



COUNCIL MEETING

18 MARCH 2024

ADDENDUM



BUSINESS

15. REPORTS NOT YET SUBMITTED

- 15.1 Ministerial Application Referral PA2402698 - Council Reference 27/2024/PIR1 - 9-17 Cranbourne Road and 69 Playne Street Frankston - Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (T2Z)2

Phil Cantillon

CHIEF EXECUTIVE OFFICER

15/03/2024



Executive Summary**15.1 Ministerial Application Referral PA2402698 - Council Reference 27/2024/PIR1 - 9-17 Cranbourne Road and 69 Playne Street Frankston - Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (T2Z)**

Enquiries: (Oliver Rees: Communities)
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(Stuart Caldwell: Communities)

Council Plan

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

Purpose

This report facilitates Council's consideration of its position on an application made to the Minister for Planning under application PA2402698 for the development and use of land at 9-17 Cranbourne Road and 69 Playne Street Frankston for a Hospital and Office (Medical Centre) and to alter access to a road in a Transport Zone 2 (T2Z).

Recommendation (Director Communities)

That Council writes to the Minister for Planning and advises that it does not support, and objects to the application PA2402698 for the reasons outlined in this report.

Key Points / Issues

- Planning Permit Application No. 21/2023/P was lodged with Council on 13 January 2023 to construct and use the land for the 'Mornington Peninsula Specialist Hospital' and alter access to a road in a Transport Zone 2 (T2Z), further information was requested on 9 February 2023 and concerns identified in respect to the proposal. The application was subsequently withdrawn on 29 January 2024.
- An amended application was lodged with the Minister for Planning, increasing the identified scope and cost of works from \$8.4 million to \$39.0 million. As the cost of works is now over \$30 million, the application can be made directly to the Minister for Planning under Clause 53.22 of the Frankston Planning Scheme as an application that *'has the potential to make a significant contribution to Victoria's economy and provide substantial public benefit including jobs for Victorians'*.
- The amended application proposes a three (3) storey (day surgery) Hospital and Office (medical centre) with associated at grade car parking.
- Council is not the decision maker on this application; the power to decide resides solely with the Minister for Planning. However, Council has been provided the opportunity to provide comment on the amended application as part of the public consultation process pursuant to Section 52(1) of the *Planning and Environment Act 1987*.
- It is recognised that the application presents a type of use which in a very general sense is welcome within Frankston and complements the expanding Frankston Hospital and Monash University.
- However, for the site chosen, on Cranbourne Road at the gateway to the Frankston Metropolitan Activity Centre, the proposed form of development is lacking. This is

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because (in summary) the building height that is proposed is below that which is sought for this specific parcel of land to create a landmark/gateway form of development, the building layout would not appropriately facilitate active frontage to Cranbourne Road, and that some two-thirds of the land is to be occupied by at-grade car parking, which is completely at odds with what is expected in an Activity Centre, let alone on a site designated for a landmark/gateway development form.

- Officers have previously sought to negotiate an acceptable outcome and different approaches have been suggested, however, the applicant has instead sought approval from the Minister for Planning under the 'Significant Economic Development' pathway.
- If the development were approved in this form, it would compromise achievement of planning policy objectives for this location, into the long term. In the view of officers, the proposal does not present a Net Community Benefit to the Frankston community.
- Accordingly, officers recommend that Council advise the Minister for Planning that it does not support, and objects to, the application for the current proposed development. It is further recommended that Council advise the Minister that it would be pleased to have its officers engage further with the applicant and the Ministers Department to achieve a modified form of development that meets the objectives of planning policy for this area.

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

Financial Impact

There are no financial implications associated with this report.

Consultation**1. External Referrals**

External referrals are undertaken by Department of Transport and Planning staff for the Minister for Planning.

2. Internal Referrals

The current application was referred internally to Council's Traffic and Drainage Engineers, Urban Designer, Strategic Planning team, Landscape Architect, Arborist, Waste Management Team and Environmentally Sensitive Design Officer.

3. Other relevant parties / stakeholders

There are no other relevant parties or stakeholders.

Notification of Proposal

Public notification is being undertaken by the applicant under the direction of the Minister for Planning.

Analysis (Environmental / Economic / Social Implications)

The proposal is considered likely to have some positive economic and social impacts given the nature of the proposed use. However, the significance of those impacts are inadequate having regard to the outcomes that are sought by current and emerging planning policy for this site.

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

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

Legal

Council is enabled under the *Planning and Environment Act 1987* to respond to the Minister for Planning advising its position on the planning application.

Policy Impacts

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

- Planning Policy Framework – Clauses 11.01-1R, 11.03-1S, 12, 15, 15.01-1R, 15.01-2S, 15.03-2S, 16, 16.01-2S, 16.01-3S, 17.02-1S, 18, 18.02-1S, 18.02-4S, 19.03-3S and 19.03-4S.
- Zone and Overlays – Clause 34.01 – Commercial 1 Zone, Clause 42.02 – Design and Development Overlay Schedule 13, Clause 44.05 – Special Building Overlay Clause 45.09 – Parking Overlay – Schedule 1.
- Particular Provisions – Clause 52.06 – Car parking, Clause 52.29 – Land Adjacent to the Principal Road Network.
- Frankston Metropolitan Activity Centre Structure Plan (2015) reference document at Clause 11.03-1L-02.
- Frankston Metropolitan Activity Centre Draft Structure Plan (2022).

Gender Impact Assessments

No gender impact assessment was required. It is noted that a decision on the application will be made by the Minister for Planning.

Officer's Declaration of Interests

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

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

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Risk Mitigation

There are no particular risks associated with this matter.

Conclusion

For the reasons discussed within this report, is considered that the application is unsatisfactory, and Council should advise the Minister for Planning that it does not support the proposal in its current form.

ATTACHMENTS

- Attachment A: [↓](#) Locality Map
- Attachment B: [↓](#) Locality Map - Aerial
- Attachment C: [↓](#) Development Plans (Selected)
- Attachment D: [↓](#) Landscape Plans

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Officers' Assessment

Summary

Reason for Reporting to Council	Councillor Interest		
APPLICATION			
Address	9-17 Cranbourne Road and 69 Playne Street Frankston		
Proposal	Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (TZ2)		
PLANNING REQUIREMENTS			
Zoning	Commercial 1 Zone		
Overlays	Design and Development Overlay Schedule 13 Special Building Overlay Parking Overlay Schedule 1		
Particular Provisions	Clause 52.29 – Land Adjacent to the Principal Road Network Clause 52.06 – Car Parking		
Permit Trigger(s)	Clause 34.01-1 – Commercial 1 Zone for the use of the land as a hospital. Clause 34.01-4 – Commercial 1 Zone for the construction and carrying out of buildings and works. Clause 44.05-2 – Special Building Overlay for the construction and carrying out of buildings and works. Clause 43.02-2 – Design and Development Overlay- Schedule 13 for the construction and carrying out of buildings and works. Clause 52.29 – Land Adjacent to the Principal Road Network for alteration or creation of access to Nepean Highway which is located within a Transport Zone 2.		
PROCESS			
Notification of Proposal	Notification is undertaken at the direction of the Minister for Planning – currently underway.		
Objection(s)	Not applicable		
S. 52 Referrals	Not applicable	S.55 Referrals	Not applicable
Internal Referrals	Not applicable		
LEGISLATIVE			
Title Restrictions	None		
Application Fees	None		

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The subject site is an irregular shaped parcel of land located on the southern side of Cranbourne Road in Frankston. The site is currently a vacant site covered in grass. The site comprises six lots being No 9, 11, 13, 15 and 17 Cranbourne Road, and 69 Playne Street, located directly to the south of the five lots on Cranbourne Road.

The site is located within the Commercial 1 Zone and has a main frontage to Cranbourne Road of 100 metres and frontage to Playne Street of 20 metres. The site has a total area of approximately 6000 square metres. A drainage and sewerage easement in favour of Frankston City Council is located at the rear of 11 Cranbourne Road.

Locality

Clause 11.03-1L-02 identifies the Frankston Activity Centre as a Metropolitan Activity Centre. The site is located within the Frankston Metropolitan Activity Centre area boundary, in an area comprising a mixture of commercial and residential uses.

To the immediate north of the site is Cranbourne Road. Cranbourne Road has a total of five lanes with a verge located in the middle of the lanes. On the other side of Cranbourne Road is the Peninsula Aquatic Centre.

To the east of the site are a number of predominantly single-storey dwellings, with a mix of detached houses and units.

To the south of the site are the residential dwellings that have a frontage to Playne Street. The dwellings are generally single and double storey dwellings, with a mix of detached houses and units.

Directly to the west of the site is the Frankston Fire Brigade. Directly to the rear of the Frankston Fire Brigade building is an open-air car park.

Site History

A search of Council's records indicates the following recent and relevant planning permit history for the subject site:

- Planning Application 21/2023/P was lodged on 13 January 2023. The application was to construct and use the land for a hospital in a Commercial 1 Zone (C1Z), to construct buildings and works in a Design and Development Overlay Schedule 13 (DDO13) and Special Building Overlay (SBO) and to create access to a road in a Transport Zone 2 (TRZ2). The application was withdrawn on 29 January 2024, following the lodgement of the application with the Minister for Planning.

Proposal

The plans submitted show a three storey Day Surgery/Hospital and Office Building (Medical Centre) with the following key features:

- The use of the land for a Hospital and Office (Medical Centre) including consulting suites across the three levels.

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- The proposal will include 2 theatres, 1 endoscopy room, 28 beds, 2 pathology rooms and 1,943sm of consulting suites.
- The proposed hours are Monday to Friday 8:00am to 6:00pm.
- Medical tenancies on the ground floor and level 1.
- Surgical and hospital related facilities on level 2.
- Maximum building height of 14.5 metres to the top of the parapet and 16.5 metres to the top of the acoustic plant screen.
- The building design is contemporary and includes materials comprising sand brickwork, powder coated perforated aluminium and wood panelling.
- The development includes 138 car spaces, 18 bicycle spaces and a loading bay.
- Vehicle access to the development is provided via new 6.4 metre crossovers to Cranbourne Road and Playne Street. Pedestrian entry is provided via footpaths from both street frontages.
- Landscaping is proposed along the Cranbourne Road frontage with canopy trees in areas of car parking. Lower level planting is also provided on the side and rear boundaries of the site.
- The front setback at ground floor to Cranbourne Road ranges between 3 metres to 4.06 metres.
- The front setback at first floor to Cranbourne Road ranges between 3 metres to 3.74 metres. The rear setback at the first floor level to the dwellings at No. 67 Playne Street is 3.49 to 3.54 metres.
- The front setback at the second floor to Cranbourne Road ranges between 3 metres to 3.61 metres. The rear setback at the second floor level to the dwellings at No. 67 Playne Street is 3.49 to 3.54 metres.

Planning Policy Framework

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

- Clause 11 – Settlement
- Clause 15 – Built Environment and Heritage
- Clause 16 – Housing
- Clause 17 – Economic Development
- Clause 18 – Transport
- Clause 19 – Infrastructure

Planning Scheme Controls

A Planning Permit is required pursuant to:

- Clause 34.01-1 – Commercial 1 Zone for the use of the land as a hospital.
- Clause 34.01-4 – Commercial 1 Zone for the construction and carrying out of buildings and works.

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- Clause 44.05-2 – Special Building Overlay for the construction and carrying out of buildings and works.
- Clause 43.02-2 – Design and Development Overlay- Schedule 13 for the construction and carrying out of buildings and works.
- Clause 52.29 – Land Adjacent to the Principal Road Network for alteration or creation of access to Nepean Highway which is located within a Transport Zone 2.

Particular Provisions

- Clause 52.06 – Car Parking
- Clause 52.29 – Land Adjacent to the Principal Road Network
- Clause 52.34 – Bicycle Facilities
- Clause 65 – Decision Guidelines
- Clause 71.02 – Integrated Decision Making

Reference Documents

- Frankston Metropolitan Activity Centre Structure Plan (2015)
- Frankston Housing Strategy 2013

Other Policy Considerations

Council is currently in the process of undertaking an update to the FMAC Structure Plan (2015) and has prepared the FMAC Structure Plan (2023) which was adopted by Council on 14 June 2023. Council has submitted a request for Authorisation to the Minister for Planning to prepare and exhibit Planning Scheme Amendment C160fran to implement the FMAC Structure Plan (2023) into the Frankston Planning Scheme.

The Minister for Planning has authorised the request subject to conditions. Exhibition of Planning Scheme Amendment 160fran has now closed. A total of 428 submissions were received, with 210 in support (15 of these supported with changes) and 218 opposed.

Notification of Proposal

The Minister for Planning has directed notification of the proposal.

Internal Referrals

The application has been referred internally to Council's Traffic and Drainage Engineers, Urban Designer, Strategic Planning team, Landscape Architect, Arborist, Waste Management Team and Environmentally Sensitive Design Officer.

Strategic Planner

Council's Strategic Planner initially reviewed the proposal and provided the following comments on the now withdrawn application:

The site is zoned Commercial 1 Zone (C1Z). The proposed land use of a medical facility is considered to be consistent with the purpose of the zone which seeks to create a mixed-use outcome including community uses.

The site is located in Precinct 6a – Cranbourne Road Gateway of the Council adopted *Draft Frankston Metropolitan Activity Centre (FMAC) Structure Plan (October 2022)*.

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The vision for this Precinct is to *'provide for a mix of medical, office, commercial and complimentary residential uses with businesses benefitting from convenient access to the Moorooduc Highway, Frankston Hospital and the CBD'*. In principle, a medical facility would be acceptable in this location.

Whilst a proposed medical facility in this location would be acceptable in principle, there is concern regarding whether the proposal would be considered an underdevelopment of the site. The proposal would result in a single storey development in a central location with large areas of at grade parking. The Draft Structure Plan denotes a preferred maximum height of 6 storeys (22m) above natural ground level for this site which is considerably higher than what is proposed (7.4m).

The site is located in close proximity to the CBD, train station, bus interchange and a number of existing community services. The site therefore presents an opportunity to address the mixed-use objectives sought in the *Draft FMAC Structure Plan (October 2022)*. The Objectives of Precinct 6a of the *Draft FMAC Structure Plan (October 2022)* seek 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'*.

The site is one of few vacant lots within in the FMAC located in such close proximity to the CBD and there is concern that a single storey development in this location would not assist in realising the mixed-use outcome sought by the Precinct objectives and the FMAC.

The Architectural drawings submitted also indicate a portion of land at 13 Cranbourne Road as 'Stage 2 Development', however no further detail or strategic justification is provided in relation to this.

Given the above, Strategic Planning do not support the proposal in its current form.

Additional comments have been provided in respect of the proposal now made to the Minister for Planning:

The previous strategic planning comments stand for this revised proposal.

Since the last referral, Council has been progressing Planning Scheme Amendment C160fran, which seeks to implement the *Frankston Metropolitan Activity Centre Structure Plan (June 2023)* (the FMAC Structure Plan) into the Frankston Planning Scheme. The amendment was exhibited late in 2023, and the submissions will be considered by Council at the upcoming Council meeting on 18 March 2024.

In addition to the previous referral comments, the following comments are also provided.

