# Frankston Metropolitan Activity Centre

Structure Plan

September 2024

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Published September 2024


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# Acknowledgment of Country

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

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

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

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# Glossary of Terms

| | |
|---|---|
| **ACZ** | Activity Centre Zone - A planning zone used to apply land use and built form Controls in Activity Centres. |
| **Activity Centre** | An area that provides for shopping, services , employment, housing, transport and social interaction. Activity Centres are commonly know as town centres. |
| **DTP** | Department of Transport and Planning- The State Government department that manages arterial roads and the public transport network. |
| **Equitable Access** | An approach where development considers its impact on the amenity of neighbouring sites by limiting overshadowing, overlooking and ensuring outlook and views are maintained. This should consider both existing uses and future development outcomes on neighbouring sites. |
| **ESD** | Environmentally Sustainable Design - The purpose of Environmentally Sustainable Design is to reduce impacts in the construction and use of buildings on the natural environment, whilst improving the comfort of the inhabitants. |
| **Fine-grain subdivision** | An urban environment where there are relatively narrow shopfronts (generally less than 10 metres in width) providing for a high level of visual interest, and diverse range of uses and experiences within the street. |
| **FMAC** | Frankston Metropolitan Activity Centre. |
| **Hospitality** | Land uses such as restaurants, cafes and hotels that provide food, drink, entertainment and accommodation. |
| **Laneway** | A laneway is a narrow road or lane generally located at the rear of the property. Motor vehicle access is provided along laneways and they are typically used to provide servicing to properties. Within the FMAC, there are number of laneways that are utilised by both pedestrians and motor vehicles.<br><br>The Structure Plan identifies Future and Indicative Laneway Extensions.<br><br>A Future Laneway Extension is proposed laneway where the desired future width and location is known and identified in the Structure Plan.<br><br>An Indicative Laneway Extension is a proposed laneway where further detailed design and master planning is required to determine the width and location of the laneway. |
| **Mid-Scale Housing** | Mid-scale housing is housing that contains two or more dwellings on a lot. Common housing types include townhouses, terraces and low-scale (2-4 storey) apartment buildings. |

| | |
|---|---|
| **Night Time Economy (NTE)** | Refers to retail and hospitality activity occurring after the conclusion of 'normal' business hours (around 5 or 6pm). Broadly, most NTE activities occur in the hours before midnight, though in some centres there may be a role for activities beyond midnight, extending to 6am. |
| **Pedestrian Links** | A Pedestrian Link is a walkway or public plaza space that is used by pedestrians with no motor vehicle access provided. The Structure Plan identifies Future and Indicative Pedestrian Links.<br><br>A Future Pedestrian Link is a proposed link where the desired future width and location is known and identified in the Structure Plan.<br><br>An Indicative Pedestrian Link is a proposed link where further detailed design and master planning is required to determine the width and location of the link. |
| **Primary Active Frontage** | Building frontage which contains uses that promote a high level of activity and interaction with the street. This includes shops, cafes and restaurants. |
| **Principal Pedestrian Network** | A strategic network of pedestrian routes that encourage walking for transport. A high level of amenity and priority for pedestrians will be provided along a Principal Pedestrian Network. |
| **Retail** | Land uses providing for the sale of goods and services to consumers. |
| **Secondary Retail** | Retail uses that have limited customer activity. |
| **Shared Zone** | A Shared Zone is a road or network of roads where pedestrians, cyclists and vehicles share the roadway. A shared zone provides improved amenity for pedestrians and an improved streetscape. |
| **Spring Equinox** | For the purpose of assessing the overshadowing impacts, the Spring Equinox is referenced as a measure within the Structure Plan. The Spring Equinox sits mid-way between the Winter Solstice (least amount of daylight hours) and the Summer Solstice (greatest amount day light hours). The Spring Equinox currently occurs on September 22. |
| **Street Wall** | The wall of a building that is closest the street boundary. |
| **Streetscape** | The visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, etc, that combine to form the street's character. |
| **Winter Solstice** | For the purpose of assessing the overshadowing impacts, the Winter Solstice is referenced as a measure within the Structure Plan. The Winter Solstice is the day of the year that has the least amount of daylight hours. It currently occurs on June 22. |
| **WSUD** | Water Sensitive Urban Design - An approach to the planning and design of public spaces such as streets and parks to provide for the treatment of stormwater before it enters waterways. |

# 1. Introduction

# 1.1. Project Background

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

The Frankston City Centre represents a unique and strategic asset for Melbourne, with the opportunity to establish itself as the key economic and social hub within the South East. The Centre's waterfront location combined with existing transport, education, health, retail and recreational infrastructure underpins Frankston's potential to facilitate not only its own economic growth, but also the broader Mornington Peninsula and surrounding residential areas.

Over the next 20 years the Frankston Metropolitan Activity Centre (FMAC) will need to cater to a substantial increase in employment uses, retail and housing. The Structure Plan sets out a framework to guide development within the FMAC providing clear direction on land uses, housing, built form, employment, streetscapes and open space, and movement and transport.

The Structure Plan not only plans for the future growth and changing population but also recognises the importance of making improvements for the people that currently live in and visit the Centre.

# 1.2. The Frankston Metropolitan Activity Centre Structure Plan, 2015

In 2015, the Frankston Metropolitan Activity Centre (FMAC) Structure Plan was adopted by Council. It provided a range of recommendations for infrastructure and public realm improvements, a number of which have been further developed or delivered by Council.

The 2015 Structure Plan also provided Built Form and Design recommendations including height controls. These recommendations were only partly implemented into the planning scheme, leaving the majority of the FMAC without any guidance for the preferred development outcomes. With significant development interest in the FMAC, it is critical that Council implements clear built form controls that seek to achieve exemplary development outcomes and provide more certainty for investment.

A number of key State Government projects and policy changes have also arisen since 2015 which will influence the role and function of the FMAC. These include the Frankston Hospital upgrade, the Suburban Rail Loop Project, level crossing removals on the Frankston line, the release of Plan Melbourne 2017-2050 and a greater focus on the provision of affordable housing, particularly in locations which are well serviced by infrastructure.

With consideration of the above, Frankston City Council have undertaken a 'refresh' of the adopted 2015 Frankston Metropolitan Activity Centre (FMAC) Structure Plan.

# 1.3. How to use the Structure Plan

The FMAC Structure Plan should be read in conjunction with the relevant technical reports outlined in Section 1.7. These reports provide analysis of the key issues and opportunities, and supporting strategic and technical information.

The Structure Plan comprises the sections outlined opposite.

**1. Introduction**

Provides an overview of the project, this document, the FMAC boundary and the policy context.

**2. Positioning the FMAC**

Provides a description of the FMAC context, the community, future land use projections, opportunities and influencing projects.

**3. The Vision**

Provides a 20 year vision for the growth and development of the FMAC.

**4. The Strategic Response**

A strategic framework providing recommendations across the entire FMAC under four themes to achieve the Vision.

**5. The Precincts**

Outlines specific projects and detailed built form recommendations across six precincts.

**6. Implementation**

An overview of the next steps required for implementation of the Structure Plan.

# 1.4. The Frankston Metropolitan Activity Centre

## 1.3.1. The Structure Plan Boundary

The Structure Plan Boundary encompasses the retail and commercial areas of the FMAC as well as the peripheral precincts of Nepean Highway and Cranbourne Road.

The delineation of the boundary has been guided by the State Government's Practice Note 58 - Structure Planning for Activity Centres, which outlines a number of criteria for determining the boundary. The boundary serves an important role in providing a focus for the application of future projects, planning policies and controls. Some areas within the FMAC may experience limited change whilst other areas may experience greater transformation.

Six Precincts have been identified within the FMAC which are broadly defined by land uses, road and rail infrastructure. The Precincts are:

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

Chapter 5 outlines detailed recommendations for each of the precincts.

## 1.3.2. Why has the 2015 Structure Plan Boundary been modified?

The 2015 Structure Plan Boundary covered a substantial area beyond the retail and commercial core of the FMAC. It incorporated surrounding residential areas, the Frankston Hospital, the Monash University and the Frankston Power Centre on the east side of McMahons Road (Moorooduc Highway). Refer to Figure 1.

The 2015 Structure Plan also identified thirteen precincts and outlined a range of land use objectives for each of these.

The Structure Plan has reduced the overall boundary. This will remove the areas outlined above and focus primarily on the commercial and mixed use zoned land within the central area of the FMAC and key entrances. The boundary has been reduced for the following reasons:

- The Frankston Hospital and Monash University are identified in Plan Melbourne as a Health and Education Precinct. Council is proposing to undertake a separate study to that will set the future planning and design framework of this precinct. The study area will also cover surrounding areas such as the Leawarra Station and the Power Centre, and consider the impacts of the potential electrification of the Baxter Rail Line. As a result, the Frankston Hospital and surrounding land, the Monash University and the Power Centre have been removed from the Structure Plan Boundary.
- Frankston City Council have commenced a Housing Strategy for the entire municipality. This will identify the future vision for housing in Frankston and identify areas of housing change. This Strategy will include the residential areas surrounding the FMAC and set out detailed recommendations for future planning zones and controls to deliver desired housing. As a consequence, the surrounding residential areas have been removed from the Structure Plan Boundary.


**Figure 1.** Structure Plan Boundary and Precincts

# 1.5. Key Project Stages

The FMAC Structure Plan has been developed across five stages with the sixth to occur post adoption of this document as outlined in Figure 2.

The Final Structure Plan has been produced following consideration of community feedback on the vision and framework outlined in the Draft Structure Plan. A planning scheme amendment has also been prepared to implement the key land use and development recommendations outlined in the Final Structure Plan.


Mayor Cr Nathan Conroy at the community engagement Pop-up at PARC for the Draft Structure Plan.
(Source: Capire Consulting Group)

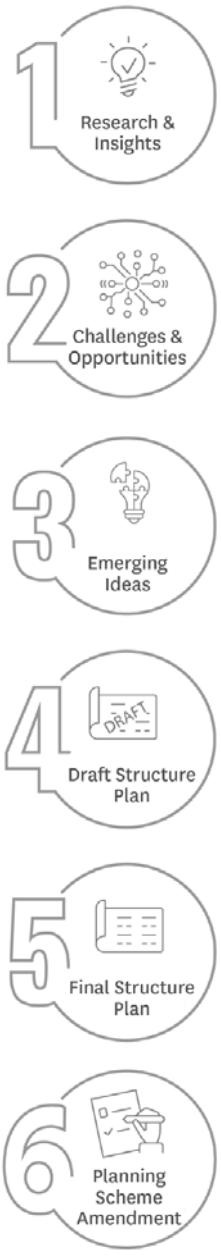



**Figure 2.** FMAC Structure Plan Stages

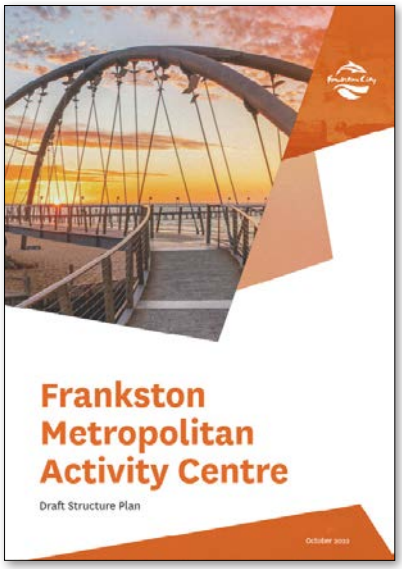
# 1.6. The Draft FMAC Structure Plan

The Draft FMAC Structure Plan was released for public comment in October 2022 and community consultation was undertaken throughout November and December 2022.

Approximately 500 people participated in the engagement activities, which involved an online survey, stakeholder workshops and focus groups, stakeholder interviews, community pop-up events, a walking tour and social media posts.

Council received significant feedback throughout the consultation period, which was provided through written and online surveys, community pop-up events, community and stakeholder workshops, walking tours and social media posts. Throughout the consultation program, 856 comments and seventeen written submissions were received.

A special Council meeting was held in March 2023 for the Hearing of Submitters for the Draft FMAC Structure Plan, where speakers were given the opportunity to present their feedback to Council. This feedback has been considered and as a result changes have been carried through into the Final Structure Plan.





Community Engagement event for the Draft Structure Plan (Source: Capire Consulting Group)

# 1.7. Policy Context and Influencing documents

Figure 3 outlines the key planning policy framework that applies to the FMAC and has influenced the development of the Structure Plan. It also identifies a number of concurrent / previously prepared documents that have informed the Plan as well as technical studies that were prepared as part of this project. The scope of these technical studies is outlined below and the key findings are summarised in Chapter 2.

### FMAC Structure Plan: Urban Design and Planning Assessment, Tract, 2022

The Planning and Urban Design Analysis Report outlines the planning context of the FMAC as well as opportunities for public realm, connections and built form improvements. It also includes a detailed assessment of built form across the FMAC and provides recommendations for future building heights, setbacks and other built form requirements.

### Kananook Creek Built Form Review, Tract 2022

The Built Form Review provides a detailed assessment of a number building height and setback scenarios for the Promenade Precinct of the FMAC. It tests impacts on identified views, provides recommendations relating to overshadowing and other development outcomes. The findings from this report have been incorporated into the Structure Plan.

### Potential Shadowing Impacts on Aquatic Flora and Fauna on Kananook Creek, Ecology Heritage & Partners 2022

The study assesses the potential impacts of over shadowing on Aquatic Flora and Faun the area of Kananook Creek within Precinct 4. Specifically the effect of the reduced sunlight to Kananook Creek between 8am and 10am at the winter solstice.

### Frankston MAC Structure Plan: Economic Assessment and Land Use Capacity, SGS 2022

This report provides an economic assessment of the FMAC and identifies the key drivers influencing its future growth and development. It provides an estimate of future employment, retail and housing demand in the FMAC, and assesses the capacity of the City Centre to deliver the forecast growth.

### FMAC Structure Plan: Transport and Movement Assessment Analysis, Institute for Sensible Transport 2021

This report provides an assessment of transport and movement across the FMAC identifying opportunities and constraints relating to walking, cycling, public transport, vehicle movement and car parking. It also compares options for the potential relocation of the bus interchange.

### Planning Practice Notes

The Structure Plan has also been developed in accordance with the following Planning Practice Notes:

- Planning Practice Note 56 – Activity Centre Zone
- Planning Practice Note 58 – Structure planning for activity centres
- Planning Practice Note 59 – The Role of Mandatory Provisions in Planning Schemes
- Planning Practice Note 60 – Height and setback controls for activity centres

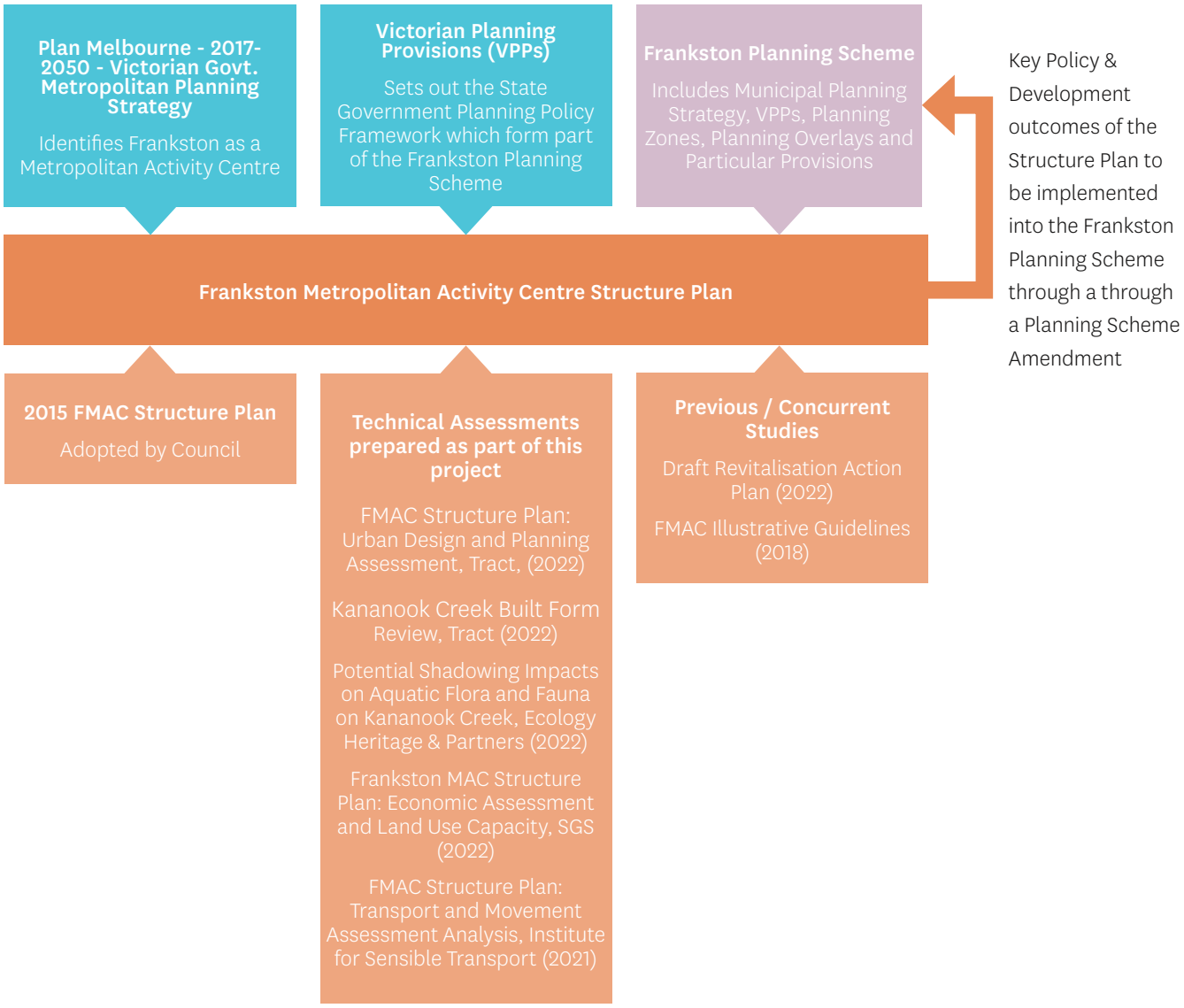
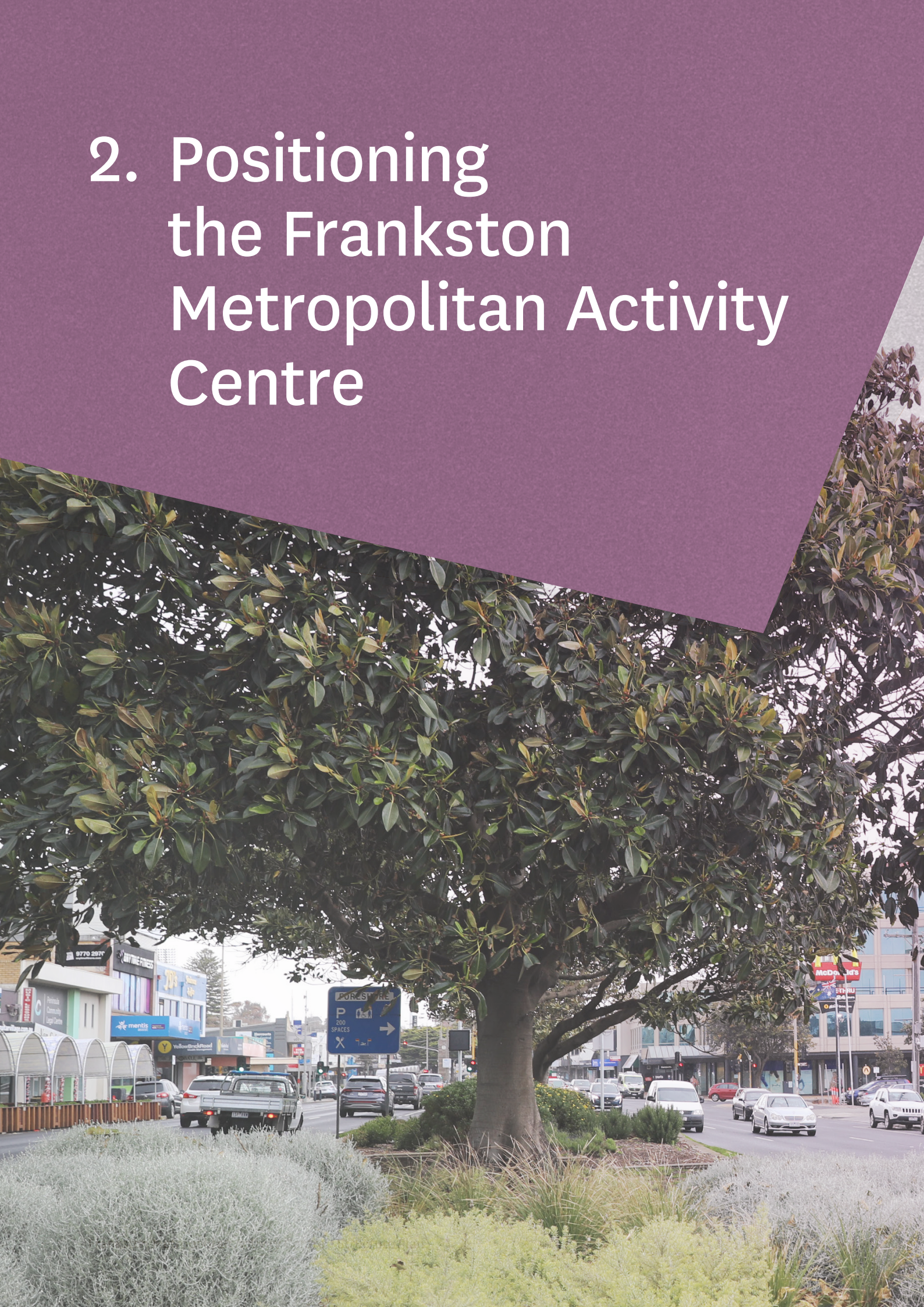



**Figure 3.** Planning Policy Framework Summary.

# 2. Positioning the Frankston Metropolitan Activity Centre



# 2.1. Metropolitan Context

### 2.7.1. Plan Melbourne 2017-2050

In 2017 the State Government released Plan Melbourne Refresh, a document intended to guide growth across Victoria to 2050. The Plan identifies Frankston as one of nine existing Metropolitan Activity Centres.

The purpose of the Metropolitan Activity Centres as outlined in Plan Melbourne is to: 'provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport. These centres will play a major service delivery role, including Government, health, justice and education services, as well as retail and commercial opportunities'[1]

Plan Melbourne identifies that Metropolitan Activity Centres will need to accommodate significant growth and infrastructure while increasing amenity and connectivity into the regional catchment.

Plan Melbourne also identifies Frankston Hospital and the Monash University Precinct (Frankston) as a Health and Education Precinct. This precinct is a place of state significance that will be a focus for investment and growth.

### 2.7.2. Regional Context

Frankston is located approximately 40km South East of the Melbourne CBD and positioned adjacent to Port Phillip Bay at the northern end of the Mornington Peninsula. The FMAC is unique among the Metropolitan Activity Centres in metropolitan Melbourne because of its bayside location and lifestyle opportunities.

Frankston is a major health and education hub for the south-east metropolitan region and the Mornington Peninsula, anchored by the Frankston Hospital, a number of private hospitals, Monash University and Chisholm Frankston. It is also one of the largest retail centres outside of the Melbourne CBD.

Frankston's service catchment extends north to include suburbs such as Seaford, east to include Cranbourne and south to include the Mornington Peninsula.

Frankston is recognised as a regional public transport node. The Transport Interchange, Community and Education Precinct provides rail and bus access to the Melbourne CBD and surrounding employment areas. The planned Suburban Rail Loop and potential electrification of the railway line to Baxter will further increase accessibility.

The Centre is very well serviced by road infrastructure with EastLink, the Frankston Freeway, Moorooduc Highway, Peninsula Link and the Nepean Highway connecting the Centre within metropolitan Melbourne and the Mornington Peninsula.

1 Victorian State Government, Plan Melbourne, 2017-2050.

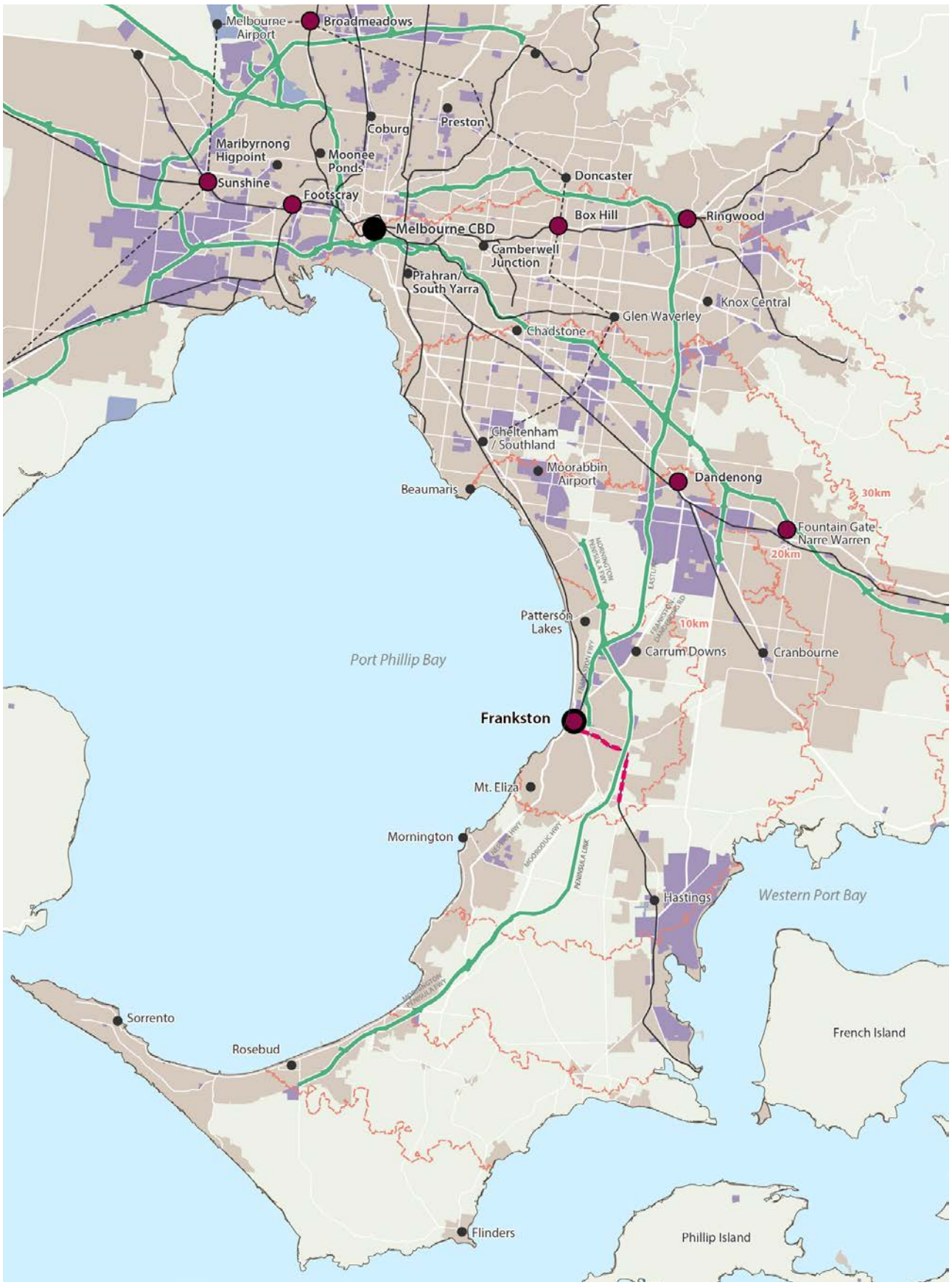



**Figure 4.** Regional Context Plan

# 2.2. Local Context

The FMAC has a number of distinctive, natural features which are highly valued by the community and define its identity. The most significant natural feature is the foreshore, which is recognised as the jewel in the crown for the FMAC. Kananook Creek is another major natural asset however it is currently underutilised and is yet to reach its full potential.

Major open space areas including Beauty Park, Frankston Oval and the Botanical Gardens form a green edge to the City Centre that connects down to the foreshore. The topography rises up to Olivers Hill providing spectacular views across the bay and back to the Melbourne CBD.

The Bayside Shopping Centre provides the focus for retail uses and has had a major physical impact on the street network and urban grain of Frankston. Street based retail is focused on Wells Street, Station Street Mall and Shannon Street Mall. Restaurant, cafe and entertainment uses are emerging across the FMAC, and tend to be focused around Playne Street, Nepean Highway and some sections of Wells Street.

Other streets within the City Centre accommodate a mix of secondary retail uses, service business and offices.

Chisholm Frankston, Monash University and Frankston Hospital are major institutions that serve both Frankston and the wider region. The Frankston Civic Centre, Frankston Library, Frankston Arts Centre and Peninsula Aquatic Recreation Centre (PARC) also provide important community facilities within and adjoining the FMAC.

Public transport plays an important role in getting people into the City Centre and provides access to other major employment areas. The railway station and bus interchange are both centrally located and easily accessed from the City Centre, Chisholm Frankston and the surrounding residential areas.

> *"Frankston is blessed with an array of unique natural assets- which is at the heart of this exceptional Lifestyle opportunity"*

Emerging Ideas Paper
Survey respondent


**Figure 5.** Existing Local Context Plan

# 2.3. The Frankston Community

The following provides a snapshot from the 2021 Census of the community within the Frankston Central geographic area as identified in the Frankston City Community Profile[1]. This area is larger than the Structure Plan Boundary encompassing additional residential areas to the north, east and south.

**10,999**

Was the usual resident population of Frankston Central in 2021 living in 6,023 dwellings with an average household size of 1.95.

**37.6%**

Of people were of English ancestry followed by Australian (30.4%) and Irish (10.7%). Each of these proportions is substantially higher than Greater Melbourne.

**45.8%**

Of dwellings in Frankston Central are medium density (attached dwellings like townhouses and 2-storey apartments). This is significantly higher than Greater Melbourne at 21.6%.

**38.7%**

Of households earned an income of less than $1,000 per week, compared to 24.4% of households in Greater Melbourne. 12.8% of households in Frankston Central earned an income of $3,000 or more per week

**40.8%**

Of households in Frankston Central were occupied by a lone person, which is substantially higher than Greater Melbourne at 23.7%.

**19.3%**

Of the workforce works in Health Care and Social Assistance, followed by Construction at 11.4% and Retail Trade at 10.1%

**35-49**

Is the most common age group comprising 20.9% of the population followed by young workforce (25 to 34) at 16.7%

**55.5%**

Of people traveled to work in a private motor car, 20.2% worked at home, 4.8% rode a bike or walked and 4.2% took public transport

1. *Source: https://profile.id.com.au/frankston/*

# 2.4. What are we Planning for?

### 2.3.1. Forecast growth and change for the FMAC

The FMAC is forecast to experience substantial growth and change over the next 20 years. SGS Economics and Planning forecast the population growth for Frankston FMAC to increase from the 3,900 residents in 2021 to 8,600 by 2041, equating to an annual growth rate of 4.0%. It is important to plan for this growth so that new development aligns with the FMAC Vision and caters to the future population needs.

The following provides a summary of the key findings from the economic assessment undertaken as part of the Structure Plan.[2]

#### Employment

Baseline forecasts show employment for non-retail uses in the FMAC growing by around 2,000 jobs between 2021- 41 (2.0% increase per year on average). This converts to approximately 175,000 sq.m of additional of employment floor space. This will be primarily split between population services, knowledge services, and health and education floor space.

The FMAC will need to provide suitable developments to accommodate this forecast floor space. This could be provided within upper levels of mixed use buildings within the City Centre to ensure more active uses are provided at ground level. In addition, these uses could be provided in the peripheral precincts where there is convenient vehicle access and parking.

## By 2041...

The FMAC is forecast to provide approximately:

**175,000 sq.m**

Of additional employment floor space

**50,000 sq.m**

Of additional retail and hospitality floor space

**3,030**

Additional dwellings

For a population of:

**8,600**

Residents

2. *Frankston MAC Structure Plan: Economic Assessment and Land Use Capacity, SGS, 2022 and SGS expert evidence presented at the planning panel for Planning Scheme Amendment C160fran to implement the Structure Plan into the Frankston Planning Scheme, 2024*

### Retail and hospitality

Retail and hospitality is forecast to grow with demand for additional 50,000 sqm of floor space by 2041.[2]

Retail will need to evolve will need to be increasingly innovative, unique and experience focused to align with changing trends and consumer expectations. High quality interconnected urban spaces, events and branding will be critical to supporting this sector.

Hospitality also has an opportunity to evolve and provide a greater amount of activity beyond the conclusion of normal business hours to provide a stronger night time economy (NTE).

### Housing

Higher density housing development within the FMAC will be critical to supporting a more vibrant, sustainable and economically strong centre.

An ageing population and changes in the formation of households will result in a smaller share of traditional 'couple family with children' households. This trend, combined with growing preferences for more cosmopolitan living and affordability pressures, will create increased demand for a greater diversity of housing types within the local community.

Importantly, this will not result in a dramatic shift from large, detached houses to small high-rise apartments. Rather, it will drive demand for a wide range of products including townhouses, low-rise and bigger apartments across a range of price points. In addition to providing a greater diversity of housing within the private market, there will be a growing need to support those most vulnerable in the community through increased social and affordable housing.

A range of forecast scenarios have been developed to understand the amount of housing that will be required in the FMAC by 2041 (refer to Figure 6 below). These scenarios present a range of demand outcomes dependent on the level of transformation that will be observed in the FMAC. If there is transformational change to infrastructure, the public realm and land uses in the FMAC, it would likely achieve a medium scenario, where there will be demand for 3,030 additional dwellings by 2041.

To achieve this scenario, there would need to be a significant shift to higher density housing, which would be located primarily within the central precincts of the FMAC where there is access to amenity and transport. This could be supported by mid-scale apartments and townhouses in the peripheral precincts of the FMAC.

| Housing Demand Scenario | Additional Dwellings: 2021-2041 |
|---|---|
| Baseline | 598 |
| Low | 2,588 |
| Medium | 3,030 |
| High | 4,691 |

**Figure 6.** Housing Demand Scenarios for the FMAC[2]

2. *Frankston MAC Structure Plan: Economic Assessment and Land Use Capacity, SGS, 2022 and SGS expert evidence presented at the planning panel for Planning Scheme Amendment C160fran to implement the Structure Plan into the Frankston Planning Scheme, 2024*

## 2.3.2. Opportunities for the FMAC

The technical reports prepared as part of this project have identified the following opportunities which have informed the Structure Plan.

### Civic, Arts, Entertainment and Culture

Frankston has a rich arts culture anchored by the Frankston Arts Centre located on Davey Street. There is a significant opportunity to build on this facility and create an iconic 'heart' for the arts and entertainment along Davey and Playne Streets. This could be achieved through enhanced facilities, better integration with the railway station and City Centre streets, and significant streetscape upgrades to Playne Street to support complimentary restaurants, cafes and entertainment uses.

Frankston currently provides a range of successful events across the year bringing the community together and strengthening the sense of pride in the City. As well as the social benefits, there are also significant economic benefits, providing a boost to local businesses and broader recognition of Frankston as a regional destination. There is an opportunity to expand on the success of these events with additional events and festivals across the year, and provide new and improved event spaces such as along Kananook Creek.

The Frankston Civic Centre is located at the periphery of the FMAC with limited integration with the City Centre and ageing facilities. There is an opportunity to provide a new Civic Centre within the FMAC and Council is exploring a number of options, including, the Council owned Sherlock and Hay's site.

The Block Party in Frankston's laneways

### Built Form and Design

The built form character of the FMAC has changed marginally since the previous Structure Plan was adopted by Council in 2015. Recently there has been significant development activity through planning permit applications and approvals. This activity is focused in locations where there is access to the water and views, such as along Kananook Creek and Plowman Place.

The Structure Plan will encourage new development across the FMAC to revitalise the streets and public spaces. High quality built form will enhance the skyline, better activate streetscapes, and increase social and economic activity by providing opportunities for more people to live within the heart of the FMAC.

Future built form controls should seek to maximise development across the FMAC to support its role as a Metropolitan Activity Centre. These controls need to be balanced with a number of considerations such as overshadowing to key streets and open space, visual impact of development on key views and sensitive interfaces, and ensuring new development provides equitable development opportunities for future sites.

The location of the FMAC on the bay creates a coastal landscape character, which distinguishes Frankston from other activity centres. The unique qualities of this setting should be respected, and expression of the area's coastal location should be strengthened.

This could be achieved through generous landscaping that incorporates local plant and tree species, designing development to provide for the equitable sharing of views to the water and encouraging innovative architecture and the use of building materials that reflect the coastal setting.

### Climate Change

Like many coastal locations, the FMAC is particularly vulnerable to the impacts of climate change through extreme weather events and the urban heat island effect.

Frankston City Council approaches the challenges of Climate Change as opportunities and has developed the Climate Change Strategy 2023-2030 to ensure that Future of the City is climate-smart. The Strategy is based on the latest climate science, and incorporates input from Council's key strategic documents and the community.

