

Conclusion

We trust the above material is to your satisfaction and look forward to discussing it with you further.

Naturally, please contact our office on 9889 3618 if you require anything further.

Yours sincerely,
Land Use Town Planning Service

A handwritten signature in black ink, appearing to read "Peter Tesdorpf". The signature is fluid and cursive, with a long horizontal stroke at the end.

PETER TESDORPF
Director

DISCLAIMER

We believe the aforementioned information and advice is accurate and reliable having been prepared with all due care and skill but no warranty of accuracy or reliability is given. Except insofar as statutory liability cannot be excluded, the company or any employee of the company accepts no responsibility or liability and legal liability is expressly excluded in respect of any errors, omissions or negligence. Any and all advice or material provided by others is the responsibility of the client and our recommendations are subject of approval of responsible authorities.

Proposed Luxton Family Brewery

Presentation to Frankston City Council

Revised Version 03/04/2018

Background to proponents

- Proponents have lived in the municipality at Carrum Downs for 32 years;
- Three Luxton boys, including Ben as the Brewer, were all educated in primary and secondary schools in the municipality (St. Joachim's - primary & John Paul College - secondary) ;
- Strong association with local sporting teams with youngest, Rory, playing with Seaford Junior FC and Seaford Senior FC;
- Father, Geoff, has played with Frankston Tigersharks Superules Football club and is a life member of the Cranbourne Superules Football club;
- Geoff & Rita are active members of the parish of St. Anne's Seaford;
- Geoff, through his banking employment, has supported a number of family companies to do business in the municipality including the Fried/Fraid families Spotlight Group (Frankston Power Centre), Deague family (Asian Pacific Serviced Offices) & Kirby family (Village Cinemas, Karingal)

Our Family Vision

- To establish a small scale brewery business with associated family friendly venue;
- Maximise opportunity for family involvement in the business on a scale that is sustainable from generation to generation **on a debt free basis**;
- To establish the business on an environmentally and socially responsible basis through:
 - Maximising on premise consumption in an RSA environment;
 - Minimising wholesale packaged liquor sales and associated social and environmental harms;
 - Provision of a meaningful food offering outsourced to Black Goose Café and nearby take-away food restaurants;
 - Solar power generation on site;
 - Active recycling of brewing by-products (spent grain).
- **To be a respected member of the community through operation of the brewery and provision of the associated venue while returning some of the profit to the community through sporting club sponsorship.**

The proposed Brewery offering

- An attractive “industrial look” brewery with venue for 75 patrons.
- **High value** craft beer product on premises and, incidental to patronage, in limited form for take-away.
- **Limited range** of local wines.
- A range of soft & other **non-alcoholic drinks**.
- A **on premise food offering** consisting of peanuts, chips and toasties/ platters.
- From off-premise a **supplementary BYO food offering** from Black Goose Café next door and fast food restaurants (pizza, Indian & seafood) **300 meters away** (deal to deliver free of charge will be discussed).
- Recorded music and **acoustic music** – probably on Sundays.
- **Family friendly environment** with table tennis table, sand pit and other games.
- Intended patron opening hours:
 - Wednesday to Sunday – 12pm to 11pm.
 - Public holidays – TBD.

Economic Impacts based on Business Plan

- Employment for at least two people (initially). Possibly more bar staff depending on patronage - est. wages @ \$41,000 p.a.
- Employment of local electricians, plumbers, painters & fitters/handypersons for fit-out. – est. cost @ \$30,000
- Employment of cleaning, maintenance, and security services on-going – est. costs @ \$15,000 p.a.
- Supply of raw materials where available locally. @ \$15,000 p.a.
- Excise on beer is approximately \$1.67 per litre which means the business is estimated to pay @\$40,000 p.a. based on the business plan.
- Economic boost from increased sales for the Black Goose Café, nearby fast food restaurants, and local businesses.
- Patron demand for taxi/Uber services.
- Sponsorship of local sporting clubs.

Other Positive Impacts

- Enhancement of Frankston's tourism offering:
 - potential to run brewery tours, like the inner suburbs, now that there will be a critical mass of breweries in Frankston (Dainton's, Mr. Banks and our proposal);
 - potential to run food & beer events during Good Beer Week.
- Addition of a convenient local venue for local industrial/service employees to socialize;
- Support for local musicians by adding another performance venue;
- Bring activity to an otherwise quiet industrial area (after hours) that is expected to reduce opportunistic crime (vandalism, theft, graffiti etc.)

Why 27 Hartnett Drive?

- Close to our home in a community the family knows well (5 minute drive);
- In an industrial zone to minimise any impact on residential amenity;
- Located on a well lit major thoroughfare to Frankston;
- Close to the edge of the industrial zone that is activated most hours (banks & take-away restaurants nearby – 300m max.);
- Close to public transport (bus routes) and bike lane (both at front door);
- Small dated industrial property ripe for re-activation for small scale industrial brewery with associated venue;
- Size of the facility at 300m² suits our family vision – i.e. small scale brewery not wholesale packaged liquor operation;
- Black Goose Café situated within same building envelope to outsource a meaningful food offering;
- **The other businesses in Hartnett Drive are predominantly retail/service businesses that are complimentary to our family business.**

Businesses in Hartnett Drive

Street No.	Business name	Business Type	Street No.	Business Name	Business Type	Street No.	Business Name	Business Type
1			34	Housing Investment Aust.	Office	58	Universal Plumbing Supplies	Plumbing Retail
2	AWM Electrical	Electrical Retail	35	Trax Weekend Fisherman	Fishing retail	59	Not used?	
3	Pen. SAC	Govt. office			Roller shutter retail & service			Cleaning supplies retail
4	Stewarts Plaster	Plaster Retail	36	Roll Away Shutters	Retail & service (repairs)	60	Bellcon Cleanshop	Parts retail
5	Old Yazaki factory	Warehouse?	37	Outback Accessories	Food Retail/Office	61	Frankston Bearings	Medical facility
6	Westpac Branch	Banking	38	Booster Café/Grey Army		62	Myotherapy & Sports Massage	
7	Old Yazaki factory	Warehouse?	39	Not used?		63	Vacant	
8	Harty Snacks	Food Retail		Yoga studio/Cplus Computers	Studio/IT Retail	64-68	Not used?	
9	Old Yazaki factory	Warehouse?	40		Kitchen retail & service/gym			Pet Supplies retail
10	Peninsula Tow Bars	Automotive Retail & fitting	41	Clever Kitchens/Zillafit		69	Backmans Greyhound Supplies	
11	Old Yazaki factory	Warehouse?			Studio/Bathroom & Kitchen retail	70	Not used?	
12	Peninsula Tow Bars	Automotive Retail & fitting	42	Bruce Hyland Karate Studio/Innovative Bathrooms & Kitchens	Door/window screens retail	71	VicRoads	Office
13	Old Yazaki factory	Warehouse?				72	Not used?	
14	Bayside Auto Electrics	Automotive Retail & fitting	43	Seaford Screens		73	Affordable Car Sales	Automotive Retail
15	Super Signs	Signage Retail & preparation	44	Not used?		74-76	Not used?	
16	Canoe Innovations	Adventure retail	45	Bayside Tiles	Tiling retail			Building supplies retail
17	Super Signs	Signage Retail & preparation	46	Aged Care Developments	Office	77	Molecular Scaffold Sales	
18	Not used?		47	Not used?		78-80	Not used?	
19	Any Terrain Auto	Automotive Retail & fitting	48	Aspire Designer Homes	Office	81	Hyundai Service Centre	Automotive Service
20	ABS Seaford	Car service/mechanics	49	Not used?		82	Not used?	
21	All Star Gas Conversions	Automotive Retail & fitting	50	Jaleigh Blinds	Blinds retail	83	Fresh Warehouse Direct	Food retailing
22	Reece Plumbing	Plumbing Retail	51	Not used?		84	TKW Research/CDM Direct	Office/Office
23	Body Shop Paint Supplies	Paint Retail	52	Frankston Pen. Bolt Coy.	Hardware retail	85-88	Not used?	
24	Reece Plumbing	Plumbing Retail	53	No used?		89	Centre Com	IT Retail
25	Black Goose Café	Food Retail			Car repair ctr.	90	Not used?	
26	NAB Branch	Banking	54	Carey's Accident repairs		91	Asset Support Group	Office
27	Proposed Brewery	Manufacturing & venue	55	Not used?		92	Not used?	
28	4WD Workshop	Automotive Retail & fitting	56	Wellness Sanctuary	Studio	93	Certafied Car Sales	Automotive retail
29	Cirelli Tyre & Wheel Ctr.	Automotive Retail & fitting	57	No used?				
30	4WD Workshop	Automotive Retail & fitting						
31	Frankston Steel Supplies	Steel supplies retailing						
32	Telephone Technologies	Telecom retail & service						
		Window/Door retailing & service						
33	Rylock Windows & Doors							

What the proposed Brewery is not

- **It is not a pub because:**
 - It is small and 55% of floor space usage will be utilised for beer production and storage;
 - It has no gambling facilities with associated social harms;
 - It will not produce mountains of packaging waste that goes to landfill.
- **It is not a liquor barn like Dan Murphy's or IGA Liquor because:**
 - Not reliant on packaged liquor sales which research has been shown to be the major source of alcohol related harm;
 - We will not promote bulk liquor sales (i.e. 3x4 litre wine casks for \$30);
 - Most take-away product will be sold in recyclable growlers (2L)/squealers (1L).
- **It is not a bar because:**
 - It will not be open past 11pm;
 - There will be a meaningful food offering;
 - It will be set-up in a family friendly way with table tennis, sand pit & toys/games.
- **It is not as sensitive as some other nearby businesses in the area:**
 - Swingers/Gay Sex club at 16 Cumberland Drive Seaford who operate with a liquor license (Peninsula Health & Spa, Shed 16)

Suburban Brewery Precedents

- All but one of the breweries in Frankston and neighbouring municipalities have on site venues (11 identified in total);
- All are located in industrial areas except two in rural areas;
- Most have patron capacities of over 100;
- 30% have no off-street parking. This percentage would increase dramatically if inner suburban breweries were considered;
- Weekly opening hours vary from 19 hours to 77 hours with the average being 44 hours (**advertised opening hours not permitted hours**);
- Those breweries with opening hours at the bottom of the range are wholesale production focussed and in relatively isolated industrial areas (Boatrocker, 2 Brothers & Kaiju/Exit);
- Nearly all breweries with venues are open to 10pm or later on Friday & Saturday nights.

Breweries with on-site venues in neighbouring municipalities

Brewery	Address	Zoning	Venue Capacity	Car Parking	Open hours	Fri./Sat. close	Public transport	Comments
Boatrocker Brewery	51 MacBeth St. Braeside	Industrial	100+	6 off-street car parks	3 days – 21 hours	6pm/6pm	10 min walk to bus	Dated industrial buildings - reduced venue hours from installation of distillery into venue
Mornington Brewery	72 Watt Road, Mornington	Industrial	150+	8 off-street car parks	5 days – 34 hours	11pm/11pm	13 min walk to bus	Dated industrial building - Large outside beer garden
Bad Shepherd Brewery	386 Reserve Rd. Cheltenham	Industrial	100+	no off-street car parks	7 days – 60+ hours	12am/12am	2 min walk to bus	Dated industrial building
2 Brothers Brewery	4 Joyner Street, Moorabbin	Industrial	100+	no off-street car parks	3 days – 24 hours	12am/5pm	12 min walk to bus	Dated industrial building
Brownstone Micro Brewery	5/17 Doveton Ave Eumemmering	Industrial	150+	lots of shared car parks	7 days – 77 hours	11pm/11pm	3 min walk to bus	Purpose built as part of new development
Public Brewery	13 Lacey Street, Croydon	Industrial	100+	no off-street car parks	7 days – 77 hours	10pm/10pm	2 min walk to bus/train	Dated industrial building - incl. BYO brewing activity outside venue hours
Jetty Road Brewery	12/14 Brasser Ave. Dromana	Industrial	150+	8 off-street car parks	4 days - 36 hours	11pm/11pm	no public transport	Brewery yet to be installed
Red Hill Brewery	88 Shoreham Road, Red Hill South	Rural	100+	20+ car parks	4 days - 36 hours	7pm/7pm	no public transport	
St. Andrews Beach Brewery	160 Sandy Road, Fingal	Rural	150+	20+ car parks	7 days - 77 hours	7pm/7pm	no public transport	Was horse training facility

Why Support the Proposal?

- It is a business established by a long resident local family that will be part of the community and operate in a socially and environmentally responsible fashion;
- It is well located at the edge of an activated part of an industrial location on a major thoroughfare with good access and public transport;
- It will result in a long vacant and tired showroom/warehouse property being re-activated as an industrial facility with three phase power, industrial lighting and trade waste connection (investment required of nearly \$250,000);
- Economic spin-offs for the local economy from fit-out and ongoing operation;
- The brewery will be provide a welcome family focussed venue for the local community to socialise;
- A share of any profits will be returned to the community through sporting club sponsorship.

Comparison of the proposal with recommendations of Alcohol Policy Coalition

1. The Proposal is in the public interest in adding amenity to an industrial area, sponsorship of local sporting clubs, and will not contribute to harm due to emphasis on on-premise consumption in a RSA environment;
2. The proposed Brewery is not in an alcohol harm zone – this would likely be in central Frankston City if anywhere;
3. The proposed Brewery will restrict take-away liquor after 10pm – due to emphasis on on-premise consumption in a RSA environment;
4. The proposed Brewery will not promote take-away liquor bulk discounts in any way – promotional activity will focus on on-premise consumption, generally with food;
5. The proposed Brewery is not within 700m of a school and will have limited generic promotion emphasizing on-premise consumption (i.e. Pizza & Pint)

Expected Production Profile

Production variables:

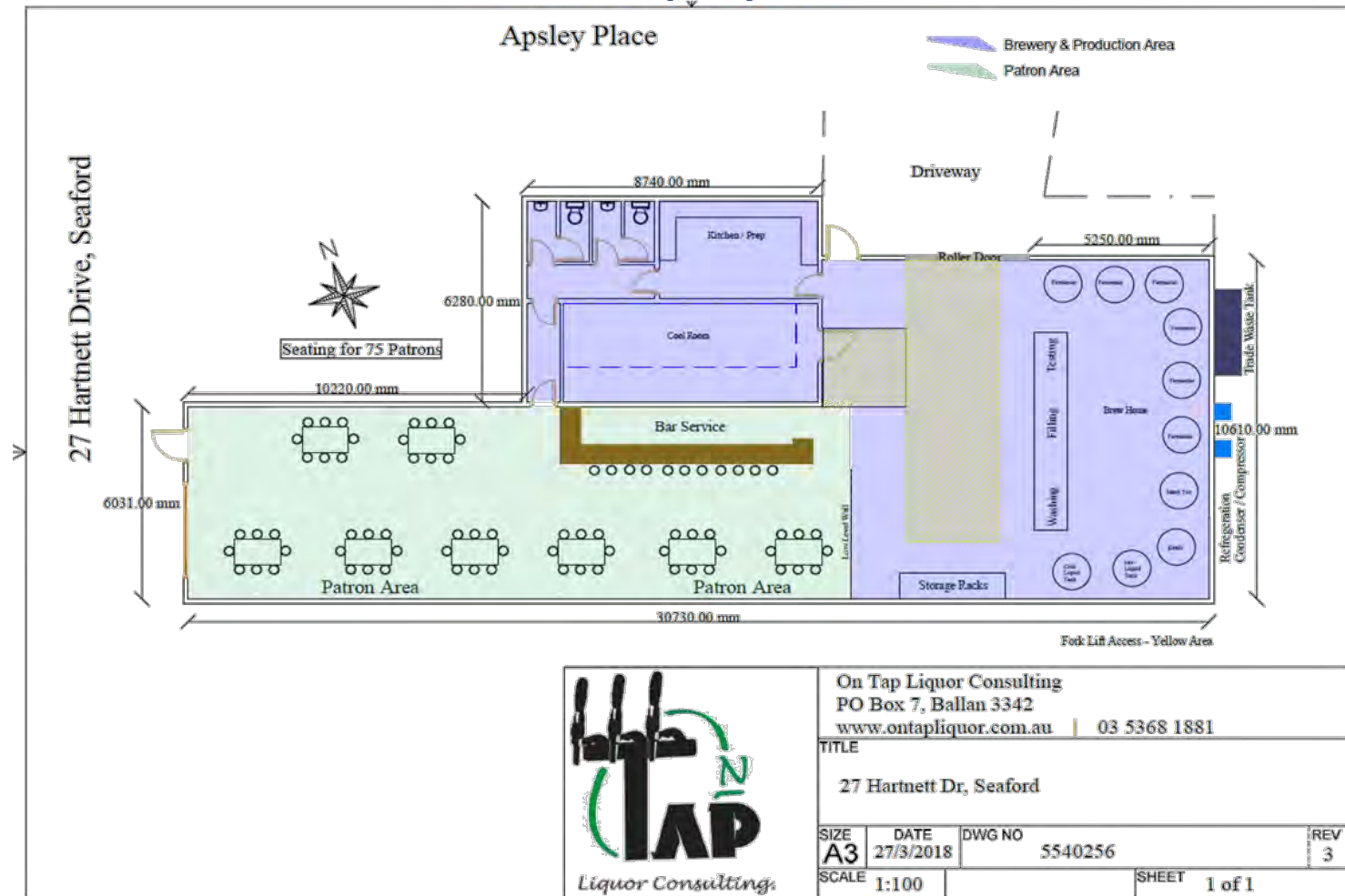
- The Brewhouse to be installed has a batch capacity of 500 Litres;
- The Brewery Business Plan is based on 48 weeks of brewing one batch per week – 24,000 litres;
- One full business day is required to brew one batch (heating brew water, milling malt, mashing-in, the boil) and transfer to fermenters after quality control & testing;
- One full business day is required for cleaning & sanitising of the Brewhouse, fermenters, bright beer tanks, hoses, brewery floor and trade waste testing & disposal;
- One full business day is required for keg cleaning, filling, storage, transport to wholesale customers and retrieval of empty kegs;
- Remainder of the week involves monitoring of fermentation, quality control & testing, transfer from fermenter to bright beer tank, sourcing of raw materials, research & development, refilling and treating water in cold liquor tank, repairs and maintenance.

Expected Production Profile

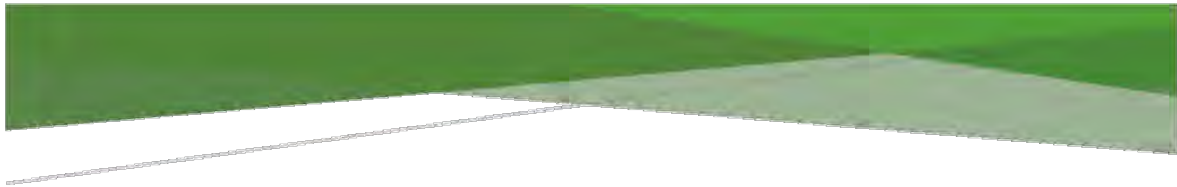
Summary:

- Based on initial equipment and one batch per week there is over three full days involved in operating the Brewery.
- Based on venue opening hours, forecast average patronage and expected consumption approximately 45% of production (@11,000 litres) will be consumed on premises if the venue is successful.
- This outcome will result in 13,000 litres being sold into the wholesale market (55% of production).
- If the wholesale side of the business is successful then additional fermenters can be added at moderate cost to expand production to further penetrate the wholesale market. This will increase production days to more than four days a week.

Brewery layout



Questions



VENUE MANAGEMENT PLAN

27 Hartnett Drive, Seaford

Abstract

A detailed written 'Venue Management Plan' relevant to the planning permit conditions for the liquor licence arrangements at 27 Hartnett Drive, Seaford

Our reference: 7014361
On Tap Liquor Pty Ltd
PO Box 7
Ballan, Vic, 3342
(03) 5368 1881

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Venue Management Plan



Venue Management Plan

27 Hartnett Drive, Seaford

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Prepared by:

On Tap Liquor Consulting on behalf of operators of 27 Hartnett Drive, Seaford.

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Disclaimer

This management plan, herein after referred to as 'The Plan', has been formulated by On Tap Liquor Consulting as an operational plan. It shall not be construed to be admissible as evidence and in no way makes On Tap Liquor Pty Ltd, their representatives, employees, contractors or connected persons in any way liable for any breach of its contents. The plan is prepared for the management of the licensed premises at 27 Hartnett Dr, Seaford and once adopted they are responsible for the operation.

Background:

The venue subject to this report is a proposed brewery and bar. Planning permission has been sought from the responsible authority, the City of Frankston, to allow for the operation of the venue under a Wine & Beer Producers liquor licence.

Mission Statement

The venues subject to this management plan are part of a profit driven business that derives part of its capital from the service of alcohol and food. Management realise that with current community attitudes regarding responsible service of alcohol, coupled with current harm minimisation procedures, we have acted accordingly in the instigation of the plan and also with the improved training of our staff.

Venue Management Plan

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The Business Summary:

Street Address:

The address of the site is 27 Harnett Drive, Seaford, which is on the northern side of the street, directly opposite the railway tracks.



FIGURE 1 - MAP VIEW

The venue will operate as a brewery and bar allowing the supply and consumption of food prepared on site along with product brewed in the brewery.



FIGURE 2 – CURRENT STREET VIEW

Venue Management Plan

Type of Liquor Licence, Patron numbers and hours of operation

The venue proposed liquor licence will allow operation as follows once planning permission is approved;

Wednesday to Sunday between 12noon and 11pm.

- Patron capacity - 75

Standard Licence Conditions for Wine & Beer Licence

Standard licence conditions for the venue will be finalised as part of the planning application. Standard Wine and Beer Producers licence conditions are as follows;

The licence also authorises the licensee to supply on the licensed premises to unlicensed persons liquor produced on the licensed premises in accordance with the licence for consumption on or off the licensed premises during the hours specified below.

AMENITY

The licensee shall not cause or permit undue detriment to the amenity of the area to arise out of or in connection with the use of the premises to which the licence relates during or immediately after the trading hours authorised under this licence.

The licensee shall ensure that the level of noise emitted from the licensed premises shall not exceed the permissible noise levels for entertainment noise as specified in the State Environment Protection Policy (Control of Music Noise from Public Premises) No.N-2.

VIGNERONS CONDITIONS

Wine, cider brandy or perry produced by the licensee shall be made from fruit grown in Australia and:

- (a) in the case of wine, is to the extent of at least 70 per centum made from fruit grown or pressed by the licensee;
- (b) in the case of cider or perry, is to the extent of at least 25 per centum made from fruit grown by the licensee;
- (c) in the case of brandy, is to the extent of at least 70 per centum made from wine distilled by the licensee.

RESTAURANT & CAFE CONDITIONS

The licensee supply liquor that is not the licensee's product for consumption on the licensed area as follows:

- (a) the predominant activity carried out at all times on the licensed premises must be the preparation and serving of meals for consumption on the licensed premises; and
- (b) tables and chairs must be placed in position on the licensed premises so as to be available for at least 75% of the patrons attending the premises at any one time; and

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(c) the licensee must not permit -

(i) the live performance of any musical works; or

(ii) the playing of any recorded musical works -

on the premises at higher than background music level at any time outside ordinary trading hours.

Condition (c) of the restaurant and cafe conditions does not apply to music performed or played on the licensed premises outside ordinary trading hours as part of a function that is held in an area of the premises that is set aside for the exclusive use of persons who have booked a table in that area and their guests, and is attended only by those persons and their guests.

TRADING HOURS

Vignerons -

Sales to unlicensed persons

Sunday, Good Friday & ANZAC Day Between 10 am and 11 pm

On any other day Between 7 am and 11 pm

Restaurant and Cafe -

Sunday Between 10 am and 11 pm

Good Friday & ANZAC Day Between 12 noon and 11 pm

On any other day Between 7 am and 11 pm

Details of Music/Entertainment at the Venue:

Live acoustic & Recorded background music will be provided at the venue. Recorded music is provided via internal speakers within the internal areas of the patron's areas.

Provision of Food at the Premises

The venue will provide a range of food via a varied menu. Liquor shall be served while the kitchen is open and food is available. Food is to be available throughout the operating hours. When the kitchen is not operating platters, sandwiches and other like light foods will be available.

Liquor Movement

No patrons are to move liquor from the licensed venue (unless it is sold as prepacked sealed takeaway). Staff, if no security are engaged, are to monitor all entry / exit points and stop any liquor from leaving the licensed premises.

Signage is to be erected near the entry / exit doors stating;

"No liquor past this point" or "Liquor cannot be removed from this venue" (Takeaway product exempt)

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If liquor is detected as being removed from the venue, staff / security will advise the patron of the conditions of the liquor licence and the legalities involved related to the removal of liquor from the venue.

Entry/Exit Points

Brewery / Restaurant /

- Access to the venue is via a main door off Hartnett Drive. Rear doors are to be used for emergency situations and staff movement only.

Manager Contact Details

Venue owners and managers contact details will be made available on request to local residents / business.

Direct contact details of the venue owners and venue managers, as well as emergency contact details, will be provided directly to all neighbors within a 50 metre radius of the venue via written advice.

Staffing Training

All venues subject to this management plan are required to ensure all staff are adequately trained. The following is to be followed.

RSA Training

Sections 108AA to 108AE of the Liquor Control Reform Act 1998 (The Act) outline the responsibilities associated with Responsible Service of Alcohol (RSA) Training for a venue operating under an On Premises Liquor Licence, General Licence, Packaged Liquor Licence and Late Night Licence.

The operators of this venue are not obliged via legislation to have staff RSA trained, however aim to provide a venue that is safe and enjoyable to all patrons and will abide by the following requirements.

The venue operators will abide by these conditions. In accordance with those provisions, the following processes and procedures are to be adopted and implemented at the licensed venue to ensure responsibilities are maintained appropriately:

- The licensee, and any associated Directors/managers, will ensure that an appropriate RSA training register is maintained which will be made available to any Authorised Officer upon request.
- The RSA Training Register will be held within a 'Liquor Folder' housed within the venue or via an electronic web-based compliance management system (such as ComplyCloud – www.complycloud.com.au).
- The Licensee, and any associated Directors/managers, will have undertaken and approved RSA Training course. A copy of the certificate will be held within the RSA Register.
- The Licensee, and any associated Directors/managers, will undertake an approved RSA Refresher program every 3 year. Proof of this program will be held within the RSA Register.
- The Licensee, and any associated Directors/Managers, will ensure that any new staff who are employed to sell, offer for sale, or serve alcohol within the premises will have completed an approved RSA training course within the three years prior to their commencement of employment at the licensed premises OR, if

Venue Management Plan

no such training has been obtained, an approved RSA program within one month of their commencement in employment at the licensed premises. A copy of each new employees RSA certificate will be held within the RSA Register.

- The licensee, and any associated Directors/managers, must ensure that the licensee and responsible person, and any staff member who is employed to sell, offer for sale, or serve alcohol within the premises completes an approved RSA refresher program within three years of completing their last RSA program. Proof of the RSA refresher program will be housed within the RSA Register.

In House Training

Each venue operator assures that each employee, before commencing employment within each venue, shall undergo in-house training in addition to any required RSA training. This in-house training shall comprise of, and is not limited to, the following.

- How to identify and refuse service to intoxicated persons;
- Checking of identification if not conducted by licensed crowd controllers;
- Customer service;
- First aid availability;
- Emergency evacuation procedures;
- Location and type of fire extinguishing apparatus on site;
- Identification of what is disorderly behavior;
- Responsible service of alcohol practices;
- A basic level of understanding of the Act; and
- Minimum dress code for the premises.

The premise has implemented an In-house documented training plan that ensures that staff are given uniform instructions on the above matters and are fully aware that they are accountable for their actions.

Management acknowledges that within the meaning of "the Act" they are responsible for the actions of staff. However, every staff member has been advised that they are ultimately responsible, and that management have introduced a policy of "diminished responsibility" by providing concise, documented, and acknowledged instruction on minors, drunken and or disorderly behaviour, and duty of care.

Venue Management Plan

Venue Management

Frankston Liquor Accord

The Frankston Liquor Accord encourages and promotes best practice and high standards of behaviour in and around licensed premises within Frankston area that contribute to patron, staff and community safety. As part of appropriate venue management practices. Although not within the accord area the venue management will contact the accord in order to gauge membership.

- **Inspector Tony Silva**
Frankston Police
Telephone (03) 9784 5634
Email: anthony.silva@police.vic.gov.au
- **Paul Maas**
Frankston City Council
Email: paul.maas@frankston.vic.gov.au

Staffing levels

Venue Staff

The venue, when in operation, will have a;

1. Manager and/or an assistant manager on site at all times when the venue is open to the public,
2. employee numbers will vary depending on the day and time of operation and in accordance with rostering requirements.
3. All service staff will have completed their RSA as per the legislative requirements,
4. As a standard a guide there will be
 - a. 1 x bar staff on duty (along with the manager)for the first 75 patrons.

Actual staffing numbers are not able to be determined at this time and will be dependent of the day to day operational requirements of the venue.

Security

As per the requirements of Victorian Commission for Gambling and Liquor Regulation (Liquor Licence)

**The licensee shall engage a crowd controller licensed under the Private Security Act, two for the first 100 and one for every hundred after that, two must be present on the street outside the licensed premises to monitor the behaviour of patrons arriving at and departing from the premises from 8pm until 1 (one) hour after trade ceases."*

The licensees shall employ a crowd controller on a Friday and Saturday evening between 8pm to 11pm (closing time). The crowd controller will be licensed under the Private Security Act to monitor entrance doors and patron behaviour.

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The licensee shall also provide adequate security in the premises (*if required by licence obligations*) in accordance with the responsible authority requirements.

Staff / Venue Communication.

All staff are to report for shifts in a timely manner and advise management / supervisor of arrival. Venue operator will implement their own staff communications policy in accordance with their operation procedures.

All crowd controllers engaged to work at the venues will, where possible, be advised of current matters of concern related to the venue and utilise two way communications or mobile phones in order to communicate issues or matters of concern.

Liquor Folder

Each venue will ensure a 'Liquor Folder' is maintained and held within the venue. All staff are to have an understanding of the location of this 'Liquor Folder' and will be responsible for maintaining its location. Under no circumstances are staff members to relocate the folder, unless under the direction of the licensee.

The folder will contain the following:

- A copy of the Liquor Licence;
- A copy of the approved 'Red Line Plan';
- A copy of this patron management plan;
- Details of the venue and the licensee;
- A list of contact details for relevant people/organisations;
- An RSA register in an approved format;
- A register of minors employed on the licensed premises;
- An incident register; and
- A complaint register.

All staff will be required to sign an acknowledgement of this patron management policy, with those signatures also being kept in the Liquor Folder.

The 'Liquor Folder' is to be produced to an Authorised Officer when a liquor inspection is conducted.

Responsible Service Practices

Venue owner / management will ensure staff are made aware of the venues policies on responsible service and have completed an accredited RSA course prior to beginning work. Those that have not must complete such a course (if able) within twenty-eight days of beginning work. All staff involved in the sale, supply or offer of supply of liquor will be aware of the physical signs of drunkenness.

Food is to be available on the premise at all times each venue is open and trading to the public (with a one hour leeway at start and end of day). Free drinking water will be made available to all patrons in every venue.

If the patron is found to be nearing intoxication they are to be "cut off" by way of suggestion that they drink non-alcoholic drinks, these may be provided free of charge at the discretion of the licensee or manager. All other staff are to be made aware of the person by the manager.

Venue Management Plan

If the person is so obviously intoxicated that they need eviction from a venue under this venue policy or "the Act" there is a duty of care by the premises operators and staff to afford that person every assistance as required to ensure safe passage home.

If the patron is ejected the venue management / staff will endeavor to ensure that the patron is placed in the care of a responsible person and/or transportation arranged by way of taxi etc.

The following principles will be followed at all times within the venue:

1. Encourage patrons to drink moderately and responsibly.
2. Ensure staff are trained in the responsible service of alcohol program and are undertaking regular RSA refreshers.
3. Maintain an appropriately detailed and up to date RSA training register.
4. Actively monitor the behaviour of patrons who consume alcohol.
5. Refuse entry and service to patrons showing signs of intoxication or who are drunk.
6. Adhere to standard drink sizes.
7. Promote and offer low alcohol drinks, alcohol-free drinks, water and snacks.
8. Make tap water available free of charge for patrons at all times in line with legislation.

Advertising and Promotions

Venue subject to this management plan will not engage in practices or promotions that encourage rapid or excessive consumption of alcohol, drunkenness or anti-social behaviour.

In addition, the following principles will be followed within the venue:

1. Apply reasonable controls to minimise the risk of excessive or irresponsible consumption or alcohol in any promotions involving free or discounted drinks
2. Not use promotions which contradict responsible service and consumption of alcohol
3. Ensure the venue is a safe, non-discriminatory and non-judgmental place for patrons to enjoy
4. Adhere to the VCGLR's published guidelines regarding responsible advertising and promotions

Patron Queuing

Patron queuing is not deemed to be a matter of concern with the venue operation, however if required the following will be adopted;

1. Where possible, internal areas or areas within the property envelope are to be utilised for the purpose of patron queuing.
2. If queueing outside of the building envelope is required, patron queuing is to be restricted to within 1 metre of the external wall either east or west of the entry doors. Retractable posts/bollards are to be used in order to maintain this structure.
3. Staff are to monitor any queuing and ensure footways remain clear to allow for public movement along the footpath.
4. Signage is to be placed outside the venue when queuing occurs to remind patrons to keep footways clear.

Venue Management Plan

5. Queues are to be processed as fast as possible in order to minimise any potential issues.

In addition, the following principles will be followed within the venue:

1. Manage queues for entry in an orderly fashion
2. Ensure patrons do not block footpaths, roads and/or laneways

Patron Departure

On closure of the venues, staff and/or security are to stand outside the venue and remind / ensure patron disperse the area in an orderly manner.

Prior to venue closure, management will announce to patrons the following;

"The venue will be closing soon, we ask that all patrons are respectful of residents in the area and depart quietly"

Security is to remain outside the premises until the bulk of the patrons have departed the area in a safe manner.

In addition, the following principles will be followed within the venue:

3. Facilitate phased, orderly and quiet exit of patrons from premises when closing
4. Maintain good communication with Victoria Police

BYO Liquor

Under the Act, a licence premises may allow BYO liquor on the licensed premises, this is at the discretion of the licensee. It is proposed that BYO liquor will be determined by the licensee on an 'as needed' basis, but generally discouraged. If BYO liquor is allowed, venue staff will take control of the service of liquor in order to ensure responsible service of alcohol principles are followed.

Disorderly Behavior

Management of each venue reserves the right to adopt the following policy on disorderly or fighting patrons.

Offenders will be given one warning in the case of disorderly behavior, if this is ignored they will be ejected from the premises. Extreme disorderly behavior shall attract automatic ejection without warning.

This policy can in no way be waived and is not up to the discretion of the individual staff member. The approved manager shall have the final say on the ban being lifted, however this is an unlikely event. Management will reserve the right to contact police to attend in order to rectify situations. Any incidents will be recorded in the incident register.

In addition, the following principles will be followed within the venue:

1. Maintain a safe venue for patrons and staff.
2. Monitor and discourage anti-social behaviour in and around licensed premises.
3. Employ only licensed crowd controllers.

Venue Management Plan

Refusal of Service for Intoxicated Patrons

Venue Management and Staff at each of the three venues are to adopt the following procedures when identifying and refusing service to drunken/intoxicated patrons.

- If you identify any intoxicated person notify the manager immediately and they will handle the situation. If unavailable at that moment politely advise the patron that service cannot continue for the moment.
- Suggest alternatives such as non-alcoholic drinks and food, or suggest they leave the premises for a determined period to sober up.
- If the patron is responsive to these suggestions they should be afforded a compliment, if however, they become abusive or violent immediately inform security (if available) or the manager so that the patron can be evicted from the premises. Police response may be required.
- When informing the patron they have been refused service, point out that if they take the common sense approach they may return to the premises later. If they become abusive remind them that they may be subject to a banning order under the Act.
- Most people will accept your decision and leave however be aware that a small percentage will become disorderly or abusive.
- Complete an "Incident Register" entry, found within the licensing folder, and detail the matter.

Information related to the identification of intoxicated persons is provided as an appendix (#) on this plan and staff are to be made aware of its contents. A copy of the guidelines is to be placed in a staff area where it can be readily viewed to assist staff.

Staff Instructions Regarding Patron Behavior

Staff are responsible for the security and behavior of patrons both outside and inside the premises.

All patrons entering the premises shall be checked for identification (unless obviously adults, e.g.: older patrons that look 25 years +) If a request is made for a minor to be escorted onto the premises by a parent for a meal the manager must be made aware of the situation.

Patrons are to be treated courteously and politely at all times. Disorderly behavior is not to be tolerated and minor indiscretions are to be dealt with by one warning. Any fighting or obvious drunkenness is to be dealt with by way of ejection from the premises.

Staff shall remind patrons on leaving the premises that they continue a common courtesy to local residents and that their continued cooperation in this matter is appreciated. Once the premises have been closed, staff are to search the premises and surrounds for trespassers and then proceed to secure the premises as per instructions.

Staff shall maintain observations of the immediate area surrounding the venue and ensure incidents of littering are kept to an absolute minimum.

Police are to be called immediately if a fight or other incident needs their attention and the details of the matter recorded in the venue incident the Incident Report Book include time police were called and attended as well as the attending police members name and registered number. Staff will render police assistance if directed.

Venue Management Plan

In Venue Signage

Management undertakes that they will display the current VCGLR issued posters as supplied in prominent positions throughout the premises. This also shows that we as a business take our roles as a licensed premises responsibly and with due care.

The following Victorian Commission for Gambling and Liquor Regulation (VCGLR) issued signs are to be prominently displayed within the liquor department:

1. Intoxicated? Drunk? Disorderly?
2. Under18? No Supply
3. Under18? No Entry
4. Free Drinking Water

Black and white photocopies of the signs are not permitted to be displayed - 'Original' colour copies must be displayed in a manner that invites public attention within the licensed premises at all times. Copies of the signs can be obtained via the Commissions website. It is the responsibility of all staff to ensure that clear, undamaged signs are being displayed at all times.

In addition to the required signage under the Act, the premises will also erect notices throughout the premises encouraging responsible off site behavior. Wording of these signs will be as follows:

"Please be mindful of noise as you depart the venue"

Further signage is to be erected related to the control of liquor at exits points utilised by the public.

"No alcohol is permitted to leave the premises"

In addition, the following principles will be followed within the venue:

1. Display mandatory VCGLR signage

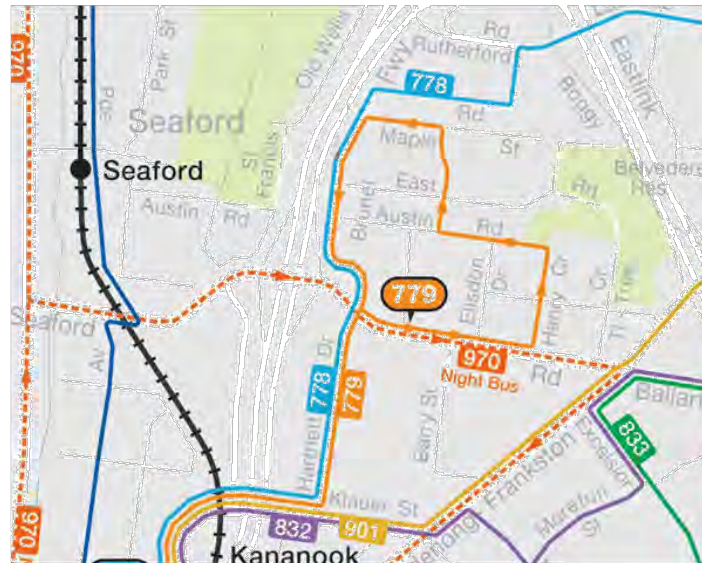
Public Transport Options

Patrons have access to the bus routes 778, 779, 832 and 901. Bus routes 779 and 832 run until approx. 950pm 7 days a week with 778 running Monday to Friday until approx. 610pm. Maps and timetables of the public bus routes will be made available to the patrons.

Bus routes 778 & 779 run outside the venue on Hartnett Drive with 832 running Klauer St.

Venue Management Plan

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Taxi

The licensee shall provide access to a taxi service via phone

Control of Noise Emissions and Other Amenity Issues from the Venue

This management plan should be read in conjunction with the sound engineer report associated with the property.

General Amenity

The licensee / manager of the venue shall not cause or permit undue detriment to the amenity of the area to arise out of or in connection with the use of the premises to which the licence relates before, during or immediately after the trading hours authorised under the licence.

Noise

The venue operator shall ensure that the level of noise emitted from their premises shall not exceed the permissible noise levels for entertainment noise as specified in the State Environment Protection Policy (Control of Music Noise from Public Premises) No.N-2. The following procedures will be put in place:

- Staff will be educated on sound management principles, such as monitoring in-premises sound levels, managing patron noise in outdoor areas, and disposing of recycling quietly.
- The venue will ensure that it only provides entertainment that is appropriate for the venue
- The venue will aim to be proactive in building a positive relationship with local authorities and residents to address noise-related issues before they escalate.
- This management plan should be read in conjunction with any additional sound reports prepared or required as part of any planner or liquor licence condition.

Venue Management Plan

Litter Reduction

The following litter reduction measures will be implemented at the premises in order to reduce amenity impacts of the venue operation:

After every night of operation, a staff member will be nominated to undertake a foot patrol of the outer premises and surrounding area to identify, record and remove rubbish, litter, vomit and urine using;

1. A clean up trolley containing;
 - a. Industrial gloves;
 - b. Rubbish collection arm;
 - c. Rubbish bin;
 - d. Water bucket containing disinfection;
 - e. Shovel;
 - f. Outside yard broom

All rubbish and broken bottles (if any) will be collected, removed and carried back to the premises for disposal in accordance with the venues rubbish collection policy. Urine and vomit will be removed with a bucket of disinfected water.

Signage will be erected on external corners reminding patrons of CCTV and to use public toilets.

The patrolled area includes Hartnett Drive between Heversham Drive and Cumberland Drive as well as Apsley Place. To ensure that the venue is not adversely affecting the area surrounding the premises, at the end of each day's trade a staff member will conduct a perimeter check of the building and collect / clean any litter or other items that is directly associated with the venue.

- Wind proof ashtrays will be utilised on the external areas, in order to minimise cigarette butt litter within the surrounding space (if required).
- Lighting in external areas is setup to ensure the safety of patrons and public, such lighting will also assist in the identification of rubbish bins for use by patrons and public as well as assist in the reduction of behaviors deemed to be offensive.

In addition, the following principles will be followed within the venue:

1. Manage noise and amplified music (if permitted) in a way that it does not negatively impact on the outside amenity of the neighbourhood
2. Cooperate with other venues and authorities to protect the amenity of the area and minimise/reduce the impact on adjacent properties

Display of Patron Management Plan

This plan will be retained within the Liquor Compliance Folder associated with the venue and will be made available to any person requesting to see a copy.

Venue Management Plan

Safety and Security

The safety and security of both staff and customers will be discussed with each staff member upon induction. Issues of note will also be discussed at regular staff meetings. It is of paramount importance that staff have a safe working environment within the venue, and customers have a risk-free dining/venue experience. As such, the venue manager, or other responsible person, will undertake a monthly check of the premises covering the general safety of the area including, but not limited to;

- Floors (tripping hazards, broken tiles etc.)
- Shelving, displays, racking and other furniture and fixtures
- Alarms and other safety equipment
- Stock loads and other manual handling procedures

All staff are required to report any safety and/or security issues noted during their shift via the 'incident register' located in the liquor compliance folder. Staff will also be advised of the existing policies in place surrounding;

- Opening and closing procedures
- Cash handling (cashing up, change top ups etc.)
- Shift change over
- Accepting deliveries
- Shoplifting
- Any other relevant procedures

Any updates to these policies will be voiced during regular staff meetings.

Glass

Each venue operator will assess if the supply of drinks in glass containers is appropriate for their venue. The author of this reports encourages each operator to refrain from the use of glass within the external alfresco dining spaces beyond 8pm, with plastic cups to be utilised instead.

In addition, the following principles will be followed within the venue:

1. Where possible, serve alcohol in containers (e.g. plastic, shatter-proof) that minimise harm, accidental or intentional, to patrons. Keep and incident register and ensure it is accurately maintained.

Venue Management Plan

Emergency Evacuation

1. If the Management Team consider that an emergency is to be declared then operational command will fall to the head of the security team and duty manager (as appropriate) until such time as the appropriate emergency services personnel are on site.
2. Emergency services are to be notified immediately with an orderly evacuation to be organized at the earliest opportunity. All lawful directions from emergency services personnel are to be complied with without delay.
3. Designated 'Emergency Assembly Points' (EAP) have been defined and are as follows
 - a. Corner of Hartnett Drive and Sir Laurence Drive to the south
 - b. Corner of Heversham Drive (roundabout) and Hartnett Drive to the north.
4. In an emergency situation, the Management Team is to allocate the appropriate EAP taking into account the circumstances of the emergency and begin any required evacuation to that point.
5. Adequate space is provided to allow emergency vehicle access.

Evacuation Procedures

If the Management Team decide that a controlled evacuation of the building area is required, then the following procedure will be used if possible:

1. Ascertain the nature of the emergency and determine appropriate action;
2. Ensure that the appropriate emergency service has been notified; Ring 000;
3. Identify the appropriate Emergency Evacuation Point and assess whether or not an emergency evacuation is required;
4. If necessary initiate an emergency evacuation of the affected area;
5. At the earliest opportunity, ensure that the decision for action is clearly recorded - time taken and reason for evacuation;
6. Provide any and all assistance required by emergency personnel when they arrive on site.
7. Elevators are not be used in emergency situations unless deemed absolutely necessary.

Emergency Management

Management of the venue area is to be considered taking into account an array of incidents that may occur within the venue. These include incidents concerning patron misbehavior, violence, fire emergencies and other emergency situations.

There are several access points to the area including:

Venue Management Plan

1. Rear roller door and access door off Apsley Place.
2. Main entrance door off Hartnett Drive.

Crowd controllers (where required) will be positioned strategically throughout the venue areas with the following instructions:

The Controllers / staff monitoring at exits points:

1. The entry / exits must be monitored throughout the operation of the venue with safe passage at all time the top priority.
2. Patrons attempting to exit via the rear exits will be turned away by the crowd controller or staff, unless it is an emergency.
3. In the event of an emergency situation, the controller is to consider the most appropriate evacuation point, either the northern side rear exits or via the southern side main exits.

Minors on Premises

Unaccompanied Minors

Under the provisions of the Act, minors are not permitted within any of the licensed premises associated with this site unless in the company of a responsible adult.

The following procedure is to be followed if an unaccompanied minor is detected within the licensed area:

- Politely ask the minor if they are in attendance with a responsible adult;
- If the answer is no, briefly explain the law to the minor (example: 'Unfortunately, because this is a licensed premise, we can't allow persons under the age of 18 to be here');
- Politely request that the unaccompanied minor to leave the licensed area;
- If the minor refuses to leave, a manager is to be called. If a manager, or other responsible person is not available, the staff member is to call 000 and request police assistance;
- The incident, along with all relevant details, are to be noted within the 'Incident Register' held in the liquor folder.

Minors employed by the licensee

No person under the age of 18 years employed by the licensee is to be involved in the supply of liquor other than in an approved training program as defined by the Act. An appropriate list/register of minors employed on the premises will be maintained which will be held within the 'Liquor Folder'.

Venue Management Plan

Secondary Supply to Minors

Staff employed within the venue must, where there are reasonable grounds for considering that an adult is purchasing alcohol for a minor, decline that purchase. Common circumstances which cause suspicion of this practice include, but are not limited to the following:

- A group of youths hanging around the area outside the venue
- An underage person in attendance with a parent/guardian/responsible adult who appears to be selecting liquor for purchase
- All persons who look under 25 years of age are to be asked to supply approved identification related to proof of age.

Staff are required to decline the sale citing their suspicions and are to refer the customer to the VCGLR posters.

Under Age Counter Sales and Proof of Age

Under no circumstances are staff to knowingly supply liquor to minors. If staff suspect that supply of liquor to underage persons is occurring, or being attempted, then the staff member is required to approach the licensee, manager or other responsible person and voice his/her concerns. Staff that knowingly supply liquor to a minor may be subject to penalty under the Act. To help in ensuring that liquor is not supplied to minors within the venue, it is house policy to request proof of age from anyone that appears to be under the age of 25 years old.

In addition, the following principles will be followed within the venue:

1. Actively screen patrons to ensure they are 18 years or older
2. Check approved proof of age ID before entry, including photo and date of birth
3. Refuse entry to anyone who is underage or who has no ID
4. Refuse service to any adult reasonably suspected of supplying alcohol to an underage person
5. Model RSA principles and socially responsible alcohol consumption when minors are present
6. Increase vigilance in checking identification during 'Schoolies' periods or events targeted at young people
7. Not encourage an underage drinking lifestyle in any advertising or promotion of alcohol

External lighting / CCTV

External Lighting

External lighting is to be setup in on the exterior of the building in order to provide a safe environment for staff and patrons. Lighting will be erected to provide coverage of all entry exits points and driveways.

CCTV

CCTV has been setup inside the venue to ensure patron and staff security. Further CCTV has been setup in external areas in order to provide security for patrons and public.

Venue Management Plan

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CCTV is to be located as follows;

- CCTV will allow coverage of all external areas
- Allows visibility along Harnett Drive
- Allows visibility along Apsley Place
- Allows Coverage of all access doors
- CCTV will be setup in the venue in locations to be determined but will cover all internal areas of the venue.
- Footage will be maintained for a minimum of 30days.

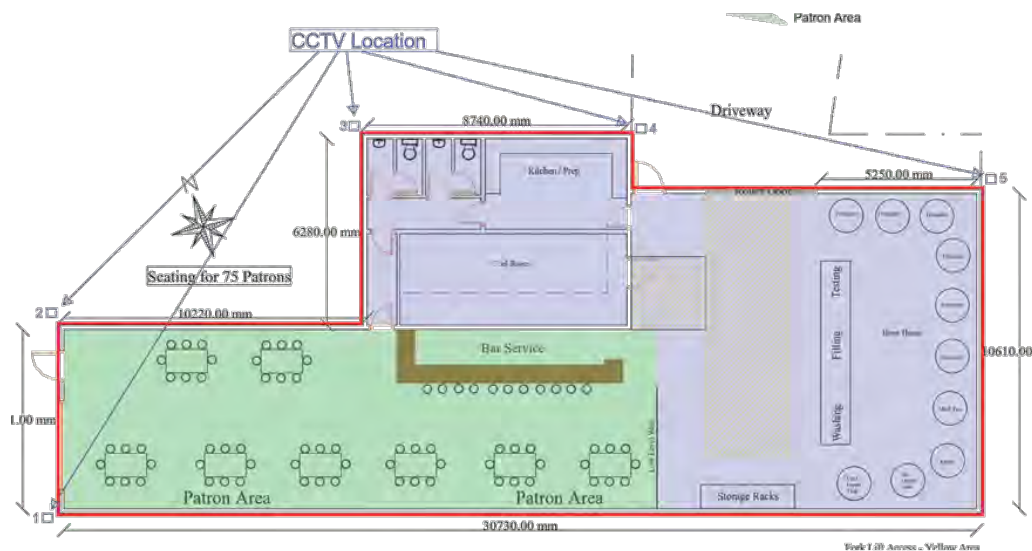


FIGURE 3 - CCTV LOCATION

In addition, the following principles will be followed within the venue:

- Ensure CCTV equipment as per licence conditions is operating efficiently
- Ensure CCTV footage is available for viewing and downloading for supply in a timely manner to Victoria Police and VCGLR compliance inspectors upon request

Crowd Controllers/Security Staff

Crowd Controllers will be provided as part of its normal daily operation on a Friday and Saturday evening between 8pm and 11pm. Regardless, if it is considered necessary to employ crowd controllers for specific events/occasions, the following policies are to be implemented.

Venue Management Plan

General

When crowd controllers are utilised or required, they will be responsible for the security and behavior both outside and inside the premises. All patrons entering the premises during specific overage events shall be checked for identification (unless obviously adults e.g.: 25 years+ patrons).

Patrons are to be treated courteously and politely at all times. Disorderly behavior is not to be tolerated and minor indiscretions are to be dealt with by one warning. Any fighting or obvious drunkenness is to be dealt with by way of ejection from the premises. Crowd controllers are bound by the provisions of the Private Security Act and any indiscretion by a crowd controller will be reported to their supervisor and the venue manager.

Any new crowd control staff will be given instruction on the commencement of shift and must sign an authorisation to act on behalf of the Licensee. It is important to ensure that crowd control staff are aware of evacuation procedures and how emergency situations are dealt with. All incidents during the course of the evening are to be recorded in the Incident Report Book.

Hours of Operation for Crowd Controllers

The hours of operation for crowd controllers will be determined on an as needed basis or as stipulated by the responsible authority or management. Crowd controllers will be engaged between 8pm and 11pm on a Friday and Saturday evening.

Crowd Controller /Staff Instructions

Crowd Controllers /Staff Responsibilities

The following crowd controller responsibilities are to be communicated to all crowd control staff:

- Crowd controllers are to wear their identification clearly visible on the front of their uniform and are responsible for the security and behavior both outside and inside the premises.
- Patrons are to be treated courteously and politely at all times.
- Disorderly behavior is not to be tolerated and fighting or obvious drunkenness is to be dealt with by way of ejection from the premises.
- Crowd controllers are bound by the provisions of the Private Security Act and any indiscretion by a crowd controller will be reported to their supervisor and the venue manager.
- Crowd Controllers shall remind patrons on leaving the premises that they continue a common courtesy to local residents and that their continued cooperation in this matter is appreciated.
- Once the premises have been closed, crowd controllers are to search the premises and surrounds for trespassers and then proceed to secure the premises as per instructions.
- Crowd controllers shall maintain observations of the immediate area surrounding the venue and ensure incidents of littering are kept to an absolute minimum.
- Due to local issues the police are to be called immediately if a fight or incident needs their attention and the time called and the response time is to be entered in the Incident Report Book. Crowd controllers will render police assistance if directed.

Venue Management Plan

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Dress Code

Jackets, jewellery or clothing bearing patches or insignia deemed to be (or deemed to be associated) of an offensive or criminal nature are not permitted to be worn on with any venue associated with this site. Management of the venue reserves the right to refuse admission or service to any person or persons failing to comply with the above dress requirements.

Drugs and Weapons

Victoria Police "Drug & Alcohol Strategy Unit" released advise to venue operators to *"provide practical, preventative and problem-solving guidance, venue operators in reducing illicit drug trafficking and use in their venues."*

That document is attached to this report as an appendix and appropriate actions implemented (where possible) to assist venue operators. Crowd Controller and staff are front line staff when it comes to the identification of possible offenders and or weapon / drugs.

In all instances where the identification of a weapon or drugs has been made on the venue, staff /management are to contact Victoria Police. Staff are not to alert or confront the patron under any circumstance for their own safety.

In addition, the following principles will be followed within the venue:

1. Not tolerate illicit drug use and will notify Victoria Police immediately

The Dress Standard

- Footwear at all times
- Neat casual dress at all times
- No colours, biker insignia, or patches at all times
- No animals are permitted on the premises (except seeing eye dogs)
- As determined by the licensee from time to time

In addition, the following principles of the will be followed within the venue:

1. Ensure staff, including security staff, are clearly identifiable (e.g. uniforms, name tags)

Complaints Management Processes

Noise Complaints

In all circumstances, the Approved Manager is to handle all complaints no matter how trivial. All complaints must be entered in the incident/complaint report book which is contained within the liquor folder.

Venue Management Plan

Other Complaints

Complainants are to be directed to the management. The complainant is then to be allowed to voice their grievances and then we will respond. If the request is reasonable and a trivial matter, it may be dealt with by the approved manager. However, if the matter concerns the operational viability or is of a serious matter it should be recorded in writing and passed on to the Licensee.

The complainant should be advised that the licensee will respond to the complaint by way of writing within 14 days. The complainant should also be advised that if this is not satisfactory or the response is not going to alleviate the complaint the complainant should lodge a complaint with the Liquor Licensing Authorities or the local police Liquor Licensing Liaison Officer. Both addresses shall be made available on request.

Complaints Management Procedure

The following 'Complaints Management Procedure' will be implemented at the venue:

Complaints from neighbors, members of the public, or patrons:

Noise Complaints

In the event a noise complaint is received from a neighbour (business or residential), a member of the public or a patron of the venue relating to noise issues, the Manager on duty at the time the complaint is made is to handle the matter.

The complaint is to be handled appropriately and professionally regardless of its nature (i.e. trivial complaints).

Any complaint received in relation to noise is to be entered into the 'Incident Register' immediately upon receipt noting the complaint, the issues raised, and the actions taken because of the complaint.

Other Complaints

In the event a general complaint is received from a neighbor (business or residential), a member of the public or a patron of the venue relating to the general operation of the venue, the Manager on duty at the time the complaint is made is to initially handle the matter.

The complainant is to be given ample opportunity to voice his/her concerns and/or demands.

If the complaint and expected outcome is reasonable and/or trivial, the Manager can deal with the matter appropriately noting all issues raised, actions taken and the result of the matter within the 'Incident Register' prior to advising the owner.

If, however, the matter is of a serious nature or is relevant to the viability of the operation of the venue, details of the complainant need to be obtained and the matter handed over to the owner.

If this is the case, then the complainant should be advised that the licensee will respond to the complaint by way of writing within 14 days.

The complainant should also be advised that if this is not satisfactory or the response is not going to alleviate the complaint the complainant should lodge a complaint with the Liquor Licensing Authorities or the local police Liquor Inspector. Both addresses shall be made available on request.

Venue Management Plan

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All staff employed within the premises will be advised of the above complaints management policy and given a detailed description of its contents.

In addition, the following principles will be followed within the venue:

1. Respond to complaints from neighbour's, other traders and the public in a genuine, timely and even handed way

Waste Management

General

The following is a list of the different categories of waste materials that are expected to be generated as a result of the proposal:

1. Recyclable Material (GLASS)
2. Recyclable Material (GENERAL)
3. General Waste Material

The proprietors aim is to recycle as many types of waste materials as possible.

As per the litter reduction clause stipulated above each venue operator, at the end of each day's trade, will ensure a staff member/s conduct a perimeter check of the building and collect any litter that is directly associated with the venues.

Venue Management Plan

Bin Storage Location

The storage location for all bins associated with the site to be determined by the management.

Waste Minimization

The venue is dedicated to maintaining guidelines to control the amount of waste produced by the venue. The proprietor will be responsible for communication between management, subcontractors and employees regarding minimisation requirements during internal meetings.

Housekeeping

Housekeeping activities will ensure minimisation of waste and maximize the amount of recycling. All staff will be kept updated with in house housekeeping and waste management programs.

Recyclable Material

All recyclable material will be placed in designated bins as appropriate. These bins will be labeled clearly and according to type of material.

Emptying of Bottles & Cans

Emptying of bottles and cans into bins will only occur between 9am and 9pm on any day.

Policy review

This policy will be reviewed on a 12 monthly basis, or as required by the responsible authority.

Patron Code of Conduct

The venue is committed to minimising the harm that may arise from the misuse and abuse of alcohol within our local community by adopting the strategies contained within this patron code of conduct, as well as other in-house policies, and ensuring that the supply of alcohol does not detract from the amenity of our surrounding community. On this basis, the following patron 'Code of Conduct' is implemented within the venue and will be displayed in a manner that invites public attention within the premises:

Unacceptable Behavior

In accord with local planning policies, acceptable venue standards and our obligations under the Act, you, as a customer of these venues, can, and will, be refused service if you are intoxicated. Section 3AB of the Act states:

Venue Management Plan

'A person is in a state of intoxication if his or her speech, balance, co-ordination or behavior is noticeably affected and there are reasonable grounds for believing that this is the result of consumption of liquor.'

We have a legal obligation not to serve you if you are in a state of intoxication. In this instance you will be provided with water and asked to stop consuming alcohol. Some signs of intoxication we use as a guide include, but are not limited to:

- Dizziness
- Poor Coordination
- Slurred Speech
- Delayed Reactions
- Loss of inhibitions
- Unconsciousness/Sleepiness
- Aggressive behavior

Staff of these venues will not tolerate any disorderly, disruptive or offensive behavior at any time and any patron behaving in an unacceptable manner will be asked to leave the premises immediately. If you have been offended by the behavior of any of our staff or other patrons, please bring it to the attention of the manager on duty. All our staff have completed their Responsible Service of Alcohol certificate and have undergone rigorous in-house training.

We will also not tolerate any patron acting in a disrespectful or offensive manner towards any of our staff by the use of abusive/inappropriate language or inappropriate physical contact. Any patron showing disrespectful behavior to any of our staff will be asked to leave the premises immediately.

Complaints

We are ready and able to respond to issues raised by our patrons and neighbors at any time. If you wish to raise concerns regarding our venue with management, please contact us immediately.

Respect the Neighbourhood

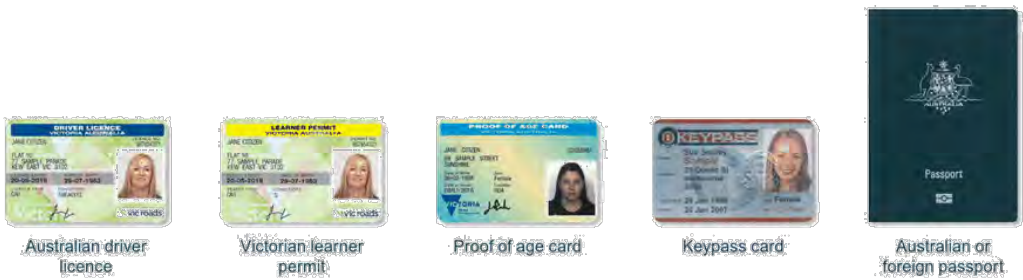
We ask that, when our patrons are leaving the venues, please do so in a quiet and peaceful manner and in an orderly fashion, paying due regard to our residential neighbourhood.

Proof of Age

In order to purchase and/or consume liquor on our premises, the following forms of age identifications are the only ones that will be accepted.

Venue Management Plan

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Any invalid or expired proof of age document, or other form of proof of age other than listed above, will not be accepted by venue operators.

Planning Permit Application 522/2017/P
Proposed Luxton Family Brewery at 25-27 Hartnett Drive Seaford

Assessment and Response Against *Crime Prevention Through Environmental Design (CPTED)* Principles

April 2018

Introduction and Background

Planning permit application 522/2017/P, currently being assessed by Council's Planning Department, proposes to establish a brewery and tavern at 25-27 Hartnett Drive Seaford.

This document provides an assessment and response against the *Crime Prevention Through Environmental Design (CPTED)* principles and has been prepared to assist Council's Community Strengthening Department's input to the application assessment process, as discussions with Social and Community Planner Kathryn Renwick suggested that CPTED principles are used as an assessment tool.

The Victoria Police website (http://www.police.vic.gov.au/content.asp?document_id=10444) provides a useful summary of CPTED principles, first produced on 21/03/2007 and later updated on 09/06/2015. The headings used in this assessment and the descriptions of each CPTED principle are taken directly from the Victoria Police document.

What is *Crime Prevention Through Environmental Design*?

Crime Prevention Through Environmental Design or "CPTED" (pronounced sep-ted) is an approach to crime prevention that takes into account the relationship between the physical environment and the users of that environment.

We all recognise when the space we are in sends us a message about safety: "this is a safe place" - or danger: "this is an unsafe place". The theory behind CPTED is that the design of a physical environment can produce behavioural effects that will reduce both the incidence and fear of crime. These behavioural effects can be accomplished by reducing the susceptibility of the environment to support criminal behaviour.

There are three basic strategies in CPTED:

1. Natural access control
2. Natural surveillance
3. Territorial reinforcement.

Strategy 1 - Natural Access Control

The design concept of access control is directed primarily at decreasing criminal accessibility. Natural access control restricts criminal intrusion, in particular into areas where they will not be easily observed, by:

- Limiting access; and
- Increasing natural surveillance.

Gates, fences, walls, footpaths, landscaping and lighting can be used to:

- Clearly guide the public to and from specific entrances and exits.
- Prevent or discourage public access to or from dark or unmonitored areas.
- Enable intruders to be more easily recognised.

Applicant Response

The proposed Luxton Family Brewery will address these principles by:

- *Limiting access to the premises from the front door only.*
- *Ensuring the entrance is well lit and signposted.*
- *Other external doors will have signage to direct patrons to front door.*
- *Employing Crowd controllers on late opening nights (9-11pm).*
- *Constructing fencing (subject to Council approval) at the side and rear of the property to block access to offenders and intruders.*

Activity Support

Activity support refers to safety measures that use a specific activity planned for a specific space. It involves locating an activity so individuals engaged in that activity become part of the natural surveillance system. The following examples demonstrate how activity support can operate to increase safety.

- The perception of safety for normal users of a space or building and the perception of risk for offenders can be increased by placing safe activities in places that will discourage would-be offenders.
- High-risk activities should be shifted to safer locations to overcome the vulnerability of these activities and to take advantage of natural surveillance within the safe area.
- Gathering areas should be located in areas that provide for natural surveillance and access control or in locations away from the view of would-be offenders

- Space can be scheduled to accommodate the most effective activities and to tolerate the appropriate intensity of particular behaviours.

Applicant Response

The proposed Luxton Family Brewery will address these principles by:

- *Requiring all consumption of alcohol to be within the building envelope defined on the "Red Line Plan".*
- *Providing a designated smoking area at the front of the premises where there is good visibility from Hartnett Drive and from inside the premises, through wall-to-wall showroom windows.*

Maintenance

Proper maintenance of landscaping, lighting treatment and other features can assist in the prevention of crime. For example:

- Maintaining lighting fixtures to prescribed standards.
- Maintaining landscaping prescribed standards.
- Balancing potential conflicts between surveillance and landscaping as groundcover, shrubs and trees mature.

Applicant Response

The proposed Luxton Family Brewery will address these principles by:

- *Ensuring buildings and lighting are maintained to a high standard.*
- *Maintaining car parking areas and grassed areas in good condition and enhancing the appearance where possible through landscaped plantings.*

Strategy 2 - Natural Surveillance

Natural surveillance is a design concept that aims to keep potential offenders and intruders under observation through the creation of environments where there is sufficient opportunity for people engaged in their normal behaviour to observe the space around them. Areas can be designed so they are more easily observed through:

- Design and placement of physical features to maximise visibility. For example, through building orientation, windows, entrances and exits, car parking areas, refuse containers, walkways, guard gates, landscape trees and shrubs, use of walls such as wrought iron or picket fences, signage and other physical obstructions.
- Placement of persons or activities to maximize surveillance possibilities.

- Maintenance of minimum lighting standards to provide for night-time illumination of parking lots, walkways, entrances, exits and related areas.

Applicant Response

The proposed Luxton Family Brewery will address these principles by:

- *Installation of Closed circuit television (CCTV) at the front and side of the premises to provide observation of the site and nearby on-street parking.*
- *Installing floodlights at the front and side of the premises to assist with visibility.*
- *Employing a Crowd Controller to regularly patrol nearby parking areas on late opening nights (9-11pm).*
- *Ensuring the location of trade waste bins is confined to well floodlit areas to minimise offender concealment opportunities.*

Strategy 3 - Territorial Reinforcement

Territoriality is a design concept that clearly delineates private space from semi-public and public spaces and also creates a sense of ownership. When there is a sense of ownership within a space, strangers and intruders stand out and are more easily identified. This can be achieved through:

- Reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones to enhance a feeling of legitimate ownership.
- Designing a space to accommodate long-term and continued use and to fit its intended purpose.
- Using pavement treatments, landscaping, art, signage, screening and fences to define and outline ownership of space.

Applicant Response

The proposed Luxton Family Brewery will address these principles by:

- *Installing signage to reinforce ownership of areas outside the premises.*
- *Constructing fencing (subject to Council approval) at the side and rear of the property.*

Planning Permit Application 522/2017/P
Proposed Luxton Family Brewery at 25-27 Hartnett Drive Seaford

About the Craft Brewing Industry Sector

April 2018

This information sheet describes the Craft Brewing industry sector, to assist Council to better understand the industry dynamics and this application.

The craft brewing industry is growing very strongly whereas the traditional commercial beer market is shrinking slowly. This is driven by the breakdown of traditional brand loyalties and a move to quality over quantity.

From less than 50 craft brewers 10 years ago there are now over 400 nationally with the majority being small businesses like this proposal.

Most are located in industrial areas due to their industrial process, but in fact over 90% have on-site “brewpub” venues which makes them a “hybrid” land use for local government planning purposes.

The venue aspect of “brewpubs” is increasingly important to the owners, as the “on premise” consumption provides much higher margins (up to 600%) than the competitive wholesale beer market (0-50%).

As is often the case with new types of activity and changes in technology and business dynamics, planning regulation has not contemplated the hybrid nature of “brewpubs”. Retail and Commercial zoning that would allow the consumption (drinking on premises) component does not contemplate the manufacturing (brewing) process; and vice-versa for industrial zoning. With most of the breweries being “brewpubs” and most of them operating in industrial zones, it is local government planning discretion that has allowed this growth.

“Brewpubs” have gravitated to industrial areas due to cheaper rents relative to retail and commercial precincts and the suitability of premises for the brewing manufacturing processes. “Brewpubs” have generally gravitated to “light” industrial areas due to the availability of smaller premises on major thoroughfares, with public transport, providing easy access (convenience) to a customer base. “Light” industrial areas are particularly attractive as they are usually employee and customer dense compared to “heavy” industrial areas. This provides a ready in-situ potential patronage.

The operating hours of the on-site consumption component of “brewpubs” tend to complement their light industrial location. Generally they open on Thursday to Sunday when most industry has ceased operation and create extended activity at their locations.

In practice the patronage is very low during business hours on weekdays, with any custom coming from in-situ employees and not adding to parking demand. Given that most businesses in industrial precincts do not operate on weekends and close at 4-5pm on weekdays (as observed at the proposed location) there is very little competing demand for parking. Light industrial activities are not so dissimilar from “brewpub” activities.

**Proposed Brewery at
25-27 Hartnett Drive Seaford
Planning Permit Application 522/2017/P**

**Evaluation of the Proposed Use
in the Context of Alcohol Related Harm**

*Presentation to Frankston City Council
by the proponents of the Luxton Family Brewery*

09/04/2018

1. Introduction

This submission has been prepared by the permit applicants for the proposed *Luxton Family Brewery* at 25-27 Hartnett Drive Seaford, to respond to Frankston City Council's concerns about the suitability of the proposed use and its locational context.