It is noted that there are some minor differences between the previous proposal and the revised proposal. In particular, the previous proposal showed a 'future 3 storey medical building' fronting Cranbourne Road as a future stage of development, which is not included in the revised proposal. The current proposal includes large areas of at-grade car parking fronting Cranbourne Road, which is not consistent with the outcomes sought in the FMAC Structure Plan and Planning Scheme Amendment C160fran and the proposal is considered an under-development of the site.

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The FMAC Structure Plan and proposed Planning Scheme Amendment C160fran include a number of discretionary building setbacks for sub-precinct 6A, where the subject site is located. The proposal does not meet these requirements, as outlined in the table below.

FMAC Structure Plan / proposed Amendment C160fran building setback requirements	Proposal
Minimum 3.0m building setback to all streets	The proposal provides a 3m landscape setback to Cranbourne Road. A 4.5m landscape setback is provided to Playne Street.
Minimum 4.5m building setback from the rear boundary to provide for landscaping.	The proposal provides a 3.5m setback between the rear property boundary and 67 Playne Street. This should be increased to 4.5m.
Side building setbacks to provide for visual breaks between buildings and landscaping.	The proposal is built to the shared side property boundary with 3-7 Cranbourne Road. A side setback with landscaping should be provided.

Urban Designer

Council's Urban Designer has reviewed the proposal and provided the following comments (summarised):

Appropriateness of the development in relation to surrounding context and landscape

- The objectives of the DDO13, the 2015 and 2023 Structure Plans, and the Built form guidelines are generally all aligned in their intent to encourage development that is responsive to, and enhances the role of the site and precinct as a gateway to the city centre; and that provides for a range of commercial and residential uses, increased housing densities at upper levels of new development and the integration of health and education uses as part of mixed use development.
- Approx. 4,000sqm of the ~6,000sqm property, or a full 2/3s of the site, is proposed to be an open-air car park. This is considered to be an exceedingly poor design outcome that fails to adequately address the objectives of the precinct. Preference is still to accommodate car parking within the built form as much as possible or within basement car parking.
- At ~15.8m, the proposal is well within the preferred maximum height of 22m (6 storeys) sought by the 2023 FMAC Structure Plan for precinct 6A and is only just meeting the preferred height limit of precinct 6B. There is therefore potential for this development to be visually 'built-out' by precinct 6B. The subject site accounts for approximately 50% of the total land area of precinct 6A and so will rely heavily on the remaining properties to achieve a 'stepping up' in built form to reinforce the approach to the city centre. A development which more closely aligns with the preferred height limit and achieves the desired stepping up in height and transition between the two precincts remains preferable.

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- The proposal exceeds the preferred street wall height of 12m and has not provided a side setback to the west boundary to allow for visual breaks between buildings and support landscaping opportunities.
- Landscaping opportunities have improved from previous iterations which is a positive.

Visual bulk and articulation of the development

- Additional setbacks as identified above will help reinforce a human scale street wall to Cranbourne Road and provide relief between built forms.

Proposed materials and finishes

- Need to ensure the glazing and metal sheet cladding do not result in uncomfortable or excessive glare toward the road.
- The curvature of the upper levels, contrasting colour and expressed profile towards the north-west corner successfully reinforces the corner and entry.
- The materials used along the west elevation (concrete and fibre cement sheets) is a poor design outcome given this elevation will be highly visible from the Cranbourne / Fletcher Road intersection. It is recommended the same material used for the north elevation is continued and 'wrapped around' to the west elevation for a consistent design and presentation. Further articulation should also be considered in association with the additional setbacks as recommended above.
- While the Artist Impressions for Views 01, 02 and 03 do not illustrate the plant area, I'm not convinced that it will not be visible from other viewpoints or the broader public realm. This is a considerable structure and the screening should align and integrate with the building's overall design approach. Plans should denote the material, colour and finish of the plant screening like any other external finish, to Council's satisfaction.
- Material samples should be provided to Council for review.

Fenestration

- Films/obscured glazing/signage are strongly discouraged as they detract from passive surveillance/activation of the streetscape. Plans should denote all windows at ground level to Cranbourne Road as having 75% clear glazing between 0.5m – 2.0m in height at a minimum. Consideration should also be given to requiring minimum permeability of all podium level glazing should the applicant resubmit with additional levels.
- Provision for integrated solar shading devices/awnings should also be explored given the aspect and exposed frontage.
- South facing windows should be provided from the south-east office to improve passive surveillance of the car park.

Presentation of the development to Cranbourne Road, Playne Street and the residential interface

- The proposed interfacing uses (medical) are unlikely to afford any meaningful activation to the Cranbourne Road streetscape. This is a sensitive use where occupants are likely to want privacy and there is limited certainty of an activated outcome for the medical tenancies. More active and less sensitive uses should be

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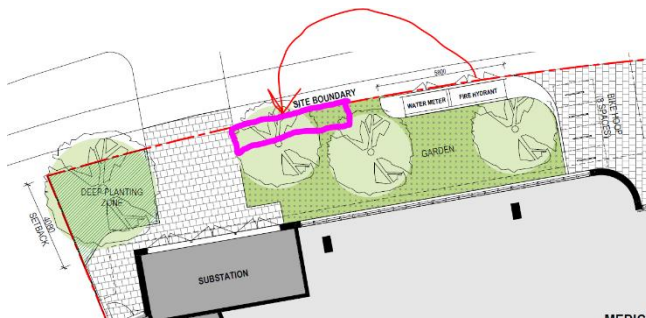
Officers' Assessment

considered to front Cranbourne Road. At a minimum the proposal could consider fronting Cranbourne Road at ground level with office/meeting rooms to improve activation and passive surveillance.

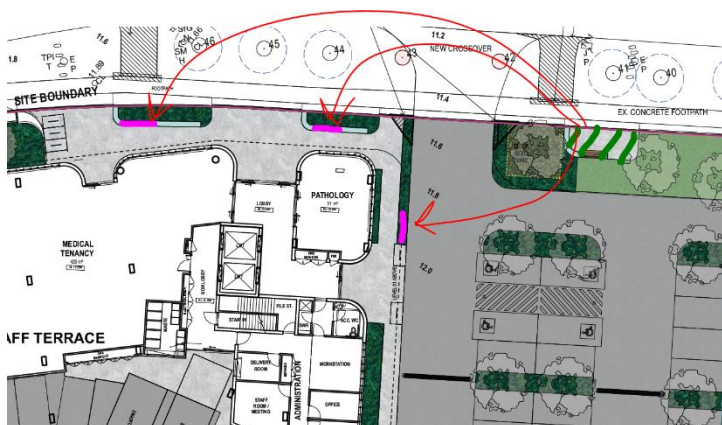
- In addition to the above, reception should also front the street / corner rather than the pathology.

General urban design advice

- The name of the proposed facility (Morningside Peninsula Specialist Hospital) is not supported given its proposed location within central Frankston. This is a poor response to context and does not reinforce the identity of the city centre.
- Locating a toilet at the main car park pedestrian entry is a poor design outcome. A redesign to present pedestrian entries with active uses that offer passive surveillance and outlook should be provided.
- Water meter and fire hydrant should be relocated closer to the substation, away from the entry to maximise the open interface with the streetscape. See below image.



- The depth of the proposed building will restrict daylight access to the centre of Levels 1 and 2. Consideration should be given to providing voids in upper levels to increase access to daylight within the building.
- The proposed seating interfacing with Cranbourne Road would provide more meaningful use located adjacent to the entry area. The seating area would then return more landscaping. See below image.



The floor to ceiling heights will allow for adaptation to alternative uses over time which is a positive.

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Council's ESD Officer has reviewed the proposal and provided the following comments (summarised):

No objection subject to conditions.

The following concerns are identified:

- SMP & BESS amendment
- GTP report is required
- ESD notes on plans

The following will need to be addressed to demonstrate best practice environmentally sustainable design in accordance with Clause 15.01-2L-01 of the Frankston Planning Scheme:

- SMP & BESS amendment
- GTP report required

Landscape Architecture

Council's Landscape Architect has reviewed the proposal and provided the following comments (summarised):

This is a great plan which makes the most of the constraints of the development.

23 large canopy trees, 26 mediums.

All proposed plantings are indigenous.

Trees for carparks proposed at rate of 1 tree per 3-5 carparks (where possible).

Screening plantings - Condition understorey plantings in grassed area in front setback – not sure why this was not included.

Condition landscape maintenance plan to ensure success of plantings.

Arboriculture

Council's Arborist has reviewed the proposal and provided the following comments (summarised):

- The vegetation within the property consists of low value small trees / suckers.
- An arborist report has been provided by Treelogic, dated 18.9.2023. Meets standard, good report.
- Trees on site are all low value. Mostly suckers from small parent trees. Numbered 1,5,6,7,9,10 and 12. No objection to removal of all site trees.
- The street trees are all young, small trees numbered 37-46. Crossover install may require removal of two trees. All street trees currently of lesser value due to size.
- Selected neighbouring trees may be impacted by car park installation. These trees must be protected to ensure they remain viable assets post works. Many of these trees are low-moderate value at best, however they are other properties assets.
- Permit required for LL22, pending encroachment percentages.

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- There are multiple easements across the site/s.
- The site isn't in a BMO/BPA mapped area.
Recommendations
- The arborist report does not provide TPZ encroachment percentages.
- The development plans suggest several trees will incur >10% TPZ encroachment in the car parking areas.
- Request that TPZ encroachments be calculated and supplied for review. Include this data in both arborist report and development plans.
- NDRI for adjacent trees with >10% encroachment may be requested prior to recommending removal of car spaces, alternative construction methods or otherwise.
- A TPMP should be required.
- Proposal supported in part until adjacent property trees can be retained as viable assets.
- Supported in full with the protection of adjacent property trees.
- Tree 12 not plotted in arborist report. Update please.
- G2 not plotted in arborist report. Update please.
- Canopy trees required via landscape plan. Avoid another heat island.

Traffic

Council's Traffic Engineer has reviewed the proposal and provided the following comments (summarised):

- Traffic have no objection for the configuration of vehicle crossing on Cranbourne Road and Playne Street and general layout of the carparks and accessways; however the remarks highlighted with clouds in the landscape plan should be complied with and these are:
 - Northern aisle running in a west-east direction should be made one way and one-way arrows line marking and No Right turn signs should be included as shown on the plan.
 - Give-way signs and StatCon line-markings should be included at the intersection of aisles and accessways as shown in the plan.
 - The bend on the aisle to the east should be delineated with a centre-line line marking as shown on the plan.
 - Tandem car parking spaces should have a 500mm clearance or buffer in according with design standard-1 of Clause 52.06. These spaces are highlighted on the plan.
 - Car parking spaces abutting pedestrian foot-walks should be provided with adequate wheel stops as shown highlighted on the plan.
 - Locations of speed humps in the car park should be adequately lit.
 - Car park spaces dimensions and aisles width should be clearly annotated on all plans.
 - Loading bays should be clearly annotated on all plans.
 - Widths of car parking spaces located at the fringes of the car park should be increased by 300mm to improve door opening in accordance with AS 2890.1.
 - Pedestrian visibility splays to be included and annotated on all plans.
 - Swept path diagrams and vehicles movement are adequately provided.
- Car Parking Provision:
- Site is within PPTN zone, therefore Column B of table 1 of Clause 52.06-5 is used.

15.1 Ministerial Application Referral PA2402698 - Council Reference 27/2024/PIR1 - 9-17 Cranbourne Road and 69 Playne Street Frankston - Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (T2Z)**Officers' Assessment**

- Site comprises of 33 points of care serviced by 60 members of staff (hospital) - this is not listed in Table 1 of Clause 52.06 and consulting suites nested under medical centre.
- Probability of people driving to work in Frankston is 87% according to ABS census equates to: $87/100 \times 60$ staff = 52.3 i.e. 52 staff requiring 52 car parking spaces.
- Parking rate for visitors is empirically proposed as 0.55 per bed in accordance with TIA provided, equates to 0.55×33 points of care = 18.15 i.e. 18 car parking spaces
- Consulting suites require: 3.5×1943 sqm/100 sqm = 68 car parking spaces
- Total car parking spaces = $52 + 18 + 68 = 138$ spaces.
- This is satisfactory since 138 car parking spaces are provided.
- TIA submitted adequately provides site's car parking demand assessment, traffic generation and impact and that's good.

Drainage

Council's Drainage Engineer has reviewed the proposal and provided the following comments:

The site falls to north-east corner of the site.

Our GIS indicates that there are 225mm drain and pits along the frontage of the site, but no plans are available for these assets.

Location of existing stormwater discharge point is not known. Applicant to investigate and a Stormwater Drainage Strategy is required demonstrating the effective disposal of storm water drainage can be provided without detriment to the proposed site and other properties to the satisfaction of the Responsible Authority.

The existing drains may need to be upgraded if the required capacity is not met.

A Stormwater Detention System with a volume capable of retarding the 10-year ARI flow from the development site back to a 5-year ARI pre-development value will need to be provided.

Proposed vehicle crossings must be constructed to Frankston City Council's standards (Refer SD310) and specifications to the satisfaction of the Responsible Authority.

Any redundant vehicle crossing must be removed, and the area reinstated to kerb and channel to the satisfaction of the Responsible Authority.

The Southeast corner of the subject site is located within the Melbourne Water interim SBO. Melbourne water is the local drainage authority responsible in this instance for setting flood levels, assessing flood flow and provide the conditions and requirements.

There is an existing FCC drainage assets within subject site (along west boundary of 17 Cranbourne Road) are not held within easements, and easements in favour of FCC will need to be provided upon subdivision/consolidation.

There is a 3m wide easement containing stormwater and sewer assets within the site. The carpark, located over easement and over the Council assets subject to Build Over Easement approval & conditions.

The carpark over the sewer assets located on the easement, consent to be obtained from South East water.

Waste Services

15.1 Ministerial Application Referral PA2402698 - Council Reference 27/2024/PIR1 - 9-17 Cranbourne Road and 69 Playne Street Frankston - Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (T2Z)**Officers' Assessment**

Council's Waste Services Team have reviewed the proposal and provided the following comments (summarised):

- I confirm that this will be a private waste collection;
- Table 2: Bin Schedule and collection frequency – is adequate.

Discussion

Planning decision-makers (encompassing Council's and the Minister for Planning) are required by Clause 71.02-3 Integrated Decision Making, to endeavour to '*integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations*'.

The concept of integrated decision making recognises that there may be occasions where planning policies might pull in different directions, and that most proposals will present both positive benefits and negative impacts. Decision makers are required to balance considerations so as to achieve a 'net positive benefit to the community (not only to a particular land owner, or to a particular segment of the community), and to future generations (as well as the present generation).

Whilst it is obvious that a proposal to develop land that is vacant for a development stated to cost 39 million dollars will present positive economic benefits, on more detailed analysis, the form of the development presents some significant draw-backs.

Essentially, what is proposed is a private day hospital with related medical services, and in regard to its customers (to quote the applicant's own submission to the Minister for Planning) '*the vast majority arriving by car*'.

This is in general terms consistent with the aims of particular policy which currently applies (in the form of the 2015 Frankston Metropolitan Structure Plan), which encourages health services and 'small business and start up opportunities' in this area. However, it is not consistent with the updated policy position in the 2022-23 Frankston Metropolitan Activity Centre Structure Plan, which aims to provide for 'a range of commercial and residential uses', and 'built form that enhances Cranbourne Road as the gateway to the FMAC', and 'encourage building interfaces that promote surveillance of adjoining streets through activated frontages'.