The are opportunities to design buildings, public spaces and infrastructure in a way that significantly improves the environmental performance of the FMAC. Council has an opportunity to lead the way through the development of its own buildings, infrastructure and landscapes.

> *"Our City needs structure to keep it open to light and maintain views of the bay for all"*

Draft Structure Plan Survey respondent

### Open Space and Streetscapes

Surrounding the FMAC are a number of open space assets, however the heart of the FMAC lack parks and gathering spaces. Additional public space, and improved streetscapes and public realm will provide new spaces for residents, workers, students and visitors to relax, socialise and participate in community events.

The streets of the FMAC play an important role in providing space for people to not only walk and shop but also gather, socialise and enjoy the outdoors. There are opportunities to re-balance the streets so that they are not dominated by motor vehicles and instead prioritise pedestrian movement and active uses. Wider footpaths and additional greening will make many of the City Centre streets more attractive, accessible and functional for people to use. Nepean Highway, Playne Street and Kananook Creek Boulevard present significant opportunities for revitalisation.

> *"It would be incredible to turn Wells St into a boulevard gateway down to the beach with the outdoor dining and vibrant/edgy/beach feel. So much potential in Frankston"*

Emerging Ideas Paper Survey respondent

### Walking and Cycling

A key ingredient of a successful activity centre is one where pedestrians and cyclists can move conveniently and safely between origins and destinations, and are enriched by a range of activities and experiences.

Across the FMAC cyclists and pedestrians are not a priority, due to the existing physical barriers. This includes missing links in the walking and cycling network, limited road space allocated to pedestrians and cyclists, and intersections that prioritise motor vehicle movement. There are significant opportunities to address these issues across the FMAC.

> *"I think that creating more green space and easier walking and cycle opportunities is vital."*

Emerging Ideas Paper Survey respondent

### Vehicle Movement

The FMAC has a well-defined ring road network (Fletcher Road) that helps circulate traffic around the activity centre and out onto the arterial road network. The ring road currently under performs in its role and many drivers prefer to drive through the centre of FMAC rather than use the ring road. This creates congestion and causes conflicts with buses, pedestrians, and cyclists.

Implementing measures that encourage drivers to use the ring road will improve local traffic and make the City Centre more vibrant by removing unnecessary through-traffic.

### Car Parking

Car parking is a dominant land use in FMAC, with 8,160 parking bays. This comprises of:

| Parking Bays | Number | % |
|---|---|---|
| Council owned | 2,306 | 28.3 |
| Government owned | 1,311 | 16.1 |
| Privately owned | 4,543 | 55.7 |
| Total | 8,160 | |

**Figure 7.** Existing Parking Bays within the FMAC[3]

Much of the car parking is located in the heart of the City Centre, drawing thousands of cars into the core each day. This creates unnecessary congestion which reduces public transport efficiency and diminishes the pedestrian environment.

There are opportunities to provide new car parking facilities at the periphery of the FMAC that can be easily accessed from the ring road whilst being within a comfortable walking distance of key destinations.

Parking rates and time restrictions also vary significantly across the FMAC and creating a consistent pricing framework for parking will make it easier for people who need to drive to find a park. Incorporating new technology, such as real-time display signage, would also help lead drivers to available parking bays that may not be viewable from car park entrances.

### Public Transport

Frankston is an important public transport interchange for the broader region with 22 bus routes that connect with the Frankston Railway Station. Although recently upgraded, the bus interchange could be improved with additional signage directing people to relevant bus stops.

The efficiency of the bus network is reduced within the FMAC as buses are often stuck behind cars, particularly along Young Street and at key intersections of the FMAC. Traffic measures should be implemented to improve the efficiency of the network and enable more frequent services to be provided.

The relocation of the bus interchange to the east side of the railway line has been identified as an idea in a number of previous studies for the FMAC. The transport assessment undertaken as part of the Structure Plan assessed three options for bus interchange, including:

1. Bus interchange to remain in current Young Street location.
2. Bus interchange to relocate to Fletcher Road.
3. Bus interchange to be relocated to the Frankston Station car park to the east side of the railway line.

All three options will be further tested and explored as part of further work to improve movement along Young Street.

3. *FMAC Structure Plan: Transport and Movement Assessment Analysis, Institute for Sensible Transport 2021*

# 2.5. Influencing Projects

There are a number of major projects that currently have, or upon completion will have, a key impact on the role and function of the FMAC. Future planning will need to consider the integration of these projects in order to capitalise on investment and future opportunities. Projects that have recently been completed or are underway include:

### Frankston Hospital Redevelopment

The Frankston Hospital is currently undergoing a $1.1 billion redevelopment and expansion.  It will provide for a 12-storey clinical services tower and main entrance, 130 more beds, new spaces for mental health and oncology services and 15 new operating theatres.

This will further strengthen the hospital as a major employment anchor in Frankston and could result in additional medical related uses occurring within areas surrounding the hospital.

Construction is underway, with the main works expected to be completed in 2025.


Frankston Hospital Redevelopment - Victorian Health Building Authority.

### Chisholm Frankston Expansion

Stage 2 of Chisholm Frankston expansion is currently underway and the development will provide for a new three-storey learning facility on the south east corner of the campus, which will connect with the Stage 1 Learning and Innovation Precinct that was opened in 2019.

The redevelopment will strengthen the FMAC's education offerings and bring more students into the City Centre.

### Frankston Railway Line Level Crossing Removals

Along the Frankston Railway Line, a total of 27 level crossings will have been removed on the Frankston Line by 2029. 16 have already been removed, with 4 more currently in planning or construction, and 7 more to go.  Although these crossings are located outside of the FMAC boundary, their removal will improve access to the City Centre.

### Suburban Rail Loop

The proposal will create an underground passenger railway route traversing through middle and outer suburbs of Melbourne connecting to many of the existing radial above-ground railway lines.

The first stage will connect Cheltenham and Box Hill providing people on the Frankston Rail Line with access to health, education, retail and employment precincts in Melbourne's South East and East.  This improved access would make places like Frankston more attractive as a housing choice as it will be easier to access destinations on the radial railway lines.

### Frankston to Baxter Rail Electrification

The project will provide for the duplication and electrification of the railway line beyond the Frankston Railway Station.  The Federal Government has committed funds to the electrification project, however it would require additional funding to be delivered and at this stage the State Government hasn't made any funding commitments.

If the project was to proceed, it would increase accessibility to the FMAC from areas adjacent to the boundary and from parts of the Mornington Peninsula Shire.  It would also enable more train stabling to occur at Baxter, which would free up land around the existing Frankston Railway Station.

# 3. The Vision

# 3.1. The Vision for the Frankston Metropolitan Activity Centre

The Vision outlined below provides a statement for the preferred future of the FMAC up until the year 2040. It responds to community input and feedback received across the project and builds upon 'Our Community Vision 2040', which is the Vision developed by the Frankston community to articulate its long-term aspirations for the City.

*"Frankston is the capital of the South East - a vibrant and diverse City Centre boasting a strong beachside character.*

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

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

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

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

# 4. The Strategic Response

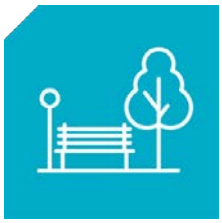
The Strategic Response for the FMAC Structure Plan outlines a range of Objectives, Strategies and Actions to plan for the growth and development of the Activity Centre in a holistic way. It is arranged under the four themes outlined below.

### 4.1 Activities and Land Use

The FMAC will strengthen its employment, service and retail role to become the capital of the South East. Employment opportunities will build upon the surrounding health and education anchors whilst attracting a variety of smaller and larger scale office tenants in new developments. Retail and hospitality uses will enliven the City Centre streets across the day and night supported by a schedule of regular events, and the regional arts and cultural precinct. A range of housing opportunities will be provided across the FMAC enabling people to live amongst the action.

### 4.2 Built Form and Design

Development across the FMAC will seek to strengthen the beachside character and contribute to engaging and attractive streets. High density development will be provided across the FMAC whilst maintaining sunlight to key streets and public spaces, and addressing sensitive interfaces in an appropriate way. The connection to the foreshore and Kananook Creek will be strengthened across the precinct through new plazas and laneways, and visual breaks between buildings enabling residents, workers and visitors to enjoy views of the sky and water from upper levels of buildings.



### 4.3 Public Realm

The streets and open spaces of the FMAC will be beautiful, activated, inclusive and sustainable places that people want to spend time within. Streetscapes will be consistent in their design, through furniture and material treatments with generous footpaths and large street trees. New plazas and parks in the heart of the City Centre will provide much needed spaces for events, catching up with friends and family, or just relaxing outside.

### 4.4 Movement and Transport

The streets of the FMAC will be places where people can move conveniently and safely between destinations through new pedestrian links, and increased pedestrian priority. New bicycle connections will provide alternative ways to get around, and public transport will be enhanced and priortised along key streets making it a more desirable option. The Ring Road will continue to provide a key vehicle access route that is supported by dedicated car parking facilities at the periphery of the City Centre.

# 4.1. Activities and Land Use

## 4.1.1. Overview

The Vision seeks to provide a City Centre that is rich with employment opportunities and has a thriving retail and hospitality sector. This theme provides Centre-wide Objectives and Strategies for how this will be achieved through land use and investment.

Figure 8 reflects the proposed future land use precincts across the FMAC, existing and future land use anchors, and locations for increased hospitality, entertainment and retail activity. An overview of the land use roles of each precinct is outlined below:

- **Precinct 1 - City Centre** - The retail core of the FMAC. It will provide for retail and hospitality uses at ground level with residential, office, accommodation, community and other uses on upper levels.
- **Precinct 2 - Transport interchange, Community and Education** - A transport and mixed use hub providing retail, hospitality, community, civic and institutional uses at the ground level, with residential, office, accommodation and other uses on upper levels.
- **Precinct 3 - Arts, Entertainment and Government Services** - An arts and entertainment focused precinct anchored by the Frankston Arts Centre, providing hospitality, entertainment, retail and arts-based uses along Playne and Young Streets, office and residential uses along Davey Street, and primarily residential uses along Plowman Place. Residential, office, accommodation and other uses will be provided on upper levels.
- **Precinct 4 - Promenade** - A thriving hospitality and entertainment precinct focused on Kananook Creek and Nepean Highway. Ground level uses will include hospitality, entertainment and retail, with residential, office, accommodation and other uses on upper levels.
- **Precinct 5 - Nepean Boulevard**- A mixed use entry to the FMAC providing for residential, office, accommodation and commercial uses with local retail and hospitality opportunities
- **Precinct 6 - Cranbourne Road** - A mixed use precinct with a focus on allied health, medical, offices, commercial and complimentary residential uses.

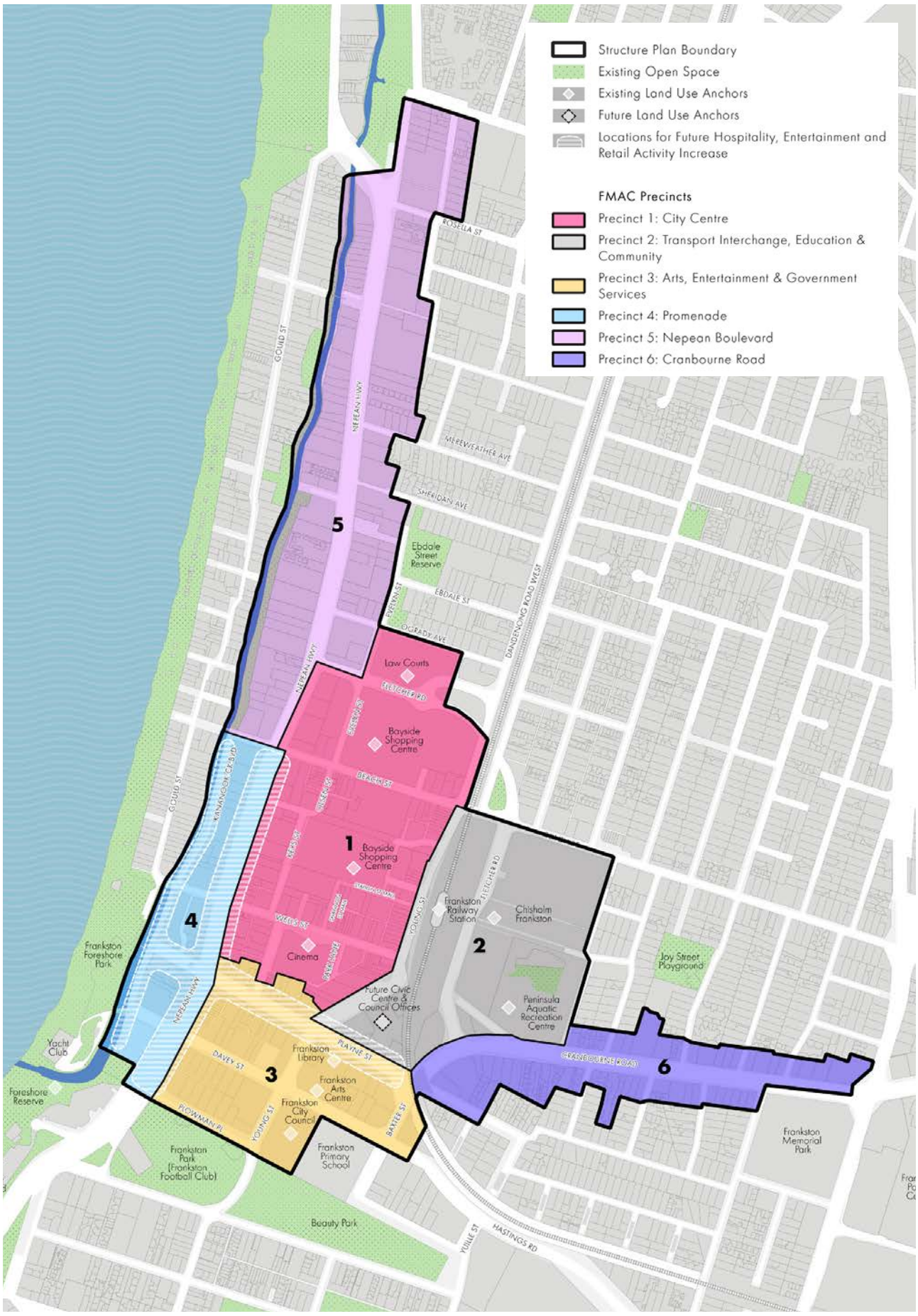



**Figure 8.** Land Use and Activities Framework Plan

## OBJECTIVE 1.

Encourage economic investment in the FMAC.

### Strategy 1.1.

Deliver a range of public realm and infrastructure improvements to encourage economic investment.

The FMAC's role as the capital of the South East will continue to grow. Private investment will be incentivised by significant improvements to the public realm, infrastructure and redevelopment of Council owned land in the City Centre.

### Strategy 1.2.

Provide a greater level of planning certainty.

The application of the Activity Centre Zone (ACZ) to the FMAC will provide a clear direction for growth and provide greater planning certainty for developers, land owners and the community. The ACZ will outline clear land use and built form controls and provide precinct specific directions.

### Actions

**Action 1.** Planning Scheme Amendment

Undertake a Planning Scheme Amendment to implement the Frankston Metropolitan Activity Centre Structure Plan and a Development Contributions Plan (DCP) into the Frankston Planning Scheme.

**Action 2.** Advocacy

Undertake advocacy for a number of FMAC projects that require the supporting, funding or approval of agencies, authorities and stakeholders which includes but is not limited to:

- Nepean Boulevard
- The Ring Road
- Public transport
- Level crossing improvements

## OBJECTIVE 2.

Strengthen the FMAC as a regional employment hub.

### Strategy 2.1.

Leverage the broader employment opportunities from Health and Education.

Although not directly located within the FMAC, the Frankston Hospital, and the Monash University will be better integrated into the FMAC through potential satellite facilities within the City Centre, increased connections with related business and improved physical connections to the facilities.

Council will work with local institutions to understand, plan and unlock broader economic opportunities and increase local business connections to support the growing sector.

### Strategy 2.2.

Attract major new head offices and Government departments within the heart of the FMAC.

The high level of amenity and accessibility provided within the FMAC will make it an attractive destination for large employers. Additional workers and visitors will enliven streets and spaces and boost the economic performance of local businesses.

### Strategy 2.3.

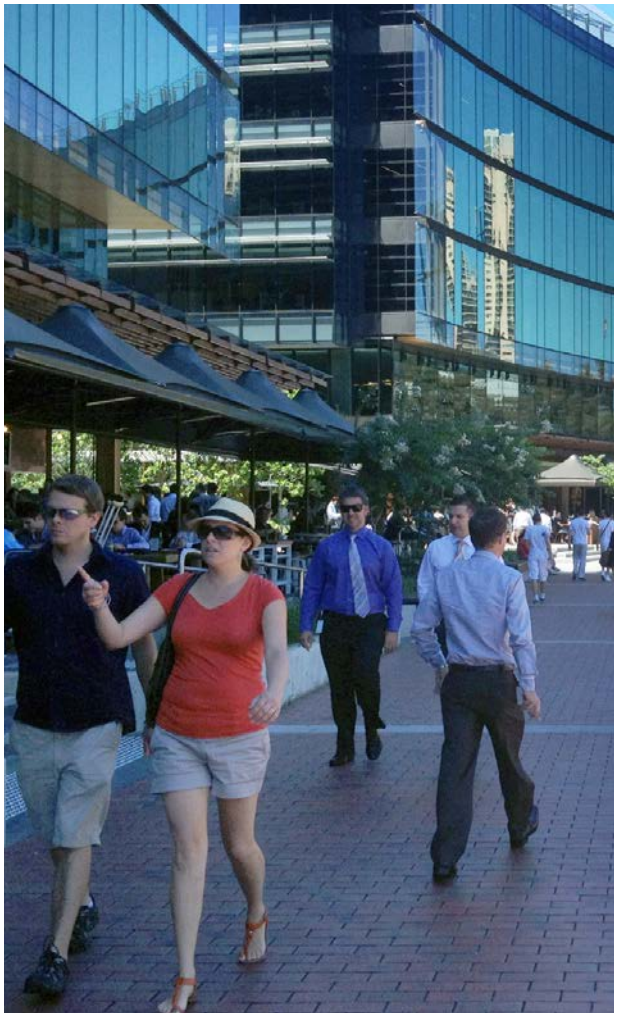
Support development for small scale/co-working office employment.

The FMAC will cater to the changing nature of working by facilitating a range of smaller co-working spaces. The planned streetscape and open space improvements will create a high amenity environment for these uses to prosper. The smaller co-working spaces will be delivered through the re-purposing of new buildings or within podium or tower levels of new developments. There will be a focus for these uses within the City Centre and the Arts and Entertainment Precincts to support the retail hospitality uses.

### Strategy 2.4.

Continue to grow and consolidate public service functions within the FMAC.

Council is exploring a range of locations in the FMAC that it could potentially relocate the Civic Centre and Council offices to. This would bring additional people to the streets of the City Centre and provide highly accessible services for the community.



High quality office buildings supported by active ground level uses

## Actions

**Action 3.** Health and Education Precinct Plan

Prepare strategic policy to guide the use and development of the Health and Education Precinct as identified in the Southern Land Use Framework Plan and implement this into the Frankston Planning Scheme.

**Action 4.** Business Attraction - Major offices

Engage with State Government Agencies and large businesses to connect them to development sites within the FMAC.


**Figure 9.** Indicative Study Area for future Health and Education Precinct Strategic Plan.

## OBJECTIVE 3.
Strengthen Retail, Arts, Entertainment and Culture.

### Strategy 3.1.
Rebuild and support the continued evolution of the local retail and hospitality sector.

Retail uses across the FMAC will evolve to cater to the changing preferences of shoppers providing enhanced experiences. These sectors will benefit from additional people living and working within the FMAC, along with high quality interconnected urban spaces and local branding enabling businesses to expand their markets.

### Strategy 3.2.
Strengthen the arts and entertainment precinct.

The arts and entertainment precinct of Frankston will draw people from across the region. It will be anchored by the Frankston Arts Centre at the eastern end and supported by hospitality and entertainment uses that extend along Playne Street through to the foreshore. Playne Street will be beautifully landscaped with creative public art and provide substantial spaces for outdoor dining.

### Strategy 3.3.
Provide additional events and festivals within the FMAC.

The FMAC will be a place where there is always something happening. Events and festivals will be held across the year recognising and celebrating the Frankston's arts, culture, indigenous history, natural and constructed assets.

### Strategy 3.4.
Create additional events spaces.

A range of spaces within the FMAC will be on offer to host events across the year. The foreshore reserve space into revitalised Kananook Creek Promenade and Boulevard. New events will celebrate the iconic waterway and its history.

**Actions**

**Action 5.** Vacant commercial properties

Engage with owners of vacant properties that have underutilised building spaces across the FMAC to:

1. Attract new tenants for businesses that are looking to relocate to Frankston or to locate a home bases business to a commercial tenancy.
2. Develop a branding and marketing strategy for vacant properties in the FMAC to fill vacancies and also to improve the aesthetic of the vacant businesses.

Master Plan for the Frankston Arts Centre and Frankston Library - Refer to Action 32 in Chapter 5 for more details.

The Frankston Waterfront Festival

## OBJECTIVE 4.

Provide a diversity of housing to support evolving population needs.

**Strategy 4.1.**
Encourage high density housing within the centre of the FMAC.

The central precincts of the FMAC (Precincts 1-4) will be a focus for high quality apartments offering excellent accessibility and unsurpassed lifestyle qualities. Housing will be encouraged through future amenity improvements to streets and open spaces, and supportive planning controls. The planning controls will support high density housing whilst ensuring employment opportunities are prioritised within podium levels of buildings.

**Strategy 4.2.**
Encourage mid-scale housing surrounding the City Centre.

Nepean Highway and Cranbourne Road will be a focus for mid-scale housing including apartment buildings and townhouses. This will help to diversify the offering between housing in established residential areas and the high density apartments in the central precincts.

**Strategy 4.3.** Provide more affordable housing

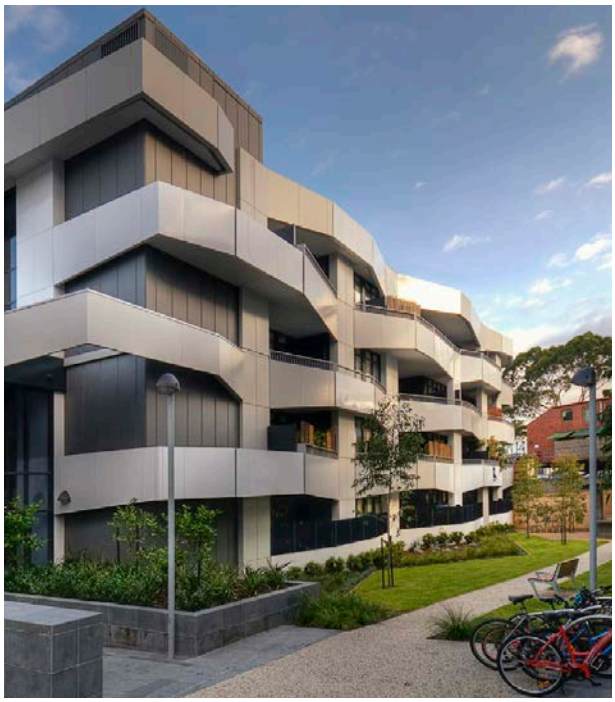
The FMAC will provide housing opportunities for people of all circumstances. Affordable housing will be encouraged through facilitative planning provisions.

**Actions**

Delivered in Action 1 - Planning Scheme Amendment

**Action 6.** Social and Affordable Housing

Encourage an increase in the supply of social and affordable housing throughout and nearby to the FMAC.



Example of mid-scale housing

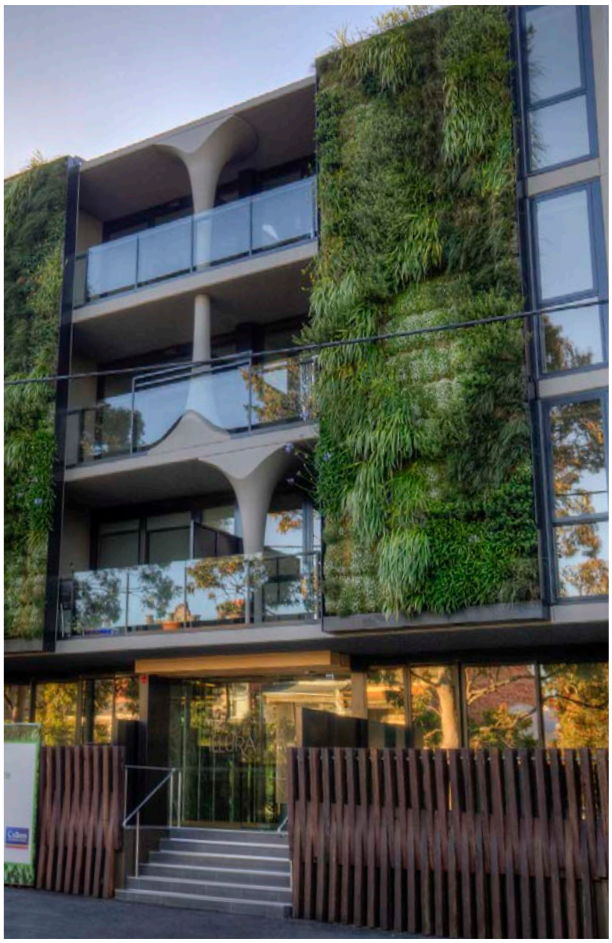
# 4.2. Built Form and Design

## 4.2.1. Overview

The Vision promotes high quality architecture and design that contributes to attractive and engaging streets. This theme provides a range of Objectives and Strategies that will assist in delivering a high quality built form throughout the FMAC.

Figure 10 identifies the preferred building heights and other key built recommendations across the FMAC.

Refer to the Chapter 5 - Precincts for more detailed built form recommendations.



An articulated and green street wall

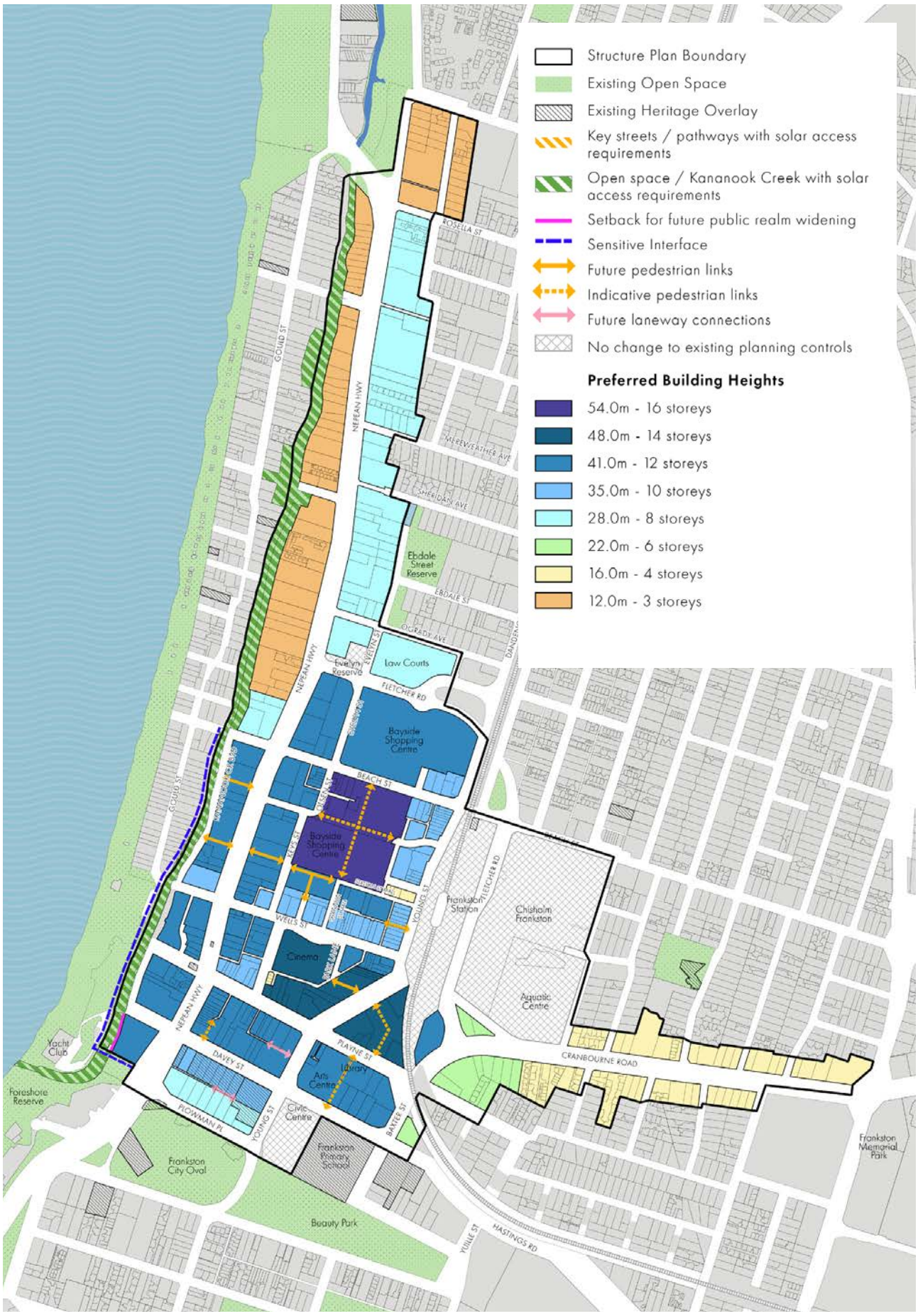



**Figure 10.** Built Form & Design Framework Plan

## OBJECTIVE 5.

Provide high quality built form across the FMAC that contributes to the coastal character and responds to the preferred character of the precincts.

### Strategy 5.1.

Implement a range of building heights across the centre that reinforces the city core and responds to sensitive interfaces.

The proposed building heights will provide for a substantial increase in floor area across the FMAC enabling the land use forecasts to be delivered. The City Centre and station areas will be reinforced as a focus for activity with taller buildings of up to 16 storeys. Building heights scale down towards the edges of the FMAC where sensitive interfaces exist including Kananook Creek, the foreshore reserve and in visually prominent locations such as Davey Street and Plowman Place.

The proposed building height approach will provide for a considered skyline and a clear delineation between the surrounding residential areas and the more intensified FMAC.

### Strategy 5.2.

Set a new standard for architecture and Environmentally Sustainable Design (ESD) that reflects the coastal character and contributes to the creation of exciting and attractive public realm in Frankston.

The design of buildings makes a significant contribution to the image and identity and experience of a place. Opportunities exist to significantly lift the design standard in new buildings and renovations and respond to the coastal character of the FMAC and define a contemporary and exciting character for the City Centre.

The unique bayside location of the FMAC requires design that recognises, values and enhances the natural, coastal landscape setting. The principles of good design remain, however additional consideration should be given to the following:

- Providing for the equitable sharing of views to the bay.
- Providing building forms and articulation that take cues from the coastal landscape.
- Integrating light, natural materials and textures that complement the coastal landscape.
- Incorporating design features that mitigate the harsher environmental conditions such as feature sun shading devices and canopies.
- Minimising the disturbance to existing indigenous vegetation and using appropriate indigenous species in new landscaping within the public and private realm.
- Providing ground and upper levels that address and embrace the foreshore and Kananook Creek.

### Actions

Delivered in Action 1 - Planning Scheme Amendment

**Action 7.** Urban Design Standards

Develop new FMAC Urban Design Standards that are consistent with the FMAC Structure Plan and implement these into the Frankston Planning Scheme as a reference document.

**Action 8.** Climate Change

Achieve the corporate emission reduction target and climate adaptation priorities set out by the Climate Change Strategy 2023-2030 with a particular focus on Council led developments and upgrades within the FMAC.

Assist the community and collaborate with developers to incorporate a climate action consideration in new and existing buildings through elevating Environmentally Sustainable Design requirements.

## OBJECTIVE 6.

Strengthen visual and physical connections to the water.

### Strategy 6.1.

Provide strategic mid-block links to increase pedestrian access to Kananook Creek and the Foreshore.

Better connecting the City Centre to the Foreshore and Kananook Creek has been a long held aspiration for planning in Frankston. The Structure Plan proposes new mid-block pedestrian links from Nepean Highway to Kananook Creek, in the blocks between Beach Street and Wells Street to make it easier to access to the Creek. These links will also provide for greater visual connection to the Foreshore and Kananook Creek.

### Strategy 6.2.

Provide visual breaks between upper levels of buildings to maintain views to the sky and reduce visual bulk.

New development should reflect the bayside location and protect long distance views to the water by providing visual breaks between buildings across the FMAC. This will allow for glimpses of the sky and water from surrounding areas and also reduce the visual impact of buildings when looking back from the Foreshore and Kananook Creek.

The Structure Plan provides requirements for minimum upper-level breaks between buildings and tower widths to achieve this outcome.

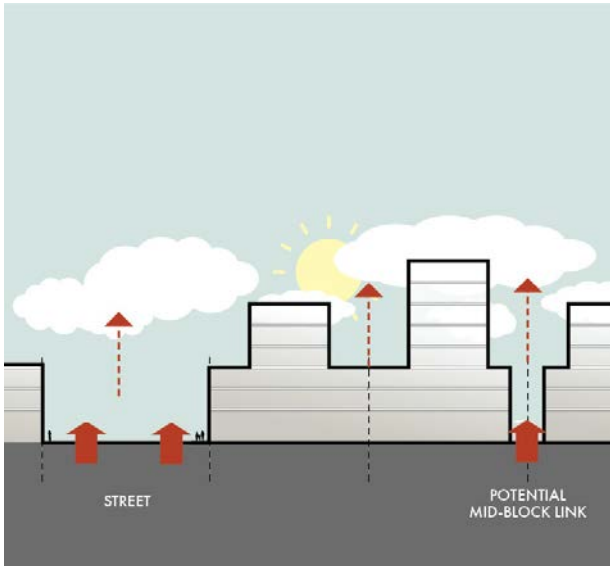



**Figure 11.** Diagram illustrating the physical and visual connections to the water.

**Actions**

Delivered in Action 1 - Planning Scheme Amendment

## OBJECTIVE 7.

Protect streets, plazas and parks from overshadowing, wind and storm water impacts.

### Strategy 7.1.

Maintain sunlight to key streets, laneways, parks and public spaces.

The streets, parks and other public spaces within the FMAC will become more important as the City Centre grows and intensifies. Providing adequate sunlight to these spaces will ensure that they remain attractive and comfortable places to be in. The proposed built form controls will ensure that new development doesn't significantly overshadow key streets, parks and other public spaces.

The following measures for solar access have been adopted for the Structure Plan. These time periods will ensure sunlight is provided to the footpaths at the most active times of the day, which will help to support hospitality and retail uses. These measures were tested and considered to provide a balance between providing good solar access whilst not unreasonably limiting development opportunities:

- **For key footpaths:** The Structure Plan recommends that sunlight is retained to southern, eastern and western footpaths between 10am and 2pm at the September 22 Spring equinox. This is a common benchmark used across activity centres in Victoria.
- **For public open space:** A more restrictive control is proposed which requires sunlight to be provided between 10am and 2pm at the June 22 Winter Solstice. This standard has been modified in some locations such as where a property directly abuts an adjoining public open space, in order to support feasible development outcomes.

### Strategy 7.2.

Reduce the wind impacts of taller buildings.

Another potential impact from new development is an increase in wind in spaces adjacent to the buildings. This occurs when buildings are not designed to deflect downward drafts. The Structure Plan provides recommendations to mitigate the impacts of wind and requires wind impact assessments to be undertaken as part of the planning permit process. More details are provided in Section 5.8 - Centre-wide Design Guidelines.

**Actions**

Delivered in Action 1 - Planning Scheme Amendment

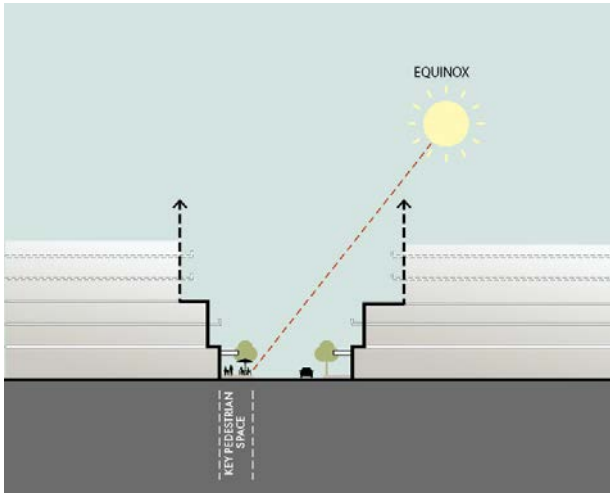



**Figure 12.** Diagram showing sunlight to footpaths.

## OBJECTIVE 8.

Ensure built form contributes to active and people focused streets.

### Strategy 8.1.

Provide development outcomes that contribute to human scaled streets through lower street wall heights and tower setbacks.