The submission refers to two relevant research reports:

- Allen Consulting Group: *Alcohol-Related Harm Study, July 2009*; and
- National Drug Law Enforcement Research Fund (NDLERF): *Drug and Alcohol Intoxication and Subsequent Harm in Night-time Entertainment Districts (DASHED) Research Bulletin, July 2017*.

2. Allen Consulting Group: Alcohol-Related Harm Study - July 2009

Allen Consulting Group was commissioned by the VCGLR to:

- Examine the link between alcohol-related harm and the operation of licensed premises; and
- Identify and assess models for attributing costs arising therefrom.

The study was a key input to the design of the proposed risk-based licensing system. It reviewed all relevant research in the field of alcohol-related harm.

In the study section titled “Which factors are the most strongly associated with alcohol-related harm?” (Page 22) five risk factors were identified. They were:

1. Operating hours;
2. Patron intoxication;
3. Extent of overcrowding;
4. Staffing and management practices;
5. Venue type.

Based on regression analysis, the following risk factors are correlated with the proxy for alcohol-related harm:

- Late opening hours (beyond 1.00am);
- Patron intoxication;
- Hotel gaming; and
- The combination of late opening hours and patron intoxication.

Predicted Rates of Offenses for Licensed Premises with Risk Factors:

Scenarios for different licensed premises	Sum or relevant coefficients	Predicted rate of offenses (over three year period)
Low Risk Licensed premises		
Premises with none of the above risk factors	0.25	1.3
Medium Risk Licensed premises		
Premises that close between 1.01am and 3.00am	0.54	1.7
Premises with two infringements*	0.7	2
Premises with hotel gaming facilities	0.74	2.1
High Risk licensed premises		
Premises that close between 3.01am and 5.00am	0.88	2.4
Licensed premise with three infringements	0.92	2.5
Very High Risk licensed premises		
Premises that close after 1.00am and has also had one or more infringements	1.15	3.1

When the proposal for the Luxton Family Brewery is compared to the above results it can be seen that it is **Low Risk** in the context of Alcohol Related Harm for the following reasons:

- Proposed closing at 11.00pm latest.
- No offer of gaming facilities.

- Zero infringements (*proxy for patron intoxication).

As the Luxton Family Brewery is a new establishment, the lack of infringements is a given but can be expected, as:

- Proposed maximum venue capacity of 75 is small, allowing easy observation of patrons for Responsible Service of Alcohol purposes.
- Being a small venue, staffing will be more constant allowing management to ensure RSA protocols are practiced.
- A combination of a premium product price point and relatively early closing assists against visitation by young drinkers that are high risk in terms of alcohol intoxication and drug taking.

3. National Drug Law Enforcement Research Fund (NDLERF): Drug and Alcohol intoxication and Subsequent Harm in Night-time Entertainment Districts (DASHED) Research Bulletin - July 2017.

This project was undertaken to determine the main drivers of alcohol and substance related harm in Canberra and Hobart entertainment precincts; and to identify opportunities to implement responses to reduce the level of harm associated with alcohol.

The findings of the report demonstrate that key drivers of alcohol related harm are consistent with those in other cities in Australia and internationally. For the most part, these can be linked back to:

- High concentrations of venues in a given district;
- Generally high levels of alcohol consumption in the community;
- Pre-drinking (normally related to price discrepancy between on-license and off-license outlets);
- Late trading hours;
- High levels of intoxication; and
- Failure of responsible service of alcohol legislation and training to ensure

intoxicated persons are not served more alcohol.

The proposal for the Luxton Family Brewery, when compared to the key drivers of alcohol related harm identified above, responds very positively as follows:

- The Hartnett Drive location is not in a district of concentration of licensed premises.
- The premium price point of craft beer mitigates against high consumption.
- Pre-drinking is generally associated with younger people wanting to attend later opening licensed premises, which is not offered in this proposal.
- The relatively early closing time of 11pm.
- The limited hours of opening mitigate against high levels of intoxication.
- Being a smaller venue, the compact size assists with implementing RSA practice.

4. Conclusion

The proposal for the Luxton Family Brewery is *Low Risk* in the context of Alcohol Related Harm, when assessed against evidence-based research conducted by qualified authorities. As such, there is no apparent reason for concern with the proposal from an Alcohol Related Harm perspective.

COPY OF EMAIL FROM APPLICANT DATED 15/05/2018

Hello Helen, We have reviewed the comments in your email of 10/05/18 below and are pleased to respond as follows:

Inconsistencies in Operating Hours

The Venue Management Plan has been corrected to reflect the opening times as sought in the planning report and other application documents, namely 12 noon to 11.00pm Wednesday to Sunday (closed Monday and Tuesday). The amended VMP is enclosed herewith to replace the earlier version.

Shuttle Bus

The applicant has committed to providing a shuttle bus service after 9.00pm on the two nights when the venue opens till 11.00pm. It would be operated by the permit applicants (the business operator) and the schedule would be designed to alternate with PTV route buses so as to provide a minimum 30-minute schedule in both directions between the subject site and Kananook Railway Station, with intermediate stops if required to provide other connections. The bus would be operated and driven by the applicants. If Council is satisfied with this, it can be added to / included in the Venue Management Plan, or required as a permit condition; or the permit condition could require an amended VMP incorporating these details. We do not consider a shuttle bus service is required before 9.00pm due to the existing PTV bus service frequency and also as this has not been required for the nearby Mr Banks venue.

Public Transport

While it is correct that the 779 bus route in Hartnett Drive stops at 9.30pm seven days a week, the 901 SmartBus operates at 30minutes intervals until 11.30pm weekdays and till 1.00am on Saturdays. Route 901 runs along Klauer Street which intersects with Hartnett Drive 600m from the subject premises, which is a walking length within acceptable planning standards.

Operating Hours

In regard to operating hours, the permit applicant has confirmed that opening hours of 12 noon to 9.00pm Wednesday, Thursday and Sunday and 12 noon to 11.00pm Friday and Saturday would be acceptable. This is a considerable compromise on the 11.00pm closing time on all days originally sought, in deference to the comments by Council's Community Strengthening Department. The venue would open to 11.00pm on only two of the five operating nights. Our clients require an 11.00pm closing time on Friday and Saturday for the viability of the operation; and for these reasons they could not agree to a 9.00pm nor a 10.00pm limit on those two nights.

Patron Numbers

In terms of maximum patron numbers, the applicant is prepared for this to be limited to 40 persons between 12 noon and 5.00pm on Wednesday, Thursday and Friday (as agreed in our discussions back on 16/02/18 to satisfy Council's traffic engineers' concerns about available on-street parking), with a maximum of 75 patrons after 5.00pm Wednesday to Sunday inclusive.

Concerns Regarding Late Closing Times

In regard to the comments by Community Strengthening regarding late closing times, we note as follows (see also the extensive submissions previously lodged):

- The subject site is in a much better location than Mr Banks from a public safety viewpoint. Mr Banks is in a secluded cul-de-sac location compared to the subject premises which is on a main road with bus routes, clear visibility of the public

realm and other premises open nearby. In any event, We understand Mr Banks is appealing their restricted operating hours to VCAT.

- The social and public safety concerns about opening beyond 9.00pm raised by the Community Strengthening Department have not been substantiated and no evidence has been put forward in this regard. The positive incremental activation benefits that the brewery will bring to the area have not been considered.
- The claim that all other premises nearby close by 9.00pm is incorrect. In the cluster of food premises at the corner of Hartnett Drive and Seaford Road, the pizza and seafood kebab outlets close at 10.00pm and sometimes later, and the fish and chip shop is the only one to close at 8.30pm.
- No argument has been advanced as to why the closing times of other businesses should be the benchmark for the opening hours of the brewery or why the current circumstances should remain unchanged in perpetuity. The nature and character of areas change gradually over time, (witness the dramatic change of night time activity in the Melbourne CBD and many activity centres in the last 20 years).
- The subject site is not in a location that has any amenity impact on residential areas; it is on a main road with public transport and other evening businesses nearby. Its very existence when open will actually improve safety and surveillance of the public realm, not diminish it.
- This is a family operated boutique venue, not a wholesale packaged liquor outlet or nightclub in a precinct with a concentration of licensed premises where social problems overwhelmingly are more prevalent.
- The applicant has responded to the CPTED and alcohol related harm issues in detailed submissions demonstrating that this will be a low risk family operated venue.
- All other municipalities allow late opening time for venues of this type.
- In our recent meeting with Cr Colin Hampton, the Mayor indicated his main concern was daytime car parking availability for industrial premises and little mention was made of the other issues raised by Community Strengthening.

We trust this is now an acceptable proposal and would ask that you give it favourable consideration. This is a well-thought out proposal to be run by a long-standing local, respected and community-minded family.

Kind regards
PETER TESDORPF

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We believe the aforementioned information and advice is accurate and reliable having been prepared with all due care and skill but no warranty of accuracy or reliability is given. Except insofar as statutory liability cannot be excluded, the company or any employee of the company accepts no responsibility or liability and legal liability is expressly excluded in respect of any errors, omissions or negligence. Any and all advice or material provided by others is the responsibility of the client and our recommendations are subject of approval of responsible authorities.

Executive Summary**11.6 May 2018 Town Planning Progress Report**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	4. A Well Managed City
Strategy:	4.2 Systems
Priority Action	4.2.3 Facilitate informed decision making through informed reporting and data management

Purpose

To provide Council with an update on the exercise of planning delegations by Council officers for the month of May 2018.

Recommendation (Director Community Development)

That Council receives and notes the May 2018 Town Planning Progress Report.

Key Points / Issues

This report provides Council with an update on the exercise of planning delegations by Council officers on the following items:

- Planning applications received;
- Planning decisions;
- Subdivision applications received;
- Subdivision decisions;
- Planning scheme amendments;
- VCAT appeal register; and
- VCAT decisions.

In May 2018, 70 applications for planning permits or amendments to permits were received, and 94 applications determined. A total of 48% of permit decisions were made within 60 days.

12 decisions related to multi-dwelling applications. All of these applications complied with the Multi-Dwelling Visitor Car Parking Guidelines.

No final VCAT decisions were handed down in May 2018.

Financial Impact

The State Government has introduced the “Fair Go Rates” system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

11.6 May 2018 Town Planning Progress Report**Executive Summary**

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

Consultation

This report provides details of all planning applications and decisions that are required to be considered in accordance with the Frankston Planning Scheme and the Planning and Environment Act (1987).

Consultation occurs with the community as part of the planning process of each application that requires public advertising.

Analysis (Environmental / Economic / Social Implications)

This report will not result in any identified environmental, economic or social impacts.

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.

Officer's Declaration of Interests

Under Section 80C of the *Local Government Act 1989*, officers providing advice or a report to Council must disclose any direct or indirect interest they have in a matter.

Council officers involved in the preparation of this report have no conflict of interest in this matter.

Risk Mitigation

There are no identified risks noted in relation to the preparation of this report.

Conclusion

This report provides Council with an overview of the activities and decisions made on planning applications.

ATTACHMENTS

Attachment A: [↓](#) Town Planning Progress Report - May 2018

Progress Report – Planning Applications Received For The Application Date: From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
212/2018/P	North-East	45 Lathams Road, Carrum Downs 3201	To use the land for an indoor recreation facility (Dancing School) (retrospective)	2/05/2018
214/2018/P	North-East	Southgateway Reserve 48R Southgateway, Langwarrin 3910	To remove four (4) trees	7/05/2018
31/2018/VS	North-East	46 Progress Drive, Carrum Downs 3201	Buildings and works to construct a mezzanine	9/05/2018
215/2018/P	North-East	1/55 Union Road, Langwarrin 3910	Illuminated signage to the building frontage.	9/05/2018
221/2018/P	North-East	120S Frankston Gardens Drive, Carrum Downs 3201	To construct two (2) bulk storage tanks	10/05/2018
223/2018/P	North-East	7 Cicala Court, Langwarrin 3910	To construct a single dwelling	11/05/2018
222/2018/P	North-East	588 - 590 Frankston-Dandenong Road, Carrum Downs 3201	To display business identification signage	11/05/2018
230/2018/P	North-East	75 Clifton Grove, Carrum Downs 3201	To subdivide the land into twenty eight (28) lots and common property	11/05/2018
226/2018/P	North-East	113A Hall Road, Carrum Downs 3201	Construction and use of a gymnasium	14/05/2018
227/2018/P	North-East	6 Harlaw Court, Langwarrin 3910	To construct a pergola	14/05/2018
231/2018/P	North-East	74-76 Hall Road, Carrum Downs 3201	Ten (10) lot subdivision	18/05/2018
236/2018/P	North-East	110 Wedge Road, Carrum Downs 3201	Twenty one (21) Lot subdivision	22/05/2018
242/2018/P	North-East	8 Access Way, Carrum Downs 3201	To construct one (1) warehouse with ancillary office	25/05/2018
238/2018/P	North-East	22 Athol Court, Langwarrin 3910	Two (2) lot subdivision	25/05/2018
244/2018/P	North-East	33 McCormicks Road, Carrum Downs 3201	To construct ten (10) dwellings	28/05/2018
North-East Ward Total: 15				
208/2018/P	North-West	24 Austin Road, Seaford 3198	To construct two (2) double storey dwellings	3/05/2018
216/2018/P	North-West	13 Hannah Street, Seaford 3198	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	8/05/2018
218/2018/P	North-West	13 Centenary Street, Seaford 3198	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	9/05/2018
219/2018/P	North-West	95 Nepean Highway, Seaford 3198	Two (2) lot subdivision	9/05/2018

Progress Report – Planning Applications Received For The Application Date: From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
232/2018/P	North-West	42 Nepean Highway, Seaford 3198	Four (4) lot subdivision	11/05/2018
224/2018/P	North-West	23 Coral Street, Frankston 3199	Relocate dependant persons unit	14/05/2018
228/2018/P	North-West	13 Pine Street, Frankston North 3200	To construct two (2) double storey dwellings	15/05/2018
240/2018/P	North-West	25 Bouvardia Crescent, Frankston North 3200	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	18/05/2018
37/2018/VS	North-West	Ballam Park 260R Cranbourne Road, Frankston 3199	To construct a shed within a Special Building Overlay (SBO)	21/05/2018
35/2018/VS	North-West	28 Rosslyn Avenue, Seaford 3198	To construct an extension to an existing single storey dwelling within the Special Building Overlay.	21/05/2018
34/2018/VS	North-West	17 McAlister Street, Frankston 3199	Two (2) lot subdivision	21/05/2018
38/2018/VS	North-West	99 Kananook Avenue, Seaford 3198	Two (2) lot subdivision	22/05/2018
234/2018/P	North-West	211-279 Skye Road, Frankston 3199	To remove forty three (43) Trees	25/05/2018
39/2018/VS	North-West	13 Monterey Boulevard, Frankston North 3200	Two (2) lot subdivision	31/05/2018
North-West Ward Total: 14				
213/2018/P	South	14 Hoadley Avenue, Frankston South 3199	Extension to an existing dwelling	2/05/2018
30/2018/VS	South	8 Chetwyn Court, Frankston South 3199	Removal of one (1) tree	3/05/2018
210/2018/P	South	Bathing Box 46, Off Palm Court, Frankston 3199	Building and works to an existing bathing box number 46	7/05/2018
209/2018/P	South	17 Willora Court, Frankston South 3199	Building and works to construct extensions to the existing dwelling under the Design and Development Overlay Schedule 1.	7/05/2018
217/2018/P	South	34 Partridge Crescent, Frankston 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	9/05/2018
220/2018/P	South	27 Bergman Road, Langwarrin 3910	To construct a shed	10/05/2018
237/2018/P	South	47 Brighton Street, Frankston South 3199	To construct a swimming pool	10/05/2018
233/2018/P	South	49 Bayview Road, Frankston 3199	Two (2) lot subdivision	10/05/2018
225/2018/P	South	56 Cliff Road, Frankston 3199	Extension to an existing dwelling	17/05/2018

Progress Report – Planning Applications Received For The Application Date: From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
32/2018/VS	South	69 Baileyana Street, Frankston South 3199	To construct a front fence within a Significant Landscape Overlay	18/05/2018
36/2018/VS	South	6 Yamala Drive, Frankston South 3199	To construct a front fence	21/05/2018
229/2018/P	South	40-46 McMahons Road, Frankston 3199	To construct one (1) new building to an existing service station	21/05/2018
241/2018/P	South	4 Ithaca Road, Frankston South 3199	Variation of restrictive covenant	23/05/2018
235/2018/P	South	52-56 Frankston-Flinders Road, Frankston 3199	To use the land for a Medical Centre and reduction of car parking requirements	25/05/2018
243/2018/P	South	14 Sibyl Avenue, Frankston South 3199	Extension to an existing dwelling	28/05/2018
South Ward Total: 15				
Total New Applications: 44				

Progress Report – Amendments to Planning Permits - Received For The Application Date: From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
528/2017/P/A	North-East	390 McClelland Drive, Langwarrin 3910	Secondary Consent - Alterations and additions to existing McClelland Gallery Building (Education pavilion and terrace lawn area) and vegetation removal	1/05/2018
264/2017/P/B	North-East	13 Alluvian Way, Carrum Downs 3201	Secondary consnet - To construct two (2) double storey dwellings	3/05/2018
316/2017/P/A	North-East	Shop 8/1095 Frankston-Dandenong Road, CARRUM DOWNS 3201	Section 72 - Supply and consumption of liquor for a restaurant and cafe licence associated with the use of part of the land as a food and drink premises (as of right) in a Commercial 1 Zone	9/05/2018
378/2012/P/H	North-East	11 Cedar Street, Langwarrin 3910	Extension of time - To construct one (1) double storey dwelling to the rear of the existing dwelling (Two (2) dwellings)	11/05/2018
319/2015/P/D	North-East	28-40 Colemans Road, Carrum Downs 3201	Extension of time - To construct up to eighty-five (85) factories and a reduction in car parking	15/05/2018
542/2013/P/F	North-East	160 Potts Road, LANGWARRIN 3910	Extension of Time - Twenty five (25) lot subdivision in stages, Native Vegetation Removal and to amend the Development Plan Section 173 Agreement Dealing No. AN171097P (21/2016/S173)	16/05/2018
264/2017/P/C	North-East	13 Alluvian Way, Carrum Downs 3201	Secondary Consent - To construct two (2) double storey dwellings	21/05/2018
316/2014/P/C	North-East	34 Potts Road, Langwarrin 3910	Secondary Consent - To construct twenty four (24) single storey dwellings to the rear of existing dwelling (twenty five dwellings)	23/05/2018
North-East Ward Total: 8				
223/2017/P/C	North-West	35 Nepean Highway, Seaford 3198	Section 72 - To construct one (1) double storey dwelling	10/05/2018
372/2014/P/B	North-West	25 Bainbridge Avenue, Seaford 3198	Extension of Time - To construct two (2) double storey dwellings	17/05/2018
372/2014/P/B	North-West	58 Boonong Avenue, Seaford 3198	Extension of Time - To construct two (2) double storey dwellings	17/05/2018
407/2016/P/B	North-West	209 Nepean Highway, Seaford 3198	Section 72 - To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	17/05/2018
655/2016/P/B	North-West	28 Nabilla Avenue, Seaford 3198	Secondary Consent - To construct two (2) double storey dwellings	21/05/2018
51/2018/P/A	North-West	493 Frankston-Dandenong Road, Carrum Downs 3201	Secondary Consent - To undertake buildings and works; and to erect and display business identification and electronic signage	21/05/2018

Progress Report – Amendments to Planning Permits - Received For The Application Date: From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
635/2016/P/D	North-West	112 Austin Road, Seaford 3198	Secondary consent - To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	28/05/2018
150/2011/P/F	North-West	42 Wangarra Road, Frankston 3199	Extension of time - Construct one (1) double storey dwelling to the rear of the existing dwelling	30/05/2018
North-West Total: 8				
581/2014/P/D	South	6 Bloom Street, Frankston 3199	Secondary Consent - To construct two (2) double storey dwellings to the rear of the existing dwelling (three (3) dwellings)	1/05/2018
186/2013/P/C	South	160 Beach Street, Frankston 3199	Section 72 - To construct works to the existing building (entry)	1/05/2018
261/2017/P/A	South	7 Bridgewater Court, Langwarrin 3910	Secondary consent - Use and Building and works to construct one (1) single storey dwelling	2/05/2018
427/2016/P/C	South	20 Bembridge Avenue, Frankston South 3199	Section 72 - To construct extensions to an existing dwelling	3/05/2018
17/2016/P/B	South	515 Robinsons Road, Langwarrin 3910	Extension of time - To construct a shed exceeding 100 square metres of total floor area	4/05/2018
219/2014/P/B	South	31 Cliff Road, Frankston 3199	Extension of time - To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	17/05/2018
660/2013/P/C	South	51 Bangalay Avenue, Frankston South 3199	Section 72 - To construct additions to the existing dwelling within a Bushfire Management Overlay and Environment Significance Overlay - Schedule 1	23/05/2018
523/2009/P/D	South	34-38 Nirvana Close, Langwarrin South 3911	Section 72 - Three (3) lot subdivision and native vegetation removal	28/05/2018
74/2014/P/C	South	616 Nepean Highway, Frankston South 3199	Section 72 - Six (6) lot subdivision (realignment of boundaries) in accordance with the Oliver's Hill Restructure Plan (Planning Scheme Amendment C46 Part 1) and variation to easements.	28/05/2018
553/2014/P/A	South	21 Warrandyte Road, Langwarrin 3910	Secondary consent - To construct twelve (12) single storey dwellings and seventeen (17) double storey dwellings (twenty nine (29) dwellings) and vegetation removal	30/05/2018
South Ward Total: 10				
Total Amendments to Applications: 26				

Progress Report – Planning Application Decisions For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
143/2007/P/C	East	51 McCormicks Road, Carrum Downs 3201	Secondary consent - Construction of six (6) dwellings (five (5) single storey and one (1) double storey) and to modify vehicle access to a road zoned Road Zone Category 1.	Secondary Consent Approved	18/05/2018
East Ward Total: 1					
732/2014/P/C	North-East	4 Hall Road, Carrum Downs 3201 1255 Frankston-Dandenong Road, Carrum Downs 3201	Extension of time - Construction of Thirty Four (34) dwellings in a three (3) storey building and reduction in car parking provision	Extension of Time Approved	2/05/2018
528/2017/P/A	North-East	390 McClelland Drive, Langwarrin 3910	Secondary Consent - Alterations and additions to existing McClelland Gallery Building (Education pavilion and terrace lawn area) and vegetation removal	Secondary Consent Approved	4/05/2018
77/2017/P/D	North-East	75 Clifton Grove, Carrum Downs 3201	Section 72 - The use and construction of twenty eight (28) warehouses and the removal of native vegetation	Permit Approved	4/05/2018
58/2017/P/B	North-East	1 Luscombe Avenue, Carrum Downs 3201	Secondary consent - To construct one (1) dwelling to the rear of the existing dwelling (two (2) dwellings)	Secondary Consent Approved	7/05/2018
102/2018/P	North-East	5 Lemnian Court, Langwarrin 3910	The construction of extensions to an existing dwelling within the Bushfire Management Overlay	Permit Approved	8/05/2018
41/2018/P	North-East	65 Kelvin Grove, Langwarrin 3910	To construct an extension to an existing dwelling	Permit Approved	8/05/2018
90/2018/P	North-East	8 Lemnian Court, Langwarrin 3910	To construct one (1) single storey dwelling within the Bushfire Management Overlay	Permit Approved	8/05/2018
150/2018/P	North-East	22-24 Frankston Gardens Drive, Carrum Downs 3201	To undertake buildings and works for a silo in association with the existing use (concrete manufacturing).	Permit Approved	9/05/2018
528/2004/P/F	North-East	52 Boundary Road, Carrum Downs 3201	Extension of time - Blgs and Wrks (Cultural Centre) for Hindu Temple	Extension of Time Approved	14/05/2018
19/2018/P	North-East	18 Dorchester Crescent, Carrum Downs 3201	To construct one double storey dwelling to the front of existing dwelling (two (2) dwellings)	Permit Approved	16/05/2018
110/2018/P	North-East	7 Elm Grove, Langwarrin 3910	Two (2) lot subdivision	Permit Approved	17/05/2018

Progress Report – Planning Application Decisions For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
428/2017/P	North-East	25A & 39A Anthony Street, Langwarrin 3910	Two (2) lot re-subdivision	Permit Approved	17/05/2018
449/2017/P	North-East	18 Madisson Crescent, Carrum Downs 3201	To construct three (3) double storey dwellings and a three (3) lot subdivision	Permit Approved	17/05/2018
48/2018/P	North-East	4/335 Ballarto Road, Carrum Downs 3201	To use land to sell and consume liquor (Restaurant and Cafe Liquor Licence) Monday to Sunday from 11am to 12midnight, and on Good Friday and Anzac Day between 12noon to 5pm	Application Withdrawn	17/05/2018
186/2018/P	North-East	178 Lyrebird Drive, Carrum Downs 3201	Two (2) lot subdivision	Permit Approved	18/05/2018
69/2018/P	North-East	4 Enterprise Circuit, Carrum Downs 3201	To construct a mezzanine floor and reduce the car parking requirement of Clause 52.06 of the Frankston Planning Scheme.	Permit Approved	18/05/2018
596/2017/P	North-East	24 Lathams Road, Carrum Downs 3201	Use of the land for retail, amusement parlour purposes, construct buildings and works, display of business identification signage and reduction in car parking.	Permit Approved	22/05/2018
96/2018/P	North-East	7 Network Drive, Carrum Downs 3201	The construction of two (2) warehouses	Permit Approved	22/05/2018
135/2013/P/G	North-East	25 Lats Avenue, Carrum Downs 3201	Section 72 - One hundred and five (105) lot subdivision with common property, municipal reserves and roads in stages	Permit Approved	23/05/2018
187/2018/P	North-East	63 Greenwood Drive, Carrum Downs 3201	Two (2) lot subdivision	Permit Approved	23/05/2018
291/2017/P/A	North-East	17 Hafey Way, Langwarrin 3910	Secondary Consent - To construct one (1) single storey dwelling	Secondary Consent Approved	24/05/2018
31/2018/VS	North-East	46 Progress Drive, Carrum Downs 3201	Buildings and works to construct a mezzanine	Permit Approved	24/05/2018
176/2018/P	North-East	10 Glazebury Court, Langwarrin 3910	Two (2) lot subdivision	Permit Approved	25/05/2018
2/2018/P	North-East	14 Grain Store Court, Langwarrin 3910	To construct two (2) double storey dwellings and three (3) single storey dwellings (five (5) dwellings)	Application Refused	25/05/2018

Progress Report – Planning Application Decisions For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
517/2017/P	North-East	1 Network Drive, Carrum Downs 3201	To construct two (2) warehouses	Permit Approved	25/05/2018
30/2018/P	North-East	38 Whimbrel Crescent, Carrum Downs 3201	Two (2) lot subdivision	Permit Approved	30/05/2018
5/2017/P	North-East	34 Richmond Avenue, Carrum Downs 3201	Two (2) lot re-subdivision	Permit Approved	30/05/2018
646/2015/P/E	North-East	81 Boundary Road, Carrum Downs 3201	Section 72 - To construct buildings and works in association with industry in two (2) stages and a reduction in carparking requirements	Permit Approved	30/05/2018
42/2018/P	North-East	12 Northgateway, Langwarrin 3910	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings) and a two (2) lot subdivision	Permit Approved	31/05/2018
593/2017/P	North-East	66 McCormicks Road, Skye 3977	To alter the access adjacent to a Road Zone Category 1 and display business identification signs.	Permit Approved	31/05/2018
North-East Ward Total: 30					
147/2018/P	North-West	3A Park Street, Seaford 3198	To remove one (1) tree	No Permit Required	1/05/2018
174/2018/P	North-West	28 Nabilla Avenue, Seaford 3198	Two (2) lot subdivision	Permit Approved	8/05/2018
188/2017/P	North-West	30 Fulmar Street, Carrum Downs 3201	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Permit Approved	15/05/2018
292/2016/P/C	North-West	10 Mona Street, Seaford 3198	Secondary consent - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Secondary Consent Approved	15/05/2018
328/2017/P	North-West	19 O'Grady Avenue, Frankston 3199	Use and construction of four (4) double storey dwellings	Notice of Decision	15/05/2018
36/2017/P	North-West	5 & 7 Queen Street, Frankston 3199	To construct four (4) double storey dwellings	Permit Approved	16/05/2018
369/2017/P	North-West	79 & 81 Beach Street, Frankston 3199 2 Queen Street, Frankston 3199	To construct fifteen (15) dwellings and to create or alter access to a road in a Road Zone Category 1	Permit Approved	16/05/2018
499/2017/P	North-West	26 McAlister Street, Frankston 3199	To construct three (3) double storey dwellings	Permit Approved	17/05/2018
49/2016/P/A	North-West	47 - 49 Kareela Road, Frankston 3199	Condition 1 - Five (5) lot subdivision	Permit Approved	21/05/2018

Progress Report – Planning Application Decisions For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
115/2018/P	North-West	21 Stawell Street, Seaford 3198	To modify the existing single storey dwelling into two (2) single storey dwellings	Application Refused	22/05/2018
161/2018/P	North-West	10 Kananook Avenue, Seaford 3198	Construct an outbuilding, swimming pool and front fence in a Special Building Overlay (SBO)	Permit Approved	22/05/2018
348/2017/P	North-West	345 Nepean Highway, Frankston 3199	To construct a five (5) storey building including basement, comprising twenty five (25) apartments with retail (shop) at ground floor and reduction in car parking	Permit Approved	22/05/2018
235/2015/P/B	North-West	187 Nepean Highway, Seaford 3198	Section 72 Amendment - Construction of four (4) dwellings and alter access to a Road Zone Category 1 to amend the permit by considering amended plans to include roof top terraces to the four (4) dwellings.	Permit Approved	24/05/2018
35/2018/VS	North-West	28 Rosslyn Avenue, Seaford 3198	To construct an extension to an existing single storey dwelling within the Special Building Overlay.	Permit Approved	24/05/2018
614/2016/P	North-West	197 Karingal Drive, Frankston 3199	To erect and display an internally illuminated, floodlit, electronic major promotion sign	Permit Approved	24/05/2018
86/2015/P/C	North-West	25 McKenzie Street, Seaford 3198	Extension of time - To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings), garage and outbuilding	Extension of Time Approved	24/05/2018
128/2018/P	North-West	12 Coral Street, Frankston 3199	To construct a shed in a Special Building Overlay	Permit Approved	25/05/2018
82/2018/P	North-West	20 Stephenson Road, Seaford 3198	To use the land for an indoor recreation facility (Archery Club)	Permit Approved	25/05/2018
326/2014/P/D	North-West	16 Mereweather Avenue, Frankston 3199	Secondary consent - Use and development of the land for five (5) three storey dwellings and one (1) double storey (six (6) dwellings)	Secondary Consent Approved	28/05/2018
134/2018/P	North-West	2 Bardia Avenue, Seaford 3198	Extension to an existing dwelling	Permit Approved	29/05/2018
346/2017/P	North-West	14 Bragge Street, Frankston 3199	To construct six (6) triple storey dwellings	Application Refused	29/05/2018

Progress Report – Planning Application Decisions For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
29/2017/P	North-West	147 Beach Street, Frankston 3199	To construct a two storey building to be used for accommodation (Boarding House with six (6) bedrooms and seven habitable rooms), office and removal of drainage easement	Application Refused	30/05/2018
181/2018/P	North-West	2 Kananook Avenue, Seaford 3198	To construct an outbuilding (shed) in a Special Building Overlay (SBO)	Permit Approved	31/05/2018
468/2016/P	North-West	11 Frallon Crescent, Frankston 3199	To construct (1) double storey dwelling to rear of existing dwelling (two (2) dwellings)	Permit Approved	31/05/2018
506/2017/P	North-West	11 Selsey Street, Seaford 3198	To construct two (2) double storey dwellings	Permit Approved	31/05/2018
79/2018/P	North-West	11 Bouvardia Crescent, Frankston North 3200	Two (2) lot subdivision	Permit Approved	31/05/2018
North-West Ward Total: 26					
29/2018/VS	South	10 Albany Place, Frankston South 3199	Extension to an existing dwelling	No Permit Required	1/05/2018
95/2018/P	South	2 Golf Links Road, Frankston South 3199	To undertake buildings and works in association with an existing Section 2 use (convenience restaurant) and to erect and display business identification signage	Permit Approved	2/05/2018
680/2013/P/E	South	126 Williams Street, Frankston 3199	Section 72 - To construct four (4) double storey dwellings	Application Lapsed	3/05/2018
374/2017/P	South	4C Kristen Close, Frankston South 3199	To construct one (1) double storey dwelling and to remove native vegetation.	Permit Approved	4/05/2018
422/2017/P	South	26 Overport Road, Frankston South 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Notice of Decision	4/05/2018
166/2017/P	South	46 Screen Street, Frankston 3199	To construct four (4) single storey dwellings	Permit Approved	7/05/2018
139/2018/P	South	72-84 Robinsons Road, Frankston South 3199	To remove one (1) substantial tree within the Significant Landscape Overlay Schedule 1 (SLO1).	Permit Approved	8/05/2018
158/2018/P	South	70 Wells Street, Frankston 3199	To alter an existing building façade and to erect and display business identification signage	Permit Approved	8/05/2018

Progress Report – Planning Application Decisions For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
356/2017/P	South	79 McComb Boulevard, Frankston South 3199	To construct two (2) double storey dwellings and vegetation removal.	Permit Approved	8/05/2018
54/2018/P	South	2 Glenview Crescent, Frankston 3199	Two (2) lot subdivision	Permit Approved	8/05/2018
621/2015/P/A	South	4 Outlook Road, Frankston 3199	Secondary consent - To construct one double storey and one single storey dwelling (two (2) dwellings)	Secondary Consent Approved	9/05/2018
205/2016/P/E	South	53 Nolan Street, Frankston 3199	Secondary Consent - To construct two (2) double storey dwellings	Secondary Consent Approved	10/05/2018
68/2017/P/C	South	2 Orrong Avenue, Frankston 3199	Secondary consent - Extensions to an existing dwelling in a Design and Development Overlay Schedule 6	Secondary Consent Approved	15/05/2018
83/2018/P	South	17 Fenton Crescent, Frankston South 3199	Extension to an existing dwelling	Application Lapsed	15/05/2018
123/2018/P	South	169 Humphries Road, Frankston South 3199	To construct extensions to the existing dwelling.	Permit Approved	16/05/2018
253/2017/P	South	100 West Road, Langwarrin South 3911	Retrospective buildings and works associated with existing use group accommodation and native vegetation removal (one (1) tree).	Permit Approved	16/05/2018
30/2018/VS	South	8 Chetwyn Court, Frankston South 3199	Removal of one (1) tree	Permit Approved	16/05/2018
565/2017/P	South	95 Humphries Road, Frankston South 3199	To construct one (1) double storey dwelling exceeding 7.0 metres in height, to remove substantial trees and to undertake works within the Tree Protection Zone of substantial trees	Permit Approved	16/05/2018
168/2018/P	South	49 Stotts Lane, Frankston South 3199	To construct an outbuilding in a Design and Development Overlay “Schedule 1 (DDO1)”	Permit Approved	17/05/2018
171/2018/P	South	22 Blaxland Avenue, Frankston South 3199	To construct a domestic swimming pool within a Design and Development Overlay Schedule 9 (DDO9)	Permit Approved	17/05/2018
56/2018/P	South	70 Blaxland Avenue, Frankston South 3199	To construct extensions to an existing dwelling	Notice of Decision	17/05/2018

Progress Report – Planning Application Decisions For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
61/2018/P	South	31-33 Chetwyn Court, Frankston South 3199	To remove vegetation within the Significant Landscape Overlay (Schedule 3)	Application Lapsed	18/05/2018
209/2018/P	South	17 Willora Court, Frankston South 3199	Building and works to construct extensions to the existing dwelling under the Design and Development Overlay Schedule 1.	Permit Approved	21/05/2018
385/2017/P	South	7 The Range, Frankston South 3199	To construct two (2) double storey dwellings	Application Refused	21/05/2018
505/2017/P/A	South	94 Heatherhill Road, Frankston 3199	Condition 1 - Two (2) lot subdivision	Permit Approved	21/05/2018
656/2016/P/A	South	14 Cranhaven Road, Langwarrin 3910	Condition 1 - Two (2) subdivision	Permit Approved	21/05/2018
276/2017/P	South	18 Yamala Drive, Frankston South 3199	To construct a replacement bridge, a 1m high retaining wall and associated works within a carriageway easement to allow access for a light recreation vehicle; and removal of two trees	Permit Approved	22/05/2018
479/2017/P	South	5 Hastings Road, Frankston 3199	Use of the land for a Medical Centre and the construction of a three (3) storey building (plus basement), business identification signage, and creation of access to a road in a Road Zone Category 1	Notice of Decision	22/05/2018
481/2017/P	South	3 McLean Court, Frankston South 3199	To construct three (3) structures ancillary to the existing dwelling (garage, shed and alfresco area) and to build outside the registered Building Envelope (Section 173 Agreement)	Notice of Decision	25/05/2018
112/2018/P	South	29 Hoadley Avenue, Frankston South 3199	To construct extensions to the existing dwelling within a Design and Development Overlay (Schedule 9)	Permit Approved	29/05/2018
16/2018/P	South	14 Overport Road, Frankston South 3199	To construct three (3) dwellings (one single storey and two double storey)	Application Lapsed	29/05/2018
557/2017/P	South	23 Brighton Street, Frankston South 24 Picnic Street, Frankston South 3199	Removal of restriction on subdivision requiring development to be in accordance with Planning Permit 021003.	Permit Approved	29/05/2018

Progress Report – Planning Application Decisions For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
138/2018/P	South	64 Baden Powell Drive, Frankston South 3199	Three (3) lot subdivision	Permit Approved	30/05/2018
290/2017/P	South	38 Hillcrest Road, Frankston 3199	To construct five (5) double storey dwellings	Application Refused	30/05/2018
315/2017/P	South	35-37 Towerhill Road, Frankston South 3199	To construct six (6) double storey dwellings	Application Refused	30/05/2018
32/2018/VS	South	69 Baileyana Street, Frankston South 3199	To construct a front fence within a Significant Landscape Overlay	Permit Approved	30/05/2018
14/2018/P	South	14 Newton Avenue, Langwarrin South 3911	The construction of an outbuilding and the removal of one (1) significant tree.	Permit Approved	31/05/2018
25/2018/P	South	78-80 High Street, Frankston 3199	Two (2) lot subdivision	Permit Approved	31/05/2018
South Ward Total: 38					
Total Planning Application Decisions: 94					

Progress Report – Subdivision Application Received For The Application Date: From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
62/2018/S	North-East	75 Clifton Grove, Carrum Downs 3201	To subdivide the land into twenty eight (28) lots and common property	11/05/2018
63/2018/S	North-East	74-76 Hall Road, Carrum Downs 3201	Ten (10) lot subdivision	18/05/2018
59/2018/S	North-East	100 Brunnings Road, Carrum Downs 3201	Consolidation of lots	23/05/2018
60/2018/S	North-East	17 Madisson Crescent, Carrum Downs 3201	Six (6) lot subdivision	23/05/2018
68/2018/S	North-East	22 Athol Court, Langwarrin 3910	Two (2) lot subdivision	30/05/2018
North-East Ward Total: 5				
64/2018/S	North-West	42 Nepean Highway, Seaford 3198	Four (4) lot subdivision	11/05/2018
61/2018/S	North-West	99 Kananook Avenue, Seaford 3198	Two (2) lot subdivision	25/05/2018
69/2018/S	North-West	13 Monterey Boulevard, Frankston North 3200	Two (2) lot subdivision	31/05/2018
North-West Ward Total: 3				
56/2018/S	South	57 Alicudi Avenue, Frankston South 3199	Six (6) lot subdivision	9/05/2018
65/2018/S	South	49 Bayview Road, Frankston 3199	Two (2) lot subdivision	10/05/2018
57/2018/S	South	2 Diosma Court, Frankston South 3199	Two (2) lot subdivision	23/05/2018
58/2018/S	South	5 Crathie Court, Frankston 3199	Removal of Easement	23/05/2018
66/2018/S	South	50 Gardeners Road, Langwarrin South 3911	Two (2) lot subdivision (Staged subdivision)	30/05/2018
67/2018/S	South	50 Gardeners Road, Langwarrin South 3911	Four (4) lot subdivision (staged subdivision)	30/05/2018
South Ward Total: 6				
Total Subdivision Applications: 14				

Progress Report – Subdivision Decisions					
For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
77/2017/S	North-East	41 Beech Street, Langwarrin 3910	Two (2) lot subdivision	SOC Issued (M)	8/05/2018
53/2016/S	North-East	195 McCormicks Road, CARRUM DOWNS 3201	To remove an easement	SOC Issued (M)	10/05/2018
101/2017/S	North-East	13 Gonis Crescent, Carrum Downs 3201	Five (5) lot subdivision	Certification and SOC Issued	16/05/2018
102/2014/S	North-East	34 Potts Road, Langwarrin 3910	Twenty five (25) lot subdivision	SOC Issued (M)	23/05/2018
59/2018/S	North-East	100 Brunnings Road, Carrum Downs 3201	Consolidation of lots	Certification and SOC Issued	25/05/2018
117/2016/S	North-East	4 Herbert Road, Carrum Downs 3201	Twelve (12) lot subdivision	Certification and SOC Issued	29/05/2018
127/2016/S	North-East	72 Beech Street, Langwarrin 3910	Two (2) lot subdivision	SOC Issued (M)	29/05/2018
42/2018/S	North-East	25 Lats Avenue, Carrum Downs 3201	Two (2) lot subdivision	Certified	29/05/2018
North-East Ward Total: 8					
195/2015/S	North-West	27 East Road, SEAFORD 3198	Two (2) lot subdivision	Certified	1/05/2018
99/2017/S	North-West	12 Radiata Street, Frankston North 3200	Two (2) lot subdivision	Certification and SOC Issued	2/05/2018
10/2018/S	North-West	10 Mona Street, Seaford 3198	Two (2) lot subdivision	Certification and SOC Issued	17/05/2018
11/2016/S	North-West	47 Kareela Road, FRANKSTON 3199	Five (5) lot subdivision	Certification and SOC Issued	21/05/2018
31/2016/S	North-West	17 East Road, Seaford 3198	Two (2) lot subdivision	SOC Issued (M)	21/05/2018
146/2017/S	North-West	171 Austin Road, Seaford 3198	Two (2) lot subdivision	Certified	25/05/2018

Progress Report – Subdivision Decisions					
For The Application Date: From 1/05/2018 To 31/05/2018					
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
North-West Total: 6					
154/2016/S	South	107 Fleetwood Crescent, Frankston South 3199	Two (2) lot subdivision	SOC Issued (M)	4/05/2018
51/2017/S	South	33 Ithaca Road, Frankston South 3199	Certification of Two Lot Subdivision	SOC Issued (M)	9/05/2018
118/2014/S	South	5 Clarendon Street, FRANKSTON 3199	Two (2) lot subdivision	SOC Issued (M)	10/05/2018
50/2018/S	South	1 Gertrude Street, Frankston 3199	Consolidation of Lots	Application Withdrawn (M)	15/05/2018
34/2017/S	South	26 Hamilton Grove, Frankston South 3199	Three (3) lot subdivision	Certification and SOC Issued	15/05/2018
113/2017/S	South	94 Highfield Drive, Langwarrin South 3911	Two (2) lot subdivision	Certified	17/05/2018
158/2016/S	South	14 Cranhaven Road, Langwarrin 3910	Two (2) lot subdivision	Certified	22/05/2018
30/2017/S	South	11 Norman Avenue, Frankston South 3199	Two (2) lot subdivision	Certification and SOC Issued	24/05/2018
108/2016/S	South	640 Nepean Highway, Frankston South 3199	Recertification	SOC Issued (M)	30/05/2018
South Ward Total: 9					
Total Subdivision Decisions: 23					

Town Planning Applications – Direction To Advertise Issued From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Application Date</u>
49/2018/P	North-East	74 Southgateway, Langwarrin 3910	To construct two (2) single storey dwellings	1/02/2018
180/2018/P	North-East	56 Maria Drive, Langwarrin 3910	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings) and two (2) lot subdivision	11/04/2018
598/2017/P	North-East	5 Ash Grove South, Langwarrin 3910	To construct three (3) double storey dwellings	18/12/2017
33/2018/P	North-East	20 Currawong Drive, Carrum Downs 3201	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	22/01/2018
81/2018/P	North-East	58 Luscombe Avenue, Carrum Downs 3201	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	23/02/2018
398/2011/P/D	North-East	1 Cranbourne-Frankston Road, Langwarrin 3910	<p>Section 72 - Alterations and additions to the existing service station. To amend the permit by</p> <ul style="list-style-type: none"> - Delete the wording “carrying out of minor repairs to motor vehicles, including routine servicing such as oiling, greasing and cleaning in condition 7 of the planning permit and insert selling of motor vehicles accessories and parts, selling of food and drink and other convenience goods, the servicing or washing of motor vehicles and installing of motor vehicle accessories or parts and must not be used for Motor Repair.” - Use the existing workshop building for vehicle servicing (by Rapid Tune Automotive Services) - Display business identification signs. - Amending the plans to comply with the proposed conditions. 	26/03/2018
144/2018/P	North-East	27 Alder Street, Langwarrin 3910	To construct one (1) dwelling to the rear of the existing dwelling (two (2) dwellings) and additions to the existing dwelling	27/03/2018

Town Planning Applications – Direction To Advertise Issued From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Application Date</u>
98/2018/P	North-East	1 Moodie Court, Carrum Downs 3201	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	28/02/2018
42/2018/P	North-East	12 Northgateway, Langwarrin 3910	The construction of one (1) single storey dwelling to the rear of an existing dwelling (two (2) dwellings) and a two (2) lot subdivision	29/01/2018
52/2018/P	North-West	3/3 New Street, Frankston 3199	Change of use	2/02/2018
151/2018/P	North-West	25 Weatherston Road, Seaford 3198	To construct two (2) double storey dwellings	3/04/2018
60/2018/P	North-West	40 Karingal Drive, Frankston 3199	To construct two (2) double storey dwellings	8/02/2018
581/2017/P	North-West	18 Bainbridge Avenue, Seaford 3198	To construct three (3) double storey dwellings	18/12/2017
337/2017/P	North-West	24 Leonard Street, Frankston 3199	To construct three (3) double storey dwellings	19/07/2017
591/2017/P	North-West	9 Kirkwood Avenue, Seaford 3198	To construct two (2) double storey dwellings	19/12/2017
548/2017/P	North-West	4 Longleaf Street, Frankston North 3200	To construct three (3) double storey dwellings	24/11/2017
448/2017/P	North-West	217 Nepean Highway, Seaford 3198	Three (3) lot subdivision and three (3) dwellings	26/09/2017
18/2018/P	South	19 Rosedale Grove, Frankston South 3199	To construct extensions to the existing dwelling and to construct a private tennis court.	2/01/2018
5/2018/P	South	1/125 North Road, Langwarrin 3910	To construct one (1) single storey dwelling to the side of the existing dwelling (two (2) dwellings)	3/01/2018
109/2018/P	South	13 Casuarina Drive, Frankston South 3199	To construct (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	8/03/2018
112/2018/P	South	29 Hoadley Avenue, Frankston South 3199	To construct extensions to the existing dwelling within a Design and Development Overlay (Schedule 9)	9/03/2018
227/2017/P	South	12 Lloyd Street, Langwarrin 3910	To construct three (3) dwellings (two (2) double storey and one (1) single storey)	10/05/2017
177/2018/P	South	7 Helvetia Court, Frankston 3199	To construct three (3) double storey dwellings	17/04/2018
605/2017/P	South	2 Parkland Close, Frankston South 3199	To construct buildings and works in a Design and Development Overlay (an outbuilding) and removal of vegetation in a Significant Landscape Overlay.	21/12/2017

Town Planning Applications – Direction To Advertise Issued From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Application Date</u>
320/2015/P/E	North-East	54 Access Way, Carrum Downs 3201 170 Colemans Road, Carrum Downs 3201	Section 72 - To construct, in stages, fifty-two (52) factories (18 factories to be used for warehouse and 34 factories to be used for industry) and a reduction in car parking requirements under Clause 52.06 The proposed changes include: - To convert Warehouse 5 from a Warehouse to a Take Away Food Premises (Food and Drink Premises) - The proposed use will have a maximum of eight (8) patrons and four (4) staff members - Proposed Hours of Operation: Monday - Friday: 6:30am - 5:00pm, Saturday: 7:00am - 1:00pm, Sunday: Closed	9/04/2018
229/2017/P	North-East	56 William Road, Carrum Downs 3201 43 Hall Road, Carrum Downs 3201	Sixty two (62) lot subdivision and associated works, removal of native vegetation and removal of the drainage easement	12/05/2017
190/2018/P	North-East	135 Taylors Road, Skye 3977	To construct two (2) outbuildings	18/04/2018

Town Planning Applications – Direction To Advertise Issued From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Application Date</u>
555/2017/P	North-East	47 Tova Drive, Carrum Downs 3201	<p>To vary the restricted covenant that applies to the subject site as follows: Covenant in Instrument of Transfer Registered Number AB 624452D by the deletion of the following paragraphs:</p> <p>(i) Shall not erect or cause to be erected on the land hereby transferred any building other than a building on which the whole of the front wall (save for the provision for windows, doors, fascias and gables) facing a road or street shall be constructed of brick, masonry or concrete;</p> <p>(ii) Shall not erect or cause to be erected on the land hereby transferred any building other than a building of which the side and rear walls (save for the provision of windows and doors) shall be constructed of brick, masonry, or concrete for a height of at least 204 centimetres from ground level;</p> <p>(iii) Shall not erect or cause to be erected on the land hereby transferred any building of which any external wall is constructed of corrugated iron sheets.</p>	28/11/2017
3/2018/P	North-West	68 & 70 Seaford Grove, Seaford 3198	To construct eight (8) double storey dwellings	3/01/2018
562/2017/P	North-West	7 & 9 Aleppo Crescent, Frankston North 3200	To construct six (6) double storey dwellings	6/12/2017
17/2018/P	North-West	147 & 149 Beach Street, Frankston 3199	Use and development of the land for a three storey building with retail on ground floor, nine (9) apartments and a reduction in car parking	8/01/2018
68/2018/P	North-West	25 Nepean Highway, Seaford 3198	To construct two (2) triple storey dwellings	13/02/2018
581/2017/P	North-West	18 Bainbridge Avenue, Seaford 3198	To construct three (3) double storey dwellings	18/12/2017
126/2018/P	North-West	16 Holroyd Street, Seaford 3198	To construct four (4) double storey dwellings	20/03/2018

Town Planning Applications – Direction To Advertise Issued From 1/05/2018 To 31/05/2018				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Application Date</u>
40/2018/P	North-West	69 Armata Crescent, Frankston North 3200	To construct two (2) single storey dwellings to the rear of the existing dwellings (three (3) dwellings)	23/01/2018
18/2018/P	South	19 Rosedale Grove, Frankston South 3199	To construct extensions to the existing dwelling and to construct a private tennis court.	2/01/2018
104/2018/P	South	53 Lawson Avenue, Frankston South 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	7/03/2018
57/2018/P	South	3 Banool Court, Frankston South 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	12/02/2018
485/2017/P	South	23 Mount View Court, Frankston 3199	To construct three (3) double storey dwellings.	16/10/2017
437/2017/P	South	10 Yamala Drive, Frankston South 3199	To vary a restrictive covenant that applies to the subject land as follows: Covenant in Instrument of Transfer Registered Number 2326914 be amended by including after the expression "may be subdivided" the words "PROVIDED that Lot 1 on Plan of Subdivision 061029 there may be erected two private dwelling houses which may have roofs of metal and without the plans and specifications of such houses being approved by the transfer or its architect or agent."	20/09/2017
604/2017/P	South	16 Hoadley Avenue, Frankston South 3199	Extension to an existing dwelling	20/12/2017
149/2018/P	South	7 Sweetwater Drive, Frankston South 3199	To construct a carport	28/03/2018

Progress Report – Current VCAT Appeals May 2018									
<u>Appeal No</u>	<u>Application Number</u>	<u>Address</u>	<u>Proposal</u>	<u>Lodged at VCAT</u>	<u>Council Decision</u>	<u>Appeal Type</u>	<u>Date of Appeal</u>	<u>VCAT Decision</u>	<u>Date of VCAT Decision</u>
P1454/2017	586/2016/P	23 Coogee Ave Frankston	To modify the Restrictive Covenant contained in Instrument of Transfer 1306858 dated 3 April 1924 to delete the wording: "and will not at any time hereafter erect or allow to be erected more than one private dwelling on either of the said lots hereby transferred, and the building line of any such dwelling to be erected shall not be less than Thirty five feet distant from the Street or Road facing which it is to be erected" and replace with wording "will not erect or allow to be erected on the said lot works of any kind whatsoever other than three private dwellings on the said lot hereby transferred and the building line of any such dwelling to be erected shall not be less than the local authority approved distance from the street or road facing which it is to be erected"	11-Jul-17	Refusal	Refusal to grant a permit	28-May-18		
P1662/2017	206/2016/P	4 Dingle Avenue Frankston	Construction of double storey dwellings and waiving of visitor parking	1-Aug-17	NA	Amendment to Planning permit	01-Feb-18		

P1198/2017	156/213/P/B	446-450 Nepean Highway Frankston	To construct four (4) double storey dwellings	16-Aug-17	Refusal	Refusal to Extend Time	09-Feb-18		
P2120/2017	171/2017/P	6 Dianella Court, Frankston 3199	To use the site for Home Occupation (swim school) and the erection of Home Occupation signage	22-Sep-17	Refusal	Refusal to grant a permit	26-Mar-18	Withdrawn 2- May-18	
P2363/2017	99/2017/P	74 Gould Street Frankston	To construct two (2) triple storey dwellings	16-Oct-17	Not yet Determined	Failure to determine	28-May-18		
P2465/2017	435/2016/P	1 Vinnys Court Langwarrin	To construct fifteen (15) double storey dwellings and retention of the existing dwelling (sixteen (16) dwellings)	30-Nov-17	Refusal	Refusal to grant a permit	08-May-18		
P2707/2017	481/2016/P	634A and 634B Nepean Highway Frankston South	The (re)Subdivision of the Land into 2 Lots and Road	29-Nov-17	Notice of Decision	Decision to grant a permit	28-May-18		
P2716/2017	136/2017/P	24 Lee Street Frankston	To construct nine (9) double storey dwellings	29-Nov-17	Refusal	Refusal to grant a permit	05-Jun-18		
P1401/2017	323/2016/P	8 Valley road Langwarrin	To use and develop the land for one (1) double storey dwelling, garage, outbuilding, and native vegetation removal	21-Jun-17	Refusal	Refusal to grant a permit	20-Aug-2018 and 21-Aug-2018		
P2868/2017	467/2016/P	28 Screen Street Frankston	To construct eight (8) double storey dwellings and removal of vegetation	18-Dec-17	Not yet Determined	Failure to determine	29-Jun-18		
P2938/2017	301/2017/P	68-74 Potts Road Langwarrin	To construct a residential aged care facility (one hundred and forty four (144) bed), removal of native vegetation and variation of	21-Dec-17	Refusal	Refusal to grant a permit	21-May-18		

			easement						
P3007/2017	228/2017/P	9 Parwan Court Frankston	To construct two (2) double storey dwellings	28-Dec-17	Not yet Determined	Failure to determine	09-Jul-18		
P2973/2017	251/2017/P	4-5 Railway Parade, Seaford	To construct four (4) double storey dwellings and four (4) lot subdivision	22-Dec-17	Refusal	Refusal to grant a permit	02-Jul-18		
P2928/2017	481/2016/P	634A and 634B Nepean Highway Frankston South	The (re)Subdivision of the Land into 2 Lots and Road	29-Dec-17	Notice of Decision	Decision to grant a permit	28-May-18		
P2929/2017	481/2016/P	616 Nepean Highway Frankston	The (re)Subdivision of the Land into 2 Lots and Road	21-Dec-17	Notice of Decision	Decision to grant a permit	28-May-18		
P2893/2017	546/2014/P	4 Clyde Street Mall, Frankston	To use and develop the land for a five (5) storey building containing sixty (60) dwellings, food and drink premises and associated reduction of car parking	1-Dec-17	Approval	Failure to determine amending plans	05-Mar-18		
P45/2018	226/2017/P	45 Kenilworth Avenue, Frankston	To construct four (4) double storey dwellings	9/01/2018	Refusal	Refusal to grant a permit	16-Jul-18		
P179/2018	395/2017/P	100 McMahons Road Frankston	To construct two (2) double storey dwellings	25-Jan-18	Refusal	Refusal to grant a permit	30-Jul-18		

P199/2018	936/2005/P	12 Hi-Tech Place Seaford	Two (2) storey office and warehouse development	26-Jan-18	Approval	Appeal against conditions	07-Aug-18		
P37/2018	513/2017/P	155 Potts Road Langwarrin	Use and development of the land for the purpose of a market (farmer's market) and reduction of car parking spaces.	27-Dec-17	Not yet Determined	Failure to determine	02-Aug-18		
P306/2018	51/2017/P	610 Robinsons Road, Langwarrin South	Use and building and works to construct one (1) single storey dwelling, an outbuilding and removal of vegetation.	16/02/201 8	Notice of Decision	Decision to grant a permit	16-Aug-18		
P271/2018	329/2017/P	6 Stawell Street Seaford	To construct two (2) double storey dwellings to the rear of the existing dwelling (three(3) dwellings)	12-Feb-18	Refusal	Refusal to grant a permit	17-Aug-18		
P298/2018	249/2017/P	24-32 Moorooduc Highway Frankston South	Use and development of a retirement village, alter access to a road in a Road Zone category 1, removal of substantial vegetation and to erect and display advertising signage.	23-Feb-18	Refusal	Refusal to grant a permit	16, 17, 18 and 20 Jul 2018		
P325/2018	358/2017/P	218 Heatherhill Road Frankston	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	16/03/201 8 (Vacated)	Notice of Decision	Decision to grant a permit	10-Aug-18		
P337/2018	238/2017/P	1 Quail Place Frankston	Five (5) lot subdivision and vegetation removal	20-Feb-18	Notice of Decision	Decision to grant a permit	15-Aug-18		
P312/2018	401/2017/P	178 and 178A Seaford Road Seaford	Construction of four (4) double storey dwellings	6-Feb-18	Refusal	Refusal to grant a permit	30-Aug-18		

P489/2018	200/2016/P	115-119 Union Road, Langwarrin	Five (5) Lot Subdivision	15-Mar-18	Approval	Appeal against conditions	05-Sep-18		
P543/2018	272/2017/P	214 Frankston-Dandenong Road Seaford	To construct three (3) double storey dwellings and removal of vegetation	20-Mar-18	Not yet Determined	Failure to determine	09-Aug-18		
P506/2018	789/2010/P	301-303 Ballarto Road Carrum Downs	To construct buildings and works for an extension to an existing building for the use as a medical centre and the erection of a business identification sign and to alter access to a Road Zone Category 1	19-Mar-18	Approval	Appeal against conditions	20-Sep-18		
P654/2018	240/2017/P	41 Potts Road Langwarrin	To construct six (6) double storey dwellings	3-Apr-18	Refusal	Refusal to grant a permit	03-Oct-18		
P629/2018	284/2017/P	2 Marion Street Seaford	Construction of five (5) dwellings comprising three (3) two-storey dwellings and two (2) single-storey dwellings	30-Mar-18	Refusal	Refusal to grant a permit	23-Aug-18		
P649/2018	450/2015/P	104 Gamble Road Carrum Downs (formally known as 39 McCormicks Road Carrum Downs)	Five (5) lot subdivision	29-Mar-18	Approval	Act: Subdivision Act 1988 Section: 36	04-Oct-18		
P708/2018	351/2017/P	5, 7 and 9 Edward Street, Langwarrin	To construct twenty two (22) double storey dwellings	5-Apr-18	Not yet Determined	Failure to determine	07-Sep-18		

P808/2018	492/2017/P	424-426 Nepean Highway, Frankston 3199	Use and development of the land for a multi-storey building for retail, dwellings, serviced apartments and gym, and a reduction in car parking requirements	7-May-18	Not yet Determined	Failure to determine	12-Sep-18		
P741/2018	328/2016/P	30 High Street Frankston	To construct five (5) double storey dwellings	Apr-18	Refusal	Refusal to grant a permit	25-Oct-18		
P600/2018	345/2017/P	469 North Road Langwarrin	To construct an outbuilding (shed) outside of the building envelope and to vary the boundary setback under the Design and Development Overlay Schedule 4 (DDO4).	22-Mar-18	Approval	Appeal against conditions			
P917/2018	430/2005/P/D	325 Nepean Highway Frankston (units 102 &49)	Development and use of the land for 110 dwellings and office(s), reduction in the car parking requirements at Clause 52.05 of the Frankston Planning Scheme, alteration of access to the Nepean Highway, and waiver of the requirement for loading/unloading bay, in accordance with the endorsed plan/s.	30-Apr-18	Refused	Appeal against conditions			
P979/2018	203/2017/P	341 Frankston-Dandenong Road, Frankston North ...	To construct three (3) double storey dwellings	25/05/18	Refused	Refusal to grant a permit	08-Nov-18		
P993/2018	606/2017/P	6-12 Davey street Frankston	Demolition of heritage buildings, construction of a 13 storey building for retail and accommodation	29/05/18	Not yet Determined	failure to determine	08-Oct-18		

Progress Report – VCAT Determination – Policy Implications May 2018			
<u>Appeal No</u>	<u>Application No</u>	<u>Address (Ward)</u>	<u>VCAT Determination – Policy Implications</u> <u>May 2018</u>
			No final VCAT orders were made in May 2018

Strategic Unit - Planning Scheme Amendments – May 2018				
<u>Amendment</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>	<u>Status Date</u>
C103	160 Potts Road	Amending the DPO	Seeking authorisation from Minister to prepare and exhibit amendment.	31 May 2018
C105	Health & Education precinct	Student Accommodation Policy	Deferred. Will do a following on project after the Housing Strategy Amendment Exhibition	31 May 2018
C111	Frankston City Car Parking Overlay	Implement a parking overlay over the FMAC	Adopted at 14 May 2018 Council Meeting. Submitted to the Minister for Planning for Approval with Council's recommendations.	31 May 2018
C123	Frankston MAC	Implements the recommendations of the Frankston MAC Structure Plan	Adopted at 3 April 2018 Council Meeting. Submitted to the Minister for Planning for Approval with Council's recommendations.	31 May 2018
C124	Frankston MAC (balance)	Implements the recommendations of the Frankston MAC Structure Plan for areas other than city centre.	Public exhibition ended 22 December 2017. Presented to Jan 2018 Council Meeting and a Panel Hearing was held at 13 April 2018. Report will be presented at a future Council meeting.	31 May 2018

Executive Summary**12.1 Resolution Progress Update**

Enquiries: (Brianna Alcock: Corporate Development)

Council Plan

Community Outcome:	3. A Well Governed City
Strategy:	3.1 Accountable Governance
Priority Action	3.1.1 The elected representatives will provide clear and unified direction, transparent decision makers and good governance

Purpose

To update and brief Council on the current status of resolutions.

Recommendation (Director Corporate Development)

That Council:

1. Receives the Notices of Motion Report as at 2 July 2018.
2. Approves the archiving of the following Notice of Motion from the Notices of Motion Report:
 - NOM 1347 - Budget addition for Pre-Schools
 - NOM 1357 - Young Street Redevelopment Works
 - NOM 1383 - Lack of consultation for Frankston Nature Conservation Reserve
 - NOM 1385 - The Pines Flora and Fauna Reserve
 - 2018/NOM 9 - Public Transport Advocacy
 - 2018/NOM13 - Rescission Motion - Response to NOM 1391 - Apsley Place
 - 2018/NOM27 - Waiving of Kerbside Dining Fees for affected traders during Frankston Train Station Works
 - 2018/NOM32 - Waiving of Kerbside Trading Fee
3. Notes that since 21 May 2018, 36 resolutions have been completed, as detailed in the Notices of Motion Report.
4. Notes that the reports listed below will not be presented back to Council by their advised dates and that a detailed explanation is provided in the body of the report.
 - Response to NOM 1316 – Former Frankston Ambassador site
 - Planning Permit Application 424/2017/P – 21 Edward Street, Langwarrin – To construct six (6) dwellings (three (3) single storey and three (3) double storey)
 - 12.5 Membership to Mornington Peninsula and Western Port Biosphere Reserve Foundation
 - Response to NOM1313 – Installation of Solar Panels on the Civic Centre and Ongoing Monitoring and Reporting of Water Energy and Greenhouse Gases Consumption and Expenditure
 - Review of Procurement Policy 2018/2019
 - Response to 2018/NOM4 – Emergency Grants

12.1 Resolution Progress Update**Executive Summary**

5. Notes that, in Item 12.7 Visitor Information Centre, tabled at Council's Ordinary meeting on 14 May 2018, there was an administrative error which resulted in an inaccuracy in the definition of the Centre's winter and summer seasons (recommendation 6c). The correct details should be:
- i. Winter (May - August) – one Council Officer and four volunteers per day (two per shift)
 - ii. Summer (September – April) – two Council Officers and four volunteers per day (Two per shift)

Key Points / Issues

- At the Ordinary Council Meeting OM295 held on 19 December 2016, Council resolved that:
“That the Chief Executive Officer is directed to provide regular updates to Council on the progress or status of Council's resolutions resulting from Notices of Motion raised by Councillors. In order to facilitate this, a brief progress report (detailing the status of each outstanding resolution) is required to be presented to Council at each of its Ordinary Meetings in future commencing with Ordinary Meeting 296 (scheduled for the 30 January 2017).”
- The Notices of Motion Report as at 2 July 2018 is attached and will continue to be updated and reported at each Ordinary Council Meeting.
- The following 8 Notice of Motion actions are reported as 'complete' and are proposed to be archived from the document:
 - NOM 1347 - Budget addition for Pre-Schools
 - NOM 1357 - Young Street Redevelopment Works
 - NOM 1383 - Lack of consultation for Frankston Nature Conservation Reserve
 - NOM 1385 - The Pines Flora and Fauna Reserve
 - 2018/NOM 9 - Public Transport Advocacy
 - 2018/NOM13 - Rescission Motion - Response to NOM 1391 - Apsley Place
 - 2018/NOM27 - Waiving of Kerbside Dining Fees for affected traders during Frankston Train Station Works
 - 2018/NOM32 - Waiving of Kerbside Trading Fee
- Since 21 May 2018, the following 36 resolution actions have been reported as 'complete':
 - 620 McClelland Drive, Langwarrin
 - Adoption – Pathway Asset Management Plan
 - Award of Contract 2017/18-87 Seaford North Soccer Pavilion – Change Rooms Extension
 - Award of Contract 2017/18-87 Seaford North Soccer Pavilion – Change Rooms Extension – Seeking Council Delegation for Chief Executive Officer to Enter into the Contract

12.1 Resolution Progress Update**Executive Summary**

- Capital Works Quarterly Report – Q3 – January-March 2017/18
- Committee for Greater Frankston membership
- Committee Minutes – Metropolitan Local Government Waste Forum Meeting (February 2018); Frankston Charitable Fund Committee of Management (March 2018); Frankston City News Editorial Committee (December 2017 and March 2018)
- Confirmation of Minutes for Frankston Cemetery Trust (meeting held 26 March 2018)
- Council Plan Performance report – Quarter Three 2017-18
- Cranhaven Road Stage 2 – Warrandyte Road to Lapwing Court – Special Charge Scheme – Consultation Results and Declaration of Scheme
- Delegates Report by Cr Bolam – Mediation Training Course
- Establishment of City Centre Market on Young Street
- Final Draft 'Refresh' Frankston Housing Strategy 2017 – Report on public consultation and progress to a planning Scheme Amendment to implement the reformed residential zones (OM 23 April 2018)
- Final Draft 'Refresh' Frankston Housing Strategy 2017 – Report on public consultation and progress to a planning Scheme Amendment to implement the reformed residential zones (OM 14 May 2018)
- Final Draft 'Refresh' Frankston Housing Strategy 2017 – Report on public consultation and progress to a planning Scheme Amendment to implement the reformed residential zones (OM 4 June 2018)
- Issuing Small Business Grants
- Major Projects – Jubilee Park Indoor Stadium & Centenary Park Regional Tennis and Gymnastics Centre
- March 2018 Quarterly Financial Report
- Minutes of the Frankston Arts Board – 22 May 2018
- Peninsula Leisure Company Update
- Record of Assemblies of Councillors
- Resolution Progress Update (OM 14 May 2018)
- Resolution Progress Update (OM 4 June 2018)
- Response to 2018/NOM12 - Waiving inspection/building fees for Capital Works Projects
- Response to NOM 1319 – Access to Hindu Temple via Boundary Lane
- Response to NOM 1327 – Support for new and existing Planned Activity Groups
- Response to NOM 1350 – Community Bus Service
- Response to NOM 1384 – Citywide Summit
- Response to NOM 1389 – Ballam Park Precinct Improvements

12.1 Resolution Progress Update**Executive Summary**

- Town planning application 252/2017/P – 33 Royle Street Frankston – To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings) (OM 14 May 2018)
- Town planning application 252/2017/P – 33 Royle Street Frankston – To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings) (OM 4 June 2018)
- Town Planning Application 478/2013/P/A – 101 Young Street Frankston – To amend the permit by further increasing the licenced area
- Tree Planting in Parks and Reserves
- Urgent Business – Cr Steve Toms Leave of Absence
- Urgent Business – Mr Dennis Hovenden, CEO, Leave of Absence
- Urgent Business – Cr Lillian O'Connor Leave of Absence
- Due to various factors, it is sometimes not possible for reports to be brought back before Council in accordance with the time frames resolved. However, progress updates have been supplied for the items set out below:
 - *Response to NOM1316 – Former Frankston Ambassador Site*

The report was delayed to allow meetings to take place with local members of Parliament, which have now taken place. The formal Council report will be submitted to the Council meeting on 23 July 2018.
 - *Planning Permit Application 424/2017/P – 21 Edward Street, Langwarrin – To construct six (6) dwellings (three (3) single storey and three (3) double storey)*

The applicant has supplied revised plans which are to be advertised again. The report to Council will be rescheduled for the 13 August 2018 meeting of Council.
 - *Item 12.5 Membership to Mornington Peninsula and Western Port Biosphere Reserve Foundation*

The report is being delayed as the Biosphere is due to appoint a new Executive Officer and will likely appoint a new Board Chair soon. Our report to Council will be more useful if we are able to advise of the new incumbents in these roles and the proposed project priorities for the future. The report will be rescheduled for the August meeting.
 - *Response to NOM1313 – Installation of Solar Panels on the Civic Centre and Ongoing Monitoring and Reporting of Water Energy and Greenhouse Gases Consumption and Expenditure*

It is recommended by Council officers that the six-monthly report on Council's energy, greenhouse and water usage and costs be presented to Councillors in May and November of each year. Due to Council receiving utility bills on a monthly, bi-monthly and quarterly basis, reporting in May and November will allow sufficient time for Council officers to collect, analyse and report on the data for the first and second half of each financial year.