Despite its stated cost, and that this is sufficient to qualify as 'significant economic development' by the State Government's benchmark criteria, the proposal is not of sufficient scale or intensity to match the expectations of emerging planning policy for this land. It represents a form of 'underdevelopment' in planning parlance.

To approve a development of this nature (on the basis of a near term economic gain) would impact upon the achievement of planning policies in this location *for the long term*. This would not achieve a 'net benefit' for the Frankston community. The reasons for this are discussed below:

15.1 Ministerial Application Referral PA2402698 - Council Reference 27/2024/PIR1 - 9-17 Cranbourne Road and 69 Playne Street Frankston - Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (T2Z)**Officers' Assessment**Land Use

The proposed use of the land as a Hospital requires a planning permit. Whilst there are significant issues with the way the use is to be laid out, there are no concerns with the basic mix of proposed uses in themselves – they are consistent with the intent of the zone and planning policy for this location.

Built Form and layout

The more specific expectations for building form in this location (beyond the general policy for Urban Design in State Planning Policy) are set out in the two Structure Plans prepared for the Activity Centre area.

The 2015 Structure Plan identifies the land as being within Precinct 9 – Cranbourne Road Office and Commercial – where office suites are encouraged along Cranbourne Road as well as housing at increased densities, particularly at upper levels. A preferred building height of 14 metres is nominated for the whole precinct. It is also important to observe that the Structure Plan encourages 'emphasis of landmark sites', 'design excellence', and 'active frontages'.

The 2022-23 Structure Plan, which has been adopted by Council and is currently the subject to Planning Scheme Amendment C160, is a more weighty document which reflects more current thinking and better translation of current State Policy expectations to the local area. The land is within Precinct 6 – Cranbourne Road, which is intended to develop as a 'mixed use precinct with a focus on allied health, medical, offices, commercial and complimentary residential uses.' The majority of the precinct extending along Cranbourne Road has a nominated preferred building height of 16 metres (4 storeys), slightly higher than the 2015 Plan. However, this site is located within sub-precinct 6A, where the preferred building height is 22 metres (6 storeys). This reflects an ambition for these parcels of land to be developed as a 'Gateway' to the FMAC, consistent with their prominent location on the corner of Cranbourne and Fletcher Roads. Specific objectives for this area include (as relevant to this discussion):

- Development should enhance the eastern entry to the FMAC with development of high architectural quality.
- Provide opportunities for engagement with the street through ground level occupation and presence of habitable rooms and balconies at all levels.
- At grade car parking areas should be located away from street interfaces and not within front setbacks.

Council's Strategic Planner (comments above under 'referrals') advises that, despite its increase from a single to a 3 storey building, the proposal remains at odds with policy objectives for this area.

Council's Urban Designer (comments above under 'referrals') elaborates further, noting that the proposed building height at 15.8 metres is achieving only the height preferred for the rest of the Cranbourne Road precinct (up to McMahons Road), and not the greater height that is expected for a gateway/landmark style building on this particular site of 22m.

15.1 Ministerial Application Referral PA2402698 - Council Reference 27/2024/PIR1 - 9-17 Cranbourne Road and 69 Playne Street Frankston - Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (T2Z)**Officers' Assessment**

Of greater concern, is the point made that at grade car parking is to occupy approximately 2/3rds of the whole of the land.

Additional concerns are raised about the formation of the building, which exceeds the street wall height, and lack of active frontage as encouraged by policy (due to the nature of the uses and orientation of entry internally to the at grade car park). Further criticisms are made of the lack of setback to the western boundary (to create visual separation between buildings), and the palette of materials and colours – which may reflect and create glare to the public environs.

Substantively, it is the proposed form of the development that fails to reflect planning policy objectives for this area. A development which allocates approximately fully two-thirds of its site area, and a half of its major street frontage, to basic at grade car parking does not constitute a positive gateway or landmark (as envisioned in policy) by any stretch of imagination.

Even when assessed only against the 2015 Structure Plan objectives, the proposal falls short. It does not 'emphasise (a) landmark sites', nor promote an 'active frontage', nor 'design excellence'.

Whilst in concept this land is suitable for a health based use, the reality is that this particular form of development does not suit an Activity Centre location. Further, it does not need to be located in an Activity Centre – the applicant's own submission identifies that the majority of cliental will drive (or be driven) to the land. In concept, it is no different a development concept to Peninsula Private Hospital, located distantly in Langwarrin, simply on a smaller scale.

It should be observed that were the development form to have been expanded to more fully fit the policy expectation envelope, or to have been proposed in conjunction with other development (e.g. residential or commercial) that built out the site as envisioned, or even to have left the balance (at grade car parking nominated) land as vacant, then a more positive assessment might have been possible.

However, the applicant contends that basement carparking is not financially feasible, and that the at grade car parking is required. If extensive at grade car parking as proposed is required for this use/development, then it should be concluded that it is the wrong form of development for this site.

Car Parking, Access, Loading, Facilities and Infrastructure

The applicants assessment notes that 68 car spaces are required to be provided for the 'Office' (medical consulting) uses, with further car parking for the 'Hospital' to Council's satisfaction.

A total of 138 car spaces are provided in the extensive at grade parking areas. Based on a demand assessment, Council's Traffic Engineers are satisfied that sufficient car parking will be available for the use.

In respect of access, this is proposed both from Cranbourne Road and Playne Street. Subject to conditions, Council's Traffic Engineers and the Department of Transport are satisfied that the access points can operate appropriately.

15.1 Ministerial Application Referral PA2402698 - Council Reference 27/2024/PIR1 - 9-17 Cranbourne Road and 69 Playne Street Frankston - Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (T2Z)**Officers' Assessment**

Similarly, arrangements for Waste Management and loading are either, or could be made, satisfactory subject to conditions.

Landscaping

Landscaping is proposed in a number of 'deep soil zones' within the front setback and around the at grade car park. Canopy trees are illustrated within the at grade carparking area. Subject to some modification, Council's Urban Designer and Landscape Architect are satisfied that the landscaping in itself is satisfactory. This does not obviate the issues with the built form, however, simply indicate that the landscaping as proposed would be satisfactory if the development form were also to have been.

Environmentally Sustainable Design (ESD)

Council's ESD officer is satisfied that the proposal responds in a satisfactory way to ESD requirements.

Net Community Benefit

The applicant contends that the development is an acceptable planning outcome, pointing to:

- The use being encouraged by the Commercial zoning.
- The use responding to a need for private hospital services within the south eastern region.
- The use benefitting from proximity to the health and education precinct (between Frankston Hospital and Monash University) to the south.

The applicant also contends that the development is consistent with strategic planning policy for the area, that the proposal is of high quality, and that it utilises an opportunity to consolidate underutilised urban land for community benefit.

Whilst officers can agree with the applicants contentions that the use in itself would be a positive thing (if designed consistent with built form outcomes intended by adopted policy), officers cannot agree with the general assertions made that the development is consistent with policy for the area, or of high quality (although it is agreed that it is well presented as far as the form of building goes – simply that this is the wrong site for this form of building).

As described in the early part of 'discussion', decision makers are to integrate policies to achieve net community benefit, which necessarily entails some weighing of benefits and dis-benefits. It is also the case that it is rare that an 'ideal' development can be presented, and (per case law) to achieve approval a proposal must be achieve an outcome that is 'acceptable'.

For the reasons provided above, this proposal should not be considered 'acceptable'.

It is a form of development which is almost entirely at odds with the gateway/landmark building form sought for this site. This is in respect of the building, but particularly in

15.1 Ministerial Application Referral PA2402698 - Council Reference 27/2024/PIR1 - 9-17 Cranbourne Road and 69 Playne Street Frankston - Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (T2Z)**Officers' Assessment**

respect of the at grade car parking area – which belongs more in a suburban context/environment rather than a prominent gateway site in an Activity Centre.

Its height (at well less than 22m) and lack of western building setback would disrupt the rhythm of building form and presentation that is envisioned and sought for this site and precinct.

The nature of the uses within the building and their layout do not support an outcome that could be considered an 'active frontage', as sought by policy.

If the majority of users would arrive by vehicle, there is little need for the development to be located in an Activity Centre, which is contrary to objectives to reduce car dependency and traffic congestion in more intensively developed areas like Metropolitan Activity Centres.

Additionally, there are also a range of concerns of more detail regarding materials, treatments, landscape and service positioning. These might have been able to be negotiated or resolved via condition if the fundamentals of the proposal were acceptable.

Finally, if the proposal were to be approved and constructed, it would compromise achievement of policy objectives for the long term. Not just for the current community, but increasingly for future communities.

All of these factors weigh heavily against the proposal.

It is certainly the case that there would be positive effects from the proposal proceeding – the applicant has articulated these. However, in the view of officers the negative effects (or disbenefits), that a form of construction so at odds with that sought for the site would have, outweighed those benefits, meaning that a Net Community Benefit would not be achieved.

Consultation

The Minister for Planning is undertaking notification of the proposal as the Responsible Authority for the application in the usual way via signs on site and mail to surrounding owners and occupiers.

Analysis (Economic and Social Implications)

As identified above, the proposal will present positive community benefits, however these are outweighed by the long term negative benefits that would be presented by approval of a form of development at odds with the outcomes sought by planning policy.

Other Matters

The site is within an area of Aboriginal Cultural Heritage Sensitivity and a High Impact Activity is proposed. As part of the application documents, a certified Preliminary Aboriginal Heritage Test has been provided, satisfying this requirement.

It is noted that the land the land could be potentially contaminated due to the proximity to the Frankston Fire Brigade site (the potential for such contamination being a publicly

15.1 Ministerial Application Referral PA2402698 - Council Reference 27/2024/PIR1 - 9-17 Cranbourne Road and 69 Playne Street Frankston - Development and use of land for the purpose of a Hospital and Office (Medical Centre), and to alter access to a road in a Transport Zone 2 (T2Z)**Officers' Assessment**

known matter resulting from the chemicals stored and used in fire fighting) however no information has been provided addressing this matter as part of the application.

Conclusion

As the form of construction is so at odds with that sought for the site, being an underdevelopment with large areas of at grade carparking, the proposal is not considered to achieve a Net Community Benefit and acceptable planning outcome. Officers recommend the Minister for Planning be advised that Council do not support, and object to the application for the reason outlined in this report.

Recommendation (Director Communities)

That Council resolves to advise the Minister for Planning:

1. That it does not support, and objects to the application for the following reasons:
 - a) The proposal would not result in a Net Community Benefit to the Frankston Community.
 - b) The lower building height, reduced setbacks, layout of uses within the buildings are not consistent with the outcomes sought by planning policy, including State Planning Policy in the area of Urban Design, and more specific policy as set out in the Frankston Metropolitan Activity Centre Structure Plan (2015), and the Frankston Metropolitan Activity Centre Structure Plan Update (2022-23).
 - c) Construction of a building at the heights proposed would compromise achievement of the building rhythms and forms envisioned by adopted planning policy, and impact upon the Frankston Major Activity Centre by removing potential for a truly landmark/gateway building.
 - d) The proposed provision of at-grade car parking over some two-thirds of the land is entirely at odds with the outcomes sought by planning policy in an Activity Centre location, and (because that car parking is relied upon and integral to the development form and use) would impede the useful development of that land to support economic development into the future, to the dis-benefit of current and future generations.
 - e) The land that is proposed to be occupied by at grade car parking could be put to a more productive use to support employment activity or housing supply in the short and/or long term if it were not sealed into that use for the long term via approval of the proposed use.
 - f) The site may be subject to contamination due to its proximity to the Frankston Fire Station, and that this possibility should be investigated further before any development of the land occurs.
2. That although Council does not support the current proposal before the Minister, it would be pleased to have its officers engage further with the applicant and the Ministers Department to achieve a modified form of development that meets the objectives of planning policy for this area.



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Planning Application 27/2024/PIR1 – 9-17 Cranbourne Road, Frankston
Subject Site (outlined in red): ★








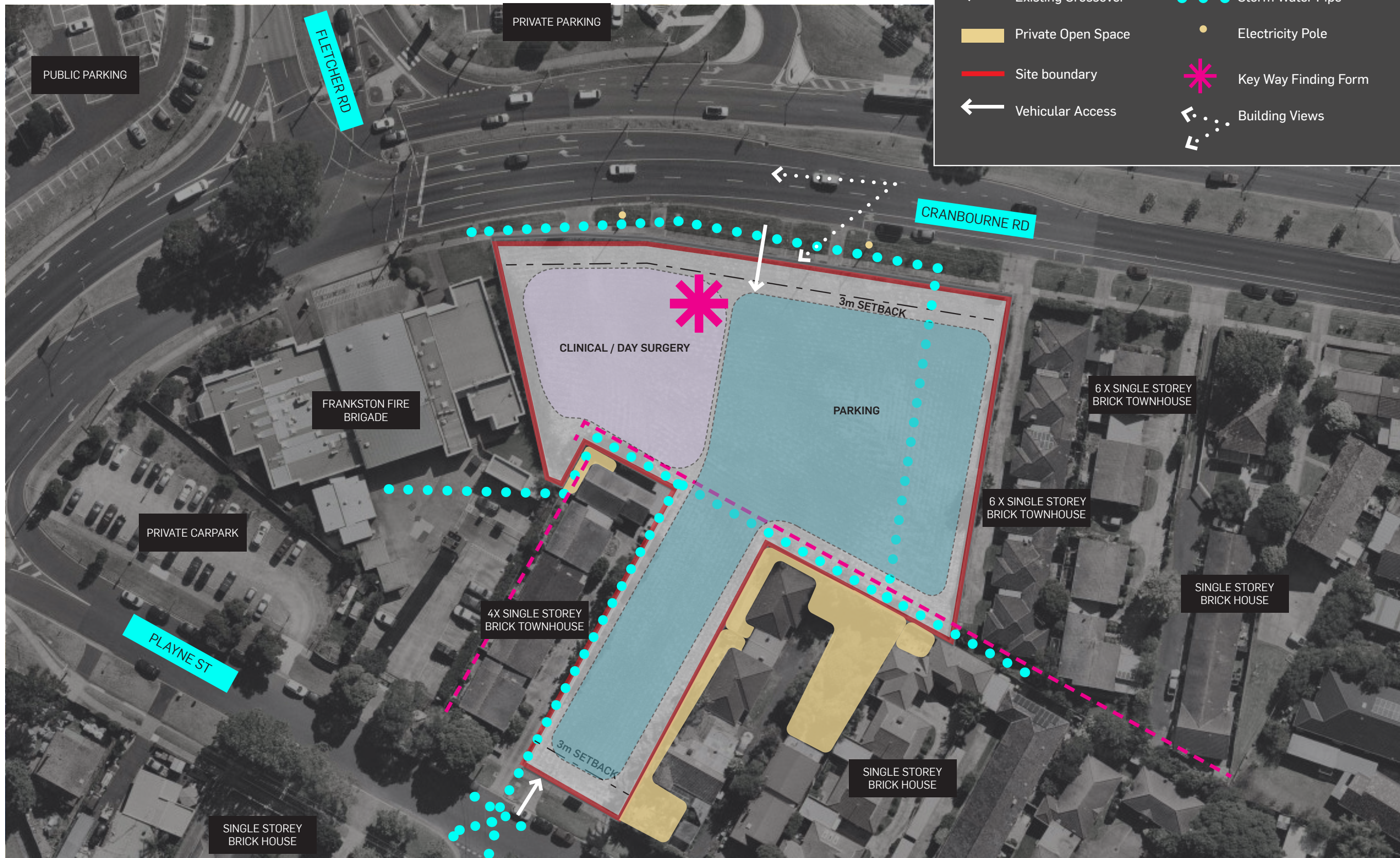
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	Site boundary		Easement
	Existing Crossover		Storm Water Pipe
	Private Open Space		Electricity Pole
	Site boundary		Key Way Finding Form
	Vehicular Access		Building Views