The Structure Plan proposes planning measures to avoid visually dominant building forms adjacent to city streets and public spaces. This will be achieved through a lower scale podium at the street edge with a taller, tower building set back behind the podium. This will create a building scale that does not overwhelm the streetscape and better relates to pedestrians.

### Strategy 8.2.

Create active City Centre streets and laneways through engaging building frontages and weather protection.

Continuous retail and business activity across the FMAC is key to providing a positive pedestrian experience. The Structure Plan identifies areas of Primary Active Frontages, where windows and open frontages will be provided at ground level, and uses at the front of the building will provide for customer engagement. These areas will also provide awnings for weather protection to pedestrians.

Examples of open and engaging ground level frontages

### Strategy 8.3.
Strengthen the fine-grain character of the FMAC

The narrow shopfronts across the FMAC are an important component providing visual interest and a greater diversity of uses and experiences. Only a small proportion of buildings within the FMAC reflect this character.

When considering the massing of new developments, it is important to reinforce the fine grain and vertical rhythm of the streetscapes. Buildings with a longer street frontage should be broken into smaller vertical sections, with a range of parapet heights and rebates of sufficient depth to provide modulation in the street façade.

Pedestrian laneways should cater for a mix of fine-grain commercial uses, with smaller frontages allowing for cafes, pop-ups and convenience-based retail.

It is recommended that the fine-grain character is continued through new development. However there is also an opportunity for wider frontages in some areas to create a variety of floor plates that support a diversity of land uses.

**Actions**

Delivered in Action 1 - Planning Scheme Amendment


Example of fine-grain built form


Example of fine-grain built form can be maintained within the pedestrian laneways allowing for a mix of smaller uses.

## OBJECTIVE 9.

Respond to sensitive interfaces and protect amenity of existing and future residents.

### Strategy 9.1.

Enhance the built form interface to Kananook Creek, the foreshore and other public open spaces.

New development will seek to enhance the interface to key public open spaces and draw people to these locations with activated ground level frontages. The building heights, setbacks and solar access requirements outlined in the Structure Plan will ensure that these areas remain desirable places across the year.

### Strategy 9.2.

Provide appropriate building scale at existing residential interfaces.

There are limited locations within the FMAC where commercial uses directly interface with low scale residential areas. A key location is the Long Island Residential area, situated on the west side of Kananook Creek. Development along Kananook Creek Boulevard will be visible from this area and will need to be designed to so that its visual dominance is minimised to residents. The significant upper-level setbacks from the edge of the building podium and visual breaks between buildings will provide for an appropriate interface to this area.

### Strategy 9.3.

Provide for equitable access to amenity

As the FMAC develops, it is important to have measures in place to ensure that the future development potential of adjoining sites is not significantly compromised by the first development. A key consideration in equitable access is ensuring adjoining buildings have sufficient separation, to limit overshadowing and ensure adequate privacy for apartments and access to daylight.

The Centre-Wide Design Guidelines outlined in Chapter 5 provide a range of upper level setback requirements that will ensure adequate separation can be provided. This will not only ensure equitable amenity for development but also provide visual breaks between buildings across the FMAC.

**Actions**

Delivered in Action 1 - Planning Scheme Amendment

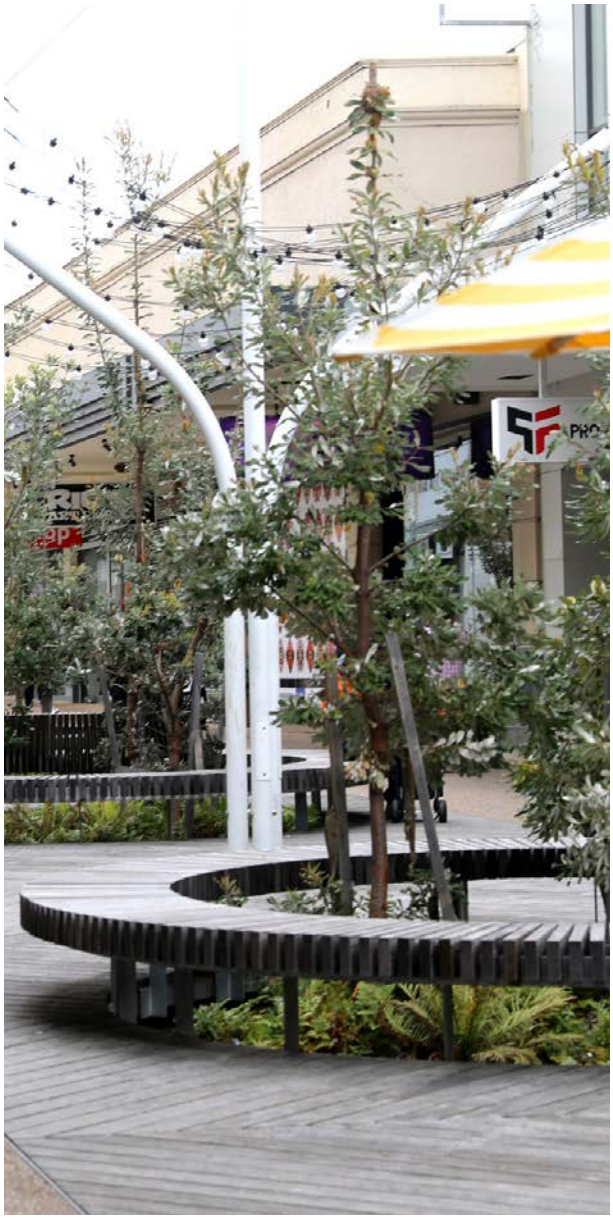
# 4.3. Public Realm

## 4.3.1. Overview

The Vision aims to provide streets and public spaces that are inspiring and people oriented. This theme provides a range of Objectives and Strategies to achieve this aspiration and identifies key projects for delivering the Vision.

Figure 14 reflects the future public realm framework for the FMAC identifying streetscape types, open space opportunities and key gateways.

Refer to the Chapter 5 - Precincts for more detailed Public Realm Projects.



Recently upgraded Station Street Mall


**Figure 13.** Public Realm Framework Plan

## OBJECTIVE 10.

Provide a range of public and civic spaces that support community gathering, social interaction and passive and active recreation

### Strategy 10.1.

Deliver new public spaces within the heart of the FMAC

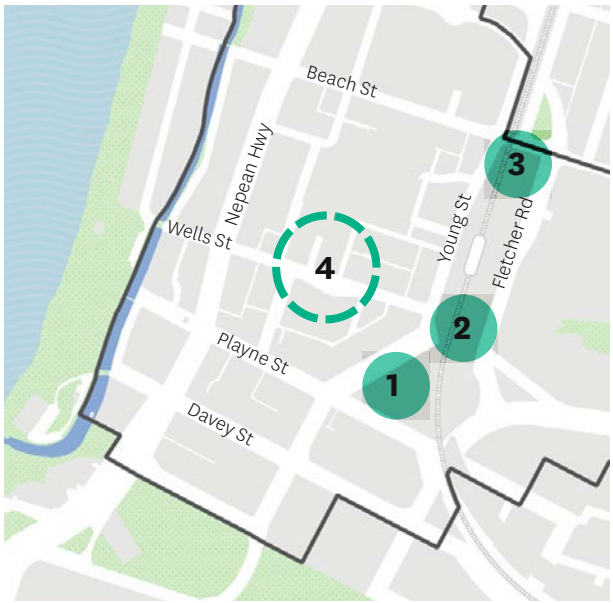
The Structure Plan identifies the need for a new open space within the heart of the FMAC to provide new open spaces for residents, workers, students and visitors to relax, socialise and participate in community events. The following locations have been identified for providing new / expanded public spaces:

- **1. Sherlock and Hay's Site** - If redeveloped, the site provides an opportunity for a new, civic focused park.
- **2. City Park** - Potential expansion of the park into VicTrack land to provide a 1,600 sq.m space.
- **3. Signal Box Park** - Potential for new park occupying the car park in front of the Heritage protected Signal Box. The Signal Box would be re-purposed to activate the space.
- **4. Wells Street** - Potential for a new plaza or town square through private land acquisition in close proximity of Shannon Mall, or through partial closure of Wells Street to motor vehicles.

**Actions**

City Park expansion - Refer to Action 25 in Chapter 5 for further Details.

Signal Box Park - Refer to Action 26 in Chapter 5 for further Details.

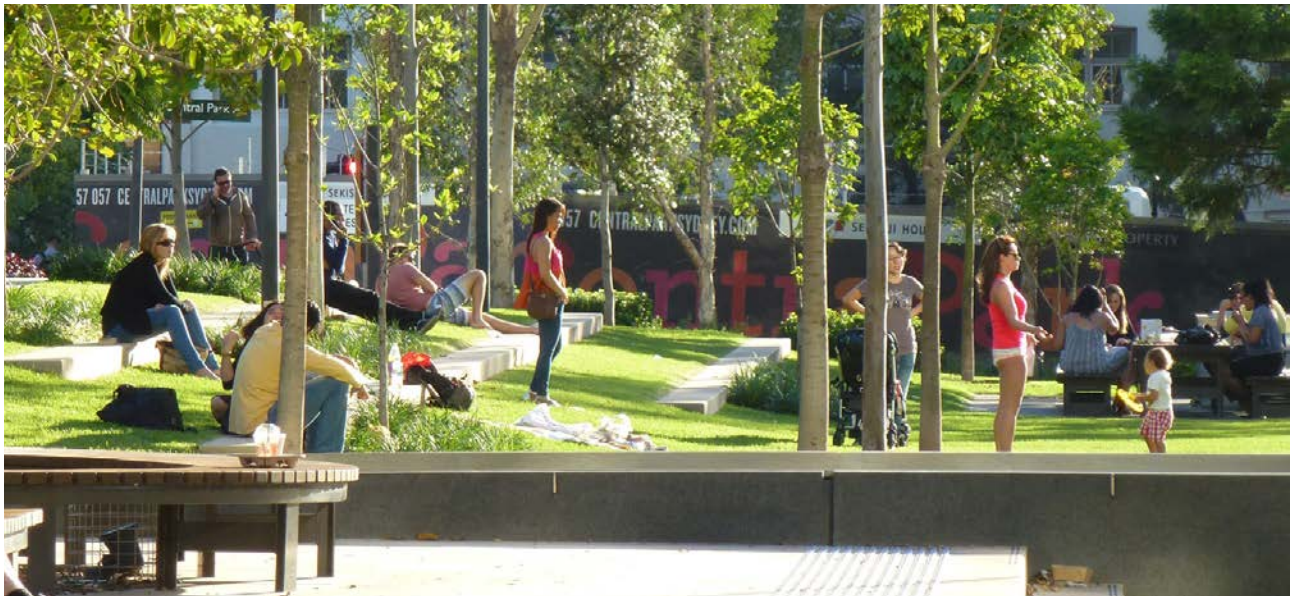



Potential new / expanded open space

Investigation area for new public space

**Figure 14.** Potential locations for new open space within the centre of the FMAC.

Opportunity to extend City Park



Communal green spaces in Sydney's Central Park

## OBJECTIVE 11.

Provide streets across the FMAC that are people focused and green.

### Strategy 11.1.

Upgrade key City Centre streets.

The central FMAC streets are the primary places for economic and social activity and should be designed as places for people. Key streets across the City Centre will be upgraded to provide more greenery, high quality paving, and additional space for people to gather or enjoy outdoor dining. The key streets for upgrades will include:

- **Playne Street** - Create a spine for the arts and entertainment precinct. See Strategy 11.3.
- **Shannon Street Mall** - Reinforce its role as a key public plaza.
- **Thompson Street** - Enhance its convenience role and better connect Playne Street and Wells Street.
- **Young Street South of Wells Street** - Complete the streetscape upgrades along Young Street and enhance the connection between the station and the arts precinct.

### Strategy 11.2.

Increase tree canopy cover and biodiversity across the FMAC.

The highly urbanised nature of the FMAC lends itself to increased urban heat as it is dominated by hard surfaces and buildings. Increasing tree canopy cover will help shade and cool the streets and public spaces, making it a desirable and comfortable place for people.

This should be supported landscaping within private land that contributes to the landscape character of the FMAC. Development should provide:

- Landscaped rooftop terraces providing shaded communal spaces
- Green walls
- Balcony gardens
- Ground level canopy tree and shrub planting in locations where street setbacks are provided
- Indigenous plant species that strengthen biodiversity across the FMAC
- Opportunities for urban food production

### Strategy 11.3.

Develop Playne Street as the arts and entertainment spine.

Playne Street will be upgraded to increase its role as the spine for the arts and entertainment precinct connecting the City Centre to the foreshore. The street will be reconfigured to provide wider footpaths, bike lanes (connecting the Baxter Trail to the foreshore), additional street tree planting and Water Sensitive Urban Design (WSUD) treatments. This would be achieved through a reduction in the vehicle lane widths and reconfiguring car parking. As part of the project, the Frankston Library forecourt would be extended and upgraded to integrate with the revitalised streetscape.

At the western end of Playne Street, the existing Comfort Station will be activated as a key destination along Nepean Highway.

### Strategy 11.4.

Transform the Nepean Highway into an Iconic Boulevard.

The Nepean Highway will be transformed into an iconic boulevard that forms an exciting entrance for the FMAC. The proposed upgrades will seek to increase pedestrian footpath space on both sides of the road, increase canopy tree planting and WSUD treatments, and provide bicycle lanes in each direction. To improve safety and connectivity to the foreshore, additional signalised crossing opportunities will be provided.


City Centre Precinct Street upgrades

Playne Street upgrade

Nepean Boulevard Upgrade

Kananook Creek Boulevard & Promenade upgrade

**Figure 15.** Proposed Streetscape Upgrades across the FMAC.

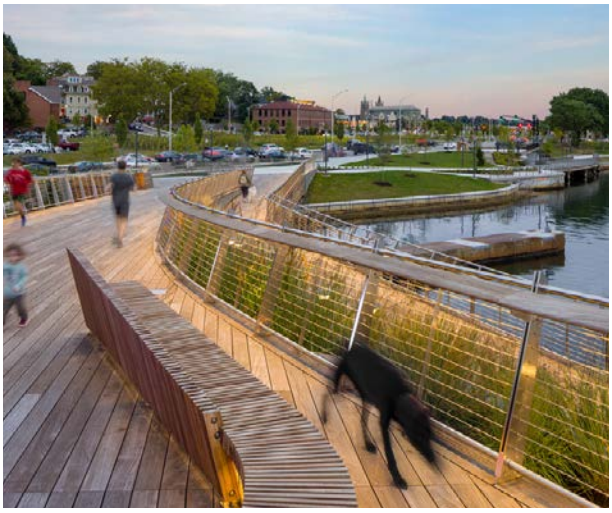
The large fig trees are iconic elements of the Nepean Highway streetscape that should be retained.

Opportunities to improve and green the public realm, creating shading and lighting, with improved and continuous cycleways to promote active movement.

### Strategy 11.5.
Create a thriving Kananook Creek promenade.

Kananook Creek will be transformed into a thriving pedestrian focused area, which is activated across the day and night. Between Beach and Wells Street, streetscape upgrades will provide for wider footpaths to support outdoor dining, additional tree planting, WSUD treatments and a shared pedestrian and vehicle pavement that enables easy movement across the boulevard. Further south, the Kananook Creek promenade will be continued through the Cheeky Squire site at 510 Nepean Highway. These upgrades will provide for a continuous link along Kananook Creek from Beach Street through to the foreshore reserve.

Additional master planning of the creek corridor will seek to introduce additional on-water activities along the creek in strategic locations and provide enlarged public spaces in key areas providing lookouts and steps to access the water.



Provide opportunities to better engage with the creek edge.

### Strategy 11.6.
Enhance and activate the laneways

The FMAC laneways are evolving into key public spaces offering unique public art and alternative hospitality experiences. The Frankston Laneway Action Plan was prepared in 2021 and identified a range of proposals to further enhance the laneways.

Artistic lighting opportunities in the laneways.

**Strategy 11.7.**
Improve the integration of the Bayside Shopping Centre into the surrounding streets.

The Bayside Shopping Centre occupies a significant footprint within the City Centre and generates significant pedestrian activity. The Structure Plan aims to provide for better integration of the shopping centre into the existing streets to encourage pedestrian movement through the centre into the adjoining retail streets. A close working relationship between Council and Vicinity Centres will be key to implement improvements.

Activated spaces at a shopping centre entry.

## Actions

**Action 9.** Cooling and Greening

Integrate a range of cooling and greening initiatives throughout the FMAC to achieve the targets set by the Urban Forest Action Plan (2020) (In particular Precinct 1 and Precinct 2).

City Centre Street Upgrades - Refer to Action 23 in Chapter 5 for further details.

Playne Street Upgrade - Refer to Action 31 in Chapter 5 for further details.

Nepean Boulevard Master Plan and Implementation - Refer to Action 34 in Chapter 5 for further details.

Kananook Creek Boulevard upgrade (between Wells and Beach Streets) - Refer to Action 35 in Chapter 5 for further details.

Improvements to Kananook Creek - Refer to Action 37 in Chapter 5 for further details.

Bayside Shopping Centre Integration - Refer to Action 24 in Chapter 5 for further Details.

# 4.4. Movement and Transport

## 4.4.1. Overview

The Vision seeks to enhance Frankston as a place where people can walk, cycle or use public transport for their daily needs. The Movement and Transport theme provides a range of Objectives and Strategies to achieve this aspiration as well as making vehicle and parking access more efficient.

Figure 16 reflects the future Movement and Transport Framework for the FMAC. It identifies a range of network and intersection improvements for walking and cycling along with public transport, vehicle movement and car parking improvements.

Refer to Chapter 5 - Precincts for more detailed Movement and Transport Projects.

Example of a pedestrian priority street


**Figure 16.** Movement and Transport Framework Plan

## OBJECTIVE 12.

Prioritise walking across the FMAC.

### Strategy 12.1.

Develop a network of priority pedestrian routes.

The Principal Pedestrian Network identified in Figure 17 recognises the importance of pedestrians in contributing to the FMAC's local economy and street life. These routes will be designed in a way that prioritises pedestrian movement both along and across the street, and through key intersections.

### Strategy 12.2.

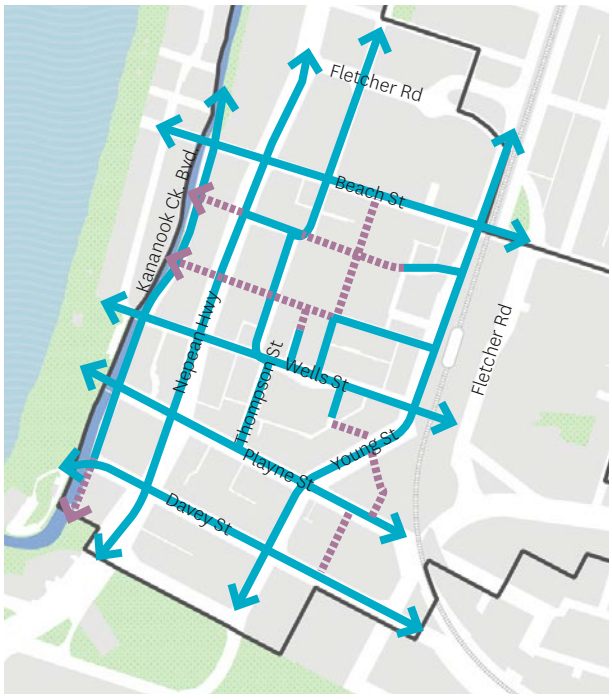
Increase the permeability of the walking network.

Pedestrians will have a range of options for moving around the FMAC with new links aligning with key desire lines. The new walking links will make it easier for people to access shops, services and the foreshore, whilst creating new experiences.

### Strategy 12.3.

Create shared pedestrian, cyclist and motor vehicle zones in areas of high pedestrian activity.

Key streets within the FMAC including Wells Street, Balmoral walk, and Ross Smith Avenue East will be redesigned as shared zones. A shared zone is an area all road users can use however vehicles and cyclists must give way to pedestrians. Redesigning these streets as shared zones will make it easier and more inviting for people to use the shops. Design changes would include changing from bitumen to pavers, eliminating the kerbs, and lowering the speed limit to allow pedestrians, cyclists and motorists to share the space safely.




Existing pedestrian links

New & Indicative pedestrian links

**Figure 17.** Existing and Proposed walking links.

Example of a shared street

### Strategy 12.4.
Enhance pedestrian priority and safety at key intersections.

Key intersections across the FMAC will be upgraded to make it easier and allowing for people to move around safely. Providing longer crossing times, installing zebra crossings where possible, and reducing crossing distances will all help make it safer to cross the street. Figure 16 identifies a number of intersections where improvements are proposed.

### Strategy 12.5.
Make it safer and easier to cross the rail line.

The Frankston Railway Line will no longer be a major barrier separating the FMAC and improvements to the existing underpass will make the space feel safer by opening up view lines. A potential pedestrian bridge across the railway line through the Sherlock and Hay's site will improve access in the south of the FMAC and connect two key development sites. Long term, the solutions to mitigate these safety issues could potentially consider replacing the dangerous Beach Street at-grade rail crossing with an overpass that connects into the proposed multi-deck car park and a new northern entrance for the station.

Example of a safe pedestrian crossing

**Actions**

**Action 10.** Pedestrian Network Audit and Framework (Safety and Amenity)

a. Undertake an audit of all the streets and laneways in the FMAC to establish a new streetscape capital works program and to improve the maintenance of existing streets and assets.

b. Develop a framework for the current and the future amenity of the streets to be assessed and prioritised.

**Action 11.** Wayfinding Signage (Pedestrian and Cycle)

Implement the Frankston City Council Wayfinding Strategy and Style Guide (October 2022) throughout the FMAC.

Railway Underpass Upgrade - Refer to Action 30 in Chapter 5 for further Details.

## OBJECTIVE 13.

Create a safe and convenient cycling network.

### Strategy 13.1.

Develop a network of connected cycling routes

The FMAC will be highly accessible by bike through the installation of bike lanes and shared user paths connecting residents and workers to key destinations. Bike lanes along Playne Street, Nepean Highway and Beach Street will provide for good City Centre connections. Improved integration of the Baxter Trail into the City Centre and a potential bike trail along Dandenong Road West will make it easier for surrounding residents and workers to access the FMAC.

Opportunity for new shared user path to connect the Frankston-Baxter Trail across the FMAC.

**Actions**

**Action 12.** Cycling connections

Prepare design concepts and implement the provision of new bike lanes / shared user paths throughout the FMAC that also provide broader connections to and from areas outside of the FMAC boundary.

Baxter Trail Extension - Refer to Action 29 in Chapter 5 for further Details.

## OBJECTIVE 14.

Increase the use of the Ring Road and reduce traffic on City Centre streets.

### Strategy 14.1.

Implement traffic measures to increase the use of the ring road

A range of traffic measures will developed and implemented over time to increase the use of the Ring Road. This will reduce traffic on the City Centre streets and the Nepean Highway making these places better for people.

These measures will be developed in consultation with the community, businesses and public transport providers.

#### Actions

**Action 13.** Ring Road

Work with DTP to develop and implement options to cater for the increase in vehicle movements and improve the functionality and efficiency of the Ring Road to support the objectives of the Structure Plan (Nepean Boulevard).

**Action 14.** Amenity improvements to the Ring Road

Improve the amenity of the Ring Road through the planting of canopy trees and under-storey planting, by improving pedestrian and cycling connectivity and implementing way finding and public lighting.

**Action 15.** Directional and Guidance Signage (Roads)

Work with DTP to implement directional and signage guidance signage on key roads throughout the FMAC.

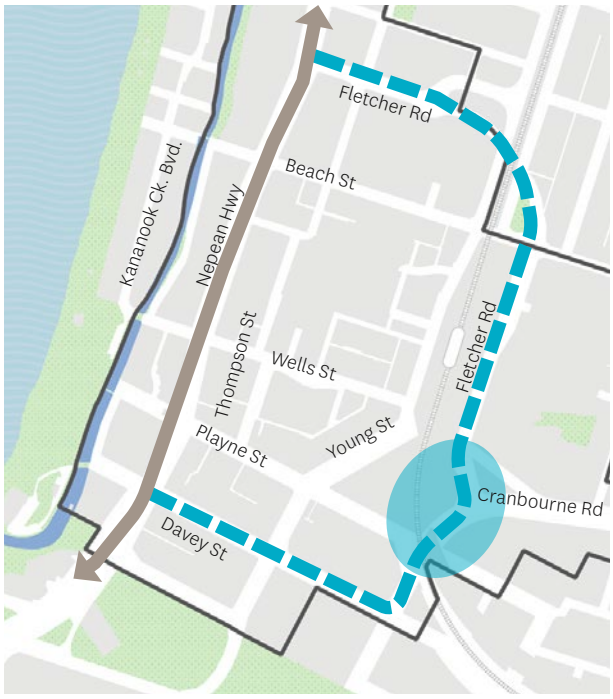



**Figure 18.** Existing Ring Road & Location for Traffic Management Improvements.

## OBJECTIVE 15.

Provide car parking that is easy to locate and access.

### Strategy 15.1.

Provide car parking facilities at the edge of the FMAC.

Future car parking facilities will be provided in locations that are easily accessed from the Ring Road. This will reduce the number of cars accessing the central streets, making them safer and more inviting for pedestrians. Walking connections between the new car parks and key destinations will be enhanced to improve safety. Figure 16 identifies the existing at-grade car park at the corner of Davey Street and Young Street as a potential location and an investigation area north of Beach Street for another facility. The provision of additional commuter car parking located outside of the FMAC will further assist in alleviating the number of cars accessing the city streets.

### Strategy 15.2.

Provide real time signage for car parking.

Real time signage for car parking across the FMAC will direct people to available parking bays reducing unnecessary vehicle movements and reduce visitor frustration when looking for a park. This system has been successfully implemented for underground parking at the Frankston Arts Centre.

### Strategy 15.3.

Provide a consistent approach to parking time limits and costs.

A consistent framework for parking time limits and costs will reduce the need for people to circulate to find the best parking deal.

**Actions**

**Action 16.** Construction of multi deck car parks integrated with development

Undertake conceptual planning and design and upgrade Council owned car parks to facilitate development with active street frontages and multi deck car parks throughout the FMAC.

**Action 17.** Car parking time limit and cost assessment

Undertake an audit of all Council owned car parks, existing car parking time limits and costs and develop and implement a consistent framework for these.

**Action 18.** Parking Permits for residential streets

Investigate a resident parking permit system for residential streets within and adjacent to the FMAC to determine the need for a resident parking permit system and in which streets.


Example of real-time car parking signage.

## OBJECTIVE 16.

Enhance the FMAC as a public transport hub for the region.

### Strategy 16.1.

Improve bus priority along key City Centre streets.

Buses will move efficiently along City Centre streets contributing to a reliable public transport network. A number of traffic management initiatives will be developed and implemented to prioritise bus movement along key streets including Young Street and Playne Street

### Strategy 16.2.

Support the Baxter rail line electrification.

Council will continue to support the electrification of the Baxter railway line. Electrification will open up significant opportunities for the FMAC and draw more people into the City Centre. The future electrification will provide for a redesign of the Frankston station platforms potentially reclaiming extra open space / development land through a decommission of the station's current western platform.

### Actions

**Action 19.** Bus service review

Advocate for a bus service review for all buses within City Centre.

**Action 20.** Bus network

Work with DTP to improve the efficiency of the bus network, with a focus on Young, Playne and Beach Streets.

**Action 21.** Public Transport Improvements

Advocate for public transport improvements, to, from and within the FMAC, including the electrification of the railway line beyond the Frankston Train Station.

**Action 22.** Sustainable transport

Establish a working group to find ways to encourage an increase in the opportunities for sustainable transport.

The existing bus interchange in Young Street.

# 5. The Precincts

# 5.1. Overview

This chapter provides details of actions and the Built Form and Design requirements that will help to achieve the Vision for the FMAC.

Six precincts have been designated as outlined in Figure 19 and are described in the following pages.


**Figure 19.** FMAC Precinct Plan

# 5.2. Precinct 1: City Centre

## 5.1.1. Precinct 1 - Overview

### Activities and Land Use

The City Centre Precinct is the heart of Frankston. It will be a vibrant place for business, shopping, living, dining and entertainment. Bayside Shopping Centre will continue to provide a regional shopping role however, it is better integrated into the surrounding streets. Street based retail is boosted by a range of streetscape and public space upgrades enabling shoppers to move easily through interconnected urban spaces. Employment, residential, accommodation and community uses are provided across the precinct providing additional people in the City Centre to support a day and night time economy.

### Built Form and Design

New built form will strengthen the street based experience with open and engaging frontages that reflect the fine-grain subdivision patterns of existing shopfronts. A three storey street wall will provide a scale that does not overwhelm the streetscape and taller development will be set behind the street wall to minimise visual impact. Building heights will increase around key retail streets where overshadowing impacts can be managed.

Existing blank walls to Keys Street, Olsen Street, Evelyn Street and key laneways will be gradually replaced with well designed buildings providing windows and activity at ground level.

### Public Realm and Open Space

The streets and laneways of the City Centre are people focused, safe and green providing high quality spaces for people to shop, enjoy outdoor dining and socialise. Shannon Street Mall is upgraded with new paving, lighting and additional tree planting to reinforce its importance connecting Wells Street to the Bayside Shopping Centre. Thompson Street is also upgraded as a key north-south link connecting into Precinct 3. In the longer term, a new public square in Wells Street will provide a central space for festivals and public events.

### Movement and Transport

Pedestrians can move around easily and safely in the City Centre enhancing its primary role as a retail precinct. A range of streetscape upgrades will seek to enhance pedestrian amenity and safety and improve pedestrian priority at intersections.

Wells Street will be redesigned to enable people and vehicles to share the road space in a safe and high amenity environment. This will strengthen retail activity by allowing people to move across and along the street more freely. Residents and workers will be able to access the City Centre from the north through a safe pedestrian crossing on Fletcher Road.

New bicycle lanes along Beach Street will provide another key east-west access route for cyclists into the City Centre.

Car parking will be maintained in future streetscape upgrades and Council will seek to provide a multi-level car park facility north of Beach Street in a location accessible from the Ring Road.

## 5.2.1. Precinct 1 - Actions

Figure 20 identifies actions and improvement across Precinct 1. These actions are outlined in the following pages.

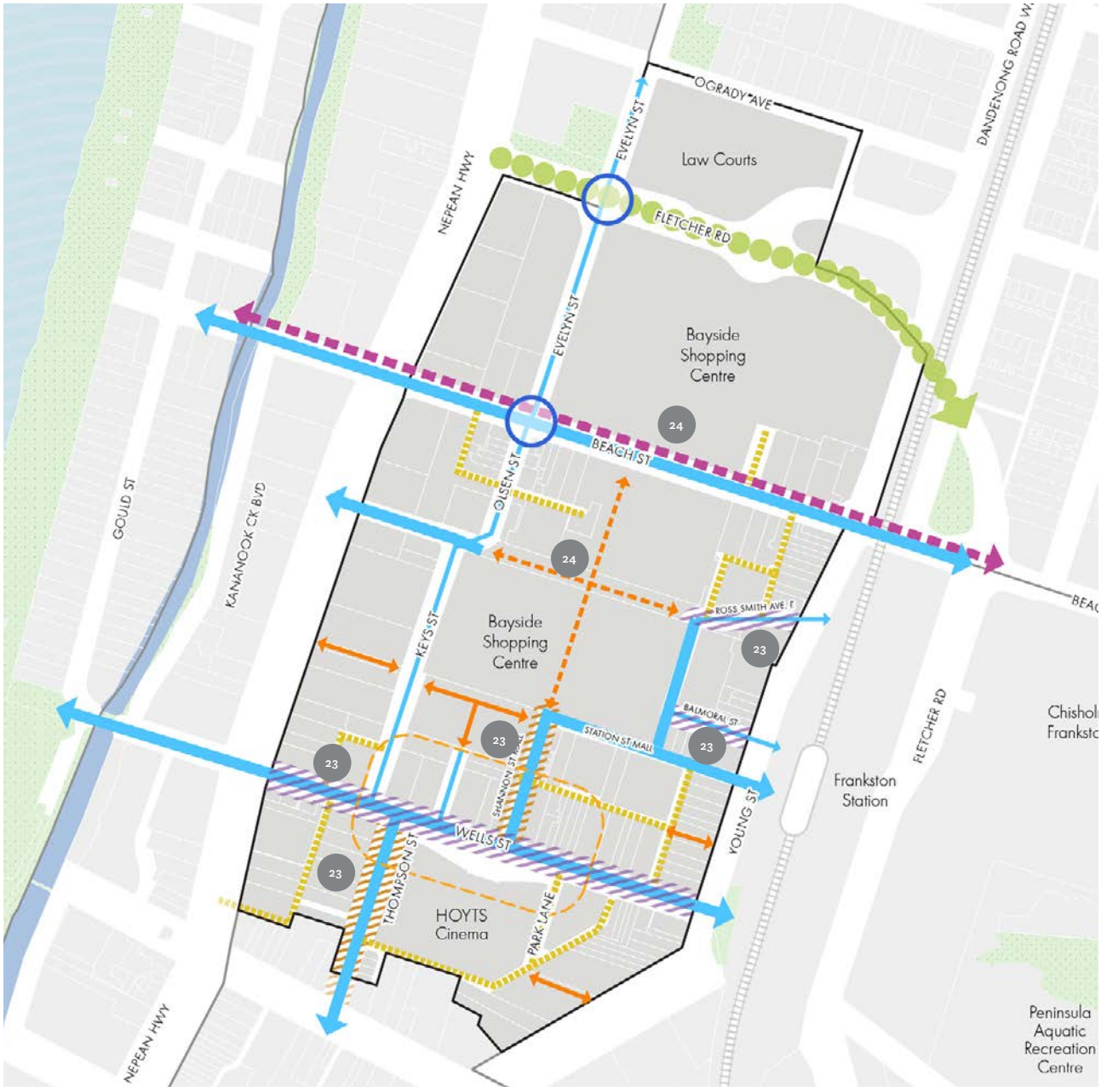



**Figure 20.** Precinct 1 - Actions

## Precinct 1 - Actions

### **Action 23.** City Centre Street upgrades

Prepare design concepts and construct Street/ Mall upgrades within the FMAC as part of a staged approach for the following:

1. Wells Street to occur first (central Wells Street as a shared zone and include investigation of a gathering space/plaza);
2. Shannon Street Mall;
3. Thompson Street;
4. Balmoral Walk and Keys Street (In consultation with Vicinity to resolve challenges around the loading bays for the Bayside Shopping Centre); and
5. Ross Smith Avenue.

Refer to further details below:

#### Wells Street, Balmoral Walk and Ross Smith Avenue Shared Zones

Key components of the concept design could include:

- Removal of kerbs so that the footpaths and road surface is at the same grade.
- Providing a unified paving treatment across the footpath and road space.
- Additional street tree planting.
- Retention of car parking within the streets
- Slowing motor vehicles and cyclists to 20 km/ hr to enable them to give way to pedestrians.

The concepts will be developed on conjunction with traders and the community.


Example of an activated and pedestrian focused plaza.

Example of pedestrian plaza spaces with landscaping, seating and engaging uses.

## Precinct 1 - Actions

### Shannon Street Mall

Shannon Street Mall is one of the most heavily used pedestrian links in the FMAC providing a key link between Wells Street and the Bayside Shopping Centre. A future upgrade could provide for:

- High quality surfaces with feature paving that integrates with the FMAC's wider streetscape palette.
- Pedestrian scale lighting.
- Additional street tree planting.
- Defined outdoor dining zones.

### Thompson Street

An upgrade to Thomson Street will enhance it as a key connection between the arts precinct and retail core along Wells Street. The upgrade could provide for:

- High quality surfaces with feature paving that integrates with the FMAC's wider streetscape palette.
- A widened western footpath to enhance adjoining retail and hospitality uses. This will be achieved through the reduction in vehicle lanes and reconfiguring car parking.
- Additional street tree planting within kerb outstands.
- A shared cyclist and vehicle traffic lane.


Shared zone examples.

Example of Laneway activation.

## Precinct 1 - Actions

### Action 24. Bayside Shopping Centre enhancements

Work with Vicinity Centres to explore better integration of the Shopping Centre with the surrounding streets.

Improvements should consider:

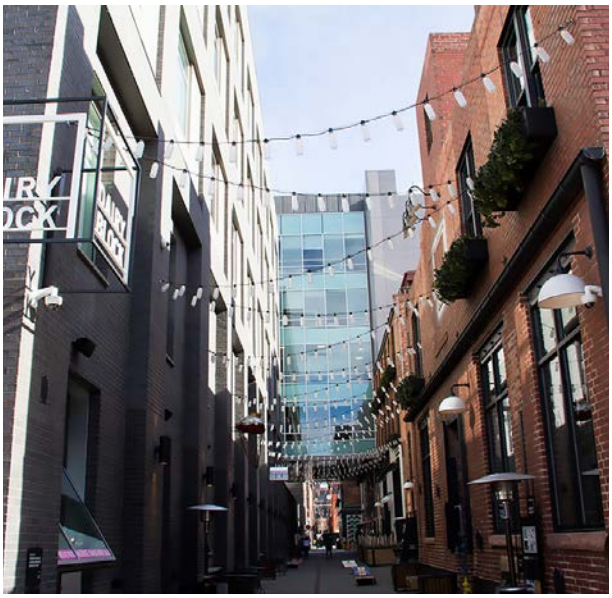
- Creating a safe pedestrian route through the centre independent of Shopping Centre / Balmoral Walk opening times, and improve physical safety and quality of public realm in laneways and access ways surrounding the centre.
- Determining the status of loading docks and car park access to potentially free up space for outdoor use at edges.
- Creating new arrival / welcome area at Beach street.
- Provide additional Activation on the south side of Beach Street and considering options for renovations to create active frontages on the north side of the street.
- Continuing the expansion of the city mural programme to enliven external facing walls.