The May report would include an analysis of the first half of the financial year (July to December), whilst the November report would cover the second half of the financial year (January to June).

12.1 Resolution Progress Update**Executive Summary**

The delay in producing the first six-monthly report on Council's energy, greenhouse and water usage and costs is due to the timeframe in recruiting and appointing Council's Utility Management Officer who commenced on 1 May 2018. The officer is currently working with the energy and water retailers to source, collect and analyse the billing data, and liaising with Council officers to identify possible savings and anomalies. The first six-monthly report to Council is therefore recommended in November 2018. Due to the contractual nature of the report, it is recommended for a Closed Council meeting.

- *Review of Procurement Policy 2018/2019*

The 2018/19 Procurement Policy was discussed at a briefing of Councillors on Monday 25 June 2018. It was determined for further work to be done with the report to be presented back to Council at its meeting on 23 July 2018.

- *Response to 2018/NOM4 – Emergency Grants*

The Response to NOM on Emergency Grants was discussed at a briefing of Councillors on Monday 25 June 2018. It was determined for further work to be done with the report to be presented back to Council at its meeting on 23 July 2018.

- At its Ordinary Meeting, on 14 May 2018, Council considered a range of recommendations in regard to the future operations of the Visitor Information Centre (item 12.7). These recommendations were on the basis of a consultation process with a sub-committee that was formed as a result of a previous Council resolution 2018/NOM1 – Visitor Information Centre. It has been highlighted that there was an administrative error which resulted in an inaccuracy in the definition of the Centre's winter and summer seasons (recommendation 6c).

The correct details should be

- i. Winter (May – August) – one Council Officer and four volunteers per day (two per shift)
- ii. Summer (September – April) – two Council Officers and four volunteers per day (two per shift)

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

12.1 Resolution Progress Update**Executive Summary****Consultation****1. External Stakeholders**

Nil.

2. Other Stakeholders

Nil.

Analysis (Environmental / Economic / Social Implications)

Making the written records available may provide some confidence regarding transparency in decision making, and is in keeping with best practice advice from the Victorian Ombudsman.

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

Nil.

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

There is no risk associated with this report.

Conclusion

The purpose of this report is to brief and update Council on the implementation and status of resolutions including Notices of Motion. Council Officers are continuously working to implement a range of Council resolutions and in addition to noting the work completed, it is recommended that the Notices of Motion as listed within this report now be archived.

ATTACHMENTS

Attachment A: [!\[\]\(b9742ff0bb3da904abeeee81c2bcb456_img.jpg\)](#) Notices of Motion Cost Summary as at 2 July 2018

Attachment B: [!\[\]\(26cddea01ddf7f002af4ba779c4999ee_img.jpg\)](#) Notices of Motion as at 2 July 2018

**Notice of Motions Estimated Costs
By Councillor
2016 – 2020 Term**

Table 1

Councillor	Number	Primary Cost	Ongoing Cost	Outcome Cost
Cr Cunial	7	\$4,649	\$500	\$190,500
Cr McCormack	11	\$4,260	\$0	\$135,000
Cr Toms	27	\$3,577	\$0	\$60,000
Cr Aitken	25	\$18,474	\$0	\$55,000
Cr Bolam	67	\$19,112	\$10,000	\$149,000
Cr O'Connor	17	\$2,980	\$0	\$163
Cr Mayer	3	\$2,450	\$0	\$66,000
Cr Hampton	17	\$6,944	\$5,150	\$0
Cr O'Reilly	1	\$0	\$0	\$0
TOTAL	175	\$ 62,446	\$ 15,650	\$ 655,663

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
22-May-17	13.7	NOM 1318 - Metropolitan Waste and Resource Recovery Group Cr Hampton	Council Decision: That Council formally endorse the Notice of Motion carried at last meeting of the Metropolitan Waste and Resource and Recovery Group (MWRRG) which read as follows: "That the MWRRG write to the Minister for Energy, Environment and Climate Change and Shadow Minister for Energy and Resources requesting that funding generated through the collection of the Municipal and Industrial Landfill Levy be constrained to the purpose for which the Levy was introduced and raising concerns with the Levy funds being allocated to supplement Park Victoria initiatives not related to the purpose of the Levy" Also forward to the MWRRG this endorsement along with all the amounts of money collected by this Council and which has been passed on to the State Government over the last 10 years from the Levy and what this Council has received back from the Government in programs associated directly with this Levy over this same period." Carried Unanimously	Bruce Howden	18 June 2018 - Another request sent to Metro Waste Group to obtain a copy of the letter sent from Minister. Copy of letter has been received from Metro Waste Group and will be circulated. 21 May 2018 - Letter from Minister was tabled in January 2018 meeting of Metro Waste and Resource Recovery Group's Strategies and Policy Advocacy Group. Have requested a copy of the letter from MWRRG. 15 January 2018 - Request MWRRG to provide date when letter was sent to Minister as outlined in Nov 2017 Waste Forum and any response received. 27 November 2017 - In November Waste forum meeting MWRRG reported that the Forum is writing to Minister D'Ambrosio advocating for additional Sustainability Fund investment and will include the position paper which outlined the process for prioritising funding from workshop in Sept. 10 July 2017 - Letter from Mayor has been sent to MWRRG. 20 June 2017 - The letter to MWRRG has been drafted and provided to Cr Hampton for any additional changes/inclusions. The letter will be finalised and sent out week commencing 19/6/17. 13 June 2017 - Letters have been prepared. Primary Cost added \$75.00	Primary Cost: \$75.00
22-May-17	13.8	NOM 1319 - Access to Hindu Temple via Boundary Lane Cr Hampton	Council Decision: That the CEO investigates the cost required to open Boundary Lane to one way vehicular traffic as an alternate entry into the Hindu temple on Boundary Road and that a report be provided to the 13 June Ordinary Meeting. Carried Unanimously	Doug Dickins	21 May 2018 - Council officers have addressed issues raised by the Hindu Temple relating to speed signs, pedestrians crossing on Boundary Road and a path on Boundary Road. As part of the development of the Hindu Temple car parking, arrangements will be made within the property to provide better access. A report will be provided to the June 2018 ordinary meeting. 30 April 2018 - Council Officers again met with members of the Temple Committee on Friday 5/4/2018. It was explained that any works on Boundary Lane would need to be carried out by the Hindu Temple. As a result the Hindi Temple Committee will now investigate managing access internally within the site as part of other carpark works. There is no need now to open up Boundary Lane for access to the temple. 9 April 2018 - Council Officers will meet with members of the Temple Committee on Friday 5/4/2018 to discuss proposals for alternative access from Boundary Lane. It is proposed that any works be carried out by the Hindu Temple. 19 March 2018 - Council Officers have considered alternatives and are awaiting advice from members of the Temple Committee for a suitable time to discuss proposals from the committee. It is anticipated this meeting will be held in March. 22 February 2018 - Members of the Hindu Temple have now responded to the Council officer. Councillor Hampton and Council Officers are to meet with members of the Hindu Temple late in February to further discuss the proposal. 05 February 2018 - The officer has again contacted the temple by email to discuss the matter and was advised that they would be in touch, however the officer is still awaiting feedback. 15 January 2018 - The officer attempted to contact the Hindu Temple Committee and has sent a letter advising of the proposal and is awaiting feedback. This will be followed up in January. 27 November 2017 - Discussion with Hindu Temple Committee to occur in December 2017. 02 October 2017 - Report was considered back to Council at its 25 September 2017 meeting. Was deferred. 12 September 2017 - Subject of a report to Ordinary Meeting on 25/09/2017. 21 August 2017 - The Officer met with a Fulton Hogan representative onsite to discuss requirements to make Boundary Lane accessible. A preliminary scope of works includes: Laying out access and substructure	Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
13-Jun-17	13.10	NOM 1333 - Enquiry to Wells Street Lighting Cr Aitken	Council Decision: That an immediate and a full enquiry be made into the special effect lighting in Wells Street and that a working party be established comprising the Mayor, CEO and interested Councillors who will work harmoniously together to oversee the project to achieve a satisfactory outcome. Carried	Gillian Kay	18 June 2018 - Comments from Director Community Development: Uplights surrounds will be completed w/e 15 June. Cabling of cinema pots and repaving and installation of pots will be completed w/e 23 June dependent on weather. Revised Target Date changed by: Hall-davis, Tracee From: 31 May 2018 To: 25 Jun 2018 21 May 2018 - Revised Target Date changed by: Hall-davis, Tracee From: 23 Apr 2018 To: 31 May 2018 Reason: Please refer to comments 30 April 2018 - Feedback from Councillors responding to the memo provided direction to light the pots. They will not be connected via data cable. 13 April 2018 - A memo is being prepared for Councillors advising them of options 02 March 2018 - Councillors have requested the pots outside the entertainment centre to be relocated. Options are being explored. 26 February 2018 - All lighting as part of East/West Wells completed. New bulbs for middle wells on order (from Italy). Fix for keeping uplights clear of gravel underway. 15 January 2018 - All feature lighting associated with East West Wells Street project are functional. The existing uplights, previously installed in the middle of Wells Street, have received maintenance and replacement bulbs are on order. The pots outside the entertainment centre were/are not lit due to the need to remove paving to install electrical conduits. Protection around uplights will be completed by 25 January. 02 October 2017 - Requested status update to present at Council Meeting the 25/09/2017. A gravel solution has been sourced and an RFQ prepared. This will ensure gravel/bark cannot be kicked over the up lights. Replacement bulbs for the older up lights outside the entertainment centre have been sourced at a significant cost. These are imported. Please also see NoM 1321. 21 August 2017 - All of the lighting has been audited and maintenance undertaken. Additional up lights installed where they were previously missing, seat lighting is working and new safety certificate issued where 'issues' were identified. The lighting expert will be in Frankston week of 21st August 2017 to install DX data cable box to program feature lighting. A solution to gravel is being sourced. The 'pot' lighting outside the Entertainment Centre is now connected to power (and lights) but not data cabling due to impact on paving	Primary Cost: \$150
3-Jul-17	13.13	NOM 1347 - Budget addition for Pre-Schools Cr McCormack	Council Decision: That the sum of \$5,000 be made available to each parent association of pre-schools within the municipality to assist with renewal works, maintenance, three year old kindergarten programs, advertising, children's necessities and the like. This funding is to be made available in this current year budget (from the operating surplus of Frankston City Council's 2017/2018 Budget) and each association be notified of the funding allocation and its purpose. Carried	Joanne Ferrie	18 June 2018 - CEO noted comments and requested that this now be closed. 21 May 2018 - Target date remains 30 June 18. Awaiting invoice and Officers have contacted the final kinder that has not submitted invoice requesting that this is done asap. 09 April 2018 - Target date remains 30 June 18. Awaiting invoices. Officers have contacted the final two Kinders that have not submitted invoices requesting that they do so. 26 February 2018 - There are two Kinders who have not submitted an invoice. Children Services following up. 11 September 2017 - Invoices continue to be received for processing. 22 August 2017 - Noted- awaiting end of financial year account reconciliation. 19 July 2017 - Correspondence is being prepared to send to all pre-schools with a parent association with a view to this action being completed by the end of the 31 July 2017	Primary Cost: (Outcome Cost of \$135,000 added)
14-Aug-17	14.3	NOM 1354 - Urban Design Excellence` Cr Aitken	Council Decision: That a report identifying the ways in which urban design excellence may be embedded in all relevant Council processes and procedures be prepared by Council's planning department. This report is to outline the statutory planning methods currently employed by Council, and other metropolitan municipalities, which facilitate reputable urban design outcomes. The report is to also investigate alternative or additional approaches Council might adopt to improve the urban design quality of development applications. Carried Unanimously	Gill Kay	18 June 2018 - The Urban Design initiatives report has been listed for consideration at the Council meeting to be held on 2 July 2018. 21 May 2018 - As an outcome from the Councillor Briefing on 30 April 2018, Councillors decided to defer the report scheduled for 14/5/2018 OM as further work is required. The report is scheduled to come back to Council in July 2018. Revised Target Date changed by: Hall-davis, Tracee From: 14 May 2018 To: 20 Jul 2018 30 April 2018 - A briefing is scheduled 30 April 2018. 19 March 2018 - Further work on options being done by officers - to be scheduled for briefing in April with report to Council to follow. 15 January 2018 - A summary report on Council's urban design initiatives will be presented to Council in March 2018. 22 August 2017 - The Town Planning department will produce a report reviewing the processes Council currently employs to ensure urban design excellence is achieved in all new development applications. The department has commissioned a series of guideline documents to direct and improve the urban design and built form outcomes of medium and higher density development within the municipality. These will be presented to Council in conjunction with the findings and recommendations of the above-mentioned report.	Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
14-Aug-17	14.6	NOM 1357 - Young Street Redevelopment Works Cr Aitken	Council Decision: That Council call on the State Government to release the full financials to date (Forecast and Actual) of the Young Street Redevelopment Works. Carried	Kate Jewell	18 June 2018 - No response received, matter has been raised again with project manager CEO comment - it is likely that we will not ever be provided with this information and suggest this be closed. Request item be closed please. 21 May 2018 - No response received - matter has been raised at various meetings with State Govt staff. 30 April 2018 - No response received, will raise issue again at next joint State/FCC PCG meeting. 09 April 2018 - Matter has been raised with Senior Project Manager - no response. 15 January 2018 - Matter has been again raised with Senior Project Manager from Transport for Victoria. 27 November 2017 - Matter raised again with the Senior Project Manager at State Government at meeting held 14 November 2017. Noted reply forthcoming. 31 October 2017 - On the 5 October 2017, Senior Project Manager - State Government acknowledged receipt of letter and that a reply would be forthcoming. 02 October 2017 - No reply received to date. 11 September 2017 - Matter discussed with State on 25 August 2017. Official advice sent in a letter signed by the CEO and sent 6 September 2017 (A3436003). 21 August 2017 - Matter highlighted with the Senior Project Manager - State Government 17 August 2017. Listed for discussion with Council and the State at the next PCB meeting - Friday 25 August 2017.	Primary Cost: \$200
4-Sep-17	14.2	NOM 1361 - Seaford Substation Cr Bolam	Council Decision: That a report be provided to Council at the December Ordinary Meeting on the iconic Seaford Substation. The report should consider: 1. The internal and external status of the Seaford Substation site; 2. Whether there is the presence of asbestos, signs of concrete cancer, concerns with the building's structural integrity; and 3. Future plans for the site, and the possible public use of the substation for community purposes (i.e. local museum, community hub etc). Carried	Phil Cantillon	18 June 2018 - Open Space Delivery team is currently working on the revised plans to incorporate feedback received from Metro. It is expected that revised plans will be submitted to Metro in early August for further comments/approval. 21 May 2018 - No change to the status. 30 April 2018 - Council officers have received some initial feedback from Metro on engineering elements related to the proposed 'Green Wall' concept. Over the next few months, Council officers will further refine the proposal in consultation with Metro officers to progress this matter further. 09 April 2018 - No change to the status. 22 March 2018 - Council Officers, Phil Cantillon and Vishal Gupta, met with Cr Bolam and representatives from Metro and VicTrack onsite on 16 March 2018. At the meeting, draft concept plan prepared by Council officers for the potential improvements (Green wall) to Seaford Substation was distributed and discussed. The initial concept plan was well received by the staff from Metro and VicTrack enabling some initial feedback and discussion on how to progress this matter further. There are number of issues which needs to be addressed to establish costings and potential funding contributions. It was also discussed that the timing of these works needs to take into account forthcoming works by URA on the Frankston Line at the Seaford Station. Council officers will continue to work with Metro and VicTrack on this matter and provide further update in due course. 19 March 2018 - A meeting with PTV is scheduled for 16 March 2018. Council Officers are working on a concept plan for green walls, for discuss with PTV as to feasibility. 26 February 2018 - Officers are still trying to arrange a meeting with PTV. A number of attempts have already been made to secure a date. 13 February 2018 - We are keen to have the involvement of the local member in discussions of this matter. Efforts are continuing in locking in an agreed date for a meeting to take place 05 February 2018 - No change to the status. 15 January 2018 - No change to the status. 27 November 2017 - No response has been received from PTV. A meeting date is being established with staff from PTV and the Local Member's office. 21 October 2017 - As at this date, no response has been received from PTV.	Primary Cost:
25-Sep-17	14.2	NOM 1370 - Keyboard Cowards Cr Aitken	Council Decision: That the Chief Executive Officer request Council Officers to write to the Attorney General indicating that greater controls need to be put in place in respect to statements made through Facebook and social media, currently with limited or little accountability or penalty to the writer. Carried	Michael Craighead	18 June 2018 - Action reassigned to Alcock, Brianna by: Shannon, Jacqui for the reason: MC has left FCC and Bri is now Acting Manager There has been no response from the Victorian Attorney-General and Commonwealth since the second letter was sent on 15 May 2018. 21 May 2018 - Second follow up letter sent 15/5/2018. 09 April 2018 - Follow up letter to be sent. 26 February 2018 - Letters sent to Victorian Attorney-General and Commonwealth Attorney-General by ordinary post today. 08 February 2018 - A revised letter to Attorney-General is being prepared taking into account Councillor comments in the debate. 15 January 2018 - Letter to Attorney-General has been written and submitted to CEO for approval. 31 October 2017 - Draft letters being prepared	Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
25-Sep-17	14.6	NOM 1375 - East / West Wells Street Project Cr Hampton	<p>Council Decision:</p> <p>In light of the findings around this project contained in the Pitcher Partners Internal Audit of Project Management, Council initiates a full forensic audit of this project. The Audit is to be conducted by an auditor experienced in Local Government tendering and project management processes, and an amount of \$25,000 be allocated for this purpose in the mid-year budget review.</p> <p>The audit is to determine who initiated the changes in the scope of the project during construction and the reasons and drivers behind it. The audit should also review the changes to the Project Management arrangements which led to the lead consultant, Aspect Studios Pty. Ltd. being removed from the project. It is expected that the Auditor will interview key staff and Councillors (both current and former) and contractors involved in the project. It should also review the process for the initiation of the scope changes and cost escalations and the timeliness of Council's approval of the changes.</p> <p>In consultation with the Chief Executive Officer, the Independent Auditor will prepare a brief for the scope of work to be completed. The scope is to be approved by the independent members of Council's Audit and Risk Management Committee by electronic resolution.</p> <p>The final report is to be presented to Council at its first Ordinary Meeting in 2018.</p> <p>Carried</p>	Martin Poole	<p>18 June 2018 – The final report from the auditors and management responses is scheduled to be presented to Council at the 2 July 2018 meeting.</p> <p>21 May 2018 – Updating comments as per Michelle Tipton for delayed report: A report on the audit of the works has been received and will be presented to the Audit and Risk Committee at its meeting in May and will be considered by Council at its meeting in June 2018.</p> <p>30 April 2018 – A report on the audit of the works has been received and will be presented to the Audit and Risk Committee at its meeting in May and will be considered by Council at its meeting in July 2018.</p> <p>01 March 2018 – A report on the audit of the works is still being finalised and it is expected that the report will be presented to Council for consideration at its meeting in April 2018.</p> <p>15 January 2018 – HLB Mann Judd have been reviewing project documentation and interviewing various stakeholders. A report is expected by early March 2018.</p> <p>27 November 2017 – An auditor has been appointed; a project inception meeting is scheduled for 24 November 2017.</p> <p>31 October 2017 – Scope is being prepared to allow for E.O.I. process to be undertaken.</p>	Primary Cost:
16-Oct-17	14.1	NOM 1376 - Inconsistencies of Clause 52.48 - Bushfire Protection Exemptions (Known as the 10/30 Right) Cr Aitken	<p>Council Decision:</p> <p>That Council make representations through all local Members of Parliament with reference to the inconsistencies of the Clause 52.48 – Bushfire Protection Exemptions (otherwise known as the 10/30 Right) The introduction of a uniform ability for residents to remove trees without any impediment when located within 10 metres of their house (if constructed or approved prior to September 2009), entirely negates the recognition particularly of highly important or heritage trees that contribute greatly to the streetscape.</p> <p>The irreparable damage to the character of local communities by the provision of this exemption as it currently stands means that vast numbers of trees are being removed throughout the greater Melbourne area in situations that are at either very low or negligible fire risk because of the blanket status of this provision.</p> <p>This is entirely against widely upheld state policy of greening our suburbs and represents an administrative measure which was taken at a moment of understandably high public emotion following the devastating bushfires of 2009. However, as outlined above the unfortunate nett effect is that vegetation has been removed from locations where it cannot be reasonably justified.</p> <p>C/U</p>	Michael Papageorgiou	<p>18 June 2018 – Revised Target Date changed by: Papageorgiou, Michael From: 31 May 2018 To: 30 Jun 2018</p> <p>Reason: Meeting date is currently being sought with DELWP's project officer for late June 2018.</p> <p>21 May 2018 – Revised Target Date changed by: Hall-davis, Tracee From: 14 May 2018 To: 31 May 2018</p> <p>Reason: Please refer to notes.</p> <p>30 April 2018 – A Letter of Response from the Minister for Planning regarding the review of Clause 52.48 has been received dated Feb 2018.</p> <p>The letter acknowledges "that the municipality-wide application of the exemptions impacts areas with relatively limited bushfire risk. As you have noted, this has the potential to result in unnecessary vegetation clearance." It adds that DELWP "is fully aware of the issue and is currently in the process of reviewing exemptions to ensure a more risk-based approach to vegetation management in areas with identified bushfire hazards."</p> <p>Further officer contact details are provided - Andrew Grear, Executive Director, Planning, Building and Heritage,</p> <p>Officers will now proceed to set up a meeting with Andrew to discuss our issues further and their progress with the review.</p> <p>19 March 2018 – Acknowledgement of initial letter has now been received from Minister for Planning. Awaiting response to follow-up letters.</p> <p>15 January 2018 – No responses have been received as yet. Follow up letters will be sent this week.</p> <p>30 October 2017 – Letters are currently being drafted to Local members of Parliament referencing the inconsistencies of the clause.</p>	Primary Cost:
16-Oct-17	14.6	NOM 1381 - Committee for the Future Occupancy of Linen House Cr Hampton	<p>Council Decision:</p> <p>That a committee of interested Councillors, Chief Executive Officer and appropriate Council officers be formed to oversee the future occupancy of Linen House including the Expressions of Interest (EOI) that go out to organisations interested in participating.</p> <p>That this committee meet on a monthly basis and report back to Council on the issues covered.</p> <p>C/U</p>	Liz Daley	<p>18 June 2018 – Unfortunately the meeting with Sonya Kilkenny planned for 16/5/18 was cancelled and is being rescheduled.</p> <p>OM7 (June 2018) requires a letter to LXRA and Sonya Kilkenny to clarify RF Miles reserve funding and provide necessary clarification for Seaford Football Netball Club.</p> <p>21 May 2018 – Revised Target Date changed by: Hall-davis, Tracee From: 26 Apr 2018 To: 25 May 2018</p> <p>Reason: Awaiting meeting outcome</p> <p>30 April 2018 – Seaford Football/Netball Club have met with the Mayor and EMT whereby they discussed the preferred site at a meeting with their members.</p> <p>On receiving advice the meeting will be confirmed.</p> <p>19 March 2018 – The first Committee meeting was held 5 March 2018 and further meetings will be scheduled monthly.</p> <p>01 March 2018 – Consultant has been appointed to assist with EOI process. Committee meeting is planned for 5 March 2018.</p> <p>15 January 2018 – The EOI process is being developed. Now that the holiday period has concluded, the Committee will be convened to meet at the beginning of February.</p> <p>27 November 2017 – Expression of Interest process, including committee, being drafted.</p> <p>31 October 2017 – Committee will be established.</p>	Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
16-Oct-17	14.8	NOM 1383 - Lack of consultation for Frankston Nature Conservation Reserve Cr McCormack	That Council: 1. Writes to the Minister for the Environment, the Hon Lily D'Ambrosio MP, expressing concern that there has been: (a) No community consultation regarding current management arrangements for Frankston Nature Conservation Reserve; and (b) No community consultation regarding access arrangements for Frankston Nature Conservation Reserve under the current management, noting that the reserve is presently closed to the public and that the Master Plan successfully implemented at the reserve, received overwhelming community endorsement during a thorough consultation period. 2. Seeks a meeting with Parks Victoria forthwith to discuss their future management and their proposed access arrangements. C/U	Michael Papageorgiou	18 June 2018 - Council officers met with Parks Victoria staff on 18 May 2018 to discuss management issues for FNCR. We were introduced to Rick Sissons who is the dedicated park officer for this reserve. Rick has been meeting with the local Friends group and other interested people to support their activities in the reserve. Parks Victoria confirmed that vehicle access is restricted to daylight hours, although pedestrians have all hours access at a number of points on the Reserve perimeter. They also confirmed that swimming and dogs are not allowed within the Reserve and that there is no intent to change these restrictions. There will be an opportunity for other recreational activities to be explored including fitness activity and other leisure and recreation activity, provided this can be accommodated on site without impacting on conservation values or on the limited facilities available within the Reserve. Parks Victoria will be developing communication initiatives to obtain community feedback on these opportunities in the near future. The other Parks Victoria reserves in Frankston were also briefly discussed. A commitment was made to set up regular quarterly meetings between relevant Parks Victoria staff and Council officers to facilitate improved communication and cooperation. 6/06/2018 4:23:48 PM - Tracee Hall-davis 1. A response from the Minister has been received and circulated to Councillors. 2. Meeting held with Parks Victoria. Regular meetings are to continue. Request to close. 21 May 2018 - Parks Victoria has established a Statement of Management Intent, which outlines the management arrangements for the reserve and is publicly available on Parks Victoria Website. There will be several 24 hour, pedestrian only access gates around the perimeter of the reserve and ranger staff will regularly patrol the reserve and undertake maintenance work and compliance activities. Council officers will meet with Parks Victoria staff on 18 May 2018 to discuss the issues of concern raised by Council in relation to the FNCR, as well as to get an update on activities in other Frankston properties, including The Pines Flora and Fauna Reserve and the Langwarrin Flora and Fauna Reserve. Revised Target Date changed by: Hall-davis, Tracee From: 14 May 2018 To: 31 May 2018 Reason: Awaiting further communication from Parks Victoria. 30 April 2018 - Council officers have arranged to meet with Parks Victoria representatives to two	Primary Cost:
20-Nov-17	14.2	NOM 1385 - The Pines Flora and Fauna Reserve Cr Bolam	Council Decision: That a meeting be sought with Parks Victoria regarding the Pines Flora and Fauna Reserve. The Council is to request the meeting on the basis of: 1. The ongoing dumping of rubbish and vehicles in the reserve; 2. How Frankston City Council can work more closely with Parks Victoria and the 'Friends of the Pines Flora and Fauna Reserve' group insofar enhancing public safety and increased compliance with Frankston City Council and Parks Victoria bylaws. 3. Anti-social behaviour in the reserve including the use of monkey bikes/motorised scooters, vandalism, illegal fires and the consumption of alcohol; and 4. Exploring the installation of CCTV and signage (to deter anti-social behaviour) at the entrances of the reserve (notably the Ballarto Rd entrance). As well as appropriate Frankston City Council staff, interested Councillors, Parks Victoria representatives and the relevant local state member/s are to be invited (Paul Edbrooke MP and Sonya Kilkeny MP), as well as any representatives from the 'Friends of the Pines Flora and Fauna Reserve'. Carried	Michael Papageorgiou	18 June 2018 - Council officers met with Parks Victoria staff on 18 May 2018. All three PV Reserves in Frankston City were discussed including the Pines Reserve. Officers have agreed to meet with Parks Victoria on a regular basis (at least quarterly) to enable better coordination and cooperation. Request to close NOM 21 May 2018 - Revised Target Date changed by: Hall-davis, Tracee From: 1 Apr 2018 To: 31 May 2018 Parks Victoria has advised the following actions in relation to the Pines Flora & Fauna Park - "Following the 2017 fire, Parks Victoria has completed several stages of recovery works at The Pines Flora and Fauna Reserve. This includes track reconstruction and hazardous tree assessment and removal. Accordingly, the fire affected area of the park has reopened to the public. Works are scheduled to take place over the next few months to repair the perimeter mesh fence and to re-gravel the sandy tracks. Regarding flora and fauna, because most of the indigenous plants and animals in the park are adapted to survive and/or recover from fire we've already seen substantial recovery - despite the recent dry weather. As of this week the fire impacted area is showing significant green epicormic growth from the eucalyptus trees. Most of the other indigenous species in the park survive fire by re-sprouting from under the soil so we expect to see significant heath and banksia species recovery by Spring 2018. Once the heath and banksia regrowth reaches a few metres in height (which usually takes 18-24 months), Parks Victoria will recommence ongoing fuel management works which are conducted throughout the park. This will include mechanical treatment to minimise excessive build-up of heathy understory species like tea tree. An example of the park's natural ability to recover from fire can be seen to the north of the recent fire in the area near Ballarto Break. This area was burnt 18 months ago and is showing strong heathy regrowth. Parks Victoria plans to continue to work with Melbourne Water to manage weeds along Boggy Creek." 30 April 2018 - Meeting and presentation of CCTV options held. Advice received. Parks Vic are installing CCTV within the reserve. Options will be presented at a future briefing	Primary Cost:

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Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
19-Feb-18	14.1	2018/NOM4 - Emergency Grants Cr Bolam	<p>Council Decision:</p> <p>That the Chief Executive Officer is to provide a report to Council at the April 2018 Ordinary Meeting, in light of the recent out-of-budget funding request from Life-Gate Inc., regarding a process for community groups and sporting clubs to make (where there is a necessitated need) 'emergency' or 'urgent' funding requests to Council outside of the budget process via a defined funding pool.</p> <p>The report is to:</p> <ol style="list-style-type: none"> 1. Consider other active models that could be modified to a Frankston City Council version (i.e. Kingston City Council's 'Quick Grants' process); 2. What constitutes an 'emergency' and/or 'urgent' grant; 3. Consider an appropriate ceiling for individual grants; and 4. Consider a sufficient overall annual allocation for 'Emergency Grants'. <p>The report is to provide a recommended model and/or options to be incorporated in the 2018/2019 Budget and thereafter.</p> <p>Carried Unanimously</p>	Liz Daley/Michael Craighead	<p>18 June 2018 - Action reassigned to Alcock, Brianna by: Shannon, Jacqui for the reason: MC has left FCC and Bri is now Acting Manager</p> <p>Follow up on status of Briefing held on 28 May for an agreed way forward is required.</p> <p>Following the 28 May Councillor Briefing, a report will be presented to the 2 July Council Meeting.</p> <p>21 May 2018 - Report deferred by Councillors. Briefing organised for 28 May to discuss way forward.</p> <p>09 April 2018 - Draft report completed in part. Referred to Liz Daley to finalise and return for final overview.</p> <p>19 March 2018 - On 2 March 2018, Council Officer contacted City of Casey, Mornington Peninsula Shire, City of Kingston and City of Greater Dandenong to identify other active models that could be modified to a Frankston City Council version.</p> <p>01 March 2018 - Work has commenced on reviewing existing legislation, previous legal advice and other Council processes. A report will be prepared for the late May meeting.</p>	
19-Feb-18	14.3	2018/NOM6 - Letter to the Minister regarding Level Crossing Removal Projects Cr Bolam	<p>Council Decision:</p> <p>That in light of the fact that no funding packages have been made available to communities and businesses affected by the Level Crossing Removal at Skye/Overton Road, the closure of Eel Race Road, and the government's decision to locate a new train stabling facility at Kananook, that Council write to the Minister for Public Transport, the Hon. Jacinta Allan MP, to call for a consistent approach to the provision of funding to communities and businesses affected by Level Crossing Removal Projects (defined community benefit/compensation).</p> <p>The letter should also include a request that all crossing removal projects should incorporate a common protocol for asset ownership and maintenance to ensure consistency and equity for all local government areas impacted by Level Crossing Removal.</p> <p>Carried Unanimously</p>	Kate Jewell	<p>18 June 2018 - Response received 01 June 2018, circulated to Councillors 1 June 2018.</p> <p>CEO Comment - based on the limited response provided to Council, a report will be prepared for the 23rd July 2018 Council meeting outlining options to go forward.</p> <p>21 May 2018 - No response received</p> <p>30 April 2018 - No response received, will send follow up letter.</p> <p>09 April 2018 - No change from previous update</p> <p>19 March 2018 - No change from previous update</p> <p>01 March 2018 - Letter has been prepared and forwarded, no response to date.</p>	Primary Cost: \$200
13-Mar-18	14.2	2018/NOM 9 - Public Transport Advocacy Cr Bolam	<p>Council Decision:</p> <ol style="list-style-type: none"> 1. Writes to the Minister for Transport, and Shadow Minister for Transport, requesting improved safety measures (in light of the fatalities and near misses that have occurred) at the Armstrong Road rail crossing, and 2. Writes to the Minister for Transport, and the Shadow Minister for Transport, requesting improved service delivery and public safety for/on the Route 901 bus service from Frankston to Melbourne Airport. This request is to be made due to the concerns expressed by commuters relating to anti-social behaviour and punctuality. <p>Carried</p>	Doug Dickens	<p>18 June 2018 - No response has been received to date.</p> <p>CEO comment - response received from Minister for Public Transport - noted CEO 15 June 2018 - copy inserted into next Councillor Bulletin 28 June 2018 for Councillors to note.</p> <p>Still awaiting response from Shadow Minister.</p> <p>A response has been received from Minister for Transport in relation to route 901 bus service. A copy of the response is in Councillor Bulletin</p> <p>CEO noted this comment and requested is action item be closed off.</p> <p>21 May 2018 - No response has been received to date.</p> <p>30 April 2018 - Letters have been sent to Minister for Public Transport (A3583331) and Shadow minister for Public Transport (A3583333) regarding safety measures in Armstrong Road.</p> <p>09 April 2018 - Letters have been drafted by Council officers (ReM A3576264 and A3578926) to the Minister for Transport and the Shadow Minister for Transport</p> <p>21 March 2018 - Council officers are currently preparing letters to Minister of Transport and Shadow Minister of Transport regarding safety measures in Armstrong Road.</p>	Primary Cost:

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Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
3-Apr-18	14.1	2018/NOM13 - Rescission Motion - Response to NOM 1391 - Apsley Place Cr Bolam, Cr O'Connor and Cr Aitken	<p>Council Decision:</p> <p>We, Councillors Bolam, O'Connor and Aitken, hereby give notice that at the next appropriate meeting of Council, we will move that the following decision of Council made at Ordinary Meeting 2018/OM3 held on Tuesday 13 March 2018 regarding Response to NOM 1391 – Apsley Place be rescinded:</p> <p>That Council notes:</p> <ol style="list-style-type: none"> 1. The current actions being undertaken by officers. 2. The community meeting was held Tuesday 27 February 2018. 3. Officers continue to follow up with EPA. <p>Should the rescission be carried, we give notice of our intention to move the following motion:</p> <p>That Council notes:</p> <ol style="list-style-type: none"> 1. The current actions being undertaken by officers. 2. The community meeting was held Tuesday 27 February 2018. 3. Officers continue to follow up with EPA. 4. That a letter be sent to all residents and ratepayers within the proximity of Apsley Place at thirty days (outcomes and commitments from the recent public meeting) and ninety days (VCAT update – proceeding or not). 5. That all factories and businesses within close proximity to residential properties be reminded – in the form of a mail out -of their obligations in relation to both Frankston City Council and Environmental Protection Agency (EPA) rules and regulations (i.e. noise, presentation, disposal of substances etc.). 6. That the CEO be requested to provide a report on the following: <ol style="list-style-type: none"> a) Update on 6-7 Apsley Place, Seaford; b) Audit of all existing factories and businesses (without reasonable buffer and/or neighbouring residential zones) to determine whether they possess existing permits; c) The creation and maintenance of a 'red flag' system to keep track of properties and factories, operating without permits and/or properties and factories where ongoing grievances have been recorded due to activities at a given commercial/industrial address; d) How to improve Frankston City Council's relationship, and information sharing, with/between the EPA; and e) Frankston City Council performing its own independent and thorough site audits in 'extenuating circumstances' where either (or all) environment, wellbeing and amenity are being undoubtedly impacted upon by a commercial/industrial entity. The CEO should report to Council what funding and resources might be required to enable the organisation to have this ability in 'extenuating circumstances'. <p>This report is to be presented by the June 2018 Ordinary Meeting.</p> <p>7. Writes to the appropriate Minister and Shadow Minister, outlining the need for clear legislative direction to ensure that complaints in relation to all aspects of discharge from industries be investigated in a timely and thorough manner.</p> <p>Carried</p>	Michael P/Leone R	<p>18 June 2018 – The industrial operation on the site ceased on Friday 25th May 2018. Council officers have inspected the property and have confirmed that remaining materials are to be relocated to the new factory in Dandenong. Further inspections will take place to ensure the site is properly vacated.</p> <p>This resolution is requested to be closed as a new resolution on Apsley Place was adopted 2 June 2018 Ordinary Meeting.</p> <p>CEO noted comments and asked that the matter be closed off by Council.</p> <p>21 May 2018 - A report has been prepared for Ordinary Meeting 4 June 2018 updating council on the actions of both Council, Environment Protection Authority and other agencies to date. Investigation/evidence gathering continues in conjunction with other agencies. Formal letters sent to abutting residents in vicinity. Weekly update emails to residents.</p> <p>Revised Target Date changed by: Hall-davis, Tracee From: 24 Apr 2018 To: 19 Jun 2018</p> <p>30 April 2018 - Council has advised the business owner today of the following direction and action:</p> <p>"While appreciating that your client is now required to relocate his business to a new location, Council officers have determined that the current unauthorised use of the land must cease by Friday 26 May, 2018.</p> <p>To ensure that the unauthorised use of the land does not continue beyond the above date, Council officers are in the process of lodging an application for an Enforcement Order at the Victorian Civil and Administrative Tribunal (VCAT) to bring the use of the land into compliance with the requirements of the Frankston Planning Scheme.</p> <p>It should also be noted that if the unauthorised use of the land does not cease by 26 May, 2018, Council officers will also initiate proceedings against your client before the Magistrates Court as entitled under Section 126 of the Planning and Environment Act 1987. "</p> <p>13 April 2018 - Work continues to respond to this NOM.</p> <ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Regular meetings are scheduled with EPA. 4. A letter is being prepared. 5. There are approximately 200 properties. A reminder is being prepared. 6. A report will be prepared for 4 June OM7. <p>10 April 2018 - Officers from Community Safety and Environment & Planning Departments are undertaking the actions in the rescission notice and will provide a report back to Council in June 2018.</p>	Primary Cost:
3-Apr-18	14.4	2018/NOM16 - Seaford RSL Advocacy Cr Bolam	<p>Council Decision:</p> <p>That on the basis that the Seaford RSL is located on State Government owned land and that the Seaford RSL are intending to upgrade its facilities, Council is to formally request in conjunction with the Seaford RSL, that the State Member for Carrum, Ms Sonya Kilkeny MP is to provide bona fide clarity on the future of the Seaford RSL at its present site (Station Street, Seaford).</p> <p>Carried</p>	Dennis Hovenden	<p>18 June 2018 - Still no formal reply from Ms Kilkeny's office.</p> <p>CEO comment - reminder email with attachment of original letter sent directly to Sonya Kilkeny MP Member for Carrum on 14 June 2018.</p> <p>Response received via email 15 June 2018 from Ms Kilkeny MP noting extract: " In response to your letter dated 9 April 2018 regarding the future use of land at the Seaford RSL, I have been advised that the SEaford RSL will be able to stay at its current site. VicTrack and the Department of Justice will continue to work through the relevant issues."</p> <p>21 May 2018 - CEO meeting held with Ms Sonya Kilkeny MP - flagging various matters outstanding.</p> <p>CEO noted - no formal response received as yet.</p> <p>30 April 2018 - Letter signed by the CEO and sent 11 April 2018 (A3580411)</p> <p>10 April 2018 - Letter being prepared to clarify Seaford RSL future at this site.</p>	Primary Cost:
23-Apr-18	14.2	2018/NOM20 - Traffic calming options at the top of Balmoral Street, Frankston Cr Toms	<p>Council Decision</p> <p>Moved: Councillor Toms Seconded: Councillor Aitken</p> <p>That Council works with VicRoads to monitor the traffic operations of the Balmoral and Young Streets intersection in the Frankston CAD over a period of three months and that a report be presented to Council on the findings.</p> <p>Carried</p>	Doug Dickens	<p>18 June 2018 - Young Street southbound is still closed. A program for collecting additional data is being prepared for when the traffic reverts back to normal.</p> <p>21 May 2018 - Young Street southbound has now been closed and is anticipated to reopen in late June / early July. Council officers are collecting previous traffic information which will assist in the investigation.</p> <p>30 April 2018 - A section of Young St southbound will be closed for a period as part of the station upgrade. Council officers will discuss monitoring of the site with VicRoads for commencement when Young St is again fully open.</p>	Primary Cost:

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Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
23-Apr-18	14.3	2018/NOM21 - Economic Resilience Package II Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Cunial That: 1. A report be provided at the June Ordinary Meeting on the creation of economic development scorecards to be reported to Council quarterly to determine economic prosperity in the municipality as is practiced by the Townsville City Council; 2. The same report is to consider resourcing and funding for the purpose of a widespread municipal-wide job creation campaign to attract new businesses and new industries to the municipality; 3. The same report is to determine whether any additional position/s are required in either the Event Attraction team and/or Economic Development team. 4. The same report is to explore Council and State Government funding for workshops and one-on-one business mentoring for local businesses and industries insofar growing trade and investment opportunities abroad (as is practiced at Swan Hill City Council) 5. Officers establish and nurture strong working relations with State Government Officers (particularly those within Invest Victoria) to ensure that Frankston City is forefront as an investment destination for appropriate international businesses seeking to invest in Victoria. Carried Unanimously	Sam Jackson	18 June 2018 - A report was prepared for the 4 June 2018 Ordinary Meeting of Council. Based on feedback received from Councillor Bolam, consideration of this item was deferred to the next Council meeting so that additional research could be undertaken. This report will now be considered on 2 July 2018. 21 May 2018 - Update added on behalf of Sam Jackson - Officers are continuing to work on responding to this NOM, with the intent of presenting a report to Council on 4 June 2018. 30 April 2018 - Officers are now working on responding to this NOM, with the intent of presenting a report to Council on 4 June 2018.	Primary Cost:
14-May-18	14.1	2018/NOM23 - Operational and Performance Review Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor McCormack That the Chief Executive Officer prepare a report for the September 2018 Ordinary Meeting of Council on options available for Council to undertake an Operational and/or Performance Audit of the delivery of operational and capital programs, to determine whether efficiencies, budget allocations and performance objectives are being achieved, having regard to practice in the Local Government sector Australia-Wide. This is to include scope for attrition opportunities where identified. Any proposed audit is to be in line with the next 'Internal Audit' to mitigate costs and resourcing. Carried A: Mayer	Tim Frederico	18 June 2018 - A report will be prepared and presented to the ARC in September. A report will then be presented to Council in October 2018	Primary Cost:
14-May-18	14.2	2018/NOM24 - Frankston 'Future Fund' Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Toms That a report be presented at the September 2018 Ordinary Meeting on the creation, and maintenance, of a Frankston based 'Future Fund'. The purpose of the fund is to accumulate funds for the benefit of future generations. The accumulation of the funds for this dedicated purpose should be via safe investments and interest bearing opportunities. This could include a percentage of an Annual Budget amount being allocated to a fixed interest account and unlocked and utilised after a timed period. The report should refer to both governmental and non-governmental examples. Carried	Kim Jaensch	18 June 2018 - A report will be presented at the September 2018 Ordinary Meeting relating to the creation, and maintenance, of a Frankston based 'Future Fund'. Discussions are underway to source data on both governmental and non-governmental examples.	Primary Cost:
14-May-18	14.3	2018/NOM25 - Investment in CCTV Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Aitken That a report be presented at the August 2018 Ordinary Meeting on the use of increased CCTV technology to improve perceptions of public safety and to detect unlawful offences. The report is to consider: 1. State and Federal funding opportunities for new CCTV units; 2. Potential locations for additional CCTV units; 3. Cost effective and unique CCTV technology/ies that could be utilised; 4. Potential Midyear Budget referral for such CCTV units; 5. Number plate recognition software and/or specific software; 6. The mounting of CCTV units on utility poles as is practiced in other municipalities; 7. The creation of a formal 'Public Spaces CCTV Policy' (i.e. placement of CCTV units, relationship with stakeholders, individual access to CCTV footage and the archiving of CCTV footage etc.); and 8. The workability of the existing citywide system and any improvements sought. Carried Unanimously	Leonie Reints	18 June 2018 - A report will be presented to 13 August 2018 Ordinary Meeting to provide councillors an update on new technology available and options for council moving forward. Revised Target Date changed by: Hall-davis, Tracee From: 4 Jun 2018 To: 17 Aug 2018 Reason: Awaiting outcome of OM 13/8/18.	Primary Cost:
14-May-18	14.5	2018/NOM27 - Waiving of Kerbside Dining Fees for affected traders during Frankston Train Station Works Cr Toms	Council Decision Moved: Councillor Toms Seconded: Councillor Aitken 2. A report be provided at the July 2018 Ordinary Meeting on providing two (2) hour car parking on Wells Street in our city centre to assist locals and traders who are wishing to stay in Frankston longer; Carried Unanimously	Doug Dickins	18 June 2018 - A report is to be presented to the Council Meeting in June CEO Comment - report presented to Council - decision made - request to close.	Primary Cost:
14-May-18	14.6	2018/NOM28 - Letter under seal for 2018 Commonwealth Games Participants Cr Toms	Council Decision Moved: Councillor Toms Seconded: Councillor Aitken That a letter under seal be prepared and presented to the following participants at the Council Meeting in July 2018, who represented Australia at the 2018 Commonwealth Games, to congratulate them on their achievements on behalf of our City: - Francois Etoundi - Ellie Cole - James Bolding - Laetisha Scanlan Carried Unanimously	Michelle Tipton	18 June 2018 - Emailed the Commonwealth Games Head Office for details of participants in the Frankston municipality. Information has been received and I will be contacting the sporting clubs for further information.	Primary Cost:

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Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
14-May-18	14.7	2018/NOM29 - Significant trees between Fletcher Road and Frankston Train Station Cr Toms	Council Decision Moved: Councillor Toms Seconded: Councillor Aitken That Council writes to the Level Crossing Removal Authority (LCRA) thanking it for its written response in providing reassurance for the two (2) mature gum trees within the VicTrack car park at Frankston Train Station be retained and seeks further assurances that no other trees will be removed. Carried	Michael Papageorgiou	18 June 2018 – letter has been sent from the Biodiversity section CEO comment - currently awaiting response.	Primary Cost:
4-Jun-18	14.1	2018/NOM30 - Council to bid for 1 x W-Class Tram and 1 x Z-Class Tram Cr Toms	Council Decision Moved: Councillor Bolam Seconded: Councillor Aitken That: 1. The Chief Executive Officer writes to the Minister for Transport, the Hon Jacinta Allan MP and VicTrack spokesperson, Mr James O'Brien commending them on the scheme to sell historic trams which will see the preservation and continued use of the decommissioned trams; 2. Council notes the purchase cost of a tram is \$1K and supports the making a thorough and in depth submission to VicTrack to purchase 1 x W-Class tram and 1 x Z-Class tram (total = \$2000) 3. A report be submitted to the July Ordinary Meeting exploring the best and most appropriate use of the trams including but not limited to: - as a training cafe (White Street Mall) - a community meeting space (Beach St - Nepean Highway). The report must also include: - Implementation costs associated with each option and recommendation/s to be considered at the mid-year budget review for both the capital and operational costs; and - suitable locations for permanent options, which are to include but not be limited to White Street Mall and Beach Street - Cranbourne Road. 4. That a submission/s also be prepared in the event Council wishes to formally enter into an Expression of Interest bid for the aforementioned trams noting that the deadline is 6 July 2018. Carried	Andrew Moon / Sam Jackson	18 June 2018 – Officers have met to discuss the NOM, and a report is being prepared by Manager Arts and Culture for consideration by Council on 2 July 2018.	Primary Cost:
4-Jun-18	14.2	2018/NOM31 - Improvements to the Planning Process Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Aitken That Council: 1. Supports officers reporting the average legal and officer costs together with the number of planning consultants and lawyers associated with each month's resolved VCAT cases as part of the monthly Town Planning Report. 2. Approves officers conveying residents' and ratepayers' concerns (on their behalf where agreed) to Council's legal representatives where a related planning matter is scheduled for VCAT. 3. Mandates the amended 'town planning application call-in' template, which will be attached to all reports called in by Councillors (see attached). 4. Endorses Resident Discussion Meetings be required for all applications where there are more than three objectors and the applicant is willing to attend. 5. Notes that Town Planning Progress Reports will be presented no later than 2 months after the cessation of the month on the proviso that State Government data is available. 6. Seeks a report on the process for establishing a Frankston Native Vegetation Offsets Policy for the October Ordinary Meeting. 7. Notes that all planning matters that involve liquor or gaming machines are to be referred to the appropriate agency/organisation for expert advice (i.e. Frankston Liquor Accord, Frankston/Carrum Downs Police etc). All subsequent reports, with the above instances, must be accompanied with feedback from such agencies/organisations. Where such agencies/organisations have not provided formal responses, this is to be reflected in the report. Carried Unanimously	Michael Papageorgiou	18 June 2018 – All actions have been noted by Statutory Planning staff. A report is scheduled for 22/10 Ordinary Meeting.	Primary Cost:
4-Jun-18	14.3	2018/NOM32 - Waiving of Kerbside Trading Fee Cr Aitken	Council Decision Moved: Councillor Aitken Seconded: Councillor McCormack The waiving of the Kerbside trading fee, as per the formula adopted by Council at its Ordinary Meeting of 14 May 2018 (2018/OM6), be extended to include the remainder of Young Street up to Davey Street, Frankston. Carried Unanimously	Leonie Reints / Kim Jaensch	18 June 2018 – This NOM was carried unanimously at Ordinary Meeting 04/06/2018. Community Safety Department notes that this will be a reduction of income of approximately \$1,400 for the next financial year. Request to archive	Primary Cost: \$8,000 (\$8k adjustment: \$7k for the original waiving of fees and then another \$1k for the extension for the remainder of Young St)

Executive Summary**12.2 Appointment and Authorisation of Council Staff**

Enquiries: (Brianna Alcock: Corporate Development)

Council Plan

Community Outcome:	3. Sustainable City
Strategy:	3.3 Ensure good governance and management of Council resources
Priority Action	3.3.2 Implement a schedule of reviews of services, plans, policies and protocols to ensure good governance

Purpose

To make the appointment of Building Surveying Officers for the purpose of enforcing the *Planning and Environment Act 1987* and the *Local Government Act 1989*.

Recommendation (Director Corporate Development)

That:

1. Pursuant to the provisions of Section 147 (4) of the *Planning and Environment Act 1987* (The Act) and Section 232 of the *Local Government Act 1989* (The Act), Council appoints the officers listed in the Instrument of Appointment and Authorisation, as attached under separate cover for the purposes and regulations of The Acts.
2. The Instrument of Appointment and Authorisations be signed and sealed.

Key Points / Issues

- For proper administration of the provisions of the *Planning and Environment Act 1987* ("Act") building and biodiversity planning officers must be formally appointed as 'authorised officers' for the purposes of enforcing the Act.
- Council's lawyers have reviewed the provisions of the Act in regard to delegation of powers and have concluded that authorisation of officers under the Act cannot be delegated by the Chief Executive Officer. The Lawyers are of the view that building and biodiversity planning officers must be authorised by resolution of Council.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

12.2 Appointment and Authorisation of Council Staff**Executive Summary**

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

The authorisation of officers has no financial implications.

Consultation**1. External Stakeholders**

Nil

2. Other Stakeholders

The authorisation of the officers listed for Council's consideration has been discussed with the Coordinator Building Services, Coordinator Biodiversity, Manager Planning and Environment and the Manager Community Safety.

Analysis (Environmental / Economic / Social Implications)

Nil.

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

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

Legal

For proper administration of the provisions of the Act, officers need to be appointed as authorised officers under Section 147(4) the *Planning and Environment Act 1987* and Section 232 of the *Local Government Act 1989*.

Policy Impacts

Nil

Officer's Declaration of Interests

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

Risk Mitigation

Without authorisations, there would be a failure for officers' ability to enforce the law.

A suite of authorisations has been developed by Maddocks and is used by most councils across Victoria. Authorisations for other officers in the same or similar roles have existed for many years without any undue issues.




There are a range of checks and balances to ensure these powers are exercised appropriately. When no longer required these powers are revoked to ensure good governance practices are being maintained and risks associated with inappropriate use is reduced.

Conclusion

Appointment of the officers listed in the Instrument of Appointment and Authorisations is required to ensure the provision of the Planning and Environment Act 1987 and the Local Government Act 1989 are enforced.

12.2 Appointment and Authorisation of Council Staff**Executive Summary**

ATTACHMENTS

- Attachment A:  Draft - Instrument of appointment and authorisation for Deputy Building Surveyor (*Under Separate Cover*)
- Attachment B:  Draft - Instrument appointment and authorisation for Building Surveyor (*Under Separate Cover*)
- Attachment C:  Draft - Instrument of appointment and authorisation for Environment Officer (*Under Separate Cover*)

Executive Summary**12.3 Response to petition - Keep Frankston's Centenary Park Golf Course in Public Hands**

Enquiries: (Liz Daley: Community Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.3 Health and Well-being
Priority Action	2.3.3 Enhance equitable access to sport and leisure opportunities

Purpose

To resolve Council's response to the petition tabled at Council's Ordinary Meeting on 23 April 2018 regarding a possible commercial lease for the maintenance of the Centenary Park Golf Course

Recommendation (Director Community Development)

That Council:

1. Receives the petition with 103 signatures.
2. Notes advice has been provided to the head petitioner that Council has decided to tender for Golf Services and Performance responsibilities at Centenary Park but retain the responsibility for course maintenance and capital works

Key Points / Issues

- At 14 May 2018 Ordinary Council meeting, Council resolved to endorse the preferred model of lease to be for Golf services and performance responsibilities and that course maintenance and presentation (and capital upgrades) are to be performed by Council.
- A petition with 103 signatures was received from Tuesday and Thursday golfers as well as a range of golfers throughout the week.
- Their key concern was that they did not want the maintenance of the golf course tendered out and that they wanted Council to remain responsible for maintenance.
- The decision by Council responds favourably to the petitioners.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

12.3 Response to petition - Keep Frankston's Centenary Park Golf Course in Public Hands**Executive Summary**

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

There are no financial implications associated with this report.

Consultation**1. External Stakeholders**

Council holds quarterly meetings of the Centenary Park Golf Liaison Committee at which maintenance issues of the course can be discussed by all stakeholders.

2. Other Stakeholders

Manager of Commercial Services

Manager Operations

Analysis (Environmental / Economic / Social Implications)

The Centenary Park Golf Course provides an important recreation facility within the municipality.

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

There are no legal implications.

Policy Impacts

No policy implications.

Officer's Declaration of Interests

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

Risk Mitigation

Council has made a decision to provide maintenance services for the golf course 'in house' which is what the respondents have requested. There are no further risk issues.

Conclusion

The petitioners have requested that maintenance services at the golf course remain under the control of Council and Council has subsequently made a decision that is accordance with the petitioners' request.

ATTACHMENTS

Nil

Executive Summary**12.4 Response to petition - To include the Bayside Gymnastics Club in the Centenary Park sporting facility as a co tenant with the merged Frankston and Frankston East Tennis Clubs.**

Enquiries: (Liz Daley: Community Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.3 Health and Well-being
Priority Action	2.3.3 Enhance equitable access to sport and leisure opportunities

Purpose

To resolve Council's response to the petition tabled at Council's Ordinary Meeting on 4 June 2018 regarding the Bayside Gymnastics Club's request to be included in the Centenary Park sports facility development as a tenant with the merged tennis clubs.

Recommendation (Director Community Development)

That Council:

1. Receives the petition with 195 signatures.
2. Notes that advice has been provided to the head petitioner from the Bayside Gymnastics Club noting Council's acknowledgement of the petition and the decision of Council to pledge funding to the project for a regional tennis and gymnastics facility and to advocate to State and Federal Governments for matching funds.

Key Points / Issues

- The Bayside Gymnastics club are an active sports club with over 400 members but have been limited in their ability to meet community demand due to the small current facilities they hire where they must set up and pack down each day.
- A petition with 195 signatures was received from the club outlining their needs, their involvement in the project working group since 2015 and their request for Councillors to include a regional gymnastics facility within the new Centenary Park sports complex.
- The subsequent decision by Council on 4 June 2018 responds favourably to the petitioners.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

12.4 Response to petition - To include the Bayside Gymnastics Club in the Centenary Park sporting facility as a co tenant with the merged Frankston and Frankston East Tennis Clubs.**Executive Summary**

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

Council has pledged \$8,050M to the project and is seeking equal contributions from State and Federal Governments to successfully deliver the project.

Consultation**1. External Stakeholders**

Bayside Gymnastics Club

Gymnastics Victoria

Frankston East Tennis Club

Frankston Tennis Club

Tennis Victoria

Tennis Australia

2. Other Stakeholders

Manager Buildings and Facilities

Analysis (Environmental / Economic / Social Implications)

The Bayside Gymnastics Club provide important opportunities for women and girls to be active in sport and provides pathways for local athletes to potentially become Olympians. Being active in sport provides healthier, stronger and more connected communities.

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

There are no legal implications.

Policy Impacts

No policy implications.

Officer's Declaration of Interests

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

Risk Mitigation

There are no risk issues.

12.4 Response to petition - To include the Bayside Gymnastics Club in the Centenary Park sporting facility as a co tenant with the merged Frankston and Frankston East Tennis Clubs.

Executive Summary

Conclusion

The petitioners have requested that the Bayside Gymnastics Club be included in the Centenary Park sports facility development as a tenant with the merged Frankston and Frankston East Tennis Clubs and Council has subsequently made a decision that is accordance with the petitioners' request.

ATTACHMENTS

Nil

Executive Summary**12.5 Annual Budget 2018-2019**

Enquiries: (Kim Jaensch: Corporate Development)

Council Plan

Community Outcome:	4. A Well Managed City
Strategy:	4.3 Resources
Priority Action	4.3.1 Continue to maintain a financially sustainable Council by advocating for operational grant funding from other tiers of Government to deliver services required by the community, ensure funding decisions are based on Council's priorities, seek alternative revenue sources and ensure the operations of Frankston Regional Recycling and Recovery Centre are financially sustainable

Purpose

To seek Council endorsement to make minor amendments to the rates in the dollar for various rated properties and ensure compliance with the Victorian Government legislated rate cap. This change is required due to amendments to the 2018 Council revaluation data. The changes are not material in nature and do not change any revenues or expenditures contained in the Annual Budget 2018-2019 adopted by Council on 12 June, 2018. This report clearly articulates the reason for the change, the impact and includes an assessment of materiality.

Recommendation (Director Corporate Development)

That Council adopts the following amended rates in the dollar:

- A general rate of 0.2181% reduced to 0.2165% for all rateable Other Land; and
- A general rate of 0.1636% reduced to 0.1624% for all rateable Retirement Village Land; and
- A general rate of 0.2726% reduced to 0.2707% for all rateable Commercial Land; and
- A general rate of 0.2726% reduced to 0.2707% for all rateable Industrial Land; and
- A general rate of 0.2313% reduced to 0.2300% for all rateable Acacia Heath Properties; and
- A general rate of 0.2726% reduced to 0.2707% for all rateable Vacant Residential Land; and
- A general rate of 0.1745% reduced to 0.1732% for all rateable Farm Land; and
- A general rate of 0.6542% reduced to 0.6496% for all rateable Derelict Land.

Key Points / Issues***Reason for the change***

Since the adoption of the Annual Budget 2018-2019 by Council on 12 June, 2018, Council has become aware that the 2018 revaluation data on which the Annual Budget was based has been amended.

12.5 Annual Budget 2018-2019**Executive Summary**

In particular there has been a significant increase in the value of commercial land as compared to the revaluation data that was received by Council in March and which was used to calculate the original rates in the dollar. The movement in the valuations means that should Council apply its rates in the dollar to the various rating categories as contained in the adopted Annual Budget 2018-2019, it would lead to Council raising \$608,891 over the adopted budgeted amount for rates. This outcome would also lead Council to being in breach of the 2.25 per cent rate cap established by the Minister.

Type or class of land	2018-2019 Old Values	2018-2019 New Values	Adjusted Valuation	Old Rate in the dollar	Overcharge
Ordinary Rate	33,472,124,500	33,467,474,001	-4,650,499	0.2181	-10,142
Retirement Villages	154,755,000	154,755,000			
Commercial Land	2,450,743,500	2,673,925,500	223,182,000	0.2726	608,379
Industrial Land	1,646,468,000	1,649,046,500	2,578,500	0.2726	7,029
Vacant Residential Land	327,460,000	328,790,000	1,330,000	0.2726	3,625
Acacia Heath	204,035,000	204,035,000			
Farm Land	22,100,000	22,100,000			
Derelict Land	2,040,000	2,040,000			
Rateable recreational properties	164,000,000	164,000,000			
Rate by agreement (including Baxter Village)	104,210,000	104,210,000			
Total value of land	38,547,936,000	38,770,376,001	222,440,001		608,891

In order to avoid this occurrence, Council needs to make a minor amendment to its adopted Annual Budget 2018-2019 by reducing the rates in the dollar levied against each rating type. The following table illustrates the amended rates in the dollar:

Type or class of land	2018-2019 cents/\$CIV Adopted Budget	2018-2019 cents/\$CIV Amended Budget
Ordinary Rate	0.2181	0.2165
Rate for Retirement Villages	0.1636	0.1624
Rate for Commercial Land	0.2726	0.2707
Rate for Industrial Land	0.2726	0.2707
Rate for Vacant Residential Land	0.2726	0.2707
Rate for Acacia Heath	0.2313	0.2300
Rate for Farm Land	0.1745	0.1732
Rate for Derelict Land	0.6542	0.6496
properties	various	various
Rate by agreement (including Baxter Village)	various	various

Impact of the change

This report recommends to make the minor amendments to the adopted Annual Budget 2018-2019 by simply adjusting the rate in the dollar figures, albeit in this case the changes between the two documents are extremely minimal. The change to the rates in the dollars is the only change to the adopted Annual Budget 2018-2019 with Council retaining the same revenue and expenditure for all items.

Is a Revised Budget process required?

In preparing this report, Council has given consideration as to whether it is able to make this minor amendment to the adopted Annual Budget 2018-2019 by resolution or whether a formal Revised Budget process was required. Should the latter be applied then Council would be required to implement a statutory advertising process followed by a 28 day public submission period and Council consideration of the Revised Budget following hearing of submissions.

12.5 Annual Budget 2018-2019**Executive Summary**

Section 128(1) of the Local Government Act 1989 (the 'Act') requires that:

- (1) A Council must prepare a revised budget if circumstances arise which cause a material change in the budget and which affects the financial operations and position of the Council.*

In this current circumstance, Council is not proposing to amend any budgeted revenue or expenditure item contained in the adopted Annual Budget 2018-2019. Council are also satisfied that there are no material changes resulting from amending the rate in the dollar. The only item that will change between the two documents is a lowering of the rates in the dollar to take account of the increase in valuations in order to raise the same amount of rates in the adopted Annual Budget 2018-2019.

Materiality is assessed based on the application of the accounting definition of materiality and the materiality threshold applied by Council's external auditor when assessing an audit opinion on whether Council's financial report presents fairly in accordance with Australian accounting standards and the Local Government Act 1989 and Local Government (Planning and Reporting) Regulations 2014.

The materiality threshold determined through the audit process was assessed at 4.5 per cent of the total expenditure included in the adopted Annual Budget 2018-2019 (\$7.338 million). Based on this, the amendment proposed to reduce rates in the dollar to prevent an overcharging of \$608,891, is well below the materiality threshold.

It has therefore been determined that Council can amend the adopted Annual Budget 2018-2019 by resolution and not undertake a formal Revised Budget process.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

This report ensures that Council will comply with the 2018-2019 rate cap of 2.25 per cent by reducing rates in the dollar taking account of increases in the 2018 Council revaluation data. Should Council not amend these rates in the dollar then Council would raise an additional \$608,891 and breach its compliance requirements with the cap.

12.5 Annual Budget 2018-2019**Executive Summary****Consultation****1. External Stakeholders*****Local Government Victoria***

In reaching its conclusion that a formal Revised Budget process was not required, Council sought advice from Local Government Victoria and has stated inter alia:

'LGV recommends that the proposed change be undertaken in a very publicly transparent way. Should you establish that the change is material, then the established Revised Budget process will provide good transparency. Should you determine that the proposed change is not material, then we would strongly recommend that the change be undertaken by way of a detailed public report to council; that the report clearly articulate the reason for the change, the impact and include an assessment of materiality; that the matter be considered in a meeting open to the public; and, that the change be supported by a clear council resolution.'

2. Other Stakeholders

Nil

Analysis (Environmental / Economic / Social Implications)

Economic implications in regards to this report are detailed under Section 'Financial Implications' above.

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

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

Legal

The amended Annual Budget 2018-2019 is prepared in accordance with the *Local Government Act* 1989 and relevant Australian Accounting Standards.

Policy Impacts

There are no policies or protocols affecting the decision of this report or are relevant to the report.

Officer's Declaration of Interests

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

Risk Mitigation

There are no direct risk implications arising from this report.

Conclusion

The minor amendments to the rates in the dollar for the various rating types within the Annual Budget 2018-2019 ensures that Council will raise the correct amount of rate revenue taking into account the movement in valuation figures that has occurred.

ATTACHMENTS

Nil

Executive Summary**12.6 Delegates to Internal Organisations - Municipal Emergency Management Planning Committee**

Enquiries: (Leonie Reints: Community Development)

Council Plan

Community Outcome:	3. A Well Governed City
Strategy:	3.1 Accountable Governance
Priority Action	3.1.2 The elected representatives will promote powerful advocacy, meaningful engagement and credible reputation

Purpose

To brief Council on the Municipal Emergency Management Planning Committee (MEMPC) and seek a Councillor representative.

Recommendation (Director Community Development)

That Council appoints Councillor Quinn McCormack as the appointed delegate to the Municipal Emergency Management Planning Committee.

Key Points / Issues

- The purpose and responsibilities of the Municipal Emergency Management Planning Committee (MEMPC) are to bring together the available community resources, including emergency authorities, to analyse, plan and participate in municipal emergency management and to ensure that Frankston City Council meets its statutory and social obligations to the community.
- The committee consists of relevant state agency representatives including Council Officers, Victoria Police, Country Fire Authority, State Emergency Service, Ambulance Victoria, Department of Health and Human Services, Parks Victoria, Department of Education and Training, Red Cross, Victorian Council of Churches Emergency Ministry's and other key state holders as required.
- The MEMPC meets three (3) times per year during business hours.
- The membership of the MEMPC is determined by agencies and organisations with statutory responsibilities under the *Emergency Management Manual Victoria (EMMV)* or represent a major hazard facility.
- Councillors have expressed interest in the MEMPC being listed as one of Council's Committees with a Councillor representative.
- Councillor McCormack has expressed an interest in representing Council at this meeting.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

12.6 Delegates to Internal Organisations - Municipal Emergency Management Planning Committee**Executive Summary**

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities. Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

There are no financial implications associated with this report.

Consultation**1. External Stakeholders**

No external consultation has been undertaken in relation to appointing Councillor McCormack to the MEMPC

2. Other Stakeholders

Officers from the Community Safety Department have been consulted during the preparation of this report.

Analysis (Environmental / Economic / Social Implications)

There are no anticipated environmental, economic 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

The membership of the MEMPC is determined by agencies and organisations with statutory responsibilities under the Emergency Management Manual Victoria (EMMV) or represent a major hazard facility.

The MEMPC is a legislative requirement as set out within the *Emergency Management Act 1986*.

Policy Impacts

There is no policy impacts associated with this report.

Officer's Declaration of Interests

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

Conclusion

Council has a range of Committees on which Councillor representation is formally resolved.

It is recommended Council resolves a delegate for this Committee.

ATTACHMENTS

Nil

Executive Summary**12.7 Frankston City Business Grants**

Enquiries: (Sam Jackson: Corporate Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.1 Employment, education and economy
Priority Action	2.1.2 Develop a knowledge, creativity and skills based economy that generates employment opportunities

Purpose

To present the revised Frankston City Business Grants Programme to Council for endorsement

Recommendation (Director Corporate Development)

That Council:

1. Notes this report.
2. Endorses the revised Frankston City Business Grants Program as outlined in this report as they relate to:
 - a. Redefining the desired Grants Program outcomes
 - b. Removal of categories
 - c. Enhanced program marketing
 - d. The Independent Assessment Panel
 - e. Eligibility Criteria
 - f. Grant Funding Model
 - g. Frankston City Business Grants Guide and Toolkit
3. Endorses the increase in funding for the program to \$130,000 per year (allowing for \$10,000 promotion and up to \$120,000 for allocation as grants to business).
4. Commits an additional \$64,000 per annum to supplement the existing operating budget by authorising the Chief Executive Officer to make the necessary adjustments to the Mid-Year Budget Review
5. Endorses Officers writing to the relevant State and Federal Government stakeholders to invite them to match the funding being provided by Council for the Frankston City Business Grants program.

Key Points / Issues

- Now in its sixth year, the Small Business Grants Program (the Program) which forms part of the Build Your Business Program has been reviewed by Council Officers with key changes being proposed.
- The Program has been highly effective, as it has created 421 jobs generated by 27 grant recipients. The cost per job is significantly less in comparison to State Government.
- The Program is a strong contributor to Frankston City Council's economic development services being independently assessed as the fourth best in the country. The Program has also been replicated by a number of different Councils.