Legend - Site

- ASPHALT PAVING
- PAVING UNITS
- DECKING
- GRASS AREA
- GARDEN BED AREA
- EXISTING TREE (BLUE DASHED LINE IS TP2)
- DEMOLISHED TREES
- PROPOSED TREE REFER TO LANDSCAPE ARCHITECTS DRAWINGS

DEVELOPMENT SUMMARY

TENANCY	AREA
MEDICAL TENANCY (GROUND)	429m ²
PATHOLOGY TENANCY	51m ²
ADMINISTRATION	100m ²
MEDICAL TENANCY (LEVEL 1)	1442m ²
DAY PROCEDURE CENTRE	1475m ²

	AREA	PERCENTAGE
TOTAL SITE AREA	6000m ²	
SITE COVERAGE	1807m ²	28%
PERMEABLE COVERAGE	955m ²	17%
IMPERVIOUS AREA	5045m ²	83%
LANDSCAPING	1030m ²	17%

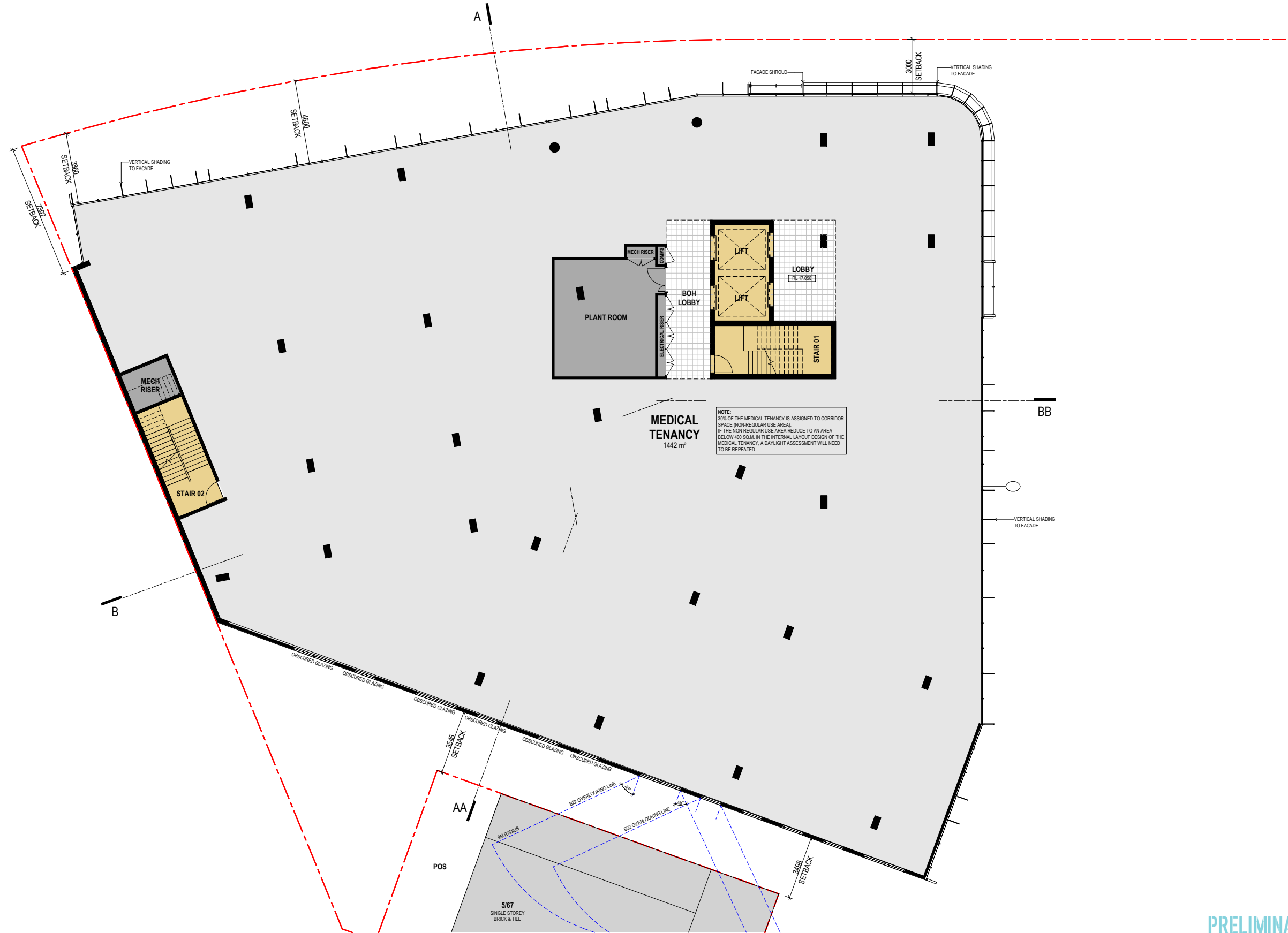
TOTAL NUMBER OF CAR SPACES	138
TOTAL NUMBER OF BIKE SPACES	18

ESD INITIATIVES

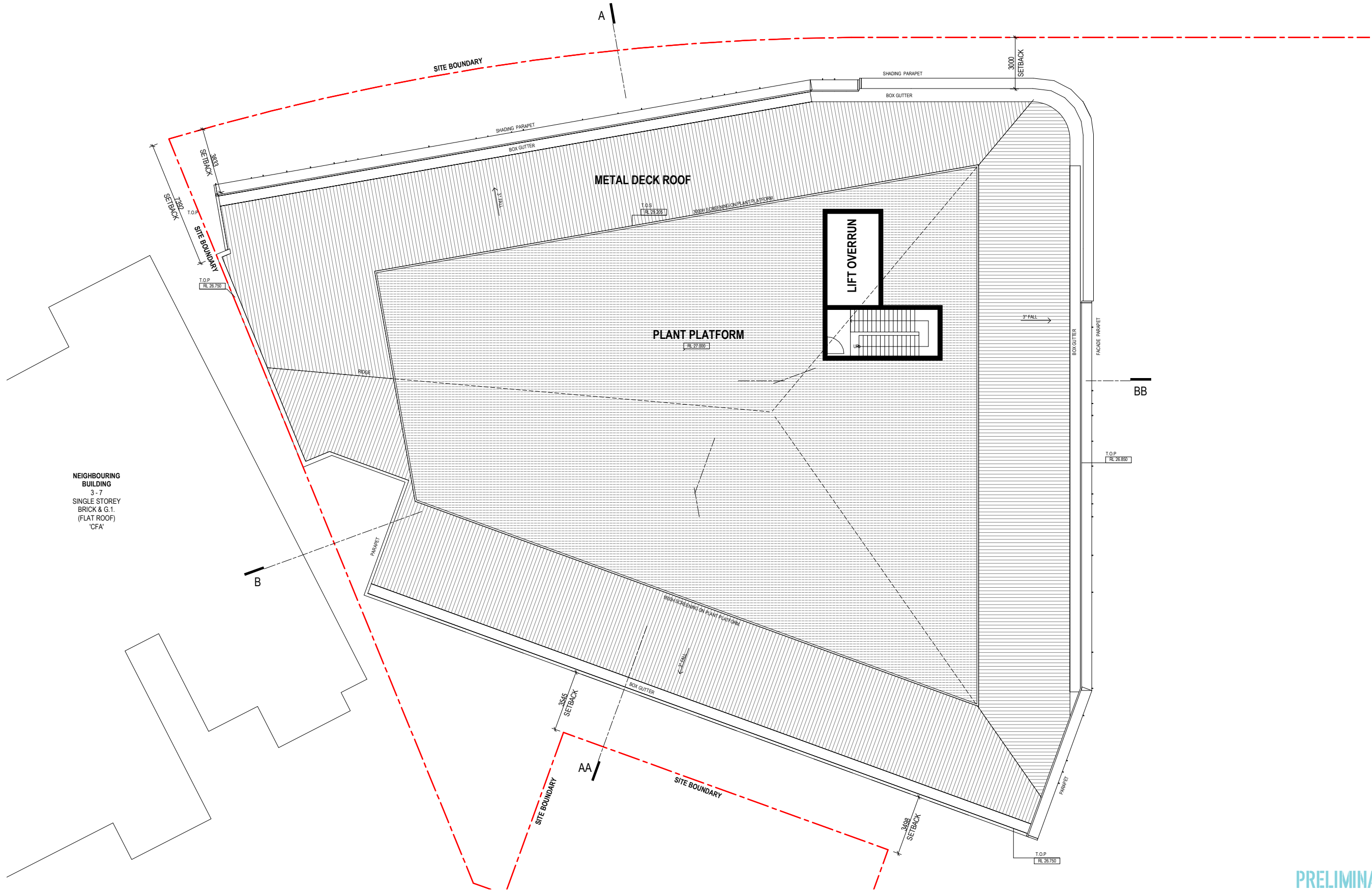
- HIGH PERFORMANCE INSULATION BEYOND THE MINIMUM REQUIREMENT IN NATIONAL CONSTRUCTION CODE (NCC);
- HIGH PERFORMANCE HVAC SYSTEMS AND DOMESTIC HOT WATER SYSTEMS BEYOND THE MINIMUM REQUIREMENT IN THE NATIONAL CONSTRUCTION CODE (NCC);
- REDUCTION OF POTABLE WATER CONSUMPTION THROUGH EFFICIENT HIGH WELS RATED SANITARY FIXTURES AND APPLIANCES;
- RECYCLING WASTE FACILITIES TO ENCOURAGE DIVERSION OF WASTE TO LANDFILL;
- ADEQUATE NATURAL DAYLIGHT TO REGULAR OCCUPIED INTERIORS OF BUILDING;
- BEST PRACTICE LIGHTING COMFORT AS PER GREEN STAR REQUIREMENTS;
- WATER-EFFICIENT LANDSCAPE;
- RAINWATER COLLECTION FOR REUSE IN TOILETS;
- REPLACING CEMENT WITH SUPPLEMENTARY CEMENT MATERIALS (SCM).

PRELIMINARY









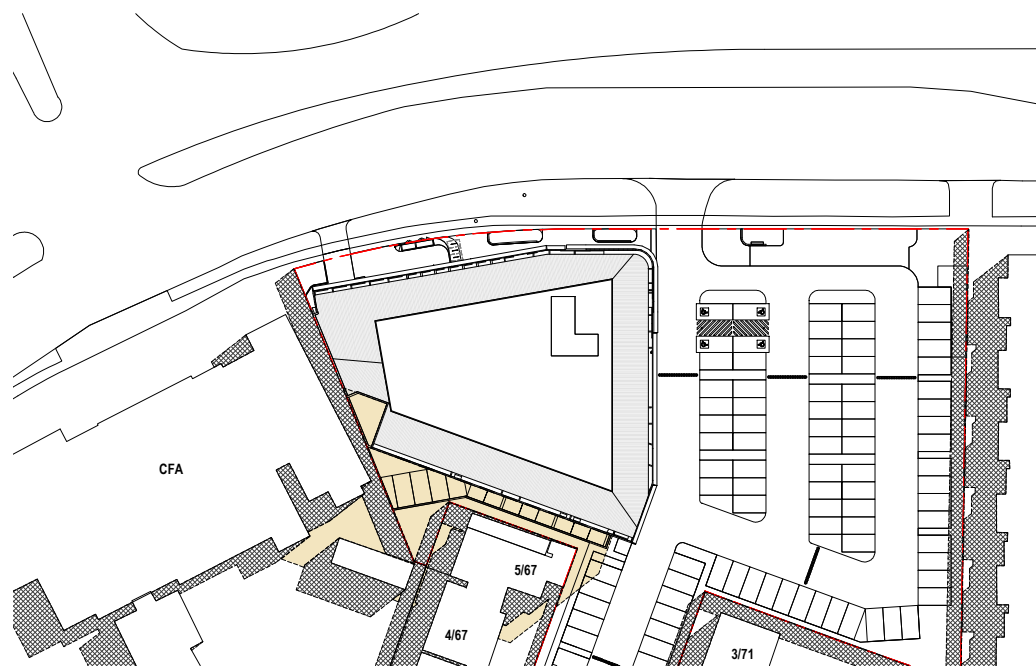


NEIGHBOURING BUILDING
3-7
SINGLE STOREY
BRICK & G.I.
(FLAT ROOF)
'CFA'

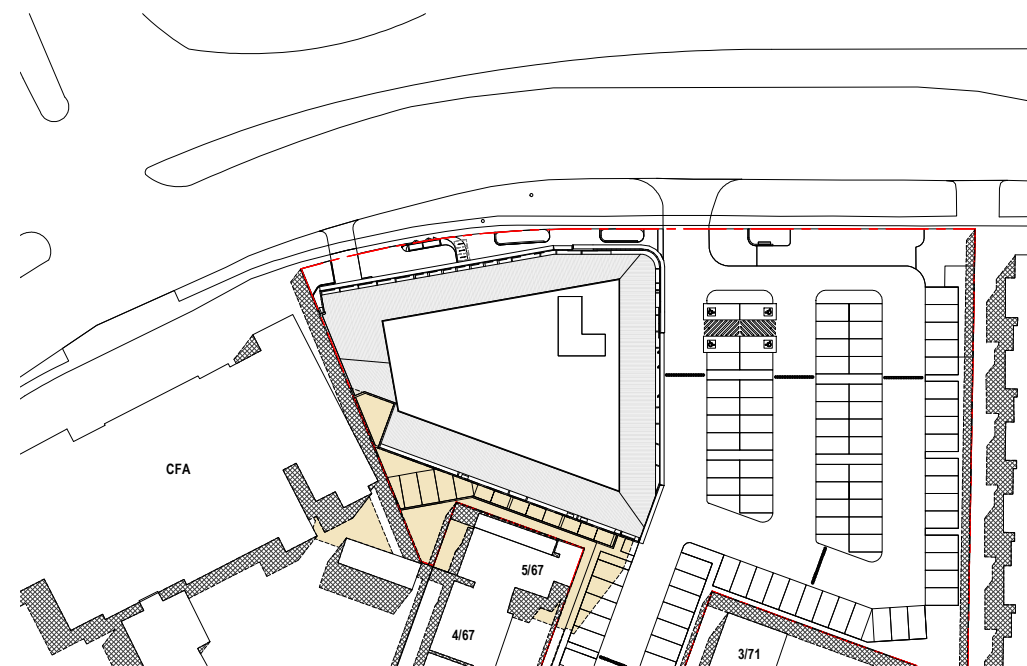
PRELIMINARY

Legend - Shadow

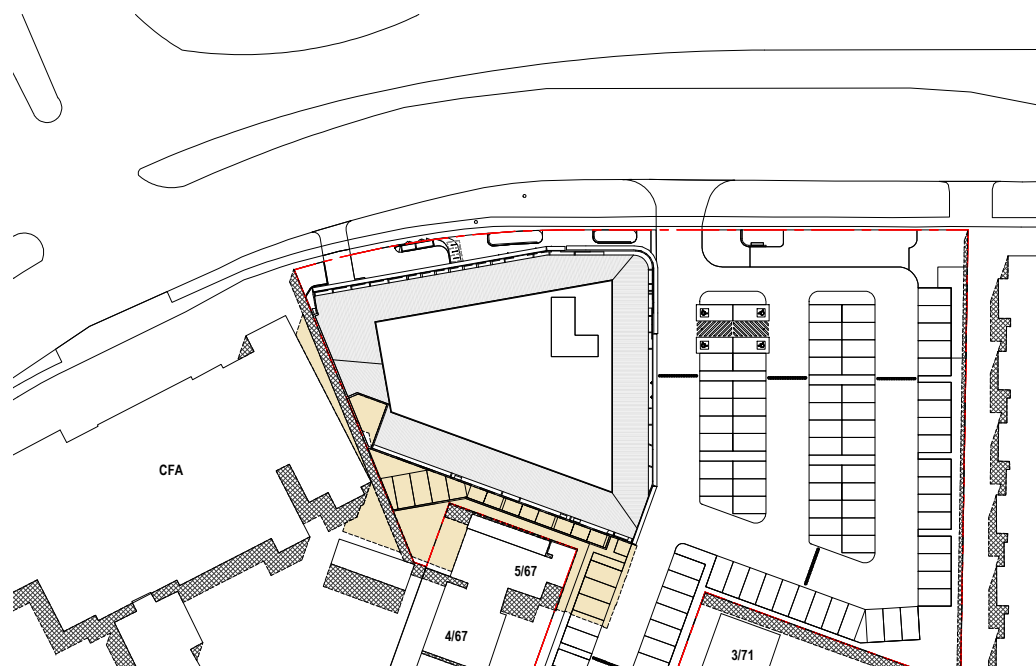
-  EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY EXISTING STRUCTURES
-  EXTENT OF ADDITIONAL SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PROPOSED STRUCTURES. NOTE: EXTENT OF SHADOW SHOWN IS AT GROUND LEVEL