Example of an activated square.

## 5.2.2. Precinct 1 - Development Framework

### Development Objectives

- To activate all streets and laneways across the Precinct with retail, restaurants and cafes, uses across the day and night.
- To support residential, office, accommodation and other uses on upper levels of buildings across the precinct.
- To encourage development to address laneways with active uses at ground level and surveillance from upper levels.
- To provide buildings with landscaped front setbacks north of Fletcher Road.
- To maintain and enhance the fine-grain rhythm of shopfronts across the City Centre streets.
- To enhance the built form interface to improve activation and safety.
- To maintain adequate sunlight to key streets in the City Centre.
- To establish additional east-west pedestrian links to improve connection between the City Centre Precinct and the Promenade Precinct.
- To enhance the integration of the Bayside shopping centre with surrounding streets.
- To improve the pedestrian and walkability of the City Centre.
- To minimise the impact of driveway crossovers on key retail streets.



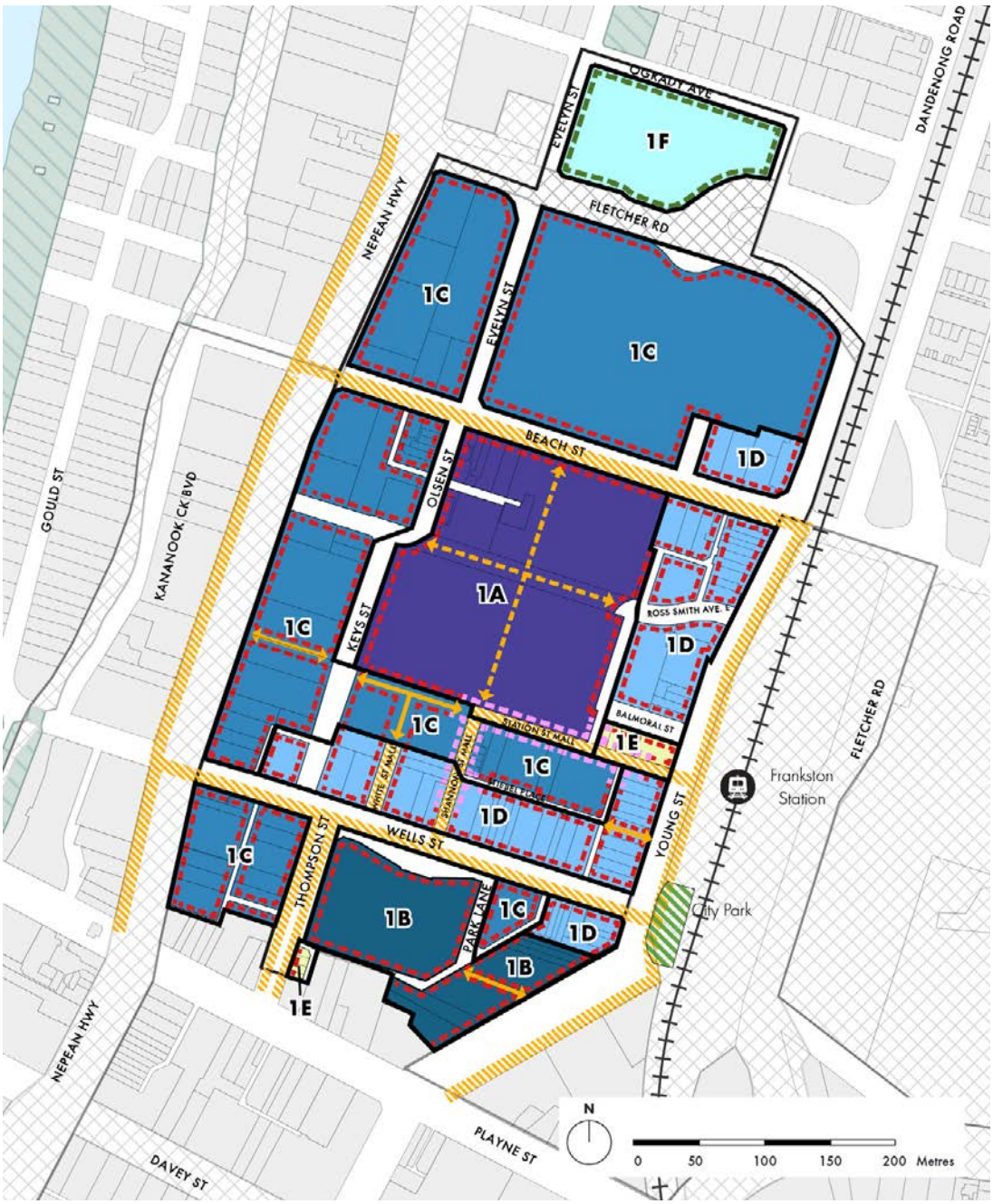
Example of Laneway activation.

Example of activated laneways with shared street zones.

### Precinct Development Requirements

Refer to Figure 21 for Sub-Precinct boundaries and other built form requirements for Precinct 1.

| Element | Development Requirements |
|---|---|
| Preferred Building Heights | • **Sub-Precinct 1A** – Preferred Maximum Building Height is 54.0m (16 storeys).<br>• **Sub-Precinct 1B** - Preferred Maximum Building Height is 48.0m (14 storeys).<br>• **Sub-Precinct 1C** - Preferred Maximum Building Height is 41.0m (12 storeys).<br>• **Sub-Precinct 1D** – Preferred Maximum Building Height is 35.0m (10 storeys).<br>• **Sub-Precinct 1E** – Preferred Maximum Building Height is 16.0m (4 storeys).<br>• **Sub-Precinct 1F** – Preferred Maximum Building Height is 28.0m (8 storeys). |
| Preferred Street Wall Heights | • **Sub-Precinct 1A,1B,1C,1D,1E,1F** - Preferred street wall height to *Young Street*, *Wells Street*, *White Street Mall*, *Thompson Street*, *Beach Street*, *Nepean Highway*, *Fletcher Road*, *Keys Street*, *Olsen Street*, *Ross Smith Avenue East and West*, *Balmoral Street*, *Evelyn Street*, *O'Grady Avenue*, *Home Street* and *all laneways* is 12.0m (3 storeys).<br>• **Sub-Precinct 1A,1C,1D** - Preferred street wall height to Shannon Mall and Station Street Mall is 8.0m (2 storeys). |
| Preferred Building Setbacks | • **Sub-Precinct 1A,1B,1C, 1D, 1E** - 0.0m to all streets<br>• **Sub-Precinct 1F** - 3.0m to all streets to provide for landscaping. |
| Preferred Upper-Level Setbacks | • **Sub-Precinct 1A, 1B, 1C, 1D, 1F** - 5.0m setback from the street wall.<br>• **Sub-Precinct 1A, 1C** - Future pedestrian links - 3.0m setback for upper-level development from the future laneway street wall to create a total of 15.0m building separation.<br>• **Sub-Precinct 1A, 1B, 1C, 1D, 1E** - Upper level setbacks provided to maintain solar access as outlined below.<br>• Refer to 5.8 Centre-Wide Guidelines for additional upper level setback requirements. |
| Future Pedestrian Links | • **Sub-Precinct 1A** - Indicative pedestrian links through the Bayside Shopping Centre. Location and width to be determined through future master planning.<br>• **Sub-Precinct 1B** - Future pedestrian link through *122-124 Young Street* with a minimum width of 6m.<br>• **Sub-Precinct 1C -** Future pedestrian link between Keys Street and Nepean Highway with a 9.0m total width. This will comprise of 5.6m from *19 Keys Street* and 3.4m from the southern property boundary of *431 Nepean Highway*.<br>• **Sub-Precinct 1C** - Continuation of White Street mall with a minimum width of 12.3m. Continuation of Station Street Mall with a minimum width of 9.5m.<br>• **Sub-Precinct 1D** - Future pedestrian link through *76 Young Street* to provide for clear sight lines into Stiebel Place with a minimum width of 6m. |




Precinct Boundary

1A Built Form Sub-Precincts

Excluded from ACZ

Existing Open Space

Key streets with solar access requirements

Open space with solar access requirements

Future Pedestrian Links

Indicative Pedestrian Links

**Street Wall**

0m front and side setbacks with 12.0m (3 storey) street wall

0m front and side setbacks with 8.0m (2 storey) street wall

Landscaped setbacks with 12.0m (3 storey street wall)

**Preferred Building Heights**

54.0m - 16 storeys

48.0m - 14 storeys

41.0m - 12 storeys

35.0m - 10 storeys

28.0m - 8 storeys

16.0m - 4 storeys

**Figure 21.** Precinct 1 - Built Form & Development Framework

| Element | Development Requirements |
|---|---|
| Solar Access | Ensure solar access is maintained to the following:<br>• Within 7.0m of the western property boundary of *Nepean Highway* between 10am and 2pm at the equinox (September 22). This measurement accounts for future widening of the *Nepean Highway* footpath. Refer to Figure 22.<br>• The entire southern footpath of *Wells Street* and *Beach Street* between 10am and 2pm at the spring equinox (September 22).<br>• The entire eastern and western footpaths of *Thompson Street* between 10am and 2pm at the spring equinox (September 22).<br>• The entire eastern footpath of *Young Street* between 10am and 2pm at the spring equinox (September 22).<br>• *City Park* from 10am-1pm at the winter solstice (June 22). Refer to Figure 23.<br>• *Shannon Mall* - No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall between 10am and 1pm at the spring equinox (September 22). Refer to Figure 24.<br>• *Station Street Mall* - No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall at 10am at the spring equinox (September 22). Refer to Figure 24.<br>• *White Street Mall* - No additional shadow beyond what would be cast by an 12.0m (3 storey) street wall between 10am and 1pm at the spring equinox (September 22). Refer to Figure 25. |

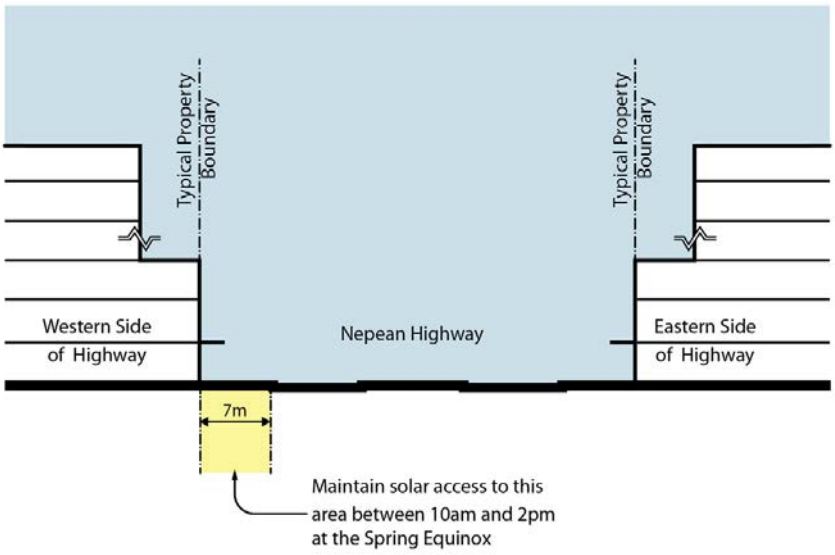



**Figure 22.** Solar Access Requirements to Nepean Highway.

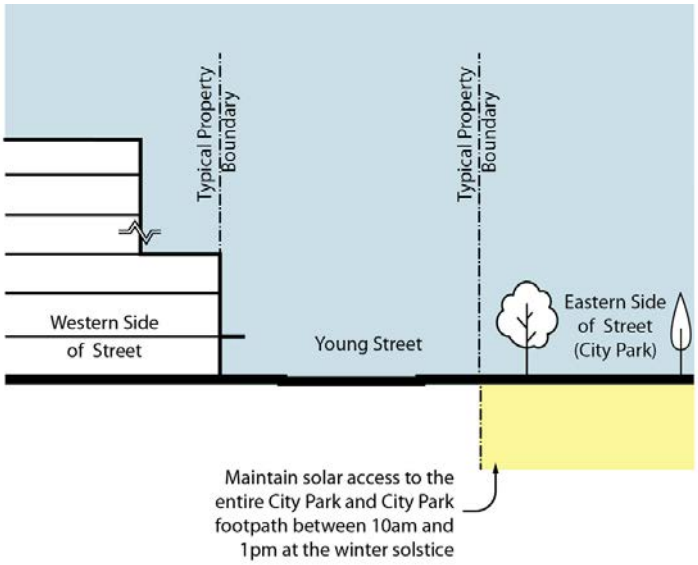



**Figure 23.** Solar Access Requirements to City Park.

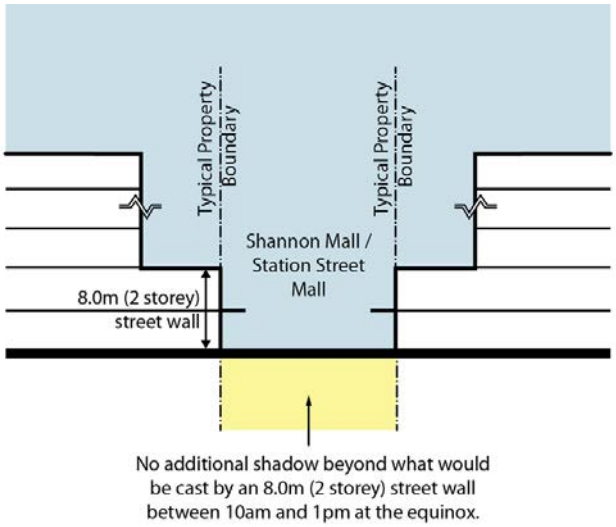



**Figure 24.** Solar Access Requirements to Shannon Mall.

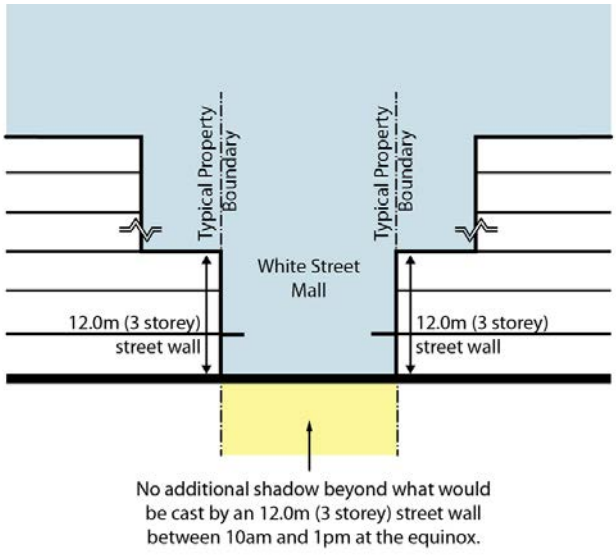



**Figure 25.** Solar Access Requirements to White Street Mall.

### Precinct Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines.

- Buildings should be designed to reinforce the pedestrian scale with fine-grain building articulation and tenancies at ground and upper podium levels.
- Encourage architectural elements that assist in creating an interesting and varied skyline.
- Address existing laneways with active uses at ground level and provide surveillance of the laneway from upper levels of development.
- Encourage the consolidation of Bayside Shopping Centre car parks and loading areas to surrounding streets to enhance the pedestrian environment
- Provide publicly accessible links through the Bayside Shopping Centre if redeveloped.
- Encourage the sleeving of existing and future car parks across the precinct with active uses.
- Provide vehicle access to loading areas and car parking from existing laneways or secondary streets. Where this is not possible, minimise the width of vehicle crossovers to primary active frontage streets.


Example of Fine-grain activation to laneways to provide active uses throughout the day and night.

# 5.3. Precinct 2: Transport Interchange, Community and Education

## 5.3.1. Precinct 2 - Overview

### Activities and Land Use

This Transport Interchange, Community and Education Precinct is a highly active transport and mixed use hub that brings people to the heart of Frankston City via metropolitan and regional rail and bus routes. A range of retail, office, institutional, community and residential land uses will be provided across the precinct.

When redeveloped, the Sherlock and Hay's Site will provide a key land use anchor for the Precinct and inject a significant amount of people into the area. The gradual redevelopment of Victrack and Council owned land on the east side of the railway line will further strengthen the mixed-use role of the precinct and create active links between the City Centre and Chisholm Frankston.

### Built Form and Design

Development within the this precinct will seek to activate newly created public spaces and linkages with open and engaging building frontages. Development will be of substantial scale reflecting the importance of the precinct and the significant opportunities that exist on large development sites. Because of the significant scale, buildings will be designed in a way where they present with high quality facades from all views.

### Public Realm and Open Space

The streets and public spaces will be welcoming creating a strong sense of arrival into the FMAC. The southern end of Young Street will be upgraded to create a green and people focused connection between the station and the Arts and Entertainment Precinct. Key public spaces will include an expanded and enhanced City Park, a new park in front of the rail signal box and an iconic Civic space created as part of the Council offices and Civic Centre development.

### Movement and Transport

This precinct will connect the City Centre across the rail line into the Chisholm Frankston campus and eastern residential precinct with new and improved linkages. The Transit Interchange will function efficiently within high quality public spaces that provide a memorable arrival and departure experience for residents, workers and visitors. Cycling access will be significantly enhanced by completing the missing link that connects the Frankston - Baxter Trail with the shared path along Dandenong Road East.

Activation of a public space.

## 5.3.2. Precinct 2 - Actions

Figure 26 identifies actions and improvement across Precinct 2. These actions are outlined in the following pages.

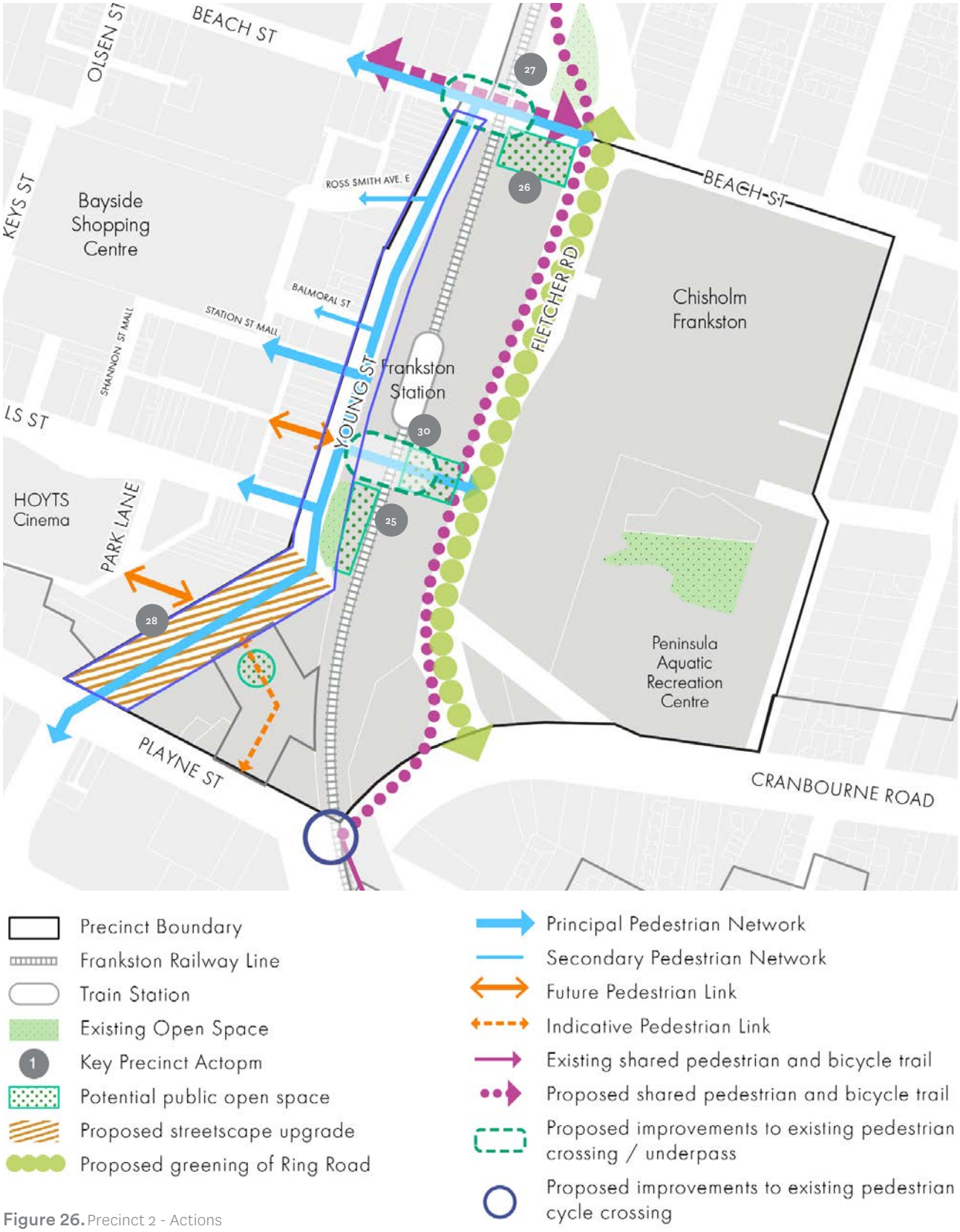



**Figure 26.** Precinct 2 - Actions

## Precinct 2 - Actions

### **Action 25.** City Park Expansion

Advocate for funding to implement and construct the concept plan for City Park.

The existing City Park space at the junction of Young Street and Wells Street is optimally located however it is limited in its function due to its size. A concept has been developed to expand the park into underutilised land within railway reserve. There is also an opportunity to provide an additional space on the eastern side of the railway line adjacent to the existing underpass. This could connect across to Fletcher Road.

Key elements of the current concept plan for City Park include:

- An expanded park space with total area of 1,600sq.m.
- Plaza space and additional seating
- Picnic Lawn
- Children's water play
- Additional tree planting
- Opportunities for activation of the park

City Park expansion concept.

Opportunity for lawn spaces and canopy tree planting.

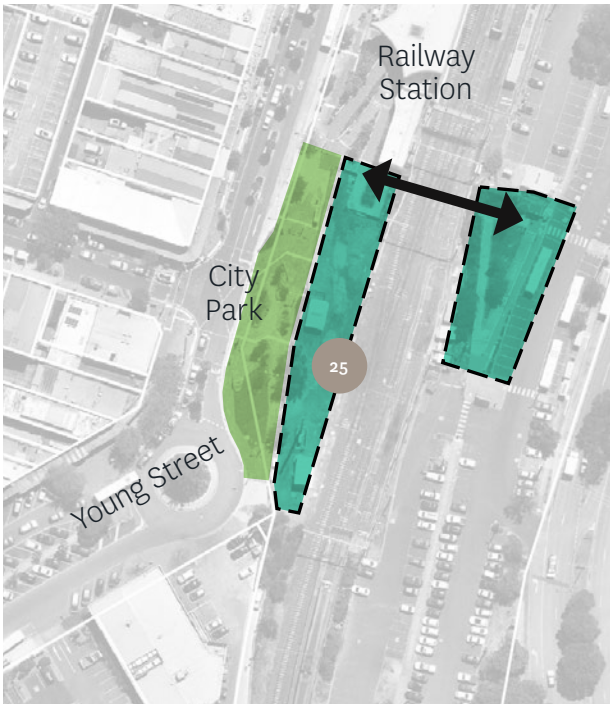



**Figure 27.** City Park Expansion

## Precinct 2 - Actions

### **Action 26.** Signal Box Park

Undertake design concepts and construct a park adjacent to the heritage protected signal box on Vic Track land to activate the space.

The Beach Street rail signal box is strategically located close to Chisholm Institute and would form a key part of the open space network east of the railway line. The opportunity will provide for a small park adjacent to the heritage protected signal box which could potentially be re-purposed to activate the space. This land is currently owned by VicTrack and would require Council to work collaboratively to see the land developed as a park.

The design concept should consider:

- A landscape design response that complements the heritage significance of the signal box.
- Options for the adaptive re-use of the rail signal box to activate the adjoining public space.
- Picnic Lawn, seating and tables, and canopy tree planting.

### **Action 27.** Beach Street rail crossing

(to be undertaken in conjunction with Action no. 26 Signal Box Park)

Work with DTP and VicTrack to develop short and long term design options for improving the safety and amenity of the Beach Street at grade rail crossing.

Options could consider:

- Short term improvements to the safety of the existing crossing.
- Scenarios that plan for a future station re-build with a new northern station entrance and overpass that connects Beach Street to Young Street.

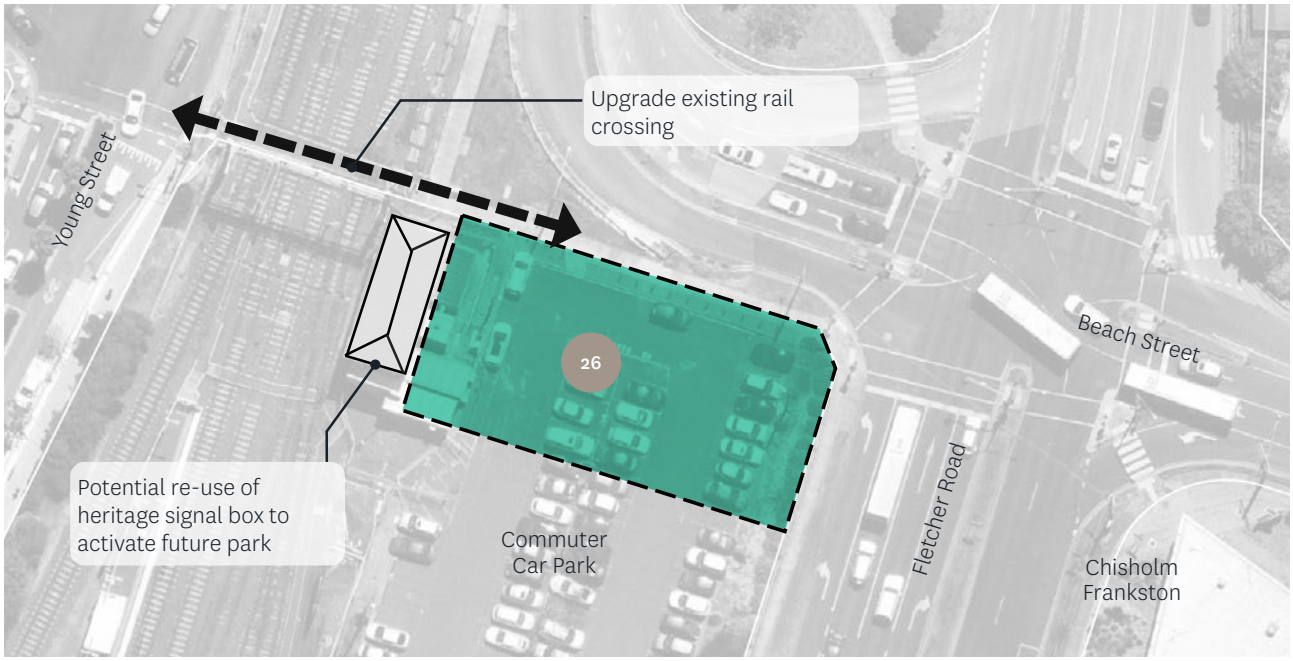



**Figure 28.** Signal Box Park Plan

## Precinct 2 - Actions

### Action 28. Young Street Upgrade (between Wells Street and Playne Street)

Undertake design concepts and construct upgrades to the section of Young Street between Wells and Playne Streets to provide an improved connection between Precinct 3, the Frankston Train Station and surrounding redeveloping properties.

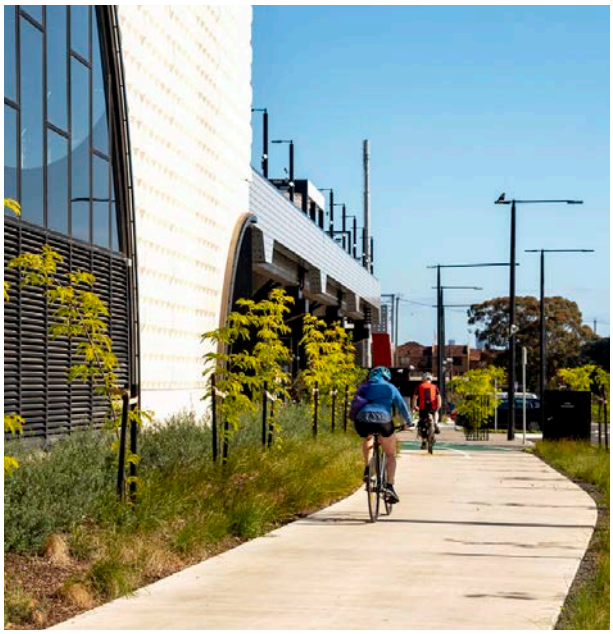
The concepts should consider:

- Widened footpaths on the south side of Young Street.
- High quality surfaces with feature paving that integrates with the FMAC's wider streetscape palette.
- Additional street tree planting.
- A mid-block pedestrian crossing that connects the Sherlock and Hay's Site to the 122-124 Young Street.

### Action 29. Baxter Trail Extension

Design and construct the missing link between the Baxter Trail and the shared pedestrian connection and cycle path along Dandenong Road East.

Streetscape with generous footpaths and canopy trees.



An example of a shared user path.

## Precinct 2 - Actions

**Action 30.** Rail underpass upgrade

Work with DTP and VicTrack to improve the safety and amenity of the existing rail underpass at the Frankston Train Station to provide better pedestrian connections to and from Chisholm and PARC.

Improvements should consider:

- Removal /relocation of objects and infrastructure that limit views into the underpass.
- Flaring of the underpass entrances to expand lateral views and widening of the underpass.
- The potential for a new public arrival plaza on the east side of the railway line that connects through to Fletcher Road.

Examples of rail underpass improvements to that increase safety, visibility and amenity .

An example of a pedestrian overpass footbridge with landscaping and lighting creating a raised green street.

## 5.3.3. Precinct 2 - Development Framework

### Development Objectives

- To create an active, safe and attractive transit interchange that welcomes people to a vibrant place for business, education, shopping, hospitality and housing.
- To activate Young Street and Playne Street with retail, hospitality and community uses across the day and night.
- To provide offices, institutional uses and housing the east side of the railway line with activated ground level uses.
- To strengthen the connections across the rail line between Young Street and Fletcher Road with activated links.
- To provide active frontages to new open space delivered across the precinct.
- To ensure new development along Fletcher Road contributes to creating a green edge to the FMAC.
- To enhance the eastern entry to the FMAC with development of exemplary quality.
- To provide visual breaks between buildings that allows for views to the sky and supports sharing of views.
- To maintain adequate sunlight to the future widened southern footpath of Playne Street, the western footpath of Young Street at key times of the year.
- To contribute to the significance of adjacent Precincts 1 and 3 by delivering high quality, activated streetscapes that encourage pedestrian engagement.

An example of trees, greening and shading to provide a comfortable and attractive transport interchange.

Artist renders of concepts for the City Park open space.

Recent upgrade to Evelyn Street Reserve.

### Development Requirements

Refer to Figure 29 for Sub-Precinct boundaries and other built form requirements for Precinct 2.

| Element | Development Requirements |
|---|---|
| Preferred Building Heights | • **Sub-Precinct 2A** – Preferred Maximum Building Height is 48.0m (14 storeys) .<br>• **Sub-Precinct 2B** – Preferred Maximum Building Height is 41.0m (12 storeys).<br>• **Sub Precinct 2C** - Preferred Maximum Building Height is 22.0m (6 storeys). |
| Preferred Street Wall Heights | • **Sub-Precinct 2A** - Preferred street wall height to *Young Street* and *Playne Street* is 12.0m (3 storeys).<br>• **Sub-Precinct 2B, 2C** - Preferred street wall height to *Fletcher Road* and *Cranbourne Road* 19.0m (5 storeys). |
| Preferred Building Setbacks | • **Sub-Precinct 2A** - 0.0m to *Playne Street* and *Young Street*.<br>• **Sub-Precinct 2B, 2C** - Provide a setback to *Fletcher Road* and *Cranbourne Road* of 3.0 metres to provide for landscaping and the retention of existing canopy trees. |
| Preferred Upper-Level Setbacks | • **Sub-Precinct 2A, 2B, 2C** - 5.0m upper level setback from the street wall<br>• **Sub-Precinct 2A, 2B** - Upper level setbacks provided to maintain solar access as outlined below |
| Future Pedestrian Links | • **Sub-Precinct 2A** - Indicative pedestrian Link through the *Sherlock and Hay's Site*. Location and width to be determined through future master planning. |
| Solar Access | Ensure solar access is maintained to the following:<br>• Southern footpath to a depth of 5.0m from the property boundaries on the south side of *Playne Street* between 10am and 2pm at the spring equinox (September 22).<br>• The entire eastern footpath of *Fletcher Road* between 10am and 2pm at the spring equinox (September 22). |

### Precinct Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines.

- Enhance the eastern entry to the FMAC along Cranbourne Road with development of exemplary architectural quality with forms that create an interesting skyline.
- Provide a new public open space on the Sherlock and Hay's site as part of its redevelopment.
- Multi-deck car parks should be sleeved with uses to the first two levels of the building to activate Fletcher Road and other key pedestrian and cycling links.
- Provide setbacks to Fletcher Road to support landscaping and courtyard opportunities for development.
- Seek to retain existing canopy trees where practical.

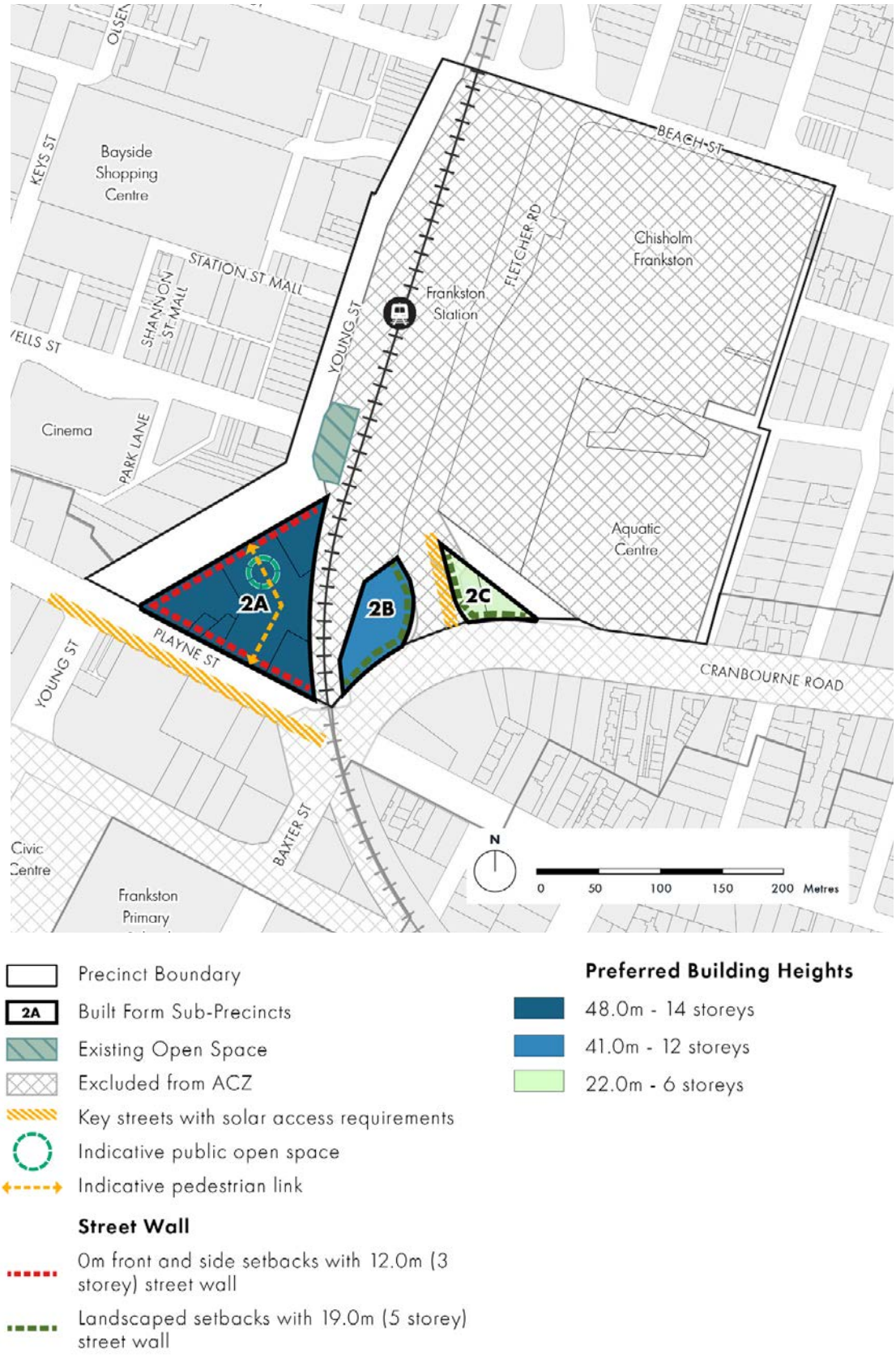



**Figure 29.** Precinct 2 - Built Form and Design Framework

# 5.4. Precinct 3: Arts, Entertainment and Government Services

## 5.4.1. Precinct 3 - Overview

### Activities and Land Use

The Arts, Entertainment and Government Services Precinct will become the premier arts and entertainment destination for the South East region and an iconic part of Frankston City's identity. Playne Street will be the key activity spine connecting between the Frankston Arts Centre and the foreshore. It will provide for a range of entertainment, arts, hospitality and retail uses that support activity across the day and night. Along both sides of Davey Street, ground level and podium development will have a stronger office and commercial focus providing employment opportunities close to the Frankston Hospital. Plowman Place will continue to transform with a higher density residential focus.