12.7 Frankston City Business Grants**Executive Summary**

- The Program objectives are:
 - Employment creation
 - Building a resilient economy through sustainable and diverse industries
 - Activation of commercial/industrial precincts
 - Positioning Frankston City as a start-up entrepreneurs hub
 - Enhancing the reputation of Frankston City.
- Although already quite a robust program, the Program review identified additional opportunities for improvement in the following areas:
 - **Removal of categories** - A previous strong focus on grant categories has resulted in Council considering applications that meet the requirements of the categories but potentially fail to achieve the outcomes. To mitigate this, Officers are recommending the removal of categories while retaining and strengthening the focus on Program outcomes.
 - **Re-defining the Council desired Program outcomes** – Placing Council desired outcomes at the forefront of the grants program, applicants must successfully demonstrate how their business will accomplish one or more of Councils objectives to be successful
 - **The Independent Assessment Panel (IAP)** – the review looked closely at the how the IAP's essential function could be improved by strengthening the selection and eligibility criteria and further removing any influence of bias in the assessment process. Officers recommend that all IAP members are required to live and work outside of the immediate region with the exemption of one professional and 'community expert' who is able to provide community context and that the Panel Member's identity remain confidential.
 - **Program Marketing** – The Program is currently promoted at a local level utilising costly print media advertising to drive engagement. Officers recommend targeting specific audiences outside Frankston City through digital advertising and potentially print magazines that have a specific focus on niche industries. This alternate not only engages and targets a wider market but is also cost effective.
 - **Eligibility Criteria** – has been revised to include previously excluded businesses such as those in neighbouring municipalities looking to invest in Frankston City and startup business models that will be required to be located within an incubator if a commercial tenancy is not a viable option
 - **Grant Funding Model**- The strengthening of the reimbursement grant funding model to include performance based measures
 - **Frankston City Business Grants Guide and Toolkit** - The development of a Frankston City Business Grants Guide and Toolkit to assist businesses to prepare for and compile a successful grant application
- Officers have considered the impact of increasing the current funding pool from \$60,000 to \$120,000 with the potential of allocating grants of up to \$30,000. Officers believe that this increase will have a positive impact in attracting business investment to Frankston City, especially in the Professional, Scientific and Technical Services sectors that would further establish Frankston's credentials as a start-up entrepreneurial hub.

12.7 Frankston City Business Grants**Executive Summary**

- Officers presented to Councillors on 28 May 2018 about the first six year of the Business Grants Program and the proposed changes to the Program. There appeared to be strong support for the Program and support for the changes proposed.
- There was discussion at this briefing regarding emergency relief grants for businesses (particularly in relation to the city centre and the impact of infrastructure projects). It is strongly recommended that relief grants not be incorporated into this Program because:
 - Emergency relief grants would have a different desired outcome that are not consistent with the proposed outcomes of the Program
 - The assessment process and criteria required would need to be different to that of the Program
 - The positive context of the Program would become skewed or confused

If the grants were in relation to attracting new businesses to the city centre this would be more consistent with the objectives of the Frankston City Business Grants Program.

Financial Impact

The State Government has introduced the “Fair Go Rates” system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Council’s ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

There are no financial implications stemming from this report as the Grants are already within the annual operating budget of the Economic Development Team.

Consultation**1. External Stakeholders**

The following external stakeholders have been contacted in relation to the revision of the Small Business Grants Program:

- Past IAP members: were contacted and asked for feedback for potential Program improvements, perceived strengths and weaknesses of the program
- Past Grant Recipients: were contacted and asked for feedback on potential Program improvements, perceived strengths and weaknesses of the program
- The Frankston Foundry: was contacted to discuss possible ways in which a start-up or entrepreneurial businesses could be attracted to the Program

12.7 Frankston City Business Grants**Executive Summary**

- Council's Business Consultants: were contacted and asked for feedback for potential Program improvements, perceived strengths and weaknesses of the program and also their feedback from having mentored and coached past grant applicants
- Sunshine Coast Council: were contacted in relation to their export assistance scheme and grants programs
- Mackay Regional Council: were contacted in relation to their grants programs
- City of Melbourne: were contacted in relation to their Small Business Grants Program

A briefing of Councillors was held on 28 May 2018, and their feedback has been incorporated into this report.

2. Other Stakeholders

The following Council departments have been consulted with in relation to revising the Small Business Grants Program:

- Administration and Corporate Projects (Governance) in relation to legal implications and legislation surrounding the Independent Assessment Panel
- Community Relations (Economic Development) in relation to feedback received from past grant applicants
- Community Relations (Communications) in relation to marketing the Program and promotional outcomes

Analysis (Environmental / Economic / Social Implications)

Now in its sixth year, the Program has facilitated the creation of 421 jobs generated by 23 grant recipients (prior to the current year). The Program has been highly effective, as it has created 421 jobs generated by 27 grant recipients. The cost per job is significantly less in comparison to State Government.

The economic and social outcomes of the grants program are:

1. Employment creation
2. Building a resilient economy through sustainable and diverse industries
3. Improve commercial/industrial occupancy rates and activate precincts
4. Shift perceptions about Frankston City
5. Position Frankston City as a start-up/entrepreneurs hub

The above implications will remain front and foremost of the Program going forward, and will be further enhanced by the proposed development and realignment of the program.

The Program will be opened up to any local business or investor that can contribute significantly to the above benefits, which will continue to be promoted as the desired outcomes of the program. The grant category titles used previously will now be built into the projected outcomes of the program. Businesses offering a product/service with a positive environmental impact, or business commencing export, (features which were previously targeted with specific grant categories) will contribute strongly to outcomes two and three (above).

12.7 Frankston City Business Grants**Executive Summary****Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities

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

Legal

Applicants must satisfy State and Federal business registration legislation and other relevant regulations to be eligible to apply for a grant. Successful grant recipients must enter into a legal agreement with Council requiring them to fulfil any outstanding matters not covered by their application (such as leasing requirements), reporting how their business is performing annually and will also be required to agree to specific performance metrics in order to receive grant funding.

All applicants are required to ensure that they comply with all relevant local, state and federal government legislation – this includes compliance with Local Laws and the Frankston Planning Scheme.

Policy Impacts

The Program forms an integral part of:

- Council Plan 2017-2021 (Theme 2.1: Employment, education and economy).
- Frankston City Economic Development Strategy 2016-2022,
- Economic Development Policy 2011
- Frankston Destination Development Plan

Officer's Declaration of Interests

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

Risk Mitigation

Councillors are at risk of perceived political interference and preferential treatment. To mitigate this risk, Council's Independent Assessment Panel assesses applications and make recommendations to Council. This feature of the program has been further strengthened by amending the selection criteria; including a professional expert that is also familiar with the community context and ensuring all other IAP members work and live outside the region.

It is strongly recommended that Council's decision to issue grants remains in-line with the recommendations of the IAP.

Members of the IAP are required to enter a confidentiality agreement, ensuring they do not use applicants commercial in confidence information for personal gain. They are also required to declare any conflicts of interest with applicants and may be required to step aside if deemed appropriate by Council Offices. As such, it is strongly recommended that Council's decision to issue grants remains in-line with the recommendations of the IAP.

Council is at risk of awarding grants to businesses that fail in their business venture. To avoid this, robust assessment criteria has been developed to ensure that the IAP professional experts are able to assess applications that are highly transparent and can ensure that the business has a high chance of success.

12.7 Frankston City Business Grants**Executive Summary****Conclusion**

It is the recommendation of Council Officers that the revised and improved Frankston City Grants Program is endorsed by Council.

ATTACHMENTS

Attachment A: [!\[\]\(3211b5d1d968fc1665909b34f9f16010_img.jpg\)](#) Small Business Grant Recipients

**12.7 Frankston City Business Grants
Officers' Assessment****Background**

A review of Council's small business grants program (the Program) has highlighted many opportunities whereby the revised Program can be developed, expanded and strengthened.

Establishment of Business Grants Program

During the 2012-2013 budget process, Council resolved to implement an 'Economic Resilience Package', a range of business development and attraction initiatives designed to encourage business activity and investment within Frankston city. This included the establishment of a Frankston City Council Small Business Grants Program (the Program). Frankston City Council was the second local government to establish a small business grants program after the City of Melbourne.

The Program included a funding pool of \$66,000 in which businesses were able to apply for a grant of up to \$15,000 as part of a competitive process, within one of the following categories:

1. **Start-up Grant**: an incentive for new enterprises to take out commercial tenancies in Frankston City
2. **Home Based Graduation**: to encourage home-based enterprises to take the next step and enter a commercial tenancy to increase business and employment growth opportunities
3. **Relocation**: an incentive for businesses from outside the region to relocate to a commercial tenancy in the municipality
4. **Emerging Exporter**: an incentive to assist exporters or export ready businesses to begin selling to the international market.

The objectives of the Program were to:

- Generate new and sustainable employment opportunities in the Frankston City municipality.
- Bring new and unique technologies, products, services, ideas and/or processes to Frankston City.
- Attract business activity, visitors and shoppers to key commercial precincts in the municipality by encouraging unique and creative businesses.
- Shift perceptions about Frankston City.

Following the Program's success over several years, a fifth category known as the Green Business Grant, was established to encourage applications from businesses whose core product or service had positive and demonstrable environmental impacts.

In order to achieve and maximise the economic impact of each grant awarded, stringent application guidelines were developed to ensure business operators were able to demonstrate strong employment growth potential, business sustainability and access to financial capital in order to successfully fulfil the requirements of a reimbursement funded grant.

Economic Impact of the Small Business Grant Program

After its sixth consecutive year, the Program has funded 27 grants at a total of \$320,000, of which 25 recipients are still trading within Frankston City. These 25 businesses have generated the following economic benefits to date:

12.7 Frankston City Business Grants Officers' Assessment

	Direct Impact	Flow-on impacts	Total
Employment	244 jobs	177 jobs	421 jobs
Economic Output	\$97.14 million	\$52.622 million	\$149.762 million
Wages and Salaries (pa)	15.794 million	\$12.439 million	\$28.232 million

As a result of this economic activity, Frankston City's Gross Regional Product has also increased by approximately \$41.7 million (0.95%).

Social Impact of the Small Business Grant Program

Not only have we seen a positive economic shift, but the Program has also helped to shift perceptions concerning establishing business within Frankston city.

Some of Frankston's most highly regarded businesses have been recipients of a Grant, such as:

- Eeny meeny
- Geonbae
- Spicy Web
- Dainton's Brewery
- South Side Social
- Humdinger
- Lisa's Lacies

These businesses are true representations of how the Program has helped to establish new destination businesses across multiple areas within the municipality, has added to the resident and visitor experience of living and visiting the city, and has generated an enormous amount of positive sentiment toward Frankston City Council (see Attachment A for a full list of grant recipients).

Start-up Defined

There has also been confusion surrounding the evolving definition of 'start-up' in the contemporary business landscape, as opposed to a small business. The Victorian Government's accepted definition of a Start-up Business is:

- Not a microbusiness or small business
- They are innovative in product design, services, operations or customer experience and a business model that can potentially disrupt an industry
- They are not limited to new technology platforms but are high growth businesses right across the economy
- They are more concerned with finding a niche and growing rapidly to dominate the marketplace
- They are focussed on entering the national or export markets

In essence, a start-up business is innovative, potentially disruptive to an industry and scalable on a global market. By correctly redefining this desired outcome within the revised Program, we are able to align and strengthen the Economic Development Strategy's strategic priority to position Frankston City as the Start-up capital of the South East.

**12.7 Frankston City Business Grants
Officers' Assessment**Frankston City as a Start-up/Entrepreneurial Hub

Frankston's Economic Development Strategy highlights the priority to support the generation of professional employment opportunities and to position Frankston City as a start-up and entrepreneurs hub. Generally, these businesses are represented in the Professional, Scientific and Technical Services industry sector. Since 2014, the City of Melbourne has issued grants of up to \$30,000 of which 60% of grant funding (27 out of 45 grants) has gone to businesses in the Professional, Scientific and Technical Services industry sector compared to Frankston's 5 out of 27 grants (or 18%). Whilst this indicates a significant gap, there is an opportunity for Frankston to attract more businesses in this sector by increasing the allocation of grant funds to \$30,000 and potentially increasing the funding pool to \$120,000. This may encourage more businesses in the Professional, Scientific and Technical Services industry sector to move to invest in Frankston, therefore further establishing Frankston's credentials as a start-up entrepreneurial hub.

Review of the ProgramThe Program Outcomes

The Grants Program seeks to support businesses that deliver the following outcomes in line with the Economic Development Strategy:

- **Create employment** – Council is committed to supporting businesses that generate new and sustainable employment opportunities within Frankston City. The following are examples of desired employment creation outcomes:
 - The business will generate new employment opportunities at premises within the Frankston municipal region
 - The business will create a sustainable, knowledge-based workforce by upskilling and developing new and existing employees
- **Build a resilient local economy through sustainable and diverse industries** – Council is committed to attracting unique technologies, products, services and ideas to Frankston City. The following are examples of desired industry outcomes:
 - The business will contribute to the development of knowledge capital, skills or local supply chains
 - The business has well justified potential for continued and sustainable growth
- **Position Frankston City as a start-up or entrepreneurs hub** – Council is committed to strengthening, developing and growing a competitive and recognised start-up community within the Frankston region. The following are examples of desired business outcomes:
 - The business will be innovative in design, scalable and a potential industry disruptor
 - The business will strengthen, develop and grow a competitive and recognised start-up community within Frankston City.
- **Improve and activate commercial or industrial occupancy precincts** – Council is committed to supporting businesses that activate commercial and industrial precincts within the Frankston municipal region. The following are examples of desired activation outcomes:

**12.7 Frankston City Business Grants
Officers' Assessment**

- *The business will lease premises within the commercial or industrial precincts*
- *The business will add to the vibrancy of Frankston's town centres*
- *The business will increase the volume of foot traffic*
- **Enhance the reputation of Frankston City** – *Council aspires to be the preferred place to live, learn, work, visit and invest. The following are examples of desired reputational outcomes:*
 - *The business will have a positive environmental, sustainable and/or social outcome*
 - *The business will have an interesting point of difference, potentially be the first of its type in the area*
 - *The business will introduce a new concept, innovative and creative product or service to our region*

By placing these outcomes at the forefront of the grants program, Council encourages new and innovative businesses to apply but also puts the onus on the applicant to prove that their business is going to deliver the Program outcomes. Applicants must successfully demonstrate how their business will accomplish one or more of the above outcomes in order to be successful.

This also safeguards Council from receiving applications from businesses that may be attempting to salvage a failing business. These businesses would find it difficult to provide evidence to show that their business has the potential to grow or have the above mentioned impacts

As Frankston's City Centre shopfront vacancy rate has increased from 10.81% in 2017 to 14.36% in 2018, this outcome to activate commercial precincts is still considered highly desirable by Council. With the removal of categories and a new focus on outcomes, we are encouraging business whether it is a new investment, relocation, or home based graduation, the opportunity to secure a grant and establish themselves within one of our commercial precincts.

Applicant Eligibility Criteria

To determine a benchmark of eligibility for the Small Business Grants, the following criteria were established:

- The business was required to trade from a premises that the business leased or owned
- The premises was required to be located in a commercial, industrial or activity centre zone in Frankston City
- The business required an active Australian Business Number
- The business must have turned over less than \$2 million in the previous financial year (exemptions were allowed at the discretion of Council and recommended by the IAP)
- The business must have attended one of the compulsory information sessions
- The business must have completed an application with all supporting information attached
- The business must have 20 or fewer full time equivalent employees

**12.7 Frankston City Business Grants
Officers' Assessment**

Furthermore, the following businesses have been excluded from the Small Business Grant application process:

- Franchises and multi-level marketing-style businesses
- Trusts (except family and discretionary trusts)
- Subsidiaries of large companies
- Foreign companies or branches that are registered as an Australian Company
- Incorporated organisations and government departments or agencies
- Businesses operating from home
- Charities and not-for-profits
- Businesses that have (or propose to have) a sub-leasing arrangement (leasing arrangements may not be binding)

These types of businesses have been excluded from eligibility based on the potential tax implications associated with trusts, their eligibility for specific community funded grants, supports received from other levels of the business structure or not meeting the requirements of the grant eligibility.

To determine eligibility for a Grant, the following revised criteria are recommended to be integrated into the Program:

- The business must trade from a premises that the applicant owns or leases within Frankston City (exemptions may be made for start-up businesses where the business must be positioned within an incubator or co-working space located within Frankston City)
- The business must be located in a commercial, industrial or activity centre zone within Frankston City (as per the Planning Scheme)
- The business must have an active Australian Business Number
- The business must have turned over less than \$2 million in the previous financial year (exemptions can apply at Council's discretion)
- The applicant must have attended one of the compulsory information sessions either in person or via a webinar session
- All required documentation must be supplied with a completed application form

Furthermore, it is recommended that the following business models and subsidiaries remain excluded from the FCBG application process:

- Franchisees and multi-level marketing style businesses
- Trusts (except family and discretionary trusts)
- Foreign companies or branches that are not registered as an Australian Company
- Incorporated organisations, government departments and agencies
- Businesses operating from home
- Charities and not-for-profits
- Subsidiaries of larger companies

**12.7 Frankston City Business Grants
Officers' Assessment**

Businesses located within a neighbouring municipality looking to expand and invest within Frankston will no longer be ineligible. Businesses that have (or propose to have) a sub-leasing arrangement may also be considered eligible however will be required to submit evidence of leasing and tenure agreements and remains at the discretion of Council Officers.

Recommendation –the current applicant eligibility criteria be amended as above

Establishment of the Independent Assessment Panel (IAP)

The convening of an Independent Assessment Panel (IAP) has been part of the program's strength since the Program's inception.

The IAP was established to provide an independent specialist peer review and assessment of Grant applications which has endorsed the transparency, objectivity, integrity and confidence of the grant assessment process thus far. Furthermore, as the IAP is selected independently of council elected representatives, Council avoids both the perception and reality of potential political interference in the appointment process. There is no opportunity to invite certain individuals to nominate and therefore stack the panels with experts that they would expect to vote along a particular line or local political interest.

The IAP performs functions of an advisory committee which is defined in the current Local Government Act as:

any committee established by the Council, other than a special committee, that provides advice to

(a) the Council; or

(b) a special committee; or

(c) a member of Council staff who has been delegated a power, duty or function of the Council under section 98

The IAP is appointed via a public Expression of Interest process, administered by a Council Officer, which assesses experience and qualifications via a skills matrix that includes each of the following:

- Accounting
- Marketing
- Legal services
- Business finance
- Proprietorship.

Knowledge of Frankston's local context has also been looked upon favourably when appointing expert panellists. The CEO formally appoints the most suitable applicants taking into account recommendations by the designated Council Officer.

IAP members are appointed on a voluntary basis, but are paid a nominal fee for their time to:

- independently assess applications
- deliberate as a group on of applications
- deliver a Panel recommendation to Council on suitable and preferred candidates

IAP members are appointed prior to the commencement of the Grant release date to minimise any realistic or perceived conflict of interest.

**12.7 Frankston City Business Grants
Officers' Assessment**

A Council Officer convenes the IAP, who are governed by Terms of Reference, including a confidentiality agreement. IAP panel members must declare whether they have a conflict of interest with regard to any application submitted. If a conflict of interest presents, the IAP member is removed from assessing that particular application as well as the group deliberation specific assessment.

The current apolitical, confidential/anonymous and independent nature of the Program has experienced positive feedback, enabling the decision making process to gain credible recognition amongst the community and applicants.

Because of this, it is recommended that the IAP remains intact following the same appointment procedure (as discussed in the background section of this report) with small modifications included to further strengthen this function. The following selection criteria will be utilised to appoint professional business experts to the IAP:

- Demonstrated commitment to Frankston City and the future needs of the community
- Demonstrated commitment to procedural fairness in decision making
- Demonstrated capacity to remain objective and consider all sides of an argument
- Demonstrated capacity to employ constructive approaches towards problem solving
- Strong communication skills and the ability to work effectively in a team environment
- Ability to act appropriately in situations, which may involve a conflict of interest

In addition, the IAP members must possess demonstrable professional expert experience in one or more of the following areas:

- Business proprietorship
- Business finance and accounting
- Marketing and promotions
- Innovation and entrepreneurship
- Commercial Law

There is also a new requirement that the independent experts must not live or work in the council area excluding one 'community expert'. The community expert not only needs to demonstrate an understanding and experience in similar or related fields to those of the professional experts, but will assist the panel by providing community specific knowledge when appropriate.

This amendment to the experts appointment further strengthens Council Officers and Councillors with the opportunity to move away from micro-management of the determination of grant applications and to ensure that Frankston Council does not come under public scrutiny.

Recommendation – *the current role and function of the IAP largely remain unchanged. However, there will be a requirement for panel members from outside Frankston City to further reduce any bias, with the exception of one local 'community expert'.*

Marketing the Program

The current marketing and promotional activities associated with the Program has been an area identified requiring significant improvement.

**12.7 Frankston City Business Grants
Officers' Assessment**

Each year marketing and promotional activities have been undertaken to encourage businesses to apply for a grant. These activities have included a six week campaign within the Leader paper (leading up to the close of application window) which consisted of a half page advertisement, weekly e-newsletters from Council (and other interested parties) and a double page editorial within the Leader paper post grant recipients having received grants. The Frankston Leader Paper was utilised for the promotion of the Program due to its sizeable circulation of 54,725 papers across the Frankston region and its associated readership of 66,000. There is currently a \$6,000 marketing and promotional budget allocated to the Program each year.

While traditional print media advertising is often effective at driving engagement at a local level, there is an opportunity to cast a wider geographic net and target specific audiences that are outside Frankston City through digital advertising and potentially print magazines that have a specific focus on niche industries.

By targeting magazines that focus on specific industries, we can effectively advertise to a captive audience that is already receptive to content related advertising messages, target industries that are high value and have proven strong employment outcomes. Looking beyond the specific benefits of advertising the Program, we would also be building credibility in the minds of new, emerging and existing businesses within these industries highlighting Frankston as a destination point for investment.

In comparison to print, digital advertising and influencer marketing is an attractive and affordable option in which we are able to display promotional ads and start conversations on popular web pages and social media platforms such as Facebook, Instagram, YouTube and Google. Digital advertising may also include more traditional print publications producing online versions of advertisements, allowing us to connect with a wider audience.

Using digital advertising, active audiences are able to 'buy in' with the click of a mouse and investigate our Program no matter where they are located. We are also able to understand what specific ads are generating the highest rate of engagement, allowing us to modify promotional campaigns and continually improve visitation to our central point of communication.

Although the program has been successfully promoted through the Leader Paper in previous years, the distribution of this paper is at a local level only with no online advertising component having been included. The cost of advertising through the Leader Paper has also been expensive for the amount of exposure received which could easily be achieved through Council's own Frankston City News which has a comparable circulation of 60,000 papers and business e-newsletters.

Recommendation – *increasingly promote the Program being open for applications through digital media and targeted industry publications*

Grant Categories

Similar to other local, state and federal grants, the Small Business Grants Program was divided into a number of specific grant categories to define which businesses could and couldn't apply or be eligible for a grant. These categories (as defined in further detail in the background section of this report) were: Startup Business Grant, Relocation Grant, Home Based Graduation Grant, Green Business Grant and an Emerging Exporter Grant.

**12.7 Frankston City Business Grants
Officers' Assessment**

The currently categories are relatively inflexible with stringent criteria that diminish any perceived 'grey' area. By utilising grant categories, Council has been able to provide some surety that resilient business models are attracted to and are awarded grants. The use of grant categories has also been effective in minimising the total amount of grant applications received for assessment, therefore not overwhelming Council resources or the IAP through the administration and assessment process.

The main benefit of the grant categories was to specifically attract applications from sustainable and innovative types of businesses with growth potential, such as those providing a positive environmental impact or those commencing export activities. The relocation grant attracted businesses from other areas, and the start-up and home-based graduation grants assisted new businesses with innovative ideas and growth potential.

While these categories have delivered strong outcomes over the past six years, feedback received by past IAP members and Council Officers from potential applicants and business investors has highlighted the need to re-evaluate the effectiveness of the grant categories and the ability of the Program to deliver on outcomes.

This focus on category requirements has often overshadowed the desired outcomes: employment creation, sustainable and diverse industries, activation of commercial/industrial precincts, and creating positive perceptions of Frankston City. This has resulted in applications that meet the requirements of the categories and are technically eligible, but lacking in outcomes.

Officers were often approached by businesses who were looking to expand and could provide excellent outcomes, but were not eligible to apply because they didn't fit within the grant categories. For example, industrial businesses looking to increase productivity by incorporating new machinery, upskilling and training staff, incorporating new software or conducting research and development initiatives to strengthen supply chains, are currently unable to apply for a grant.

There has also been confusion between some of the grant categories. In order to be eligible for a start-up grant, businesses must prove that they have not commenced trading six months prior to the grant applications having opened. However, a home-based graduation grant has no time restrictions associated it and may have been trading for the past five years. This level of complexity can be highly confusing and may also be perceived as bolstering one business over another.

To mitigate these restrictions and complexities, Officers recommend removing grant categories themselves while retaining whichever features deliver the Program outcomes. This will be done by replacing the category focus with an outcomes focus in the communication of the Program.

By leading with an outcomes focus, the Program is clearer and nothing is lost. Council still seeks applications from green businesses, emerging exporters, relocators and new businesses as it always has, and will target these groups with specific advertising. Removing grant categories opens up the grants to any business looking to expand, or to investors that can contribute significantly to the Program outcomes.

Recommendation - Remove grant categories, instead increasing focus on applications that deliver on the Program outcomes.

**12.7 Frankston City Business Grants
Officers' Assessment**Funding Model

The Program was established with a reimbursement or retrospective funding model. This was established to provide funding to grant recipients for goods and services after the expenses had been incurred by the grant recipient. This funding model required grant recipients to provide verification of purchased goods and services via submitting receipts and photographs to ensure all expenses have been incurred by the grantee. Pending approval, the grant recipient would then be reimbursed for costs incurred.

There are multiple funding models with associated grantee requirements that may be conducive to the revised FCBG program. Three funding models have been considered for implementation including the previously adopted Reimbursement Grant Model, the Simple Grant Model and the Matching Grants Model.

The Simple Grant Model is the easiest of funding models for a grant recipient to receive. The grantee is not required to submit any documentation for expenses but is simply sent the awarded grant funds after having their application approved. This minimises Councils ability to ensure awarded funds are spent on business growth endeavours as opposed to operational or other non-business related expenses.

The Matching Grants Model is usually the more preferred funding model used by State and Federal Government Departments where the term 'matching grants' means that the grantee is required to raise a specific amount of money to "match" the amount of the grant.

Reimbursement grants require the grantee to spend some or the entire grant amount before requesting payment. Generally, the grantee must submit copies of invoices and photographs of completed work with their request for reimbursement. This enables Council to be sure that the grantee has done what was originally applied for in their application.

Sunshine City Council has explored how the reimbursement funding model can be further strengthened to ensure the outcomes stated in a grantees application come to fruition. Here, all grantees that receive grants are awarded financial costs following the successful completion of performance based measures including employment creation.

The reimbursement funding model is able to be adapted to ensure that Council receives the specified return on investment similar to that of the Sunshine Coast Council by applying performance based measures that are agreed to by the grant recipient. These performance based measures might include employment outcomes, product or service delivery and sales increases, research and development outputs and startup business development outputs.

Integrating performance based measures as a requirement for reimbursement ensures there are robust protections for Council financial contributions as well as further reportable impacts of the financial contribution beyond employment creation.

Recommendation – *continue the reimbursement funding model but with performance based measures incorporated*

Frankston City Grant Guide and Toolkit

Feedback provided by past IAP members identified the need to form a consistent approach to preparing grant applications for assessment. Having received a varied array of applications in the past, the IAP members highlighted this as an area that could be improved to ensure all applications received are consistent in approach and detail.

Following this recommendation, an opportunity has been recognised to develop a Guide and Toolkit for applicants.

**12.7 Frankston City Business Grants
Officers' Assessment**

The core objective of the Business Grants Guide is to provide applicants with a navigational tool that supports businesses to understand the language, development stages, prerequisites and desired outcomes required to submit a successful grant application.

The Business Grants Guide and Toolkit is a 'how-to-guide' to help businesses to prepare for and compile a grant application for assessment. The Toolkit includes mandatory templates that formulate the application including a Business Plan, Marketing Plan, SWOT analysis and a Business Grants Checklist.

The Business Grants Guide and Toolkit is being produced in consultation with previous grant recipients, business consultants and past IAP members to strengthen the Program and to ensure a fair and equitable process of assessment.

Recommendation – *continue with the development of a Business Grants Guide and Toolkit to aid applicants*

Options Available including Financial Implications

The resource requirements associated with this report are currently budgeted for within the Economic Development operational and program budget.

There has previously been some discussion regarding increasing the Program's funding pool from \$60,000 to \$120,000 with no alteration to the marketing and promotional budget of \$6,000 although this is not currently budgeted for.

Increasing the Funding Pool

An increase in the pool of grant money will result in a corresponding rise in output and employment outcomes (see impact estimates below). The benefit of increasing grant monies from the current maximum of \$15,000, has the potential of engaging and attracting a new calibre of businesses to the Program and allows Council to proactively promote the significant opportunity to niche and high value industries that may not have considered Frankston as a destination for investment in the past.

This added incentive for a larger sum of money to support investment becomes a more attractive endorsement of Frankston City's support and commitment to investment within the region. This is reflected in the high number of grant applications previously received each year in the start-up and home-based graduation categories as compared with the emerging exporter, green business and relocation categories. The \$15,000 maximum appeals most strongly to applicants planning small-scale enterprises.

Melbourne City Council has run their small business grants program since 1996 and is widely lauded for helping hundreds of innovators and entrepreneurs start or expand their businesses. Melbourne is at the forefront in incentivising businesses through their program.

One priority in Frankston's Economic Development Strategy is to build the knowledge based economy by generating professional employment opportunities that position Frankston City as a start-up and entrepreneurs hub. Generally, these businesses are represented in the Professional, Scientific and Technical Services industry sector. Since 2014, City of Melbourne has issued 60% of grant funding (27 out of 45 grants) to businesses in the Professional, Scientific and Technical Services industry sector compared to Frankston's 5 businesses out of 27 grants or 18%. Whilst this indicates a significant gap, the opportunity is for Frankston to attract more businesses in this sector.

It should be noted that the City of Melbourne model, businesses can apply for up to \$30,000 of grant funding and with a pool of \$100,000 for their program.

12.7 Frankston City Business Grants**Officers' Assessment**

By increasing the grant pool from \$60,000 to \$100,000 to bring this into line with the City of Melbourne, this may encourage more businesses in the Professional, Scientific and Technical Services industry sector to move to Frankston, therefore establishing further Frankston's credentials as a start-up entrepreneurial hub. Also, with further councils looking to offer business grants programs, they are effectively competing to attract new businesses, so expanding the program will help to keep Frankston as a key player in this space, as well as rejuvenate the program to attract new businesses to our municipality.

The following impact assessment is provided as per the request of Councillors and shows the total impact if the funding pool were to increase to \$120,000:

	Direct Impact 2012 - 2018	Flow-on impacts 2012 - 2018	Totals 2012 - 2018	Total Impact by 2022 if \$120k funding pool commences in 2018
Employment	244 jobs	177 jobs	421 jobs	1122 jobs
Economic Output (pa)	\$97.14 million	\$52.622 million	\$149.762 million	\$399.365 million
Wages and Salaries (pa)	15.794 million	\$12.439 million	\$28.232 million	\$75,28 million

Small Business Grants Program – Grant Recipients Summary 2012-2018

Grant Recipient (Industry category)	Grant category and year	Expenditure	Direct Jobs As of Nov 2017	Flow-on employment
Growth Accountants and Advisors Address: 330 Nepean Highway, Frankston (PST - Accounting)	Relocation 2012/13	Website development: \$1,690 Logo design and marketing collateral: \$6,257 Signage: \$1,990 Total grant amount: \$10,000	5	4
Scenic Surrounds Address: 25 Veronica Drive, Skye (Administrative and Support - other)	Home Based Graduation 2012/13	Logo design and marketing collateral: \$1,642 Tools and equipment: \$2,098 Signage (inc car stickers): \$5,797 Online marketing: \$462 Total grant amount: \$10,000	10	20
The Alley Barber Address: Stiebel Place, Frankston (Personal Services)	Home Based Graduation 2012/2013	Shop fit out/construction: \$7,955 Signage: \$2,045 Total grant amount: \$10,000	3	1
Eeny Meeny Address: 96 Young Street, Frankston (Food and beverage services)	Start-Up 2012/13	Marketing Plan: \$1,452 Staff training: \$138 Shop fit out: \$1,555 Cash register/point of sale: \$4,000 Frankston Tourism membership: \$150 Signage: \$469 Marketing collateral: \$2,235 Total grant amount: \$10,000	8	2
Marketing4Restaurants Address: 144 Colemans Road, Carrum Downs (PST – Computer Systems Design and related)	Emerging Exporter 2013/14	Voice overs (marketing): \$1,650 Public relations services: \$3,000 Software: \$2,715 Email and Facebook marketing (USA): \$635 Google AdWords: \$3,000 Trade fair attendance inc. travel expenses: \$4,000 Total grant amount: \$15,000	13	12
Humdinger Address: 101 Young Street, Frankston (Food and beverage)	Start-Up 2013/14	Property surveying (kerbside dining area): \$715 Architectural services: \$2,200 Construction costs and insurances: \$7,085 Total grant amount: \$10,000	13	4
Spicy Web Address: 10.435-437 Nepean Highway, Frankston (PST – Computer Systems Design and related)	Home Based Graduation 2013/14	iMac computers: \$4,774 Marketing with Business Times: \$3,300 ASUS Computer/Photography: \$422 Business Cards and BNI Networking: \$1,503 Total grant amount: \$10,000	6	6

Item 12.7 Attachment A: Small Business Grant Recipients

Better Separations Address: 110 Skye Road, Frankston (Professional Scientific and Technical)	Relocation 2013/14	Office furniture: \$1,463 Website development: \$1,689 Signage: \$979 Office equipment: \$1,939 Leap software: \$2,762 Local marketing: \$750 Total grant amount: \$10,000	1	1
Hodei Address: 12 Kitson Street, Frankston (Manufacturing - other)	Green Business 2013/14	Website development: \$990 Rubber mould for biodegradable emesis ring: \$2,398 Concept manufacture (biodegradable baby bottle): \$7611 Trade fair attendance inc. travel expenses: \$4,000 Total grant amount: \$15,000	6	4
Karisha Trading Address: 7/23-25 Aster Avenue, Carrum Downs (Manufacturing - Food)	Relocation 2014/15	Supply and install of freezer and kitchen cool room: \$15,000 Total grant amount: \$15,000	9	8
Container Save and Drum Savers Address: 3-5 Leah Grove, Carrum Downs (Manufacturing – Basic Chemical, Cleaning and Polymer)	Green Business 2014/15	Machinery – industrial plastic shredder/recycler: \$10,000 Total grant amount: \$10,000	23	19
Grateful Harvest Address: 6/2 Interchange Way, Carrum Downs (Manufacturing - Beverages)	Relocation 2014/15	Kegs and taps for product dispatch/point of sale: \$6,124 Supply and install of waste water treatment plant: \$4,455 Sealing of factory floors: \$4,421 Total grant amount: \$15,000	5	5
Peninsula Larder Address: 42 Cumberland Drive, Seaford (Manufacturing - Food)	Home Based Graduation 2014/15	Marketing plan: \$2500 Industrial oven: \$2500 Total grant amount: \$5,000	6	5
Southside Social Address: 433 Nepean Highway, Frankston (Food and beverage)	Start-Up 2015/16	Irrigation, soil and plants for outdoor area: \$792 Kitchen fit-out: \$2,860 Point of sale, cash register and security devices: \$7,800 Safe and installation: \$1,745 Materials for outdoor deck: \$1,801 Total grant amount: \$15,000	16	5
Harfin (Barton Engineering) Address: 3/10 Peninsula Boulevard, Seaford (Manufacturing - other)	Emerging Exporter 2015/16	Upgrade to Deckel DMU Machining Centre: \$1,741 Purchase of fly-fishing machinery: \$13,259 Total grant amount: \$15,000	4	2

Item 12.7 Attachment A: Small Business Grant Recipients

Lisa's Lacies Address: 7 Klauer Street, Seaford (Manufacturing - apparel)	Emerging Exporter 2015/16	Runway costs for Los Angeles style week: \$3,345 Social media marketing (international): \$5,500 US tailored flyers and business cards: \$1,155 Total grant amount: \$10,000	10	3
ABM Combustion Address: 2/2 Access Way, Carrum Downs (Manufacturing – technical equipment and appliance)	Green Business 2015/16	Business advisory and development strategy: \$3,192 Mentoring, site visit and strategy development: \$6,271 Total grant amount: \$10,000	12	9
Vertical Matters Address: U3, Level 1, 459 Nepean Highway, Frankston (PST – Computer Systems Design and related)	Emerging Exporter 2015/16	Mobile web application development: \$9,487 Computer equipment: \$513 Total grant amount: \$10,000	16	15
Cuvee Chocolate Address: 110 Skye Road, Frankston (Food Production Manufacturing)	Home-Based Graduation 2016/17	Purchase of a cool room: \$15,000 Total grant amount: \$15,000	5	4
Modern Visual Address: 6/85 Bardia Avenue, Frankston (Professional, Scientific & Technical Services)	Home-Based Graduation 2016/17	Office equipment and fittings: \$10,000 Business signage: \$2,500 Total grant amount: \$12,500	8	7
Geonbae Address: 4 Kananook Creek Blvd, Frankston (Food and Beverage)	Start-Up Grant 2016/17	Purchase of leased kitchen equipment: \$15,000 Total grant amount: \$10,000	16	4
Dainton's Brewery Address: 560 Frankston-Dandenong Rd, Carrum Downs (Beverage Manufacturing)	Relocation 2016/17	Purchase of a new fermentation tank: \$10,000 Total grant amount: \$10,000	20	14
Sports Events Projects Address: Suite 7/424-426 Nepean Highway, Frankston (Sports and Recreation)	Home-Based Graduation 2016/17	Marketing , web design and training: \$8,000 Office furniture and equipment: \$4,500 Total grant amount: \$12,500	11	7

Item 12.7 Attachment A: Small Business Grant Recipients

Yogaharta Yoga and Wellness Centre Address: 8/42 Hartnett Dr, Seaford (Sports and Recreation)	Start-Up 2017-18	Marketing, technical equipment, computer software Total grant amount: \$15,000	8	6
	Export 2017-18	Marketing export capabilities Total grant amount: \$15,000	9	6
Total grant funding issued		\$320,000		
Sub-total jobs			243	178
TOTAL JOBS				421

Grant recipients no longer trading in Frankston City

- Clair de Lune (2013/14 startup grant – Beach Street, Frankston)

Sold business, now an Indian restaurant Sandli Vehra

Grant money was spent on façade improvements that still exist

- True Blue Websites (2012/13 home based graduation grant – Young Street, Frankston)

Relocated to Cheltenham

Other data:

Grants issued in each category		Trading summary	
Start-Up	6	Grant recipients currently trading	26
Home Based Graduation	8	Grant recipients currently trading in Frankston City	25
Relocation	5		
Emerging Exporter	5		
Green Business	3		
TOTAL GRANTS ISSUED	27	TOTAL GRANTS ISSUED	27

Industry sectors that grant recipients operate in	
Professional, Scientific and Technical Services	5
Food and Beverage Services	6
Manufacturing	11
Administrative and Support Services (landscaping)	1
Personal Services (barber)	1
Health Care and Social Assistance	1
Sports and Recreation	2
TOTAL GRANTS ISSUED	27

Suburb of grant recipients	
Frankston	15
Seaford	4
Carrum Downs	7
Skye	1
TOTAL GRANTS ISSUED	27

Executive Summary**12.8 Registrations For Animal Adoptions**

Enquiries: (Leonie Reints: Community Development)

Council Plan

Community Outcome:	4. A Well Managed City
Strategy:	4.1 Services
Priority Action	4.1.3 Ensure a positive customer experience

Purpose

To inform Council of the ability and consequences of waiving first year animal registrations to pet owners, where the animal has been adopted.

Recommendation (Director Community Development)

That Council:

1. Notes the State Government is introducing legislation 1 July 2018 to restrict the number of animals available commercially, discourage puppy farms and illegal back yard breeders and promote the adoption of animals
2. Notes the legal advice Council can validly waive the registration fee of an adopted animal through a Resolution of Council
3. Notes a fee waiver in addition to the new legislation is likely to escalate the cost of lost revenue to Council over time, which is difficult to estimate without understanding the full impact of the new legislation
4. Endorses monitoring of adoptions under the new legislation from the Lost Dogs Home for 12 months and reconsider the waiving of first year registration fees as part of the 2019/20 budget recommendations.

Key Points / Issues

- Council approved the new contract for the Lost Dogs Home as Council's preferred provider of animal pound facilities and services. Council also resolved that a report be provided on the waiver of registration fees for adopted animals in order to increase the number of adopted and rehomed animals and also decrease the number of euthanised animals as per the Council's Domestic Animal Management Plan. Officers have considered that this relates to animals housed at Council's pound and residents of Frankston as the adoptive families.
- State Government legislation is to be implemented 1 July 2018 to restrict the number of animals available to be purchased commercially. The purpose of the legislation is to:
 - Discourage puppy farms and back yard breeding;
 - Increase the number of animals adopted and rehomed
 - Reduce the number of animal euthanised.
- It is anticipated there will be a significant increase in the number of adoptions as a result of the new legislation and the waiver of first year registration fees to support adoptions is likely to significantly increase over the coming years. As such, it is recommended that officers provide adoption statistics in quarterly reports to Council to monitor the success of the new legislation for up to 12 months.

12.8 Registrations For Animal Adoptions**Executive Summary**

As an indication under the current legislation there were 185 animals adopted in 2016/2017 financial year, would have represented a loss of \$9,250 of lost income through the waiver of first year registration fees. This does not include the levy payable to State Government.

- Notwithstanding this, legal advice obtained from Maddocks lawyers clarified Council can validly waive the registration fee of an animal that has been adopted by its owner through its release from an animal pound.
- While a Council must, by resolution, fix fees to be paid for registration or renewal of registration. s15 (3) of the *Domestic Animals Act 1994* it also a legislative obligation to pay the Department of Environment, Land, Water and Planning a set fee per animal registered. The fee for 2018 is \$4.00 for dogs and \$4.00 for cats, applying the same cost criteria as the above;

Financial Impact

The State Government has introduced the “Fair Go Rates” system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

For the 2016/2017 financial year 185 animals were adopted from the Lost Dogs Home by Frankston residents. On the basis of free first year registrations plus the payment of the levy to State Government there is an approximately cost of \$10k to Council. However, it is anticipated that adoptions will significantly increase as a result of the new legislation and at this time it is difficult to estimate the ongoing cost to Council and how this may escalate over time.

Consultation**1. External Stakeholders**

Limited consultation has been undertaken by officers, however it is assumed that animal rescue groups would support the approach of waiving registration fees for the first year of the animal's registration.

2. Other Stakeholders

No other stakeholders have been consulted regarding the waiving of registration fees.

12.8 Registrations For Animal Adoptions**Executive Summary****Analysis (Environmental / Economic / Social Implications)**

The social change and support for adopting animals has significantly increased, this is expected to grow further with changes in legislation being implemented from 1 July 2018, from this date animals will not be able to be sold in pet shops unless they are a rescued / adopted animal.

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

Legal advice from Maddocks Lawyers is a confidential attachment (Attachment A).

Policy Impacts

The consideration of waiving release fees for adopted animals supports the outcomes listed within Council's Domestic Animal Management Plan, however the legislative changes significantly encourage most prospective animal owners to "adopt" an animal.

Officer's Declaration of Interests

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

Risk Mitigation

Implementing a waiver of fees prior to the new legislation is likely to result in a significant cost escalation.

Conclusion

New State Government legislation has been designed to promote animal adoptions, which supports Council's Domestic Animal Management Plan. It is therefore recommended Council monitor the success of the new legislation for 12 months prior to implementing a further financial encouragement to increase animal adoptions.

ATTACHMENTS

Attachment A: [!\[\]\(ccd39a0dc6d5afcc151e1371f9462f58_img.jpg\)](#) Legal Advice - Waiving First Year Registration (*Under Separate Cover*)

Attachment B: [!\[\]\(c724c83fe216b2427610afdbd31f92cc_img.jpg\)](#) Letter from Minister of Agriculture re Community Foster Care Networks and Rescue Organisations.

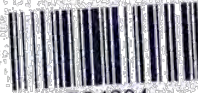


The Hon Jaala Pulford MP

Minister for Agriculture
Minister for Regional Development

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DX 210292

Ref: BMIN18002181R



FS4234

Mr Dennis Hovenden
Chief Executive Officer
Frankston City Council
PO Box 490
FRANKSTON VIC 3199

correspondence@frankston.vic.gov.au

FRANKSTON
CITY COUNCIL

19 JUN 2018

Dear Mr Hovenden

COMMUNITY FOSTER CARE NETWORKS AND RESCUE ORGANISATIONS

I am writing to inform all Victorian councils that the Victorian Government is reviewing the regulatory frameworks for Community Foster Care Networks (CFCNs) and dog and cat rescue organisations in Victoria.

CFCNs and rescue organisations play a key role in our community, and are a valued part of Victoria's animal welfare arrangements. CFCNs and rescue organisations provide temporary foster care for animals in need and facilitate the rehoming dogs and cats.

The current legislative and regulatory frameworks that govern these organisations are not fit for purpose. There is more that the Government can do to support this important work. This is why the Government has committed to a review.

It is expected that the review will cover:

- the relevant legislative, compliance and enforcement frameworks, including but not limited to, the consistency of the application of these frameworks across responsible agencies
- best practice approaches for registration and identification (including electronic microchip records) for dogs and cats in care
- best practice models for recognising community foster care networks and animal rescue groups in legislation
- opportunities to maximise the welfare and survival rates of cats and dogs, including barriers to rehoming
- best practice models for the minimisation of shelter and pound euthanasia rates through utilising community foster care networks and rescue groups



Animal Welfare Victoria will engage an external consultant to conduct the review, including extensive consultation. It is expected that engagement with council on specific aspects of the review will occur from July 2018.

Throughout the review, CFCNs will continue their work to rehome dogs and cats. I understand that many councils have current 84Y agreements with these groups. I encourage all councils to continue to work with these groups throughout the process to ensure dogs and cats continue to be successfully rehomed.

A new voluntary registration scheme for foster carers commenced on 10 April 2018 with the recent amendments to the *Domestic Animals Act 1994*. I understand that Animal Welfare Victoria has been working with council officers and have provided a suitable template for registration to assist in the process. Once approved on the new scheme, a foster carer is entitled to a reduced registration rate on the animals in foster care, and has the ability to supply pet shops.

The foster carer registration scheme is entirely voluntary and is separate from animal registration. It is not a requirement to be a voluntarily registered foster carer to apply for an animal sales permit to hold an adoption day. I understand that foster carers for CFCNs and rescue organisations are unlikely to register in the voluntary scheme, and they are not compelled to do so.

If you require any assistance in the interpretation of the new foster carer provisions, please contact the Domestic Animals team at da.lgto@ecodev.vic.gov.au or on 03 9217 4292.

I have also written to your Mayor to inform them of the upcoming review.

Yours sincerely



Hon Jaala Pulford MP
Minister for Agriculture

Date: 12/06/2018

Executive Summary**12.9 Dalpura Precinct Local Area Traffic Management Study**

Enquiries: (Doug Dickins: Community Assets)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.1 Community Infrastructure
Priority Action	1.1.6 Ensure community infrastructure and services match community need

Purpose

To seek Council endorsement for the Dalpura Precinct Local Area Traffic Management (LATM) Plan.

Recommendation (Director Community Assets)

That Council:

1. Adopts the Recommended Traffic Management Plan for the Dalpura Precinct as detailed in the report prepared by the traffic engineering consultant – EB Traffic Solutions;
2. Endorses provision of additional three threshold treatments as part of the Traffic Management Plan work for the Dalpura Precinct as per VicRoads recommendation;
3. Notes that funding of \$185,000 has been allocated in the adopted 2018/19 Capital Works Program to implement the recommended traffic Management Plan for Dalpura Precinct including three threshold treatments;
4. Notes that specific consultation with property owners abutting the proposed traffic management measures will be undertaken at the design and implementation stage in relation to exact locations and design;
5. Notes that Council will continue to promote the use of Crime Stoppers as an effective tool to reduce the incidence of irresponsible and anti-social driving behaviour in the local area; and
6. Monitors the Recommended Traffic Management Plan for a period of 12 months after its implementation.

Key Points / Issues

- Dalpura Precinct (bounded by Skye Road to the south, Peninsula Link to the east, a Flora and Fauna Reserve to the north and Peninsula Golf Club to the west) has been the subject of concerns by local residents regarding traffic and road safety for quite some time, with the majority of concerns relating to excessive vehicle speeds, illegal parking, safety at various intersections and poor street lighting within the precinct.
- Traffic engineering consultant, EB Traffic Solutions, was commissioned in May 2017 to assist Council in developing a LATM Plan aimed at addressing traffic and road safety concerns in the Dalpura Precinct.
- In the five year period between January 2012 and December 2016, four casualty crashes and one fatality crash were reported in the Dalpura Precinct. All crashes have occurred along Skye Road along the southern boundary of the study area.

12.9 Dalpura Precinct Local Area Traffic Management Study**Executive Summary**

- The main traffic issues identified by residents during the LATM Study were excessive vehicle speeds, illegal parking, traffic safety at intersections, hoon behaviour and poor street lighting.
- A comprehensive Traffic Management Plan has been developed to address the road safety concerns identified by the community.
- The plan recommends a two stage approach to tackle the issues:
 - Stage 1 – increase enforcement for hoon behaviour.
 - Use of speed warning trailer;
 - Line marking works;
 - Investigation of warrants for traffic signals or roundabout at Onkara Street/Carramar Drive intersection; and
 - Street lighting audit of the precinct.
 - Stage 2 – install traffic calming treatments at various locations:
 - Install a roundabout at Warrawee Circuit / Dalpura Circuit intersection;
 - Install speed humps or slow points at four locations in Dalpura Circuit and Warrawee Circuit; and
 - It is also proposed to install three threshold treatments at intersection of Skye Road with Dalpura Circuit and Onkara Street, following recent consultation with VicRoads.
 - The cost of these improvements is estimated at \$185,000, which includes a 20% contingency.
- An Executive Summary of the report along with the Recommended Traffic Management Plan is at Attachment A. Note that the threshold treatments proposed are not on the recommended Traffic Management Plan.
- The complete report is at Attachment B for information.

Financial Impact

The State Government has introduced the “Fair Go Rates” system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

In 2018/19 it is proposed to carry out the following projects as part of the LATM program:

12.9 Dalpura Precinct Local Area Traffic Management Study**Executive Summary**

- Implementation of Dalpura Precinct LATM - \$185,000
- LATM Study for Seaford precinct - \$40,000
- LATM Study for Sweetwater precinct, Frankston South - \$40,000
- LATM Study for Fairway precinct, Frankston - \$35,000

A budget of \$300,000 is included in the adopted 2018/19 Capital Works Program to develop and implement LATM projects. Works are funded by \$150,000 of Council rates and \$150,000 by VicRoads and TAC *Safe Travel in Local Streets* funding program. This program provides up to \$1 million to Council on a dollar for dollar basis for works to improve safety in local streets over the next two years i.e. 2018/19 and 2019/20.

Consultation**1. External Stakeholders**

Consultation with the local community plays a major role in the identification of key issues and is a useful source of local knowledge.

The study therefore conducted consultation with the local community through community circulars and a public meeting that included residents from the precinct, Council officers and the traffic engineering consultant. Consultation with emergency services and the local bus operator was also undertaken at various stages of the study.

A community circular, which included a questionnaire survey, was distributed to all residents and property owners (800 circulars) within the study area in May 2017 seeking the local community's views on traffic issues in the precinct. A total of 143 responses were received, representing a response rate of 18%, which is above average for surveys of this nature.

The final circular containing the proposed Traffic Management Plan was distributed to all residents and property owners in September 2017 seeking feedback on the proposed draft LATM Plan. A total of 119 responses were received with 82% of the survey respondents in support of the draft strategy.

In addition, a public meeting was held at the Frankston Civic Centre on 25 October 2017 to provide another opportunity for resident feedback and/or clarification to any aspect of the draft Traffic Management Plan. This meeting was attended by around 6 residents from the study area.

Consultation was recently held with VicRoads officers to discuss this project and the *Safe Travel in Local Streets* funding program. As a result of the discussions, it is proposed to install three threshold treatments along Dalpura Circuit and Onkara Street. These additional treatments are recommended to be added to the proposed Traffic Management Plan.

2. Other Stakeholders

Where applicable, internal stakeholders will be consulted during the implementation phase of the plan on particular issues, including parking, drainage, construction and maintenance.

Analysis (Environmental / Economic / Social Implications)

The main benefit of the project is a reduction in the risk of traffic and traffic related accidents through reducing vehicle speed and inappropriate vehicle behaviour. This may also improve the local amenity of the area.

12.9 Dalpura Precinct Local Area Traffic Management Study**Executive Summary**

Slowing of traffic and improved road safety is expected to reduce vehicle emissions, however could result in some additional noise at treatments.

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

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

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

Legal

Not applicable.

Policy Impacts

Council is obligated under the Road Management Act 2004 to manage Council's road network in a manner that ensures its efficiency and the safety of road users.

Integrated Transport Strategy 2013 – Action 8-2 is to Develop a Local Area Traffic Management (LATM) 20 years program, including:

- Reviewing the current LATM strategy
- Refining the current LATM precinct programme
- Implement current LATM programme

Officer's Declaration of Interests

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

Risk Mitigation

The Dalpura Precinct Local Area Traffic Management Study is proposed to reduce the risk to the community of vehicle and traffic related accidents in the study area.

Conclusion

Based on the above discussions, it is recommended that Council formally endorse the Dalpura Precinct LATM Study.

ATTACHMENTS

Attachment A: [↓](#) Dalpura Precinct LATM Study Executive Summary & Recommended Traffic Management Plan

Attachment B: [↓](#) Dalpura Precinct LATM Study Final report



EXECUTIVE SUMMARY

EB Traffic Solutions Pty Ltd was engaged by Frankston City Council in May 2017 to develop a Local Area Traffic Management (LATM) Plan for the Dalpura Precinct study area. The study is in response to a number of increasing concerns from residents about traffic issues in the area, particularly the excessive speeds and associated safety concerns.

The consultation process involved the distribution of a survey questionnaire to the stakeholders in the study area in the Dalpura Precinct to gauge the issues of concern. A total of approximately 800 survey questionnaires were distributed to owners (120) and occupiers (680) in the study area with 143 responses received (response rate of 18 %), which is above average for surveys of this nature.

Feedback received to the initial survey questionnaire along with an assessment of the existing parking and traffic conditions were used as a basis to develop a draft Traffic Management Plan. This was distributed to the study area in the form of a survey questionnaire. A total of 119 responses were received with 82 % of survey respondents in support of the draft strategy.

The key aspects of the draft strategy include:

- Install roundabout at intersection of Dalpura Circuit and Warrawee Circuit;
- Install treatments (such as speed humps) along two locations along both Dalpura Circuit and Warrawee Circuit;
- Convert solid centre lines around the bends in Onkara Street; and
- Investigate warrants for traffic signals or roundabout at Onkara Street and Carramar Drive.

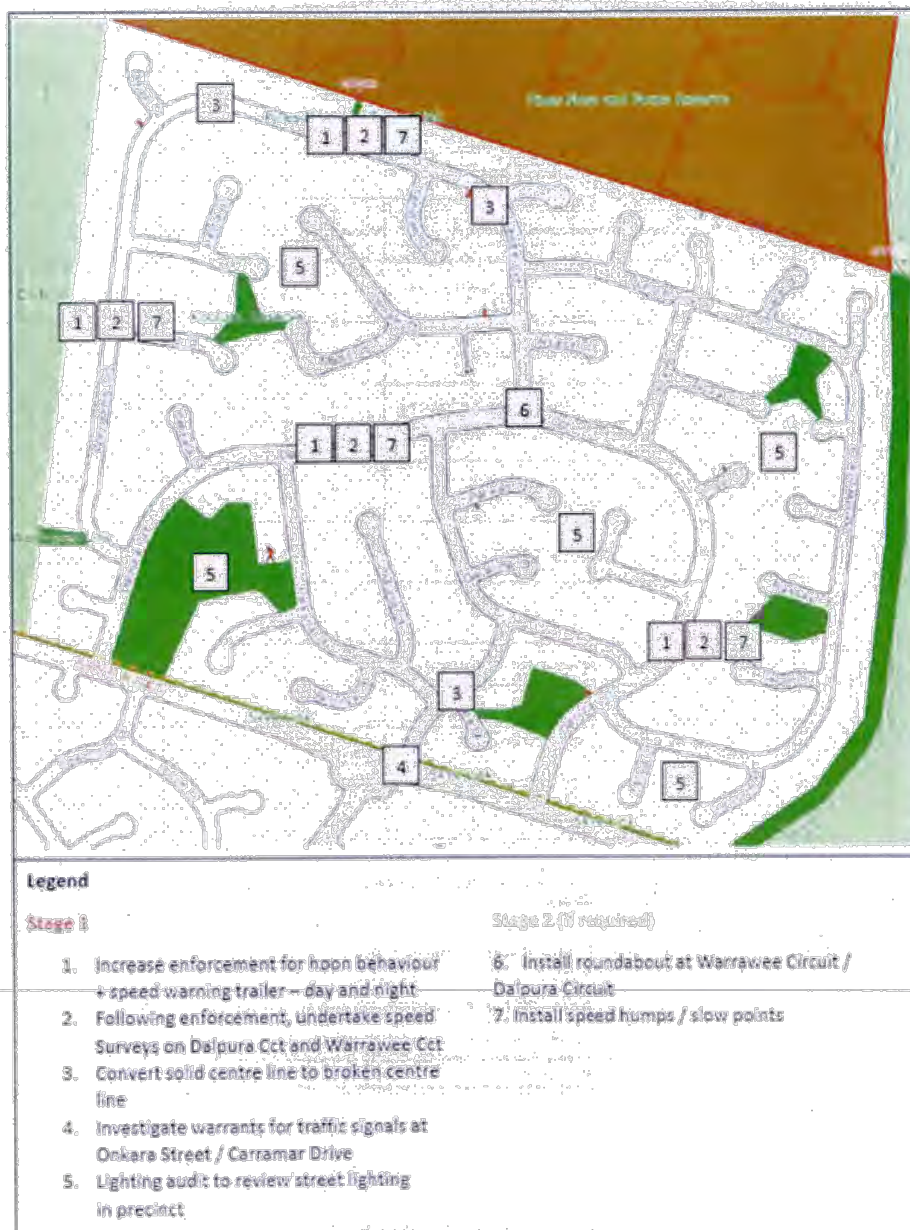
A number of other maintenance items were identified as requiring rectification. Discussions with officers at Council indicate that these works will be undertaken by Council as part of their routine maintenance.

In addition, a public meeting was held at the Civic Centre on 25 October 2017 to provide another opportunity for resident feedback and/or clarification to any aspect of the draft Traffic Management Plan. This meeting was attended with around 6 residents from the study area.

On the basis of the feedback received from the survey questionnaire, the public meeting and additional assessment undertaken by the consultant with officers from Council, the Recommended Traffic Management Plan was finalised.

The traffic management treatments outlined in the Recommended Traffic Management Plan will be required to be funded as part of Council's Capital Works Program to achieve the desired outcomes from the study. The specific treatments outlined in the Recommended Traffic Management Plan have been prioritised to assist Council in the allocation of Capital Works funding.

DRAFT LOCAL AREA TRAFFIC MANAGEMENT STRATEGY





DALPURA PRECINCT, FRANKSTON LOCAL AREA TRAFFIC MANAGEMENT STUDY

DRAFT REPORT

Prepared for:
Frankton City Council

By:
EB Traffic Solutions Pty Ltd

21 April 2018



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EXECUTIVE SUMMARY

EB Traffic Solutions Pty Ltd was engaged by Frankston City Council in May 2017 to develop a Local Area Traffic Management (LATM) Plan for the Dalpora Precinct study area. The study is in response to a number of increasing concerns from residents about traffic issues in the area, particularly the excessive speeds and associated safety concerns.

The consultation process involved the distribution of a survey questionnaire to the stakeholders in the study area in the Dalpora Precinct to gauge the issues of concern. A total of approximately 800 survey questionnaires were distributed to owners (120) and occupiers (680) in the study area with 143 responses received (response rate of 18 %), which is above average for surveys of this nature.

Feedback received to the initial survey questionnaire along with an assessment of the existing parking and traffic conditions were used as a basis to develop a draft Traffic Management Plan. This was distributed to the study area in the form of a survey questionnaire. A total of 119 responses were received with 82 % of survey respondents in support of the draft strategy.

The key aspects of the draft strategy include:

- Install roundabout at intersection of Dalpora Circuit and Warrawee Circuit;
- Install treatments (such as speed humps) along two locations along both Dalpora Circuit and Warrawee Circuit;
- Convert solid centre lines around the bends in Onkara Street; and
- Investigate warrants for traffic signals or roundabout at Onkara Street and Carramar Drive.

A number of other maintenance items were identified as requiring rectification. Discussions with officers at Council indicate that these works will be undertaken by Council as part of their routine maintenance.

In addition, a public meeting was held at the Civic Centre on 25 October 2017 to provide another opportunity for resident feedback and/or clarification to any aspect of the draft Traffic Management Plan. This meeting was attended with around 6 residents from the study area.

On the basis of the feedback received from the survey questionnaire, the public meeting and additional assessment undertaken by the consultant with officers from Council, the Recommended Traffic Management Plan was finalised.

The traffic management treatments outlined in the Recommended Traffic Management Plan will be required to be funded as part of Council's Capital Works Program to achieve the desired outcomes from the study. The specific treatments outlined in the Recommended Traffic Management Plan have been prioritised to assist Council in the allocation of Capital Works funding.



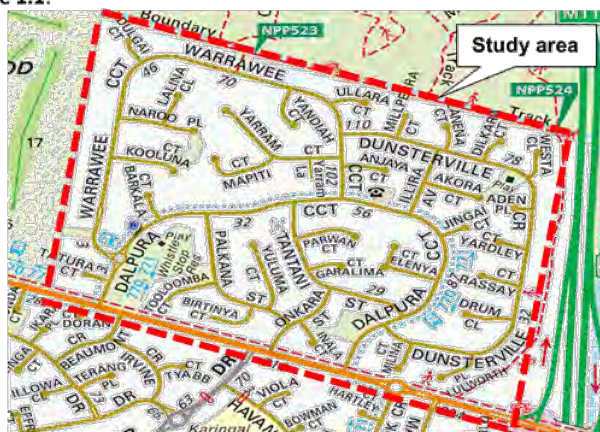
1. INTRODUCTION

1.1 Background

EB Traffic Solutions Pty Ltd was engaged by Frankston City Council in May 2017 to develop a Local Area Traffic Management (LATM) Plan for the Dalpura Precinct study area. The study is in response to a number of increasing concerns from residents about traffic issues in the area, particularly the excessive speeds and associated safety concerns.

1.2 Study Area

The Dalpura Precinct is predominantly residential in nature and is bounded by Skye Road to the south, Peninsula Link to the east, a Flora and Fauna Reserve to the north and Peninsula Golf Club to the west, as shown in Figure 1.1.



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Figure 1.1: Dalpura Precinct, Frankston LATM Study area

1.3 Consultation Process

The consultation process involved the distribution of a survey questionnaire to the stakeholders in the study area to gauge the issues of concern. A total of 680 survey questionnaires were distributed to occupiers and 120 survey questionnaires were posted to owners of the study area with 143 responses received (response rate of 18 %), which is above average for surveys of this nature.

Feedback received to the initial survey questionnaire along with an assessment of the existing parking and traffic conditions were used as a basis to develop a draft Traffic Management Plan. This was distributed to the study area in the form of a survey questionnaire. A total of 119 responses were received with 82 % of survey respondents in support of the draft strategy.

In addition, a public meeting was held at the Frankston Civic Centre on 25 October 2017 to provide another opportunity for resident feedback and/or clarification to any aspect of the draft Traffic Management Plan. This meeting was attended by around 6 residents from the study area.

The consultant and officers from Council also received a number of calls and emails separately from the community regarding various aspects of the study.

1.4 Road Network

The study area is bounded by Skye Road along its southern boundary which is a prominent local road. It provides a key east-west route between Frankston Dandenong Road/Frankston Freeway and the Morning Peninsula Freeway. A flagged school crossing is located on Skye Road immediately east of Onkara Street. A 60 km/hr speed limit applies along the roadway.

Photos and images of the cross section of Skye Road are shown in **Figures 1.2 to 1.3**.



Source: google maps

Figure 1.2: Skye Road looking west



Source: google maps

Figure 1.3: Skye Road looking east

The internal road network comprises of local roads, which typically contain an undivided cross section with a shared kerbside parking/traffic lane in each direction. A default 50 km/hr speed limit applies along the precinct roads.

The cross sections of the various local roads within the study area are shown in **Figures 1.4 to 1.13** as follows:



Source: google maps

Figure 1.4: Dalpura Circuit looking north



Source: google maps

Figure 1.5: Dalpura Circuit looking east



Source: google maps

Figure 1.6: Dunsterville Crescent looking east



Source: google maps

Figure 1.7: Dunsterville Crescent looking west



Source: google maps

Figure 1.8: Warrawee Circuit looking north



Source: google maps

Figure 1.9: Warrawee Circuit looking south



Source: google maps

Figure 1.10: Palkana Street looking east



Source: google maps

Figure 1.11: Palkana Street looking west



Source: google maps

Figure 1.12: Tantani Street looking west



Source: google maps

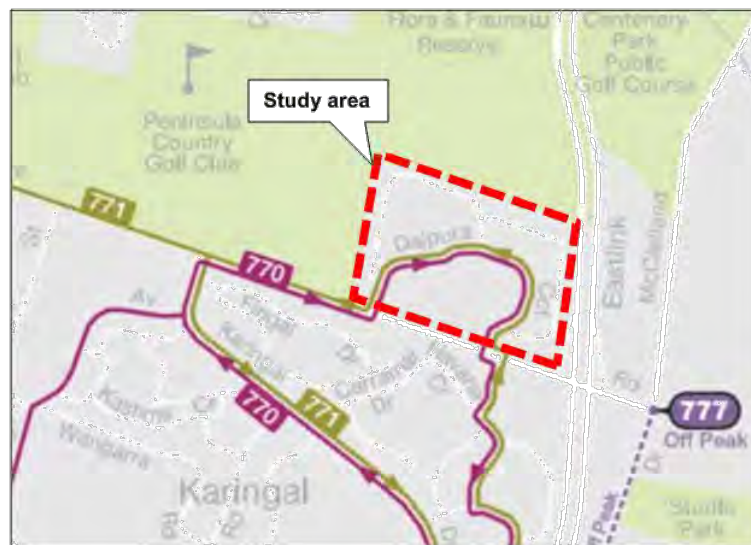
Figure 1.13: Tantani Street looking east

1.5 Public Transport

The area is well served by public transport services. They consist of two bus routes which operate along Dalpura Circuit within the study area, the details of which are summarised as:

- Bus route 770 which operates between Frankston and Karingal via Ashleigh Avenue; and
- Bus route 771 which operates between Frankston and Langwarrin via Karingal.

A map showing the various public transport services adjacent to and in close proximity to the study area is shown in **Figure 1.14**.



Source: Public Transport Victoria

Figure 1.14: Public transport services adjacent to and in close proximity to the study area

There are bus stops located along Skye Road and along Dalpora Circuit. The location of the bus stops serving the precinct are shown in **Figure 1.15**.



Source: google maps

Figure 1.15: Location of bus stops serving the precinct



1.6 Existing Traffic Management Devices

The Dalpura Precinct contains a number of existing traffic management devices, which have been installed within the area historically to address a range of traffic and vehicle speed issues. The existing traffic management devices within the Dalpura Precinct, Frankston LATM study area are shown in **Figures 1.16 a and 1.16 b**.

Historically, there have been a variety of physical devices and signage used to address issues of motorist/pedestrian safety and speeding vehicles. These have included:

- A shared path facility on the road reserve along the north side of Skye Road abutting the LATM precinct;
- Roundabouts located on Skye Road and Inglenook Crescent and at Dalpura Circuit and Warrawee Circuit;
- Centre median island installed along Warrawee Circuit immediately north of the bend at its southern end;
- Centreline marking around the bends along Warrawee Circuit, Dunsterville Crescent and Onkara Street;
- Exclusive right turn facility on Skye Road at Onkara Street;
- Five bus stops along Dalpura Circuit and one bus stops along Skye Road east of Dalpura Circuit; and
- A zebra crossing on Skye Road between Onkara Street and Dalpura Circuit.

The significant issue was the restricted on-street parking associated with the solid centre line markings along Onkara Street and Warrawee Circuit.

**Legend**

- | | | |
|-------------------------|------------------------|-------------------|
| 1. Shared Path Facility | 4. Centre Line Marking | 7. Zebra Crossing |
| 2. Roundabout | 5. Right Turn Facility | |
| 3. Centre Median Island | 6. Bus Stop | |

Notes: Detailed map of traffic management treatments shown overleaf

Figure 1.16 a: Dalpura Precinct, Frankston LATM study - Existing Traffic Management



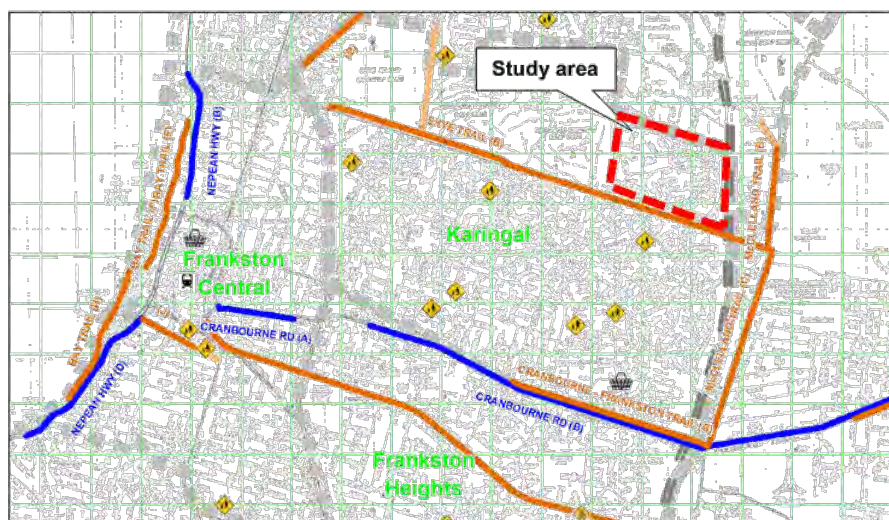
Figure 1.16 b: Legend of Traffic Management Devices

1.7 Bicycle and Pedestrian Network

Frankston City is well serviced by an extensive network of on- and off-road bicycle paths linking the municipality with the surrounding municipalities.