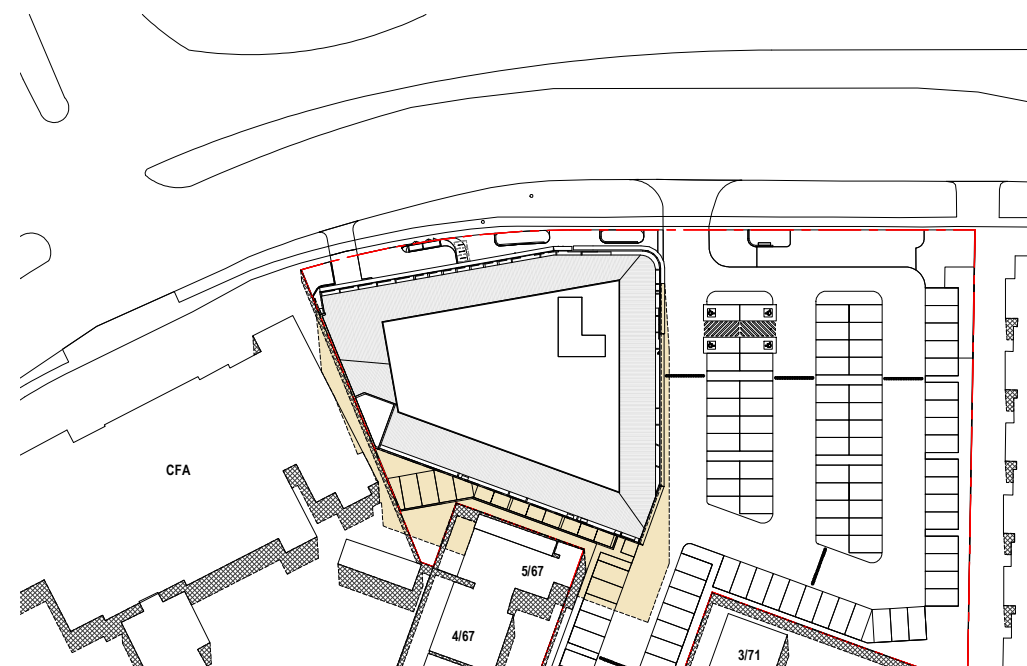
1 Shadows for Sept 22 at 9am
Scale 1:500



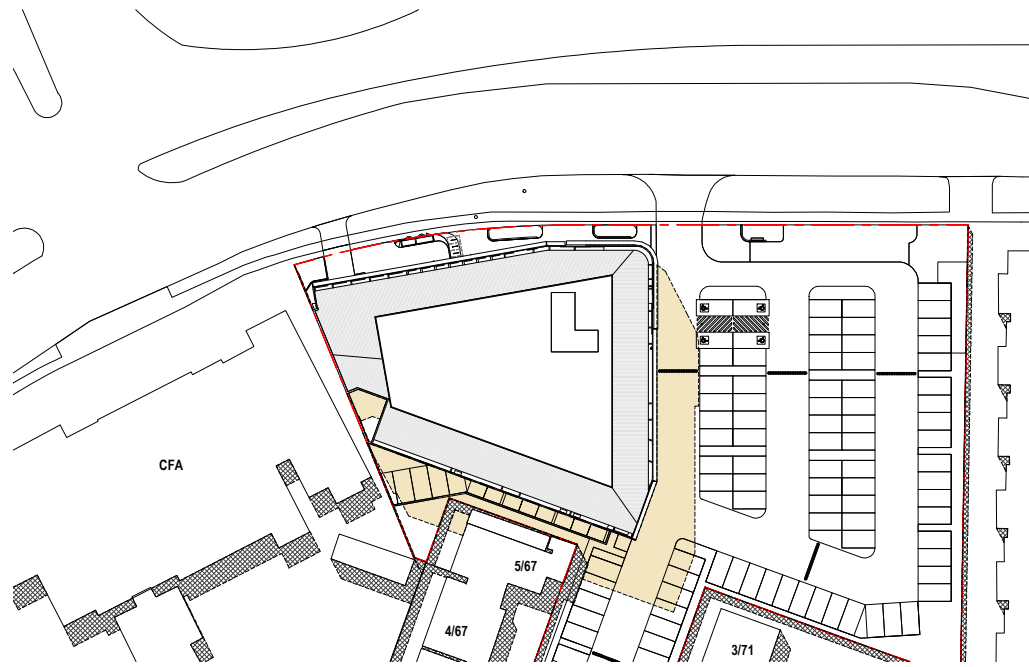
2 Shadows for Sept 22 at 10am
Scale 1:500



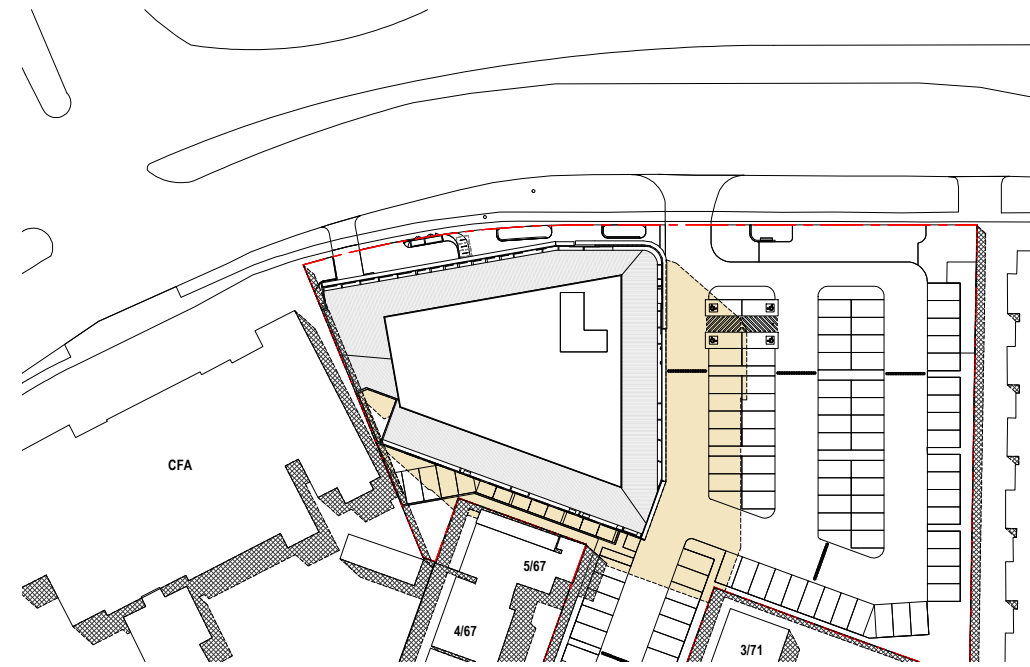
3 Shadows for Sept 22 at 11am
Scale 1:500



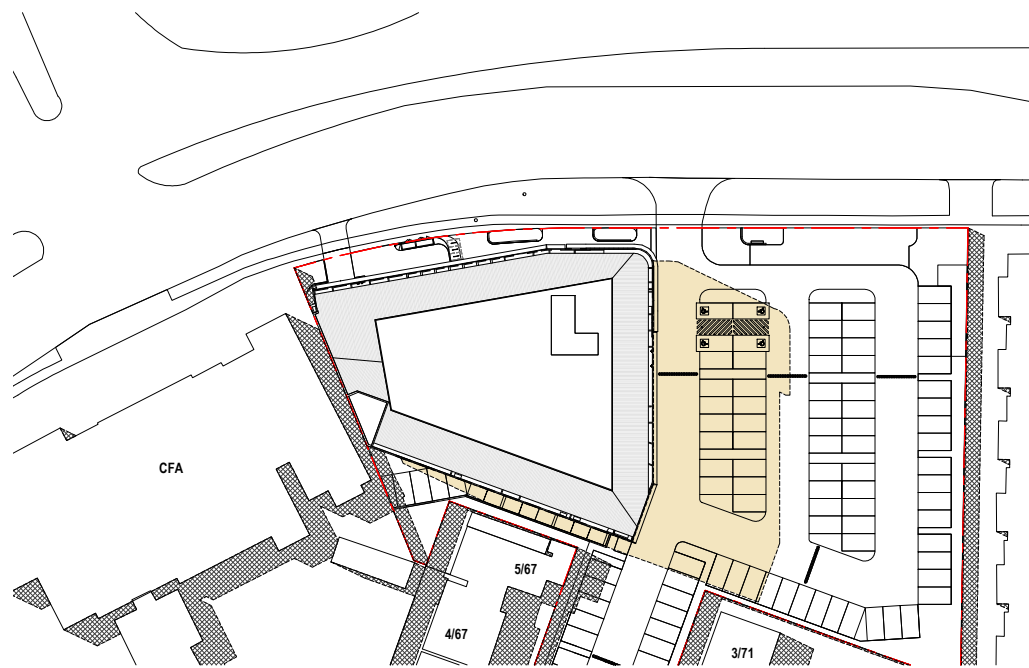
4 Shadows for Sept 22 at 12 noon
Scale 1:500