### Built Form and Design

Built form within the precinct will respond to the arts and entertainment theme providing creative architectural responses. Building heights will increase in Playne Street capturing the proximity to the railway station and foreshore. The southern footpath of Playne Street will remain in sunlight at key times of the year by applying upper-level setbacks on the north side of the street.

Building heights will decrease towards Davey Street and Plowman Place, responding to the high visibility of this area, its location further away from the City Centre, the sensitive open space interfaces to the south, and the transition to the detached residential areas of Frankston.

Along the northern side of Davey Street, development will reinforce the City Centre edge with buildings extending up to the street boundary. The southern side of Davey Street and Northern side of Plowman Place will have a different character, providing landscaped front setbacks and opportunities for landscaping between new buildings and the retention of significant trees.

### Streetscapes and Open Space

Playne Street will be developed as spacious, green street providing an interesting journey connecting the Frankston Arts Centre to the foreshore. Large street trees will line the generous footpath spaces that support a range of activities including outdoor dining and incidental gathering spaces.

The Frankston Library forecourt will be upgraded and expanded to better connect with Playne Street and provide an inspiring northern entrance to the Frankston Arts Centre. On Davey Street, the Frankston Arts Centre forecourt will also be upgraded to better reflect the importance of this key destination within the FMAC.

Davey Street will retain its iconic Norfolk Island Pines that provide a key visual landmark for the FMAC. New street tree planting will be supplemented by landscaped setbacks on the southern side of the road to create a green edge to the City Centre.

### Movement and Transport

Pedestrian priority will be focused along Playne Street reinforcing it as a key link to the Foreshore. This will be delivered through wider footpaths, pedestrian priority at street crossings and a higher level of comfort and amenity provided through additional street tree planting and furniture.  Bicycle lanes along Playne Street will create a key east-west cycling link providing access into the City Centre and connecting the Baxter Trail to the foreshore.

Pedestrian amenity along Davey Street will be enhanced through additional street tree planting however Davey Street will retain its key role as part of the Ring Road providing peripheral access into the City Centre and car parking facilities (one potential multi-deck car park is identified within this precinct).

Concept render for Playne Street.

Concept render for Playne Street.

## 5.4.2. Precinct 3 - Actions

Figure 30 identifies actions and improvement across Precinct 3. These actions are outlined in the following pages.

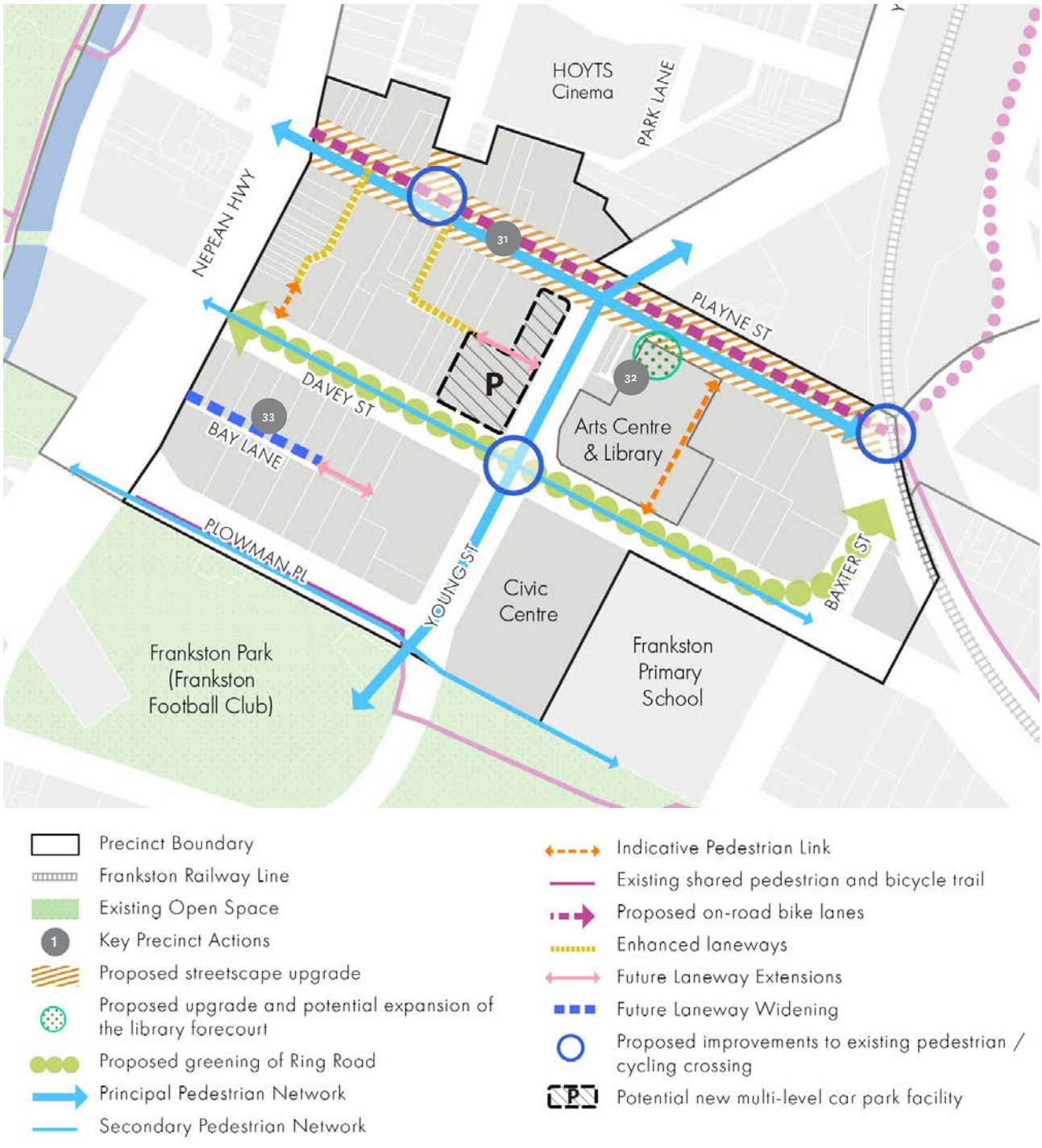



**Figure 30.** Precinct 3 - Actions

## Precinct 3 - Actions

**Action 31.** Playne Street Upgrades

Prepare design concepts, undertake consultation, and construct improvements to Playne Street.

The concepts should consider:

- Wider footpaths paved with high quality surfaces that integrate with wider streetscape palette.
- On-road bicycle lanes in each direction.
- Re-configuration of parking and narrower traffic lanes.
- Additional tree planting and extended vegetated median.
- Water Sensitive Urban Design treatment to passively irrigate vegetation.
- Additional pedestrian crossings.
- Public art and a gateway treatment at Nepean Highway.

A civic forecourt extending into the street


Pedestrian priority in the street

## Precinct 3 - Actions

### Action 32. Frankston Arts Centre and Frankston Library Master planning

Prepare a masterplan for the Frankston Arts Centre and Frankston Library to provide better integration with Precinct 1 (Playne Street) and enhance it as the premier arts and entertainment destination for the South East.

The masterplan should consider:

- Future expansion requirements for existing facilities.
- Complimentary uses that could be provided on the site i.e. gallery spaces that would make the facility a regional destination.
- Ground level uses that would activate the street and adjoining spaces.
- Enhanced forecourts to Davey and Playne Street.
- The potential to integrate adjacent land holdings into any future expansion of the facilities and forecourt spaces.
- Improved physical connections from Playne Street into the Frankston Library and Frankston Arts Centre.

### Action 33. Widen Bay Lane

a. Undertake a Planning Scheme Amendment to apply the Public Acquisition Overlay (PAO) to the relevant properties.

b. Prepare design concepts and undertake construction to widen Bay Lane to achieve redevelopment of the surrounding properties.


The Frankston Arts Centre

### 5.4.3. Precinct 3- Development Framework

**Development Objectives**

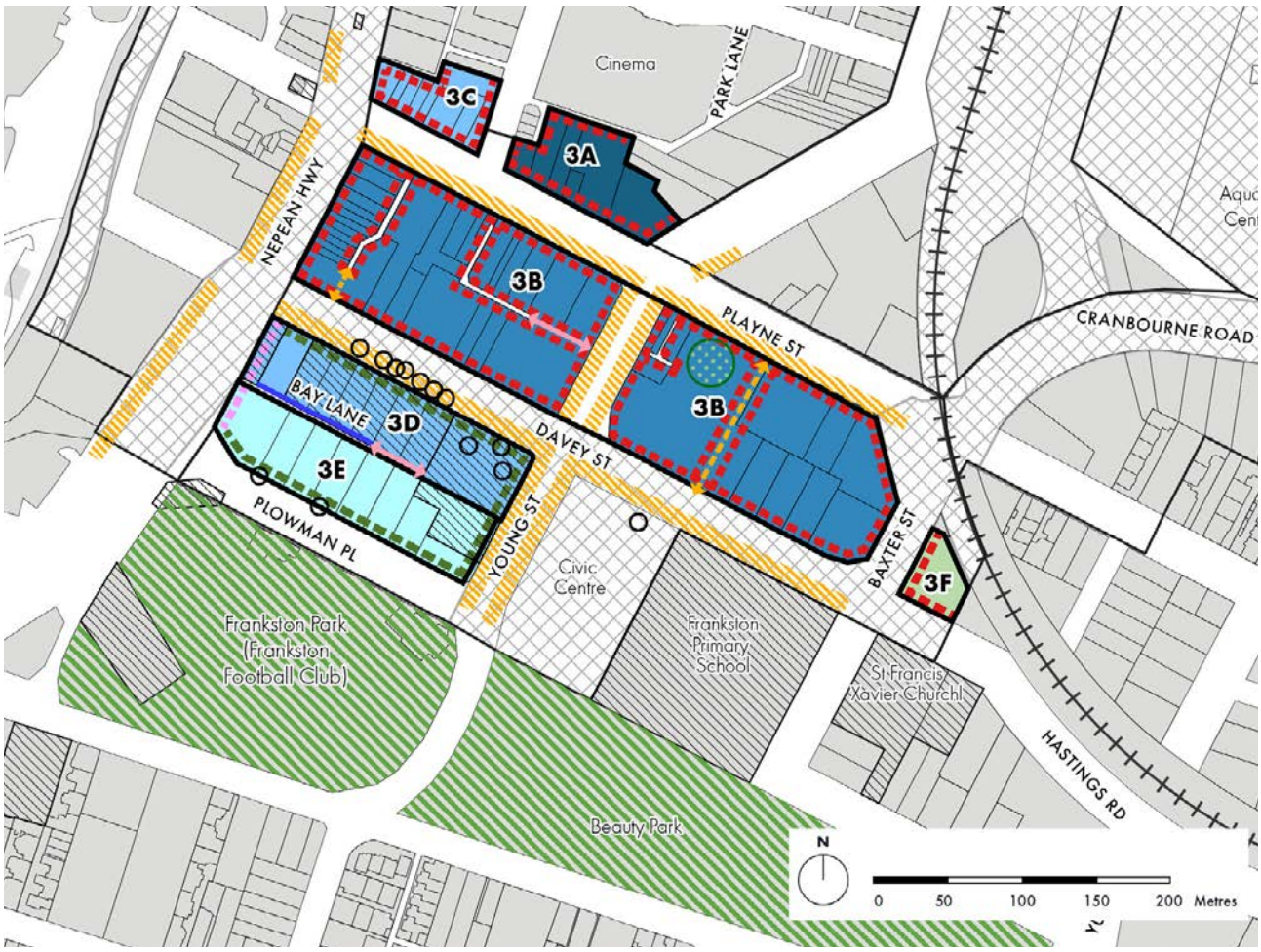
- To activate Playne Street with retail, restaurants, cafes, arts and entertainment uses during the day and night.
- To provide for employment, community, Government services and residential uses along Davey Street and Plowman Place
- To provide residential, accommodation and office uses on upper levels of buildings across the precinct.
- To better integrate the Frankston Arts Centre and Frankston Library with Playne Street and Davey Street.
- To protect and enhance heritage places along Davey Street
- To encourage exemplary built form that reflects the arts character of the Precinct.
- To ensure the impact of built form on adjoining heritage places on Davey Street is appropriate when viewed from surrounding areas.
- To provide landscaped front setbacks south of Davey Street to provide a built form transition into the adjoining residential areas.
- To maintain adequate sunlight to the southern footpaths of Playne Street and Davey Street, Frankston Park (Frankston Football Club) and Beauty Park at key times of the year.
- To reinforce the green edge to the FMAC south of Davey Street.
- To provide design responses that retain and integrate existing significant trees.
- To minimise impacts of development on the Davey Street Norfolk Island Pines.
- To ensure development can be adequately serviced from Bay Lane.
- To minimise the disruption of footpaths along Playne Street with vehicle crossovers.

Development Requirements

Refer to Figure 31 for Sub-Precinct boundaries and other built form requirements for Precinct 3.

| Element | Development Requirements |
|---|---|
| Preferred Building Heights | • **Sub-Precinct 3A** – Preferred Maximum Building Height is 48.0m (14 storeys).<br>• **Sub-Precinct 3B** – Preferred Maximum Building Height is 41.0m (12 storeys).<br>• **Sub-Precinct 3C, 3D** – Preferred Maximum Building Height is 35.0m (10 storeys).<br>• **Sub-Precinct 3E** – Preferred Maximum Building Height is 28.0m (8 storeys).<br>• **Sub Precinct 3F** - Preferred Maximum Building Height is 22.0m (6 storeys). |
| Preferred Street Wall Heights | • **Sub-Precinct 3A, 3B, 3C, 3F** - Preferred street wall height is 12.0m (3 storeys).<br>• **Sub-Precinct 3D, 3E** - Preferred street wall height is 8.0m (2 storeys) |
| Preferred Building Setbacks | • **Sub-Precinct 3A, 3B, 3C, 3F** - 0.0m to all streets.<br>• **Sub-Precinct 3D** - Building setback of at least 7.0m to *Davey Street* to respect heritage places, 4.0m Building setback to *Young Street* and 0.0m Building setback to *Nepean Highway*.<br>• **Sub-Precinct 3E** - Building setback of 4.0m *Young Street* and P*lowman Place* and 0.0m Building setback to *Nepean Highway*.<br>• Building setbacks to avoid the tree protection zones of Significant Trees identified in Figure 31. |
| Preferred Upper-Level Setbacks | • **Sub-Precinct 3A, 3B, 3C, 3D, 3E, 3F -** 5.0m upper level setback from the street wall.<br>• **Sub-Precinct 3A, 3B, 3C, 3D, 3E, 3F** - Provide upper-level setbacks as required to achieve the solar access requirements outlined below. |
| Future Pedestrian Links and Laneway Extensions | • **Sub-Precinct 3B -** Indicative pedestrian link through *the Frankston Arts Centre* connecting Playne Street to Davey Street. Location and width to be determined through future master planning.<br>• **Sub-Precinct 3B** - Laneway extension through *170R Young Street* with a width of 3.0m.<br>• **Sub-Precinct 3D** – Extension of Bay Lane through *16 and 18 Davey Street* with a width of 7.5m.<br>• **Sub-Precinct 3D** – Widening of *Bay Lane* by 2.0m provided within 6 *Davey Street* from the rear boundary and 4.5m provided within 8, 10, 12 and 14 *Davey Street* from the rear boundary. |

| Element | Development Requirements |
|---|---|
| Solar Access | Ensure solar access is maintained to the following:<br>• Within 7.0m of the western property boundary of *Nepean Highway* between 10am and 2pm at the spring equinox (September 22). This measurement accounts for future widening of the *Nepean Highway* footpath.<br>• Southern footpath to a depth of 5.0m from the property boundaries on the south side of *Playne Street* between 10am and 2pm at the spring equinox (September 22).<br>• The entire southern footpath of *Davey Street* to the kerb line, including the nature strip and Norfolk Island Pines between 10am and 2pm at the spring equinox (September 22).<br>• The entire eastern and western footpath of *Young Street* to the kerb line between 10am and 2pm at the spring equinox (September 22).<br>• *Beauty Park* beyond northern edge of the existing shared path park between 10am and 2pm at the winter solstice (June 22).<br>• *Frankston Park (Frankston Football Club)* beyond a distance of 30m from the northern property boundary between 10am and 2pm at the winter solstice (June 22). |




Precinct Boundary

3A Built Form Sub-Precincts

Excluded from ACZ

Existing Open Space

Existing Heritage Overlays

Significant Trees (Council Register)

Library forecourt

Key streets with solar access requirements

Open space with solar access requirements

Setback for Bay Lane widening

Future laneway extensions

Future pedestrian links

Indicative pedestrian links

**Street Wall**

0m front and side setbacks with 12.0m (3 storey) street wall

0m front and side setbacks with 8.0m (2 storey) street wall

Landscaped setbacks with 8.0m (2 storey street wall)

**Preferred Building Heights**

48.0m - 14 storeys

41.0m - 12 storeys

35.0m - 10 storeys

28.0m - 8 storeys

22.0m - 6 storeys

**Figure 31.** Precinct 3 - Built Form and Design Framework

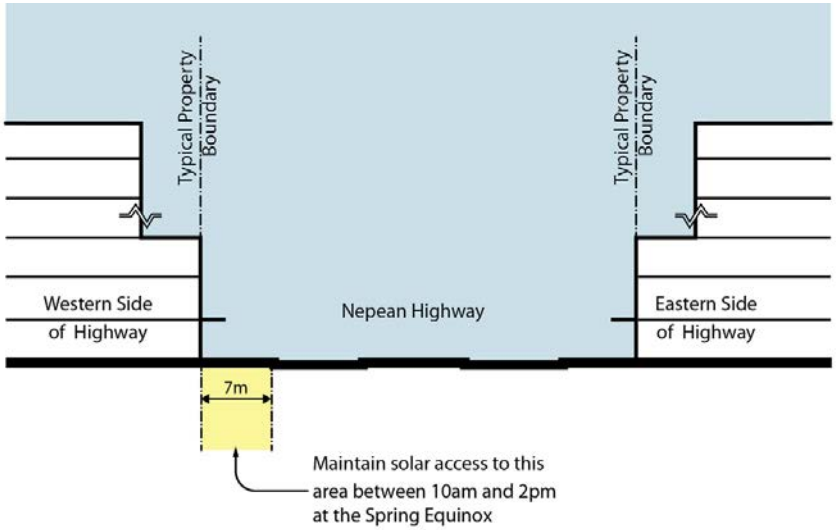



**Figure 32.** Solar Access Requirements to Nepean Highway

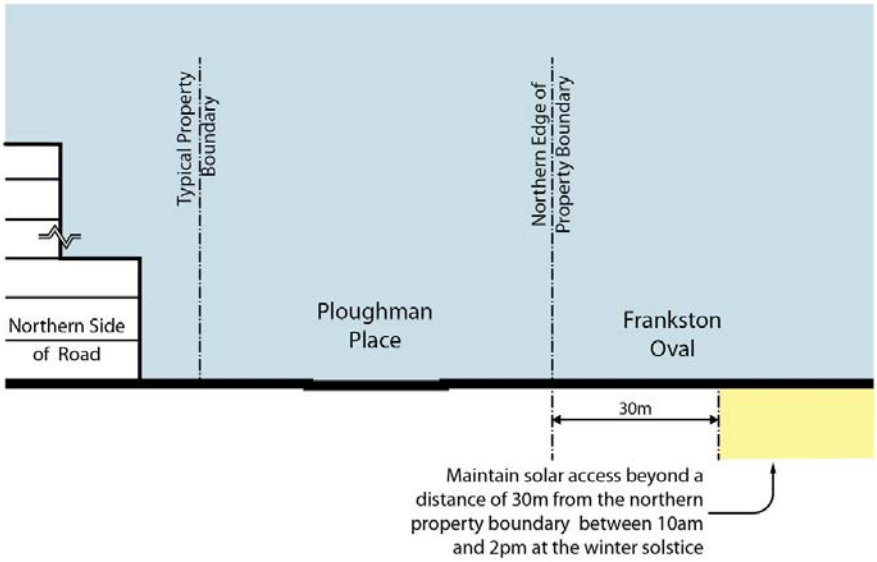



**Figure 33.** Solar Access Requirements to Frankston Park

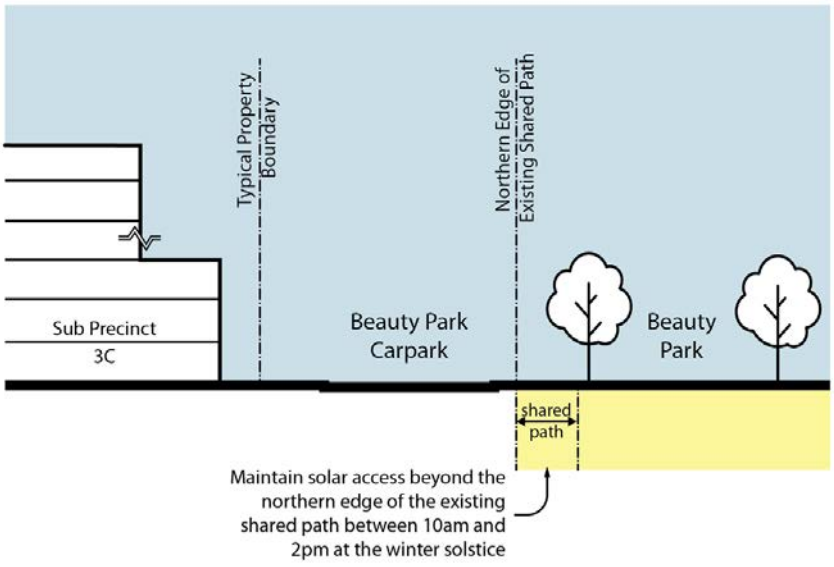



**Figure 34.** Solar Access Requirements to Beauty Park

### Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines

- Buildings should be designed to enhance views to the precinct from surrounding areas and incorporate architectural elements that create an interesting and varied skyline.
- Design buildings to respond to the topography and provide accessible ground levels from each street frontage.
- Provide fine-grain tenancies to Playne Street, Nepean Highway and Young Street to strengthen street activity.
- Provide for wider tenancies along Davey Street to suit a variety of employment uses.
- Address existing laneways with active uses at ground level and provide surveillance of the laneway from upper levels of development.
- Development on land within a Heritage Overlay or adjoining a Heritage Overlay should not dominate the heritage building and streetscape, utilise materials and finishes that are recessive in texture and colour, and incorporate simple architectural detailing that does not detract from the heritage buildings and streetscape.
- Landscaped setbacks south of Davey Street should incorporate canopy trees and complimentary coastal landscaping. Retain and reinforce low, visually permeable fencing to the southern side of Davey Street.
- Development should be designed to integrate identified Significant Trees through appropriate setbacks, building recesses and courtyard spaces.
- Ensure development is designed to protect existing significant trees both within the road reserve and private land.
- For properties with frontages to both Playne Street and Davey Street, provide vehicle access from Davey Street where practical.
- For properties that abut Bay Lane, provide vehicle access from the lane.

# 5.5. Precinct 4: Promenade

## 5.5.1. Precinct 4 - Overview

### Activities and Land Use

The Promenade Precinct will transform into a bustling hub of activity and recreation reinforcing the foreshore and Kananook Creek as the jewel in the crown for the FMAC. It will be lively all year round with regular events and markets, that celebrate the area's history and its natural values. The precinct will be a focus for high quality, mixed use development, embracing Kananook Creek, the foreshore and Nepean Highway with cafes, restaurants, entertainment and tourism uses activating ground level spaces. Above the ground level, housing, accommodation and offices spaces will capture the high level of amenity and accessibility offered by the precinct.

High quality built form addressing the creek, with upper level setbacks and good street activation.

### Built Form and Design

Built form within the precinct will be of significant quality recognising the importance of this location within the FMAC. Development will support significant transformation of this precinct whilst balancing the sensitive interfaces to Kananook Creek, the Foreshore reserve and residential uses within the Long Island neighbourhood. Upper levels of buildings will be designed with significant gaps, reducing the visual bulk of buildings when viewed from the foreshore and other surrounding areas and also allowing views to the sky when viewed from Nepean Highway. Appropriate upper level setbacks will ensure Kananook Creek, key streets and the foreshore reserve receive adequate sunlight across the year.

Well integrated and Creek facing street activation with cafes/ bars.

### Public Realm

Kananook Creek and Nepean Highway will be a focus for revitalisation within the FMAC. Streetscape upgrades to Kananook Creek Boulevard between Beach Street and Wells Street will provide more space for pedestrians and outdoor dining, more greenery whilst supporting vehicle movement and parking. The Kananook Creek Promenade will be continued south of Davey Street providing connections into the foreshore reserve and future park on Melbourne Water owned land. Across the precinct, the creek environment will be enhanced with additional planting to enhance its environmental role. This will be balanced with opportunities to better engage with the creek through stronger visual and physical connections to the water and an increase in on-water activities.

Nepean Highway will be developed into a green boulevard, with additional greening and opportunities for outdoor dining and social interaction, maintaining its iconic Fig trees within the central median, but enhanced by substantial tree and understorey planting along the eastern and western footpaths. Vehicle lanes will be reduced and footpaths will be widened to provide greater opportunities for outdoor dining and social interaction.


Activated the Creek Boulevard to offer a desirable landscaped public realm.

### Movement and Transport

Pedestrians and cyclists will be prioritised across the precinct through streetscape upgrades to Kananook Creek Boulevard and Nepean Highway. The connection to the foreshore will be strengthened with new mid-block links providing additional access points to Kananook Creek. Waiting times for pedestrians and key crossings will be shorted to reduce Nepean Highway as a key barrier in accessing the foreshore. Bike lanes along Nepean Highway will fill a key gap in the cycling network allowing safe travel between the South Eastern suburbs and the Mornington Peninsula.

The role of private motor vehicles for accessing businesses and future developments is recognised. Although the traffic role of Nepean Highway will be reduced through the removal of one vehicle lane in each direction, appropriate parking will be provided along the highway and along Kananook Creek Boulevard to support businesses.

Examples of shared paths offering resting places and connection to the foreshore and creek edge.

## 5.5.2. Precinct 4 - Actions

Figure 35 identifies actions and improvement across Precinct 3. These actions are outlined in the following pages.

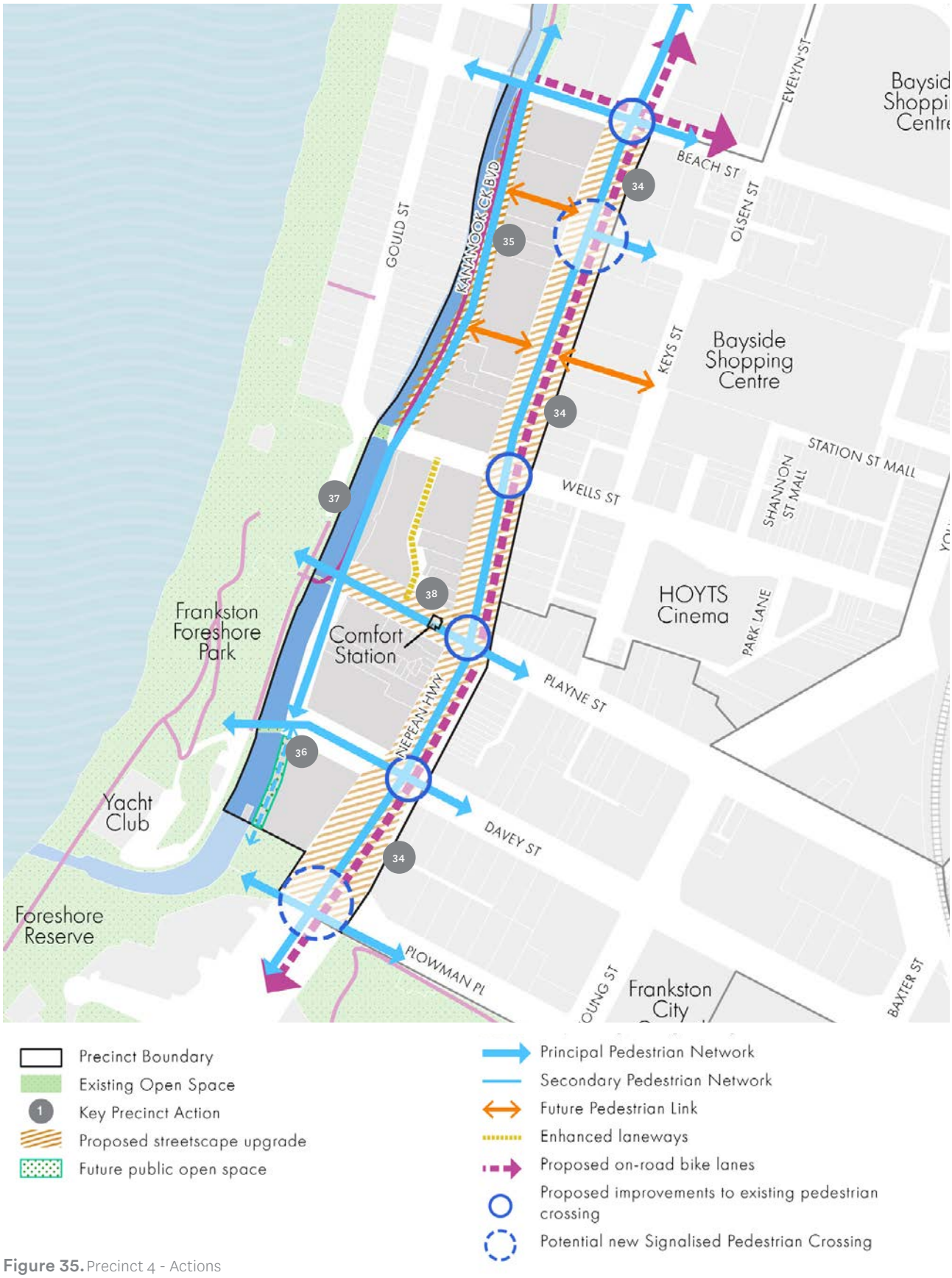



**Figure 35.** Precinct 4 - Actions

## Precinct 4 - Actions

### Action 34. Nepean Boulevard Upgrade

Advocate to and work with a range of stakeholders to prepare a master plan for the Nepean Boulevard and construct staged upgrades to transform Nepean Highway to a Boulevard.

The master plan should consider:

- Increased footpath space to support outdoor dining enable retail uses to spill out into the street space.
- A distinctive sense of place, with high quality pavements, furnishings, lighting and signage
- Additional tree planting within the median and along the retail edge to reinforce the iconic Fig trees.
- WSUD treatments to improve environmental performance of the highway.
- Bike lanes in each direction.
- Retention of on-street parking.

Figures 36 and 37 provide an impression of how Nepean Highway could be transformed. Key elements include widened footpaths supporting outdoor dining, additional street tree planting, water sensitive urban design treatments and bike lanes. The median and existing fig trees remain in their current location.

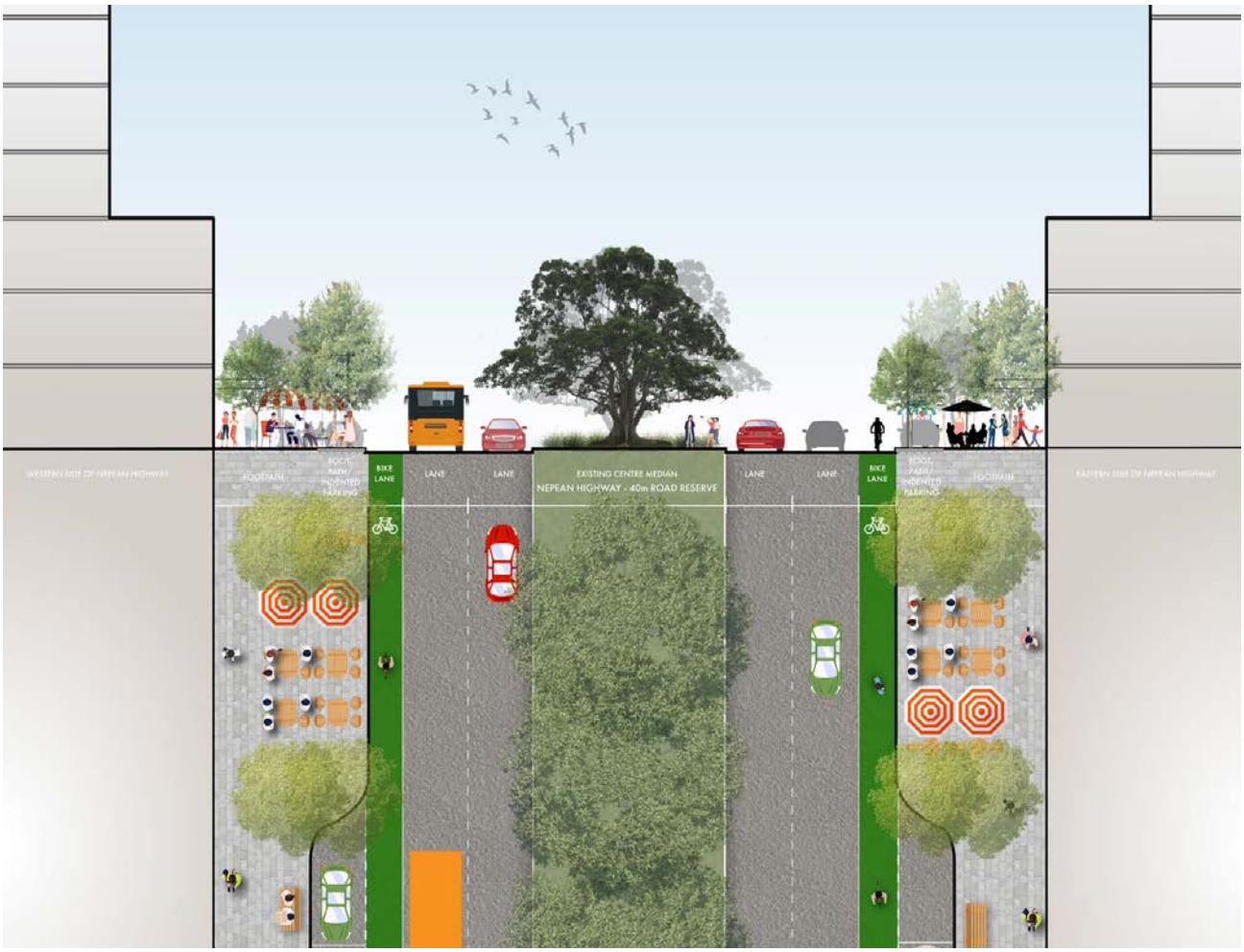




**Figure 36.** Example plan and cross section showing how Nepean Highway could be transformed.


**Figure 37.** An artists impression of the Nepean Boulevard.

## Precinct 4 - Actions

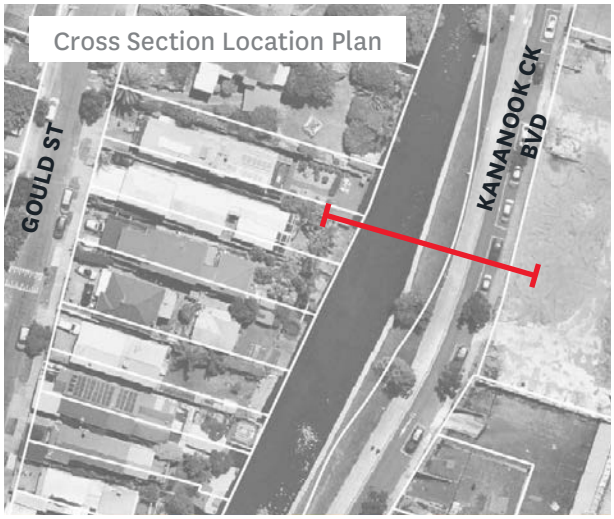
**Action 35.** Kananook Creek Boulevard upgrade (between Wells and Beach Streets)

Prepare design concepts and upgrade Kananook Creek Boulevard between Wells and Beach Streets to become a shared zone.