The sustainable transport modes including the shared path network adjacent to the study area are shown in an extract from the Frankston Bicycle Strategy map in **Figure 1.17**.

The bike network within the study area comprises of the Skye Road shared path along the north side of Skye Road and the McClelland Trail along the east side of McClelland Drive between Cranbourne Frankston Road and Centenary Park Drive, along the alignment of Peninsula Link on the west side (south of Skye Road) and east side (north of Skye Road) and along the eastern boundary of the precinct connecting from Skye Road and the extensive trail network within The Pines Flora and Fauna Reserve.



Source: Extract from the Frankston Bicycle Strategy, April 2010

Figure 1.17: Sustainable travel modes within and adjacent to the study area

2. EXISTING CONDITIONS

2.1 Traffic Volumes

Traffic volume data was collected with the use of tube counters at nine locations within the study area, that is:

- Dalpora Circuit east of Palkana Street (at No. 41) and north of Tantani Street (at No. 95);
- Dunsterville Crescent east of Lanena Court (at No 90) and south of Rassay Court (at No. 40);
- Warrawee Circuit west of Yandiah Court (at. No 64) and south of Kooluna Court (at. No 23);
- Onkara Street north of Inala Court (at No. 11);
- Tantani Street north of Garalima Court (at No.16); and
- Palkana Street north of Tooloomba Court (at. No 12).

The traffic surveys were undertaken over a one-week period between mid-October 2016 and mid December 2016 (inclusive).

The traffic volume data collected in the area is summarised in **Table 2.1** and shown diagrammatically in **Figure 2.1**.



Table 2.1: Summary of traffic volumes on key routes in the study area

Street	Location	Average weekday daily volume (veh/day)		AM peak hour volume		PM peak hour volume	
		EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
Palkana Street	Adjacent No. 12	81	80	6	5	8	8
Warrawee Circuit	Adjacent No. 23	401	383	21	41	42	25
	Adjacent No. 64	118	102	8	9	11	10
Dunsterville Cres	Adjacent No. 90	96	120	5	8	11	19
	Adjacent No. 40	218	222	15	24	23	16
Tantani Street	Adjacent No. 16	114	99	6	8	12	8
Onkara Street	Adjacent No. 11	177	152	9	16	18	14
Dalpura Circuit	Adjacent No. 41	407	374	21	40	50	32
	Adjacent No. 95	657	726	30	79	69	48

Note: EB East bound, WB west bound, NB north bound, SB south bound

The key findings from the traffic volume survey data indicate that:

- The am peak hour occurred predominantly between 8 am and 9 am and to a lesser extent occurred between 9 am and 10 am and between 10 am and 11 am;
- The pm peak hour occurred predominantly between 3 pm and 4 pm and to a lesser extent occurred between 4 pm and 5 pm and between 5 pm and 6 pm;
- The highest am and pm peak hour volumes occurred on Dalpura Circuit's eastern leg and to a lesser extent along the western leg.

The traffic survey data also indicated that the vast majority of vehicles recorded at the above locations were light vehicles, that is, passenger cars up to 5.5 m in length.

The percentages of commercial vehicles in excess of 5.5 m in length are summarised as follows:

Dalpura Circuit	1.8 % – 1.85 %
Warrawee Circuit	2.7 %
Dunsterville Crescent	4.4 %

These percentages are considered to be typical of the level of commercial vehicles that would normally travel along residential streets and could comprise of trade related work vehicles, delivery vehicles and/or refuse vehicles.



Figure 2.1: Summary of daily and peak hour traffic volumes



2.2 Traffic Speeds

Traffic speed data was collected with the use of tube counters at nine locations within the study area, that is:

- Dalpura Circuit east of Palkana Street (at No. 41) and north of Tantani Street (at. No. 95);
- Dunsterville Crescent east of Lanena Court (at. No 90) and south of Rassay Court (at No. 40);
- Warrawee Circuit west of Yandiah Court (at. No 64) and south of Kooluna Court (at. No 23);
- Onkara Street north of Inala Court (at No. 11);
- Tantani Street north of Garalima Court (at No.16); and
- Palkana Street north of Tooloomba Court (at. No 12).

The traffic surveys were undertaken over a one-week period between mid-October 2016 and mid-December 2016 (inclusive).

The 85th percentile speed is a value that is used by many states and cities for establishing regulatory speed zones. Use of the 85th percentile speed concept is based on the theory that the large majority of drivers:

- are reasonable and prudent;
- do not want to have a crash; and
- desire to reach their destination in the shortest possible time.

The 85th percentile speed is a speed at or below which 85 percent of people drive at any given location under good weather and visibility conditions and may be considered as the maximum safe speed for that location. A summary of the 85th percentile speeds for the key streets in the study area is summarised in **Table 2.2** and shown diagrammatically in **Figure 2.2**.

Table 2.2: Summary of 85th percentile vehicle speeds on key routes in the study area (km/hr)

Street	Location	85 th % ile vehicle speeds (% vehs > 50 km/hr)	
		EB/NB	WB/SB
Palkana Street	Outside Property 12	38 (3.0 %)	37.6 (2.4 %)
Warrawee Circuit	Outside Property 23	52.1 (30.1 %)	52.8 (37.9 %)
	Outside Property 64	39.6 (2.6 %)	42.7 (7.4 %)
Dunsterville Crescent	Outside Property 90	40.8 (4.3 %)	42.9 (6.8 %)
	Near Property 40	49.8 (23.6 %)	49.4 (24.9 %)
Tantani Street	Outside Property 16	44.4 (7.4 %)	41.4 (7.7 %)
Onkara Street	Outside Property 11	44.3 (6.1 %)	44.8 (7.4 %)
Dalpura Circuit	Outside Property 41	53.9 (40.5 %)	56 (49.1 %)
	Outside Property 95	49.3 (17.0 %)	52.7 (31.7 %)

Note: EB East bound, WB west bound, NB north bound, SB south bound

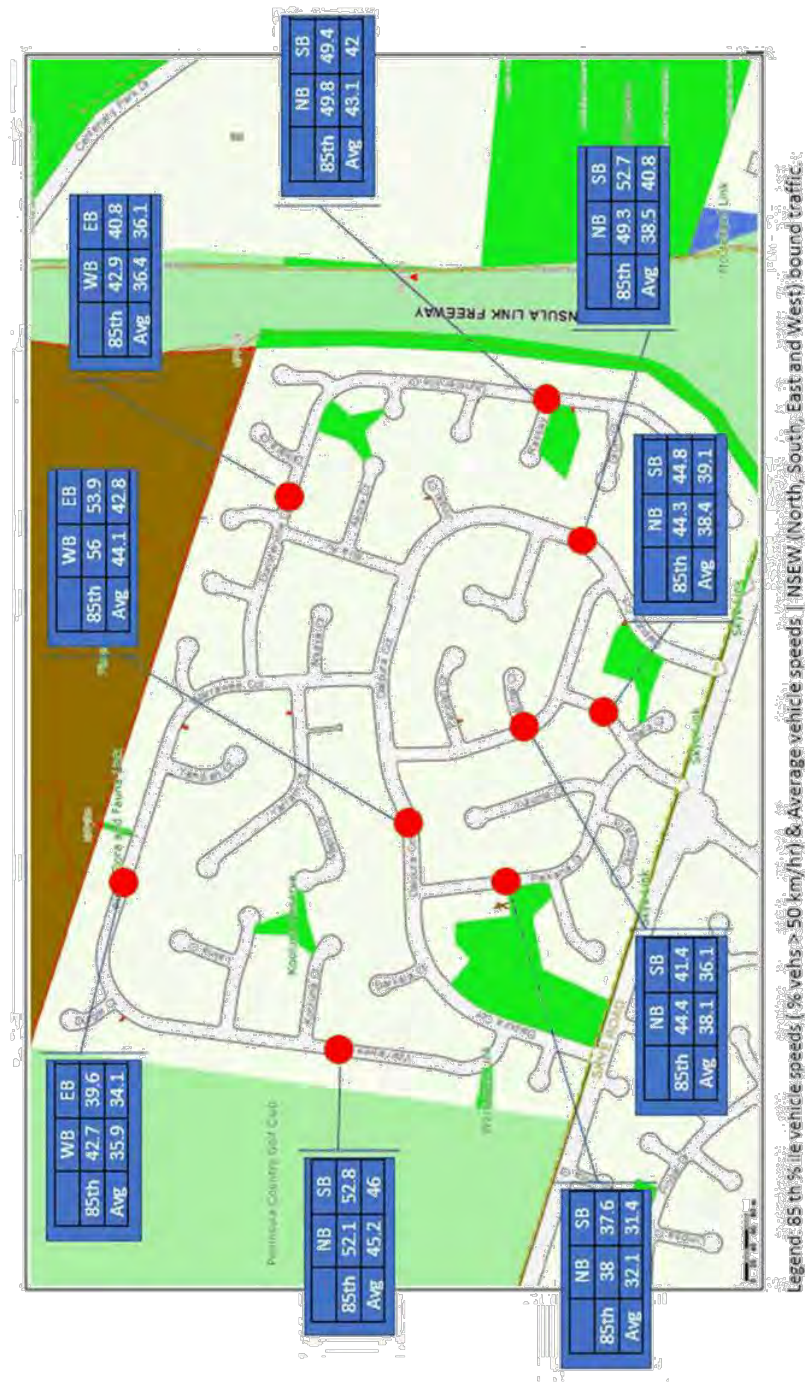


Figure 2.2: 85th Percentile & Average Vehicle Speeds (km/hr) – Dalpura Precinct, Frankston LATM Study



The key findings from the traffic survey data indicate that:

- The highest speeds recorded in the study area were along Dalpura Circuit (adjacent to No. 41) and Warrawee Circuit (adjacent to No. 23);
- The highest speeds were recorded along Dalpura Street were adjacent to No. 41 with around 49 % of the west bound vehicles travelling in excess of the speed limit; and
- The highest speeds recorded along Warrawee Circuit were adjacent to No. 23 with around 38 % of the south bound vehicles travelling in excess of the speed limit.

An additional measure used to examine the appropriateness of vehicle speeds is the average vehicle speed (km/hr). A summary of the average speeds for the key streets in the study area is summarised in **Table 2.3** and shown diagrammatically in **Figure 2.2**.

Table 2.3: Summary of average vehicle speeds on key routes in the study area (km/hr)

Street	Location	Average vehicle speeds (km/hr)	
		EB/NB	WB/SB
Palkana Street	Outside Property 12	32.1	31.4
Warrawee Circuit	Outside Property 23	45.2	46
	Outside Property 64	34.1	35.9
Dunsterville Crescent	Outside Property 90	36.1	36.4
	Near Property 40	43.1	42
Tantani Street	Outside Property 16	38.1	36.1
Onkara Street	Outside Property 11	38.4	39.1
Dalpura Circuit	Outside Property 41	42.8	44.1
	Outside Property 95	38.5	40.8

The key findings from the traffic survey data shows that the average speeds are below the default speed limit of 50 km/hr.



2.3 Car Parking Demand and Supply

To establish the existing parking demands in the on-street car parking areas within the study area, parking surveys were undertaken on Tuesday 30 May 2017 between 9 am and 7 pm. The key findings from the parking surveys are summarised in **Attachment A** and in **Table 2.4**.

Table 2.4: Peak parking demands within the study area

Street	Restriction Type	Max. spaces	Daytime period		Evening period	
			Peak demand (%)	Time of peak	Peak demand (%)	Time of peak
Aden Place	unrestricted	6	0	-	0	-
Anjaya Court	unrestricted	13	1 (8 %)	1-5 pm	0	-
Akora Court	unrestricted	23	2 (9 %)	1-3 pm	1 (4 %)	7 pm
Barkala Court	unrestricted	13	2 (15 %)	5 pm	3 (23 %)	7 pm
Birtinya Court	unrestricted	19	4 (21 %)	3 pm	0	-
Dalpura Circuit	unrestricted	155	16 (10%)	3 pm	15 (10 %)	7 pm
Dilkara Court	unrestricted	11	3 (3 %)	3-5 pm	5 (45 %)	7 pm
Drum Close	unrestricted	16	1 (6 %)	5 pm	1 (6 %)	7 pm
Dulgai Court	unrestricted	9	2 (22 %)	1-3 pm	1 (1 %)	7 pm
Dunsterville Crescent	unrestricted	146	9 (6 %)	3 pm	8 (5 %)	7 pm
Elenya Court	unrestricted	30	4 (13 %)	5 pm	5 (17 %)	7 pm
Garalima Court	unrestricted	9	1 (11 %)	1-5 pm	1 (11 %)	7 pm
Illira Avenue	unrestricted	20	2 (10 %)	1-3 pm	1 (5 %)	7 pm
Inala Court	unrestricted	12	1 (8 %)	1-5 pm	0	-
Jingai Court	unrestricted	8	1 (13 %)	11 am – 3 pm	0	-
Kooluna Court	unrestricted	26	3 (12 %)	3-5 pm	3 (12 %)	7 pm
Lalina Close	unrestricted	15	2 (13 %)	3-5 pm	2 (13 %)	7 pm
Lanena Court	unrestricted	9	2 (22 %)	1-3 pm	1 (11 %)	7 pm
Lulworth Place	unrestricted	17	4 (24 %)	3 pm	0	-
Mapiti Court	unrestricted	25	3 (12 %)	9 am	0	-
Milina Court	unrestricted	10	3 (30 %)	5 pm	3 (30 %)	7 pm
Milperra Court	unrestricted	8	2 (25 %)	1-3 pm	1 (13 %)	7 pm
Naroo Place	unrestricted	23	3 (13 %)	3 pm	2 (9 %)	7 pm
Onkara Street	unrestricted	0	0	-	0	-
Palkana Street	unrestricted	54	5 (9 %)	3-5 pm	8 (15 %)	7 pm
Parwan Court	unrestricted	16	1 (6 %)	1-5 pm	1 (6 %)	7 pm
Rassay Court	unrestricted	11	1 (9 %)	5 pm	1 (9 %)	7 pm
Tantani Street	unrestricted	58	8 (14 %)	1-3 pm	5 (9 %)	7 pm
Tatura Court	unrestricted	10	1 (10 %)	9 am - 3 pm	0	-
Tooloomba Court	unrestricted	17	2 (12 %)	1-3 pm	1 (6 %)	7 pm
Ullara Court	unrestricted	11	1 (9 %)	11 am – 3 pm	0	7 pm
Warrawee Circuit	unrestricted	92	12 (13 %)	5 pm	17 (18 %)	7 pm
Westa Close	unrestricted	14	1 (7 %)	11 am, 3-5 pm	0	-
Yandiah Court	unrestricted	22	2 (9 %)	3 pm	0	-
Yarram Court	unrestricted	44	8 (18 %)	9 am	4 (9 %)	7 pm
Yardley Court	unrestricted	7	1 (14 %)	1-3 pm	0	-
Yuluma Court	unrestricted	28	4 (14 %)	3 pm	0	-



The results of the parking surveys indicated that while there were no significant parking issues, motorists were observed to park along nature strips, particularly in some areas adjacent to solid centre line markings.

2.4 Accident History

The casualty crashes recorded over the five year period between 1 January 2012 and 30 December 2016 in the Dalpora Precinct have been extracted from VicRoads Crashstats' Road Crash Statistics Database.

The locations of the crashes which have occurred along Skye Road abutting the study area and those which have occurred along the internal local road network within the study area are shown in **Figure 2.3**.

The key findings from the Crashstats' data indicates that:

- All of the casualty accidents have occurred along Skye Road along the southern boundary of the study area;
- The majority of crashes (3) have occurred at the intersection of Skye Road and Inglenook Crescent. All accidents were a DCA 113 and involved motorists turning right and colliding with vehicles travelling along Skye Road. Two of the accidents involved cars colliding with motorcycles and one accident involved a car colliding with a bicycle;
- A casualty accident (DCA 113) occurred at the intersection of Skye Road and Dalpora Circuit; and
- A fatality occurred on Skye Road 37 m east of Beaumont Crescent at 1.25 pm on 27 April 2012 during dry conditions. The accident (DCA 100) involved a vehicle travelling west bound and colliding with a pedestrian crossing Skye Road at a location 37 m east of Beaumont Crescent.



Figure 2.3: Dalpura Precinct, Frankston LATM Study – Crashstats' crashes



2.5 Review of Key Strategies

There are a number of key strategic documents/projects which have an impact upon the Dalpora Precinct LATM study. The key aspects of these studies as they relate to the Dalpora LATM Precinct are presented as follows:

(a) Frankston Integrated Transport Strategy

The 2013 Frankston Integrated Transport Strategy (FITS), which was adopted by Council in April 2013, is a long-term plan that has been developed to guide the development of Frankston's transport system over the next decade.

The purpose of the Strategy is to guide Council in undertaking actions which will increase the efficiency and effectiveness of the Frankston transport network for moving people and goods. The Transport Strategy aims to:

- improve environmental sustainability;
- increase social connections;
- decrease traffic congestion;
- lower transportation costs;
- increase productivity for freight;
- improve liveability;

While there are no specific initiatives which relate to the study area, there are a number of general initiatives across the city which will indirectly improve accessibility, decrease congestion and improve liveability in the area.

(b) Frankston Bicycle Strategy (2010)

The Frankston Bicycle Strategy includes a number of initiatives to improve cycling facilities and safety and encourage more cycling across Frankston City.

The proposed actions which relate to the study area is:

- Skye Trail (Section A)

The report indicates that this project consists of widening the existing footpath on the south side of the road to a 2.5 m to 3 m shared path. The proposed footpath widening is to occur between Dandenong Road and Wave Street over a distance of 1 km. This forms part of the Principal Bicycle Network (PBN). Funding for this project is to be sought from VicRoads given that this route forms part of the PBN.

- Karingal Drive between Skye Road and Cranbourne Road

This project consists of providing two way on-road bicycle path by implementing parking restrictions. This project is to be undertaken over a length of 2.6 km.

- McMahons Road between Skye Road and Cranbourne Road

This project consists of providing a 2.5 m shared path on the west side of McMahons Road, on the same side as John Paul College, over a length of 1.6 km.



2.6 Identification of Issues

A Local Area Traffic Management (LATM) Study is a systematic process to identify, evaluate, design, implement and monitor the changes required to address traffic concerns in a local road network with the intention of benefiting the residents.

A LATM study is often performed for one or more of the following reasons:

- At the request of concerned residents;
- Council officers want to address known problems in the area; and
- To address the impact of major developments in the area.

The Dalpura Precinct LATM study was commissioned as a result of concerns raised by local residents to Council.

A survey questionnaire was distributed to the stakeholders within the study area (**Attachment B**) seeking their feedback to any traffic, parking or safety related issues of concern.

A total of approximately 800 survey questionnaires were distributed to owners and occupiers of the Dalpura Precinct, Frankston study area on 24 May 2017 to determine the degree of traffic concerns in the area. 143 responses were received, which corresponds to a response rate of 18 %, which is above average for surveys of this nature.

The feedback received from the stakeholders to the survey questionnaire on the extent of the issue by time of day is presented in **Attachment C**.

The key aspects of the feedback indicated that there was a significant variation of responses from a number of streets which stated that there were numerous traffic and parking issues at various times of the day and in many cases the issues were stated as occurring at all times.

The specific feedback sought as part of the survey questionnaire allowed more detailed information to be provided regarding the particular issues of concern and possible suggestions to overcome these issues.

A summary of the key issues from the respective streets within the study area is shown in **Attachment D**.

The final section of the survey questionnaire requested residents for any other comments regarding the Dalpura Street Precinct, Frankston LATM study area.

The following summarises this feedback:

- Poor lighting generally within the precinct – upgrade street lighting;
- Regular monitoring of illegal parking in the area at all times;
- No toilet at the playground (Whistle Stop Park);
- Illegal motor bike riding at Whistle Stop Park;
- Lack of bicycle lanes along Karingal Drive;



- General parking along nature strips - enforcement
- Hooning at all times – day and night

3. WARRANT SYSTEM

3.1 Functional Road Hierarchy

A functional road hierarchy is one where roads are classified based on their relative function. **Figure 3.1** demonstrates the competing functions of traffic mobility and land access for various types.

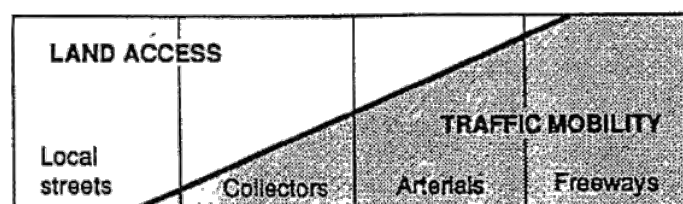


Figure 3.1: The conventional hierarchy's view of the relationship between road type and traffic function

The purpose of road classification is to provide a common basis for establishing road hierarchy. While policies may cover a range of administrative, design or operational matters, the fundamental classification from the viewpoint of traffic network planning and design is a functional classification, i.e. a classification according to the hierarchy or traffic carrying purpose of the road and the abutting land use.

Primary roads or declared arterials main function is to efficiently move traffic, while local streets should provide access to residential properties, creating a safe, desirable street to live. However, it is common for streets to be multi-functional (collectors).

The functional classification system in Frankston City identifies the residential streets within the Dalpora Precinct, as local roads, that is, those roads intended primarily to provide access to abutting residential properties (typically up to 2,000 vehicles per day).

3.2 Warrants

Frankston City comprises 35 local precincts, and as such, it is necessary to rank the issues of each precinct in the order of need. To satisfy this requirement, a system of warrants has been adopted based upon crash history, vehicle speed, traffic volume, percentage of heavy vehicles and other factors such as abutting community environment and/or driver behaviour.

Warrants are a useful tool when trying to quantify the degree of the traffic problems in a certain area. Warrants are used to indicate which streets should be investigated based on the crash statistics, traffic volumes, vehicle speeds and non-local traffic levels. A ranking system or 'point assessment system' is then used to determine the order of priority when introducing traffic management.

The warrants system used for this assessment is shown in **Attachment E** and its application to the local streets within the study area was undertaken based upon survey data and, where no information was available, assumptions were made for the purpose of this analysis.



The calculated weighted score for each of the streets within the study area is summarised in **Table 3.1**.

Table 3.1: Dalpura Precinct, Frankston LATM Study – Priority ranking by weighted score

Street	Category	Weighted Score	Priority
Skye Road	Collector Road	6.8	1
Dalpura Circuit	Local access	4.35	2
Warrawee Circuit	Local access	3.5	3
Onkara Street	Local access	1.4	4

The results of the assessment highlights that Skye Road, Dalpura Circuit and Warrawee Circuit are ranked highest due to a combination of speed concerns and crash history (Skye Road).

3.3 Traffic Management Conditions and Criteria

3.3.1 Traffic Conditions

Traffic conditions in accordance with the following criteria are generally considered as acceptable for the road category of a *Local Road*, which carries up to 2,000 vehicles per day with average speeds of 40 km/hr - 50 km/hr.

Generally speaking, if the recorded average traffic speeds exceed 50 km/hr, the speed warning display trailer is located in the street and the Police are requested to undertake enforcement activities. This educational and behavioural stimulant is designed to modify driver behaviour.

Traffic control measures may be considered necessary if 15 % or more of all vehicles travel at speeds in excess of 55 km/hr following the siting of the speed display trailer.

Traffic control measures may be considered if the average daily vehicle volume is in excess of 2,500 vehicles per day. It should however be noted that traffic growth rates are typically between 1 % and 3 % per annum on residential streets and are considered to be acceptable when assessing traffic volumes. This would not normally trigger the need to introduce traffic management devices.

The consideration of traffic management devices is based on a risk assessment approach, and not solely on vehicle speeds or volumes. In some instances, the roadway may be operating efficiently, notwithstanding the illegal speeds and higher than usually accepted volume. This may be due to adequate road widths, sight distances and safe driveway accesses.



3.3.2 Criteria

The following criteria will be used when assessing issues on a local road.

- Is the 85th percentile speed > 55 km/hr? (or > 45 km/hr in a 40 km/hr speed zone)

OR

- Cut through traffic exceed 30% in either am or pm peak hours?

AND

- Does the daily traffic volume exceed 2,500 vehicles per day?

➔ If the answer to the above is 'yes' then the criteria is met for consideration of traffic management measures.

An examination of the Criteria to the streets within the study area is summarised in **Table 3.2**.

Table 3.2: Criteria for consideration of traffic management devices

Street	Is 85 th % ile speed > 55 km/hr? #	Is cut through traffic > 30 %?	Is daily volume > 2,500 vpd?	Criteria met? (Yes/No)
Dalpura Circuit	Yes	-	No	No
Warrawee Circuit	Yes	-	No	No
Onkara Street	No	-	No	No
Tantani Street	No	-	No	No

Note: vpd - vehicles per day n/a – not available or measured

The assessment indicates that the streets within the study area do not technically satisfy the criteria for the consideration of traffic management devices.

3.4 Parking Management Criteria

The process to assess the need for a change in the existing parking restrictions is shown in **Figure 3.2**, and typically summarises the process adopted by various Councils in metropolitan Melbourne.

The process essentially provides a basis for a change in the parking restrictions if the parking demands in the street exceed 80 % of the street's available parking capacity.

Application of the review process to the parking demand survey results outlined in Section 2.3, indicates that streets were generally lightly parked and as a result, no streets qualify for consideration of additional parking restrictions.



Site observations indicate that a number of vehicles parked illegally along the nature strip areas, predominantly in areas where they abut solid centre line markings which prohibit parking on-street.

To address this issue, it is recommended that the solid centre line markings be converted into broken centre line markings along Onkara Street, similar to what has been adopted along Dalpora Circuit.

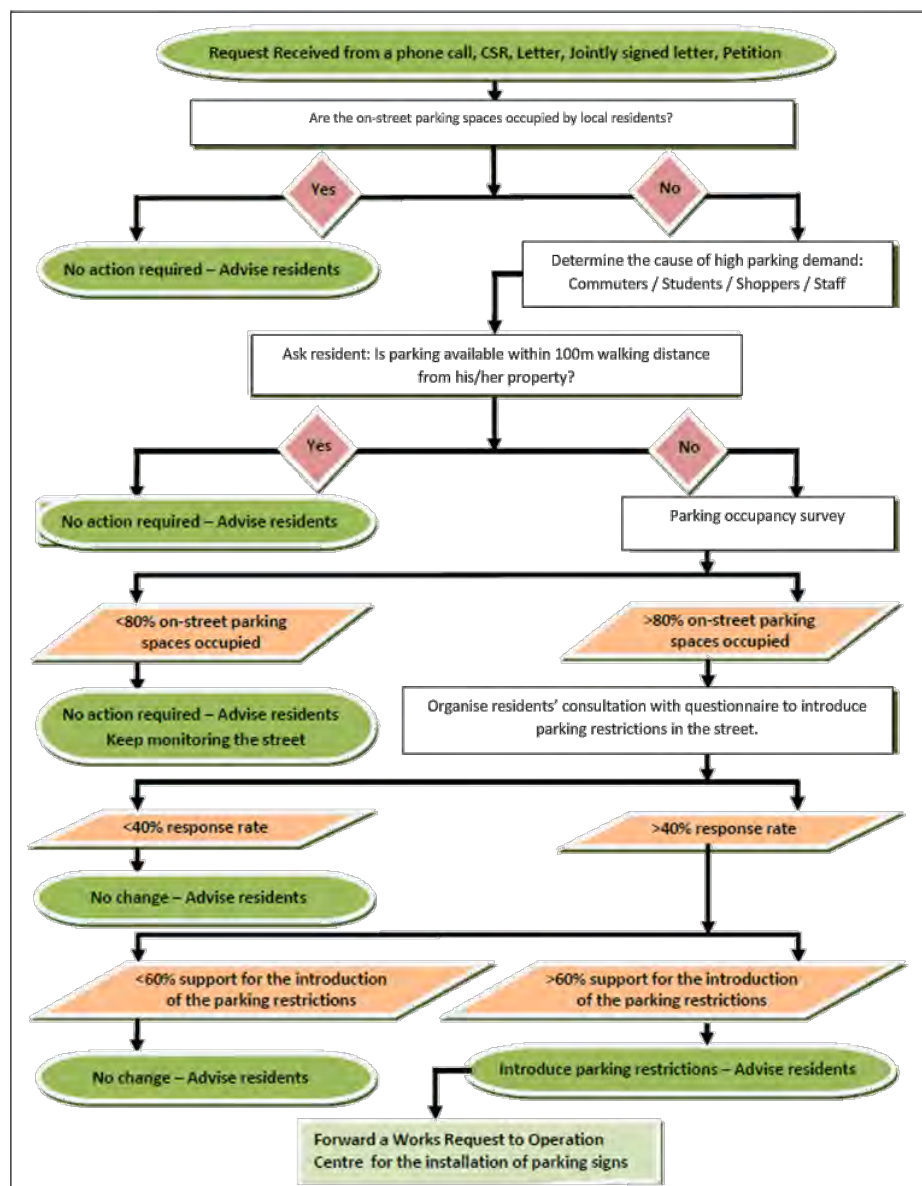


Figure 3.2: Assessment Process for Introduction of Parking Restrictions



4. OPTION DEVELOPMENT

4.1 Objectives

To address traffic concerns in residential neighbourhoods, this document shall address the following goals:

- Manage speed, pedestrian safety and infrastructure of the local road network;
- Advocate for improvements to arterial roads;
- Improve public safety;
- Identification of safe crossing points;
- Encourage roadways to function as intended;
- Improve liveability of neighbourhoods through improved design outcomes; and
- Walkability measures.

The goal is to implement the least obtrusive alternative(s), which in addition to addressing concerns regarding speeding or traffic volumes, would ensure that residential streets deliver the appropriate levels of access, safety, and convenience for all travel modes.

The objectives to achieve the above goals will include:

- Reduce excessive vehicle speeds;
- Eliminate illegal parking on nature strips;
- Clear sight lines for motorists at intersections;
- Eliminate hoon behaviour; and
- Minimise conflicts between road users.

The local traffic concerns were identified based upon an assessment of the:

- Site observations;
- Feedback provided by officers from Council;
- Feedback provided by stakeholders to the survey questionnaire;
- Traffic volume and vehicle speed survey data collected within the study area;
- Survey data of the parking demands and available supply within the study area; and
- Accident records within the Crashstats database.

The key issues are summarised in **Table 4.1**.



Table 4.1: Summary of key issues from survey questionnaire

Street	Key Traffic Issues
Dalpura Circuit	Excessive vehicle speeds
Onkara Street	Illegal parking on nature strips
Skye Road	Difficult turning out of Onkara Street
Warrawee Circuit	Excessive vehicle speeds
Warrawee Circuit	Illegal parking on nature strips
Other	Hoon behaviour – day and night
	Poor street lighting

4.2 Draft Traffic Management Plan

An assessment of the main issues outlined above and the application of Council's warrant system of street prioritisation, traffic management and parking management criteria and conditions, and feedback from the survey questionnaire was undertaken to develop a draft Traffic Management Plan for the Dalpura Precinct.

The draft Traffic Management Plan is presented in **Table 4.2** and summarised in **Figure 4.1**.

Table 4.2: Draft Traffic Management Plan

Street	Proposed traffic management measures
Dalpura Circuit	Stage B: If required, install roundabout at Warrawee Circuit Stage B: If required, install speed humps/slow points mid-block east of Palkana Street and north of Tantani Street
Onkara Street	Stage A: Convert solid centre line to broken centre line
Skye Road	Stage A: Investigate warrants for traffic signals at Onkara Street/Carramar Drive
Warrawee Circuit	Stage A: Convert solid centre line to broken centre line
	Stage B: If required, install speed humps/slow points west of Yandiah Court and south of Kooluna Court
Other	Stage A: Increased enforcement for hoon behaviour + speed warning trailer – day and night
	Stage A: Following enforcement, undertake speed surveys on Dalpura Circuit and Warrawee Circuit
	Stage A: Lighting audit to review street lighting in precinct



Figure 4.1: Draft Traffic Management Plan



The key aspects of the draft strategy include:

- Install roundabout at intersection of Dalpora Circuit and Warrawee Circuit;
- Install slow points (such as speed humps) along two locations along both Dalpora Circuit and Warrawee Circuit;
- Convert solid centre lines around the bends in Onkara Street and Warrawee Circuit to broken centre lines; and
- Investigate warrants for traffic signals at Skye Road and Carramar Drive.

A number of other maintenance items were identified as requiring rectification. These included the replacement of damaged or missing signs, faded linemarking at intersections, at traffic management devices and along the centre of the roads, an audit of the condition of the road surfaces and footpaths in each of the streets and overhanging branches obscuring signs.

Discussions with officers at Council indicate that these works will be undertaken by Council as part of their routine maintenance as well as increasing the level of enforcement of any motorists parking illegally in the area.

The draft Traffic Management Plan was distributed to the study area in the form of a survey questionnaire seeking feedback (**Attachment F**).

The feedback received from the survey questionnaire is summarised in **Table 4.3**.

Overall there were a total of 127 responses received, with the majority of respondents (average of 82 %) supporting the recommended initiatives.



Table 4.3: Level of support to Draft Traffic Management Plan

Street	No.	Proposed traffic management measures	Support (%)	Not support (%)
Dalpura Circuit	1	Stage 1: Increase enforcement for hoon behaviour + speed warning trailer – day and night	89	11
	2	Stage 2: Following enforcement undertake speed surveys	94	6
	7	Stage 2: If required, install slow points / speed humps at 2 locations	76	24
Warrawee Circuit	1	Stage 1: Increase enforcement for hoon behaviour + speed warning trailer – day and night	86	14
	2	Stage 2: Following enforcement undertake speed surveys	90	10
	3	Stage 1: Convert solid centre line to broken centre line	72	28
	6	Stage 2: If required, install roundabout at Dalpura Circuit	80	20
	7	Stage 2: If required, install slow points / speed humps at 2 locations	75	25
Onkara Street	3	Stage 1: Convert solid centre line to broken centre line	75	25
	4	Stage 1: Investigate warrants for traffic signals at Onkara Street / Carramar Drive	72	28
General	5	Stage 1: Lighting audit to review street lighting in precinct	91	9
Average			82%	28%

A public meeting was held on 25 October 2017 at the Frankston Civic Centre in Davey Street to provide the community with a further opportunity to seek any clarification to the Draft Traffic Management Plan and/or provide any additional feedback to the Draft Plan.



The minutes from the public meeting are summarised in **Attachment G**. The main feedback received from the public meeting which corresponds to additional issues/suggestions are summarised as follows:

- Ban right turn from Skye Road into Dalpora Circuit;
- Consider roundabout instead of traffic lights at Carramar Drive;
- Retain centre line pavement markings;
- Installation of a roundabout at Dalpora Circuit/Dunsterville Crescent;
- Installation of 50 km/hr signs on Dalpora Circuit; and
- Widen Warrawee Circuit.

4.3 Recommended Traffic Management Plan

On the basis of the feedback received from the survey questionnaire and the public meeting and the additional assessment undertaken by the consultant with officers from Council, the following additional recommendations are proposed to be incorporated into the Recommended Traffic Management Plan:

- Retention of centre line pavement markings on Warrawee Circuit, ie delete recommendation to remove centre line markings;
- Remove centre line pavement markings along Onkara Street; and
- Investigate warrants for traffic signals or a roundabout at Onkara Street/Carramar Street.

The final recommendations (with accompanying preliminary cost estimates and a priority ranking (from Table 3.1)) have been incorporated into the Traffic Management Plan as shown in **Table 4.4** and summarised in **Figure 4.2**.



Table 4.4: Recommended Traffic Management Plan

Street	No.	Proposed traffic management measures	Cost *	Priority
Dalpura Circuit	1	Stage 1: Increase enforcement for hoon behaviour + speed warning trailer – day and night	-	1
	2	Stage 2: Following enforcement undertake speed surveys	\$450	5
	7	Stage 2: If required, install slow points / speed humps at 2 locations	\$30,000	6
Warrawee Circuit	1	Stage 1: Increase enforcement for hoon behaviour + speed warning trailer – day and night	-	1
	2	Stage 2: Following enforcement undertake speed surveys	\$450	5
	6	Stage 2: If required, install roundabout at Dalpura Circuit	\$75,000	7
	7	Stage 2: If required, install slow points / speed humps at 2 locations	\$30,000	6
Onkara Street	3	Stage 1: Convert solid centre line to broken centre line	\$500	2
	4	Stage 1: Investigate warrants for traffic signals or a roundabout at Onkara Street / Carramar Drive	-	3
General	5	Stage 1: Lighting audit to review street lighting in precinct	-	4

Note: * Preliminary estimate



Recommended Traffic Management Plan

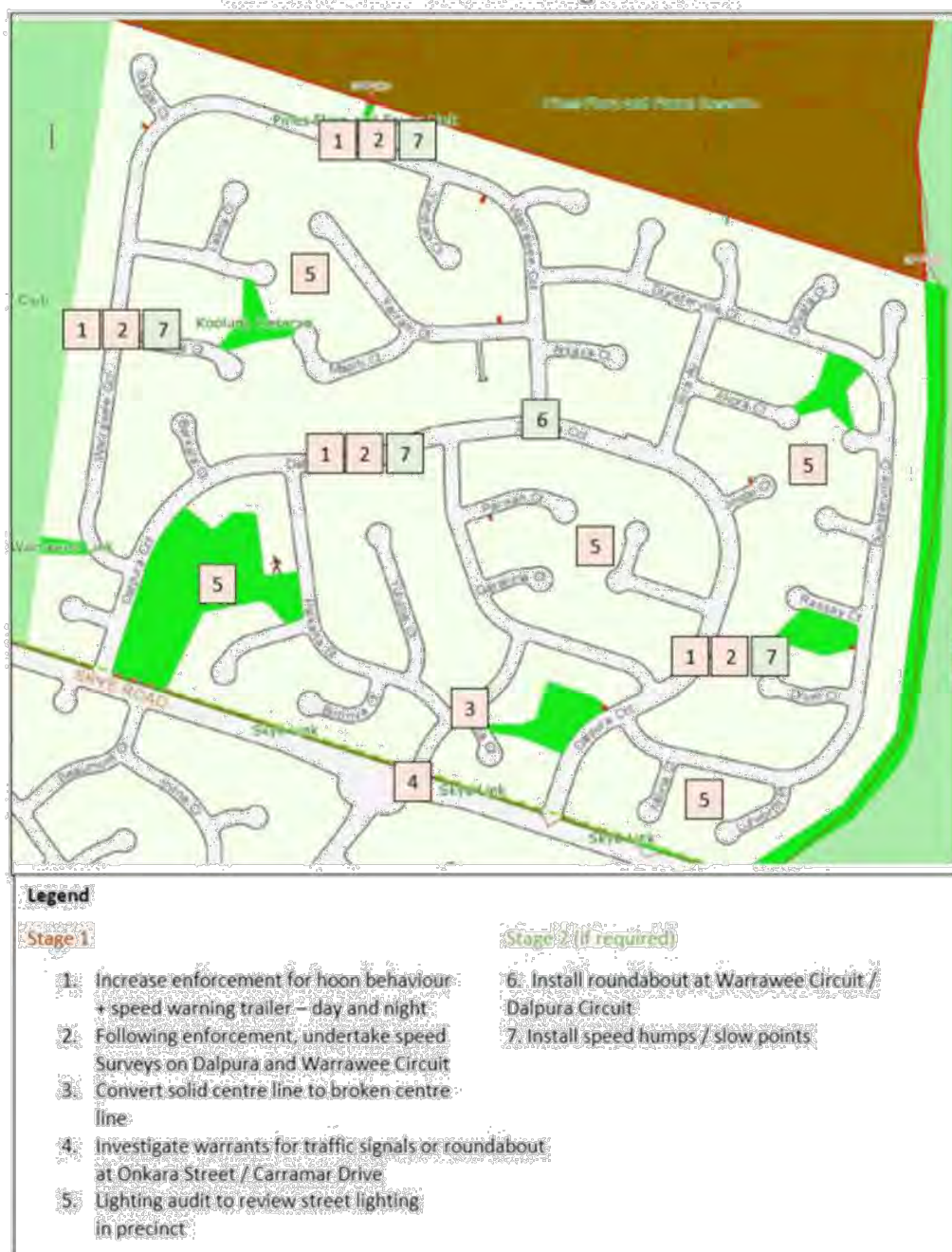


Figure 4.2: Recommended Traffic Management Plan



5. CONCLUSIONS

This Dalpora Precinct Local Area Traffic Management (LATM) Study report outlines a number of traffic management treatments to reduce vehicle speeds and improve the level of safety for motorists and pedestrians which, in turn, will provide an improved level of residential amenity in the precinct.

The traffic management treatments outlined in the Recommended Traffic Management Plan will be required to be funded as part of Council's Capital Works Program to achieve the desired outcomes from the study. The specific treatments outlined in the Recommended Traffic Management Plan have been prioritised to assist Council in the allocation of Capital Works funding.

Subsequent to the allocation of Capital Works funding and following the progressive implementation of the traffic management measures, the study area will be monitored to ensure that the installed measures have been effective in addressing the identified issues and to ascertain whether any further works are required to be undertaken within the study area.



ATTACHMENT A

SUMMARY OF PARKING SURVEY RESULTS



Road Section	Max Spaces	Number of Parked Cars Tuesday 30 May 2017					
		9 am	11 am	1 pm	3 pm	5 pm	7 pm
ADEN PLACE							
unrestricted	6	0	0	0	0	0	0
ANJAYA COURT							
unrestricted	13	0	0	1	1	1	0
AKORA COURT							
unrestricted	23	1	1	2	2	1	1
BARKALA COURT							
unrestricted	13	0	0	0	1	2	3
BIRTINYA COURT							
unrestricted	19	0	0	3	4	2	0
DALPURA CIRCUIT							
south side							
unrestricted	83	2	2	3	6	7	8
north side							
unrestricted	72	5	6	8	10	8	7
DILKARA COURT							
unrestricted	11	0	0	2	3	3	5
DRUM CLOSE							
unrestricted	16	0	0	0	0	1	1
DULGAI COURT							
unrestricted	9	0	1	2	2	1	1
DUNSTERVILLE CRESCENT							
west side							
unrestricted	74	6	6	5	5	5	5
east side							
unrestricted	72	2	2	3	4	3	3
ELENYA COURT							
unrestricted	30	1	1	3	3	4	5
GARALIMA COURT							
unrestricted	9	0	0	1	1	1	1
ILLIRA AVENUE							
unrestricted	20	1	1	2	2	1	1
INALA COURT							
unrestricted	12	0	0	1	1	1	0
JINGAI COURT							
unrestricted	8	0	1	1	1	0	0
KOOLUNA COURT							
unrestricted	26	1	1	2	3	3	3
LALINA CLOSE							
unrestricted	15	0	0	1	2	2	2

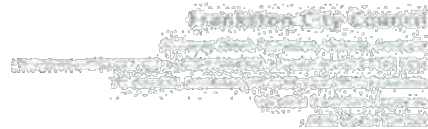
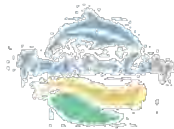


Road Section	Max Spaces	Number of Parked Cars Tuesday 30 May 2017					
		9 am	11 am	1 pm	3 pm	5 pm	7 pm
LANENA COURT							
unrestricted	9	0	1	2	2	1	1
LULWORTH PLACE							
unrestricted	17	1	1	2	4	2	0
MAPITI COURT							
unrestricted	25	3	2	1	1	1	0
MILINA COURT							
unrestricted	10	1	1	2	2	3	3
MILPERRA COURT							
unrestricted	8	0	0	2	2	1	1
NAROO PLACE							
unrestricted	23	1	1	2	3	2	2
ONKARA STREET							
unrestricted	0	0	0	0	0	0	0
PALKANA STREET							
unrestricted	54	3	3	4	5	5	8
PARWAN COURT							
unrestricted	16	0	0	1	1	1	1
RASSAY COURT							
unrestricted	11	0	0	0	0	1	1
TANTANI STREET							
unrestricted	58	5	6	8	8	6	5
TATURA COURT							
unrestricted	10	1	1	1	1	0	0
TOOLOOMBA COURT							
unrestricted	17	1	1	2	2	1	1
ULLARA COURT							
unrestricted	11	0	1	1	1	0	0
WARRAWEE CIRCUIT							
west/north side							
unrestricted	51	4	5	8	11	12	17
east/south side							
unrestricted	41	1	3	7	12	9	8
WESTA CLOSE							
unrestricted	14	0	1	0	1	1	0
YANDIAH COURT							
unrestricted	22	1	1	1	2	1	0
YARRAM COURT							
unrestricted	44	8	5	4	5	4	4
YARDLEY COURT							
unrestricted	7	0	0	1	1	0	0
YULUMA COURT							
unrestricted	28	1	1	2	4	3	0



ATTACHMENT B

SURVEY QUESTIONNAIRE SEEKING FEEDBACK ON ISSUES OF CONCERN



24 May 2017

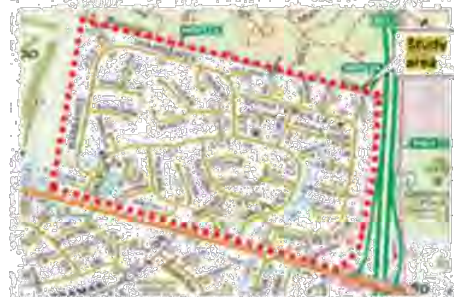
To the Owner/Occupier
Dalpura Circuit residential precinct
Frankston VIC 3011

Dear Sir/Madam,

DALPURA PRECINCT LATM – LOCAL AREA TRAFFIC MANAGEMENT (LATM) STUDY

Frankston City Council is undertaking a Local Area Traffic Management (LATM) study in your local area. Council have commissioned EB Traffic Solutions to undertake a review of the traffic issues within the Dalpura residential precinct.

The study area is bound by Pines Flora & Fauna Reserve to the north, Peninsula Link Freeway to the east, Skye Road to the south and Peninsula Country Golf Club to the west, as shown below.



The LATM study will examine the existing traffic, speeding and road safety issues, together with information received through the attached survey questionnaire, discussions with officers and collection of survey data.

Community participation is essential in identifying and addressing issues of this nature and preparing a Traffic Management Plan.

You are therefore strongly encouraged to complete the attached questionnaire and return it in the reply paid envelope by Friday 16 June 2017.

Should you have any queries regarding this correspondence or any aspect of the LATM study, please contact Mr Evan Boloutis (EB Traffic Solutions) on 0408 395 729. Should you have any general enquiries, please contact Council's Traffic Engineering department on 1300 322 322.

Yours faithfully,

Evan Boloutis
Director
EB Traffic Solutions

(Cc: North West Ward Councillors; Cr Chris Bolam; Cr Lillian O'Connor; Cr Glen Allcock)



Dalpura Precinct Traffic Study – Questionnaire

Please complete the questionnaire and return it to Council using the enclosed pre-paid envelope prior to **Friday 9 June 2017**.

1. Contact Details:

Name: _____
 Address: _____
 Phone No: _____

2. What are the traffic issues in your street?

Street Name: _____

A.) Please tick (✓) one box for each of the issues below

Issues	Not an Issue	Minor Issue	Major Issue
Traffic Speed			
Traffic Volume (numbers of vehicles)			
Parking Issues			
Pedestrian Facilities			
Bicycle Facilities			
Irresponsible Driving (Hooring)			

B.) For all minor and major traffic issues identified above, please tick (✓) one box regarding when the issue occurs

Issues	All Times	Peak Hours	Day Times	Night Times
Traffic Speed				
Traffic Volume (numbers of vehicles)				
Parking Issues				
Pedestrian Facilities				
Bicycle Facilities				
Irresponsible Driving (Hooring)				

3. Please provide any suggestions to overcome the traffic issues which you have indicated in question 2:

4. Have you noticed any traffic issues in other streets within the study area?

Street name: _____

Traffic issues: _____

Suggestions to overcome issue: _____

5. Do you have any other transport related issues which you have encountered whilst walking, cycling or driving in the streets within the study area?

Specific location of issue: _____

 Description of issue: _____

Suggestions to overcome issue: _____

6. Additional comments regarding Dalpura Precinct Traffic Study:

Thank you for your time and assistance

- Please attach an extra sheet if you need extra space to write

P.T.O.



What is Local Area Traffic Management (LATM)?

LATM is a process to develop a scheme to reduce the traffic impact in local streets whilst improving their amenity.

The Dalpura Precinct LATM study area is bounded by Pines Flora & Fauna Reserve, Peninsula Link Freeway, Skye Road and Peninsula Country Golf Club, as shown in the map below.

What is the objective of the Dalpura Precinct LATM Study?

The key objective of the Dalpura Precinct LATM Study is to minimise the effect of traffic in the local streets whilst improving the pedestrian and bicycle facilities and local street amenity.

What are the key benefits of the Dalpura Precinct LATM Study?

- Improve the safety of local streets for all road users (including cyclists and pedestrians) by reducing traffic speeds
- Reduce the incidence and potential for crashes within the study area
- Address the traffic concerns of the community whilst maintaining good levels of accessibility for local residents, service vehicles, local businesses and emergency services

— Dalpura Precinct LATM Study Area



Which types of traffic calming treatments can be utilised in local streets?

Treatments including roundabouts, speed humps, speed cushions, kerb extensions, linemarking and bike lanes can be considered for implementation within the study area to mitigate certain traffic issues.

What is the Dalpura Precinct Local Area Traffic Management (LATM) Process?

Dalpura Precinct LATM process can be described as follows:



Thank you for taking time to complete the questionnaire.

PRIVACY STATEMENT –

Frankston City Council values and protects all personal information it collects and is committed to using secure information handling practices and uses in compliance with the Information Privacy Principles under the Privacy and Data Protection Act 2014 (Vic).

The personal information collected on this form will only be used to assist Council in determining any appropriate parking restriction requirements within the City of Frankston.

Your personal information will not be disclosed to any external party without your prior consent, unless required or authorised by law.





ATTACHMENT C

FEEDBACK TO SURVEY QUESTIONNAIRE BY TIME OF DAY



Extent of traffic issues by time period Dalpura Precinct LATM Study

Anjaya Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2						
Traffic Volume		1	1		1	1	
Parking Issues	1	1				1	
Pedestrian Facilities		1	1	2			
Bicycle Facilities	2						
Irresponsible Driving	1	1					1

Akora Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed		1		1			
Traffic Volume		1		1			
Parking Issues			1	1			1
Pedestrian Facilities		1		1			
Bicycle Facilities	1			1			
Irresponsible Driving			1				1



Birtinya Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1						
Traffic Volume		2		1			
Parking Issues			1				
Pedestrian Facilities			1	1			
Bicycle Facilities			1	1			
Irresponsible Driving			1				1

Dalpura Circuit

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1	3	19	21	2	1	
Traffic Volume	11	8	2	1	8		
Parking Issues	11	5	5	4	2	2	3
Pedestrian Facilities	15	3	4	4		2	
Bicycle Facilities	14	5	1	3	1	2	
Irresponsible Driving	2	1	17	19		1	5

Dilkara Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1	1				1	
Traffic Volume	1		1	1			
Parking Issues	2		1	1			
Pedestrian Facilities	2						
Bicycle Facilities	2						
Irresponsible Driving	1	1					1



Drum Close

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1		1	1			
Traffic Volume	1						
Parking Issues		1					1
Pedestrian Facilities	1						
Bicycle Facilities	1						
Irresponsible Driving	1		1				1

Dulgai Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1		1	1			
Traffic Volume	1						
Parking Issues		1					1
Pedestrian Facilities	1						
Bicycle Facilities	1						
Irresponsible Driving	1		1				1

Dunsterville Crescent

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2	8	7	8		3	4
Traffic Volume	9	4	1	1	1		
Parking Issues	8	4	2			3	2
Pedestrian Facilities	10	2	3	3		1	
Bicycle Facilities	9	3	2	3		1	
Irresponsible Driving	2	4	11	9	1	2	7



Elenya Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2						
Traffic Volume	2						
Parking Issues			1	1			
Pedestrian Facilities	2						
Bicycle Facilities	2						
Irresponsible Driving	2						

Garalima Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1						
Traffic Volume	1						
Parking Issues	1						
Pedestrian Facilities		1				1	
Bicycle Facilities		1				1	
Irresponsible Driving	1						

Inala Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1						
Traffic Volume	1						
Parking Issues		1		1			
Pedestrian Facilities	1						
Bicycle Facilities	1						
Irresponsible Driving	1						



Lanena Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	3						
Traffic Volume	1	2			1		1
Parking Issues		1	1	3			1
Pedestrian Facilities	3	1		1			
Bicycle Facilities	3						
Irresponsible Driving	1	1					1

Lulworth Place

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1						
Traffic Volume	1						
Parking Issues		1	1	1	1		
Pedestrian Facilities	1						
Bicycle Facilities	1						
Irresponsible Driving	1			1			

Mapiti Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	3						
Traffic Volume	3						
Parking Issues	3						
Pedestrian Facilities	3						
Bicycle Facilities	3						
Irresponsible Driving	3						



Ningai Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1						
Traffic Volume	1						
Parking Issues			1	1			
Pedestrian Facilities	1						
Bicycle Facilities	1						
Irresponsible Driving		1		1			

Kooluna Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2	1	1	1			
Traffic Volume	2	1	1	1			
Parking Issues	1		3	2	1		
Pedestrian Facilities	1	1	2	2			
Bicycle Facilities	3	1		1			
Irresponsible Driving	3		1	1			1

Lalina Close

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	3						
Traffic Volume	3						
Parking Issues	2		1				1
Pedestrian Facilities	3		1				
Bicycle Facilities	3		1				
Irresponsible Driving	3						



Milperra Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2						
Traffic Volume	2						
Parking Issues	2						
Pedestrian Facilities	2						
Bicycle Facilities	2						
Irresponsible Driving	2						

Naroo Place

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2	1		1			
Traffic Volume	2		1	1			
Parking Issues		2		2			1
Pedestrian Facilities	1	2		1		1	
Bicycle Facilities	3						
Irresponsible Driving	2	1		1			

Onkara Street

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1		2	1	1		
Traffic Volume	1	1	1	1	1		
Parking Issues	2		1	1			
Pedestrian Facilities	2						
Bicycle Facilities	2						
Irresponsible Driving	1		2	1			1



Palkana Street

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed		2	1	3			
Traffic Volume	1	1	1	1	1		
Parking Issues	1	1	1	2			
Pedestrian Facilities	2		1	1			
Bicycle Facilities	2	1			1		
Irresponsible Driving		1	1	2			2

Parwan Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2		1				
Traffic Volume	1	1					
Parking Issues		2		1		1	
Pedestrian Facilities	2						
Bicycle Facilities	2						
Irresponsible Driving	2		1				

Rassay Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1						
Traffic Volume	1						
Parking Issues	1						
Pedestrian Facilities	1						
Bicycle Facilities	1						
Irresponsible Driving	1						



Tantani Street

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1	7	2	5	1		3
Traffic Volume	3	7		2	3	2	
Parking Issues	6	2	1	2			2
Pedestrian Facilities	9						
Bicycle Facilities	8			1			
Irresponsible Driving	1	6	2	5			5

Tatura Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2			1			
Traffic Volume	2			1			
Parking Issues	2			1			
Pedestrian Facilities	2						
Bicycle Facilities	2						
Irresponsible Driving	2						

Tooloomba Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2	1			1		
Traffic Volume	3						
Parking Issues		1					
Pedestrian Facilities	3						
Bicycle Facilities	3						
Irresponsible Driving	2		1				



Warrawee Circuit

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	4	7	10	10	1	4	2
Traffic Volume	10	6	2	5	7	2	
Parking Issues	2	6	7	15			3
Pedestrian Facilities	15	4		3		3	
Bicycle Facilities	17	1		3		2	
Irresponsible Driving	5	10	5	11		1	6

Westa Close

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1						
Traffic Volume	1						
Parking Issues	1						
Pedestrian Facilities		1		1			
Bicycle Facilities	1						
Irresponsible Driving	1						

Ullara Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	2						
Traffic Volume	2						
Parking Issues	2						
Pedestrian Facilities	2						
Bicycle Facilities	2						
Irresponsible Driving	2						



Yandiah Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	3			1			
Traffic Volume	3			1			
Parking Issues	2	1		2			1
Pedestrian Facilities		1		1			
Bicycle Facilities	3			1			
Irresponsible Driving	3			1			

Yardley Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1						
Traffic Volume	1						
Parking Issues	1						
Pedestrian Facilities	1						
Bicycle Facilities	1						
Irresponsible Driving	1						

Yarram Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	3	2	2	2		2	
Traffic Volume	5	2			2		
Parking Issues			3	3		1	
Pedestrian Facilities	7						
Bicycle Facilities	7						
Irresponsible Driving	6	1	1	1			1



Yuluma Court

Issues	Extent of the Issue			Time Period			
	Not an Issue	Minor Issue	Major Issue	All Times	Peak Hours	Day Time	Night Time
Traffic Speed	1	2	2	3			1
Traffic Volume	6						
Parking Issues	4	1					
Pedestrian Facilities	2	3	1	3			
Bicycle Facilities	4	2		1			
Irresponsible Driving			5	3			2

**ATTACHMENT D****SUMMARY OF ISSUES AND SUGGESTIONS FROM SURVEY QUESTIONNAIRE**



Street	Transport Issues	Suggestions to overcome issues
Anjaya Court	No footpath	New footpath
Akora Court	Parking on nature strip	Enforcement
Birtinya Court	Sight lines Hooning	Need for mirrors Speed humps/cameras
Dalpura Circuit	Speeding – cars and bus Hooning/noise Dangerous bus service Lack of facility for cyclists Lack of pedestrian crossing at milk bar Excessive vegetation	Speed humps/kerb extensions/cameras Roundabout at Dunsterville Cresc. 40km/hr restrictions Bike lanes Pedestrian crossing @ milk bar Trim vegetation/mirrors
Dilkara Court	Parking congestion restricts garbage truck	Education for residents
Drum Close	Cars parked close to intersection – restrict sight lines Speeding Overhanging vegetation – sight restrictive Hooning	No Stopping signs at intersection 40km/hr restrictions, speed humps Trim excess vegetation enforcement
Dulgai Court	Lack of a footpath	New footpath
Dunsterville Crescent	Parking along nature strip Speeding Hooning Dangerous bus service	Enforcement Speed humps/roundabout at Dalpura Ct Enforcement Enforcement
Elenya Court	Truck parking on bend	Parking signage
Garalima Court	No footpath	New footpath
Illira Avenue	Parking congestion Hooning	Signage Speed humps
Kooluna Court	No footpath Congestive parking	New footpath Parking signage
Lafina Close	Cars parked on corner block sight lines	Trim vegetation/no stopping signs
Lanena Court	Car parking on nature strip Excess vegetation	Parking signage Trim vegetation



Street	Transport Issues	Suggestions to overcome issues
Onkara Street	Congestion Hooning Difficult turning out of Onkara St into Skye Rd	Mirrors Speed humps/cameras Signals at Skye Rd intersection
	Tree on Dalpura Ct nature strip blocks sight lines	Trim branches
Palkana Street	Parking congestion near Onkara Street Hooning	Mirrors/enforcement Speed humps/cameras
Parwan Court	Hooning	Speed humps
Skye Road	Hooning Unsafe gravel surface - shoulders	Traffic lights/enforcement/ Speed humps/cameras Asphalt shoulders
Tantani Avenue	Drain blocks causing flooding Cars parked on nature strip Trucks parking on-street block sight lines	Unblock drain Parking signage Parking signage
Warrawee Circuit	Hooning Speeding motorists Parking congestion on bend	Speed humps Speed humps Parking signage/enforcement
Westa Close	Overspill vegetation No footpath	Trim excess vegetation New footpath
Yandiah Court	Cars parked on nature strip Poor lighting	Enforcement Improve lighting
Yarram Court	Parking congestion Hooning Parking on nature strip	Parking signage Speed humps enforcement
Yuluma Court	Hooning	Speed humps/enforcement
Other/General	No toilet at playground Parking along nature strips Hooning – day and night Poor lighting Illegal motor bike riding Whistle Stop Park Lack of bicycle lanes along Karingal Drive Unregistered vehicles parked on street	New toilet Enforcement Enforcement Lighting audit Enforcement New bike lanes Enforcement



ATTACHMENT E

COUNCIL'S WARRANTS FOR ASSESSMENT OF TRAFFIC TREATMENTS

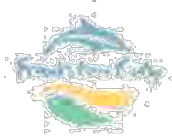


Criteria	Description	Range		Score	Weighting (%)
Accident History	Determined by a Severity Index based on crashes in the last 3 years		Severity Index		0.25
			0	0	
			1	2	
			2	4	
			3	6	
			4	8	
			5	10	
		Vehicle Speed	85th Percentile = the speed at which 85% of vehicles travel at or below (km/hr)		
0	41			0	
41	45			2	
45	48			4	
48	50			6	
50	54			8	
54	58			9	
58	73			10	
Traffic Volume	LR = Local Road				0.15
		0	100	0	
		101	600	2	
		601	1200	4	
		1201	1800	6	
		1801	2400	8	
	CR = Collector Road	2401	3000	10	
		0	3000	0	
		3001	4000	2	
		4001	4500	4	
		4501	5000	6	
		5001	5500	8	
	MR = Major Road	5501	6000	10	
		0	5000	0	
		5001	7000	2	
		7001	8000	4	
		8001	9000	6	
		9001	10000	8	
10001	20000	10			
Heavy Vehicle	Percentage of total Vehicles (HEAVY)				0.15
		0	2	0	
		2	4	2	
		3	6	4	
		4	8	6	
		5	10	8	
		10	30	10	
Other Factors	Abutting Community Environment and/ or Driver Behaviour				0.2
			1	1	
			2	2	
			3	3	
			4	4	
			5	5	
			6	6	
			7	7	
			8	8	
			9	9	
	10	10			



ATTACHMENT F

SURVEY QUESTIONNAIRE SEEKING FEEDBACK TO DRAFT TRAFFIC MANAGEMENT PLAN



22 September 2017

To the Owner/Occupier
Dalpura Circuit residential precinct
Frankston VIC 3011

Dear Sir/Madam

DALPURA PRECINCT LATM – LOCAL AREA TRAFFIC MANAGEMENT (LATM) STUDY

I refer to our previous letter and survey questionnaire dated 24 May 2017 regarding the commencement of the Dalpura Precinct Local Area Traffic Management (LATM) study.

Feedback has now been received through the returned survey questionnaires. The results have been processed and together with information provided by Council officers and survey data, has enabled the development of a draft Traffic Management Plan, as shown attached.

The key issues arising from the survey questionnaire related to reports of speeding as a result of 'hoon' anti-social behaviour, which was reflected in the speed survey data. This has formed the basis for the draft Strategy which proposes, as an initial measure, the use of increased enforcement from the Victoria Police as well as use of Council's speed warning trailer. Speed surveys would be undertaken following the completion of this initial stage, and if there was no reduction in speeds, physical measures such as slow points and roundabouts would be proposed for installation in key locations.

In addition, it was noted that a number of motorists are parking illegally along nature strips, particularly adjacent to solid centre lines. As a result, it is proposed to also convert the solid centre lines around the majority of the bends to broken centre lines to permit kerbside parking, where it is safe to do so.

As part of the review, a number of issues were identified such as faded line marking, damaged or missing signs and overhanging vegetation which obscure signage. These issues are deemed to be general maintenance items and will be referred to Council's Operations & Maintenance for rectification.

We would welcome your views to the attached draft LATM Plan and encourage you to complete the attached feedback form and return it in the reply-paid envelope by 13 October 2017.

In addition, a public meeting will be held to discuss the draft LATM Plan and provide an opportunity for further feedback from the community. The public meeting is scheduled to be held at the Frankston Civic Centre in the Casuarina Room (entry via Davey Street) on 25 October 2017 commencing at 6.15 pm until 7.15 pm.

Should you have any queries regarding this correspondence or any aspect of the LATM study, please contact Mr Evan Boloutis (EB Traffic Solutions) on 0408 395 729. Should you have any general enquiries, please contact Council's Traffic Engineering department on 1300 322 322.

Yours faithfully,

Evan Boloutis
Director
EB Traffic Solutions

Cc: North West Ward Councillors: Cr Chris Bolam, Cr Lillian O'Connor, Cr Glen Aiken



Dalpura Precinct Local Area Traffic Study – Questionnaire

Please complete the questionnaire and return it to Council using the enclosed pre-paid envelope prior to **13 October 2017**

1. Contact Details:

Name: _____
Address: _____
Phone No: _____

2. Please provide your feedback to the Draft LATM Plan.

Street	No.	Proposed traffic management measures	support	Not support	Comments
Dalpura St	1	Stage 1: Increase enforcement for loose behaviour + speed warning trailer – day and night			
	2	Stage 2: Following enforcement undertake speed surveys			
	3	Stage 3: If required, install stop points / speed bumps at 2 locations			
Wentworth St	1	Stage 1: Increase enforcement for loose behaviour + speed warning trailer – day and night			
	2	Stage 2: Following enforcement undertake speed surveys			
	3	Stage 3: Convert solid centre line to broken centre line			
	4	Stage 3: If required, install roundabout at Dalpura Street			
	5	Stage 3: If required, install stop points / speed bumps at 2 locations			
Orleans St	3	Stage 3: Convert solid centre line to broken centre line			
	4	Stage 3: Investigate warrants for traffic signals at Orleans Street / Casuarina Drive			
General	5	Stage 3: Lighting would be review street lighting in precinct			

3. PUBLIC MEETING scheduled to be held at the Frankston Civic Centre (Casuarina room) Entry via Davey Street on 25 October 2017 commencing at 6.15 pm.

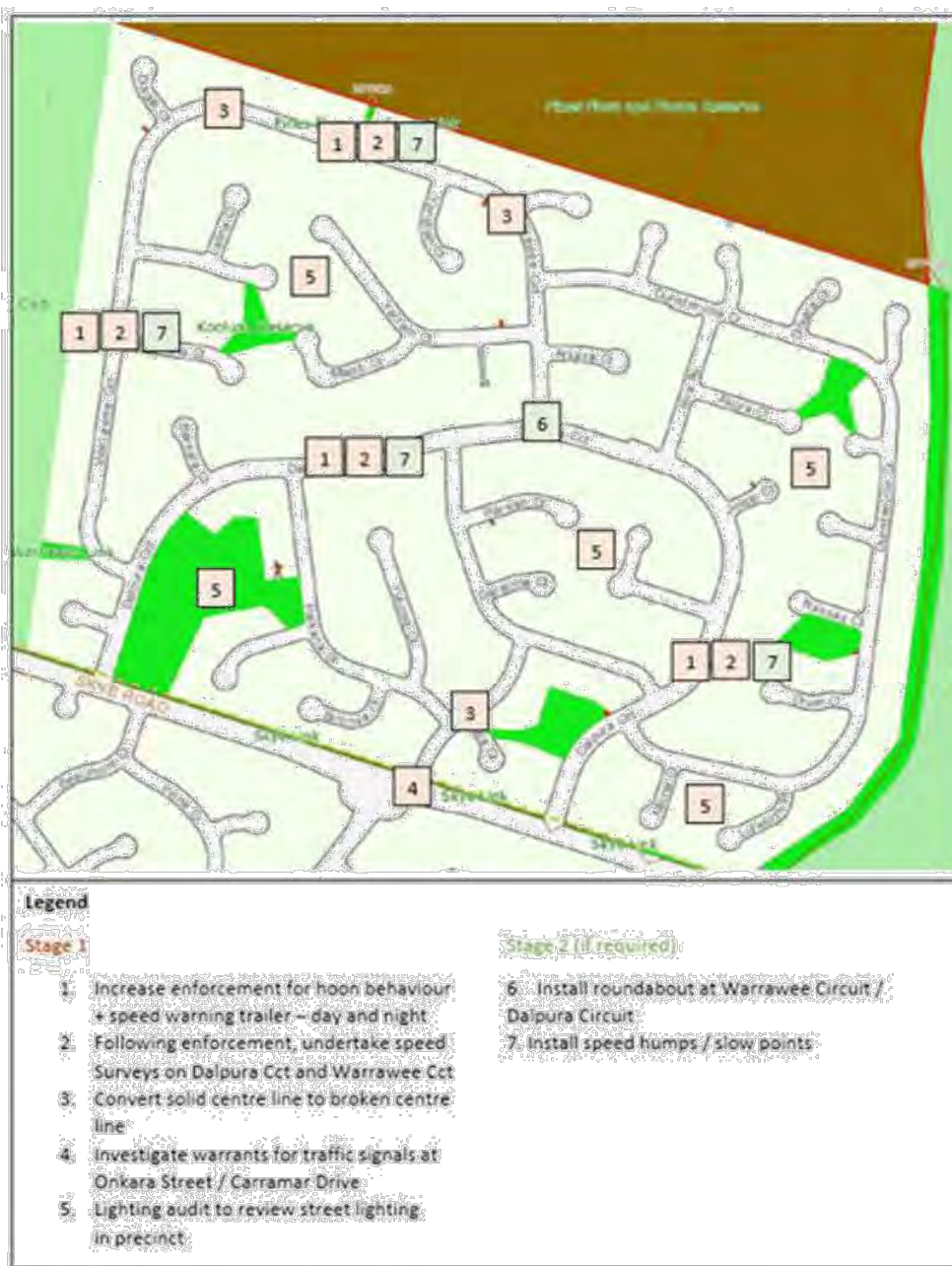
Please RSVP by ticking the box below.

Yes ☐ No ☐ Contact Number: _____

Thank you for taking the time to complete the survey questionnaire.