1 Shadows for Sept 22 at 1 pm
Scale 1:500







2 Shadows for Sept 22 at 2 pm
Scale 1:500

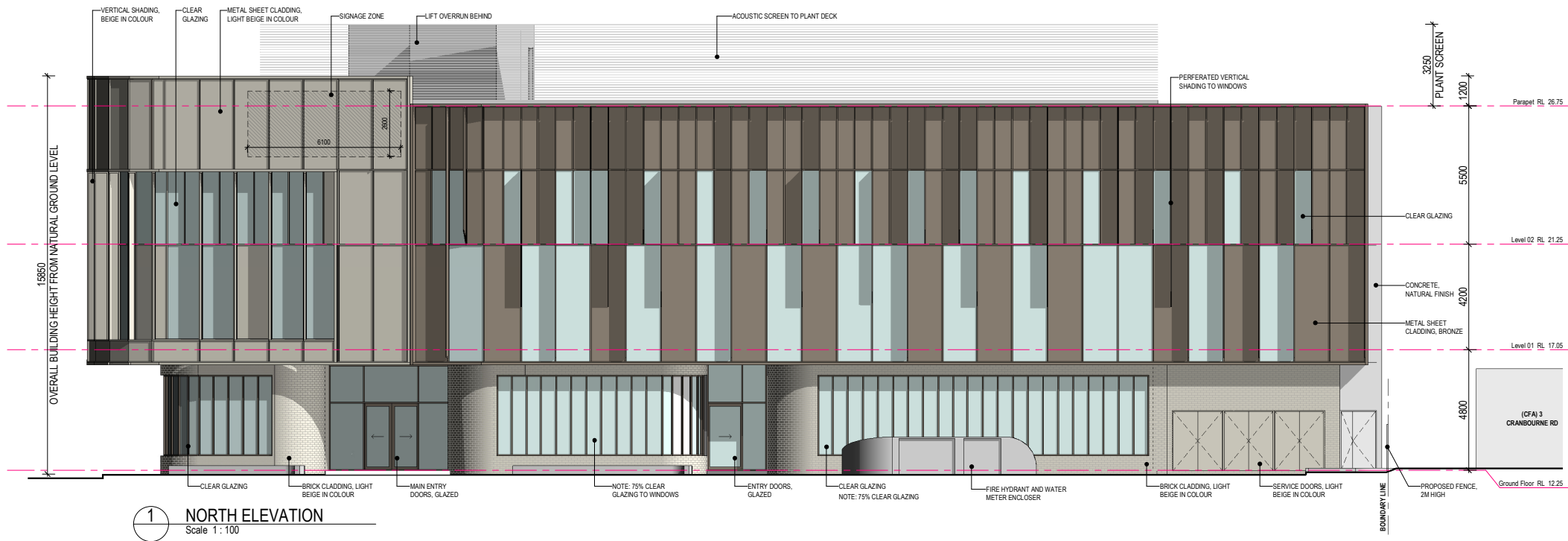


3 Shadows for Sept 22 at 3 pm
Scale 1:500

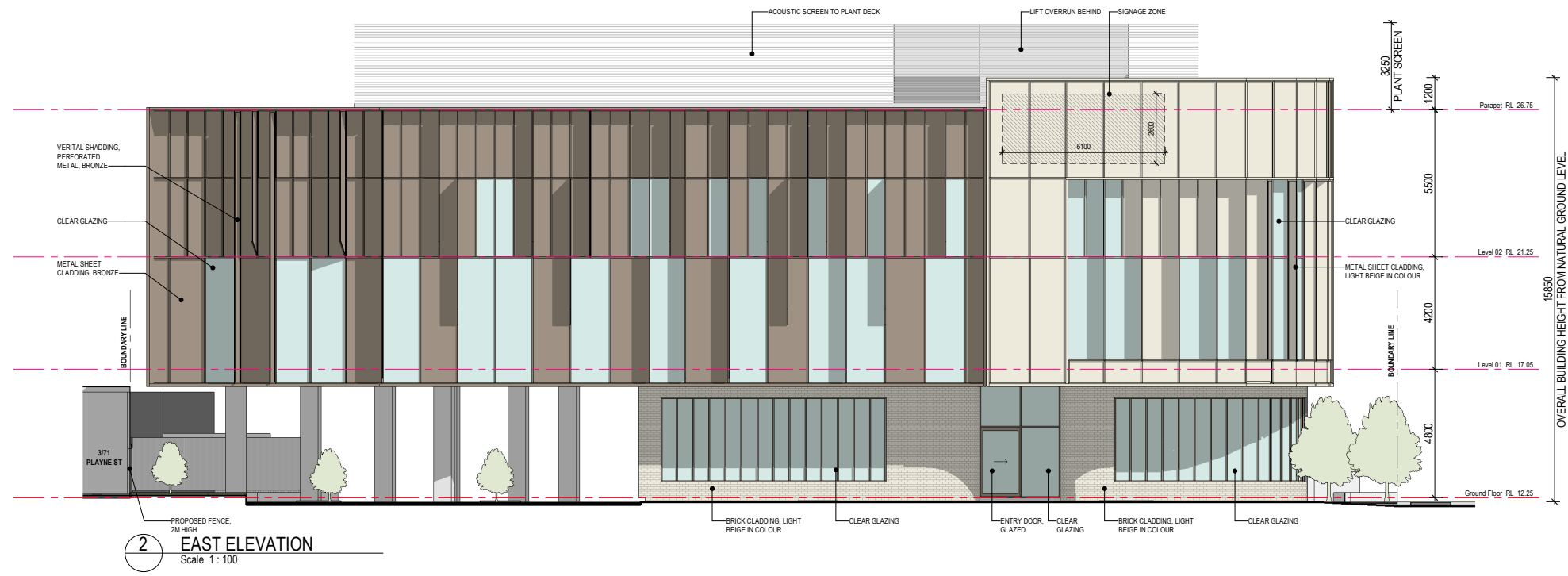
Shadow Analysis Statistics - September Equinox (22 Sept)				
	5/67 Playne Street Frankston	4/67 Playne Street Frankston	3/71 Playne Street Frankston	
9AM				
Total secluded private open space (minimum width of 3.0m)	38.3m ²	42.7m ²	118.1m ²	
Existing shadowed SPOS (minimum width of 3.0m)	31m ²	39.8m ²	52.5m ²	
Existing unshadowed SPOS (minimum width of 3.0m)	7.3m ²	2.9m ²	65.6m ²	
Additional shadowed SPOS (minimum width of 3.0m)	7.3m ²	1.7m ²	0m ²	
Post-development unshadowed SPOS (minimum width of 3.0m)	0m ²	1.2m ²	65.6m ²	
10AM				
Total secluded private open space (minimum width of 3.0m)	38.3m ²	42.7m ²	118.1m ²	
Existing shadowed SPOS (minimum width of 3.0m)	18.4m ²	20.2m ²	41.8m ²	
Existing unshadowed SPOS (minimum width of 3.0m)	19.9m ²	22.5m ²	76.3m ²	
Additional shadowed SPOS (minimum width of 3.0m)	19.9m ²	0m ²	0m ²	
Post-development unshadowed SPOS (minimum width of 3.0m)	0m ²	22.5m ²	76.3m ²	
11AM				
Total secluded private open space (minimum width of 3.0m)	38.3m ²	42.7m ²	118.1m ²	
Existing shadowed SPOS (minimum width of 3.0m)	7.1m ²	5.7m ²	14.7m ²	
Existing unshadowed SPOS (minimum width of 3.0m)	31.2m ²	37.0m ²	103.4m ²	
Additional shadowed SPOS (minimum width of 3.0m)	26.7m ²	0m ²	0m ²	
Post-development unshadowed SPOS (minimum width of 3.0m)	2.0m ²	37.0m ²	103.4m ²	
12PM				
Total secluded private open space (minimum width of 3.0m)	38.3m ²	42.7m ²	138.2m ²	
Existing shadowed SPOS (minimum width of 3.0m)	11.9m ²	11.7m ²	25.4m ²	
Existing unshadowed SPOS (minimum width of 3.0m)	26.4m ²	31.0m ²	112.8m ²	
Additional shadowed SPOS (minimum width of 3.0m)	15.8m ²	0m ²	0m ²	
Post-development unshadowed SPOS (minimum width of 3.0m)	7.8m ²	31.0m ²	112.8m ²	
1PM				
Total secluded private open space (minimum width of 3.0m)	38.3m ²	42.7m ²	118.1m ²	
Existing shadowed SPOS (minimum width of 3.0m)	16.3m ²	16.7m ²	41.1m ²	
Existing unshadowed SPOS (minimum width of 3.0m)	22.0m ²	26.0m ²	77.0m ²	
Additional shadowed SPOS (minimum width of 3.0m)	7.6m ²	0m ²	0m ²	
Post-development unshadowed SPOS (minimum width of 3.0m)	13.7m ²	26.0m ²	77.0m ²	
2PM				
Total secluded private open space (minimum width of 3.0m)	38.3m ²	42.7m ²	118.1m ²	
Existing shadowed SPOS (minimum width of 3.0m)	22.4m ²	25.8m ²	57.4m ²	
Existing unshadowed SPOS (minimum width of 3.0m)	15.9m ²	16.9m ²	60.7m ²	
Additional shadowed SPOS (minimum width of 3.0m)	1.6m ²	0m ²	0m ²	
Post-development unshadowed SPOS (minimum width of 3.0m)	14.3m ²	16.9m ²	60.7m ²	
3PM				
Total secluded private open space (minimum width of 3.0m)	38.3m ²	42.7m ²	118.1m ²	
Existing shadowed SPOS (minimum width of 3.0m)	30.7m ²	39.5m ²	79.7m ²	
Existing unshadowed SPOS (minimum width of 3.0m)	7.6m ²	3.2m ²	38.4m ²	
Additional shadowed SPOS (minimum width of 3.0m)	0m ²	0m ²	0m ²	
Post-development unshadowed SPOS (minimum width of 3.0m)	30.7m ²	39.5m ²	38.4m ²	

LEGEND - MATERIALS

-  BRICK CLADDING, LIGHT BEIGE
-  METAL SHEET CLADDING, LIGHT BEIGE
-  METAL SHEET CLADDING, BRONZE
-  PERFORATED METAL, BRONZE
-  FIBRE CEMENT SHEET CLADDING, PAINTED GREY
-  CONCRETE, NATURAL FINISH
-  CLEAR GLAZING







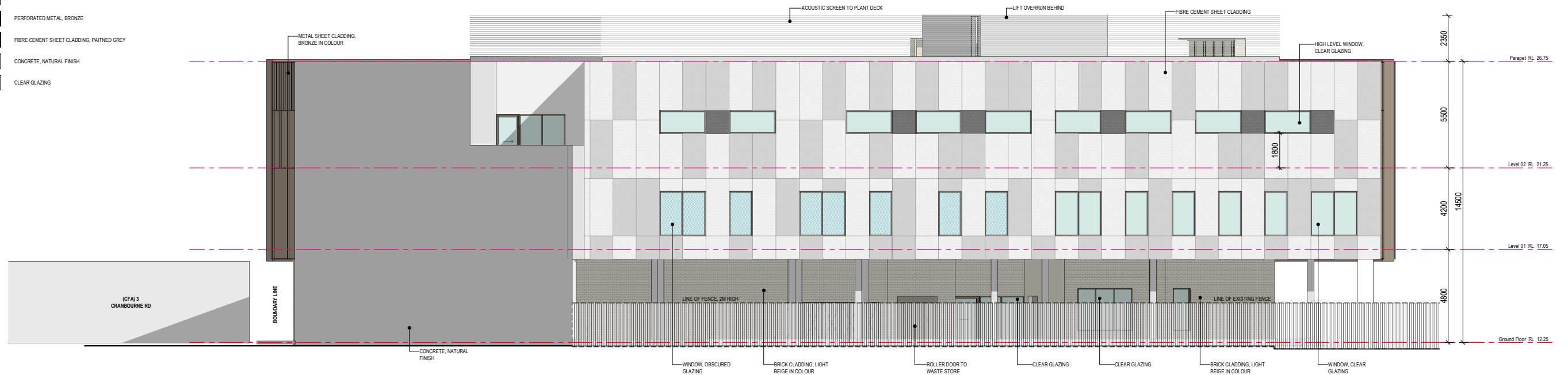
1 NORTH ELEVATION
Scale 1:100



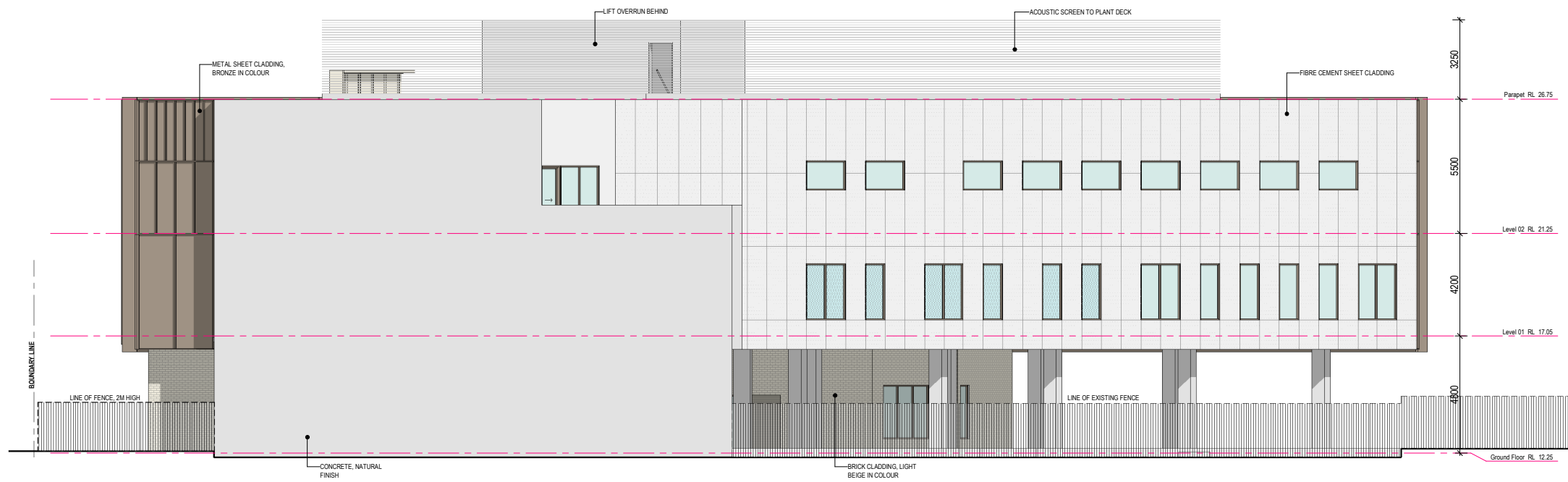
2 EAST ELEVATION
Scale 1:100

LEGEND - MATERIALS

-  BRICK CLADDING, LIGHT BEIGE
-  METAL SHEET CLADDING, LIGHT BEIGE
-  METAL SHEET CLADDING, BRONZE
-  PERFORATED METAL, BRONZE
-  FIBRE CEMENT SHEET CLADDING, PAINTED GREY
-  CONCRETE, NATURAL FINISH
-  CLEAR GLAZING

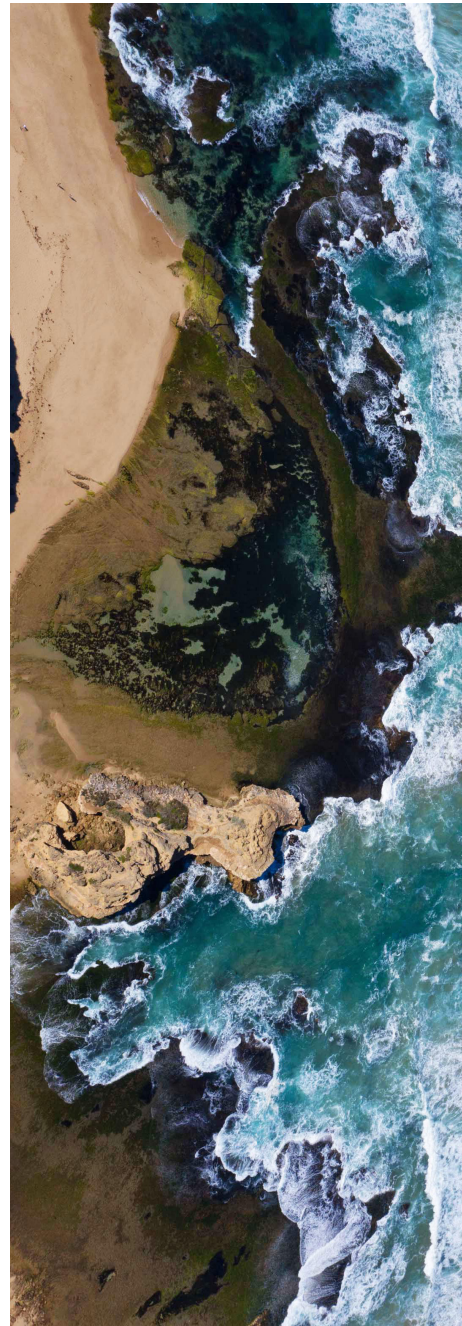


1 SOUTH ELEVATION
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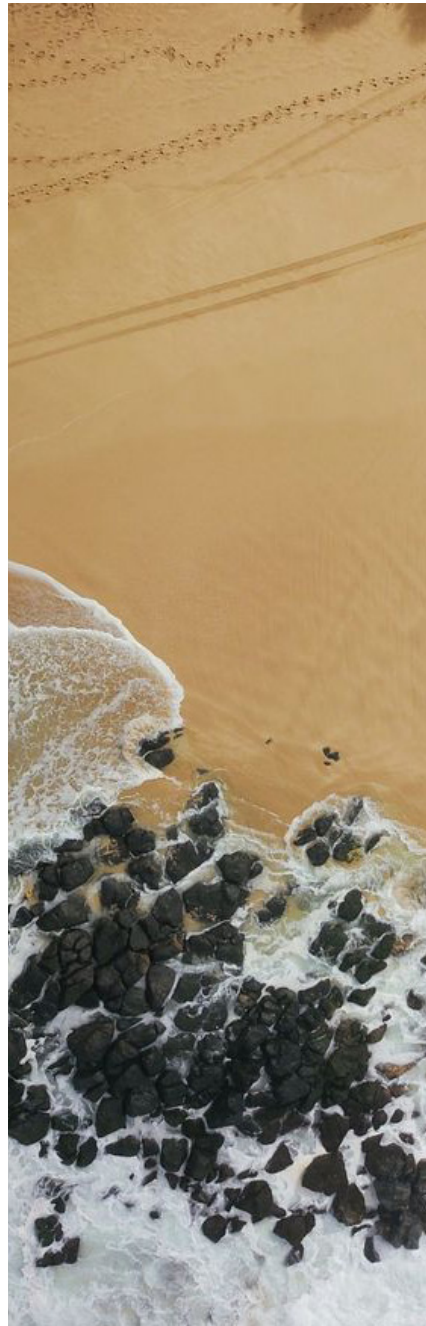


2 WEST ELEVATION
Scale 1:100

PRELIMINARY



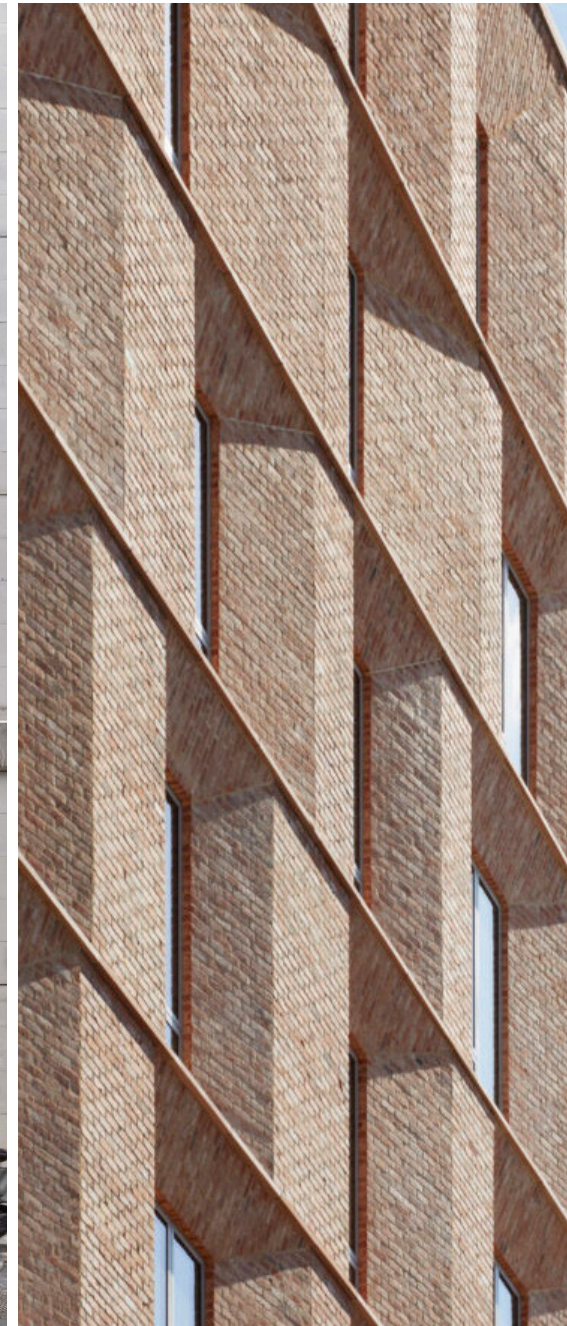
MATERIALS DRAWN FROM COASTAL NATURAL TONES