The the design concepts should consider the provision of:

- Large kerb outstands in between parking bays to provide increased footpath space and tree planting.
- Canopy tree planting.
- Integration of a water sensitive urban design treatments.
- A shared pedestrian and vehicle pavement that enables easy movement across the boulevard.
- Retention of the shared path in its current location.
- Creation of activity and landscape nodes along the corridor at key access points.
- A shared pedestrian, cyclist and vehicle space.

Figures 38 and 39 provide an impression of how *Kananook Creek Boulevard* could be transformed. Key elements include widened footpaths through kerb outstands, outdoor dining spaces within the development setback, a shared vehicle and pedestrian space allowing people to move comfortably across the road and additional street tree planting . The shared path remains in its current location.



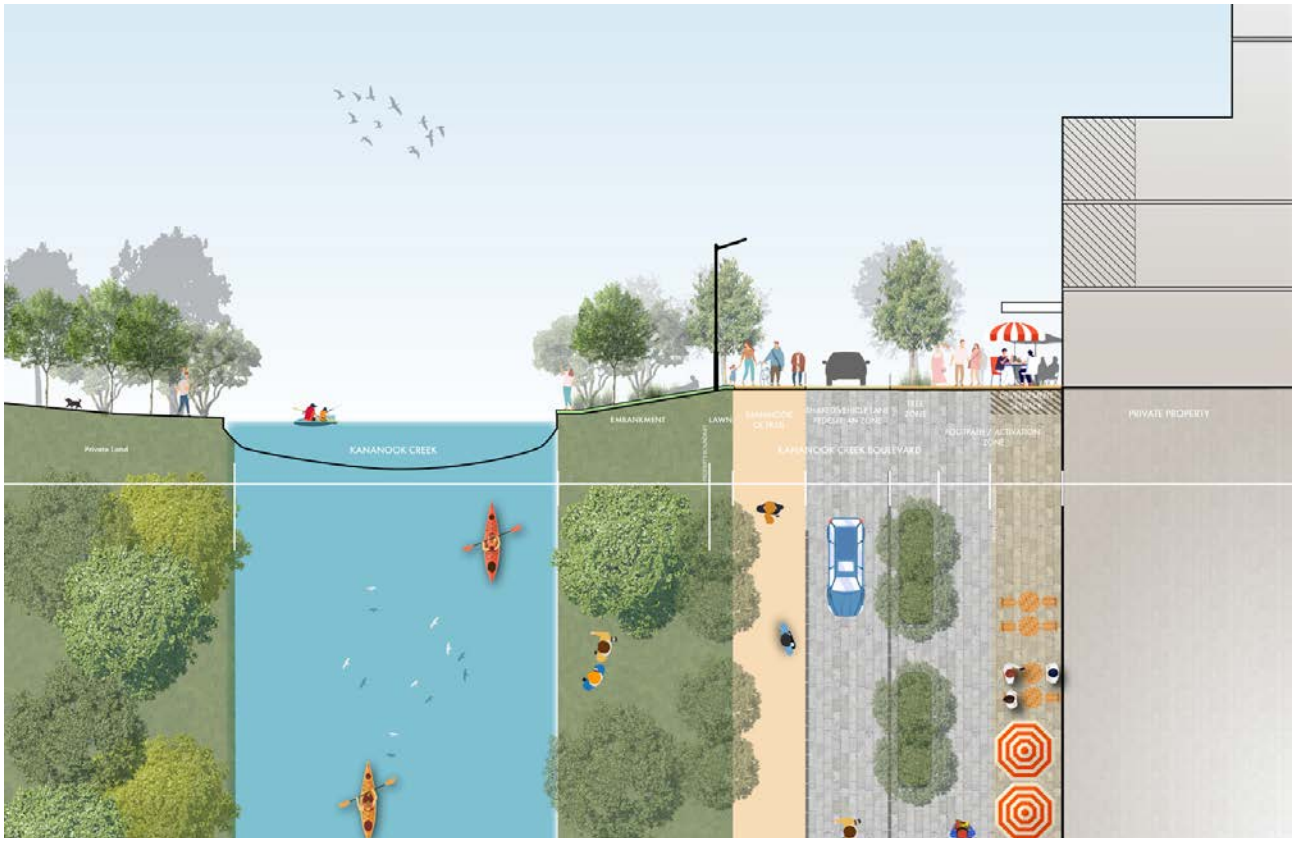




**Figure 38.** Example plans and cross sections showing how Kananook Creek could be enhanced.


**Figure 39.** An artists impression of Kananook Creek Boulevard.

## Precinct 4 - Actions

**Action 36.** Kananook Creek Promenade (between 510 Nepean Highway to Wells Street)

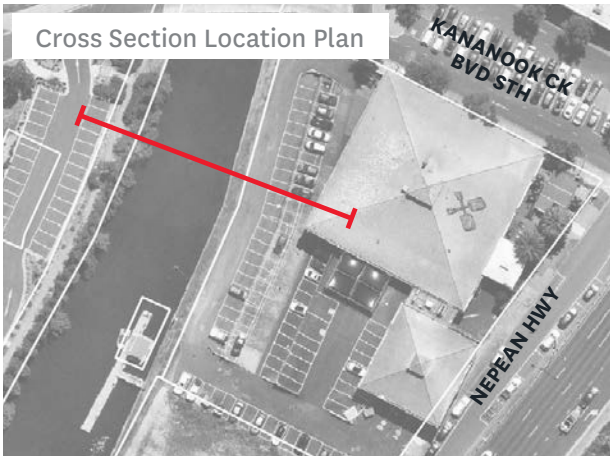
a) Undertake a Planning Scheme Amendment to apply the Public Acquisition Overlay (PAO) to the western frontage of 510N Nepean Highway to facilitate the continuation of the promenade (Included within Action 1).

b) Prepare design concepts and construct upgrades to improve the pedestrian focused promenade.

Design concepts should consider the provision of:

- Paved surfaces of sufficient width to allow for outdoor dining, seating and observation locations adjacent to the creek and movement of pedestrians.
- Canopy tree planting
- Water sensitive urban design treatments.
- Locations with stairs or viewing platforms to provide greater engagement with the creek.
- Activation from uses on the adjoining site.

Figure 40 provides an impression of how the Kananook Creek Promenade could be extended further south to connect to the Melbourne Water owned land. It shows a wide promenade with space for outdoor dining, pedestrian movement and tree planting.



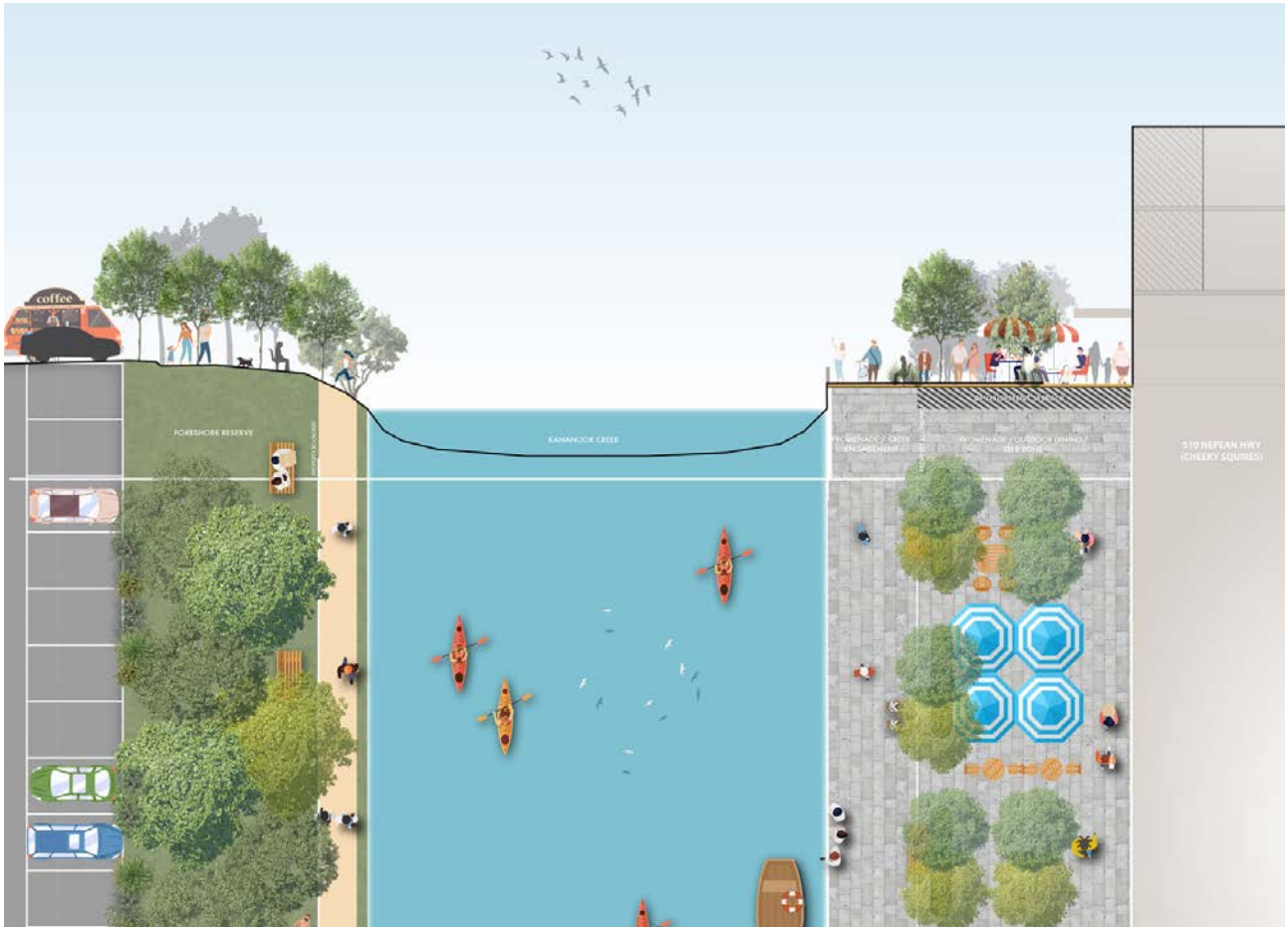




**Figure 40.** Example plans and cross sections showing how Kananook Creek Promenade could be extended.

## Precinct 4 - Actions

### **Action 37.** Improvements to Kananook Creek

Advocate to and work with Melbourne Water and DEECA to improve the quality of and beautify Kananook Creek.

Improvement should consider:

- Interpretation opportunities along the creek.
- Improvements to the environmental performance of the creek.
- Unified streetscaping standards and landscaping treatments along the corridor.
- Identification of activity nodes and creek engagement opportunities.
- Improved connections to the foreshore reserve and the City Centre
- A range of supportable uses within the creek

### **Action 38.** Comfort Station Activation

Develop concept plans to activate the Comfort Station and the surrounding area.

## 5.5.3. Precinct 4 - Development Framework

### Development Objectives

- To activate Kananook Creek, Nepean Highway, Beach Street, Wells Street, Playne Street and Davey Street with retail, restaurants, cafes, arts and entertainment uses across the day and night.
- To support residential and office uses on upper levels of buildings.
- To provide for a mix of fine-grain and wider frontage shopfronts along Nepean Highway to support a diversity of land uses.
- To ensure development responds to the topography and addresses all streets with active and accessible frontages.
- To activate new pedestrian links with ground level retail and hospitality uses.
- To encourage exemplary built form that creates a high quality backdrop when viewed from the foreshore reserve and Kananook Creek.
- To address the potential visual dominance of development when viewed from the foreshore reserve and Gould Street residences.
- To maintain adequate sunlight to Kananook Creek, Melbourne Water land, southern footpaths of Wells Street, Playne Street and Davey Street and the eastern footpath of Nepean Highway at key times of the year.
- To soften the visual impact of buildings with vertical landscaping and visible courtyard spaces.
- To protect the environmental qualities of Kananook Creek.
- To minimise the impact of vehicle access from Kananook Creek Boulevard and Nepean Highway.

An example of activated and green street edges.

Development Requirements

Refer to Figure 41 for Sub-Precinct boundaries and other built form requirements for Precinct 4.

| Element | Development Requirements |
|---|---|
| Preferred Building Heights | • **Sub-Precinct 4A, 4C, 4D** – Preferred Maximum Building Height is 41.0m (12 storeys).<br>• **Sub-Precinct 4B** – Preferred Maximum Building Height is 35.0m (10 storeys). |
| Preferred Street Wall Heights | • **Sub-Precinct 4A, 4B, 4C, 4D** - Preferred street wall height is 12.0m (3 storeys). |
| Mandatory Building Setbacks | • **Sub-Precinct 4A, 4B -** 3.0m setback of the street wall of the building to *Kananook Creek Boulevard* to provide an outdoor dining / activation zone for new development.<br>• **Sub-Precinct 4D -** Extension of *Kananook Creek Promenade* at 510 Nepean Highway – 9.0m Building setback to the western property boundary to create the future public open space. |
| Preferred Building Setbacks | • **Sub-Precinct 4A, 4B, 4C, 4D** - 0.0m to *Nepean Highway*, *Beach Street*, *Wells Street*, *Playne Street*, *Davey Street*, *Kananook Creek Boulevard South* and *Kananook Creek Promenade*. |
| Preferred Upper-Level Setbacks | • **Sub-Precinct 4A, 4B, 4C, 4D** - *Kananook Creek* interface - 10.0m setback for upper-level development from the street wall to contribute to a recessive tower form when viewed from the west.<br>• **Sub-Precinct 4A, 4B** - Development above 35m (10 storeys) should be set back so that it is recessive from the tower form when viewed from the opposite *Gould Street* properties. The level of visibility should be measured from a distance of 10.0m from the rear boundary of the *Gould Street* properties. Refer to Figure 42.<br>• **Sub-Precinct 4A** - Future pedestrian links - 3.0m setback for upper-level development from the future laneway street wall to create a total of 15.0m building separation.<br>• **Sub-Precinct 4D**- *McCombs Reserve* Interface - 10.0m setback for upper-level development from the street wall.<br>• **Sub-Precinct 4C, 4D** - Development above 35m (10 storeys) should be set back so it is recessive from the tower form when viewed from the *Kananook Creek Trail* within the foreshore reserve opposite. Refer to Figures 43 and 44.<br>• **Sub-Precinct 4A, 4B, 4C, 4D** - 5.0m setback for upper-level development from the street wall to *Beach Street*, *Wells Street*, *Playne Street*, D*avey Street* and *Nepean Highway*.<br>• **Sub-Precinct 4A, 4B, 4C, 4D** - Provide upper-level setbacks as required to achieve the solar access requirements outlined below. |

| Element | Development Requirements |
|---|---|
| Future Pedestrian Links | • **Sub-Precinct 4A -** Future pedestrian link between *Nepean Highway* and *Kananook Creek Boulevard* with a 9.0m total width. This will comprise of 4.5m from the northern property boundary of *446 Nepean Highway* and southern property boundary of *438 – 444 Nepean Highway*.<br>• **Sub-Precinct 4A -** Future pedestrian link between *Nepean Highway* and *Kananook Creek Boulevard* with a 9.0m total width. This will comprise of 4.5m from the northern property boundary of *432 Nepean Highway* and southern property boundary of *428 Nepean Highway*. |
| Solar Access | Ensure solar access is maintained to the following:<br>• The eastern edge of *Kananook Creek* between 10am and 2pm at the spring equinox (September 22). Refer to Figure 45 and 46.<br>• The entire *foreshore reserve* between 10am and 2pm at the winter solstice (June 22). Refer to Figure 45 and 46.<br>• The *Kananook Creek Trail* between 10am and 2pm at the spring equinox (September 22).<br>• *Kananook Creek Boulevard South* - Beyond a distance of 9.0m from the eastern boundary of the road reserve between 10am and 2pm at the spring equinox (September 22). Refer to Figure 47.<br>• Future Kananook Creek Promenade (*510 Nepean Highway*) - Beyond a distance of 7.0m from the eastern edge of the future promenade between 10am and 2pm at the spring equinox (September 22). Refer to Figure 48.<br>• *McCombs Reserve* - Beyond a distance of 20.0m from the northern property boundary of the reserve between 10am and 2pm at the spring equinox (September 22). Refer to Figure 49.<br>• Within 7.0m of the eastern property boundary of *Nepean Highway* between 10am and 2pm at the spring equinox (September 22). This measurement accounts for future widening of the *Nepean Highway* footpath. Refer to Figure 50.<br>• The entire southern footpath of *Wells*, *Playne Street* and *Davey Street* between 10am and 2pm at the spring equinox (September 22). |

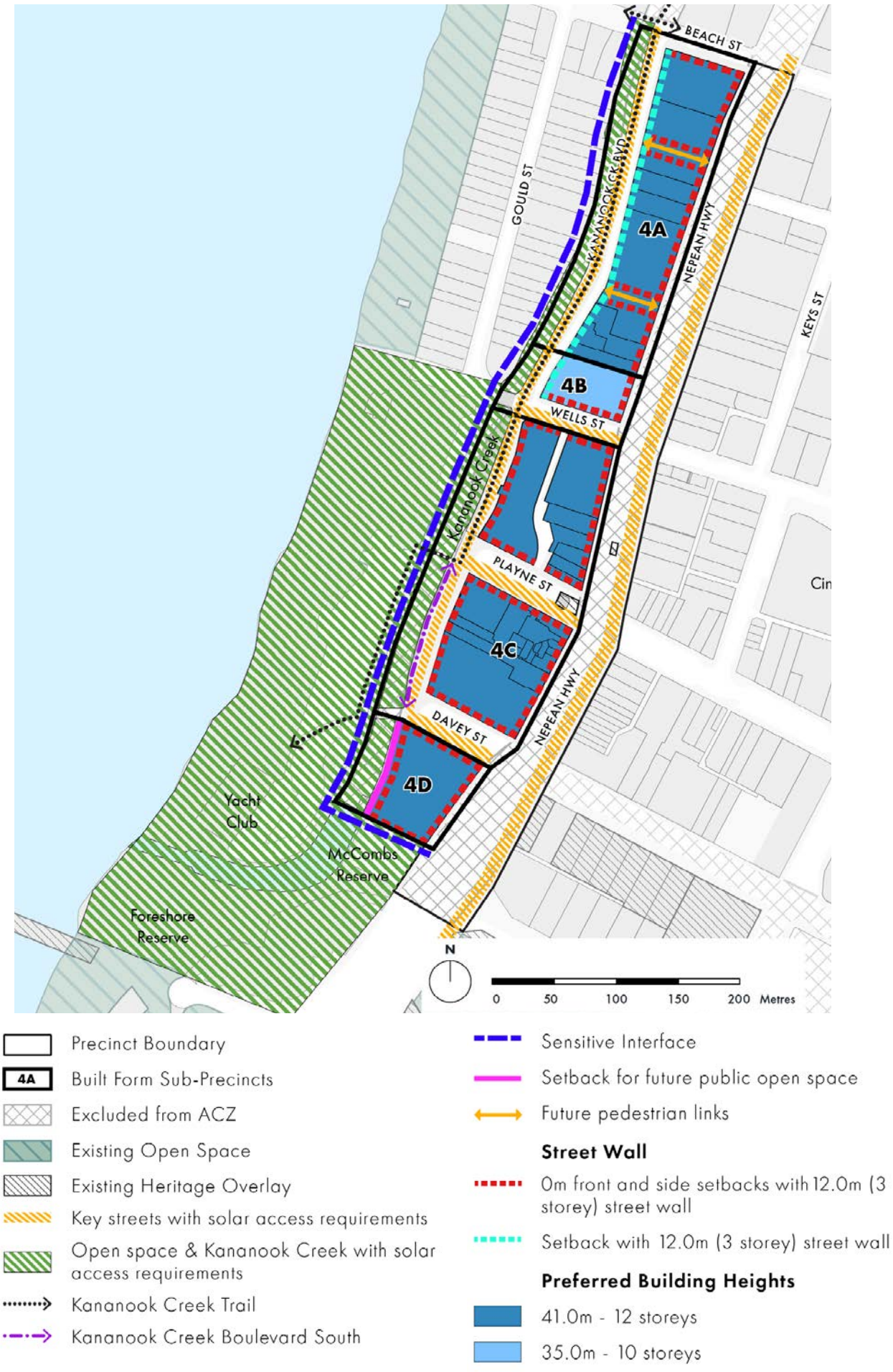



**Figure 41.** Precinct 4 - Built Form and Design Framework

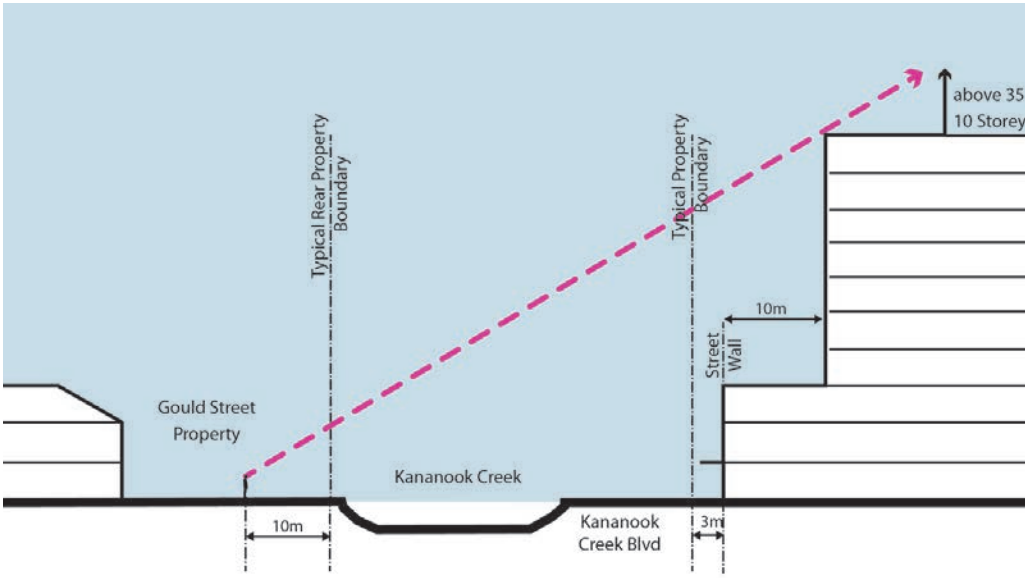



**Figure 42.** Upper-level visibility requirements in Sub-Precinct 4A.

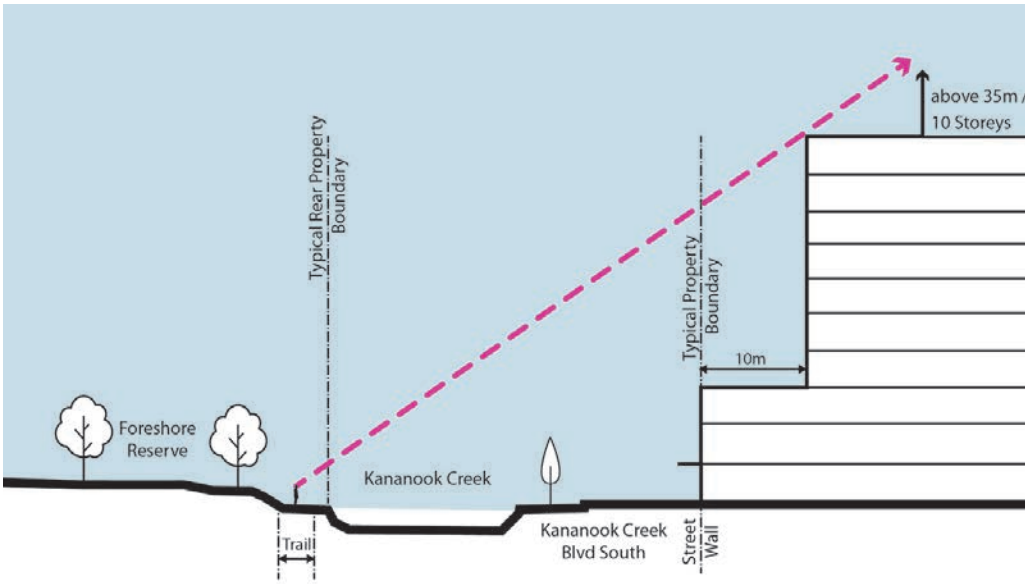



**Figure 43.** Upper-level visibility requirements in Sub-Precinct 4C.

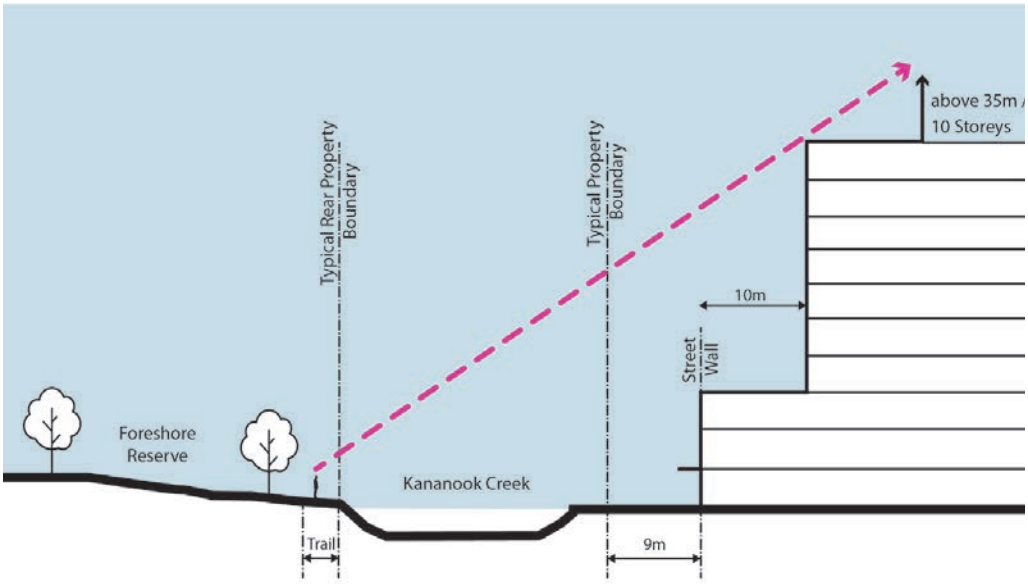



**Figure 44.** Upper-level visibility requirements in Sub-Precinct 4D.

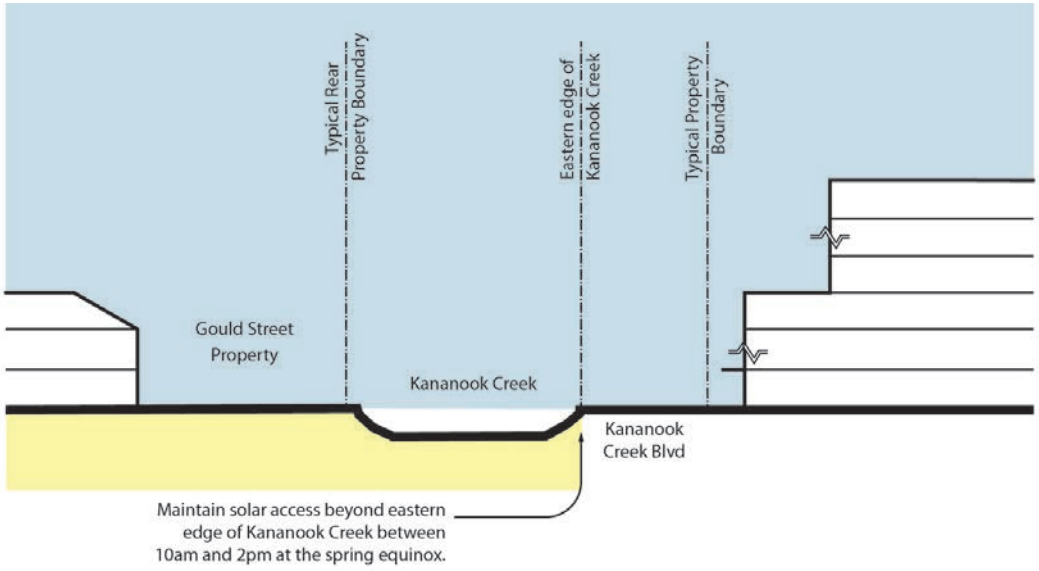



**Figure 45.** Solar Access Requirements to Kananook Creek.

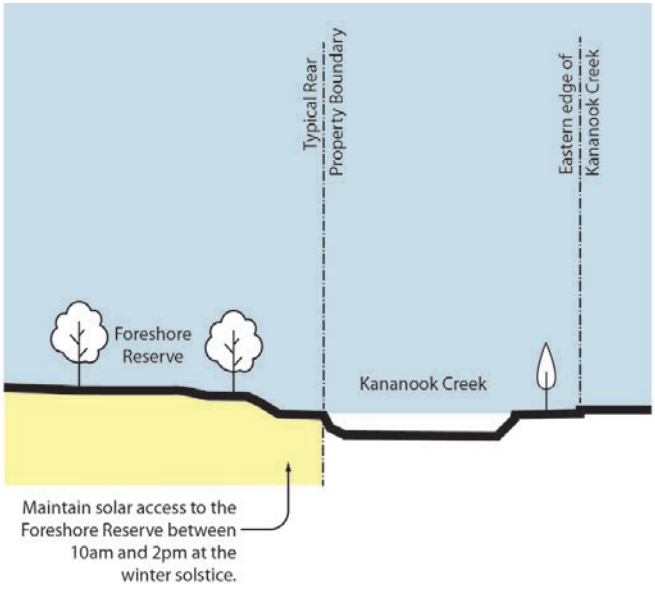



**Figure 46.** Solar Access Requirements to Kananook Creek.

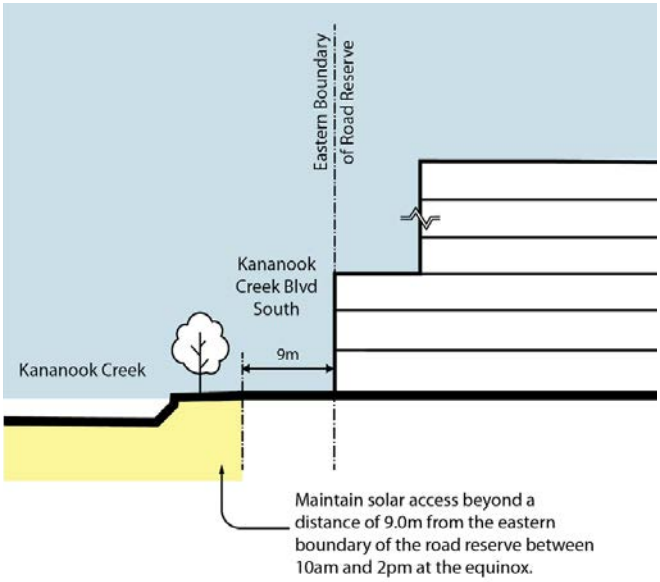



**Figure 47.** Solar Access Requirements to Kananook Creek Boulevard South in Sub-Precinct 4C.

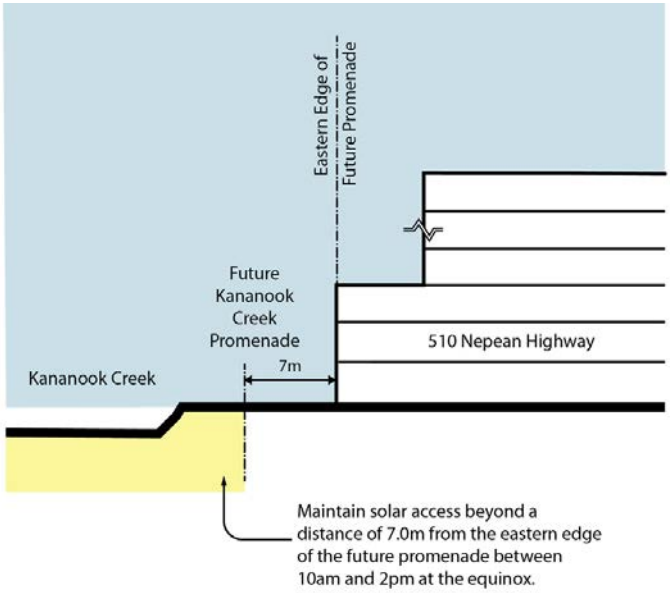



**Figure 48.** Solar Access Requirements to future Kananook Creek Promenade in Sub-Precinct 4D.

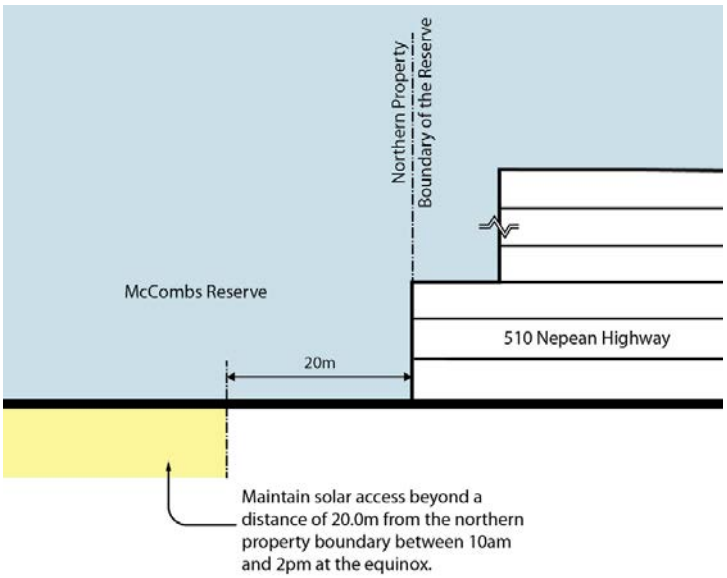



**Figure 49.** Solar Access Requirements to McCombs Reserve.

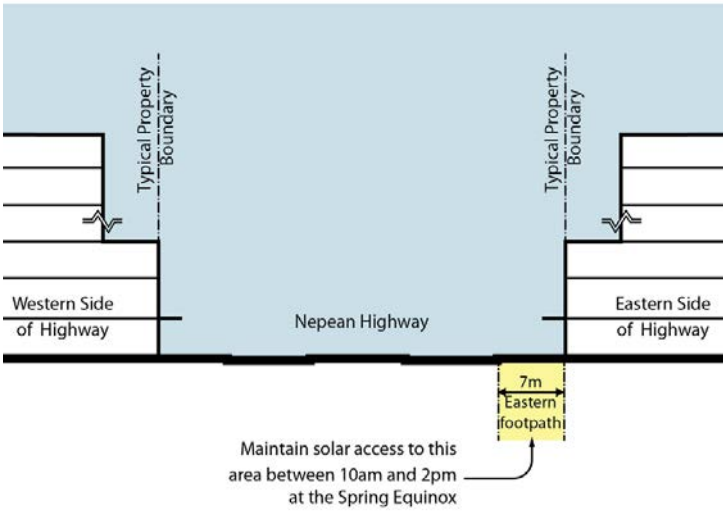



**Figure 50.** Solar Access Requirements to Nepean Highway.

### Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines

- Enhance the southern entry to the FMAC along Nepean Highway with development of exemplary architectural quality with forms that create an interesting skyline.
- Buildings should be designed to enhance views from Kananook Creek and the Foreshore Reserve.
- Encourage architectural elements that assist in creating an interesting and varied skyline
- Towers should be designed with slender forms with bulk minimised to the sensitive interfaces including of the foreshore reserve and Gould Street.
- Design buildings to respond to the topography and potential for inundation so that the ground level of any setback area to Kananook Creek Boulevard is generally consistent with the existing footpath level at both the Kananook Creek and Nepean Highway frontages.
- Development should provide a mix of fine-grain and wider tenancies along Nepean Highway to support a variety of land uses.
- Architectural elements, balconies and building services should generally not intrude into ground floor setbacks beyond the street wall in Precinct 4. Above ground level, where they do, they should not present as solid elements which give the appearance of the street wall coming forward.
- Ensure that the internal area of buildings and any basements are designed to be protected from inundation from Kananook Creek in a 1% Annual Exceedance Probability flood event and under a 2100 sea level rise scenario.
- Address existing laneways with active uses at ground level and provide surveillance of the laneway from upper levels of development.
- Provide plaza spaces along the Kananook Creek frontage to provide a high quality space for pedestrian amenity and outdoor dining and assist in reducing wind speeds.
- Provide embedded balcony spaces within the podium of developments to enhance surveillance and provide for landscaping opportunities.
- Provide landscaping and planting that relates to the native habitat planting within the Kananook Creek Corridor.
- Provide vehicle access to basement car parks from Beach Street, Wells Street, Playne Street and Davey Street rather than from Nepean Highway and Kananook Creek Boulevard. Where this is not possible, minimise the width of the car park entries and impact on street trees.

# 5.6. Precinct 5: Nepean Boulevard

## 5.6.1. Precinct 5 - Overview

### Activities and Land Use

The Nepean Boulevard will provide for a range of commercial, accommodation and residential uses at increased densities that enhance the northern entry into the FMAC. Businesses will benefit from significant exposure provided along the Boulevard.

### Built Form and Design

Development will provide for a high quality address to the boulevard set behind landscaped gardens with canopy trees that complement the boulevard planting. Building heights will increase closer to the FMAC and on the eastern side of the Nepean Highway. On the west side of the highway, development will be of a lower scale and set back from Kananook Creek to respond to this sensitive interface.