Frankston City Council values and protects all personal information it collects and is committed to using secure information handling practices and uses in compliance with the Information Privacy Principles under the Privacy and Data Protection Act 2014 (Vic). The personal information collected on this form will only be used to assist Council in determining any appropriate parking restriction requirements within the City of Frankston. Your personal information will not be disclosed to any external party without your prior consent, unless required or authorised by law.

DRAFT LOCAL AREA TRAFFIC MANAGEMENT STRATEGY





ATTACHMENT G

MINUTES OF PUBLIC MEETING HELD ON 25 OCTOBER 2017



Dalpura Precinct Local Area Traffic Management (LATM) Study

Minutes of Public Meeting

**Frankston Civic Centre (Casuarina room)
Wednesday 25 October 2017
6.15 pm – 7.15 pm**

Attendees: **Officers** (Thomas Tse and Izzy Thilakaratne)
Evan Boloutis (Consultant, EB Traffic Solutions)
Residents from the Dalpura Precinct LATM study area

1. Welcome

TT welcomed the residents to the public meeting. Apologies were received from the Ward Councillors.

2. Introduction and background

TT outlined the background for the study.

3. Existing Conditions

EB outlined the results of the surveys and a summary of the feedback received to the initial survey questionnaire regarding the key issues and suggested treatment solutions.

Key items included:

- Volumes are acceptable;
- Speeds: Warrawee creeping over 50 kph, Dalpura has over 50 kph, east of Dalpura also has just over 50 kph southbound;
- Hoon element was explained – traffic management devices can't be designed to address hoon behaviour;
- Casualty accidents: 3 accidents at intersection of Skye/Carramar

4. Discussion of Draft Traffic Management Plan

EB provided an overview of the recommended treatments. General discussion followed which allowed the opportunity for residents to provide any additional feedback or provide additional suggestions.

The feedback received from this process is summarised as:

- Hoons were by far the main issue;
- Turning right out of Onkara Street;
- Parking close to intersections (within 10 to 15m);



- Poor street lighting;
- Ban right turn into Dalpura Circuit from Skye Road;
- Consider roundabout instead of traffic lights at Carramar Drive;
- Objection to removal of solid centre line;
- Request for additional solid centre lines, specially over crests;
- One of the residents stated that Dalpura/Dunsterville intersection was flagged for a roundabout 20 years ago;
- A resident requested for 50 kph signs on Dalpura Circuit at either entrance;
- The last time the road got sealed, no notice was given to residents ~11 years ago;
- Level of support for Draft TMP – lowest level of support (64%) to proposed removal of solid centre line;
- Resident requested for Warrawee Crescent to be widened slightly, stating that the single lane width is too narrow when vehicles are parked on both sides of the road;
- Open park up for public parking during Christmas for visitors to see the Christmas lights.

5. Next Steps

EB indicated that the feedback from the survey questionnaire (relating to the draft Traffic Management Plan) will be collated along with feedback received from the public meeting to finalise the Traffic Management Plan.

The final Plan will then be circulated to the community within the study area in early December 2017. At this time, the consultant, EB Traffic Solutions will submit a final LATM study report which will be assessed by officers and put forward for Council adoption in early 2018.

Following Council adoption, those low-cost items will be implemented within a relatively short time frame with budget bids prepared to seek funding for the medium and larger projects recommended within the Traffic Management Plan.

6. Meeting Close

The meeting concluded at 7.30 pm.

Executive Summary**12.10 Pines Men's Shed Heating & Cooling**

Enquiries: (Liz Daley: Community Development)

Council Plan

Community Outcome:	4. A Well Managed City
Strategy:	4.1 Services
Priority Action	4.1.1 Identify service assets and service levels required to meet future community needs

Purpose

To brief Council on progress to achieve funding support to provide heating and cooling in the Pines Men's Shed.

Recommendation (Director Community Development)

That Council:

1. Notes \$10,000 is allocated in the capital works program toward a total cost estimate of \$74,900 to heat and cool Pines Men's Shed;
2. Notes State Government Men's Shed Grants closed on 8 June 2018 and officers submitted an application that can be withdrawn subject to Council's resolution;
3. Approves the application to State Government Men's Shed Grants for the maximum amount of \$30,000 towards installing heating and cooling in the Pines Men's Shed; and Refers \$34,900 to be committed in the mid year budget review in the event the application for \$30,000 funding from State Government is successful.

Key Points / Issues

- Issues relating to the cost to install adequate heating and cooling solutions at the Pines Men's Shed has been the subject of council resolutions at OM 20 November 2017 and OM 19 February 2018.
- As directed by Council, officers wrote to State and Federal Government in January 2018 seeking funding assistance to enable installation of heating and cooling at the Pines Men's Shed.
- In response to Council's letter, State Government notified a funding opportunity, administered through Department of Health & Human Services, to support the refurbishment of existing Men's Sheds. The maximum grant available of \$30,000 and required at least \$1 to be match from other sources for every \$2 of funding provided under the Men's Shed Grant. The total cost estimate of installing heating and cooling at the Pines Men's Shed is \$74,900.
- Grant applications closed on 8 June 2018 and successful applicants will be announced on December 2018. An application to support Pines Men's Shed heating and cooling has been submitted by officers subject to Council resolving its support at its Ordinary Meeting 2 July 2018.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

12.10 Pines Men's Shed Heating & Cooling**Executive Summary**

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

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

The total cost estimate of the installation of heating and cooling in the Pines Mens Shed is \$74,900. \$10,000 has been carried forward to the 2018-2019 capital works program.

An application for funding for \$30,000 has been submitted towards the cost of the installation of the heating and cooling.

If Council succeed in the grant application Council will incur a funding short fall of \$34,900, which is recommended to be referred to the mid-year budget review

Consultation**1. External Stakeholders**

Consultation has been undertaken with the Pines Men's Shed.

2. Other Stakeholders

Facilities and Community Strengthening Departments

Analysis (Environmental / Economic / Social Implications)

The Pines Men's Shed provides an important connection and participation to various members of the community. The program and opportunities that they provide to their members provides social, creative, wellbeing and connections to other services.

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

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

Legal

There are no legal implications in this report.

Policy Impacts

There are no policy implications in this report.

Officer's Declaration of Interests

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

12.10 Pines Men's Shed Heating & Cooling**Executive Summary****Risk Mitigation**

Unresolved heating and cooling increases the risk of the facility being unused on days of excessive heat and cold. While the heating and cooling will mitigate this issue the running of same will increase the community group's outgoing costs.

Conclusion

A funding application has been lodged to support heating and cooling at Pines Men's Shed which, if successful, will have an unbudgeted impact for Council. Should Council resolve not to support the funding application it will be withdrawn.

ATTACHMENTS

Nil

Executive Summary**13.1 Response to NOM 1354 - Urban Design Excellence**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.2 Development and Housing
Priority Action	1.2.3 Ensure built form, displays architectural excellence and embodies creative urban design

Purpose

To brief Council on the ways in which the urban design outcomes of town planning development applications may be improved through the adoption of additional or alternative Council processes and procedures.

Recommendations (Director Community Development)

That Council:

1. Explores opportunities to establish an advisory committee to provide feedback on town planning development applications;
2. Supports officers in appointing an additional consultancy firm to Council's existing external design review panel of consultants to enhance choice and responsiveness;
3. Supports officers in undertaking an analysis of the municipality to identify areas where Urban Design Frameworks may be appropriately applied;
4. Commits to Councillor and officer training to assist evaluation and application of best practice urban design;
5. Seeks to facilitate best practice urban design information forums for the community, developers, Councillors and staff; and
6. Supports officers in the provision of publicly accessible urban design information on Council's digital platforms.

Key Points / Issues

- Council seeks to encourage development which embodies best practice urban design and has a number of planning mechanisms currently in place to encourage such outcomes.
- A number of large-scale development applications have recently been refused by Council on the basis of poor urban design outcomes.
- At its meeting on 14 August 2017, Councillor Aitken tabled a Notice of Motion regarding Urban Design Excellence. Council resolved:
"That a report identifying the ways in which urban design excellence may be embedded in all relevant Council processes and procedures be prepared by Council's planning department. This report is to outline the statutory planning methods currently employed by Council, and other metropolitan municipalities, which facilitate reputable urban design outcomes. The report is to also investigate alternative or additional approaches Council might adopt to improve the urban design quality of development applications."
- Existing policies and statutory tools are considered to be suitably robust but with scope for supplementary design analysis and feedback.

13.1 Response to NOM 1354 - Urban Design Excellence**Executive Summary**

- There is ongoing opportunity to upskill and further educate staff and Councillors to recognise, evaluate and facilitate best practice urban design.
- There is also ongoing opportunity to involve, inform and educate local developers and interested community members on the importance of quality urban design and its application within Frankston.
- While most of the recommendations in this report focus on development approval processes, urban design encompasses a much wider range of topics right across local government activities and services: There are opportunities for urban design improvements from Council's capital works processes, new signage, park and streetscape design, street furniture, education, public information and engagement, arts facilities, temporary events (e.g the Murals Festival), history and heritage appreciation and also through improved environmental outcomes (e.g. green walls, Water Sensitive Urban Design, energy efficiency and building sustainability).

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates, which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

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

A breakdown of the financial impacts associated with the recommendations is detailed below:

- a) Exploration of opportunities to establish an advisory committee to provide feedback on town planning development applications.

An advisory committee established for this purpose may comprise voluntary, unpaid members. As such, it is not considered that the establishment or running of such a committee will necessarily have a financial impact on Council. However, Council may consider offering remuneration to participating members. No predetermined sum has been considered or proposed and no budget is currently allocated for the recommended purpose.

- b) Appointing an additional consultancy firm to Council's existing external design review panel.

There are no undesirable financial impacts associated with this recommendation.

13.1 Response to NOM 1354 - Urban Design Excellence**Executive Summary**

- c) Undertaking an analysis of the municipality to identify areas where Urban Design Frameworks may be appropriately applied.

There are no new financial impacts associated with this recommendation.

- d) Councillors and staff training to assist with their recognition, evaluation and application of best practice urban design.

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

- e) Facilitating best practice urban design information forums for the local development industry.

There are financial costs, however, these costs can be accommodated within the existing Planning and Environment Management budget.

- f) Providing publicly accessible information on Council's digital platforms which discuss and illustrate best practice urban design.

There are no financial impacts associated with this recommendation.

Consultation**1. External Stakeholders**

External stakeholder consultation will occur through information forums, workshops and when seeking public feedback on Council's urban design guideline documents. Additionally, external stakeholder consultation and engagement will occur through public notification of Council's intent to establish an advisory committee and during the process of appointing its members.

2. Other Stakeholders

Some Councillors have engaged with officers to express their concerns about the urban design outcomes of town planning development applications as well as discuss the ways in which such issues may be addressed.

Further consultation and engagement with Councillors and relevant Council staff may also occur during the process of appointing advisory committee members and through the recommended training and information workshops.

Analysis (Environmental / Economic / Social Implications)

Environmental Impacts: Best practice urban design seeks to incorporate environmental sustainability throughout a development. Each recommendation seeks to improve the urban design outcomes, and subsequently the sustainability of future development within Frankston.

Economic Impacts: The recommendations would provide additional layers of rigor to the existing design review and policy processes. Identifying and resolving issues early in a given development's assessment may help to avoid delays and deferrals to VCAT for determination. Early identification and resolution of issues may also result in fewer refusals and help to create a strong rapport with applicants and developers.

The recommendations also seek to improve the overall quality of developments, reducing long-term upkeep, damage and alteration costs. Improved liveability, usability and attractiveness of developments and streetscapes are also likely to encourage new and ongoing investment in Frankston.

The financial costs associated with the recommendations can be accommodated within existing budgets.

13.1 Response to NOM 1354 - Urban Design Excellence**Executive Summary**

Social Impacts: Best practice urban design seeks to provide streetscapes and public spaces that are activated, attractive and that encourage community engagement, interaction and appreciation. The recommendations seek to encourage and facilitate these outcomes and engage Frankston residents directly with Council and the wider community.

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

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

Legal

Procurement procedures and protocols are relevant to this report.

Policy Impacts

The recommendations of this report will assist in achieving the objectives of Clause 15 of the Frankston Planning Scheme.

The establishment of an advisory committee would require a set of Terms and Conditions to be generated and approved of prior to the commencement of any official duties.

Planning permit application procedures and planning scheme amendment procedures and protocols are also relevant to this report.

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no conflict of interest in this matter.

Risk Mitigation

The primary risk involves the potential for future committee members, staff, members of the public and consultants to act inappropriately; albeit unintentionally. Such behaviour may affect or compromise the outcomes of development decisions in Frankston. However, each development application, policy and guideline is subject to a number of existing checks and regulatory process controls.

It is considered that these existing iterative processes are thorough, robust and effective enough to ensure the above risk is being managed to within acceptable levels.

Conclusion

Council seeks to encourage new development which embodies best practice urban design, improving the appearance and overall quality of built form within the municipality. While existing planning and design review mechanisms are already in place, a number of large-scale development applications have been refused by Council on the basis of poor urban design outcomes. The recommendations of this report will assist in establishing a high standard of urban design to be met from future development within Frankston. Importantly, the recommendations will add additional layers of rigour to the existing design review process, build on the breadth of urban design knowledge and expertise available to Council and engage the public in shaping the future built forms of their community.

13.1 Response to NOM 1354 - Urban Design Excellence**Executive Summary**

ATTACHMENTS

- Attachment A: [↓](#) Design Guidelines for Medium Density Development (DRAFT)
- Attachment B: [↓](#) City of Port Phillip - Design and Development Awards - 2018 Guidelines
- Attachment C: [↓](#) City of Whitehorse - Built Environment Awards - Judging Criteria 2017
- Attachment D: [↓](#) Moreland City Council - Urban Environment Committee -Terms of Reference and Selection Criteria 2016
- Attachment E: [↓](#) Moreland City Council - Housing Matters Advisory Committee - Terms of Reference
- Attachment F: [↓](#) Frankston City Council Built Form Design Guideline Documents
- Attachment G: [↓](#) Urban Design Policy, Guidelines and Key Publications (Australian Heirarchy)
- Attachment H: [↓](#) Southern Grampians - Hamilton City Centre UDF
- Attachment I: [↓](#) Australian Urban Design Awards 2017
- Attachment J: [↓](#) Current Development around Melbourne

**13.1 Response to NOM 1354 - Urban Design Excellence
Officers' Assessment****Background**

At its meeting on 14 August 2017, Cr Aitken tabled a Notice of Motion regarding Urban Design Excellence.

On Wednesday 4 October 2017, Cr Bolam met with Council's Manager Planning and Environment and Urban Designer to discuss his intent to raise a motion in relation to the establishment of a voluntary Design Excellence Advisory Committee. It was considered that the motion warranted consideration and could be suitably included in the response to Cr Aitken's NOM 1354 – Urban Design Excellence.

In response to the Notice of Motion tabled by Councillor Aitken on 14 August 2017, the following information outlines the statutory planning methods currently employed by Council to assist in the facilitation of reputable urban design outcomes. It also identifies supplementary methods used within the development industry to promote best practice, innovative urban design outcomes.

1. Frankston Planning Scheme Tools

The Frankston Planning Scheme provides the framework for standard and preferred amenity and urban design provision in new developments.

Clause 15 of the State Planning Policy Framework sets out the objectives and strategies pertaining to the built environment and heritage of Victoria. Clause 22.08 of the Local Planning Policy Framework assists in achieving the objectives of Clause 15.

(See attachment G for a list of current national, state, and local design policies and guidelines relevant to Frankston City).

2. Internal Consultation

Planning applications that are considered to have a sizeable impact on the public realm are referred to Council's Urban Designer for commentary and advice. The Urban Designer critiques the application and provides a series of recommendations to improve the urban design outcomes of the proposal at hand. The comments will typically indicate whether the application warrants support or refusal based on its urban design merits. The responsible planning officer considers the commentary and determines how to apply the recommendations from the Urban Designer's report.

Applications are also subject to Peer Planning Panel officer review: typically, Team Leaders and senior planning officers will be invited (in an informal session) to discuss and comment on a planning application to assist the assessment planner in their work – this would include discussion of urban design and neighbourhood character issues of the proposal.

(See attachment J for a list of current development projects around Melbourne).

3. External Consultation

Challenging or large-scale applications may be referred to Council's external design review panel consultants for additional urban design advice and recommendations. This panel currently consists of two consultancy firms, SJB Urban and Hansen Partnership.

For prominent catalyst projects, Council may engage the services of the Office of the Victorian Government Architect (OVGA), an independent body that provides multi-disciplinary advice (as applicable) to the application at hand. The OVGA also facilitates a panel review process that can commence prior to an application being lodged and may involve follow up inspections and critiques.

**13.1 Response to NOM 1354 - Urban Design Excellence
Officers' Assessment****4. Frankston City Council Guideline Documents**

Council has prepared a dossier of guideline documents for various precincts and built form typologies within the Frankston municipality. Their purpose is to provide graphic-focused guidelines addressing the future character and best practice urban design outcomes for Frankston. It is intended that these documents will be used by developers, applicants, Council officers and consultant bodies.

(See attachments A and F for a list of Council's adopted and proposed Built Form Design Guidelines).

5. Other Mechanisms

Supplementary processes and procedures that Council's may choose to employ to reinforce exemplary urban design outcomes in new development include the following:

a) Urban Design Frameworks

An Urban Design Framework (UDF) is a detailed planning and design document that guides the future development of a specified area. They are strategic planning tools that set out an integrated design vision for the desired future development of urban places. They translate the broad aims of Municipal Strategic Statements (MSS) and planning schemes to practical urban design action at the local level. Importantly, UDFs involve the generation of ideas and the preparation of realistic design concepts based on consultation, research and analysis.

Communities and governments frequently identify areas that are undergoing significant change, or where particular issues need to be resolved or new threats or opportunities have emerged. An UDF is a powerful tool for resolving these issues. It is particularly useful for identifying areas suitable for urban consolidation, access improvement, medium-density housing and different types of mixed use development, in conjunction with municipal business strategies and strategies for housing and residential development. The results of the UDF process can then inform changes to zoning and Design Development Overlays in planning schemes and initiate design guidelines and policies.

(See attachment H for an Urban Design Framework example from Southern Grampians Shire Council)

b) Community Design Workshops

Interested community members could be invited to one-off workshops to develop principles for considering new development in a given area. This workshop would be guided by an urban design professional, but would make use of 'plain English' descriptions of what local design elements and features are valued and desired as new development occurs. This often is successful in considering the public realm and parkland areas that may be affected by new development proposals nearby. This can be labour intensive, however it is useful in both informing and involving local residents in managing change within particular areas and neighbourhoods.

13.1 Response to NOM 1354 - Urban Design Excellence
Officers' Assessment**c) Design Review Panels**

Councils may choose to establish their own independent Design Review Panel (DRP) to provide advice to Council on the design quality and site planning of major and unusual development proposals. Selected by Council, the DRP comprises a specialised group of consultants who provide professional and technical advice. The DRP performs a purely advisory function and is not a decision-making body.

Design Review Panels typically comprise respected professionals who are or have been involved in the design of major projects and have extensive expertise in one or more professions including for example architecture, landscape architecture, urban design and urban planning.

(See attachments D and E for Terms of Reference for Moreland City Council's Housing Matters Advisory Committee and Urban Environment Committee).

Design review has multiple benefits including the delivery of quality development outcomes, a reduction in time and cost through early identification of issues, and progressive certainty for design teams provided through collaborative resolution of planning and design issues. Design review undertaken by suitably qualified and independent experts provides confidence and empowers decision makers to better meet the needs of the community. Design review can also support Local Authorities in their role as clients, helping them secure high quality design.

6. Promoting Urban Design**a) Design Awards**

A number of Councils in metropolitan Melbourne have established design awards for outstanding local development projects. Some examples include award programs from Boroondara, White Horse and Port Phillip. These aim to celebrate and encourage excellence in urban design and high quality architecture at varying scales. They also aim to increase a community's awareness of the benefit of good urban design and the enhancement it makes to their city. Furthermore, it cultivates a healthy level of competition and builds a stronger working relationship and rapport with developers.

(See attachments B and C for examples of council-run Design Awards. See attachment I for a list of 2017 Australian Urban Design Awards)

b) Demonstration Projects**i. Student Displays**

Frankston City Council has previously worked with a tertiary education institution (Melbourne University) to explore and develop design concepts for a strategically important site (Sherlock & Hay carpark) within the Frankston MAC. The students developed proposals which updated and modernised the existing site; provided a variety of uses; encouraged community engagement and visitation; established a built form worthy of the site's status as location for key community infrastructure; and which would foster a sense of community pride. The final designs were displayed in a public forum at the Frankston Library. These concepts engaged the community and encouraged people to discuss, consider and visualise the future of Frankston and its ongoing development. Establishing an ongoing working relationship with universities and other educational bodies on design issues can benefit both Council and the participating students.

13.1 Response to NOM 1354 - Urban Design Excellence**Officers' Assessment****ii. Professional Collaboration**

Some Councils have undertaken design and development projects in partnership with other government agencies, developers and consultants to achieve mutually beneficial outcomes. Examples include Council House 2 (Melbourne), Stamford Park (Knox) and the Growing Green Guide (Melbourne, Port Phillip, Yarra and Stonnington). These projects are commonly used to demonstrate sustainability, liveability, diversity and affordability outcomes. The idea is for all parties involved to work collaboratively to push beyond conventional standards and ensure the delivery of exceptional place outcomes. While such projects can often be complex to manage, the benefits of a collaborative approach include sharing of experience, expertise, manpower and other resources. A successful result is also likely to build stronger working relationships and networks and positive publicity for the city.

c) Hosting Urban Design Talks and Seminars

Council staff and interested community members could be invited to attend talks and seminars presented by prominent design and built environment professionals. Such forums can be used to discuss research, current urban design trends and review landmark projects sourced from around the world, elsewhere in Australia or from local Melbourne-based scenarios. This can be valuable for building a community understanding of the importance of quality urban design. Discussion could be directed to and how and where this could be applied within the Frankston municipality to improve streetscape activation, aesthetics and local neighbourhood amenity.

Options Available including Financial Implications

1. Endorse all recommendations of this report; or
2. Endorse some, but not all recommendations of this report; or
3. Take no further action.

There are financial costs, however, these will initially be accommodated within existing budgets. Larger projects arising from this initiative may need to be referred to Council's annual budget process.

Design Guidelines for Medium Density Development

Frankston City Council



November 2017



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01 Introduction

About the guidelines

Purpose

The purpose of this document is to provide guidance for the development of medium density housing within the City of Frankston. The guidelines will be used to guide the design of developments, in the preparation of planning permit applications and by Council for the assessment of permit applications.

The guidelines aim to ensure that medium density development contributes to the preferred neighbourhood character of existing residential areas, provides a high level of amenity for occupants and neighbours, and sets benchmarks in design quality.

Why the guidelines are needed

Frankston City Council wishes to capitalise on Frankston's bayside position, gateway to the Mornington Peninsula and its access to major transport links. Whilst looking to grow investment and employment and improve public infrastructure in the central business precinct, there are also significant opportunities for housing development in the established residential areas. Many areas have been identified within in the FMAC Structure Plan and Frankston Housing Strategy for residential growth through higher density housing opportunities.

Within the municipality there is a significant proportion of detached single storey dwellings with generous setbacks to the front, side and rear boundaries and set in established gardens. The introduction of new medium density housing provides challenges in ensuring the spaciousness, garden character, low scale, and amenity of existing residential streets is respected.

It is critical that these areas are planned to the highest standard to enhance streetscapes and provide for a high level of amenity for existing and future residents. The guidelines have been prepared to ensure this occurs.

Guideline objectives

The objectives of the Guidelines are:

- To facilitate the development of high quality, amenable, and attractive medium density housing that has regard to the local context
- To ensure that the highest level of amenity is provided for existing and new residents within the municipality
- To ensure that future development is compatible with the preferred future character of each neighbourhood within the municipality
- To respond to a variety of housing needs both now and into the future
- To ensure that development provides excellence in the standard of architecture and ESD
- To support existing State and Local planning objectives

1.1 How to use the guidelines

Where they apply

The Guidelines apply to the General Residential Zone (GRZ) and Neighbourhood Residential Zone (NRZ) within Frankston City Council.

How they apply

The guidelines must be considered for development where a permit application is required for:

- Construction of a dwelling if there is at least one dwelling existing on the lot
- Construction of two or more dwellings on a lot
- Construction of a residential building

How they are structured

The guidelines are structured in six sections as described below:

Section 1 - Introduction - Provides the overall objectives for the guidelines and instructions on how they apply and should be used.

Section 2 - Site Response - provides guidance on how the development should be sited and orientated on a site, and how open space and landscaping should be provided.

Section 3 - Building Form and Design - Provides guidance on elements such as building height and form, street interface, roof form and materials.

Section 4 - Services and Amenity - Provides guidance on the services that are provided for a site and guidance on both internal amenity for the proposed development and amenity impacts on neighbouring properties.

Section 5 - Car Parking and Access - Provides guidance on pedestrian and cycle access as well as car parking and vehicle access.

Section 6 - Development Typologies - Demonstrates how the guidelines would be applied on typical lots. A number of design scenarios are demonstrated within this section.

Before applying for a planning permit, applicants are encouraged to meet with Council officers to discuss what information is required for the application and discuss which guidelines are relevant to their particular application.

http://www.frankston.vic.gov.au/Planning_and_Building/Building/Building_Permits

02 Neighbourhood and Site Response

2.1 Preferred neighbourhood character

Objectives

- O1** To encourage development that achieves the preferred character of the neighbourhood (refer 22.08 Neighbourhood Character Policy / Neighbourhood Character Study)

Guidelines

- 2.1.1** Development should be compliant with the preferred neighbourhood character identified in the policy/study

2.2 Building orientation and siting

Objectives

- O1** To ensure that site conditions including those on adjoining sites are considered
- O2** To provide good opportunities for solar access to dwellings
- O3** To ensure that new buildings have regard to the future development potential of adjoining sites and the ability for future development to gain reasonable solar access

Guidelines

- 2.2.1** Development should respond to existing conditions including adjoining uses, topography, vegetation and views
- 2.2.2** Siting of development should allow for adequate light and sun penetration to existing and future development on adjoining properties. Buildings should be sited away from main habitable rooms and private and communal open space on adjoining properties
- 2.2.3** Buildings should be sited and oriented to maximise opportunities for solar access to living areas and private open space
- 2.2.4** On lots with a generally east-west orientation, driveways should be located to the south of the lot where practicable
- 2.2.5** Maximise orientation of the building and dwellings to benefit from cooling breezes

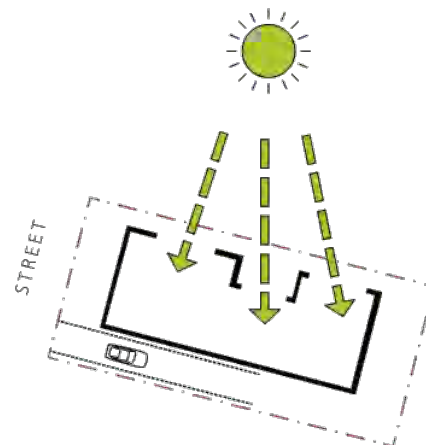
2.3 Front setbacks

Objectives

- O1** To support the preferred general streetscape character of tree-lined streets and landscaped front gardens
- O2** To support the preferred streetscape character in Special Character Areas
- O3** To provide opportunities for deep planting to front setbacks
- O4** To support the gradual implementation of consistent street setbacks
- O5** To provide a reasonable level of privacy to building occupants while encouraging passive surveillance of streets

Guidelines

- 2.3.1** Front setback areas should be free of structures such as rainwater tanks and outbuildings
- 2.3.2** The front setback must be landscaped with permeable surfaces and plants with the exception of driveways and pathways



Orient buildings to allow for good solar access to living areas and private open space

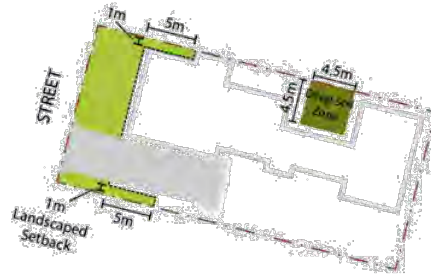
2.4 Side and rear setbacks

Objectives

- O1 To support the preferred general neighbourhood character of buildings separated by areas of planting
- O2 To provide opportunities for daylight access and natural ventilation to dwellings

Guidelines

- 2.4.1 Buildings on single lots should be set back by at least 1m from each side boundary for the first 5 metres of the buildings that front the street
- 2.4.2 Buildings on consolidated lots should be set back by at least 3m to one side boundary and at least 1m to the other side boundary for the first 5 metres of the buildings that front the street
- 2.4.3 A minimum of one 4.5m wide deep soil zone should be provided for a minimum of 4.5m in length. Side boundary deep soil zones are not to encroach into front street setback areas. Deep soil zones should be placed adjacent to existing non-habitable rooms and avoid adjacent areas of Private Open Space where possible
- 2.4.4 Separation between buildings should utilise a 9 metre distance where possible to avoid overlooking. This may be able to be accommodated with adjoining landscape zones to side setbacks
- 2.4.5 In addition to guidelines 2.4.1, 2.4.2, 2.4.3 and 2.4.4, side and rear setbacks should be in accordance with ResCode provisions at Clause 55.04-1
- 2.4.6 For buildings of more than 2 floors, the wall of the floors above the second floor must be set back from the floor below a minimum of 2.5 metres to the street and rear. Balconies may encroach into this setback. All balustrades should have a minimum transparency of 40%



Side setback requirements for a standard single lot



Side setback requirements for a double consolidated lot

02 Neighbourhood and Site Response

2.5 Secluded private open space 2.6 Landscape design

Objectives

- O1** To provide adequate areas of secluded private open space to dwelling occupants
- O2** To ensure that secluded private open space is usable and functional

Guidelines

- 2.5.1** A minimum area of 40m² of secluded private open space, with minimal level changes, should be provided at ground level with an area capable of containing a rectangle measuring 3m x 4m
- 2.5.2** Secluded private open space must be directly accessible from living areas
- 2.5.3** Secluded private open space must be designed to provide adequate privacy for residents
- 2.5.4** Services such as air conditioning units, rainwater tanks, hot water units and clothes drying areas must not encroach into secluded private open space areas that are less than 40m²
- 2.5.5** Secluded private open space should be located to achieve good solar access where possible

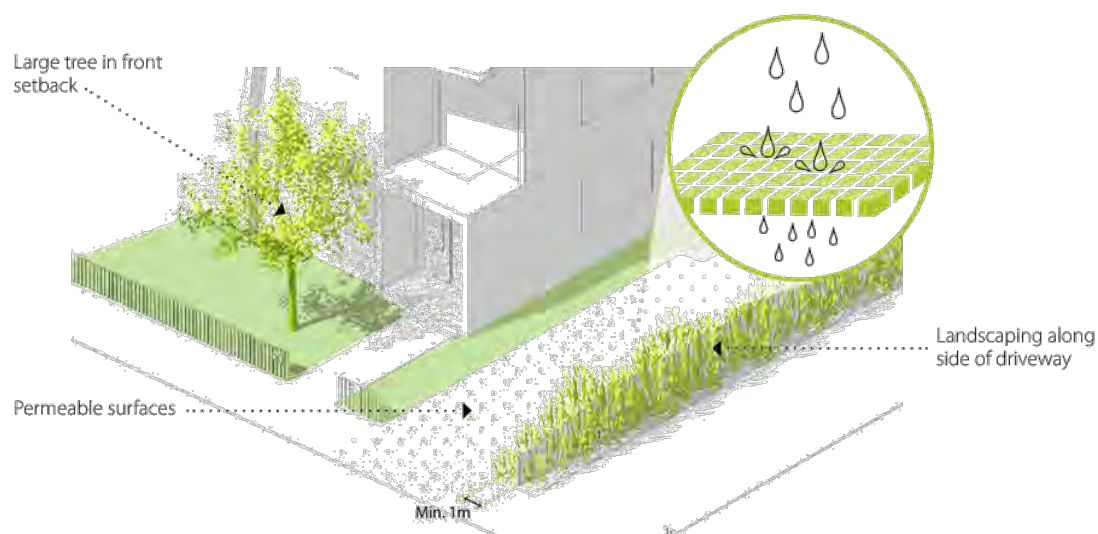
Objectives

- O1** To support and improve tree canopy coverage by providing areas for deep soil zones in the setbacks of buildings
- O2** To promote Water Sensitive Urban Design (WSUD)
- O3** To provide high quality landscaping within the front setback that enhances the setting of buildings in the street
- O4** To provide low maintenance and drought tolerant landscaping
- O5** To provide dense tree planting and permeable landscaping to reduce the urban heat island effect

Guidelines

- 2.6.1** Retain and protect existing mature trees where possible and integrate into the overall site planning
- 2.6.2** The landscape plan should respond to the site soil types, drainage conditions and other climatic factors
- 2.6.3** On-site storm water run-off should be managed through alternative methods such as green roofs, raingardens and on-site bio-retention, to the satisfaction of the Responsible Authority
- 2.6.4** Front setbacks should be planted with a minimum of one canopy tree per residential lot frontage combined with lower scale planting. The canopy tree should be capable of reaching a minimum of 7m in height on smaller lots, and 10m for larger lots
- 2.6.5** Where canopy trees are to be provided, deep soil zones should be a minimum of 4.5m x 4.5m to enable sufficient space for root zones. Landscaped areas of shrub, grasses, sedges and groundcovers should be a minimum of 2 metres in width to provide suitable space for planting
- 2.6.6** Trees should be carefully selected and sited to allow scope for expected growth and structural protection of buildings
- 2.6.7** Vehicle access ways should be offset from the side boundary by a minimum of 1m to provide sufficient space for landscaping. Meander the driveway where practicable to provide large planting spaces for trees within the driveway area
- 2.6.8** Utilise water sensitive urban design (WSUD) techniques to treat stormwater run-off from vehicle access ways and passively irrigate vegetation

- 2.6.9 Landscape areas should be planted with species that are low maintenance and hardy, and do not require irrigation from the potable water supply. Species selection should generally provide an emphasis on native and indigenous plants that are appropriate to the site and landscape character of the area
- 2.6.10 Exotic species may be utilised in areas where they are considered to be an important element of the landscape character or for emphasis planting provided the plants do not require potable water supply for irrigation

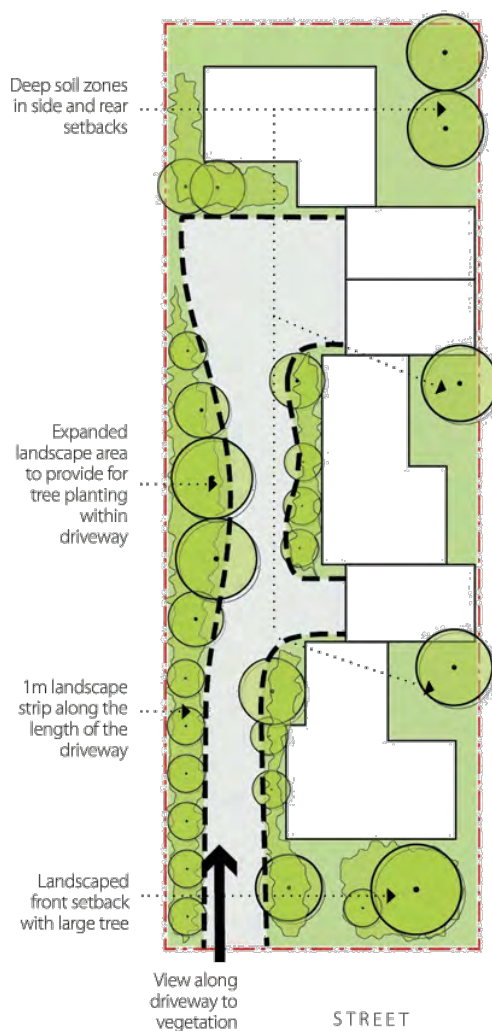


Setback landscaping and permeable paving

02 Neighbourhood and Site Response



Buildings designed to retain established trees and create an attractive outlook from dwellings



Meander the driveway where practicable to provide large planting spaces for trees within the driveway area



An example of how a driveway can be landscaped

03 Building Form and Design

3.1 Building height

Objectives

- O1 To enable height that supports pitched roof forms, reasonable floor-to-ceiling heights and raised ground floors
- O2 To ensure that new development respects the natural topography of the area

Guidelines

- 3.1.1 Building height is to be measured from natural ground level to the top of the apex of the roof
- 3.1.2 Buildings should be constructed to a maximum height of 11m
- 3.1.3 Buildings constructed on land adjacent to a Public Park and Recreation Zone (PPRZ) should provide passive surveillance where possible

3.2 Building form

Objectives

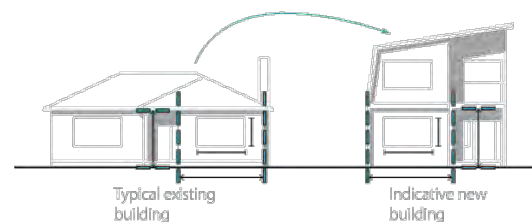
- O1 To provide a sense of address to dwellings
- O2 To allow for the integration of functional architectural elements into the overall building design.

Guidelines

- 3.2.1 Articulate building facades through the considered design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements such as columns and beams
- 3.2.2 Street facing windows should generally have a horizontal emphasis (ie. 'landscape' format)
- 3.2.3 Buildings constructed along long boundaries such as, corner lots and across consolidated lots, should be separated to reflect the existing detached character of the neighbourhood



Articulation of building facade



Facade articulation to respect existing rhythm and proportions

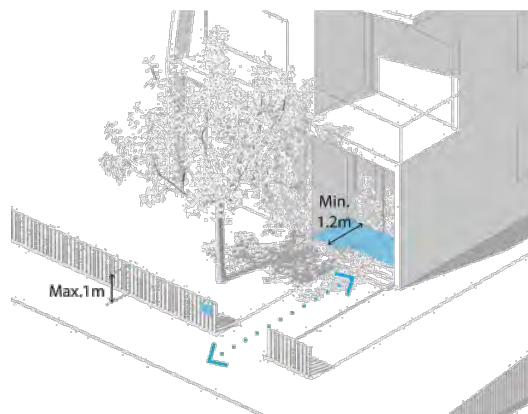
3.3 Street interface

Objectives

- O1 To promote open streetscapes through low to medium height transparent front fencing
- O2 To provide front building entries that are easily identifiable and complement the overall architectural design
- O3 To enable passive surveillance of streets and public space through considered window composition and active uses facing the street

Guidelines

- 3.3.1 Provide opportunities for engagement with the street through ground level occupation and the presence of habitable rooms. Inactive uses, such as laundries, garages and bathrooms, should be located away from street-facing facades
- 3.3.2 On corner allotments both street frontages should provide activated and landscaped interfaces
- 3.3.3 The building entries should directly front the street and be clearly defined and legible from the public realm
- 3.3.4 Integrate pedestrian access ramps with the overall design and landscape so that they are convenient, use similar materials and colour palettes as the building. Ramps should not dominate.
- 3.3.5 Street facing fencing should be a maximum of 1m in height
- 3.3.6 Street facing fencing should be constructed from predominantly lightweight materials and have a transparency of 30%
- 3.3.7 Projected entry porticos should be integrated into the overall building design
- 3.3.8 Pathways must be provided to front entries
- 3.3.9 Weather protection should be provided at front entries



Street interface



Recessed dwelling entry

03 Building Form and Design

3.4 Roof design

Objectives

- O1 To provide skyline interest to streetscapes
- O2 To ensure roof design is integrated with the proportions and facade of the building

Guidelines

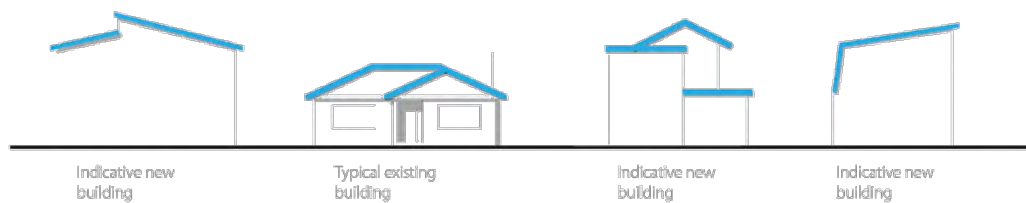
- 3.4.1 Roofs should be constructed with a pitch of 7 degrees from horizontal or greater. Roof forms may include gable, skillion or hipped designs. These forms may be combined with flat roof forms to provide articulation
- 3.4.2 Consider site orientation in the design of roof forms so that elements such as eaves can respond to solar access



Gabled roof form combined with flat roof



Skillion roof form combined with flat roof



Pitched roof form response

3.5 Materials and detailing

Objectives

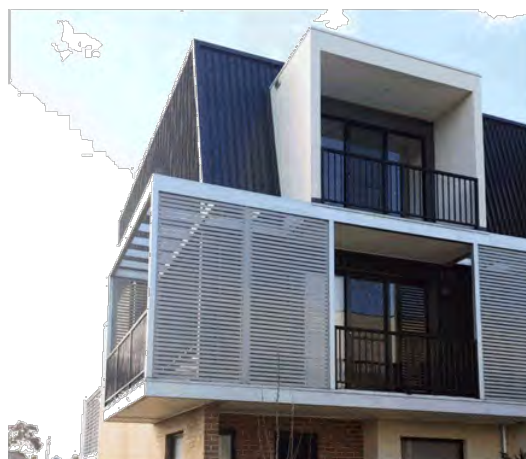
O1 To provide visual interest and sense of address

Guidelines

- 3.5.1 Building facades should be clad with non-monolithic materials, such as brickwork, weatherboards or other articulated cladding. Large areas of rendered wall surface is discouraged
- 3.5.2 A variety of cladding materials should be used in association with building articulation
- 3.5.3 Architectural detail of eaves should be considered as part of the design



Considered use of simple materials



Building composed from detailed materials with minimal areas of rendered surface

04 Services and Amenity

4.1 Site services

Objectives

- O1 To ensure that site services, such as water, power, gas, communications and waste, can be easily accessed and maintained**
- O2 To ensure that site services are incorporated into the design of developments**
- O3 To encourage use of sustainable technologies**

Guidelines

- 4.1.1 Conveniently locate mail boxes in accordance with Australia Post Requirements
- 4.1.2 Adequate space should be provided within developments to accommodate for services to be easily installed and maintained
- 4.1.3 Site services, such as meter boxes, fire fighting equipment and mail boxes, should be incorporated into the design of the building or development and be constructed, where possible, with materials and details common to the development
- 4.1.4 Adequate space should be provided for rubbish and recycling bin storage. Bin storage is to be screened and incorporated into the design of the development
- 4.1.5 Incorporate rainwater tanks on each building of at least 5,000 litres to collect runoff from roof areas. The water should be used for landscape irrigation, cleaning and toilet flushing
- 4.1.6 Services and utilities should be screened and not located within the front set back

4.2 Storage

Objectives

- O1 To provide adequate storage for each dwelling**
- O2 To ensure that storage is convenient, secure and weatherproof**

Guidelines

- 4.2.1 At least 6m³ of Storage space must be accessible from outside the dwelling
- 4.2.2 Where storage is provided outside of dwellings, it must be lockable, weatherproof and conveniently located

4.3 Daylight and sunlight access

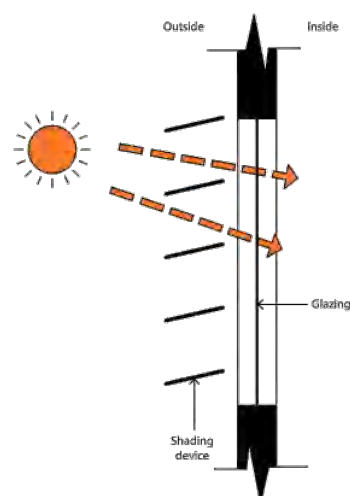
Objectives

- O1** To provide adequate natural light to habitable rooms
- O2** To ensure that opportunities for passive solar gain to habitable rooms is maximised
- O3** To discourage use of borrowed light and light courts to provide light to habitable rooms

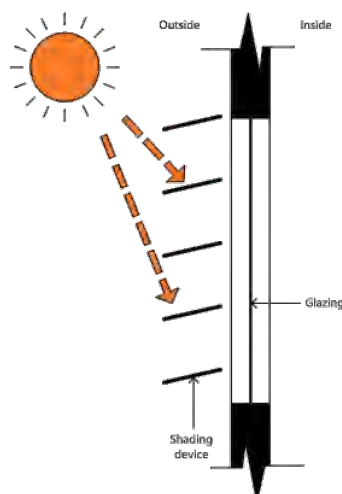
Guidelines

- 4.3.1 Habitable rooms should have a window facing an outdoor space open to the sky
- 4.3.2 Habitable rooms should be located to minimise southerly aspects
- 4.3.3 North and west facing glazing is to be protected by eaves or a shading device designed to allow solar penetration during colder months and minimise penetration of hot summer sun.
 - Horizontal shading devices are best suited to generally north facing glazing.
 - Vertical shading devices are best suited to generally west facing glazing.

N.B. Refer to Council publication Ecologically Sustainable Development Design Guide – Buildings (FCC 2010). These are a useful guide to assist with suitable ESD outcomes. These can be found on Council's website.



Winter



Summer

Horizontal shading designed to allow direct solar access to north facing rooms in winter and minimise direct solar access in summer

04 Services and Amenity

4.4 Acoustic privacy

Objectives

- O1** To ensure that noise impacts on building occupants are minimised

Guidelines

- 4.4.1 Buildings located adjacent to Road Zone 1 and Road Zone 2, near railway lines and other sources of noise, should be designed to minimise noise impacts to habitable rooms
- 4.4.2 Solutions to minimising noise impacts may include double glazing, operable screening, solid balustrade treatments and landscaping

05 Car parking and Access

5.1 Pedestrian and cycle access

Objectives

- O1 To provide for safe, convenient and dignified access throughout developments by people with bikes, wheelchairs and prams**

Guidelines

- 5.1.1 Pedestrian routes to public areas, such as site facilities and parking areas, and main entries to dwellings accessible from ground floor should be accessible to people with bikes, wheelchairs and prams
- 5.1.2 Design driveway access to minimise vehicle and pedestrian / cyclist conflicts by maintaining clear viewlines
- 5.1.3 Pedestrian routes to public areas and main entries in a development should be lit with low-glare or baffled lighting



Landscaped pedestrian path with lighting and passive surveillance

05 Car parking and Access

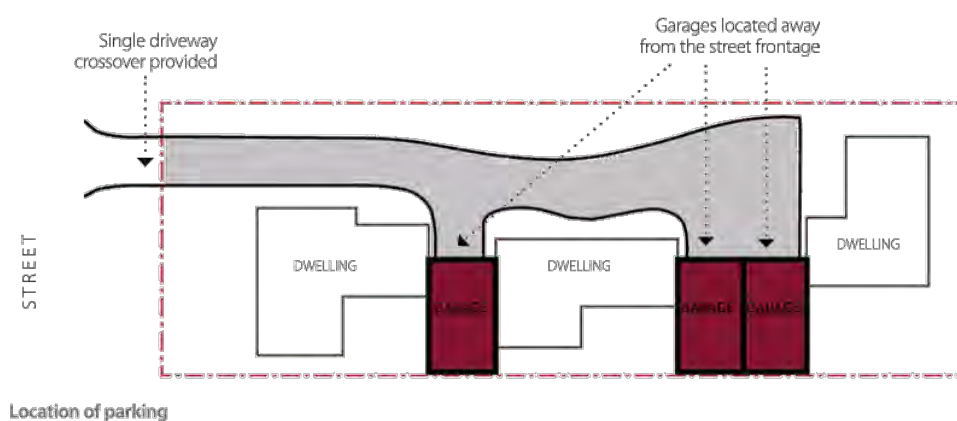
5.2 Vehicle access and parking

Objectives

- O1 To ensure the location, design and layout of car parking and access is integrated with the overall site planning
- O2 To minimise vehicle cross-overs
- O3 To provide safe and secure car parking
- O4 To minimise the visual impact of car parking and access from the street so that it does not adversely affect streetscape character

Guidelines

- 5.2.1 On lots with a generally east-west orientation, driveways should be located to the south of the lot where practicable
- 5.2.2 Security lighting should be provided to vehicle access ways. Light spillage to dwellings on site or those adjacent should not impact on amenity
- 5.2.3 The vehicle access way should be a dressed surface treatment other than standard grey concrete
- 5.2.4 Clear sight lines should be provided at the vehicle exit point in accordance with Clause 52.06-8 of the Frankston Planning Scheme
- 5.2.5 Parking and vehicle entries should not present as a dominant element when viewed from the public realm. Appropriate and innovative screening and screen planting should be incorporated where necessary
- 5.2.6 Car parking areas should generally be located away from street interfaces and not within the front setbacks



06 Development Typologies

6.1 Overview

Design typologies have been developed to demonstrate best practice development outcomes that accord with the design guidelines.

The typologies are intended to help applicants in understanding how guidelines are intended to be applied.

The typologies have been prepared on actual sites within the municipality to cover the various development outcomes that are permissible under the existing and proposed planning controls. These include:

- Two storey townhouse development for a typical single lot
- Two storey townhouse development for a double consolidated lot
- Three storey townhouse development on a typical single lot

06 Development Typologies

6.2 Two storey townhouses on a standard single lot

This typology provides for three double storey units on a single lot.

Site Layout Plan



6.3 Two storey townhouses on a double consolidated lot

This typology provides for seven double storey units on a double consolidated lot.

Site Layout Plan



06 Development Typologies

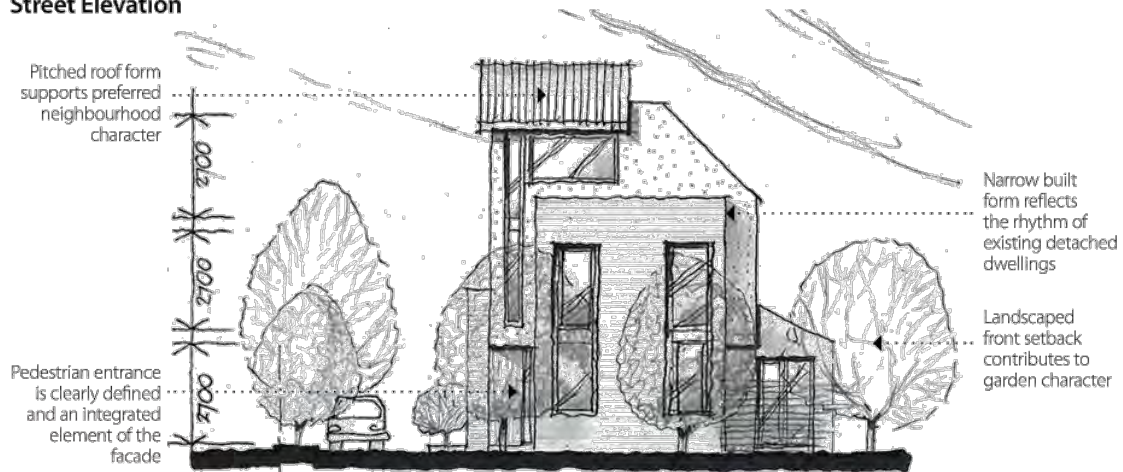
6.4 Three storey townhouses on a standard single lot

This typology provides for four, three storey townhouses on single lot

Site Layout Plan



Street Elevation



guidelines



DESIGN
& DEVELOPMENT
AWARDS
2018

DESIGN & DEVELOPMENT AWARDS 2018

The City of Port Phillip Design & Development Awards encourage and celebrate design excellence in urban design, architecture, heritage, public space, sustainability, interior architecture and urban art in the City of Port Phillip. These awards have been held every two years since 1998 with the last Awards event being held in 2014.

These guidelines have been written to assist applicants with the submission of nominations for projects to receive an award of recognition in one of seven award categories. Projects eligible for an award are required to have been completed between 1 July 2015 and 30 June 2017.

Contents

Key dates	3	Key selection criteria	5
Entry	3	Context	
Award categories	4	Public realm	
1. Residential dwelling: alteration or new build		Sustainability	
2. Multi-unit and mixed use development		Heritage	
3. Place making		Process	
4. Strategy or plan		Cultural and community benefit	
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6. Public Art		Fees	6
7. Interior fit out		Jury panel	6
Heritage commendation		Awards event	6
Mayor's award		Terms and conditions	7
		Terms of reference	7

DESIGN & DEVELOPMENT AWARDS 2018

Key dates

- Nomination submission period opens 17 September 2017
- Jury panel finalised 6 October 2017
- Submissions close strictly 5 pm Friday 24 November 2017.
- Shortlisted applicants notified and published 19 January 2018.
- The award recipients will be announced at the City of Port Phillip Design & Development Awards 2018 as a part of NGV Melbourne Design Week on Tuesday 20 March 2018.

Entry

By submitting an award nomination, applicants agree to all terms and conditions listed.

All nominated projects are required to have been completed between 1 July 2015 and 30 June 2017.

Nominations are to be made via the online form located on the Awards web page.

Nomination for an award requires the following information be provided:

- Organisation details including contact information
- Project details including, client details, site location, date of completion, size and cost
- Project partner details including contact information
- Plain text written submission including, a 50 words or less overview of the project for publication purposes, up to 1,000 word written response to key selection criteria and up to 500 words of additional information at the applicant's discretion

- High resolution images including, 1 'hero shot' for publication of file size up to 10mb and up to five supporting images or drawings of up to 10mb each. Images should be of delivered outcomes or visualisations, JPEG format and greater than 3,500 pixels wide
- Optional drop box link to any 3D model renders, plans or files greater than 10mb. Projects may enter multiple categories if applicable, a separate nomination must be made for each category.

All nominations will be considered for the Mayor's Award and Heritage Commendation. Separate applications will not be accepted for these categories.

DESIGN & DEVELOPMENT AWARDS 2018

Award categories

Each award nomination submission should correspond to one of the following categories, with exception of the Heritage Commendation and Mayor's Awards which will be conferred from the pool of all nominations.

1. Residential dwelling: alteration or new build

Projects in this category may be a new build or alterations and additions to an existing attached or detached single dwelling.

2. Multi-unit and mixed use development

Projects in this category must be predominantly residential and comprise of two or more self-contained dwellings.

3. Place making

This category is open to community, institutions and collaborations that have delivered improvements to the built environment or public realm. These projects delivered a temporary or permanent building, public space, activation or landscape intervention.

4. Strategy or plan

This category recognises strategic projects that have assisted with the conceptual re-imagining of the built environment. It is open to institutions, the private sector, community organisations and/or collaborations.

5. Non-residential development

Projects in this category can be of a public or institutional nature, including educational, recreational, commercial or public realm.

6. Public art

This category recognises public art which is innovative and assists a rethink of the public domain.

7. Interior fit out

Projects in this category must be a non-residential interior fit out within a new or existing building.

Heritage commendation

Commendations may be awarded to one or more projects that are outstanding exemplars of heritage conservation.

Mayor's award

The Mayor's Award acknowledges a building, public realm development, sustainability, community group, State Government initiative, local architect or urban art proposal that has made a significant contribution to the City of Port Phillip.

DESIGN & DEVELOPMENT AWARDS 2018

Key selection criteria

Each award category where appropriate will be assessed on the following criteria:

Context

- Relationship and sensitivity of the building to its context and surrounds.
- Response and level of interaction with the streetscape.

Public Realm

- Enhances the parameters of the project's surrounds and the adjacent public realm.
- Provides a healthy, safe and pleasant urban environment and experience.

Sustainability

- Integrates sustainable philosophy within a built form outcome.
- Benefits the environment or society, and offers a more sustainable future.
- Achievement of sustainable practice that achieves and extends beyond an industry standard.
- Achieves an integrated approach to access or fosters sustainable transport modes and choices.

Heritage

- Ability to respect the original building fabric.
- Quality and accuracy of restoration and or reconstruction.
- Consistency with the Burra Charter.
- Enhances our understanding or interpretation of heritage places.

Process

- Integrated decision making across all disciplines and stakeholders.
- Positive engagement with stakeholders, particularly local community.

Cultural and Community benefit

- Responds creatively to our communities.
- Connects with social, cultural and public associations of a site and or area.
- Incorporates urban art that enhances the public domain.

Design excellence

- Strength and clarity of design concept.
- Raises the expectations of built form.
- Degree of innovation and creativity.
- Sensitive use of new technologies.
- A functional and enduring design.
- Displays emotive qualities (sensual, playful, contributes to sense of place and community).
- Is forward thinking, inspires or educates.

DESIGN & DEVELOPMENT AWARDS 2018

Fees

There are no fees associated with submitting a nomination to the City of Port Phillip Design & Development Awards 2018.

Jury panel

The jury panel will comprise of five to six members including:

- One or two recognised industry professionals, one of which will serve as panel chair.
- Up to three selected Councillors, to be nominated by Council.
- A City of Port Phillip senior internal professional in one of the following fields; Architecture, Landscape Architecture, Urban Design or Strategic Planning.

Awards event

The City of Port Phillip Design & Development Awards 2018 will be announced at an event held in the evening of Tuesday 20 March 2018, in conjunction with NGV Melbourne Design Week.

This will be a free public event open to all those of age 18+. Tickets will need to be reserved prior to the event.

Ticket booking details will be promoted on the Awards web page closer to the event date.

Identification will be needed to attend this event on licensed premises.

DESIGN & DEVELOPMENT **AWARDS 2018**

Terms and conditions

Late entries will not be accepted.

All nomination materials must be submitted electronically, unless alternate arrangements have been made with administrators for accessibility reasons.

The jury panel may choose not to confer an award in all categories.

Commendations may be awarded across all categories, as seen fit by the jury.

Contact with the jury panel to discuss an award nomination is strictly prohibited.

Use of a nomination, award or sponsorship of the Awards as leverage for any Council functions, such as future planning permits or service contracts is strictly prohibited.

All projects and activities nominated must be compliant with relevant legislation and permit requirements. Failure in compliance may result in submissions being withdrawn or awards being revoked.

All applicants must be the moral rights and copyright owners of the nominated project and its submission materials. If not, they have the appropriate consent for work to be reproduced, exhibited, published, communicated and or adapted by the City of Port Phillip with authorship being attributed to the owner.

Any material provided in a submission may be used by the City of Port Phillip for promotional purposes. Nomination submission absolves the City of Port Phillip from any liability relating to confidentiality or intellectual property that may arise.

The City of Port Phillip reserves the right to retain all nominations and their images and to publish the information submitted. Submissions will not be returned to applicants, unless requested upon nominating.

Applicants may be requested to provide further materials for exhibition and publication. Should nominations be shortlisted, submissions may be displayed for public viewing.

Nominations will be excluded, if found to be incomplete in such that they do not contain all the information and images in the format required.

By submitting an award nomination, the applicant agrees to all terms and conditions listed.

Terms of reference

'CoPP' refers to the City of Port Phillip

'NGV' refers to the National Gallery of Victoria

'The Awards' refers to the City of Port Phillip Design and Development Awards 2018

'Project' refers to built projects (includes buildings and the built environment), initiatives or urban art.

'Applicants' refers to those persons or parties nominating a project for submission to receive an award

'Entry or Entries' refers to the material and content provided as a part of the submission



For more information, please contact us via:

Phone: 03 9209 6243

email: designawards@portphillip.vic.gov.au

You can also visit our website:

www.portphillip.vic.gov.au/design_awards

Postal address:

City of Port Phillip, Private Bag 3, PO St Kilda, VIC 3182



A phone solution for people
who are deaf or have a
hearing or speech impairment

If you are deaf or have a hearing or speech impairment, you can
phone us through the National Relay Service (NRS):

- TTY users dial **133677**, then ask for **03 9209 6777**
- Speak & Listen users phone **1300 555 727**,
then ask for **03 9209 6777**

For more information visit: www.relayservice.gov.au

Please contact ASSIST on 03 9209 6777
if you require a large print version.

Language assistance

廣東話	9679 9810	Ελληνικά	9679 9811
普通話	9679 9858	Русский	9679 9813
Polska	9679 9812	Other	9679 9814



JUDGING CRITERIA

CATEGORY	CRITERIA
	<i>In addition to the category criteria specified below, each category will also be judged on a commitment to Environmentally Sustainable Design principles.</i>
1. Single House Project New Dwelling	<ul style="list-style-type: none"> • Are thoughtfully designed and functional • Have outdoor spaces which are attractive and engaging • Demonstrate innovative structural, architectural and landscape design • Complement or make a positive contribution to local neighbourhood character and appropriately consider the amenity of neighbouring properties.
2. Single House Project Renovated Dwelling	<ul style="list-style-type: none"> • Are thoughtfully designed and functional • Have outdoor spaces which are attractive and engaging • Demonstrate innovative structural, architectural and landscape design • Complement or make a positive contribution to local neighbourhood character and appropriately consider the amenity of neighbouring properties.
3. Multi-residential Project (townhouses, units and apartments)	<ul style="list-style-type: none"> • Are thoughtfully designed and functional • Are in-line with the Victorian Government's 'Better Apartments Design Standards' • Demonstrate innovative structural, architectural and landscape design • Incorporate attractive and engaging communal and private open space • Complement or make a positive contribution to local and future local neighbourhood character and appropriately consider the amenity of neighbouring properties.
4. Commercial or Retail Project	<ul style="list-style-type: none"> • Are thoughtfully designed, functional and provide a high level of user amenity • Demonstrate innovative structural, architectural and landscape design • Complement or make a positive contribution to local neighbourhood character and appropriately consider amenity of neighbouring properties.
5. Institutional Project	<ul style="list-style-type: none"> • Are thoughtfully designed, functional and provide a high level of user amenity • Demonstrate innovative structural, architectural and landscape design • Incorporate attractive, engaging and diverse outdoor spaces • Provide well designed and effective vehicular and pedestrian circulation routes and connections beyond the project site • Complement or make a positive contribution to local neighbourhood character and appropriately consider amenity of neighbouring properties.



6. Landscape Design Project	<ul style="list-style-type: none"> • Are thoughtfully designed, functional and provide a high level of user amenity • Complement the built form and surrounds • Are innovative, attractive and engaging • Enhance and complement the existing landscape character or establish a consistent and identifiable landscape character • Demonstrate environmentally sensitive design and development principles • Value existing vegetation, in particular existing canopy trees, by retaining and incorporating into the site design in an integrated manner.
7. Heritage Project	<ul style="list-style-type: none"> • Conserve and enhance the integrity, cohesiveness and aesthetic value of individual heritage buildings, places and precincts or projects with a special cultural value • Have successfully integrated or maintained heritage character, where there have been modifications or extensions to existing heritage properties and precincts • Are complementary to the neighbourhood character and overall streetscape character.
<i>Sustainability Award</i>	<p>Is awarded by the judging panel from all shortlisted nominees and recognises a project which:</p> <ul style="list-style-type: none"> • Includes innovative Environmentally Sustainable Design (ESD) principles • Reduces the use of energy resources and reduce, reuse and recycle materials where possible • Addresses water conservation and reuse, including Water Sensitive Urban Design (WSUD) principles • Integrates urban ecology elements • Retains onsite vegetation and includes additional suitable vegetation.
<i>Mayors Award</i>	<p>Is chosen by the Mayor from all shortlisted nominations and recognises an exemplar project which reflects Council's values and initiatives.</p>
<i>People's Choice Award</i>	<p>Is open to public vote and reflects the community values and aspirations. Public voting will open when shortlisted nominations are announced.</p>

Type of Committee	Citizen Committee
<p>Purpose and Scope</p>	<p>The purpose of all Citizen Committees is to inform Council decision-making by:</p> <ul style="list-style-type: none"> – Providing formal pathways for community input; and – Providing regular feedback to Council. <p>The Urban Environment Committee (UEC) is one of the many ways Council engages with community to obtain local input and participation to inform Council's town planning functions and responsibilities. The purpose of the UEC is to consider significant strategic planning policy matters. As such, minor amendments to the Moreland Planning Scheme and any planning permit applications for determination will not be discussed by the UEC as wider and/or specific community input is sought for these matters through separate processes and decision-making forums to this UEC. Matters considered by the Urban Planning Committee (UPC) are outside the scope of this Committee.</p> <p>Further to this, the purpose of the Urban Environment Committee is to:</p> <ul style="list-style-type: none"> – Provide a forum to discuss significant strategic planning policy within the context of Council's role and influence in the Victorian Planning system and more specifically to partner together to: <ul style="list-style-type: none"> • Increase the community's awareness of Council's role • Increase the community's understanding of planning and planning processes • Communicate changes in and the impacts of policy changes – Provide updates and discuss new significant planning policy within the context of continued: <ul style="list-style-type: none"> • Progress of significant Council generated planning scheme amendments • Council advocacy of endorsed priorities to the Minister for Planning – Facilitate a community dialogue around what makes good design and how to achieve this within the Victorian Planning system – As many issues in the urban environment relate to other Council Citizen Committees, provide an annual round table forum to bring together all related Citizen Committees to discuss issues of: <ul style="list-style-type: none"> • Housing Choice and Affordability • Liveable Communities and Neighbourhoods (including transport, car parking, open space and community infrastructure) • Climate Change and Sustainability

	<ul style="list-style-type: none"> • Delivering Jobs and Investment • Place and Identity
Membership	<p>Membership of the committee shall comprise an inter-generational group of people who live, work and/or study in Moreland, and citizens from different geographic locations from Moreland who have:</p> <ul style="list-style-type: none"> – A general understanding of the changing urban environment and the pressures cities need to address – A willingness to explore and openly discuss urban environment issues – An general understanding or interest in learning about good design and planning policy – An ability to bring a broad variety of perspectives to the Committee <p>Membership is composed 5 citizens, the Urban Planning Committee members and Council staff.</p> <p>From time to time guests will be invited from key organisations such as:</p> <ul style="list-style-type: none"> – Department of Environment, Land, Water and Planning – Department of Transport, Planning and Local Infrastructure – Office of the Victorian Government Architect – Melbourne Planning Authority – Heritage Victoria <p>Committee members should have an interest in and willingness to develop the skills and knowledge to contribute to the committee.</p> <p>All Members will be required to adopt these Terms of Reference.</p> <p>All Members will be inducted into their roles and responsibilities and may be provided with training and development opportunities that will enable them to perform their role on the Committee. Training is optional and will be provided at no cost.</p> <p>If a Community Member resigns within their term, the Committee shall recommend a suitably qualified nominee as replacement, subject to Council approval.</p>
Roles, Responsibilities and Accountabilities	<p>The Committee is accountable to Moreland City Council whose role is to support the Committee.</p> <p>Members:</p> <p>Role: Members will regularly attend committee meetings and contribute to discussions in an unbiased and respectful manner, and with consideration of the needs of diverse existing and future people living and working in Moreland's urban environment and citizens from different geographic locations from Moreland.</p>

	<p>Responsibility: Members will read any materials provided by the Convenor in preparation for discussion at committee meetings.</p> <p>Accountability: Members are accountable to Council. Members will follow up an action that they agree to participate in. As draft materials for discussion will be presented to the committee from time to time members will treat these confidentially and will not disclose these to any other person outside the Committee except with the prior consent of the Committee Chair and Convenor.</p> <p>Convenor:</p> <p>The Convenor provides a coordination role for the Committee including setting the agenda, communication between Council and committee members on Committee business, scheduling, minutes and reports, Councillor briefings. The Convenor manages the Committee effectiveness including introducing relevant information and opportunities, Committee induction and dispute resolution process.</p> <p>Councillors:</p> <p>Councillor Responsible For Urban Planning chairs the Committee, ensuring meetings are fair and effective.</p> <p>Councillor participation is to objectively hear and understand community views and to work with the Convenor to bring Committee views and recommendations to Council to inform decision making.</p>
Reporting requirements	<ul style="list-style-type: none"> – Minutes will be taken by a staff member and are distributed to members (within two weeks of the meeting) and lodged with Council. – Assembly of Councillors filed within one business day. – Input, feedback and recommendations from Citizen Committees will inform reports to Council in order to inform Council planning and decision making.
Meetings	<ul style="list-style-type: none"> – Meetings will be held three times per year for up to 2 hours at a time agreeable to the majority of members. Date, time and location of meetings will be scheduled in advance and agendas circulated at least one week prior to each meeting. – Where members are unable to attend a meeting, an apology should be forwarded to Convenor prior to the meeting. – A Round Table forum will be held annually for up to 3 hours at a time agreeable to the Chairs of relevant Citizen Committee members that comprise this forum. – The Committee may call special meetings or set up working groups to progress plans between meetings.
Timeline for involvement	<p>Membership is for 2 years.</p> <p>If a Community Member resigns within their term, the Committee shall recommend a suitably qualified nominee as replacement, subject to Council approval.</p>

Relevant information and references	<ul style="list-style-type: none">- <i>Planning and Environment Act 1987</i>- Plan Melbourne- Moreland Planning Scheme- State Government discussion papers as they arise- Various communication materials as they arise
Any other information	Nil
Approval Date	
Next review date	

SELECTION CRITERIA AND PROCESS FOR APPOINTMENT OF MEMBERS TO THE Urban Environment Committee

Purpose

The purpose of a Citizen Committee is to inform Council decision making by providing formal pathways for community input, and providing regular, formal feedback to Council.

The Urban Environment Committee (UEC) is one of the many ways Council engages with community to obtain local input and participation to inform Council's town planning functions and responsibilities. The purpose of the UEC is to consider significant strategic planning policy matters. As such, minor amendments to the Moreland Planning Scheme and any planning permit applications for determination will not be discussed by the UEC as wider and/or specific community input is sought for these matters through separate processes and decision-making forums to this UEC. Matters considered by the Urban Planning Committee (UPC) are outside the scope of this Committee.

Further to this, the purpose of the Urban Environment Committee is to

- Provide a forum to discuss significant strategic planning policy within the context of Council's role and influence in the Victorian Planning system and more specifically to partner together to:
 - Increase the community's awareness of Council's role.
 - Increase the communities understanding of planning and planning processes.
 - Communicate changes in and the impacts of policy changes.
- Provide updates and discuss new significant planning policy within the context of continued:
 - Progress of significant Council generated planning scheme amendments
 - Council advocacy of endorsed priorities to the Minister for Planning.
- Facilitate a community dialogue around what makes good design and how to achieve this within the Victorian Planning system.
- As many issues in the urban environment relate to other Council Citizen Committees, provide an annual round table forum to bring together all related Citizen Committees to discuss issues of:
 - Housing Choice and Affordability
 - Liveable Communities and Neighbourhoods (including transport, car parking, open space and community infrastructure)
 - Climate Change and Sustainability
 - Delivering Jobs and Investment
 - Place and Identity.