USE OF BIOPHILIC DESIGN PRINCIPLES & CREATING DIRECT & INDIRECT CONNECTIONS TO NATURE



CREATE TONAL VARIANCE BY TRANSLATING THESE NATURAL TONES INTO THE FACADE MATERIALS WITH BRICK AND METAL. PAIRING THIS WITH A GENTLE CURVE CREATES A SOFT AND INVITING BUILDING

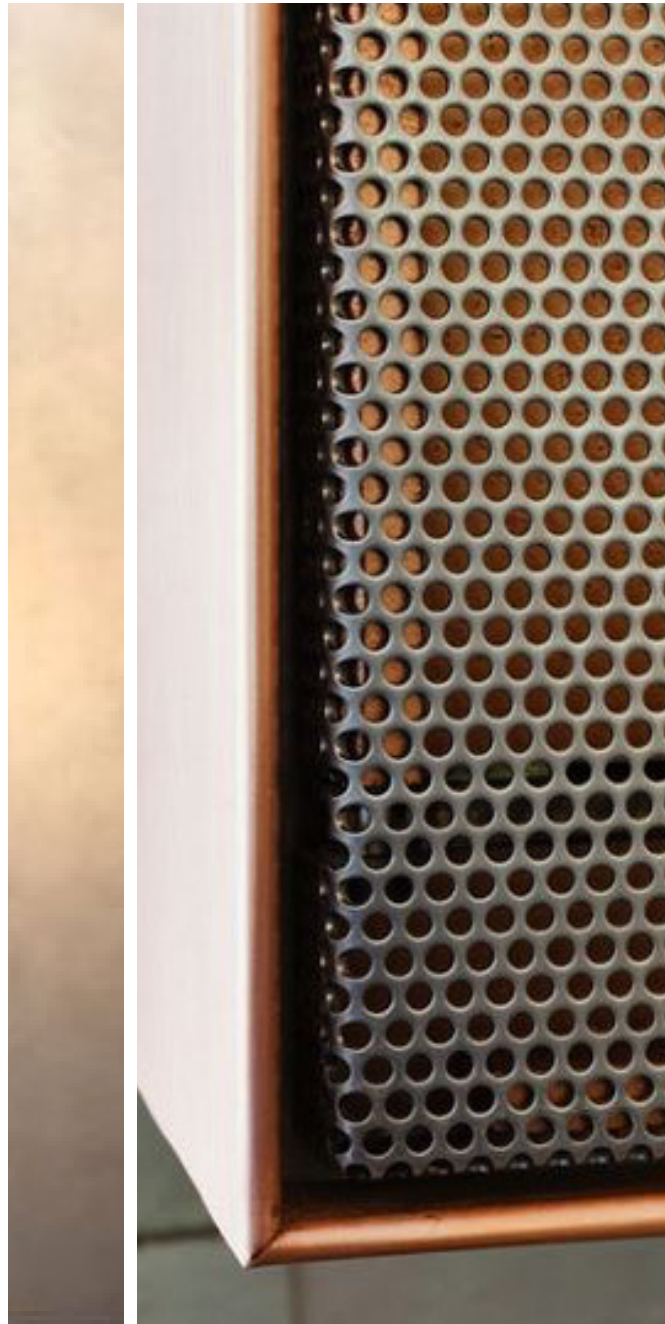


USE OF ANGLED PANEL TO MIMIC CARVED SANDSTONE AND INJECT A SENSE OF LUXURY INTO THE SKIN OF THE BUILDING





MATERIALS DRAWN FROM
COASTAL NATURAL TONES



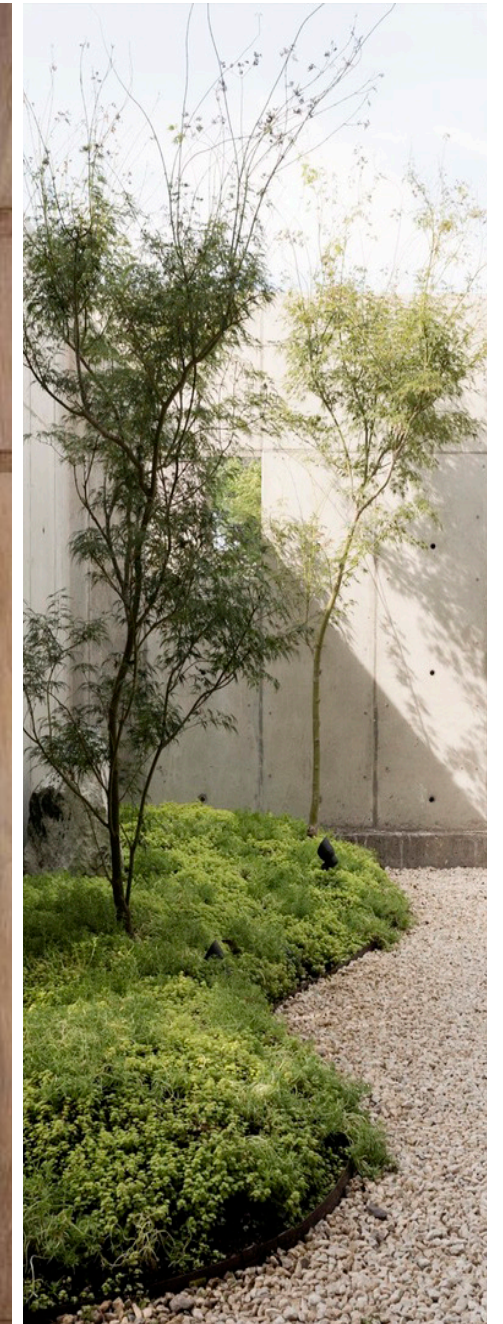
POWDER COATED PERFORATED
ALUMINIUM



SAND BRICKWORK



WOOD PANELLING



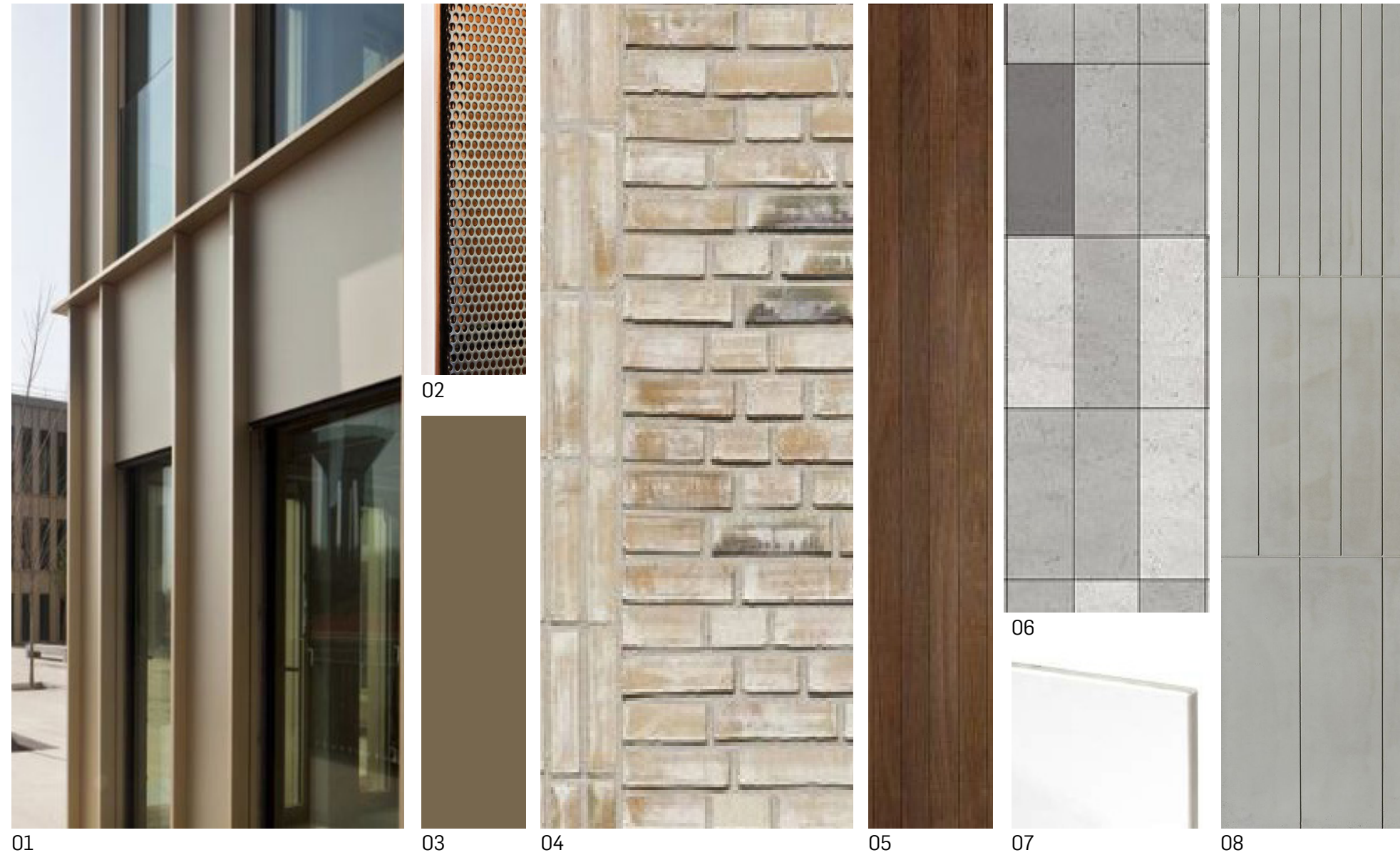
LANDSCAPING TO SOFTEN





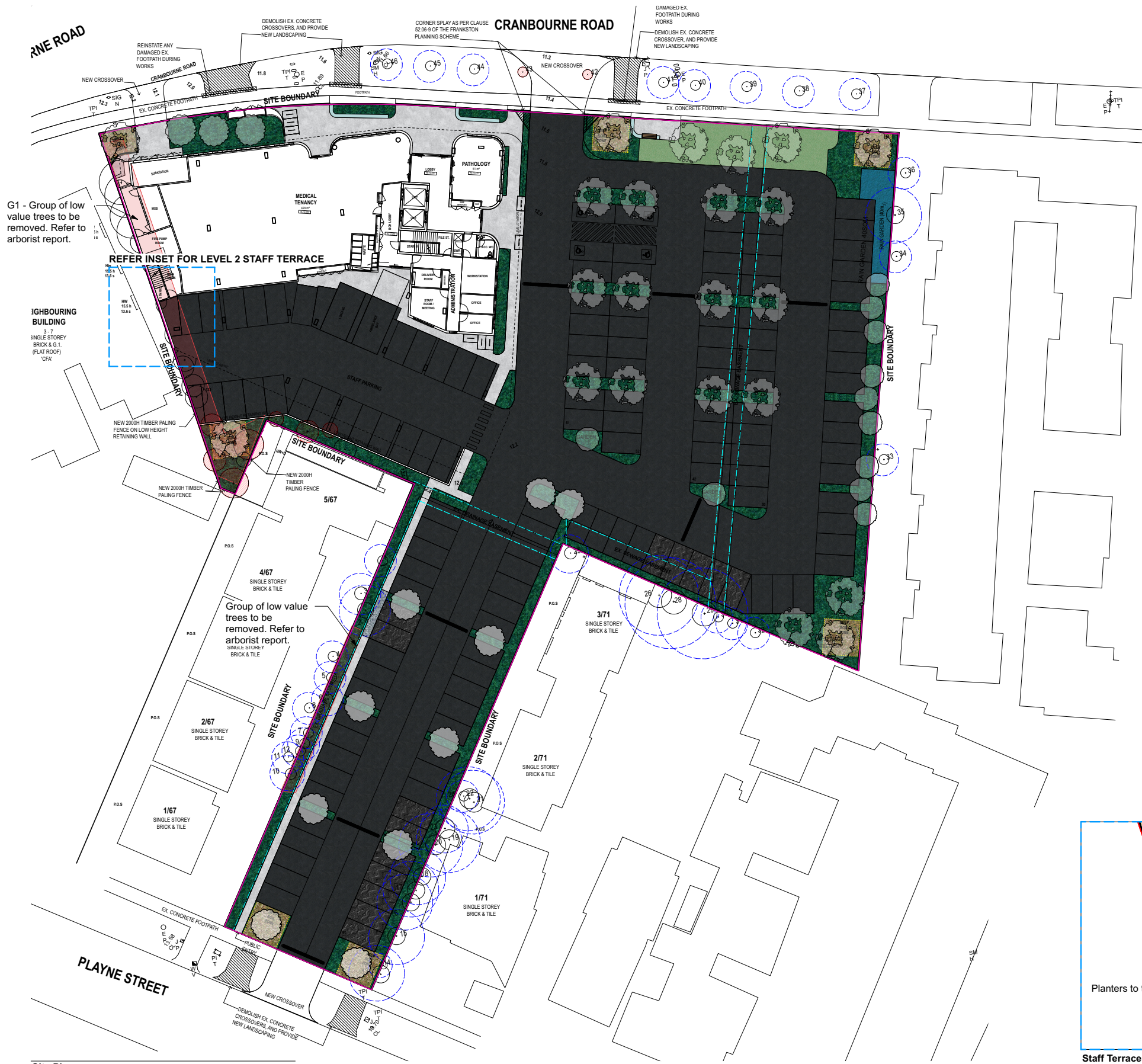






MATERIALS BOARD

- 01. METAL SHEET CLADDING, BRONZE
- 02. PERFORATED METAL, BRONZE
- 03. POWDERCOATED ALUMINIUM, BRONZE
- 04. BRICK CLADDING, LIGHT BEIGE
- 05. TIMBER CLADDING
- 06. FIBRE CEMENT SHEET CLADDING, GREY
- 07. CLEAR GLAZING
- 08. CONCRETE, NATURAL FINISH



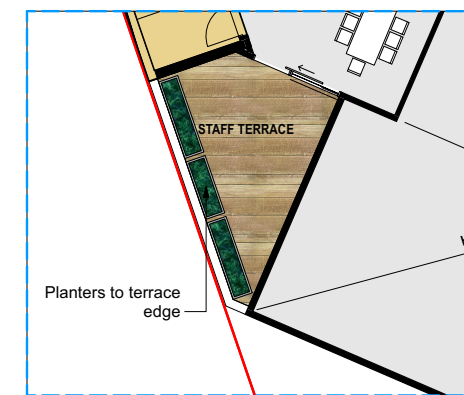
NOTES

1. Location of services to be determined prior to construction.
2. This drawing is based on a base drawing provided by Clarke Hopkins Clarke Architects.
3. Tree protection: protective fencing to be installed prior to building works commencing. No materials to be stored or machinery used within tree protection zones.
4. Site preparation: existing soil in proposed mown grass and garden bed areas to be cultivated to a depth of 150mm prior to spreading of topsoil.
5. Drainage: a suitable drainage system is to be installed over the whole site.
6. Edging: timber edging to be installed between mown grass, gravel areas and garden beds.
7. Mulch: minimum 75mm mulch to be spread on all planting beds.
8. Planting: all plants to be healthy, disease free specimens, fertiliser to be applied to plants if required to assist site establishment. All plants to be watered following planting.
9. Watering: all watering during construction and maintenance to be in accordance with current water restrictions.
10. Irrigation: a site specific irrigation system to be designed and installed by suitably qualified irrigation specialists.