### Streetscapes and Open Space

The arrival experience into Precinct 5 will be memorable with iconic planting and public art highlighting the Mile Bridge crossing. Large canopy trees lining the Nepean Boulevard will provide for a green outlook complemented by lush planting in front setbacks. The Kananook Creek and foreshore are key open space assets for the precinct and will be made more accessible to people living, working or visiting the precinct.

### Movement and Transport

Nepean Boulevard will provide for a higher level of pedestrian amenity and priority with wider footpaths and additional canopy planting providing shade. Two new signalised crossings aligned with Kananook Creek bridges will enable people to cross safely and conveniently. The existing bike lanes along the Boulevard enable easy access into the FMAC and to the South Eastern suburbs of Melbourne.

## 5.6.2. Precinct 5 - Actions

Figure 51 identifies actions and improvement across Precinct 5. These actions are outlined in the following pages.


### Precinct 5 - Actions

#### Nepean Boulevard Master Plan and Implementation (Refer to Action 34)

Action 34 identifies the preparation of a Master Plan for Nepean Boulevard. For section of Nepean Boulevard within Precinct 5, the master plan should consider the provision of:

- A memorable gateway experience at Mile Bridge enhanced through iconic tree planting, lighting, integrated art opportunities or significant signage.
- Avenue canopy tree planting.
- Enhanced footpath spaces to create safer and higher amenity spaces for people.
- Additional pedestrian crossings along the Boulevard.

- Precinct Boundary
- Existing Open Space
- Existing shared pedestrian and cycling trail
- Existing on-road bike lanes
- 1 Key Precinct Action
- Proposed streetscape upgrade
- Proposed greening of Ring Road
- Principal Pedestrian Network
- Secondary Pedestrian Network
- Future Pedestrian Link
- Proposed on-road bike lanes
- Potential new Signalised Pedestrian Crossing

**Figure 51.** Precinct 5 - Actions

### 5.6.3. Precinct 5 - Development Framework

**Development Objectives**

- To encourage development along Nepean Boulevard that is responsive to its role as an entry to the City Centre.
- To provide for a range of commercial and residential uses that complement the mixed-use function of the precinct.
- To support mid-scale apartment and townhouse development across the precinct.
- To ensure development respects the environmental qualities and amenity of Kananook Creek.
- To create a new, high quality and visually permeable built form edge along the west side of Nepean Highway that provides visual links to Kananook Creek.
- To encourage building interfaces that promotes surveillance of adjoining streets through activated frontages.
- To provide high quality landscaping and canopy trees within private land to complement the Nepean Boulevard landscape.
- To retain existing canopy trees.
- To ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.

Development Requirements

Refer to Figure 52 for Sub-Precinct boundaries and other built form requirements for Precinct 5.

| Element | Development Requirements |
|---|---|
| Preferred Building Heights | • **Sub-Precinct 5A, 5D** – Preferred Maximum Building Height is 12.0m (3 storeys).<br>• **Sub-Precinct 5B, 5C** - Preferred Maximum Building Height is 28.0m (8 storeys). |
| Preferred Street Wall Heights | • **Sub-Precinct 5A, 5B, 5C, 5D** - Preferred street wall height is 12.0m (3 storeys). |
| Preferred Building Setbacks | • **Sub-Precinct 5A, 5C** – 5.0m ground level setback *Nepean Highway*. 3.0m ground level setback to all other streets.<br>• **Sub-Precinct 5B** – 5.0m ground level setback to *Nepean Highway* and 0.0m ground level setback to *Beach Street*.<br>• **Sub-Precinct 5C, 5D** - 4.5m from the rear boundary to support landscaping opportunities.<br>• **Sub-Precinct 5D** - 0.0m ground level setback to Kitson Street, 5.0m ground level setback to Nepean Highway. Minimum 3.0m setback to all other streets.<br>• **Sub-Precinct 5A, 5B, 5C, 5D** - Side setbacks to provide visual breaks between buildings and support landscaping opportunities. |
| Mandatory Building Setbacks | • **Sub-Precinct 5A** - Where properties abut Kananook Creek Reserve*: Minimum 5.0m from the rear boundary or to a surface level above the 1.7m AHD contour, whichever is greater. Refer to Figure 53.<br>• **Sub-Precinct 5A** - Where properties abut *Kananook Creek*: Minimum 10.0m from the 1.15m AHD contour (2 year Annual Recurrence Interval) or to a surface level above the 1.7m AHD contour, whichever is greater. Refer to Figure 55.<br>• **Sub-Precinct 5A**: In either case, above the minimum building setback and below the 2.4m AHD contour, there must be no loss of flood storage through impervious enclosure or filling of the area.<br>• **Sub-Precinct 5B** - Where properties abut *Kananook Creek Reserve**: Minimum 5.0m from the rear boundary or to a surface level above the 1.7m AHD contour, whichever is greater. Refer to Figure 54. Within the minimum building setback and below the 2.4m AHD contour, there must be no loss of flood storage through impervious enclosure or filling of the area. |

* *Kananook Creek Reserve* includes areas of open space abutting the Creek and includes the *Kananook Creek Trail*.

| Element | Development Requirements |
|---|---|
| Preferred Upper-Level Setbacks | • **Sub-Precinct 5A -** Where a site abuts *Kananook Creek* or *Kananook Creek Reserve** the second and third levels should be set back 3.0m from the level below. Private open space is permitted within this setback.<br>• **Sub-Precinct 5B -** Where a site abuts Kananook Creek Reserve, the second and third levels should be setback 3.0m from the level below. Private open space is permitted within this setback. Upper levels above the third level should be setback a further 5.0m.<br>• **Sub-Precinct 5B, 5C -** 5.0m upper-level setback from the street wall for development above 12.0m. |
| Solar Access | • Design and site buildings at *383-389 Nepean Highway* to minimise overshadowing to *Evelyn Reserve*.<br>Ensure solar access is maintained to the following:<br>• The eastern edge of *Kananook Creek* between 10am and 2pm at the spring equinox (September 22). Refer to Figure 56.<br>• The eastern and western footpaths of *Nepean Highway* south of *Fletcher Road* between 10am and 2pm at the spring equinox (September 22).<br>• *Ebdale Street Reserve* between 10am and 2pm at the winter solstice (June 22).<br>• *Kananook Creek trail* between 10am and 2pm at the spring equinox (September 22).<br>• *Beach Street* - Entire southern footpath to the kerb line between 10am and 2pm at the spring equinox (September 22).<br>• *O'Grady Reserve* between 10am and 2pm at the winter solstice (June 22). |

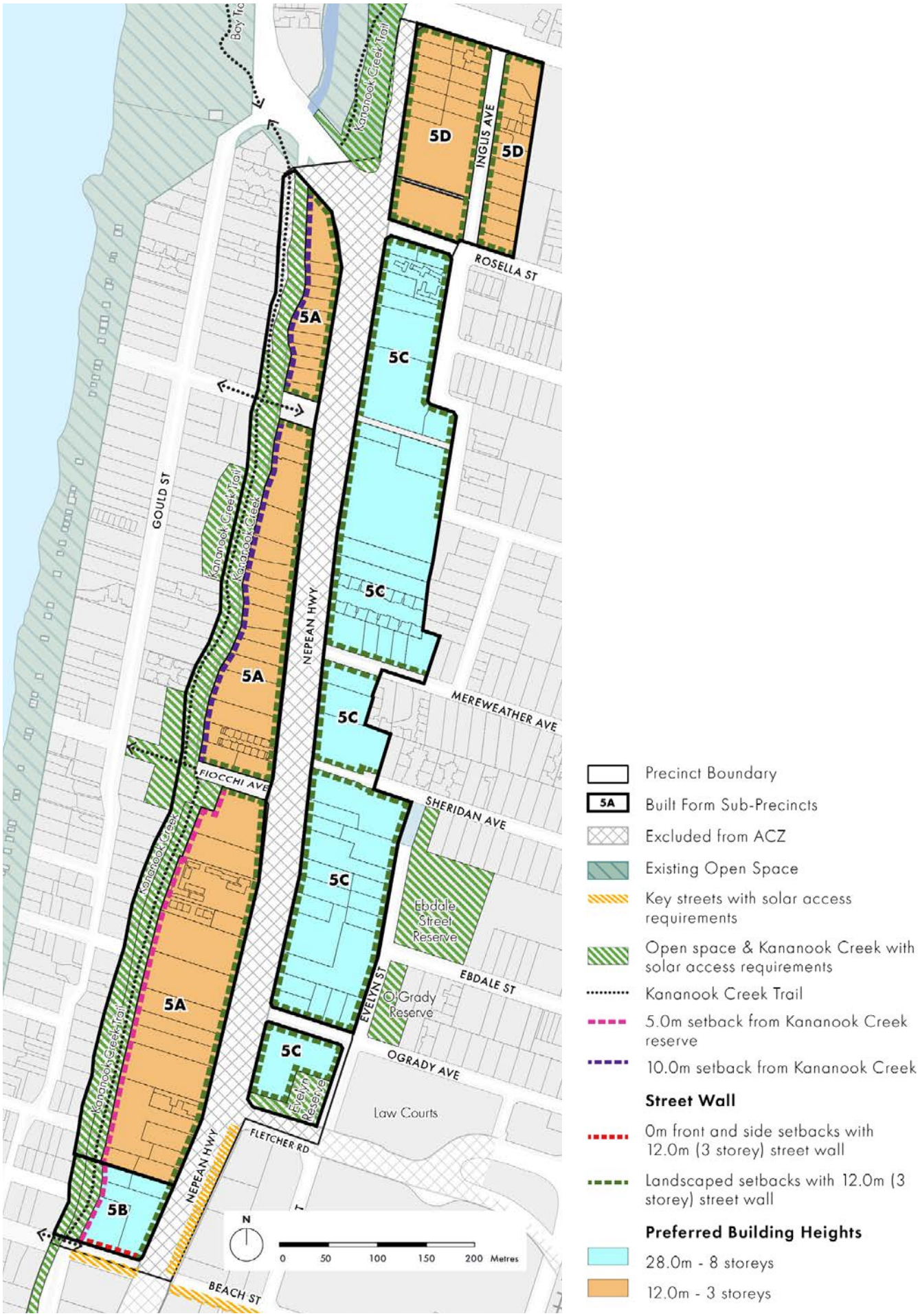



**Figure 52.** Precinct 5 - Built Form and Design Framework

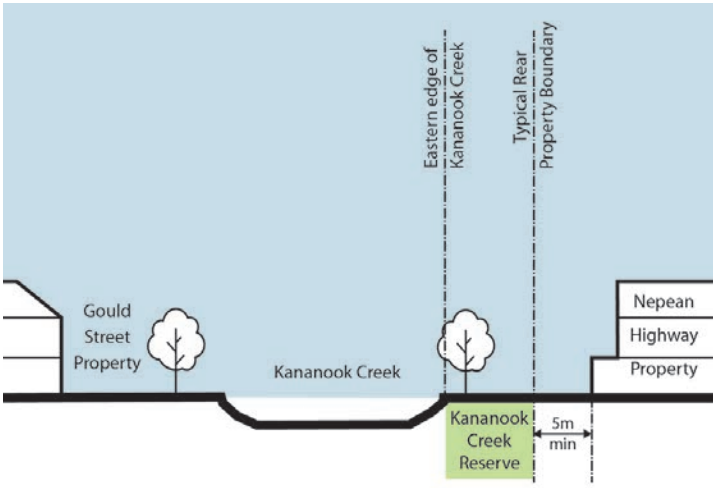



**Figure 53.** Rear setbacks for properties that abut the Kananook Creek Reserve in Precinct 5A.

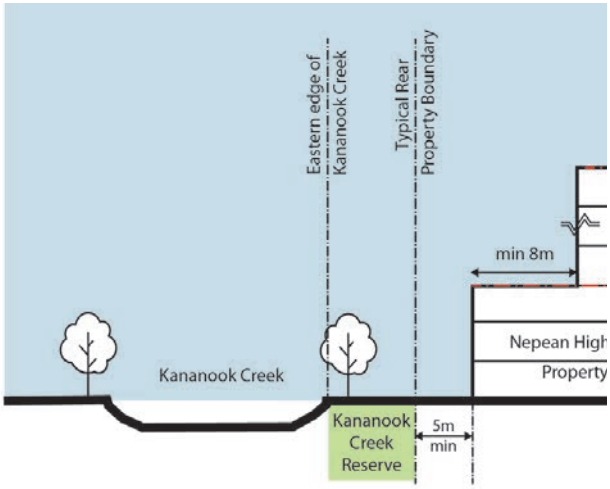



**Figure 54.** Rear setbacks for properties that directly abut Kananook Creek reserve in Precinct 5B.

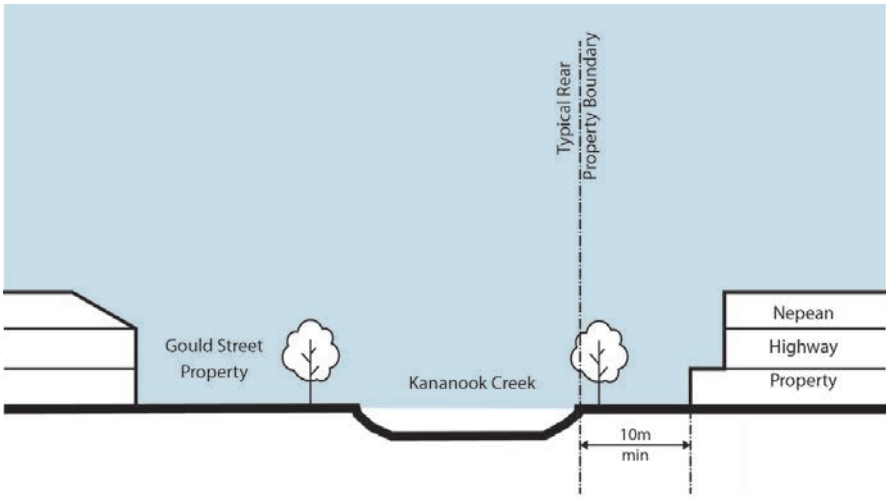



**Figure 55.** Rear setbacks for properties that directly abut Kananook Creek Precinct 5A.

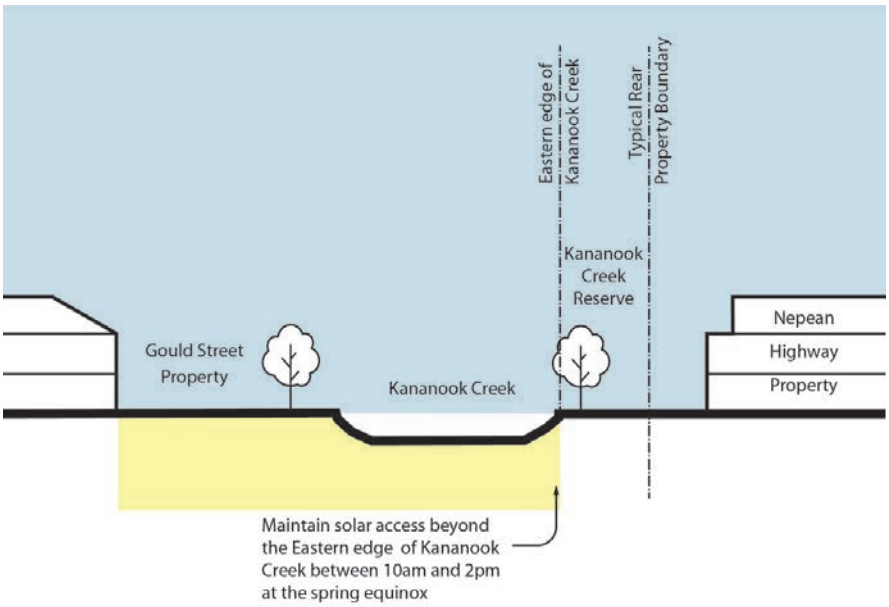



**Figure 56.** Solar Access Requirement to Kananook Creek in Precincts 5A and 5B.

### Development Guidelines

Please also refer to Section 5.8 - Centre-wide Design Guidelines

- Development should enhance the northern entry to the FMAC across Mile Bridge with development of exemplary architectural quality.
- Encourage screening of basement or semi-basement parking from the street and Kananook Creek.
- At grade car parking areas should be located away from street interfaces and not within front setbacks. Appropriate landscaping must be incorporated within at grade parking areas.
- Provide opportunities for engagement with the street through ground level occupation and the presence of habitable rooms and balconies at all levels. Inactive uses, such as laundries, garages and bathrooms, should be located away from street-facing facades where practicable.
- On corner allotments both street frontages should provide activated and landscaped interfaces. This may include separate entries to individual dwellings
- Directional and promotional signage should be of appropriate scale and incorporated into the building design.
- Within Sub-precincts 5A and 5E, a minimum of 30% of the site area should be permeable unless on-site stormwater runoff is managed through alternative methods such as green roofs, rain gardens and on-site bio-retention.
- Provide deep soil planting zone in accordance with Better Apartments Design Standards to support canopy trees. These should be provided within the front and rear setbacks.
- Projections such as architectural elements, balconies and building services should not intrude into rear building setbacks.
- Ensure that the internal area of buildings and any basements are designed to be protected from inundation from Kananook Creek in a 1% Annual Exceedance Probability flood event and under a 2100 sea level rise scenario.

Example of positive street interface with canopy tree planting.

Example of large trees retained and incorporated into open space.

- Landscaping within front setbacks should complement the Nepean Boulevard landscaping
- Front fencing to Nepean Highway should provide for a level of visual permeability to allow for passive surveillance and views to vegetation.
- Prioritise the retention of significant and large canopy trees on private land. Where there are a number of trees on the site, the retention of high value canopy trees is to be prioritised over lower value canopy trees.
- Within Sub-Precinct 5A, development must respond appropriately to the sensitive residential, open space and Kananook Creek interface by:
    - Maintaining and enhancing the natural landscape character of the creek corridor, in which the topography of the creek and its banks, and a naturalistic corridor of canopy trees, are the dominant features in public views of the creek and its setting.
    - Minimising the visual intrusion of new development when viewed from paths, bridge crossings and public open space
    - Ensuring that all building elevations, materials, colours and finishes demonstrate a positive interface with Kananook Creek, its landscape and environmental character.
    - Minimising visual bulk and allow views to Kananook Creek and its vegetated corridor by providing space between buildings.
    - Set back development from the creek edge to protect the landscape, topography and vegetation as the dominant visual elements.
    - Ensuring public views of new development are filtered through vegetation and trees.
    - External materials visible from Kananook Creek should complement the landscape setting and be softened with indigenous screen planting where practical.
    - Ensuring development provides passive surveillance of public areas.

Example of integrating trees, landscaping into new developments to filter views of the elevation along the creek.

# 5.7. Precinct 6: Cranbourne Road

## 5.7.1. Precinct 6 - Overview

### Activities and Land Use

Precinct 6 will develop as a mixed use precinct with a focus on allied health, medical, offices, commercial and complimentary residential uses. Businesses will benefit from convenient access to the Moorooduc Highway, the Frankston Hospital and the FMAC.

### Built Form and Design

New development will help to revitalise the precinct through the gradual replacement of existing housing stock with high quality multi-level buildings enhancing the eastern entry to the FMAC. Development will be of a scale and density that is compatible with surrounding residential areas and increase moderately towards the City Centre.

### Streetscapes and Open Space

Cranbourne Road will provide for a welcoming entry to the FMAC. Large canopy trees will line the road side and existing medians providing for a green outlook. This will be complemented by landscaped setbacks and canopy tree planting in private lots.

### Movement and Transport

Cranbourne Road will provide for a higher level of pedestrian amenity delivered through additional planting and street furniture providing for a pleasant walking journey into the City Centre. Existing bike lanes along Cranbourne Road will support safe bicycle access. Convenient vehicle access to businesses will continue to be provided from Cranbourne Road.

## 5.7.2. Precinct 6 - Actions

Figure 57 identifies key actions and improvement across Precinct 6. These actions are outlined in the following pages.

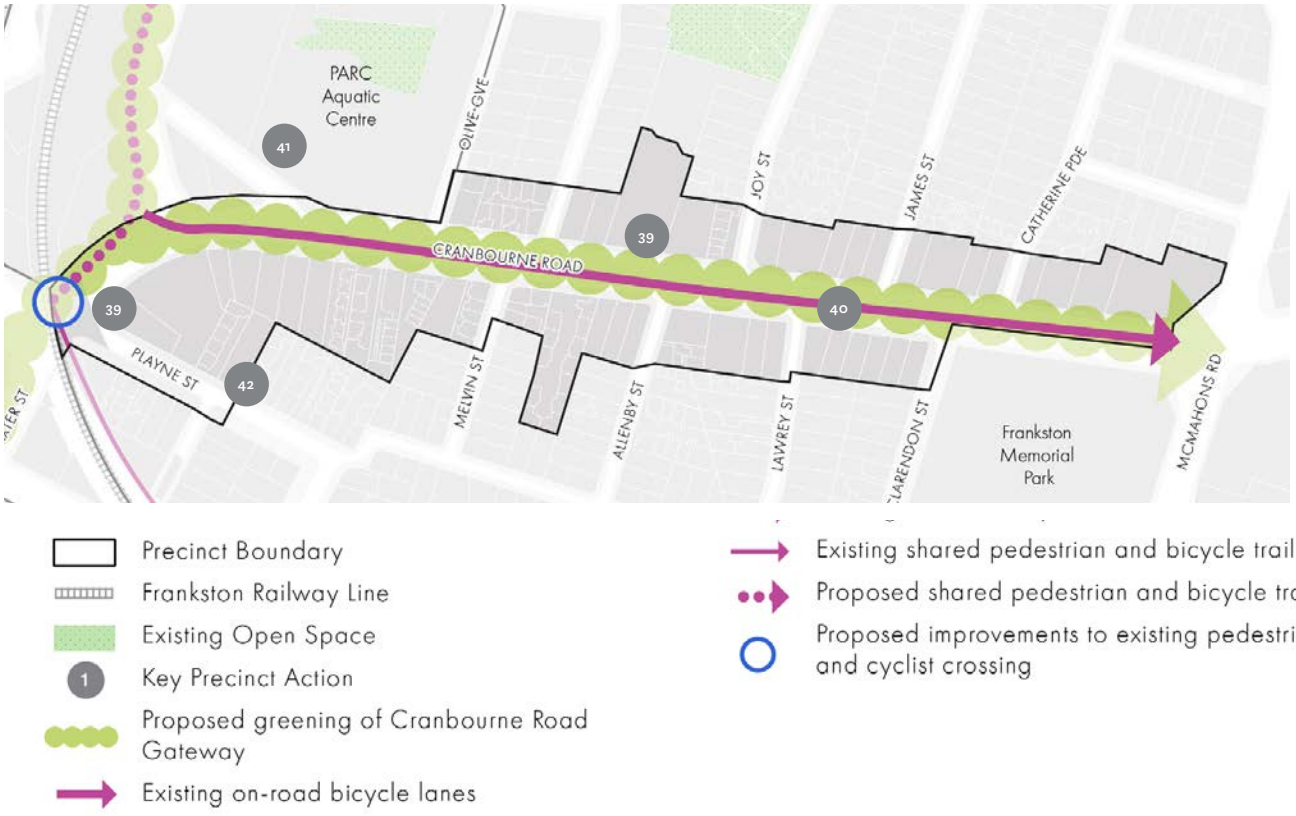



**Figure 57.** Precinct 6 - Actions

## Key Projects - Precinct 6

**Action 39.** Pedestrian Connections

Identify and implement additional pedestrian crossings across Cranbourne Road to facilitate pedestrian connectivity to and from the City Centre.

**Action 40.** Amenity Improvements to Cranbourne Road

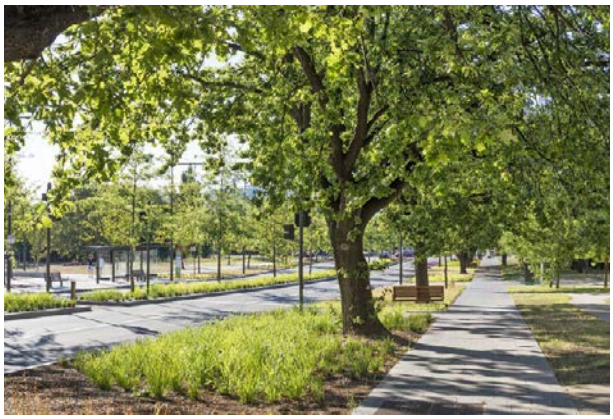
Improve the amenity of the Cranbourne Road through the planting of understorey, by improving pedestrian and cycling connectivity and implementing wayfinding (improving the visibility of PARC) and public lighting.

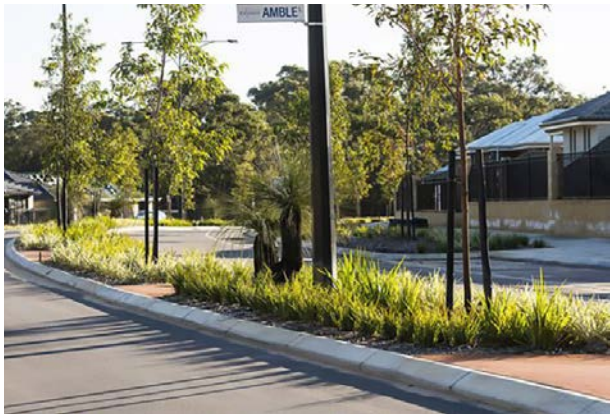
**Action 41.** Car Parking for PARC

Investigate improved car parking options for PARC, Chisholm Frankston and the surrounding businesses.

**Action 42.** Connectivity to Frankston Hospital and Monash University

Improve pedestrian and cycle connectivity to the Frankston Hospital and Monash University.






An example of landscaping and canopy trees that contributes to a high quality entry experience.


An example of improved crossing facilities.

## 5.7.3. Precinct 6 - Development Framework

**Precinct Objectives**

- To provide for a range of commercial and residential uses that complement the mixed-use and commercial function of the precinct including the development of office suites along Cranbourne road, increased housing densities on upper levels of new development and the integration of health and education uses as part of mixed use development.
- To encourage built form that enhances Cranbourne Road as a gateway to the FMAC.
- To encourage building interfaces that promotes surveillance of adjoining streets through activated frontages.
- To provide landscaping and canopy trees within private land that contributes to a high quality entry experience into the FMAC.
- To retain existing canopy trees.
- To ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.
- To Identify and implement additional pedestrian crossings across Cranbourne Road to facilitate pedestrian connectivity to and from the City Centre.

Development Requirements

Refer to Figure 57 for Sub-Precinct boundaries and other built form requirements for Precinct 6.

| Element | Development Requirements |
|---|---|
| Preferred Building Heights | • **Sub-Precinct 6A** - Preferred Maximum Building Height is 22.0m (6 storeys).<br>• **Sub-Precinct 6B** – Preferred Maximum Building Height is 16.0m (4 storeys). |
| Preferred Street Wall Heights | • **Sub-Precinct 6A, 6B** - Preferred street wall height is 12.0m (3 storeys). |
| Preferred Building Setbacks | • **Sub-Precinct 6A, 6B –** 3.0m Building setback to Cranbourne Road.<br>• **Sub-Precinct 6A, 6B** - 4.5m from the rear boundary to support landscaping opportunities.<br>• **Sub-Precinct 6A, 6B** - Side setbacks to provide visual breaks between buildings and support landscaping opportunities. |
| Preferred Upper-Level Setbacks | • **Sub-Precinct 6A, 6B -** 5.0m upper-level setback from the street wall for development above 12.0m. |


**Figure 58.** Precinct 6 - Built Form and Design Framework

**Development Guidelines**

Please also refer to Section 5.8 - Centre-wide Design Guidelines

- Development should enhance the eastern entry to the FMAC across with development of high architectural quality.
- Provide opportunities for engagement with the street through ground level occupation and the presence of habitable rooms and balconies at all levels. Inactive uses, such as laundries, garages and bathrooms, should be located away from street-facing facades where practicable.
- Provide deep soil planting zone in accordance with Better Apartments Design Standards to support canopy trees. These should be provided within the front and rear setbacks.
- Front fencing to Cranbourne Road should provide for a level of visual permeability to allow for passive surveillance and views to vegetation.
- Prioritise the retention of significant and large canopy trees on private land. Where there are a number of trees on the site, the retention of high value canopy trees is to be prioritised over lower value canopy trees.
- Where a neighbouring development includes residential use, separation between buildings should utilise a 9.0m distance where possible to avoid overlooking between habitable rooms.
- Buildings on corner allotments should present as activated and articulated to the side elevation with opportunities for landscaping within the side setback.
- Buildings should maximise solar access by orientating buildings and associated open space areas to the north.
- Larger developments should incorporate communal outdoor space for staff, residents and visitors.
- Encourage screening of basement or semi-basement parking from the street.
- At grade car parking areas should be located away from street interfaces and not within front setbacks. Appropriate landscaping should be incorporated within at grade car parking areas.
- Utilities and services should not be located within the street frontage and should be screened.
- A minimum of 30% of the site area should be permeable unless on-site stormwater runoff is managed through alternative methods such as green roofs, raingardens and on-site bio-retention.
- Directional and promotional signage should be of appropriate scale and incorporated into the building design.
- Projections such as architectural elements, balconies and building services should not intrude into side building setbacks.
- Provide vehicle access from Olive Grove, Willis Street, Joy Street and James Street, Catherine Parade, Melvin Street, Allenby Street, Lawrey Street and Clarendon Street rather than from Cranbourne Road where possible.

# 5.8. Centre-wide Design Guidelines

## 5.8.1. Centre-wide Objectives

- To develop Frankston Metropolitan Activity Centre as the commercial, civic, cultural, creative, community and entertainment destination for the South Eastern metropolitan area.
- To encourage high quality built form that contributes to safe, engaging and attractive streets and which provides innovative approaches to dealing with potential inundation.
- To facilitate development at a scale that accommodates a mix of uses while respecting the coastal character of Frankston and sensitive interfaces.
- To provide visual breaks between buildings that allows for views to the sky and supports sharing of views.
- To encourage a diverse range of housing choices that provide for on and off site amenity including affordable housing options.
- To reinforce the coastal character through landscaping and species selection.
- To strengthen the presence of canopy tree cover within private and public land.
- To encourage environmentally sustainable development.
- To encourage building interfaces that promote the safety of adjoining streets through activated frontages and surveillance at upper levels.
- To ensure that development anticipates the impacts of climate change and is resilient to the potential impacts of inundation.
- To ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.

## 5.8.2. Centre-wide Design Guidelines

**Building heights & Setbacks**

- The preferred maximum building height excludes rooftop services which should be hidden from view from any adjoining public space or designed as architectural roof top features. Roof top services includes but is not limited to plant rooms, air conditioning, lift overruns and roof mounted equipment.
- Architectural features may exceed the preferred building heights.
- To support a high level of internal amenity and adaptation to other uses over time, buildings should provide the following minimum floor to floor heights:
  - Ground level – 4.0m
  - Above ground level up to street wall height (including car parking) – 3.5m
  - Residential uses – 3.2m
  - Non-residential uses – 3.5m

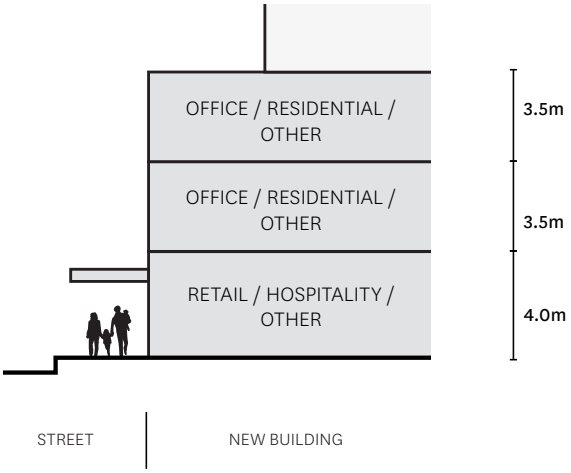



**Figure 59.** Diagram showing the minimum floor to floor heights for the street wall / podium levels of buildings.

- Development that exceeds the identified Preferred Heights should demonstrate each of the following:
  - The development meets or does not significantly exceed the overshadowing requirements outlined in the Precinct Development Requirements.
  - Levels above the preferred maximum height are set back further behind the street wall.
  - The development provides significant public realm benefits.  This could include:
    - Provision of a new public pedestrian link through the site including those identified in the Structure Plan.
    - Expansion of the adjoining footpath space for public use.
    - The provision of new or expanded public open space within the development.
  - A demonstrable benefit to the broader community.
  - Provides for affordable housing within the development.

### Setbacks and Building separation

- Projections such as balconies, building services and architectural features should not intrude into the preferred upper level setbacks above the street wall height.
- Development should avoid repetitive stepped building forms by providing a common street and rear setback for the majority of the upper levels above street wall.
- Where development shares a common boundary and no setbacks are specified in the Precinct Requirements, the side and rear setbacks outlined in Figure 60 and Figure 61 should be provided to achieve adequate sunlight, outlook and privacy for habitable rooms and reduce the visual bulk of development. Where the site abuts a laneway that is not shown as a pedestrian link, the setback is applied from the centre of the laneway (refer to Figure 62) or a minimum setback above the street wall height of 3m, whichever is greater.
- Where there are multiple buildings / towers within the site provide tower separation in accordance with Figure 61.

| Overall Building Height | Preferred minimum side and rear setback above the street wall | Preferred minimum tower separation within a site above the street wall height |
|---|---|---|
| Up to 28.0m | 4.5m | 9.0m |
| Between 28.0m and 42.0m | 6.0m | 12.0m |
| Above 42.0m | 10.0m | 20.0m |

**Figure 60.** Preferred minimum side and rear setbacks to ensure building separation.

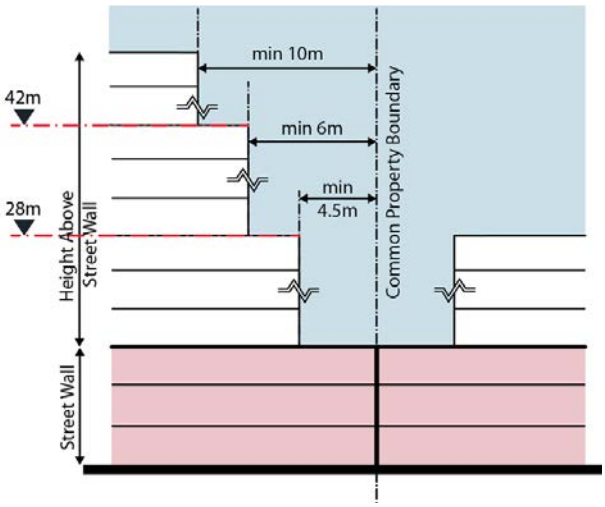



**Figure 61.** Diagram showing the minimum side and rear setback where development shares a common boundary and the street wall is built to the side or rear boundary.

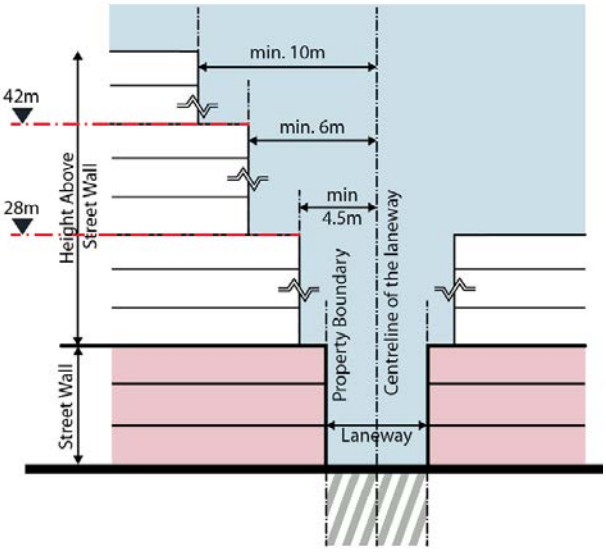



**Figure 62.** Diagram showing the minimum side and rear setback where development abuts a laneway.

### Building form and design

- Building facades should be articulated through the design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements.
- Building facades should not rely on excessive use of materials to achieve visual interest.
- Where buildings that includes a tower component that is separated from adjoining boundaries, ensure the building is designed to be read 'in the round' with articulated facades to each interface.
- Upper levels above the podium and roof forms should be integrated with the overall building design.
- Building design should address the visual bulk of large buildings through significant breaks and recesses in building massing.
- Buildings should have a maximum tower length of 45 metres to reduce visual bulk and allow for sharing of views.
- Buildings should utilise materials that do not generate glare, and can withstand the effects of weathering.
- Incorporate a coastal design aesthetic in the built form and materiality by considering:
  - Building forms that take cues from the coastal landscape.
  - Light, natural materials and textures that complement the coastal landscape.
  - Design features that mitigate the harsher environmental conditions such as feature sun shading devices and canopies.
  - Additional landscaping that softens the building and integrates with the surrounding coastal landscape.

Example of coastal design aesthetic and materials, with light and natural materials with interesting forms and consideration of specific local environmental issues.