Council is seeking Expressions of Interest to fill up to 5 community positions on the Committee. These positions can be for a self-nominated term of two years.

Eligibility for Membership

Applications are welcome from individuals who either live, work or study in Moreland or demonstrate strong and relevant links to the Moreland Community and citizens from different geographic locations from Moreland.

Community members will be appointed as individuals and not as representatives of an organisation or community group.

Maximum of 5 community committee members and all UPC Councillors.

Term

2 years

Selection Criteria

In determining the Urban Environment Committee Council seeks nomination for community members who can contribute to an inter-generational group of people and who have:

- A general understanding of the changing urban environment and the pressures cities need to address.
- A willingness to explore and openly discuss urban environment issues.
- An general understanding or interest in learning about good design and planning policy.
- An ability to bring a broad variety of perspectives to the Committee.

Application Process

Applicants should fill in the application form required and submit is by the due date.

Selection Process

Expressions of Interest will be invited and applications will be considered by the Manager Governance and Convenor. Recommendations will be provided to Council for final decision at which time all candidates will be advised of the outcome.

Type of Committee	Citizen Committee
Purpose and Scope	<p>The purpose of all Citizen Committees is to inform Council decision-making by:</p> <ul style="list-style-type: none"> – Providing formal pathways for community input; and – Providing regular, formal feedback to Council. <p>Committees are one way Council engages with community to obtain local input, expertise and participation to inform planning and decision making.</p> <p>Further to this, the purpose of Moreland Housing Advisory Committee is to advise Council about:</p> <ul style="list-style-type: none"> – Policy, research and priorities relating to municipal housing matters; – Housing advocacy priorities; – Implementation of the Moreland Affordable Housing Strategy and other ongoing policy work; – Community involvement and networks to promote participation around housing issues; – Views and interests of the Moreland community and housing agencies for the attention of Council and officers; – Council's future role in affordable and appropriate housing; and – Event planning, consultation processes and other forms of engagement relating to topical housing issues.
Membership	<p>Community Member Selection Criteria:</p> <p>The Moreland Housing Advisory Committee has nine community members who have an option to commit to a 2 year or a 4 year term. The role is undertaken in a voluntary capacity.</p> <p>All community members are required to either live, work or study in Moreland and citizens from different geographic locations from Moreland or citizens who demonstrate strong and relevant links to the Moreland Community.</p> <p>Community members will be appointed as individuals and not as representatives of an organisation or community group.</p> <p>Community members will be recruited through a publically advertised call for Expressions of Interest at least every four years. Council Officers will assess applications against the Selection Criteria (see above) and provide a report to Council for approval of selected nominees.</p> <p>In determining Moreland Housing Committee membership, Council aims to:</p> <ul style="list-style-type: none"> – Be broadly representative of the Moreland community on issues relating to housing experience and interest;

	<ul style="list-style-type: none"> - Include the voice of housing agencies and Housing Associations; - Include members with 'grass roots' understanding of housing issues and their concern to advocate for these issues and for households/groups affected; - Encourage participation for individuals and groups who commonly experience barriers to accessing services and decision-making processes; and - Encourage representation from individuals with private and philanthropic sector experience. <p>Other Members:</p> <p>Council Officer representation will be appointed annually by Director Social Development and will include the Coordinator Social Policy Housing and Community Wellbeing and the Unit Manager Community Development and Social Policy.</p> <p>Councillor representation is decided annually at the Ceremonial Council meeting.</p> <p>All members will be required to adopt these Terms of Reference.</p> <p>All members will be inducted into their roles and responsibilities and may be provided with training and development opportunities that will enable them to perform their role on the Committee. Training is optional and will be provided at no cost.</p> <p>If a Community member resigns within their term, the Committee shall recommend a suitably qualified nominee as replacement, subject to Council approval.</p>
Roles, Responsibilities and Accountabilities	<p>The Committee is accountable to Moreland City Council whose role is to support the Committee.</p> <p>Community member:</p> <p>Responsibility: Regular meeting attendance and willingness to constructively contribute skills and experience to progress the work of the Committee.</p> <p>Accountability: Members are responsible to Council.</p> <p>Convener:</p> <p>The Convener provides a co-ordination role for the Committee including setting the agenda, communication between Council and committee members on Committee business, scheduling, minutes and reports, Councillor briefings.</p> <p>The Convener manages the Committee effectiveness including introducing relevant information and opportunities, Committee induction and dispute resolution process. This role is undertaken by the Co-ordinator, Social Planning, Housing and Community Wellbeing or their delegate.</p>

	<p>Councillors:</p> <p>The Councillor Responsible for Accessible and Affordable Housing chairs the Committee, ensuring meetings are fair and effective. The role of Chair may be delegated to another Committee member. Councillor participation is to objectively hear and understand community views and to work with the Convener to bring Committee views and recommendations to Council to inform decision making. Councillors may also bring Council's decisions to the Committee.</p>
Reporting requirements	<p>Minutes will be taken by the convener and are distributed to members (within two weeks of the meeting) and lodged with Council.</p> <p>Assembly of Councillors filed within one business day.</p> <p>Input, feedback and recommendations from this Committee will inform reports to Council in order to inform Council planning and decision making.</p>
Meetings	<p>Meetings will be held 5-6 times a year at a time agreeable to the majority of members. Date, time and location of meetings will be scheduled in advance and agendas circulated at least one week prior to each meeting.</p> <p>Where members are unable to attend a meeting, an apology should be forwarded to Convener prior to the meeting.</p> <p>Where practicable, the option to attend a meeting remotely through tele-or videoconference will be offered.</p> <p>The Committee may call special meetings or set up working groups to progress the work of the Committee between meetings.</p>
Timeline for involvement	<p>For community members: Minimum 2 hours research time per month plus two hours for attendance on meeting weeks.</p> <p>Additional time commitment will depend on priorities and issues at any point in time.</p>
Relevant information and references	<p>Moreland Affordable Housing Strategy 2014-18 http://www.moreland.vic.gov.au/community-care/advocacy-services/housing-and-employment/affordable-housing/</p> <p>The Moreland Community Vision – Our Community in 2025 http://www.moreland.vic.gov.au/about-us/news-and-publications/videos/moreland-2025-community-vision/</p>
Approval date	
Next review date	

SELECTION CRITERIA AND PROCESS FOR APPOINTMENT OF MEMBERS TO THE Moreland Housing Advisory Committee

Purpose

The purpose of a Citizen Committee is:

To inform Council decision making by providing formal pathways for community input, and providing regular, formal feedback to Council.

The Moreland Housing Advisory Committee is the principal consultative body advising Council on its aim to provide housing diversity to meet community needs. The Committee explores innovative housing approaches and engagement, and is tasked to respect the diverse housing experiences of tenants, home-owners, potential home owners and those with very insecure housing.

Council is seeking Expressions of Interest to fill up to 9 community positions on the Committee. These positions can be for a self-nominated term of two or four years. All current members of the Committee are required to renominate through this process if they wish to remain on the Committee.

Eligibility for Membership

Applications are welcome from individuals who either live, work or study in Moreland or demonstrate strong and relevant links to the Moreland Community.

Community members will be appointed as individuals and not as representatives of an organisation or community group.

Minimum 5 and maximum 9 community committee members.

Term

2 or 4 years

Selection Criteria

In determining Moreland Housing Advisory Committee membership, Council seeks to:

- Be broadly representative of the Moreland community on issues relating to housing experience and interest;
- Include the voice of housing agencies and Housing Associations;
- Include members with 'grass roots' understanding of housing issues and their concern to advocate for these issues and for households/groups affected;
- Encourage participation for individuals and groups who commonly experience barriers to accessing services and decision-making processes; and
- Encourage representation from individuals with private and philanthropic sector experience.

Application Process

Applicants should fill in the application form required and submit it by the due date.

Selection Process

Expressions of Interest will be invited and applications will be considered by the Manager Governance and Convenor. Recommendations will be provided to Council for final decision at which time all candidates will be advised of the outcome.


Frankston City Council Built Form Design Guideline Documents

Title	Details
Built Form Guidelines for Higher Density Residential Growth Areas (FMAC Precincts 4 & 7)	<p>Prepared by: Tract Consultants</p> <p>The purpose of this document is to provide guidance for the development of higher density housing within precincts 4 and 7 of the FMAC Structure Plan. The guidelines will be used to guide the design of developments, in the preparation of planning permit applications and by Council for the assessment of permit applications.</p>
Built Form Guidelines (FMAC Precincts 8 Health and Education, & 9 Cranbourne Road Office and Commercial)	<p>Prepared by: Tract Consultants</p> <p>The purpose of this document is to provide built form guidance for Precinct 8 - Health & Education & Precinct 9 - Cranbourne Road Office & Commercial within the Frankston Metropolitan Activities Area. The guidelines will be used to guide the design of developments, be utilised in the preparation of planning permit applications and be utilised by Council for the assessment of permit applications.</p>
FMAC Illustrative Guidelines: Neighbourhood Character & Urban Design Outcomes for Precincts 1A & 1B	<p>Prepared by: SJB Urban</p> <p>The purpose of these Illustrative Guidelines is to provide graphic-focused guidelines addressing the future neighbourhood character and best practice urban design outcomes for Precincts 1A and 1B within the Frankston City Centre. This illustrative document will aid in the achievement of a vibrant and sustainable future for Frankston by communicating with all stakeholders effectively through explanatory diagrams.</p>
Design Guidelines for Medium Density Development	<p>Prepared by: Tract Consultants (DRAFT)</p> <p>The purpose of this document is to provide guidance for the development of medium density housing within the City of Frankston. The guidelines will be used to guide the design of developments, in the preparation of planning permit applications and by Council for the assessment of permit applications.</p>

Urban Design Policy, Guidelines and Key Publications

NATIONAL	
Title	Details
Council of Australian Governments (COAG) - Capital City Strategic Planning Systems	In December 2009, the Council of Australian Governments (COAG) agreed to reforms to the strategic planning of Australian capital cities. The objectives of the reforms were: 'To ensure Australian cities are globally competitive, productive, sustainable, liveable and socially inclusive and are well placed to meet future challenges and growth.'
(National Urban Policy) Our Cities, Our Future: A national urban policy for a productive, sustainable and liveable future.	This National Urban Policy sets a vision for Australia's cities to deliver future prosperity and wellbeing for our communities and reinforces the Council of Australian Governments' (COAG) national objective described above.
Creating places for people: an urban design protocol for Australian cities	The Protocol establishes 12 broadly agreed principles for quality urban places in Australia. These principles can be applied to any project or location – whether it is in a large capital city, regional centre or rural town.
STATE	
Title	Details
Urban Design Charter	The Urban Design Charter is the Victorian Government's commitment to making cities and towns in Victoria more liveable through good urban design. The Charter identifies the principles as essential qualities for the functioning of good public environments that are valued and significant for those who use them.
Urban Design Guidelines for Victoria (Clause 15 of the State Planning Policy Framework)	<p>The guidelines provide advice on:</p> <ul style="list-style-type: none"> the design of public spaces; building design in relation to a building's interface with public spaces; and the layout of cities, towns and neighbourhoods. <p>The Urban Design Guidelines for Victoria are a reference document in all planning schemes through the State Planning Policy Framework. They support state agencies, local councils, and the development sector to deliver liveable, safe places.</p>
LOCAL (FRANKSTON)	
Title	Details
The ESD Design Guide – Urban Design	This Design Guide reflects Council's vision, aspirations and expectations for urban design, based on best-practice techniques and approaches. This document guides Council priorities and directions for future public

	realm improvements, and informs decisions on (re)development proposals.
Built Form Guidelines for Higher Density Residential Growth Areas (FMAC Precincts 4 & 7)	The purpose of this document is to provide guidance for the development of higher density housing within precincts 4 and 7 of the FMAC Structure Plan. The guidelines will be used to guide the design of developments, in the preparation of planning permit applications and by Council for the assessment of permit applications.
Built Form Guidelines (FMAC Precincts 8 Health and Education, & 9 Cranbourne Road Office and Commercial)	The purpose of this document is to provide built form guidance for Precinct 8 - Health & Education & Precinct 9 - Cranbourne Road Office & Commercial within the Frankston Metropolitan Activities Area. The guidelines will be used to guide the design of developments, be utilised in the preparation of planning permit applications and be utilised by Council for the assessment of permit applications.
FMAC Illustrative Guidelines: Neighbourhood Character & Urban Design Outcomes for Precincts 1A & 1B	The purpose of these Illustrative Guidelines is to provide graphic-focused guidelines addressing the future neighbourhood character and best practice urban design outcomes for Precincts 1A and 1B within the Frankston City Centre. This illustrative document will aid in the achievement of a vibrant and sustainable future for Frankston by communicating with all stakeholders effectively through explanatory diagrams.
Design Guidelines for Medium Density Development	The purpose of this document is to provide guidance for the development of medium density housing within the City of Frankston. The guidelines will be used to guide the design of developments, in the preparation of planning permit applications and by Council for the assessment of permit applications.
OTHER KEY POLICIES / DOCUMENTS	
Title	Details
The 'Building Better Cities' program 1991-96: a nation-building initiative of the Commonwealth Government	The Building Better Cities program (1991-1996) was aimed at renewing parts of Australia's major urban areas. Its aims included improvements in the efficiency, equity and sustainability of Australian cities; increasing cities' capacity to meet economic growth and micro-economic reforms; improving social justice particularly through affordable housing; undertaking institutional reform in the redevelopment of urban areas; encouraging ecologically sustainable development; and improving urban environments.
Task Force on Urban Design	On 3 November 1993, Prime Minister Paul Keating appointed a Task Force on Urban Design to report to on ways in which the day-to-day working, residential



and recreational environment of Australians might be enhanced by more thoughtful attention to urban design.



hamilton city centre urban design framework

volume 2 of 4

prepared by **hansen partnership** for Southern Grampians Shire Council
november 2011



hamilton city centre urban design framework



this hamilton urban design framework was prepared
by **hansen partnership** and is a shared initiative of the state
victorian government and the southern grampians shire council.

november 2011

hamilton city centre urban design framework

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hansen partnership has been appointed by the Southern Grampians Shire Council to undertake a series of planning processes for Hamilton which will guide development of the city over the next 20 years. This document, the *Hamilton city centre urban design framework* is one of five documents which will provide a coherent, practical and sustainable path for development.

These five documents are:

- The *Hamilton Structure Plan*: which will guide the broader land use and development of the whole city (vol 1);
- The *Hamilton city centre urban design framework*: which will provide more detailed directions, plans and strategies to guide the future development of the city centre (vol 2);
- *Hamilton city centre design guidelines*: will provide both broad guidelines for built form but will also provide some specific guidelines for particular 'types' of development in a Hamilton context (vol 3);
- The *Hamilton Masterplans*: these affect six key areas of the city and provide a greater level of detailed guidance as to how these areas will change over time (vol 4); and
- The *Hamilton CBD Parking Strategy*: will outline a broad approach to the management of car parking in the CBD and form the basis of a Parking Precinct Plan.

The *Hamilton city centre urban design framework* (UDF) outlines series of strategies and actions that seek to improve the function and image of the city centre and provide the forum for continued growth and development within the city core. The key 'framework' elements that underpin the urban design framework plan are described below and form the basis for a series of key strategies and actions. They are also linked to the design guidelines applied to particular land use precincts in the CBD contained within the *Hamilton city centre design guidelines*.

The UDF draws on a series background reports and technical assessments, and builds on the adopted strategies contained within the *Hamilton Key Directions Report*. The economic assessment which was undertaken in the background stage of this process identified that demand for commercial floorspace to 2021 is likely to be around 6,200sqm and around 13,500sqm by 2031. This represents an additional 8,100sqm of retail space and an additional 5,400sqm of non-retail floorspace to 2031. When auxiliary land use requirements are taken into account this projection means around 27,000sqm of land will be needed in the Hamilton in 2031. This is based on current trends, particularly in relation to the amount of land required for car parking, which represents the majority of the auxiliary land requirements.

The focus of an urban design framework is on the public domain, but it also addresses the key interfaces between the private realm and public spaces and critical matters of development form and scale within the CBD. The urban design framework should not be read or interpreted as a restrictive blueprint, rather a guiding document to assist in decision making and funding of capital works over a period of time.

The key 'skeletal' elements of the CBD relate to the noted themes of:

- Land Use and Activity,
- Access and Movement,
- Built Form, and
- Landscape and Environment.

Together these elements make up the key urban design directions of the *Hamilton city centre urban design framework*.

overview and key issues

The following themes are the basis for the UDF. Within this document strategies and actions are grouped under the following headings.

land use and activity

Land use and activity refers to the key skeletal features of urban blocks that define the layout and nature of different precincts within the city centre. The land use plan seeks to create a clear and unambiguous urban structure grounded in the simple grid network of Hamilton and which complements the existing land use pattern and character of the centre. The emphasis in the CBD is formation of a more compact and efficient urban structure for city centre. A consolidation of activity generating uses to promote synergies will underpin the structure.

access and movement

This relates to the functional aspect of pedestrian movement in the city centre. A key ambition of the UDF is a reordering of the road hierarchy allowing heavy through traffic (particularly

truck) movement to diverted around (as opposed to through) the city core. Also of note are a series of new town boulevards and pedestrian spaces and links to ensure ease of movement within the city centre. The framework also seeks to realise walking and cycle links through the city centre to the Grange Burn and other recreation areas, to improve public transport and ensure universal access for all.

built form

The built form framework seeks an appropriate scale of development that complements the existing traditional pattern of CBD buildings, including important heritage fabric. The plan seeks to define general building height and scale in identified precincts and redefine a new built form order for the important Lonsdale Street frontage overlooking Melville Oval. The plan also differentiates between areas of fine grained or large format retail and those areas for residential consolidation or where the preservation of traditional domestic form (or heritage) is required.

landscape and environment

This framework relates to key public amenity considerations in the city centre. The focus on this concept is the strengthening of CBD avenue planting and definition of key entries to the town core. The plan also highlights a key thematic 'green loop' which embraces the Grange Burn as well as the important Melville Oval and Botanic Garden reserves. Together with key pedestrian spaces and junction treatments designed to 'humanise' the town, this framework focuses on the environmental enhancement of the place, making for an attractive, amenable and comfortable 'people place'.



Item 13.1 Attachment H: Southern Grampians - Hamilton City Centre UDF



2

vision and key directions



The overall vision for the city centre towards which the key directions are focused is:

"For the Hamilton city centre to be the civic, shopping, business, entertainment, social, cultural and community heart of the city and region, which is safe and walkable and accessible to all by all means of transport, which is vibrant and busy, which showcases its heritage, open spaces and attractive boulevards and streetscapes, and which can evolve and intensify over time to accommodate the needs of the local, municipal and regional community, both residential and business in a compact and efficient urban form."

This vision may be achieved through pursuit of the following key directions for the city centre:

a. establish an alternate heavy vehicle route to reclaim Lonsdale and Cox streets.

- Reclaim Cox Street as a green entry into the city centre with boulevard treatments,
- Establish a linear reserve on the eastern side of Cox Street with new frontage uses,
- Restore Lonsdale Street as the primary 'address' of the city centre, overlooking Melville Oval,
- Improve the presentation and image of Lonsdale Street with proud frontage forms, and
- Create special pedestrian treatments to enable safe crossing of Lonsdale Street.



b. infill city blocks in core with multi level development incorporating car parking.

- Define opportunities for mixed infill development behind the main street spines,
- Incorporate decked or underground car parking wherever possible to better utilise CBD space,
- Configure development to support a new network of internal block streets and lanes, and
- Shield decked car parking with a skin of outward facing retail and / or office uses.

c. strengthen urban gateways and key street edges.

- Establish planting and artworks at CBD entries on Ballarat Road, Cox, Pope and Scoresby Streets,
- Define future linkage across Grange Burn along Kennedy Street south,
- Ensure all street edges within the core CBD grid present active or attractive frontage, and
- 'Dress up' the Ballarat Road bridge with feature planting and artworks, including lighting.





d. forge strong physical links between the grange burn and city centre.

- Strengthen and extend the shared walking and cycling trails along the Grange Burn for recreational purposes,
- Create streetscape planting links from the CBD grid linking to the Grange Burn,
- Develop a vegetated screen along the railway corridor as a native green buffer, and
- Encourage restoration of the natural riparian creekside setting including weed management.

e. define and consolidate the retail core.

- Strengthen the retail offer in the CBD with further convenience retail and discount department stores,
- Retail growth including bulky goods forms to extend eastward towards Cox Street,
- Ensure the provision of fine grained retail frontages to each 'retail core' street front at ground level, and
- Recognise and enhance the pivotal role of Gray Street as the core of the retail centre, and
- Provide opportunities for small business and home offices to establish within and around the city centre.



f. protect key views to landmarks and landscapes.

- Manage urban form on Cox Street to protect views to the Hamilton College tower to the north and Mt Pierrepont to the south,
- Frame the French and Lonsdale Street corridors to ensure visual links to the Botanic Gardens and Melville Oval,
- Acknowledge the role of Church Hill and its contribution to the city's skyline through moderate foreground form, and
- Limit the scale and projections of buildings to the city's western edge in aid of skyline protection.

g. ensure a safe and amenable pedestrian setting on the key retail pathways.

- Define a hierarchy of retail streetscapes and associated pedestrian spines,
- Recognise the core pedestrian block incorporating Lonsdale, Gray, Thompson and Brown Streets,
- Develop a secondary pedestrian priority link around the Botanic Gardens and Melville Oval, and
- Advance a web of linear laneways behind the main street spines that are safe, open and active.



h. establish green links to the botanical gardens from key gateways.

- Recognise the role of French and Thompson Streets as connecting spines to the Botanic Gardens,
- Establish signage and an 'arboretum' to French Street that invites connection to the Gardens,
- Enhance the Garden's edge with defined pathways and gated entries at the key junctions, and
- Undertake plan of management or masterplan for the Gardens to ensure its sustained use.

i. consolidate housing opportunities to the south and west of the city and around parkland.

- Install housing wherever possible in the CBD in shop top, infill or new built apartment form,
- Encourage higher density housing such as townhouses of 2 and 3 storeys around parks and gardens, and between French Street and the railway.
- Support moderate consolidation on housing lots beyond the central grid, such as dual occupancies, and
- Emphasise the potential for shop top or apartment living on Lonsdale Street, Gray Street and Thompson Street.

j. protect and enhance heritage assets.

- Recognise the importance of local heritage sites in the CBD and ensure their ongoing protection,
- Define walking trails and information brochures for historic town walking tours,
- Celebrate the history of Hamilton with an 'avenue of Hamilton champions' on Brown Street,
- Create new urban spaces on Brown and Lonsdale Street with reference to local icons and themes, and
- Establish a system of heritage restoration grants.

k. investigate opportunities for bulky goods retailing within the wider CBD area.

- Establish a defined bulky goods precinct on Cox Street between Station and Lonsdale Streets,
- Allow large format stores to an equivalent of 3 storeys to the Cox Street frontage,
- Ensure that all stores are set to the street front with concealed car parking and loading, and
- Establish a central court car parking area to 'unlock' land within the heart of blocks.

l. form a focal civic space or city square in proximity to Melville Oval.

- Recognise the prospect of a network of public squares in Brown and Lonsdale Streets,
- Create a Brown Street space that relates to the Performing Arts Centre uses and activities,
- Design a new north facing plaza on Lonsdale Street overlooking the Melville Oval, and



- Reorganise the Melville Oval configuration so as to improve its outward presentation, its functionality and its relationship to the CBD.

m. invigorate inter block laneways and resolve ownership to unlock central development sites.

- Provide a network of through-block laneways that can support a fine grain of retail frontage,
- Ensure that each urban block connects through to a centrally located pocket park, plaza or open public space,
- Align laneways so that they connect with each other, ensuring cross street connections, and
- Permit limited vehicular access to laneways where required to provide access to decked parking or to service businesses.

n. consider options for city centre bus interchange and provide improved passenger facilities.

- Define the Hamilton Station and surrounds as an opportunity precinct for passenger activity, provide improved lighting and connections to the heart of the CBD, and improved tourist information and signage,
- Encourage urban consolidation around the station as a basis for change in the southern CBD,

hamilton city centre urban design framework

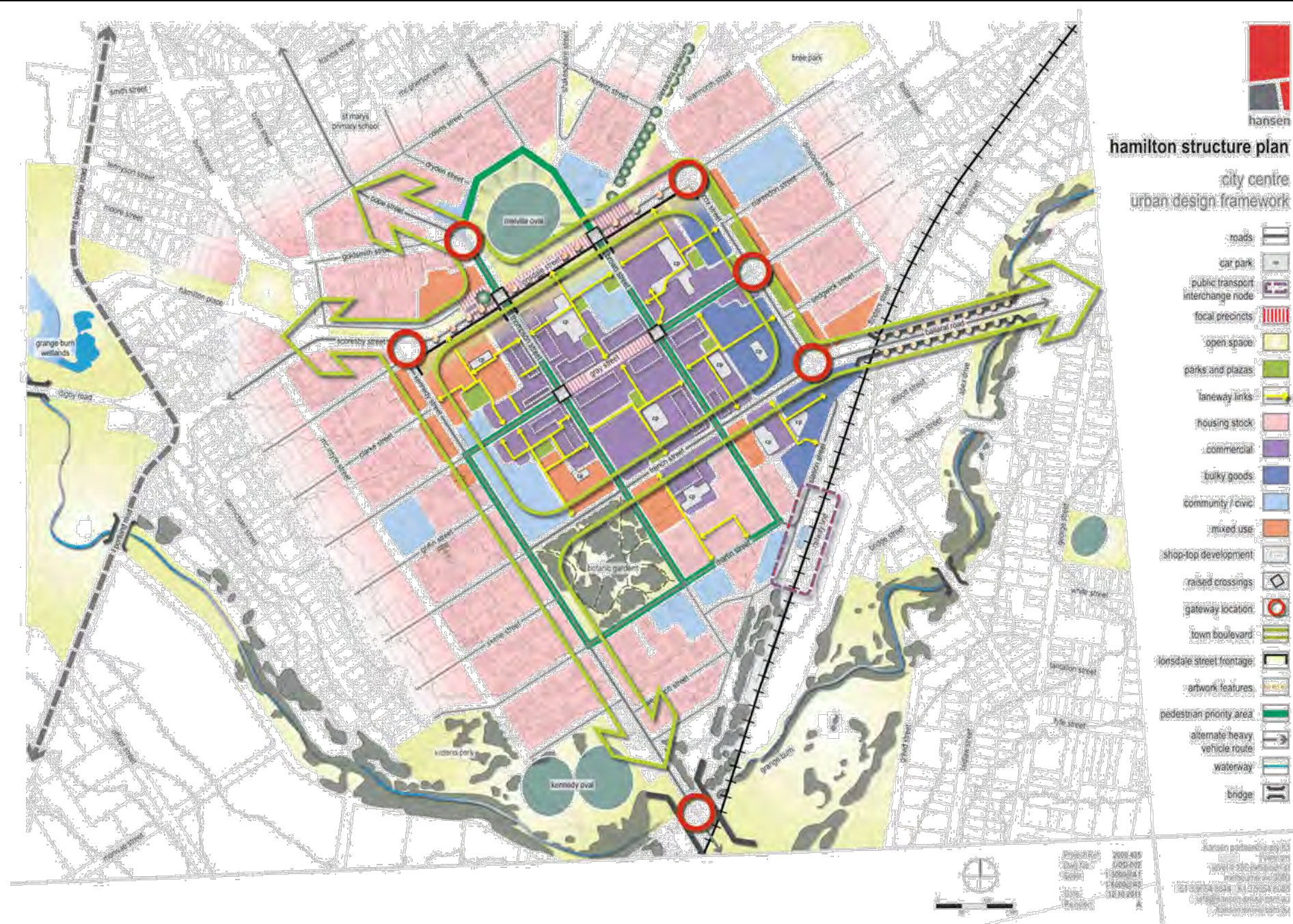
- Provide interchange services for regional buses on the north side of Station Street with regional links and including a dedicated bus parking area,
- Establish a new 'main' city stop for city buses close to cultural, recreational and civic uses on Lonsdale Street,
- Progressively upgrade other existing bus stops such as on Brown Street and adjacent to Coles, and
- Consider providing a local circulating CBD bus that traverses the city at limited charge.

o. providing places for and accommodating the needs of youth and other groups within the community.

- Encourage community and people oriented uses on Brown and Lonsdale Streets,
- Recognise the role of the Performing Arts Centre and adjacent buildings to service youth and other groups,
- Design public plazas and pocket parks with a thematic in mind for particular users, and
- Relocate netball courts to the northern part of Melville Oval with better clubroom connections.

p. investigate opportunities for the integration of public and/ or place making art.

- Create public artworks as commissioned elements at each urban junction,
- Rationalise CBD roundabouts to serve as raised thresholds with sculpture installations,
- Design particular 'Hamilton specific' street fixtures and lighting that tell the story of the city, and
- Define Gray Street as the CBD core spine with extended pavements and vehicle speed limits.





statement of intent

The land use and activity plan seeks to create a better integration between different uses within the city centre. The key elements highlighted within the land use and activity framework is the creation of a series of distinguishable land use precincts that are the focus for consolidation and growth. The plan allows a clear consolidation of the retail core with speciality uses along Gray Street and retail growth in large format stores to the south and east towards Cox Street, where there are notable precincts for the exploration and establishment of bulky goods uses. The opportunity exists for a well defined community civic hub around Melville Oval. The plan also allows for residential infill throughout the city core with residential consolidation on standard domestic lots to the immediate south and north east of the city.

objectives

- To create a compact Hamilton city centre.
- To create a distinctive identity and sense of place.
- To create destinations and community meeting places with the city.
- To create consolidation opportunities that can be realized.

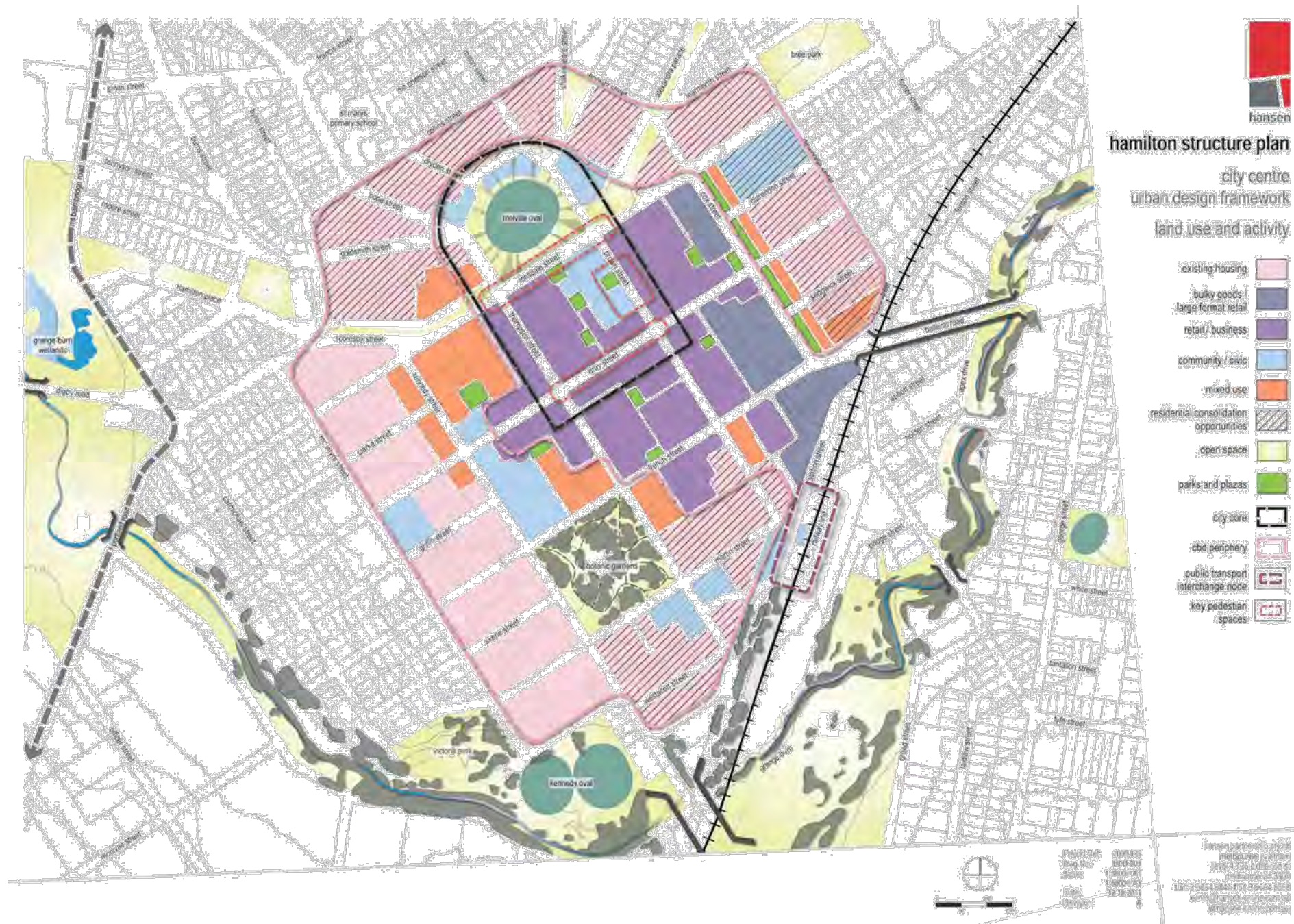
strategies

- Focus consolidated development within the CBD core grid and avoid leakage behind these boundaries,
- Recognise a precinct identified as the city core embracing the key urban block and Melville Oval,

- Generate activity by encouraging retail redevelopment at ground level within the core of the city centre, as well as commercial, entertainment, residential and other uses throughout the centre generally,
- Infill undeveloped land within urban blocks as the forum for retail and mixed use development,
- Emphasize mixed use activities to the western end of the CBD with offices and residential uses above shops,
- Create opportunities for residential infill in the form of townhouses and shop top forms through the city,
- Protect the integrity of the Church Hill precinct and its garden setting,
- Support consolidation of housing lots beyond (but within walking distance) of the CBD,
- Encourage basement and decked car parking so as to further unlock retail land within the CBD,
- Promote active laneways to provide further frontages for retail spaces available within the city,
- Allow a skin of business uses along the east side of Cox Street but discourage further spread of retail uses, into the residential area beyond,
- Identify a defined bulky goods precinct within the city centre to the western side of Cox Street,
- Encourage residential development in areas of high amenity within the city centre, such as adjoining the Grange Burn and overlooking the Melville Oval and Botanic Gardens,
- Facilitate the relocation of low intensity industrial, warehouse, car yard and trade supply uses to other appropriate locations in Hamilton, outside of the CBD (i.e. Coleraine Road), as necessary to provide development opportunities for more intensive CBD activities, including bulky goods retailing.
- Focus arts, leisure and recreational services on Brown Street on approach to Lonsdale Street,
- Create a 'tourist' area along Lonsdale Street providing parks and caravan parking at either side of Melville Oval, including providing greater prominence to the Visitor Information Centre by increasing space around the building, and
- Concentrate government and civic services and other business uses to Lonsdale and Brown Streets.

actions

- Pursue opportunities to incorporate a greater scope of community services and events within the city centre.
- Masterplan the area between Gray Street and Melville Oval to ensure appropriate outcomes and integration with the *Arts and Cultural Precinct Masterplan (2011)*.
- Devise development parcels within each city block as the basis for development entrepreneurs.
- Form a traders and business network within city centre and establish a local business incubator.



4

access & movement



statement of intent

The access and movement plan seeks to ensure that there is safe, legible and comfortable network that allows for the coexistence of vehicle and pedestrian movement to and through the Hamilton city centre. The centre currently prioritizes vehicular movement over pedestrian comfort and the plan seeks to redress this balance. This can be achieved through definition of a clear street hierarchy for through and destination vehicle movements and defined pedestrian treatments. A series of pedestrian spaces and priority routes have also been developed in tandem with pocket parks and plaza spaces, both public and private. The intention is to reduce car dependency and remove heavy vehicle traffic and encourage healthy living within the CBD and throughout Hamilton generally.

objectives

- To improve access in the CBD and the provision of sustainable services such as cycling and walking.
- To improve pedestrianisation of the city centre and promote pedestrian safety and priority throughout centre.
- To improve traffic management of car parking within the retail core, with decked or basement car parking.
- To develop a connected network of laneways connecting key destinations and public plazas within city centre.
- To improve the level of service and frequency of public transport both within Hamilton and to Hamilton from other regional locations.
- To implement the principles of 'universal access' throughout the CBD.



strategies

- Support the staged introduction of an alternate heavy vehicle route to remove truck and heavy vehicle traffic from the CBD,
- Provide improved connections of on-road cycle paths and shared paths for walking and cycling along the Grange Burn,
- Improve the amenity and safety of the Cox Street connection across the train tracks and the Grange Burn corridor,
- Support traffic calming measures to Lonsdale Street to promote it as a key axis within the city centre,
- Establish mid block decked car parking precincts with a skin of active frontage to lanes and streets,
- Enhance existing laneways and develop new laneway links to provide mid block development sites,
- Provide a new 'main' city bus stop on Lonsdale Street to better integrate with the key pedestrian space and strengthened pedestrian connections into the CBD,
- Progressively upgrade existing bus stops, including Brown Street, within improved lighting, seating, shelter and signage,
- Provide opportunities for long bay caravan and tourist bus parking options in key, highly visible locations on Lonsdale Street, such as the Fitzpatrick Gardens,
- Introduce raised thresholds at the intersections of Thompson and Brown Streets with Lonsdale and Gray Streets to improve safety of pedestrian crossings at key junctions,





- Introduce new treatment of pedestrian pavements, beginning with Gray Street between Brown and Thompson,
- Retain roundabout treatments at key intersections that support through movements to the city centre periphery,
- Reorganise the Melville Oval frontage to better address Lonsdale Street and to integrate and connect with the community / civic precinct,
- Retain the inter-city buses at the railway station and create an intermodal transport node, improve the lighting, signage and seating in the area and provide a dedicated bus parking area,
- Ensure safe pedestrians crossings are provided in mid-block locations where required (such as Brown Street proximate to the Performing Arts Centre),
- Create clearer pathways to the railway station from the city centre, and
- Address the 'missing link' of the Grange Burn track between the Henty Highway and the wetlands.

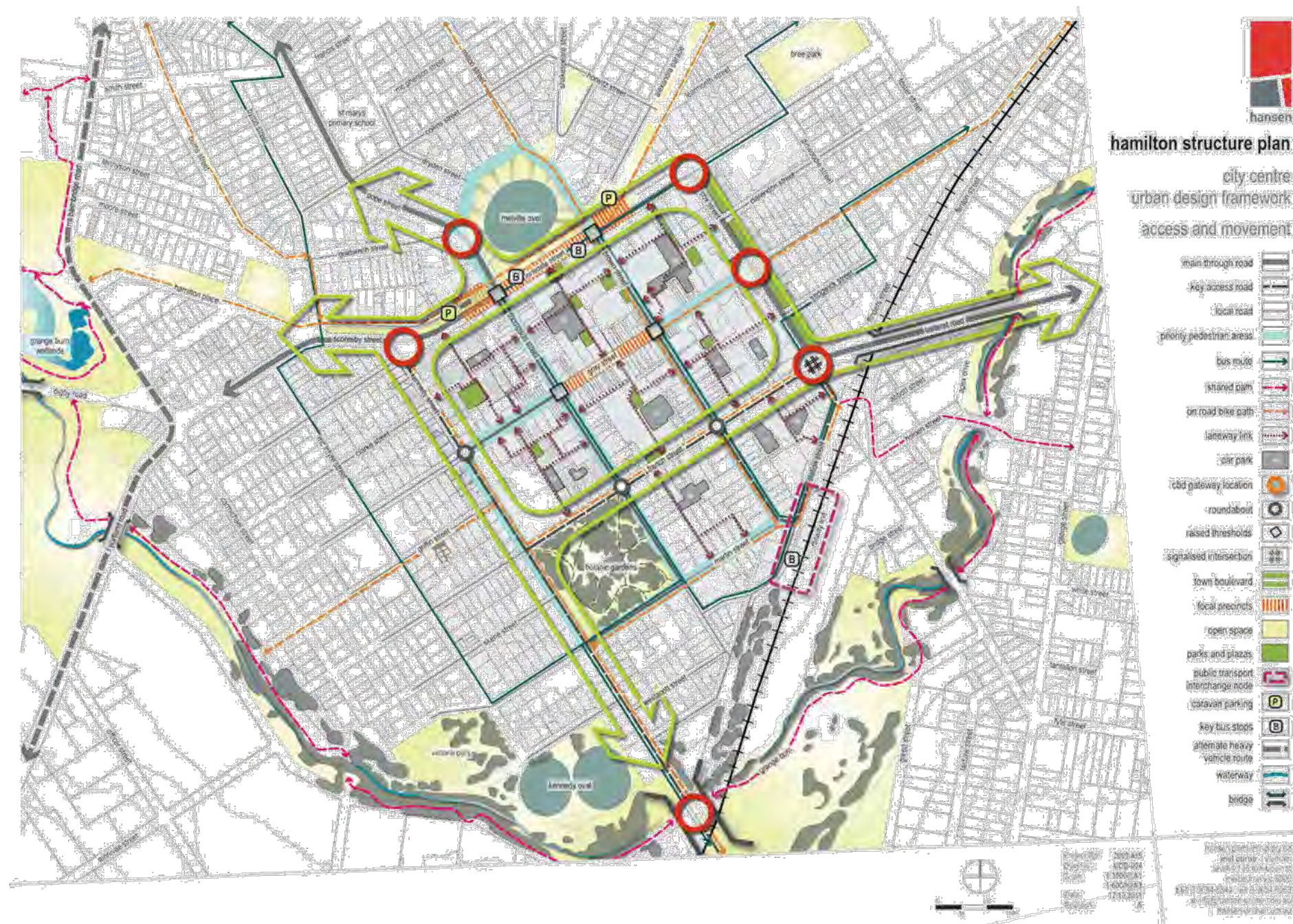


actions

- Confirm car parking ratio requirements for CBD retail and mixed use development sites as part of a parking strategy and prepare a Parking Precinct Plan for the CBD.
- Identify the best locations for both short term (customer) and long term (employee) car parking.
- Undertake wayfinding signage upgrades in and around the CBD.
- Relocate school bus parking to a dedicated bus parking area in the station precinct to allow use of Fitzpatrick Gardens for tourist parking.
- Undertake streetscape concepts for Gray and Lonsdale Streets between Brown and Thompson Streets to establish appropriate configuration and treatments
- Investigate changes to speeds within the CBD and possible reductions in speed limits.



- Form a working group with DoT, VicRoads and bus providers to address local transport management.
- Prepare a capital works program for upgrades to transport infrastructure.





statement of intent

The built form framework seeks to build on the very attractive existing urban setting of the Hamilton CBD. While the CBD image and its spectacular skyline is worthy of protection, there remain considerable parts of the CBD core that are underutilised and poorly presented. This condition could be exacerbated if new larger format retail uses are permitted to locate outside the city centre. The framework seeks to ensure that development is optimised within the CBD grid to the best possible urban design standard, ensuring a consistent active street presentation and concealment of much of the city's services and infrastructure. The built form framework also acknowledges the role of heritage streetscapes and the important presence of traditional building stock in the city. In doing so, it identifies a number of specific built form precincts in the town that correspond to a human scale.

objectives

- To accommodate a greater mix of uses and synergies between activities within the city centre.
- To encourage residential consolidation in and around the city centre.
- To facilitate high quality built form that creates a positive image and identity for Hamilton.
- To strengthen the image and streetscape presentation along Lonsdale Street.
- To strengthen the respect for heritage stock and improve the character of the city centre.



strategies

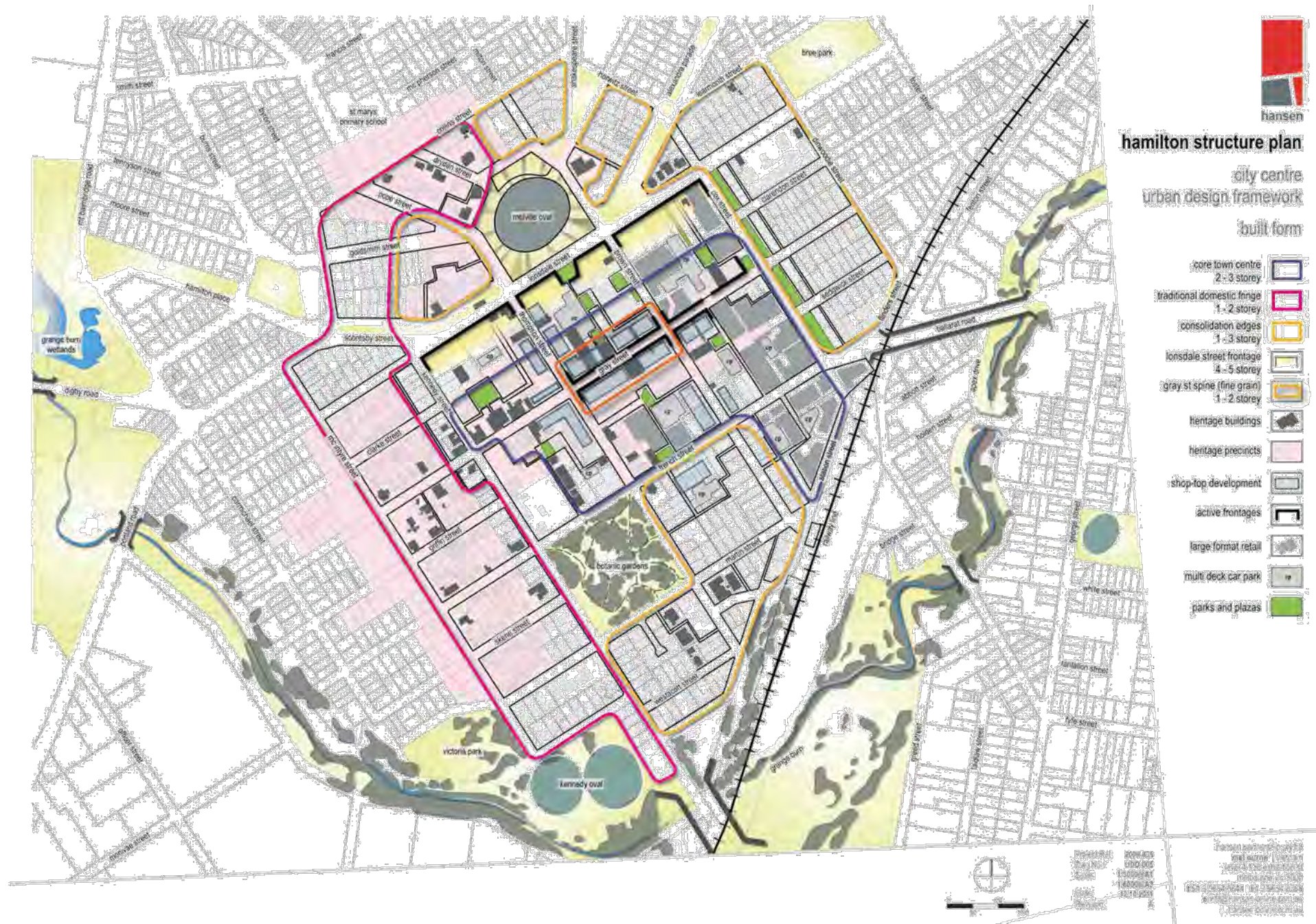
- Encourage development within the CBD core area of 2-3 storeys build to site boundaries that makes a more efficient use of underutilised space,
- Retain a low scale to the key Gray Street spine of 1-2 storeys with decorative parapets and a fine grain,
- Encourage the development of multi deck car parking as an alternative to at-grade parking,
- Encourage the provision of 1-3 storey residential consolidation around the edges of core city centre,
- Protect the integrity of the traditional domestic fringe to west and northwest with a scale of 1-2 storeys,
- Encourage a consolidated format of 4-5 storey built form

along Lonsdale Street to provide a defined edge to the CBD grid and a proud form overlooking the Melville Oval,

- Integrate taller form on Lonsdale Street with slope so that it transitions to a 2 storey form to Gray Street,
- Retain important heritage built form within the city and surrounds and protect the role of landmarks,
- Encourage shop top housing within the whole of the CBD, most particularly Lonsdale Street and along the Gray Street retail spine,
- Implement appropriate signage controls for the CBD,
- Encourage active and attractive frontages to ground floors along all CBD streets with the concealment of service and car parking areas wherever possible, and
- Ensure a 'fine grain' of development along all core CBD streets with larger format profiles to Cox and French Streets.

actions

- Form a working relationship with stakeholders to formulate detailed building design guidelines for infill development of the city centre.
- Work with land owners and developers of identified strategic development sites to realise development opportunities.
- Introduce a master planned bulky goods and large format retail precinct along Cox Street.
- Define 'model' sites and example development configurations for consideration by the private sector.



6

landscape & environment



statement of intent

The landscape and environment framework seeks to improve the image and presentation of the CBD through a series of landscape and public realm initiatives. The CBD enjoys good recreational facilities at Melville Oval and the Botanic Gardens however these are destinations in their own right, somewhat disconnected from the established street grid, and not locations for casual or informal use. The city centre lacks opportunities for informal gathering and discrete public spaces and corridors that are of a more intimate scale. The landscape and environment framework looks to build on the existing public open space and streetscape network and defined a new tertiary layer of spaces including lanes, plazas and pocket parks to the CBD.



objectives

- To improve the public realm presentation and image of the city centre.
- To create recreation and leisure opportunities that respond to local need.
- To strengthen the landscape setting of the city centre, particularly along key boulevards and within parklands.
- To increase civic functions and community interaction within the city centre.
- To provide attractive gathering spaces where the community can meet, interact and celebrate together.



- To improve gateway presentations of the CBD.
- To provide opportunities for shade tree planting and water sensitive urban design treatments throughout the CBD, including at-grade car parks.

strategies

- Redefine Cox Street through changes to road treatments and extensive tree planting to its eastern side,
- Create a specific avenue effect extending along Cox and Lonsdale Street as a thoroughfare through the CBD,
- Support a landscape median treatment along Lonsdale and Kennedy Streets with improved footpaths,
- Encourage integrated public art projects along the Ballarat Road bridge,
- Require integration of water sensitive urban design and provision of shade trees within the city centre, including within private car parks,
- Retain visual links from the city centre to the Grange Burn and the natural landscape features to the south,
- Delineate key retail pathways through new paving treatments to Gray, Brown, Lonsdale and Thompson Streets,
- Ensure appropriate shade, lighting and seating provided along these key retail links,



- Create a series of pocket parks in mid-block locations connected via inner block laneways as 'pause points'. These can be parks with grass and trees or paved spaces, and may be provided as part of private developments,
- Encourage use of materials which reflect history and local characteristics of the city,
- Establish a suite on new public plazas and spaces in Brown Street at the PAC and on Lonsdale Street overlooking or addressing the Melville Oval,
- Investigate the potential for raised threshold paving treatment to Gray Street spine and key junctions to improve pedestrian accessibility and safety,
- Replace red brick paving in Gray Street and integrate new landscape treatments and wider footpaths as part of a reorganisation of this space,
- Progressively upgrade other areas identified as 'pedestrian priority' spaces to match the treatments used in Gray Street, over time,

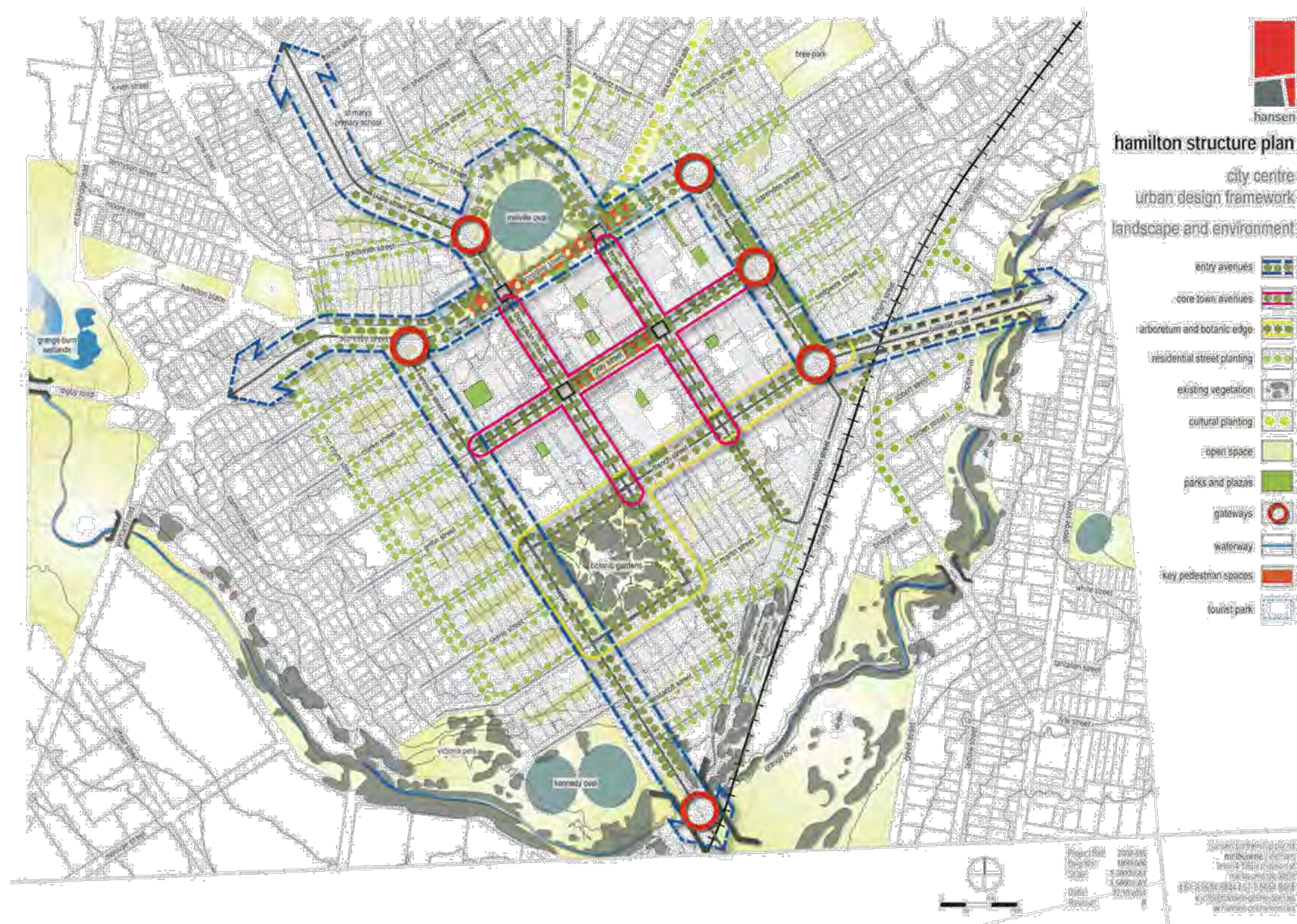


- Establish avenues along each streetscape that assist with orientation and identity. Support evergreen trees on east-west streets and deciduous species on north-south streets to ensure good street solar access,
- Regreen all local streets emanating to and from the CBD grid and protect, where possible, established trees in private and public spaces in the precinct,
- Celebrate the notable established Eucalypt located adjacent to the Visitor Information Centre on Lonsdale Street, west of Thompson Street and create a small new park by closing off the easternmost portion of this service road,
- Define particular plantings along French Street from the 'gateway' intersection with Cox Street to towards the Botanic Gardens as an arboretum,
- Consider the use of the arboretum avenue as an educational tool and to assist in the establishment of a 'learning nursery' to built arboricultural skills within younger people, and
- Continue substantive revegetation and land management of the Grange Burn corridor and the suite of adjacent open spaces and reserves including the Kennedy Ovals, Victoria Park and the western wetlands.



actions

- Prepare a Landscape Masterplan for Melville Oval in consultation with the community, sporting groups and visitors addressing the needs of the existing and potential future users,
- Masterplan the traffic management requirements for reconfigured pedestrian crossings to reflect natural desire lines, whilst incorporating 'place image' and landscape features to beautify the Lonsdale Street corridor.
- Undertake a program of thematic street tree planting.
- Encourage preparation of a masterplan for the Botanic Gardens to ensure appropriate integration of uses to improve amenity and prepare a succession plan to guarantee the ongoing viability of the gardens.
- Use signage and wayfinding to strengthen an understanding of the assets of the CBD.
- Develop or adopt water sensitive urban design guidelines to both guide public works but also to provide information for new subdivisions or developments.
- Develop a Public Realm Strategy to guide the types of street furniture and surface treatments to be applied.



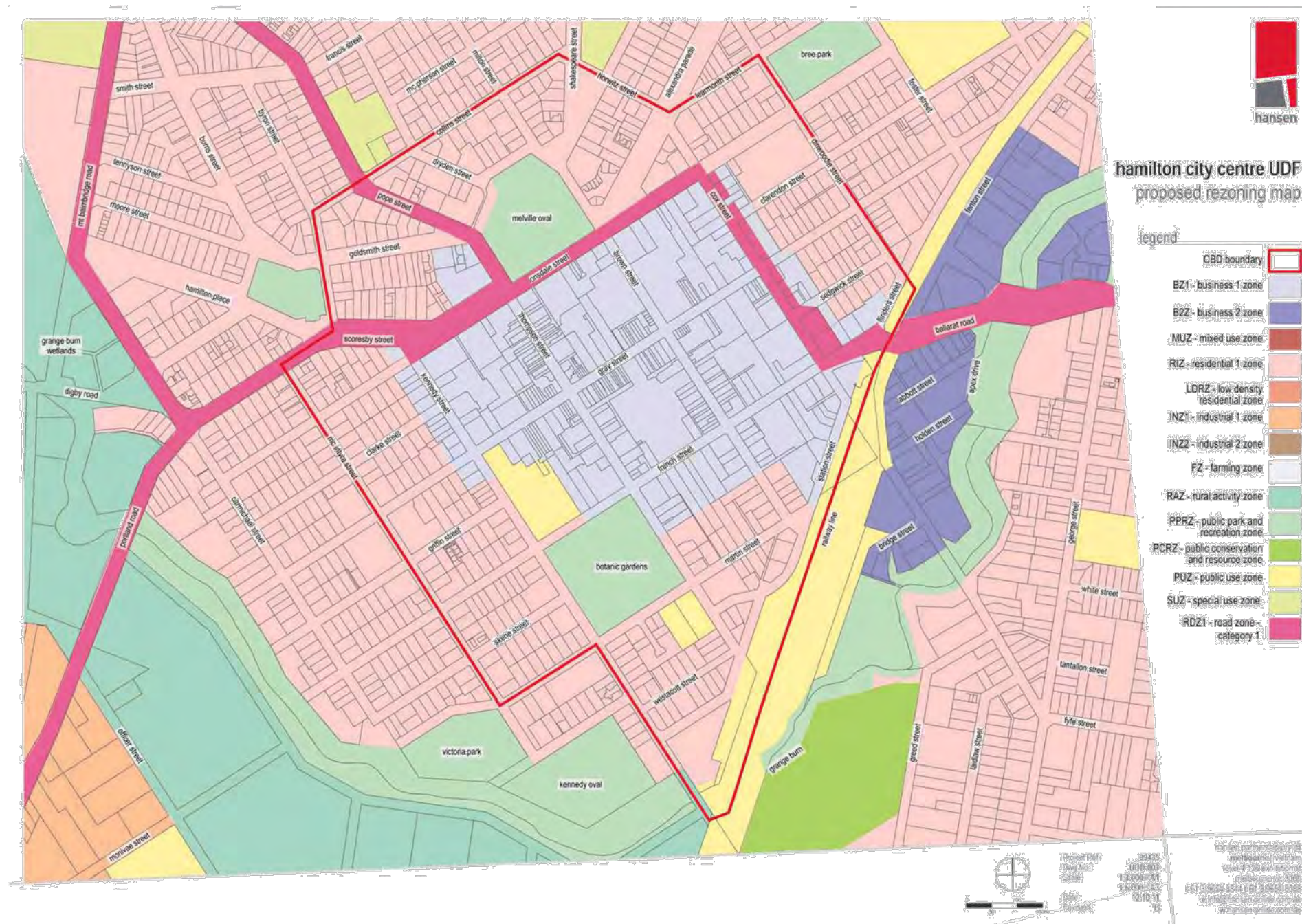


The following table lists actions necessary to implement the *Hamilton city centre urban design framework*. In addition, following this table a diagram identifies the rezoning proposed in the CBD area.

action	priority	responsibility
Propose the introduction of a masterplanned 'bulky goods' and large format retail precinct along Cox Street.	Current	Southern Grampians Shire
Prepare a Parking Precinct Plan for the CBD.	Current	Southern Grampians Shire
Masterplan the area between Gray Street and Melville Oval, including Corriedale Lane, to ensure appropriate outcomes and integration with the Arts and Cultural Precinct Masterplan.	Current	Southern Grampians Shire
Facilitate discussions between developers and government agencies in regards to development of the Lonsdale Street / Melville Oval block.	Short Term	Southern Grampians Shire
Appoint a 'place manager' for the CBD to co-ordinate development and programs and promote the centre.	Short Term	Southern Grampians Shire
Prepare a capital works program for upgrades to transport infrastructure.	Short Term	Southern Grampians Shire, DoT, VicRoads
Undertake wayfinding signage upgrades in and around the CBD including implementation of the strategy prepared by Challis Design.	Short Term	Southern Grampians Shire
Prepare a Landscape Masterplan for Melville Oval in consultation with the community, sporting groups and visitors.	Short Term	Southern Grampians Shire
Masterplan the traffic management requirements reconfigured pedestrian crossings to reflect natural desire lines, whilst incorporating place image features and landscape features to beautify the Lonsdale Street corridor.	Short Term	Southern Grampians Shire
Implement the Arts and Cultural Precinct Masterplan (2011) prepared by David Lock and Associates.	Short Term	Southern Grampians Shire
Reconfigure Gray Street between Brown and Thompson Streets to prioritise pedestrian movement.	Short Term	Southern Grampians Shire
Prepare and implement a strategy for improving public toilet facilities throughout the CBD (this may be undertaken as a city wide project)	Short Term	Southern Grampians Shire
Start heritage restoration grants for improvements to existing heritage building stock and actively work with landowners to support reuse and sensitive adaptation.	Short Term	Southern Grampians Shire
Reconfigure Cox Street and establish a wide boulevard and landscaped verge to the eastern side.	Short Term	Southern Grampians Shire, VicRoads
Prepare guidelines for heritage development in the CBD, which should include a clear map identifying those individual heritage elements that are individually identified under the heritage citations and provide clear guidelines for the development of other areas.	Short Term	Southern Grampians Shire

hamilton city centre urban design framework

action	priority	responsibility
Prepare a Tree Planting Manual and undertake a program of thematic street tree planting.	Medium Term	Southern Grampians Shire
Formalise a traders and business network and establish a local business incubator to develop and support new local businesses.	Medium Term	Southern Grampians Shire and HRBA
Devise development parcels within each city block as the basis for development entrepreneurs and form a working relationship with stakeholders to formulate detailed building design guidelines for infill development of the city centre, including definition of 'model' sites and example development configurations for consideration by the private sector.	Medium Term	Southern Grampians Shire
Work with transport operators to relocate the school buses to allow for tourist parking to be developed to the south of Alexandra House. Develop a 'main' city major bus stop on Lonsdale Street and improve facilities provided at other stops such as Brown Street and upgrade facilities at the intercity bus stop at the Railway Station including lighting and the provision of a bus parking area for the school buses.	Medium Term	Southern Grampians Shire, school bus operators, V/Line, Department of Transport
Reconfigure a small section of the service road to the immediate north of the Visitor Information Centre to develop a new park incorporating seating.	Medium Term	Southern Grampians Shire
Develop guidelines for laneways within the city centre to provide guidance on development adjoining laneways, as identified in the Urban Design Framework (this document).	Medium Term	Southern Grampians Shire
Undertake a Public Art Strategy, including seeking proposals for the development of artwork to be incorporated into the Ballarat Road bridge and other key spaces, including landscape related art to be incorporated along the Grange Burn.	Medium Term	Southern Grampians Shire
Prepare a Landscape Masterplan for the Botanic Gardens to ensure appropriate integration of uses to improve amenity and prepare a succession plan to guarantee the ongoing viability of the gardens.	Medium Term	Southern Grampians Shire
Undertake investigation of way of providing access to technology within the CBD, such as provision of free wi-fi and charging stations.	Medium Term	Southern Grampians Shire
Prepare Public Realm Strategy, to identify preferred street furniture and to document preferred materiality. This document should also include a style guide for street furniture throughout the CBD and guidelines for the integration of Water Sensitive Design in streetscape works.	Medium Term	Southern Grampians Shire
Pursue opportunities to incorporate a greater scope of community services and events within the city centre.	Long Term	Southern Grampians Shire
Form a working group with DoT, VicRoads and bus providers to address local transport management.	Long Term	Southern Grampians Shire, DoT, VicRoads
Investigate changes to speed limits within the CBD and possible reductions in speed limits.	Long Term	Southern Grampians Shire, VicRoads



Australian Urban Design Awards - 2017

Australia Award for Urban Design, Delivered Outcome – Large Scale

WINNING PROJECT

Tonsley Innovation District (Adelaide, SA)



The project has delivered a multipurpose facility that will be a major employment and education hub in this part of the city. The retention of the existing building's raw industrial heritage combined with a range of contemporary design features and focus on achieving high levels of sustainability illustrates a strong desire to unite past, present and future. This project represents a major investment in economic regeneration and the creation of a beacon for ongoing community engagement.

COMMENDATIONS

Junction Place (Wodonga, VIC)



Although the project is still in its early stages of realization, significant urban impact is already evident – it celebrates and enhances the local culture and economy, and looks to the future of an evolving community. Junction Place demonstrates a successful collaboration between state and local governments, local businesses and the community.

Elizabeth Quay (Perth, WA)



This project successfully reconnects the CBD with the Swan River through a new north-south grid extension and the introduction of Elizabeth Quay. Reinstating the proximity of the original waterline has provided the city with a new waterfront gateway that includes promenades and experiential urban design. Overcoming significant design and engineering challenges, this project successfully delivers a key move in the greater development of the city. The jury commends the ambition and quality of this significant project.

Maitland Levee (Maitland, NSW)



The jury notes that the change of use of the Maitland Heritage Mall on High Street, from a pedestrian-only mall to a shared zone, demonstrates excellence in functionality, aesthetics and viability. While the project pays attention to the place's historic context and heritage fabric, modern smart technologies have also been incorporated. The jury is particularly impressed with the impact the project is noted to have had on retail vacancy rates. It is hoped that the project will exceed the original requirements of the masterplan by becoming a catalyst for the transformation of the wider area.

Australia Award for Urban Design, Delivered Outcome – Small Scale

WINNING PROJECT

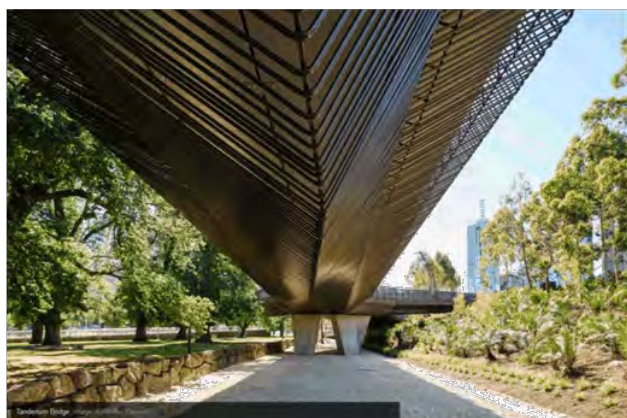
Orange Regional Museum (Orange, NSW)



The Orange Regional Museum provides a dynamic, evolving space for the community and visitors to meet and interact. The design can be understood and experienced in diverse ways as the user walks around, inside or on top of the building. The museum is respectfully integrated with the existing precinct. It contributes to a new identity for Orange, in the central west region of New South Wales, while strengthening current civic conditions on the site. The design promotes urban space for flexible community use, such as an outdoor exhibition area or simply a place to relax. The jury noted that the project blurs distinction between the architecture and landscape through holistic urban design. Integrated seating and stairs create an amphitheatre and provide access to the sloping landscaped roof, a defining feature of the design that rises from the existing lawn to provide a public green space and vantage point offering views across the city.

COMMENDATIONS

Tanderrum Bridge (Melbourne, VIC)



Tanderrum Bridge completes an important connection between Melbourne's Birrarung Marr and the city's internationally recognized sporting precinct. The jury acknowledges the built outcome, which exceeds the expectations of the initial masterplan and delivers an exceptional standard of quality for pedestrian infrastructure.

Beyond the delivery of a pedestrian bridge, the sensitive historical site of Speakers Corner within Birrarung Marr has been reinstated and activated. The bridge is very carefully placed to respect and enhance existing landscape and drainage infrastructure while also embracing and building on both the Indigenous and European cultural heritage of the site.

Sixth Street Revitalization Project (Murray Bridge, SA)



The jury commends the designers for recognizing the location as an important cultural hub and pedestrian link through the town centre while also demonstrating excellence in functionality, aesthetics and viability. The use of locally sourced materials is also noted.

The project recognizes, and demonstrates, that streetscape projects are not just about roads, traffic and parking, but also about community, engagement and economic development. It is hoped that the Sixth Street Revitalization Project will provide the desired opportunities for socializing and connection among neighbours and the community, and have a far-reaching beneficial impact on the social fabric of Murray Bridge and the wider area.