LEGEND

- Extent of landscape works
- Easement
- Existing tree to be retained (including on neighbouring properties within 3m of boundary). TPZ shown as blue dashed line. Numbers cross reference to arborist report.
- Existing tree to be removed. Refer to arborist report
- Proposed tree
- Proposed exposed aggregate concrete paving
- Proposed 'permeable' pedestrian paving - refer engineering drawings*
- Proposed vehicle access/parking - refer engineering drawings
- Proposed 'permeable' vehicle access/parking - refer engineering drawings*
- Proposed garden bed
- Proposed deep soil zone
- Proposed grass
- Proposed raingarden (refer to civil engineer's drawings for raingarden detail)
- Timber decking
- Proposed low brick wall - bricks to match architectural finishes
- Proposed wall-top seats (TM4750 Wall Mounted Seat with Arms)

* Permeable paving treatment (in line with Appendix 5 of arborist report dealing with Permeable paving and Flood Sensitive Paving Treatments)



Staff Terrace - Level 02

Sheet No.	Sheet Name
1918-003-L0001	Landscape Plan
1918-003-L1002	Planting Plan 01 & Schedule
1918-003-L1003	Planting Plan 02
1918-003-L1004	Details



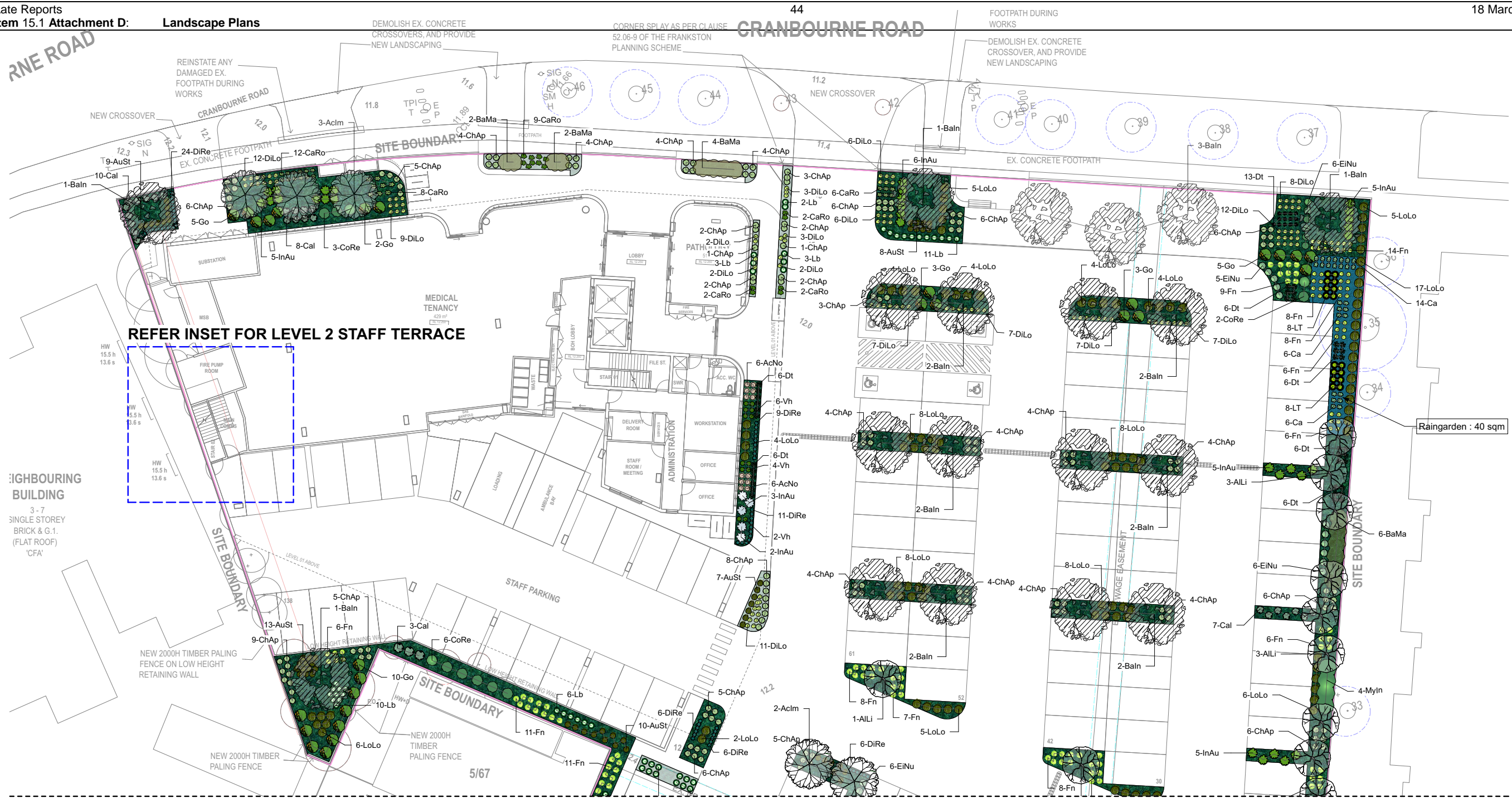
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client
Clarke Hopkins Clarke
project
Mornington Peninsula Specialist Hospital
address
9-13 Cranbourne Road & 69 Playne Street, Frankston

drawing name
Landscape Plan
drawing number
1918-003-L0001
status
not for construction
issued
approved
review
TF

scale (A3)
1:200
scale (A1)
1:150
date
27.09.2023
revision
P2

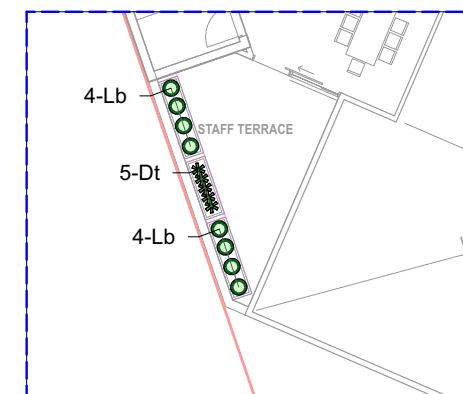
Site Plan



Planting Plan - 01

REFER TO SHEET L1003 FOR CONTINUATION

ID	BOTANICAL NAME	COMMON NAME	QTY	POT SIZE	MATURE HEIGHT	MATURE SPREAD
TREES						
ALLi	<i>Allocasuarina littoralis</i>	Black She Oak	12	45L	5 - 10m	2.0 - 3.5m
AcIm	<i>Acacia implexa</i>	Lightwood	14	45L	5 - 10m	3.5 - 6m
Baln	<i>Banksia integrifolia</i>	Coastal Banksia	23	45L	10.0 - 20.0m	5.0 - 10.0m
SHRUBS						
AcNo	<i>Acaena novae-zelandiae</i>	Bidgee Widgee	12		0.0 - 0.30m	0.9 - 1.2m
BaMa	<i>Banksia marginata</i>	Silver Banksia	14	250mm	3 - 5m	3.5 - 6m
Ca	<i>Correa alba</i>	White Correa	41	150mm	1.5m	1.5m
CoRe	<i>Correa reflexa</i>	Native Fuchsia	62	150mm	0.9 - 1.5m	0.9 - 1.2m
EiNu	<i>Einadia nutans</i>	Nodding Saltbush	36	150mm	0.3 - 0.45m	0.9 - 1.2m
Go	<i>Goodenia ovata</i>	Hop Goodenia	28	150mm	1.2m	1.3m
InAu	<i>Indiophera australis</i>	Austral Indigo	44	150mm	0.9 - 1.5m	0.9 - 1.2m
Lb	<i>Leucophyta brownii</i>	Cushion Bush	194	150mm	0.6m	0.75m
MyIn	<i>Myoporum insulare</i>	Common Boobialla	11	250mm	2.5m	3.5m
GROUNDCOVERS						
CaRo	<i>Carpobrotus rossii</i>	Pioface	41	150mm	0.0 - 0.30m	1.2 - 2.0m
ChAp	<i>Chryscephalum apiculatum</i>	Common Everlasting	149	150mm	0.2m	1m
DiLo	<i>Dianella longifolia</i>	Blueberry Lily, Blue Flax Lily	104	150mm	0.75 - 0.9m	0.0 - 0.3m
DiRe	<i>Dichondra repens</i>	Kidney-weed	110	150mm	0.2-0.3m	0.6-1m
Vh	<i>Viola hederacea</i>	Native Violet	12	150mm	0.0 - 0.3m	1.2 - 2.0m
GRASSES						
AuSt	<i>Austrostipa stipoides</i>	Prickly Speargrass	145	150mm	0.5 - 1m	0.5 - 1m
Ca	<i>Carex appressa</i>	Tall Sedge	26	150mm	0.75-0.9m	0.75m
Di	<i>Dianella tasmanica</i>	Tasman Flax Lily	64	150mm	0.75 - 1m	0.75 - 1m
Fn	<i>Ficinia nodosa</i>	Knobby Club-rush	230	150mm	0.75-1.5m	2m
LT	<i>Lomandra 'Tanika'</i>	Lomandra Tanika	16	150mm	0.5-0.7m	0.7m
LoLo	<i>Lomandra longifolia</i>	Spiny-headed Mat-Rush	142	150mm	0.75 - 0.9m	0.9 - 1.2m

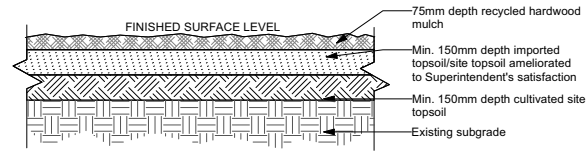


Staff Terrace Planting - Level 02

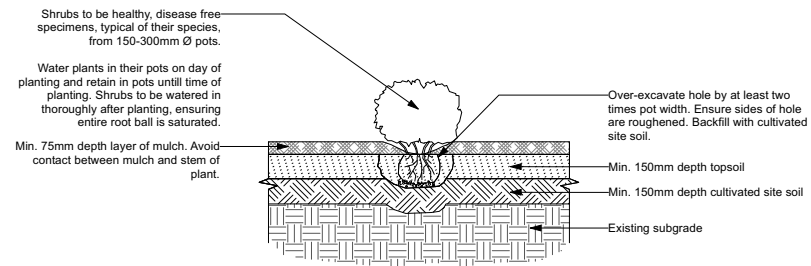


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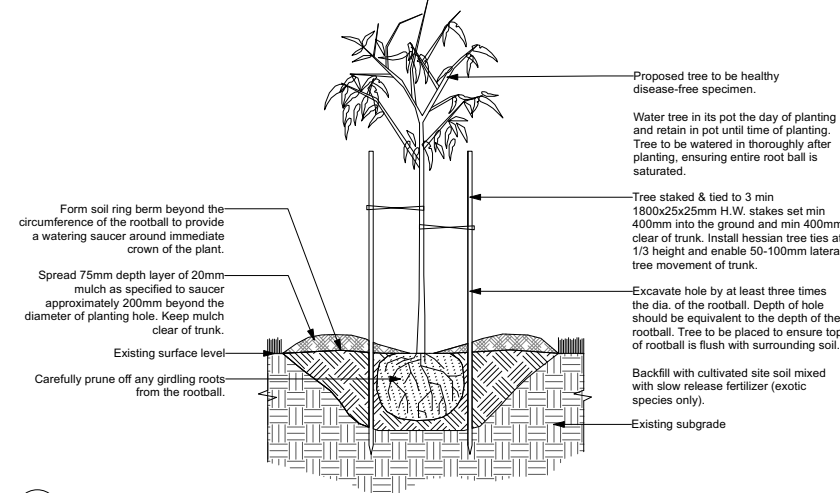
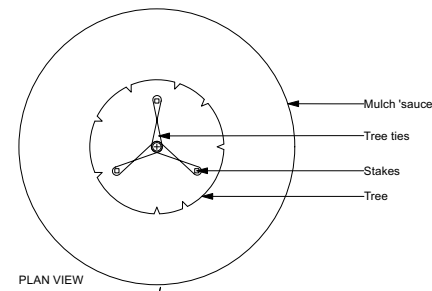
Client
Clarke Hopkins Clarke
Project
Mornington Peninsula Specialist Hospital
Address
9-13 Cranbourne Road & 69 Playne Street, Frankston
Drawing Name
Planting Plan 01 & Schedule
Drawing Number
1918-003-L1002
Status
not for construction
Scale (A3)
1:300
Scale (A1)
1:150
Revision
P2
Issued
approved
Drawn
TF
Date
27.09.2023



1 Typical garden bed installation detail
 Scale: 1:20



2 Typical shrub planting detail
 Scale: 1:20



3 Typical tree planting detail
 Scale: 1:20



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client
 Clarke Hopkins Clarke
 project
 Mornington Peninsula Specialist Hospital
 address
 9-13 Cranbourne Road & 69 Playne Street,
 Frankston
 drawing name

Details
 drawing number
 1918-003-L1004
 status
 not for construction
 scale (A3)
 1:250
 scale (A1)
 1:100
 revision
 P2
 drawn
 SD
 date
 27.09.2023