- Where fine-grain subdivision patterns are recommend, development should narrow shopfronts  within the shopping strip by incorporating separate ground floor tenancies and vertically and horizontally modulated forms that integrate with the streetscape context. Refer to Figure 63.
- Encourage buildings in areas subject to inundation to keep internal finished floor levels above the flood level and to provide any transition to ground level setbacks internally to the building where practicable.
- Pedestrian Links should be either open to the sky or enable views of the sky.

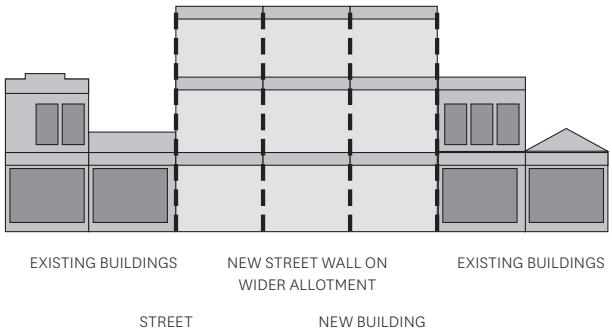



**Figure 63.** Diagram demonstrating fine-grain articulation on wider allotments.

### Street interface

- Refer to Figure 64 which identifies Primary Active Frontage and Active Frontage Areas across the FMAC.
  - **For Primary Active Frontage Areas** - A minimum of 80% of the ground level frontage should incorporate clear glazing or building entries. Provide ground level uses that engage with the adjoining public realm.
  - **For Secondary Active Frontage Areas** – A minimum of 40% of the ground level frontage should incorporate clear glazing or building entries. Provide ground level uses that support surveillance of the adjoining public realm.
- Materials within podium levels should be tactile and visually interesting to reinforce the human scale. Avoid long expanses of floor to ceiling glazing.
- Buildings on corner sites should be designed to actively address both frontages at both the street and upper levels.
- Upper levels of buildings should be designed to provide habitable rooms with windows or balconies that overlook the public realm.
- Avoid the presentation of blanks walls to the public realm. Wall on boundaries that will eventually be built out should still have some form of articulation while awaiting adjoining development - i.e. art, pre-cast patterned concrete etc.
- Provide embedded balconies within the podium levels above ground floor to support surveillance of the streets and adjoining public spaces.
- Provide basement car parking where possible to avoid inactive building frontages. Where this not possible and parking needs to be provided above ground in the podium level, ensure parking levels are sleeved with active uses.
- Building entries should directly front the street and be clearly defined and legible from the public realm.


Examples of Primary Active Frontages

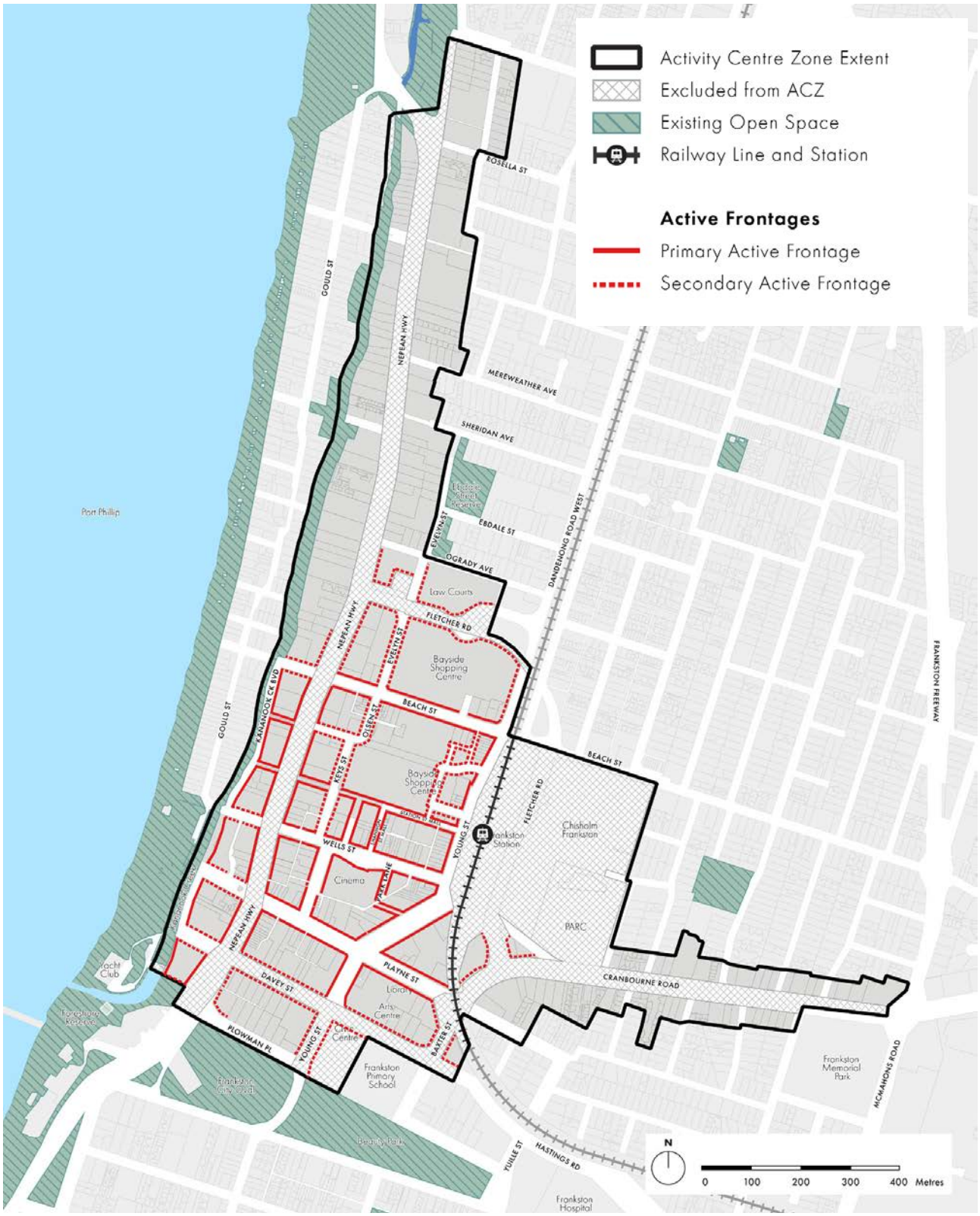
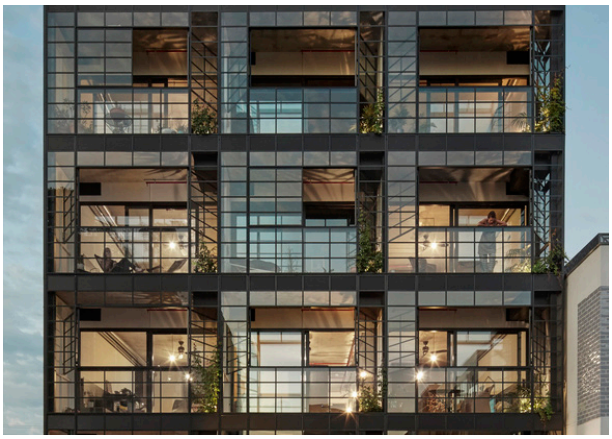



**Figure 64.** Active Frontages within the FMAC

### Weather protection

- Provide awnings on all buildings located in the Primary Active Frontage Areas and Active Frontage Areas.
- Canopies or verandahs should be at an appropriate height above the footpath and sufficiently set back from the kerb to avoid damage from large vehicles while still providing effective weather protection, between 3.0m and 4.0m above the footpath level and 750mm from the kerb, and generally consistent with adjoining sites.
- Awnings should be designed to mitigate the potential for visual clutter effects from light fittings, service cables and under awning signage.
- Undertake a wind assessment for buildings over 20 metres in height to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces. The building design should be refined in response to the design advice and mitigation measures recommended in the wind assessment.
- Consideration should be given to the increased winds from the bay and coastal storm conditions due to the FMAC Location.
- Incorporate measures to mitigate the effect of the wind on the public realm and building occupants.


Examples of awnings protecting the public realm from downdraughts



Examples of inset balconies and winter gardens above podium

### Landscaping

- Communal garden spaces should be provided at podium and rooftop levels where appropriate to create amenity for residents, workers and visitors. The gardens should take into consideration, aspect, materials and solar orientation.
- Encourage the use of green roofs, walls and balconies to further contribute to a visually engaging landscape character and reduce the impact of urban heat island effect.
- Utilise planting species that complement the coastal character and strengthen local habitat. Refer to the Frankston City Council Indigenous Plant Guide for species selection.
- Where front, side or rear setbacks are required:
  - Maximise deep soil planting zones within front and rear setbacks (excluding basement access) in accordance with Better Apartments Design Standards to support canopy trees and contribute to the coastal landscape character.
  - Incorporate grassed and planted areas that comprise a minimum of 60 per cent of the total front setback area. This can include a combination of garden beds with dense planting, grassing and/or vegetation.
  - Incorporate some vertical greening in side setbacks to create the effect of the buildings sitting in a landscaped setting. This will preferably include trees with a narrow canopy to suit the side setback environs, however where trees are not feasible, as a minimum shrubs or climbers on fences/walls.
  - Provide integrated, well designed soft landscape within sites to reduce the impact of urban heat island effect, provide increased biodiversity and habitat and contribute to a strong, visually engaging landscape character maximizing the use of ground level setbacks.
  - Avoid projections such as balconies and building services into the landscaped setbacks.

Example of a communal terrace space

Examples of a green wall

### Environmental Sustainable Design

- All new buildings are to incorporate best practice Environmentally Sustainable Development (ESD) principles.  Refer to Clause 15.01-2L-01 of the Frankston Planning Scheme on Environmentally Sustainable Development.

### Access and services

- Pedestrian entries to buildings should be clearly visible and easily identifiable from the street and accessible for all abilities.
- Residential entries should be distinguished from retail and commercial entries.
- Loading, service access and car park access should be provided from laneways and secondary streets and be located away from streets and public spaces or within basements or upper levels. Where this not possible, vehicle crossovers should be minimised to reduce disruption to the footpaths and located to avoid street trees if present.
- Provide appropriate setbacks at the rear of the building to laneways ensure adequate space for car park access and servicing.  Further details at Clause 52.06 of the Frankston Planning Scheme for Carparking.
- Ensure all services located on balconies, such as air conditioning units, are screened from public view.
- Avoid or minimise building services and utilities at ground floor street frontages to prioritise active frontages. Integrate services and utilities with the building design.

# 6. Implementation

# 6.1. Implementation

Implementation of the Frankston MAC Structure Plan into the Frankston Planning Scheme is critical to ensuring its success and this success is dependent on collaboration between local, State and Federal Governments, agencies, organisations and the community.

## 6.1.1. Approach

The Frankston Structure Plan will:

- Be a Council-adopted document used to implement the actions over a 20 -year timeframe.
- Provide a clear framework to inform the community, major stakeholders and Government agencies of projects that are to take place in the City Centre.
- Provide clear direction on the priority projects and resource allocation which has been developed following extensive consultation with the community, Government agencies, major stakeholders and senior management within Council.
- Be reviewed every five years.
- Be used to inform the Frankston MAC Structure Plan Implementation Plan.

## 6.1.2. Guiding principles

The following guiding principles lay the foundation for this Action Plan:

- It has been informed by the Frankston MAC Structure Plan.
- It provides a strategic link to:
  - The Structure Plan.
  - Council work plans and budget allocations.
  - Council seeking external funding direction.
  - Council's advocacy role.
  - It is an accountability tool to ensure that the actions identified in the Structure Plan are not just shelved and forgotten.

## 6.1.3. Actions

Forty-two actions are listed in the Structure Plan which are summarised in the Structure Plan Actions Table on the following pages, and identify the following:

- The allocated timeframe.
- The responsible agent (Council or the Victorian Government department/agency where Council will play an advocacy role).
- How the delivery/outcome of the task will be measured.

### Timeframe

The timeframe for each action has been allocated in the following six categories:

1. Immediate (0-2).
2. Short term (2–5 years).
3. Medium term (5–10 years).
4. Long Term (10+ years, likely to be beyond the life of the Structure Plan, which includes advocacy).

### Responsible agency

Each action identifies the responsible agent that has a role in implementing the action. In cases where a Victorian Government department/agency has been identified, Council will play an advocacy role in the action identified.

The Structure Plan identifies a number of actions/ projects the delivery of which is Council's responsibility. Such projects place additional strain on the existing Council budget and Council needs to explore a range of other sources to assist in funding these projects. A range of mechanisms will need to be explored which include (but are not limited to):

- A Development Contributions Plan (DCP).
- The Long Term Infrastructure Plan (LTIP).
- An open space contribution of 8%.
- Victorian Government funding sources.
- Australian Government funding sources.

Victorian Government departments and agencies will need to play a key role in implementing the identified actions that are beyond the control of Council. Council will however play an advocacy role to develop long-term partnerships for the delivery of these projects. It is acknowledged that any Victorian or Australian Government funding would need to be considered as part of future budget processes and against other state/nationwide priorities.

### Measure

'Measures' have been identified for each action to ensure they can be tracked and monitored, and more importantly to identify if an action has been delivered within the identified timeframe.

### Objective / Strategy

Provides a reference to the relevant Objective and / or Strategy that the Action relates to.

## 6.1.4. Planning Scheme Amendment

A planning scheme amendment has been prepared alongside the Structure Plan to implement elements of the Structure Plan into the Frankston Planning Scheme. This will undergo an additional phase of consultation.

The recommended approach for implementing the Structure Plan into the Planning Scheme is outlined in Section 6.2

## Structure Plan Actions Table

| Action Number | Action | Responsible Agency Council | Responsible Agency External | Time Frame | Measure | Objective / Strategy |
|---|---|---|---|---|---|---|
| | | **Activities & Land Use** | | | | |
| 1 | **Planning Scheme Amendment**<br>Undertake a Planning Scheme Amendment to implement the Frankston Metropolitan Activity Centre Structure Plan and a Development Contributions Plan (DCP) into the Frankston Planning Scheme. | **City Futures**<br>(Lead) | DTP<br>(Planning) | Immediate | Planning Scheme Amendment Gazetted. | Multiple Objectives & Strategies |
| 2 | **Advocacy**<br>Undertake advocacy for a number of FMAC projects that require the supporting, funding or approval of agencies, authorities and stakeholders which includes but is not limited to:<br>- Nepean Boulevard;<br>- The Ring Road;<br>- Public transport; and<br>- Level crossing improvements. | **A number of Council Departments** | A range of external Agencies, Authorities and stakeholders. | Long | The funding of and delivery of a number of FMAC projects. | Objective 1<br>Strategy 1.1 |
| 3 | **Health and Education Precinct Plan**<br>Prepare strategic policy to guide the use and development of the Health and Education Precinct as identified in the Southern Land Use Framework Plan and implement this into the Frankston Planning Scheme. | **City Futures**<br>(Lead) | DTP<br><br>Monash University<br><br>Peninsula Health | Short | Precinct Plan adopted by Council. | Objective 2<br>Strategy 2.1 |
| 4 | **Business Attraction (Major offices)**<br>Engage with State Government Agencies and large businesses to connect them to development sites within the FMAC. | **City Futures**<br>(Lead) | DJSIR<br><br>Invest Victoria | Immediate | A new Government Agency / company headquarters located within the FMAC. | Objective 2<br>Strategy 2.2 |
| 5 | **Vacant commercial properties**<br>Engage with owners of vacant properties that have underutilised building spaces across the FMAC to:<br>a) Attract new tenants for businesses that are looking to relocate to Frankston or to locate a home bases business to a commercial tenancy.<br>b) Develop a branding and marketing strategy for vacant properties in the FMAC to fill vacancies and also to improve the aesthetic of the vacant businesses. | **City Futures**<br>(Lead) | DJSIR | Short | a) A decrease in the current commercial property vacancy rate.<br>b) An increase in approvals for the installation of decals and the installation of the decals. | Objective 2<br>Strategy 2.3<br><br>Objective 3<br>Strategy 3.1 |
| 6 | **Social and Affordable Housing**<br>Encourage an increase in the supply of social and affordable housing throughout and nearby to the FMAC. | **Development Services**<br>(Lead)<br>**City Futures**<br>(Support) | The Frankston City Strategic Housing and Homelessness Alliance<br><br>Homes Victoria | Immediate | An increase in the number of planning permits issued that increase social and affordable housing options within the FMAC. | Objective 4<br>Strategy 4.3 |

| Action Number | Action | Responsible Agency Council | Responsible Agency External | Time Frame | Measure | Objective / Strategy |
|---|---|---|---|---|---|---|
| | | **Built Form and Design** | | | | |
| 7 | **Urban Design Standards**<br>Develop new FMAC Urban Design Standards that are consistent with the Structure Plan and implement these into the Frankston Planning Scheme as a reference document. | **City Futures**<br>(Lead) | DTP<br>(Planning) | Short | Urban Design Standards adopted by Council and the Planning Scheme Amendment Gazetted. | Multiple Objectives & Strategies |
| 8 | **Climate Change**<br>a) Achieve the corporate emission reduction target and climate adaptation priorities set out by the Climate Change Strategy 2023-2030 with a particular focus on Council led developments and upgrades within the FMAC.<br>a) Assist the community and collaborate with developers to incorporate a climate action consideration in new and existing buildings through elevating Environmentally Sustainable Design requirements. | **City Futures**<br>(Lead)<br>**Development Services, Capital Works**<br>(Support) | | Immediate | a) (Increased) proportion of capital works projects budget allocated for ESD needs<br>a) Increased number of planning permits issued that incorporate climate action considerations | Objective 11 |
| | | **Public Realm** | | | | |
| 9 | **Cooling and Greening**<br>Integrate a range of cooling and greening initiatives throughout the FMAC to achieve the targets set by the Urban Forest Action Plan (2020)<br>(In particular Precincts 1 and 2). | **City Futures**<br>(Lead)<br>**Development Services**<br>(Support) | Planning Permit applicants | Immediate | | Objective 11<br>Strategy 11.2 |
| | | **Movement and Transport** | | | | |
| 10 | **Pedestrian Network Audit and Framework (Safety and Amenity)**<br>a) Undertake an audit of all the streets and laneways in the FMAC to establish a new streetscape capital works program and to improve the maintenance of existing streets and assets.<br>b) Develop a framework for the current and the future amenity of the streets to be assessed and prioritised. | **City Futures**<br>(Lead)<br>**Capital Works Delivery, Sustainable Assets, Engineering Services**<br>(Support) | DTP<br>(Transport)<br><br>Melbourne Water<br><br>Relevant Service Authorities | Short | a) Completed audit of streets and laneways in the FMAC.<br>b) Streetscape upgrade renewal program established and integrated into Council's LTIP. | Objective 12 |
| 11 | **Wayfinding Signage (Pedestrian and Cycle)**<br>Implement the Frankston City Council Wayfinding Strategy and Style Guide (October 2022) throughout the FMAC. | **City Futures**<br>(Lead) | DTP<br>(Transport)<br><br>DJSIR | Short | Wayfinding signage implemented throughout the FMAC. | Objective 12<br>Objective 13 |

| Action Number | Action | Responsible Agency | | Time Frame | Measure | Objective / Strategy |
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| | | Council | External | | | |
| 12 | **Cycling connections**<br>Prepare design concepts and implement the provision of new bike lanes / shared user paths throughout the FMAC that also provide broader connections to and from areas outside of the FMAC boundary. | **Engineering Services, Capital Works Delivery** (Lead)<br>**City Futures** (Support) | DTP (Transport) | Short | Implementation of new bike lanes and shared user paths. | Objective 13<br>Strategy 13.1 |
| 13 | **Ring Road**<br>Work with DTP to develop and implement options to cater for the increase in vehicle movements and improve the functionality and efficiency of the Ring Road to support the objectives of the Structure Plan (Nepean Boulevard). | **Engineering Services** (Lead) | DTP (Transport) | Short | Implementation of options that improve the functionality and efficiency of the Ring Road. | Objective 14<br>Strategy 14.1 |
| 14 | **Amenity improvements to the Ring Road**<br>Improve the amenity of the Ring Road through the planting of canopy trees and under-storey planting, by improving pedestrian and cycling connectivity and implementing wayfinding and public lighting. | **Engineering Services** (Lead)<br>**City Futures** (Support) | DTP (Transport) | Medium | Implementation of amenity improvements to the Ring Road. | Objective 14<br>Strategy 14.1 |
| 15 | **Directional and Guidance Signage (Roads)**<br>Work with DTP to implement directional and signage guidance signage on key roads throughout the FMAC. | **Engineering Services** (Lead) | DTP (Transport) | Short | Directional and guidance signage implemented on key roads. | Objective 14<br>Strategy 14.1 |
| 16 | **Construction of multi deck car parks integrated with development**<br>Undertake conceptual planning and design and upgrade Council owned car parks to facilitate development with active street frontages and multi deck car parks throughout the FMAC. | **Engineering Services** (Lead)<br>**City Futures, Procurement, Property and Risk, Capital Works Delivery** (Support) | | Long | Construction of multi deck car park on Young Street and the identification of a car park location in the north of the FMAC. | Objective 15<br>Strategy 15.1 |
| 17 | **Car parking time limit and cost assessment**<br>Undertake an audit of all Council owned car parks, existing car parking time limits and costs and develop and implement a consistent framework for these. | **Engineering Services** (Lead)<br>**Safer Communities, City Futures** (Support) | | Short | Implementation of consistent car parking time limit and costs. | Objective 15<br>Strategy 15.3 |
| 18 | **Parking Permits for residential streets**<br>Investigate a resident parking permit system for residential streets within and adjacent to the FMAC to determine the need for a resident parking permit system and in which streets. | **Engineering Services** (Lead) | | Short | Residential parking signs implemented and resident parking stickers issued. | Objective 15 |

| Action Number | Action | Responsible Agency | | Time Frame | Measure | Objective / Strategy |
|---|---|---|---|---|---|---|
| | | Council | External | | | |
| 19 | **Bus service review**<br>Advocate for a bus service review for all buses within Frankston City. | **Engineering Services**<br>(Lead)<br>**City Futures**<br>(Support) | DTP<br>(Transport)<br>Mornington Peninsula Shire | Long | Bus service review undertaken. | Objective 16<br>Strategy 16.1 |
| 20 | **Bus network**<br>Work with DTP to improve the efficiency of the bus network, with a focus on Young, Playne and Beach Streets. | **Engineering Services**<br>(Lead)<br>**City Futures**<br>(Support) | DTP<br>(Transport) | Short | Decrease in the number of, or no buses on Young Street and an improved pedestrian experience. | Objective 16<br>Strategy 16.1 |
| 21 | **Public Transport Improvements**<br>Advocate for public transport improvements, to, from and within the FMAC, including the electrification of the railway line beyond the Frankston Train Station. | **Community Relations**<br>(Lead)<br>**City Futures, Engineering Services**<br>(Support) | DTP<br>(Transport)<br><br>DITRDCA | Long | Development of advocacy plan for public transport improvements. | Objective 16 |
| 22 | **Sustainable transport**<br>Establish a working group to find ways to encourage an increase in the opportunities for sustainable transport. | **Engineering Services**<br>(Lead)<br>**Business Transformation, Sustainable Assets**<br>(Support) | | Short | Establishment of a working group. | Objective 13<br>Strategy 13.1 |

| Action Number | Action | Responsible Agency | | Time Frame | Measure | Objective / Strategy |
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| | | Council | External | | | |
| **Precinct 1** | | | | | | |
| 23 | **City Centre Street upgrades**<br>Prepare design concepts and construct Street/Mall upgrades within the FMAC as part of a staged approach for the following:<br>1) Wells Street to occur first (central Wells Street as a shared zone and include investigation of a gathering space/plaza);<br>2) Shannon Street Mall;<br>3) Thompson Street;<br>4) Balmoral Walk and Keys Street (In consultation with Vicinity to resolve challenges around the loading bays for the Bayside Shopping Centre); and<br>5) Ross Smith Avenue. | **City Futures**<br>(Lead)<br>**Capital Works Delivery, Engineering Services**<br>(Support) | Vicinity | Medium | Implementation of street upgrades. | Multiple Objectives & Strategies |
| 24 | **Bayside Shopping Centre enhancements**<br>Work with Vicinity C to explore better integration of the Shopping Centre with the surrounding streets. | | Vicinity | Medium | Approval of a planning permit application. | Objective 11<br>Strategy 11.7 |
| **Precinct 2** | | | | | | |
| 25 | **City Park expansion**<br>Advocate for funding to implement and construct the concept plan for City Park. | **City Futures**<br>(Lead)<br>**Community Relations, Procurement, Property and Risk**<br>(Support) | DTP<br>(Transport - Provider)<br>VicTrack (Owner)<br>MTM (Operator)<br>DJSIR | Short | Implementation of City Park. | Objective 10<br>Strategy 10.1 |
| 26 | **Signal Box Park**<br>Undertake design concepts and construct a park adjacent to the heritage protected signal box on Vic Track land to activate the space. | **City Futures**<br>(Lead)<br>**Procurement, Property and Risk**<br>(Support) | DTP<br>(Transport / Provider)<br>VicTrack (Owner)<br>MTM (Operator)<br>DJSIR | Long | Implementation of Signal Box Park. | Objective 10<br>Strategy 10.1 |
| 27 | **Beach Street rail crossing**<br>*(to be undertaken in conjunction with Action no. 26 Signal Box Park)*<br>Work with DTP and VicTrack to develop short and long term design options for improving the safety and amenity of the Beach Street at grade rail crossing. | **Engineering services**<br>(Lead)<br>**City Futures**<br>(Support) | DTP<br>(Transport - Provider)<br>VicTrack (Owner)<br>MTM (Operator) | Long | Upgrade of Young Street. And agreed design option and implementation of short and long term outcomes. | Objective 10<br>Strategy 10.1 |

| Action Number | Action | Responsible Agency | | Time Frame | Measure | Objective / Strategy |
|---|---|---|---|---|---|---|
| | | Council | External | | | |
| 28 | **Young Street upgrade (between Wells and Playne Streets)**<br>Undertake design concepts and construct upgrades to the section of Young Street between Wells and Playne Streets to provide an improved connection between Precinct 3, the Frankston Train Station and surrounding redeveloping properties. | **City Futures** (Lead)<br>**Engineering Services** (Support) | DTP (Transport) | Medium | Upgrade of Young Street. | Objective 11<br>Strategy 11.1 |
| 29 | **Baxter Trail extension**<br>Design and construct the missing link between the Baxter Trail and the shared pedestrian connection and cycle path along Dandenong Road East. | **Engineering Services** (Lead) | DTP (Transport) | Short | Construction of the missing link. | Objective 13<br>Strategy 13.1 |
| 30 | **Rail underpass upgrade**<br>Work with DTP and VicTrack to improve the safety and amenity of the existing rail underpass at the Frankston Train Station to provide better pedestrian connections to and from Chisholm and PARC. | **City Futures** (Lead)<br>**Engineering Services** (Support) | DTP<br>VicTrack<br>PTV | Long | Surface and lighting Improvements made to the underpass, an increased perception of safety and pedestrian use of this connection. | Objective 12<br>Strategy 12.5 |
| | Precinct 3 | | | | | |
| 31 | **Playne Street upgrade**<br>Prepare design concepts, undertake consultation, and construct improvements to Playne Street. | **City Futures** (Lead)<br>**Engineering Services, Capital Works Delivery** (Support) | DTP (Transport)<br>DJSIR | Long | Implementation of upgrades to Playne Street and an improved pedestrian experience. | Objective 11<br>Strategy 11.1 |
| 32 | **Master Plan for the Frankston Arts Centre and Frankston Library**<br>Prepare a masterplan for the Frankston Arts Centre and Frankston Library to provide better integration with Precinct 1 (Playne Street) and enhance it as the premier arts and entertainment destination for the South East. | **City Futures** (Lead)<br>**Customer Innovation and Arts, Capital Works Delivery** (Support) | | Medium | Adoption of the master plan. | Objective 3<br>Strategy 3.2 |
| 33 | **Widen Bay Lane**<br>a) Undertake a Planning Scheme Amendment to apply the Public Acquisition Overlay (PAO) to the relevant properties.<br>b) Prepare design concepts and undertake construction to widen Bay Lane to achieve redevelopment of the surrounding properties. | **City Futures** (Lead)<br>**Engineering Services** (Lead) | DTP (Transport and Planning) | Long | a) Planning Scheme Amendment Gazetted.<br>b) Construction of the widening of Bay Lane. | Objective 11<br>Strategy 11.6 |

| Action Number | Action | Responsible Agency Council | Responsible Agency External | Time Frame | Measure | Objective / Strategy |
|---|---|---|---|---|---|---|
| | | Precinct 4 | | | | |
| 34 | **Nepean Boulevard Master Plan and Implementation**<br>Advocate to and work with a range of stakeholders to prepare a master plan for the Nepean Boulevard and construct staged upgrades to transform Nepean Highway to a Boulevard. | **City Futures**<br>(Lead)<br>**Also led by a number of other Council Departments** | DTP<br>(Transport) | Short | Implementation of Nepean Boulevard improvements. | Objective 11<br>Strategy 11.4 |
| 35 | **Kananook Creek Boulevard upgrade (between Wells and Beach Streets)**<br>Prepare design concepts and upgrade Kananook Creek Boulevard between Wells and Beach Streets to become a shared zone . | **City Futures**<br>(Lead)<br>**Engineering Services, Capital Works Delivery**<br>(Support) | Melbourne Water<br>DTP<br>(Transport) | Long | Implementation of Kananook Creek Boulevard upgrades. | Objective 11<br>Strategy 11.4 |
| 36 | **Kananook Creek Promenade (between 510 Nepean Highway to Wells Street)**<br>a) Undertake a Planning Scheme Amendment to apply the Public Acquisition Overlay (PAO) to the western frontage of 510N Nepean Highway to facilitate the continuation of the promenade (Included within Action 1).<br>b) Prepare design concepts and construct upgrades to improve the pedestrian focused promenade. | **City Futures**<br>(Lead) | Melbourne Water | Medium | a) Planning Scheme Amendment Gazetted.<br>b) Extension and implementation of Kananook Creek Promenade. | Objective 11<br>Strategy 11.5 |
| 37 | **Improvements to Kananook Creek**<br>Advocate to and work with Melbourne Water and DEECA to improve the quality of and beautify Kananook Creek. | **Engineering Services**<br>(Lead) | Melbourne Water<br>Parks Victoria<br>DEECA | Long | Quality of Kananook Creek improved and amenity improvements implemented. | Objective 9 |
| 38 | **Comfort Station Activation**<br>Develop concept plans to activate the Comfort Station and the surrounding area. | **City Futures, Safer Communities, Engineering services**<br>(All Leads) | DTP<br>(Transport) | Immediate | Adopted concept plan. | Objective 11 |
| | | Precinct 5 | | | | |
| Refer to 34 | **Nepean Boulevard Master Plan and Implementation** | | | | | |

| Action Number | Action | Responsible Agency Council | Responsible Agency External | Time Frame | Measure | Objective / Strategy |
|---|---|---|---|---|---|---|
| | | Precinct 6 | | | | |
| 39 | **Pedestrian connections**<br>Identify and implement additional pedestrian crossings across Cranbourne Road to facilitate pedestrian connectivity to and from the City Centre. | **Engineering Services**<br>(Lead) | DTP<br>(Transport) | Medium | Construction of pedestrian crossings. | Objective 12 |
| 40 | **Amenity improvements to Cranbourne Road**<br>Improve the amenity of the Cranbourne Road through the planting of understorey, by improving pedestrian and cycling connectivity and implementing wayfinding (improving the visibility of PARC) and public lighting. | **Engineering Services**<br>(Lead)<br>**City Futures**<br>(Support) | DTP<br>(Transport)<br>PARC | Medium | Implementation of amenity improvements to Cranbourne Road. | Objective 12<br>Objective 13 |
| 41 | **Car Parking for PARC**<br>Investigate improved car parking options for PARC, Chisholm Frankston and the surrounding businesses. | **Engineering Services**<br>(Lead) | PARC<br>Chisholm Frankston | Medium | Construction of additional car parking. | Objective 15 |
| 42 | **Connectivity to Frankston Hospital and Monash University**<br>Improve pedestrian and cycle connectivity to the Frankston Hospital and Monash University. | **Engineering Services**<br>(Lead) | DTP<br>MTM<br>Vic Track<br>Frankston Hospital<br>Monash University | Medium | Implementation of pedestrian and cycle connections creating improved access to the Frankston Hospital and Monash University. | Objective 2<br>Strategy 2.1 |

# 6.2. Statutory Implementation

The Action Plan contains a set of statutory actions that are necessary to implement the vision for the FMAC.

## 6.2.1. Frankston Planning Scheme

The following amendments to the Frankston Planning Scheme are proposed to ensure that the vision for the FMAC is realised.

### Activity Centre Zone

It is recommended that the Activity Centre Zone (ACZ) be applied to the majority of land within the Structure Plan (Activity Centre) boundary. A schedule to the zone will provide a tailored Table of Uses and associated development requirements.

The ACZ provides a fully customisable and comprehensive control that can facilitate use and development outcomes to realise the vision for the FMAC.

The ACZ builds on existing policy in the Frankston Planning Scheme at Clause 02.03-1 (Frankston Metropolitan Activity Centre) and 11.03-1L-02 (Frankston Metropolitan Activity Centre) that underline the importance of the centre and seek to (among others): Encourage and facilitate the continued role and development of the Frankston MAC as the major community, employment and commercial focal point for the municipality and region.

The ACZ allows for a precinct based approach to use and development of land. This ensures that each precinct will be able to be developed in a way that gives effect to the Structure Plan.

It is further recommended that land outside of the FMAC currently affected by Schedule 2 to the Comprehensive Development Zone (Kananook Creek Comprehensive Development Plan, May 1999) be rezoned to Public Park and Recreation Zone (PPRZ). This will affect the foreshore reserve land.

### Mandatory or Discretionary Controls

It is recommended that the objectives and directions of the Structure Plan be implemented via a combination of mandatory and discretionary controls.

Planning Practice Note 59 (The Role of Mandatory Provisions in Planning Schemes) states that: Mandatory provisions in the VPP are the exception. The VPP process is primarily based on the principle that there should be discretion for most developments and that applications are to be tested against objectives and performance outcomes rather than merely prescriptive mandatory requirements.

Mandatory requirements should only be applied where they are necessary to achieve preferred built form outcomes. In addition, it would need to be demonstrated that exceeding development requirements set by the relevant provision would result in unacceptable built form outcomes that would compromise the strategic vision underpinning the provision.

When taking into account the strategic vision for the FMAC and the role of Metropolitan Activity Centres outlined by Plan Melbourne 2017-2050, it is considered that the introduction of mandatory provisions are only appropriate to be used in the context of setback controls within Precincts 4 and 5. Mandatory setback controls have been applied in Precincts 4 and 5 to facilitate the vision for the Kananook Creek Promenade and Boulevard and to protect the landscape and topography of Kananook Creek as dominant visual elements.

The introduction of mandatory provisions can create additional administrative burden for Council in that they need to be regularly updated to ensure they are aligned with updates to census data or changes to state and local planning policy.

In particular Plan Melbourne 2017-2050 identifies that: *Plans for metropolitan activity centres will need to accommodate significant growth and infrastructure, while increasing amenity and connectivity for a regional catchment.*

Introducing mandatory height controls in a location that is strategically identified in both the state and local policy for significant growth would undermine the intended outcomes for the FMAC. The complex nature of use and development in the FMAC requires a level of flexibility that mandatory provisions cannot provide.

### Funding Mechanisms

It is recommended funding mechanisms are explored in order to deliver the required physical infrastructure to achieve the vision of the Structure Plan and implement a number of the actions. This will include a review existing funding mechanisms, and if additional mechanisms need to be explored and developed.

### Public Acquisition Overlay

It is recommended that the Public Acquisition Overlay be applied to give effect to the actions in this Structure Plan relating to a road widening and improvements to the public realm.

The purpose of the Public Acquisition Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify land which is proposed to be acquired by a Minister, public authority or municipal council.
- To reserve land for a public purpose and to ensure that changes to the use or development of the land do not prejudice the purpose for which the land is to be acquired.
- To designate a Minister, public authority or municipal council as an acquiring authority for land reserved for a public purpose.

The Public Acquisition Overlay is considered the most effective mechanism to ensure that land is set aside for the specified public purpose. It also requires planning permission for both Section 1 & 2 uses and buildings and works allowing the responsible authority to ensure that the use and development of land will not prejudice future outcomes.

# 6.3. Monitoring and Evaluation

Successful implementation is underpinned by effective monitoring, review and evaluation processes. Council is responsible for the monitoring and evaluation of the actions identified within the Action Plan. Targeted communications are proposed to ensure Government departments, agencies, key stakeholders and the community as a whole will remain well-informed and engaged in the process. Examples of targeted communications include (but are not limited to):

- Major projects/tasks and milestones published via Frankston City's ENews (the Council's community publication) or via a media release; and
- Council's website will be updated (when considered necessary) to advise the community of the achievements and milestones for projects/ tasks.

An open and transparent monitoring and evaluation process that allows the community, stakeholders and Government agencies access to information about the progress of the Structure Plan and increases Council's credibility and accountability. The Structure Plan (including the Action Plan) will be reviewed every five years. It is expected that the documents will be reviewed in the year 2028.

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