Current Development Projects in Melbourne

Project Details	Imagery
<p>53 Earl Street</p> <p>Project Status: Approved City Council: Boroondara Suburb: Kew, VIC Floor Count: 4</p>	
<p>30 Cramer Street</p> <p>Project Status: Approved City Council: Darebin Suburb: Preston, VIC Floor count: 9</p>	
<p>243 Queens Parade</p> <p>Project Status: Under Construction City Council: Yarra Suburb: Fitzroy North, VIC Floor count: 11</p>	

60 Belgrave Road

Project Status: Under Construction
City Council: Stonnington
Suburb: Malvern East, VIC
Floor count: 6

**143 Rosslyn Street**

Project Status: Under Construction
City Council: Melbourne
Suburb: West Melbourne
Floor count: 6

**87 Mount Street**

Project Status: Under Construction
City Council: Banyule
Suburb: Heidelberg, VIC
Floor count: 6



153 Bridge Road

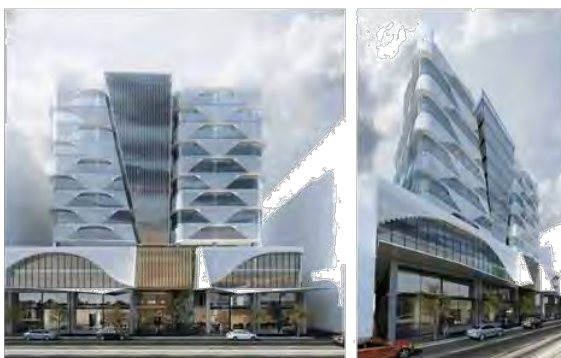
Project Status: Under Construction
City Council: Yarra
Suburb: Richmond, VIC
Floor count: 13

**196-202 Burwood Road**

Project Status: Registration and Sales
City Council: Boroondara
Suburb: Hawthorn, VIC
Floor count: 6

**370-374 Swan Street**

Project Status: Approved
City Council: Yarra
Suburb: Richmond, VIC
Floor count: 14



283 High Street

Project Status: Registration
and Sales
City Council: Stonnington
Suburb: Prahran, VIC
Floor count: 6

**436 Mt Alexander Road**

Project Status: Registration
and Sales
City Council: Moonee
Valley
Suburb: Ascot Vale, VIC
Floor count: 6

**46 St Kilda Road**

Project Status: Approved
City Council: Port Phillip
Suburb: St Kilda, VIC
Floor count: 6



440 Gaffney Street

Project Status: Registration and Sales

City Council: Moreland
Suburb: Pascoe Vale, VIC
Floor count: 6

**801 Centre Road**

Project Status: Registration and Sales

City Council: Glen Eira
Suburb: Bentleigh East, VIC
Floor count: 6

**150 Cecil Street**

Project Status: Registration and Sales

City Council: Yarra
Suburb: Fitzroy, VIC
Floor count: 7



26-56 Queens Parade

Project Status: Planning
Assessment
City Council: Yarra
Suburb: Fitzroy North, VIC
Floor count: 10

**23-33 Johnston Street**

Project Status: Approved
City Council: Yarra
Suburb: Collingwood, VIC
Floor count: 12

**83 Drummond Street**

Project Status: Under
Construction
City Council: Monash
Suburb: Oakleigh, VIC
Floor count: 6



53 Mercer Street

Project Status: Under Construction
City Council: Greater Geelong
Suburb: Geelong, VIC
Floor count: 15

**50 Quay Boulevard**

Project Status: Under Construction
City Council: Wyndham
Suburb: Werribee South, VIC
Floor count: 5

**285 Thomas Street**

Project Status: Approved
City Council: Greater Dandenong
Suburb: Dandenong, VIC
Floor count: 13



93 Furlong Road

Project Status: Under Construction
City Council: Brimbank
Suburb: Cairnlea, VIC
Floor count: 6

**96-98 Maroondah Highway**

Project Status: Approved
City Council: Maroondah
Suburb: Ringwood, VIC
Floor count: 7

**8 Bond Street**

Project Status: Registration and Sales
City Council: Maroondah
Suburb: Ringwood, VIC
Floor count: 7



1 Renver Road

Project Status: Under Construction
City Council: Monash
Suburb: Clayton, VIC
Floor count: 4

**54 Montclair Avenue**

Project Status: Registration and Sales
City Council: Monash
Suburb: Glen Waverley, VIC
Floor count: 10

**11 Chester Street Project**

Status: Approved
City Council: Monash
Suburb: Oakleigh, VIC
Floor count: 9



64-66 Station Place Project

Status: Approved
City Council: Brimbank
Suburb: Sunshine, VIC
Floor count: 9

**1 Pitt Street**

Project Status: Approved
City Council: Moreland
Suburb: Brunswick, VIC
Floor count: 5

**6 Queen Street**

Project Status: Under Construction
City Council: Whitehorse
Suburb: Blackburn, VIC
Floor count: 4



11 Peel Street Project

Status: Under Construction
City Council: Boroondara
Suburb: Kew, VIC
Floor count: 3




**21 Riversdale Road Project**

Status: Registration and Sales
City Council: Boroondara
Suburb: Hawthorn, VIC
Floor count: 4

**91 Darebin Street Project**

Status: Approved
City Council: Banyule
Suburb: Heidelberg, VIC
Floor count: 6



<p>443 Upper Heidelberg Road</p> <p>Project Status: Under Construction City Council: Banyule Suburb: Heidelberg, VIC Floor count: 16</p>	
<p>68 Cape Street</p> <p>Project Status: Under Construction City Council: Banyule Suburb: Heidelberg, VIC Floor count: 7</p>	
<p>131 Church Street</p> <p>Project Status: Under Construction City Council: Boroondara Suburb: Hawthorn Floor count: 3</p>	

231 St Georges Road

Project Status: Registration and Sales

City Council: Darebin
Suburb: Northcote, VIC
Floor count: 5

**232-240 Charman Road**

Project Status: Planning Assessment

City Council: Kingston
Suburb: Cheltenham, VIC
Floor count: 5

**104 Mount Street Project**

Status: Approved

City Council: Banyule
Suburb: Heidelberg, VIC
Floor count: 7



300 Burwood Road

Project Status: Registration and Sales

City Council: Boroondara

Suburb: Hawthorn, VIC

Floor count: 5

**439 Bay Street**

Project Status: Under Construction

City Council: Bayside (VIC)

Suburb: Brighton, VIC

Floor count: 4

**599-601 Dandenong Road**

Project Status: Approved

City Council: Stonnington

Suburb: Armadale, VIC

Floor count: 4



1100 Dandenong Road

Project Status: Under Construction
City Council: Glen Eira
Suburb: Carnegie, VIC
Floor count: 4

**1571 Malvern Road**

Project Status: Registration and Sales
City Council: Stonnington
Suburb: Glen Iris, VIC
Floor count: 4



Executive Summary**13.2 Response to 2018/NOM21 - Economic Resilience Package II**

Enquiries: (Sam Jackson: Corporate Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.1 Employment, education and economy
Priority Action	2.1.2 Develop a knowledge, creativity and skills based economy that generates employment opportunities

Purpose

To brief Council on Frankston City Council's programmes supporting economic development and new investment and tourism events to Frankston City

Recommendation (Director Corporate Development)

That Council:

1. Will receive a quarterly report and spreadsheet of economic development indicators (March 2018 quarterly figures attached).
2. Notes that there are a number of programs being run by Frankston City Council that address investment attraction and jobs creation, but that our strategic framework for investment attraction is overdue for a review.
3. Endorses the refreshed Investment Attraction Program 2019-2024.
4. Selects the High Investment Option (\$151,000) for implementation by referring an additional \$131,000 per annum to supplement the existing investment attraction operating budget to the Mid-Year Budget Review for further consideration.
5. Notes that Council already has sufficient resources within the current establishment and budget to facilitate tourism event and general investment attraction.
6. Notes that there are a wide array of programs being run by Frankston City Council and the State and Federal Governments that facilitate businesses becoming more export ready.
7. Notes that Officers will continue to strengthen their relationship with relevant State and Federal departments to ensure that Frankston City is considered for appropriate investment opportunities.

Key Points / Issues

- At its meeting on 23 April 2018, Councillor Bolam tabled a Notice of Motion regarding 2018/NOM21 - Economic Resilience Package II. Council resolved:
"That:
 1. *A report be provided at the June Ordinary Meeting on the creation of economic development scorecards to be reported to Council quarterly to determine economic prosperity in the municipality as is practiced by the Townsville City Council;*
 2. *The same report is to consider resourcing and funding for the purpose of a widespread municipal-wide job creation campaign to attract new businesses and new industries to the municipality;*

13.2 Response to 2018/NOM21 - Economic Resilience Package II**Executive Summary**

3. *The same report is to determine whether any additional position/s are required in either the Event Attraction team and/or Economic Development team.*
 4. *The same report is to explore Council and State Government funding for workshops and one-on-one business mentoring for local businesses and industries insofar growing trade and investment opportunities abroad (as is practiced at Swan Hill City Council)*
 5. *Officers establish and nurture strong working relations with State Government Officers (particularly those within Invest Victoria) to ensure that Frankston City is forefront as an investment destination for appropriate international businesses seeking to invest in Victoria."*
- **1. Quarterly Economic Development Scorecard** - Officers already collate a broad number of statistics that measure either the Council's performance in delivering economic development services and environmental scan indicators that highlight Frankston City's current economic climate. These can be provided to Councillors in a quarterly report. (Refer to Attachment A)
 - **2. Investment Attraction & Job Creation** - Two key programs that Council undertakes to attract new investment (and therefore jobs) to the City are currently under review. These are:
 - Business Grant Program (refer to separate report)
 - Investment Attraction Program – Attachment B provides options for Council's consideration as to the future approach to investment attraction. These options are all based upon differing levels of promotion of Frankston City as an investment destination through a wide array of channels (including online, social media, niche print media, billboards etc).
 - **3. Resourcing within Teams** - There are sufficient resources within both the establishment and the budget to enable investment and tourism event attraction programs to occur. However, the Investment Attraction Officer role is vacant and has already resulted in a delay in delivering desired investment outcomes.
 - **4. Export Readiness** - There are a number of programs that are provided by all levels of government that aid with nurturing international trade opportunities. International trade opportunities are best resourced by the Australian and Victorian Governments. Council is best positioned to increase local awareness of these programs as appropriate. Council's Business Grants program has already supported five businesses to enhance their export potential.
 - **5. State and Federal Government relationship** - Council Officers will continue to work with all levels of government to ensure that Frankston City is positioned as a preferred investment destination.

Financial Impact

The State Government has introduced the "Fair Go Rates" system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

13.2 Response to 2018/NOM21 - Economic Resilience Package II**Executive Summary**

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

There are three options for Council's consideration in relation to Council's future Investment Attraction Program:

1. High Investment – requires an additional \$131,000 per annum (\$151,000 total)
2. Moderate Investment – requires an additional \$70,000 per annum (\$90,000 total)
3. Status Quo – no change to the current resources (\$20,000)

It is recommended that Council refers the additional funding of \$131,000 (to supplement the existing \$20,000 annual operating budget) towards the High Investment Option to the Mid-Year Budget Review for further consideration.

The Business Grants program is being considered at the 2 July 2018 Council Meeting.

Consultation**1. External Stakeholders**

Officers have consulted with:

- Swan Hill Rural City Council in relation their Export Program
- Trade Victoria (Victorian Government) in relation to their programs that support improving the export readiness of Victorian businesses
- Austrade (Federal Government) in relation to their programs that support the export readiness of Australian businesses

2. Other Stakeholders

- Community Relations in relation to the current and potential programs that would achieve the desired objectives of the Notice of Motion.

Analysis (Environmental / Economic / Social Implications)

Frankston City Council's economic development services have been independently rated fourth best in Australia, due to the comprehensive nature of programs and services. However, it is appropriate to regularly review programs to ensure that they respond to changing market needs, which is an outcome of 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

There are no legal implications of this report.

13.2 Response to 2018/NOM21 - Economic Resilience Package II**Executive Summary**Policy Impacts

This report is consistent with the Frankston City Council Plan (2017-2021) – specifically:

- 1.2.1 Attract investment for new industry
- 1.2.2 Attract high density residential apartments and commercial office accommodation
- 2.1.2 Develop a knowledge, creativity and skills based economy to generate employment opportunities
- 2.1.3 Attract industry and employment in the health and education sectors
- 2.1.4 Advocate for the development of five star hotel accommodation
- 2.1.5 Strengthen and promote Frankston City's visitor economic
- 2.2.2 Promote Frankston City's reputation as an arts, festival and events destination

The Report is also consistent with Council's Economic Development Strategy and Destination Development Plan.

Officer's Declaration of Interests

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

Risk Mitigation

The Economic Development team currently has a 1.0 FTE Investment Facilitation Officer position within the Community Relations establishment which has not been filled since October 2017. This has left a gap within the team as the other Officers are at capacity and not able to take on the additional responsibilities of this role.

As a result, the priorities of the Frankston City Council Plan, Economic Development Strategy and Frankston Destination Development Plan that are aligned to this position have considerably stalled. Therefore the organisation needs to either recruit an officer into this position or Council needs to review its objectives/delivery timelines.

Frankston City Council already offers a wide array of programs that complement the State and Federal Government programs that enable local businesses to become more export ready. Any replication of these programs at a local level diverts limited resources from other priorities, as well as complicating the market for businesses.

Conclusion

Frankston City Council provides a wide range of programs to support our local business community to expand and become more export ready. However, some investment attraction programs are due for review and options for this have been presented.

It is noted that there is opportunity for officers to focus more on relationships with State and Federal Government officers so that there is greater mutual awareness of Frankston City as an investment destination and to ensure our local business community is aware of the programs being provided by other levels of government.

13.2 Response to 2018/NOM21 - Economic Resilience Package II**Executive Summary**

ATTACHMENTS

Attachment A: [↓](#) Economic Development Key Performance Indicators

Attachment B: [↓](#) Strategic Investment Attraction and Facilitation Framework
Options

13.2 Response to 2018/NOM21 - Economic Resilience Package II
Officers' Assessment**Background**

Frankston City Council's economic development services have been independently rated as the fourth best in Australia. This is due to the comprehensive nature of programs and services that are being offered to assist Council to achieve its economic development and visitor attraction objectives, which:

- Facilitating an environment that creates more jobs
- Building a resilient local economy through sustainable and diverse industries
- Positioning Frankston City as a start-up or entrepreneurs hub
- Improving and activating commercial and industrial precincts
- Enhancing the reputation of Frankston City as an investment destination
- Positioning Frankston City as a arts, culture and events destination

As a result of the facilitation work of Officers, Frankston City has realised:

- Significant growth in local employment opportunities, with jobs increasing by 8,303 in the five years to 2016. With 44,934 local jobs this marks a 22% increase since 2011.
- Attracting South East Water headquarters – creating up to 1,149 jobs and generating up to \$247 million of gross revenue per annum
- Attraction of in excess of \$300 million of state, federal and agency investment in the city centre since 2011
- Growth of the Carrum Downs/Seaford industrial precinct – between 2011 to December 2017, employment in this precinct has virtually doubled, up from 4,363 to 8,861 jobs. The precinct is the economic centre of Frankston City, generating \$3.5 billion per annum, up from \$2 billion in the same period. The precinct represents 30% of gross revenue and 20% of employment in the City.
- Growth in the health sector and recognition of Frankston City as a Health and Education Hub in state planning policy.
- Attraction of 12 new large scale events to the City attracting 128,400 people (with many of the events resulting in overnight stays in Frankston City).
- Attraction of over 1.2 million visitors over an eleven year period to the City to see Sand Sculpting Australia

Issues and Discussion

In response to each element of the Notice of Motion, Officers provide the following context and response.

- 1. A report be provided at the June Ordinary Meeting on the creation of economic development scorecards to be reported to Council quarterly to determine economic prosperity in the municipality as is practiced by the Townsville City Council***

Officers already collate a broad number of statistics on a quarterly basis that measure either the Council's performance in delivering economic development services and environmental scan indicators that highlight Frankston City's current economic climate. While these statistics are reported on quarterly, a number of the environment scan indicators are annual or census figures (therefore only available every five years). Attachment A provides the March Quarter 2018 figures.

13.2 Response to 2018/NOM21 - Economic Resilience Package II
Officers' Assessment

These statistics include:

- Value of regional economy
- Number of degree courses offered
- Jobs per resident
- Unemployment Rate
- Occupancy rate in the city centre
- Number of businesses attending business coaching /mentoring sessions
- New investment conversions
- Subscriptions to Enewsletters
- Social media engagement and reach

2. *The same report is to consider resourcing and funding for the purpose of a widespread municipal-wide job creation campaign to attract new businesses and new industries to the municipality;*

Council Officers are currently managing multiple programs and projects that support and attract new business and industries to the City that supports the creation of employment.

Business Grant Program (*refer to separate report being considered at 2018/OM8*)

The Small Business Grants Program (the Program) has been operating for six years and has funded 27 grants at a total of \$320,000. These successful businesses have generated 244 direct jobs and contributed to 177 flow-on jobs, amounting to 421 jobs in total.

In this time, the Program has attracted five businesses from other municipalities as a result of the relocation grant and six businesses have invested in Frankston as a result of the start-up business grant.

There are currently four pillars supporting the Program, three of which directly respond to the request for a 'municipal-wide job creation campaign to attract new businesses and new industries to the municipality':

- **Employment creation** – Council is committed to supporting businesses that generate new and sustainable employment opportunities.
- **Activation of commercial and industrial precincts** – Council is committed to supporting businesses that activate commercial and industrial.
- **Position Frankston as the Start-up Capital of the South East**- Council is committed to strengthening, developing and growing a competitive and recognised start-up community.

This program is currently being reviewed with the intent to strengthen its appeal to business and industry outside the region. It has been noted that the current program has good engagement at a local level but can be improved to attract investment from a wider geographical point.

A revised and extensive promotional campaign will be implemented for the 2018-2019 Program to ensure that businesses outside of the region are attracted to the Program and therefore support the creation of employment.

13.2 Response to 2018/NOM21 - Economic Resilience Package II
Officers' Assessment**Industrial Precinct Needs Analysis**

The industrial precinct in Carrum Downs and Seaford has grown to become one of the largest and most progressive industrial nodes in Melbourne's south east. From 2011 to December 2017, employment in this precinct has virtually doubled, up from 4,363 to 8,861 jobs. The precinct is the economic centre of Frankston City, generating \$3.5 billion per annum, up from \$2 billion in the same period. The precinct represents 30% of gross revenue and 20% of employment in the City.

In March 2018, a desktop audit of the industrial precincts established an up-to-date database of over 3,000 businesses. The Economic Development team is now preparing to undertake an Industrial Precinct Needs Analysis in the early part of 2018-2019. This analysis will involve conducting an extensive telephone and email marketing campaign to better understand the varied needs of businesses located within these precincts.

The analysis of the data will provide valuable intelligence of the capacity of the precinct, identify the mix of existing industries and if opportunities exist for new industries or supply chains for existing businesses to relocate that could increase efficiencies in the region and therefore support the creation of employment. Businesses will be surveyed on a range of topics including (but not limited to) business growth opportunities and activities, connections to local employment and staff including trainees and apprentices, opportunities for upskilling and training of new and existing staff and their ability to enter export markets.

Following outcomes of the analysis, business growth opportunities will be identified and actioned as part of the next financial years priorities.

This program is currently resourced and budgeted for within the existing Economic Development establishment and operational budget 2017-2018.

Investment Attraction Program

Frankston City Council has previously had an investment attraction and facilitation focus. This has recently been placed on hold with the departure of the Investment Facilitation Officer role in October 2017. The reintroduction of this role would see a clear focus in attracting new business and industries to the municipality and be responsible for delivery of the following activities:

- Deliver strategic plans for the industrial and commercial precincts that would identify industry or business mix opportunities
- Promote Frankston City as the business relocation destination
- Strategically promote commercial precincts and attract specific investment to retail and business precincts
- Build relationships and strong networks to identify potential business investor opportunities
- Investigate and capture niche tourism investment opportunities including food, wellness and adventure
- Capture event tourism attractions including business, leisure and sporting events
- Provide investment facilitation services that highlight government incentives and assistance

**13.2 Response to 2018/NOM21 - Economic Resilience Package II
Officers' Assessment**

- Promote Investment opportunities through Invest Frankston channels highlighting major projects, the growing economy, prime location/s, competitive business conditions, lifestyle, digital connectivity, commercial and industrial precincts and the Health and Education Precinct.
- Utilise the results from the aforementioned Industrial Precinct Analysis to identify the mix of existing businesses and if there are opportunities for business supply chains to relocate to the region.

Council's Investment Attraction strategic framework – which identifies investment attraction priorities – is overdue for review. Attachment B to this report provides an overview of options that are available for Council's consideration in relation to activities that could be undertaken by the Investment Attraction Officer. The options vary due to the different level of financial expenditure required.

Buy Local Program

As part of the original economic resilience package, the Economic Development team established the Buy Local Program which is designed to promote to local businesses the opportunity to bid for local construction projects, thereby increasing local prosperity and employment opportunities. To date the construction of PARC, South East Water headquarters and Frankston Hospital have supported local businesses through participating in the program. This continues to be resourced within the existing Economic Development establishment and budget.

3. The same report is to determine whether any additional position/s are required in either the Event Attraction team and/or Economic Development team.

Investment Attraction

The Economic Development Unit currently has a 1.0 FTE Investment Facilitation Officer position budgeted for within the Community Relations establishment. However, this role has not been filled since the position was vacated in October 2017. This has left a clear gap within the Economic Development team as the other Officers are at capacity and not able to take on the additional responsibilities of this role.

As a result, the priorities of the Frankston City Council Plan, Economic Development Strategy and Frankston Destination Development Plan that are aligned to this position have considerably stalled.

In its original state, the Investment Facilitation Officer had a strong focus on the following outcomes:

- Facilitation of large scale property developments that have encouraged the revitalisation of key commercial precincts throughout the City.
- Communication with developers, the property sector, and other advisors that predominantly surrounds development opportunities
- Facilitation and navigation through statutory planning and other Council departments ensuring positive outcomes for developers and investors interested in investing within Frankston City
- Marketing and promoting Invest Frankston across multiple communication platforms including social media, the Invest Frankston website, and dispersal of investment prospectuses
- Facilitation of business investment

13.2 Response to 2018/NOM21 - Economic Resilience Package II
Officers' Assessment

- Development of council processes and procedures to further prioritise strategic development and investment

These outcomes are considered to be relevant and priorities of Council – however, they have been predominantly reactive – responding to those that are already engaged and interested in the City.

An opportunity exists to further enhance and redefine this position as the Investment Attraction Officer. This position would be responsible for well-planned and targeted business and development investment attraction within high value industries that offer the greatest potential to succeed as Frankston's economy grows.

The following revised outcomes would be aligned to the Investment Attraction position:

- Promote Investment opportunities through Invest Frankston channels highlighting major projects, the growing economy, prime location/s, competitive business conditions, lifestyle, digital connectivity, commercial and industrial precincts and the Health and Education Precinct.
- Promote Frankston City as the business relocation destination, prepare and promote a guide to relocation articulating the region's competitive strengths, values and attributes
- Develop strategic commercial precinct plans that identifies Council's preferred business mix
- Strategically promote commercial precincts and attract specific investment to retail and business precincts
- Build relationships and strong networks to identify potential business investor opportunities
- Build strategic relationships across state and federal government departments to capture investment opportunities that might otherwise be positioned outside of Frankston City
- Investigate and capture niche tourism investment - including food, wellness and Arts/Culture
- Assist with attracting tourism events including conferences, leisure and sporting events
- Provide investment facilitation services that highlight government incentives and assistance

A holistic approach to investment is needed to ensure liveability, visit-ability and jobs growth across all sectors of the economy. The Investment Attraction Officer will be responsible for ensuring a diverse range of investment is sought and implemented throughout each of these unique precincts to ensure year round economic viability – including tourism and event attraction initiatives.

Tourism Event Attraction

The Tourism Event Attraction Program is now in its third year of operation and has secured over 10 new large scale events and festivals to the City within the past two years, generating significant economic return to Frankston City through increased expenditure in local businesses and overnight stays.

The Program has also brought social benefits to the city by providing new experiences to our locals and visitors alike, programming events in our off peak season showcasing underutilised locations, aiming to attract and disperse year round visitation.

13.2 Response to 2018/NOM21 - Economic Resilience Package II
Officers' Assessment

Through the 2018-2019 round (round 3) it is projected that Council will secure a further seven events with the addition of a Signature Event for Frankston City. (NB/ the outcome of the expression of interest process for the Signature Event will be presented to Council as a separate report at the 23 July 2018 Council meeting).

The Program although a proven success, could be enhanced to further reach Frankston City's vision of becoming an arts, culture and events destination; one of Council's 2017-2021 strategic priorities.

Opportunities for improvement in the Tourism Event Attraction Program include:

- Targeted and researched event attraction that generates significant leads
- Greater review period of program; ensuring the content is accurate and targeted towards event gaps
- Review and analysis statistic and economic benefits
- Creation of template reporting guidelines for event organisers
- Possible expansion of program, introducing multiple application rounds per year, rather than one
- Dedicated resource for event enquiries, hands on contract management and support
- Clear visitation information and dispersal plans
- Industry development, nurturing relationships and regional alignment
- Detailed and intuitive assessment and score cards
- Increased marketing and promotion of the program
- Review state and national events, identifying opportunities
- Better understanding of State Government funding and actively advertising it to organisers to start or bring their event to Frankston

This is currently being reviewed at an organisation level.

4. The same report is to explore Council and State Government funding for workshops and one-on-one business mentoring for local businesses and industries insofar growing trade and investment opportunities abroad (as is practiced at Swan Hill City Council)

Swan Hill City Council Export Program

In 2015, Swan Hill City Council advertised the opportunity for businesses to engage in a series of workshops and one-to-one business mentoring sessions regarding growing trade and investment opportunities in China. The workshops were designed included information on Chinese culture, marketing to Chinese consumers and businesses and conducting successful negotiations. The mentoring sessions were designed included guidance in developing a culturally-appropriate strategy for doing business in China and developing export plans specifically for China.

13.2 Response to 2018/NOM21 - Economic Resilience Package II
Officers' Assessment

Auspiced by Swan Hill Rural City Council, the State Government was pivotal in supporting this program by subsidising the learning and development training program by 75 percent with the cost to eligible businesses being only \$500. With only 10 positions available, applicants were invited into the program if they could meet set eligibility requirements; they were financially viable with a minimum turnover of \$250,000 per year, they were committed to export and had been operating for more than 12 months.

Following the advertising of this campaign, Swan Hill Council found that there was a significant lack of interest in participating within this program with only one business being attracted to the program.

Frankston City Council Initiatives

Council has devised and successfully implemented programs to cater for businesses looking to enter the export market.

Specialist Business Coaching/Mentoring

In 2018, Council's Economic Development team introduced a new program, the Specialised Business Coaching Service, to complement the existing Small Business Mentoring Program. The Specialist Business Coaching Panel consists of highly experienced business coaches with expertise across a range of business disciplines, including export.

When required, a coach from the panel will visit a business located in Frankston City to provide one-on-one mentoring to meet the needs of the specific business. The Economic Development Unit ensures the coach selected is qualified to assist the businesses individual queries, whether it be export related or other.

Frankston City Council is at the forefront of offering such a specialised mentoring service that is proactive in servicing the individual needs of businesses. Engagement to date has been incredibly strong with advertised sessions sold-out and businesses pre-booking appointments. This service is promoted through social media advertising, Frankston City News and business e-newsletters.

Business Grants (refer to separate report being considered at 2018/OM8)

Council's Small Business Grants Program has issued grants to business in the 'Emerging Exporter' category – a program that offers each business an opportunity to meet with a mentor in order to ensure their grant application covers the requirements of the category. The process is effectively a business plan tool for businesses that apply. The Economic Development unit has sought feedback from businesses and mentors to ensure that the program has been refined year on year. A total of five grants have been awarded to businesses in the Emerging Exporter category.

The Business Grants Program is currently undergoing a review, with consideration of doubling the available pool of grant funds from \$66,000 per annum to \$126,000 per annum (\$6,000 is required for marketing the program).

Annual Business Survey

Frankston City Council's annual business survey provides Council with critical information about the health of the local economy and business community. It also assists Council to develop relevant and useful programs that can help businesses grow.

13.2 Response to 2018/NOM21 - Economic Resilience Package II
Officers' Assessment

Part of this survey looks to identify areas in which Council can support businesses to grow their business, including specifically export related interests. Last year's business survey saw no businesses interested in growing their businesses in export related areas. This is most likely due to Australia's exports to China are from the mining and agriculture sectors. Agriculture, Forestry and Fishing is the second smallest industry for both output and employment in Frankston City. Mining is the smallest.

Trade Victoria (State Government)

Trade Victoria is geared to assist Victorian businesses that are looking to export. Online resources and support covering key areas including:

- Determining business readiness
- Competitor analysis
- Risks and challenges
- Market strategy
- Pricing
- Business plan templates

While Council can alert businesses to this grant, individual businesses need to apply for this program themselves.

Austrade (Federal Government)

The Export Market Development Grants (EMDG) scheme is a key Australian Government financial assistance program for aspiring and current exporters. Administered by Austrade, the scheme supports a wide range of industries.

The EMDG scheme:

- encourages small- and medium-sized Australian businesses to develop export markets
- reimburses up to 50 per cent of eligible export promotion expenses above \$5,000 provided that the total expenses are at least \$15,000
- provides up to eight grants to each eligible applicant.

While Council can alert businesses to this grant, individual businesses need to apply for this program themselves.

5. Officers establish and nurture strong working relations with State Government Officers (particularly those within Invest Victoria) to ensure that Frankston City is forefront as an investment destination for appropriate international businesses seeking to invest in Victoria.

There is opportunity for officers to focus more on relationships with State and Federal Government officers so that there is greater mutual awareness of Frankston City as an investment destination and to ensure our local business community is aware of the programs being provided by other levels of government.

Options Available including Financial Implications

4. High Investment – requires an additional \$131,000 per annum (\$151,000 total)
5. Moderate Investment – requires an additional \$70,000 per annum (\$90,000 total)
6. Status Quo – no change to the current resources (\$20,000)

(NB/ that for all options of the Investment Attraction Program it is required that the Investment Attraction Officer be recruited to drive the investment attraction portfolio)

13.2 Response to 2018/NOM21 - Economic Resilience Package II**Officers' Assessment**

Another option that is being considered via a separate report at the 2 July 2018 Ordinary Meeting of Council (2018/OM8) is the future of funding for the Business Grants program.

Item 13.2 Attachment A: Economic Development Key Performance Indicators

COMMUNITY RELATIONS - Monthly Performance Review - Key Performance Indicators		Required / Frequency	2016-2017	TARGET	Jul-17	Aug-17	Sep-17	Total 1st Quarter	Oct-17	Nov-17	Dec-17	Total 2nd Quarter	Jan-18	Feb-18	Mar-18	Total 3rd Quarter	Apr-18	May-18	Jun-18	Total 4th Quarter	Total Annual Report	Status	Legend:
Local Government Performance Reporting Framework Indicators (LGPRF) - COMMUNITY RELATIONS																							
NIL		Quarterly																					
Council Plan Strategic Indicators - COMMUNITY RELATIONS																							
Jobs in Frankston City	Annually	36,631	+5000					36,631				44,934				44,934					36,631		On Track
Degree Courses on offer in Frankston City	Annually	20	TBA					19				18				18							Recoverable
Five Star Accommodation	Annually	0	1					3				0				0							On Track
Other KPI - Economic Development																							
Environmental Scan Indicators																							
Frankston City Regional economy (GRP)	Annually	\$5,266,100	>\$5,400,000					\$5,266,100				\$6,182,484				\$6,182,484							
Jobs per resident	Census period	0.29	>0.32					0.29				0.32				0.32							
Unemployment Rate	Quarterly	6.1%	<6.1%					6.10%				6.4%				6.4%							
Occupancy rate in the city centre (annual figure)	Annually	85.4%	>86.5%					85.70%				85.7%				85.7%					85.40%		
% of businesses that will be employing in the next 12-24 months	Annually	62.3%	>65%					62.29%				62.3%				62.3%							
Performance Indicators																							
Business Coaching/Mentoring attendance	Monthly	944	>90/yr	10	12	10		32	0	5	4	9				28				0			
www.frankston.vic.gov.au/business visitation	Monthly		>10,000	3,815	5,061	3,677		4,184	4127	4168	2606	10,901	4411	4171	3576	12,188							
www.frankston.vic.gov.au/business visitation (total/yr)	Yearly Total	21,554	>25,000					12,553				23,454				35,612				0			
Social media - reach (impressions Facebook and Twitter) (av/month)	Quarterly		8,000									8,024	4461	4042	329	8832							
Social media - reach (impressions Facebook and Twitter) (yr total)	Annual		20,000					NEW				8,024				16856							
Social media - engagement (engagement Facebook plus mentions Twitter) (av/month)	Monthly		>800					NEW	174	174	174	522	190	169	21	380							
Social media - engagement (engagement Facebook plus mentions Twitter) (yr total)	Annual		>12,000					NEW				522				902							
Jobs advertised on Splash Card	Monthly	53	>100/yr	0	11	1	12	N/A	N/A	N/A		NA	NA	NA	NA	NA				0			
Number of businesses facilitated	Monthly		50					NEW	27	23	19	89	11	15	14	40							
Number of tertiary/training courses offered	Annual		50					NEW				Annual				13							
New investment conversion	Annual		20					NEW		1	2	9				0							
Subscriptions to database - total subscribers to enewsletter	Quarterly		4,000					NEW				3,755											
*% of Business Grant funding allocated	Monthly	0%	100%	0%	0%	0%	0%	0	0%	0%	0%	0				33%				0			

Attachment B**Economic Development – Strategic Investment Attraction and Facilitation Framework Overview****Issues and Options Paper – June 2018****Context**

With easy access to markets, completed and committed infrastructure developments, private and public sector investment, a burgeoning workforce and idyllic lifestyle on offer, Frankston City is reinventing itself and is as a result attracting escalating interest from investors.

An opportunity now exists to instil confidence in the marketplace, businesses and the community which in turn will encourage investment, generate interest and help stimulate employment creation.

This paper explores Frankston's Investment Attraction and Facilitation Framework and associated options to enhance investment opportunities across the city and industry specific sectors.

Conditions for Investment Attraction

Frankston City is well positioned to cater for growth into the future and offers attractive and competitive advantages for investment attraction including:

- high quality location with the heart of the city being a metropolitan activity centre
- proximity to infrastructure and transport
- affordability and availability of office and retail space
- affordability and availability of industrial use and warehousing space
- high mixed use development profit margins (low cost property and land sales)
- proximity to health services, education and professional training services
- Great lifestyle and amenity options

Given these opportunities, a determined campaign to overcome the City's disadvantages is required to raise the profile of the area and successfully compete to attract investment and jobs. Some of the areas disadvantages include:

- low potential for industrial development given lack of developable land now available
- poor external reputation surrounding anti-social behaviour, lack of quality office accommodation and free car parking availability
- developers land banking properties ripe for development therefore delaying potential opportunities for promotion and hindering further business and retail investment
- lack of resources available to compete against locations (both neighbouring suburbs and local government areas and destination regions)
- access to fast telecommunication networks

Opportunities for Investment Attraction

Committing to a proactive investment attraction program has the potential to deliver and create jobs, supports an increase in the regions Gross Regional product (GRP), and has many socio-economic advantages such as reducing the need for workers to travel outside the region for work, can minimise road congestion, and supports a work/life balance.

With Frankston City already experiencing significant capital investment, investors now have multiple opportunities and avenues for business growth, development and expansion. By leveraging off and promoting these opportunities to investors, we are able to enhance Frankston's investment proposition and support areas requiring further business and development investment. The following areas and industries have been identified as key areas requiring substantial and strategic investment endorsement and promotion:

- City Centre – (ground level) retail and hospitality investment
- City Centre – (above ground level) knowledge and professional services investment
- City Centre – (ground and above ground levels) Startup's, technology and future industries investment
- Industrial Precincts – Startup's, technology and future industries investment
- Health and Education Precinct – Health and allied services investment
- Tourism, Event, Sport and Leisure investment

In addition, there are many areas in which we are able to substantially strengthen our investment proposition by advocating for further infrastructure and services to be located within Frankston City, ensuring Frankston can successfully compete against other investment destinations:

- Extreme high speed internet connectivity within the City Centre, supporting a 'Gig City' investment proposition
- Expansion of the Carrum Downs industrial precinct

Investment Attraction Framework

The following Framework supports a coordinated yet flexible response to Frankston City Council's Investment Attraction Program. The main themes outlined set the strategic direction for years 2019-2024.

Principles	Priority	Activities
Marketing and Promotion	Enhance the reputation of Frankston City Development and management of digital and print materials that promote Frankston City. Materials are targeted across various markets and industry sectors that promote Frankston City as the destination for investment.	<ul style="list-style-type: none"> Enhance and manage the investfrankston.com.au digital platform to ensure greatest 'call to action' transaction (and track-ability) Promote opportunities through mixed digital platforms including social media, influencers, bloggers and industry specific websites Promote opportunities through niche investment and industry print publications using targeted advertorials and adverts Strategically coordinate large format display advertisements Build strategic partnerships with complimentary digital platforms for cross promotional purposes
Business Attraction and Investment	Determined pursuit of business investment Build relationships and strong networks to identify potential business investor opportunities.	<ul style="list-style-type: none"> Strategically seek and facilitate small to medium enterprise business and investment opportunities Produce strategic plans to formulate best business mix for commercial precincts Engage with property and portfolio managers of large organisations, highlighting Frankston City as a potential destination for expansion or relocation Support business investment by facilitating incentives through current local, state and federal government initiatives/programs Reinforce Frankston City as the Capital of Melbourne's south
Development Attraction and Investment	Determined pursuit of development investment Build relationships and strong networks to identify potential development investment opportunities.	<ul style="list-style-type: none"> Actively pursue and facilitate development investments ensuring all developments support Council's Plan and strategies Actively engage with government departments and industry organisations to ensure Frankston City is well positioned for attracting investment Support investment by facilitating incentives through current local, state and federal government initiatives/programs

Principles	Priority	Activities
Tourism Event Attraction and Investment	Determined pursuit of tourism and event investment Build Frankston's reputation as a tourism and event destination	<ul style="list-style-type: none"> • Actively pursue interstate and international events such as international sporting, cultural and lifestyle events • Pursue business events and conferences that can be held within Frankston City • Attract investment in additional infrastructure (eg 5 Star accommodation) that supports Frankston City bidding for business events and conferences • Actively pursue tourism specific business and development investment • Support investment by facilitating incentives through current local, state and federal government initiatives/programs
Investment Advocacy	Position Frankston in the forefront of state and federal government funding initiatives	<ul style="list-style-type: none"> • Strengthen relationships with relevant state and federal government departments to ensure Frankston City is in a strong position for appropriate investment and development opportunities • Prepare an advocacy and priority plan to highlight opportunities state and federal government to support Frankston City's investment attraction position
Precinct and Industry Analysis	Create an informed strategic direction and vision Conduct research and analysis to ensure all investment is strategically endorsed	<ul style="list-style-type: none"> • Produce strategic commercial precinct plans to ensure best business mix • Research and identify market gaps for specific and strategic investment attraction • Prepare industry specific feasibility plans to support development investment

Budget Options: Investment Attraction Marketing and Promotional Program

Preliminary marketing and promotional plan for Year 1 of the Investment Attraction Program:

	Option 1 – High Investment	Option 2 – Moderate Investment	Option 3 – Status Quo
Invest Frankston Website	Enhance and develop website to include: <ul style="list-style-type: none"> • commercial view plug-in (www.commercialview.com.au) linking audience direct to Frankston opportunities • Highlight business and industry specific investment opportunities • Promote government incentives and support • Promote high value industries 	Enhance and develop website to include: <ul style="list-style-type: none"> • commercial view plug-in (www.commercialview.com.au) linking audience direct to Frankston opportunities • Highlight business and industry specific investment opportunities • Promote government incentives and support • Promote high value industries 	Maintain original Invest Frankston Website
Estimated cost	\$10,000	\$10,000	\$2,000
Investment Prospectus	Update and print Invest Frankston Prospectus <ul style="list-style-type: none"> • General prospectus highlighting development (including translation into Mandarin) Expand to include industry/area specific investment prospectuses: <ul style="list-style-type: none"> • City Centre prospectus supporting investment in retail and hospitality • Prospectus supporting investment in health and allied services • Prospectus supporting investment City Centre's Entrepreneurs Hub and professional services 	Update and print Invest Frankston Prospectus <ul style="list-style-type: none"> • General prospectus highlighting development (including translation into Mandarin) Expand to include industry/area specific investment prospectus: <ul style="list-style-type: none"> • City Centre prospectus supporting investment in retail and hospitality 	Update and print Invest Frankston Prospectus <ul style="list-style-type: none"> • General prospectus highlighting development (including translation into Mandarin)
Estimated cost	\$36,000	\$20,000	\$12,000

Item 13.2 Attachment B: Strategic Investment Attraction and Facilitation Framework Options

	Option 1 – High Investment	Option 2 – Moderate Investment	Option 3 – Status Quo
Video	Create strategic video content suitable for use on: <ul style="list-style-type: none"> Invest Frankston Website Social Media Channels Cinema advertising 	Create strategic video content suitable for use on: <ul style="list-style-type: none"> Invest Frankston Website Social Media Channels 	Create in house video content suitable for use on: <ul style="list-style-type: none"> Social Media Channels
Estimated cost	\$15,000	\$10,000	\$-
Niche Industry Print Publications	Advertorials X 5 (examples): <ul style="list-style-type: none"> Qantas inflight magazine X 1 Virgin in-flight magazine X 1 Forge Magazine X 1 Money Magazine X 1 Good Food Guide X 1 Adverts X 4 <p>(Different targeted messages specific to investment in city centre retail/hospitality, professional services, investing in commercial property)</p>	Advertorials X 2 (examples): <ul style="list-style-type: none"> Good Food Guide X 1 Money Magazine X 1 Adverts X 2	Adverts ad-hoc if operating budget allows
Estimated cost	\$35,000	\$20,000	\$ 3,500
Social Media	Platforms: <ul style="list-style-type: none"> Facebook paid promotions LinkedIn - article content creation Twitter content creation Influencer: <ul style="list-style-type: none"> Paid influencer promotions on Facebook and Instagram 	Platforms: <ul style="list-style-type: none"> Facebook paid promotions LinkedIn - article content creation Twitter content creation Influencer: <ul style="list-style-type: none"> Paid influencer promotions on Facebook and Instagram 	Platforms: <ul style="list-style-type: none"> Facebook paid promotions LinkedIn - article content creation Twitter content creation
Estimated cost	\$15,000	\$10,000	\$2,500

Item 13.2 Attachment B: Strategic Investment Attraction and Facilitation Framework Options

	Option 1 – High Investment	Option 2 – Moderate Investment	Option 3 – Status Quo
External Digital Platforms	Advertorials X 4 <ul style="list-style-type: none"> • Concrete Playground (Tourism, event, retail and hospitality specific) • Broadsheet (Tourism, event, retail and hospitality specific) Display Ads / Banners ads (examples) – pay per click <ul style="list-style-type: none"> • Commercialview.com.au • Realcommercial.com.au • Google adwords 	Advertorials X 2 <ul style="list-style-type: none"> • Concrete Playground (Tourism, event, retail and hospitality specific) • Broadsheet (Tourism, event, retail and hospitality specific) Display Ads / Banner ads (examples) – pay per click <ul style="list-style-type: none"> • Commercialview.com.au • Realcommercial.com.au • Google adwords 	None
Estimated cost	\$20,000	\$10,000	\$-
QMS Billboards	Adverts: <ul style="list-style-type: none"> • Kings Way • Eastlink 	Adverts: <ul style="list-style-type: none"> • Eastlink (4 weeks) 	None
Estimated cost	\$20,000	\$10,000	\$-
Total	\$151,000	\$90,000	\$20,000
Current Operating Budget	\$20,000	\$20,000	\$20,000
Additional Budget	\$131,000	\$70,000	\$0

Executive Summary**13.3 Response to 2018/NOM30 - Council to bid for 1 x W-Class Tram and 1 x Z-Class Tram**

Enquiries: (Andrew Moon: Community Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.1 Community Infrastructure
Priority Action	1.1.6 Ensure community infrastructure and services match community need

Purpose

To brief Council on the cost and viability of acquiring and then repurposing two Melbourne Icons for use within the municipality.

Recommendation (Director Community Development)

That Council:

1. Notes there are only 3 'Z' class trams available through the Expression of Interest (EOI) and greater success of achieving 2 trams would be to focus on the 'W' class trams.
2. Notes while the full cost of repurposing the trams is unknown until the condition of the allocated trams can be assessed consideration is given to the additional capital works costs of approximately \$750K for the repurposing of 2 trams for:
 - a) asbestos removal
 - b) transport and moving
 - c) repurpose of interior
 - d) utilities required
 - e) investigation of structural integrity of chosen site/s
 - f) ongoing maintenance & operational activity
 - g) exterior and surrounding works including landscaping and Disability Discrimination Act (DDA) compliance works
3. Supports making an EOI bid for 1 'W' class tram and should Council be successful refers \$400K to be committed to the mid-year capital works program and budget.

Or
4. Supports making an EOI bid for 2 'W' Class trams and should Council be successful refers \$750K to be committed to the mid-year capital works program and budget.

Or
5. Does not make an EOI submission.

Key Points / Issues

- At its meeting on 04/06/2018, Councillor Bolam tabled a Notice of Motion regarding 2018/NOM30. Council resolved:
 - 1) A report be submitted to the July Ordinary Meeting exploring the best and most appropriate use of the trams including but not limited to:
 - as a training cafe (White Street Mall);

13.3 Response to 2018/NOM30 - Council to bid for 1 x W-Class Tram and 1 x Z-Class Tram**Executive Summary**

- a community meeting space (Beach St - Nepean Highway).

The report must also include:

- implementation costs associated with each option and recommendation/s to be considered at the mid-year budget review for both the capital and operational costs; and
- suitable locations for permanent options, which are to include but not be limited to White Street Mall and Beach Street - Cranbourne Road.

2) That a submission/s also be prepared in the event Council wishes to formally enter into an Expression of Interest bid for the aforementioned trams noting that the deadline is 6 July 2018

Response to NOM Point 1:

The State Government have offered old trams to the wider community and other government organisations through an Expression Of Interest process for the cost of \$1,000 with additional costs of transportation and refurbishment to be covered by the successful applicant.

VicTrack have stated that "Successful applicants from community, museum and public organisations situated in Victoria will be gifted the tram and relevant transport costs will be covered." This may negate the proposed \$2,000 expenditure.

There are 3 X 'Z' class and 131 X 'W' class trams available through this process.

Given the limited number of Z-Class trams (3) and the iconic look and number of W-Class trams (131) available, should the submission go ahead it recommended 2 x W-Class trams be requested.

Additional information also highlights the trams may be:

- Non-operational, mostly complete, original equipment, with wheels and chassis;
- Non-operational, incomplete, modern equipment, with wheels and chassis;
- Non-operational, incomplete, original equipment, with wheels and chassis;
- Non-operational, incomplete, modern equipment, without wheels and chassis; and
- Non-operational, incomplete, original equipment, without wheels and chassis

There is no guarantee that the trams requested will be the ones offered or what condition they will be in. VicTrack will be unable to substitute another tram if the one allocated is deemed 'not fit for purpose'. The tram would be reallocated and no other tram offered. Once received the tram cannot be returned if the tram allocated is deemed 'not fit for purpose'.

Issue	Cost	Comment
Asbestos	\$8,500 per tram	Victrack has identified asbestos as being in the flooring and the electrical control systems. Each tram will be sold with a copy of the asbestos register but Victrack has stated it will be the 'purchasers responsibility to conduct their own 'Division 6 – Demolition and Refurbishment where asbestos is present' asbestos audit report.

13.3 Response to 2018/NOM30 - Council to bid for 1 x W-Class Tram and 1 x Z-Class Tram**Executive Summary**

Issue	Cost	Comment
Transport	\$15,000 per journey per tram	It is strongly recommended that restoration or repurposing is done offsite for both safety and protection of the asset. If a successful Community application is made, Victrack will only pay for the initial relocation, any subsequent transport costs would be at Council's expense and could involve two to three moves per tram.
Windows	\$5,000 per tram	Windows may need to be replaced with safety glass.
Additional waterproofing & ongoing maintenance		This is difficult to estimate as the treatment will differ dependent on the location. VicTrack expects the following items to be addressed as part of any application put forward: Be placed on an appropriate foundation; Appropriately covered to protect the tram from the environment; Restore the tram as appropriate for the applicants purpose; and Continuously maintain the tram to limit deterioration.
Foundations		Each site would need to be assessed and reinforced to ensure that the foundations are able to withstand the weight of the tram. A 'W' class tram weighs 10 – 17 tonnes dependent on whether the wheels and mechanics are attached
Utilities		Access to utilities must also be taken into account. For example it could cost up to \$20K to access electricity dependent on location.
Compliance		Further assessment of final intended use and location would need to be undertaken to ensure that the Disability Discrimination Act (DDA) is adhered to.

Repurposing a tram will require expertise and considerable expense taking into account foundations to withstand the weight, utilities, restoration, removal of asbestos, DDA access, landscaping at each location to suit and fixtures and fittings as outlined above.

As with any significant element to be introduced in a public space a CEPTED audit would need to be done to ensure public safety.

Concern has also been raised about the ongoing security of the tram to reduce the risk of vandalism. Additional Security via CCTV installation or the provision of staff labour to secure the Tram at the conclusion of each day would also need to be considered.

Repurposing	Estimated Cost of Refurbish Only
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13.3 Response to 2018/NOM30 - Council to bid for 1 x W-Class Tram and 1 x Z-Class Tram**Executive Summary**

Repurposing	Estimated Cost of Refurbish Only
Recreational Space	\$80,000
Meeting Space	\$100,000
Bar	\$150,000
Cafe	\$280,000
Original Condition as a working tram	\$650,000

A number of uses have been identified in the Notice of Motion, including:

Cafe &/or bar

Trams have been used as cafés elsewhere in Melbourne; for example at Arts Centre Melbourne who found the ongoing maintenance was a major issue and cost when they purchased and operated a tram in their forecourt during festivals.

Community meeting space

Community meeting spaces can take a variety of forms. In general, Council has many meeting rooms and spaces across the municipality and current trends indicate an under-utilisation. This in part can be attributed to the business of people's lives. Where meeting spaces are well utilised there often is a club/s using the space e.g. seniors groups or chess club, Council run programs in the space or there are long term booked activities e.g. dancing classes run in the space. Notwithstanding this, some suggestions for community meeting/ use of a tram includes a small community library, a visitor information base, an arboretum to support environmental education, a formal short-term exhibition or community consultation space in the city centre. The challenges will include: vandalism, graffiti, weather protection and meeting DDA requirements.

Recreational space/picnic area (similar to Wattle Park in Surrey Hills)

The W-Class trams are an iconic part of Melbourne's history and could be repurposed to house appropriate activities for younger members of the municipality and/or picnic tables for families in inclement weather. While this would be attractive to many individuals and families open access this option also presents a significantly greater opportunity for graffiti and vandalism.

As an art installation

Painted/decorated by a local school/community group through submissions or competition and then added to the McClelland Sculpture Park and Gallery collection or displayed in a prominent municipal location. This could require reduced expenditure than refurbishing the interior of the tram and may also reduce the risk of graffiti and vandalism.

Locations**1. Beach Street adjacent to the Meals On Wheels kitchen**

This is small reserve between the Beach Street east shops and Cranbourne Road, which is near to public toilets. It is likely to be used by volunteers associated with the kitchen and visitors to the shops.

13.3 Response to 2018/NOM30 - Council to bid for 1 x W-Class Tram and 1 x Z-Class Tram**Executive Summary****2. George Pentland Gardens - Arboretum / education centre at the**

The tram could be restored to be used as an environmental information/educational centre. The gardens are fenced and locked at night and could offer additional security.

3. White Street Mall

The Mall is in need of attention as many attempts to activate this space have failed.

A number of suggestions have been raised by Councillors in addition to the placement of a tram including a colourful playspace and / or replanting of trees. These are dealt with separately below. It should be noted that the revitalisation of the city centre specifically did not include White Street Mall:

- The Mall; a dead end, fully paved space surrounded by buildings presents a number of challenges including heat and wind impact. This makes the environment uninviting in which to spend time. There are no shop fronts to alleviate the bulk of the buildings and vegetation has struggled to thrive in the past. Soil tests highlight that the soil has nutrient deficiencies, which can be addressed with regular feeding and attention. A horticulturalist is advising the most appropriate type and form of tree to grown in the ground. As an alternative, large pots could be used enabling trees to be 'swapped out' with replacement trees. This is a common technique in cities where trees are exposed to harsh climates or too much sun or shade. While trees could be replanted in the Mall they will not guarantee that the public will active the space and make it more pleasant for those who do need to use it. Indicative cost \$1,000 per tree.
- A second option is to create a large colourful place space to not only introduce colour and movement but also attract young families. Pictures are attached to show what a playspace could look like in this environment. Indicative cost approximately \$1.5M that includes lighting, WiFi, CCTV and landscaping.
- A tram to be used as a training café. This could be a major meeting point and attraction in the city centre. Careful consideration and planning is required to enable strong foundations, utility connections, adequate drainage and potentially grease trap, food preparation and general seating areas, DDA access and general landscaping. In addition, inclusion of a high ornate fence across the width of the mall should be considered as part of the security measures taking into account the need for access for emergency vehicles.

4. Ballam Park

Ballam Park has been progressively developed over the past 10 years in accordance with a masterplan, which has largely been completed. The overall park includes a regional playground, Ballam Park Homestead, an athletics track and the new pavilion for the Karingal Bulls. Currently there is no kiosk in the park and the creation of a Tram kiosk in this location matches a need of this popular space. Once introduced the kiosk could be hired out to a commercial operator.

5. Kananook Creek/Waterfront

A tram would contribute to further activation of the foreshore area with the potential of short term hirers, however it may only receive patronage during the warmer months. The salt air and weather events are likely to have greater impact on a tram as opposed to other locations in the municipality.

13.3 Response to 2018/NOM30 - Council to bid for 1 x W-Class Tram and 1 x Z-Class Tram**Executive Summary****Response to NOM Point 2:**

A submission is being prepared should Council decide to formally enter an Expression of Interest Bid and it is noted that the deadline is July 6.

Financial Impact

The State Government has introduced the “Fair Go Rates” system, placing a cap on Council rates which has restricted the level of increases that Council can apply to its rate revenue. Rate revenue constitutes 63 per cent of all Council revenue.

The rate cap over the past two financial years has been 2.5 per cent and 2.0 per cent respectively and will be 2.25 per cent in 2018-2019.

The rate cap percentages are based on the consumer price index which relates to the average increase in the prices of a range of goods and services, very few of which apply to the cost drivers of providing local government services. The cost of providing Council services has been increasing well in advance of the rate cap applied by State Government.

Over time this trend may lead to a reduction in the levels of service provided to the community and in Councils ability to fund both new facilities and the ongoing renewal of existing facilities.

Council will continue to evaluate the impacts of rate capping annually and needs to be mindful of these outcomes in all Council decisions.

It should be noted that officers will not know the condition of the tram/s until they have been received. As such it is difficult to be precise with regard to the costs for repurposing them.

Should Council decide to submit an Expression of Interest bid, capital funds would need to be committed to the mid-year review of \$400K for 1 tram and \$750K for 2 trams.

Consultation**1. External Stakeholders**

VicTrack were consulted during the writing of this report.

Arts Centre Melbourne were consulted with when building this report as they previously purchased and operated a tram as a café/bar.

2. Other Stakeholders

The following Departments of council have been consulted:

- Engineering Services
- Community Relations
- Operations
- Community Safety
- Community Assets

Analysis (Environmental / Economic / Social Implications)

Acquiring the trams could lead to greater activation of the selected areas.

13.3 Response to 2018/NOM30 - Council to bid for 1 x W-Class Tram and 1 x Z-Class Tram**Executive Summary****Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities

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

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

Legal

None currently.

Policy Impacts

Nil.

Officer's Declaration of Interests

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

Risk Mitigation

A number of challenges will need to be addressed once the actual condition of the trams is assessed. These issues include:

- Asbestos contained within the trams
- Weight bearing of location.
- DDA compliance issues
- Identified CPTED issues
- Security and Vandalism issues
- Unforeseen financial impact of the project

Conclusion

Acquisition of the tram/s has the potential to add activation and interest to the location in which they are placed. Considerable challenges may need to be addressed prior to completing repurposing of the trams and there are likely to be ongoing maintenance and security issues.

ATTACHMENTS

Attachment A: [↓](#) Grand Park, Los Angeles

Executive Summary



Grand Park, Los Angeles



14.1 2018/NOM35 - Proposed Downs Estate Business Case

On 12 June 2018 Councillor Kris Bolam gave notice of his intention to move the following motion:

It is noted that the University of Melbourne is engaging with the Friends of the Downs Estate community group to prepare a business case on the future sustainability of the site as food security demonstration site. The business case will cost between \$80K to \$100K and subject to Council approval, the University of Melbourne is seeking \$25K contribution from Council. Should Council support the proposal, \$25K will be referred for consideration to the mid-year budget review.

A report is to be provided to 10 September Ordinary Meeting outlining the proposal and considerations that will be detailed in the business case.

COMMENTS BY DIRECTOR COMMUNITY DEVELOPMENT

Question for Consideration	
1. Has the NoM been discussed with the CEO and/or the relevant Director or Manager?	YES
2. Is the NoM substantially different from any notice of motion or rescission motion that has been considered by Council and lost in the preceding six months?	YES
3. Is the NoM clear and well worded?	YES
4. Is the NoM capable of being implemented?	YES
5. If the NoM is adopted, will a meeting be required with the relevant Director and Manager and Council officers in order to progress its implementation?	NO
6. Is the NoM within the powers of a municipal Council?	YES Council may choose to participate in a joint study with Melbourne University and a community group to enhance the management of its own landholding.
7. Is the NoM free from overlap with matters for which the State and/or Federal Government are responsible?	NO The State Government is responsible for the RAMSAR Wetlands and would have a stakeholder interest with regards to activities on the Downs estate.
8. Is the NoM consistent with all relevant legislation?	YES The proposed business case must ensure that the proposal is compliant with legislation and the objectives of the wetlands

14.1 2018/NOM35 - Proposed Downs Estate Business Case

Question for Consideration	
9. Is the NoM consistent with existing Council or State policy or position?	Undetermined at this point. The business case will identify any issues to be considered.
10. Is the NoM consistent with Council's adopted strategic plan?	YES Theme 1.3 natural and sustainable environment
11. Can the NoM be implemented without diversion of existing resources?	NO
12. Can the NoM be implemented without diversion of allocated Council funds?	NO
13. Are funds available in the adopted budget to implement the NoM?	NO The request should Council resolve to support it would need to be referred to the mid year budget review. The current budget allocation for Downs Estate is for \$30,000 to be used for maintenance and enhancements of the property.
14. What is the estimated cost of implementing the NoM?	Year 1: \$25K Recurring: \$ Undertaking this investigation will undoubtedly identify opportunities for further investment in the site, in concert with potential partner organisations. While it is intended that new initiatives could be eligible for state government grants some contribution from Council would be expected.

ATTACHMENTS

Nil

14.2 2018/NOM37 - Overflow Rubbish at Fast Food Sites

On 12 June 2018 Councillor Kris Bolam gave notice of his intention to move the following motion:

Given ongoing instances where inconsistent and insufficient clean-ups of fast food outlets is occurring (ie. McDonalds, Kentucky Fried Chicken, Red Rooster, Burger King etc), a report is to explore the following:

- Increased patrols/audits of fast food sites to determine compliance;
- The ability to impose additional or better defined penalties on fast food businesses/landholders that are not maintaining their properties and/or creating an overflow situation where rubbish is posing a visual (reducing pride) or actual (i.e. attracting vermin and rodents) impediment to adjourning residents or public land;
- Increased utilisation of any statutory and/or state-based legislation to enforce better compliance to overflowing rubbish on fast food sites; and
- Where applicable, exploring prosecutions under the Victorian Food Act 194 (and thereby risking placement on the Victorian Food Convictions Register)

The report is to be provided at the second October Ordinary Meeting.

COMMENTS BY DIRECTOR COMMUNITY DEVELOPMENT

Question for Consideration	
1. Has the NoM been discussed with the CEO and/or the relevant Director or Manager?	NO
2. Is the NoM substantially different from any notice of motion or rescission motion that has been considered by Council and lost in the preceding six months?	YES
3. Is the NoM clear and well worded?	YES

14.2 2018/NOM37 - Overflow Rubbish at Fast Food Sites

Question for Consideration	
<p>4. Is the NoM capable of being implemented?</p>	<p>NO</p> <p>Litter / clean ups for fast food outlets on private property are subject to the Environmental Protection Act.</p> <p>Penalties are governed by State Government (legislation)</p> <p>Council officers use the EPA Act 1970 (the Act) where appropriate (joint investigations re litter and health). Officers monitoring sites that have been subject to complaint of this nature are currently compliant e.g. sites subject to investigation have undertaken clean up work including painting , line marking of car park areas and additional lighting</p> <p>Instances of breaches are reported to Council as part of the quarterly report</p> <p>A report to the October meeting will include details of investigations and prosecutions to date.</p>
<p>5. If the NoM is adopted, will a meeting be required with the relevant Director and Manager and Council officers in order to progress its implementation?</p>	<p>NO</p>
<p>6. Is the NoM within the powers of a municipal Council?</p>	<p>NO</p> <p>While penalties are already available to officers using the Act, (which are higher penalties than the Local Law \$1,200 per offence). Officers have no discretion to increase the penalties.</p>
<p>7. Is the NoM free from overlap with matters for which the State and/or Federal Government are responsible?</p>	<p>NO</p>
<p>8. Is the NoM consistent with all relevant legislation?</p>	<p>YES</p> <p>Officers consider the provisions of the Act sufficient to manage the issues raised in the NOM.</p> <p>For new fast food developments that require a planning approval, specific conditions can be applied that relate to litter control measures to be undertaken on site.</p>

14.2 2018/NOM37 - Overflow Rubbish at Fast Food Sites

Question for Consideration	
9. Is the NoM consistent with existing Council or State policy or position?	YES
10. Is the NoM consistent with Council's adopted strategic plan?	YES
11. Can the NoM be implemented without diversion of existing resources?	YES Environmental Health Officers undertake regular inspections of food outlets, part of these inspections include making sure litter is not escaping from the property or bin. If this is observed the matter is referred to the Compliance team to follow up under the EPA Act 1970 as there is no provision for these type of matters in the Health Act.
12. Can the NoM be implemented without diversion of allocated Council funds?	YES Current practice
13. Are funds available in the adopted budget to implement the NoM?	YES Current practice
14. What is the estimated cost of implementing the NoM?	Not applicable at this stage. Year 1: \$ Recurring: \$ Comments: if applicable

ATTACHMENTS

Nil

14.3 2018/NOM41 - Gaming Machines

On 12 June 2018 Councillor Glenn Aitken gave notice of his intention to move the following motion:

That Council writes to State Member for Frankston, Mr Paul Edbrooke MP and State Member for Carrum, Ms Sonya Kilkenny MP, requesting a moratorium and/or ban on any further gaming machines in the Frankston municipality. This letter is to be accompanied by a letter of support from the Alliance for Gambling Reform.

COMMENTS BY DIRECTOR COMMUNITY DEVELOPMENT

Question for Consideration	
1. Has the NoM been discussed with the CEO and/or the relevant Director or Manager?	No
2. Is the NoM substantially different from any notice of motion or rescission motion that has been considered by Council and lost in the preceding six months?	Yes
3. Is the NoM clear and well worded?	Yes
4. Is the NoM capable of being implemented?	Yes
5. If the NoM is adopted, will a meeting be required with the relevant Director and Manager and Council officers in order to progress its implementation?	No
6. Is the NoM within the powers of a municipal Council?	Yes
7. Is the NoM free from overlap with matters for which the State and/or Federal Government are responsible?	No
8. Is the NoM consistent with all relevant legislation?	No
9. Is the NoM consistent with existing Council or State policy or position?	Yes
10. Is the NoM consistent with Council's adopted strategic plan?	Relevance to Council plan strategic priorities: Point 2 –Theme 2.3 Health and Wellbeing & Frankston Planning Scheme –gambling policy
11. Can the NoM be implemented without diversion of existing resources?	Yes
12. Can the NoM be implemented without diversion of allocated Council funds?	Yes
13. Are funds available in the adopted budget to implement the NoM?	Yes

14.3 2018/NOM41 - Gaming Machines

Question for Consideration	
14.What is the estimated cost of implementing the NoM?	YES/NO Year 1: \$ Recurring: \$ Comments: if applicable

ATTACHMENTS

Nil

14.4 2018/NOM43 - Exposed pylons of the elevated rail sections in Frankston

On 12 June 2018 Councillor Glenn Aitken gave notice of his intention to move the following motion:

That Council formally writes to Frankston MP Paul Edbrooke and Carrum MP Sonya Kilkenny, to support the exposed pylons of the elevated rail sections to become a part of the Frankston's street art attraction. Council seeks to ensure the infrastructure is not only protected from graffiti damage but also enhances the city's reputation for art.

COMMENTS BY DIRECTOR COMMUNITY DEVELOPMENT

Question for Consideration	
1. Has the NoM been discussed with the CEO and/or the relevant Director or Manager?	YES
2. Is the NoM substantially different from any notice of motion or rescission motion that has been considered by Council and lost in the preceding six months?	YES
3. Is the NoM clear and well worded?	YES
4. Is the NoM capable of being implemented?	NO Officers have been advised that the materials for treating the pylons have been purchased by the LXRA and work on the pylons is imminent.
5. If the NoM is adopted, will a meeting be required with the relevant Director and Manager and Council officers in order to progress its implementation?	YES
6. Is the NoM within the powers of a municipal Council?	NO The construction of the overhead rail is being undertaken by State government contractors.
7. Is the NoM free from overlap with matters for which the State and/or Federal Government are responsible?	NO This is a state government project and subject to a current works contract.
8. Is the NoM consistent with all relevant legislation?	Not applicable: Art work may be negotiated at owner / funders' consideration.
9. Is the NoM consistent with existing Council or State policy or position?	Not applicable: Art work may be negotiated at owner / funders' consideration.

14.4 2018/NOM43 - Exposed pylons of the elevated rail sections in Frankston

Question for Consideration	
10. Is the NoM consistent with Council's adopted strategic plan?	Relevance to Council plan strategic priorities: Theme 2.2 Vibrant and Engaged.
11. Can the NoM be implemented without diversion of existing resources?	NO However, Frankston's Street Art festival is partially funded by State Government.
12. Can the NoM be implemented without diversion of allocated Council funds?	NO Should State Government agree at a future time a partial contribution would likely be expected.
13. Are funds available in the adopted budget to implement the NoM?	NO
14. What is the estimated cost of implementing the NoM?	NO Not known at this time Year 1: \$ Recurring: \$ Comments: if applicable

ATTACHMENTS

Nil

14.5 2018/NOM44 - Green Space in the CAD

On Wednesday 13 June 2018 Councillor Glenn Aitken gave notice of his intention to move the following motion:

Given that open space is fundamental to the quality of life for Frankston City's residents, workers and visitors, that Council strongly supports its position on the value of preserving and reinforcing green space in the Frankston Central Activities District (CAD) both now and into the future.

That a report be presented back to Council at its meeting in October 2018 about all Council owned land in the CAD area and what can be done to improve open space in the CAD area.

COMMENTS BY DIRECTOR CORPORATE DEVELOPMENT

Question for Consideration	
1. Has the NoM been discussed with the CEO and/or the relevant Director or Manager?	YES
2. Is the NoM substantially different from any notice of motion or rescission motion that has been considered by Council and lost in the preceding six months?	YES
3. Is the NoM clear and well worded?	YES Is the Councillor interested in all Council owned land or only open space in the CAD?
4. Is the NoM capable of being implemented?	YES
5. If the NoM is adopted, will a meeting be required with the relevant Director and Manager and Council officers in order to progress its implementation?	NO
6. Is the NoM within the powers of a municipal Council?	YES
7. Is the NoM free from overlap with matters for which the State and/or Federal Government are responsible?	YES
8. Is the NoM consistent with all relevant legislation?	YES
9. Is the NoM consistent with existing Council or State policy or position?	YES
10. Is the NoM consistent with Council's adopted strategic plan?	YES

14.5 2018/NOM44 - Green Space in the CAD

Question for Consideration	
11.Can the NoM be implemented without diversion of existing resources?	YES
12.Can the NoM be implemented without diversion of allocated Council funds?	YES
13.Are funds available in the adopted budget to implement the NoM?	YES NoM can be responded to using existing available resources
14.What is the estimated cost of implementing the NoM?	Year 1: \$0 Recurring: \$0

ATTACHMENTS

Nil

17. CONFIDENTIAL ITEMS

Section 89(2) of the Local Government Act 1989 enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

Recommendation

That the Ordinary Council Meeting be closed to the public to discuss the following Agenda items and all documents associated with the consideration and discussion of it, that are designated confidential information by me, pursuant to Section 77(2)(c) of the Local Government Act 1989 (the Act) on the following grounds

C.1 Leasing of Commercial Tenancies at the Frankston Yacht Club Building

Agenda Item C.1 Leasing of Commercial Tenancies at the Frankston Yacht Club Building is designated confidential as it relates to contractual matters (s89 2d)

C.2 Response to NOM1375 - East/West Wells St Streetscape Improvement Project - Internal Audit

Agenda Item C.2 Response to NOM1375 - East/West Wells St Streetscape Improvement Project - Internal Audit is designated confidential as it relates to contractual matters (s89 2d)

C.3 Documents for Sealing

Agenda Item C.3 Documents for Sealing is designated confidential as it relates to Any other matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

C.4 Outcomes of the Audit and Risk Committee meetings

Agenda Item C.4 Outcomes of the Audit and Risk Committee meetings is designated confidential as it relates to Any other matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

C.5 Peninsula Leisure Pty Ltd - Quarterly Report period ending March 2018

Agenda Item C.5 Peninsula Leisure Pty Ltd - Quarterly Report period ending March 2018 is designated confidential as it relates to Any other matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

C.6 Peninsula Leisure Pty Ltd - Company Matters

Agenda Item C.6 Peninsula Leisure Pty Ltd - Company Matters is designated confidential as it relates to proposed developments (s89 2e)

C.7 Chief Executive Officer Leave Policy

Agenda Item C.7 Chief Executive Officer Leave Policy is designated confidential as it relates to personnel matters (s89 2a)

C.8 Chief Executive Officer Performance Review Subcommittee

Agenda Item C.8 Chief Executive Officer Performance Review Subcommittee is designated confidential as it relates to personnel matters (s89 2a)

C.9 Continuance of Events Tender

Agenda Item C.9 Continuance of Events Tender is designated confidential as it relates to contractual matters (s89 2d)

C.10 Minutes of the Frankston Arts Board - 19 June 2018

Agenda Item C.10 Minutes of the Frankston Arts Board - 19 June 2018 is designated confidential as it relates to contractual matters (s89 2d):



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Signed by the CEO