



FRANKSTON CITY COUNCIL

COUNCIL MEETING SUPPORTING INFORMATION

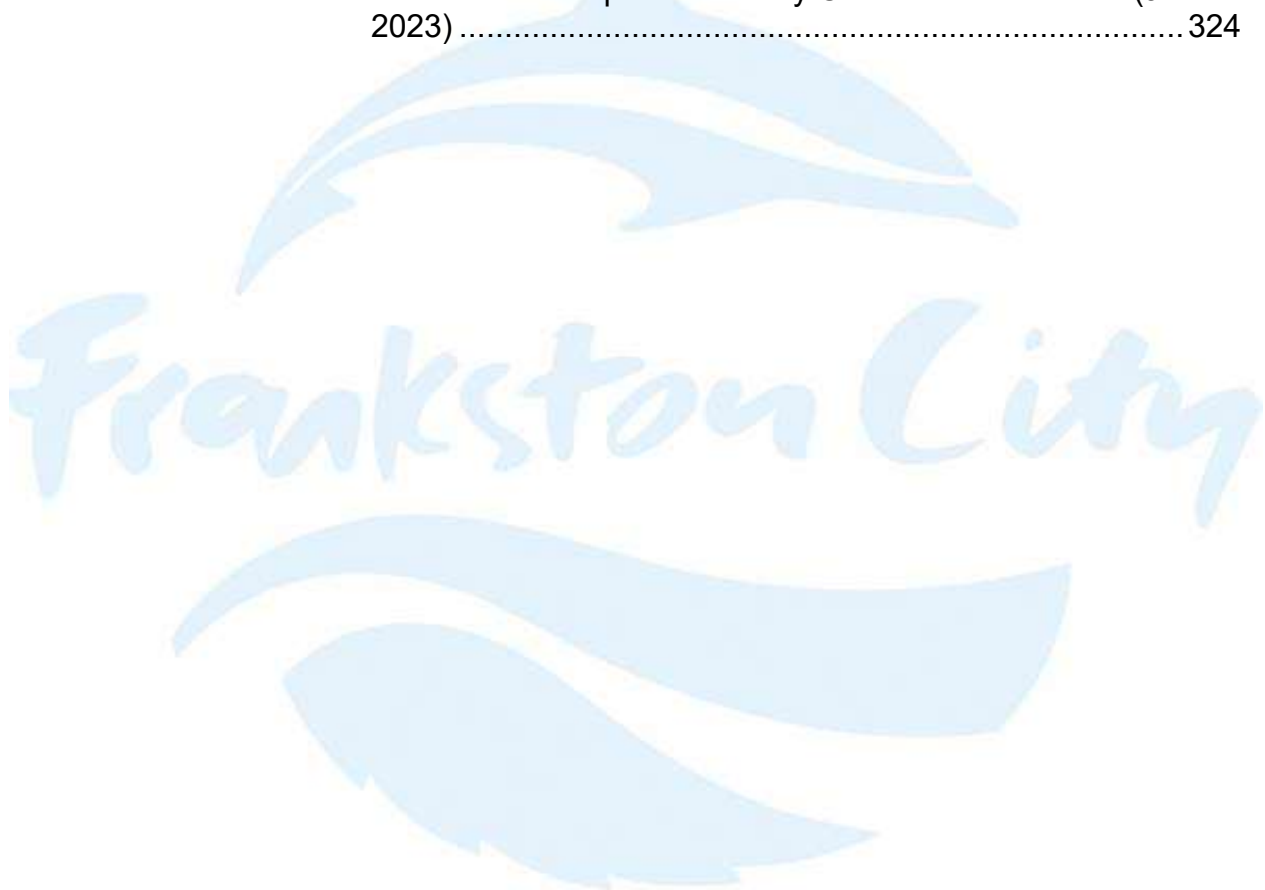
2023/CM8

14 JUNE 2023

Frankston City

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Consideration of City Planning Reports

ADOPTION OF THE FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN (JUNE 2023) AND AUTHORISATION REQUEST FOR PLANNING SCHEME AMENDMENT C160FRAN

**Council response and summary of
Submissions made to the draft Frankston
Metropolitan Activity Centre Structure Plan
(October 2022)**

Meeting Date: 14 June 2023

Attachment: A

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

Submission Number	Group/Organisation	Submission Summary	Response
1.	Resident	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Concerns about the proposed building height in Precinct 4 (Waterfront) along Kananook Creek and the creation of a barrier between the coast and the City Centre (not facilitating equitable sharing of views). Seeking a similar approach that was proposed in the Tafe to Bay Structure Plan. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Height controls have been developed in accordance with the Victorian Government’s <i>Planning Practice Note 60: Height and Setback Controls For Activity Centres</i>. Noted.
2.	Resident	<p>SUPPORT</p> <ol style="list-style-type: none"> Supportive of the Structure Plan and believe that Frankston is well positioned for redevelopment (Specifically Precinct 6 – Cranbourne Road Gateway). Raised a number of issues that are outside the remit of the draft Structure Plan. 	<ol style="list-style-type: none"> Noted. The matters that weren’t related to the Structure Plan have been resolved and the information provider to the submitter.
3.	Resident	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Does not support proposed height along the Kananook Creek and in the City Centre, seeking to retain views to the foreshore and no overshadowing of walking tracks. Concern that community consultation was not adequate and the survey does not reflect community feedback. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Height controls have been developed in accordance with the Victorian Government’s <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>. Extensive community engagement was undertaken for a period of six (6) weeks with a range of methods used as outlined in this report.
4.	Consultant	<p>SUPPORT WITH CHANGES</p> <ol style="list-style-type: none"> Seeking an increase in the preferred maximum height for the buildings on the southern side of Station Street from 10 storeys (35.0m) to 14-16 	<ol style="list-style-type: none"> Change partly supported. Additional testing has been undertaken and the preferred maximum height has been increased from 10 storeys (35.0m) to 12 storeys (41.0m) for the northern area within Sub Precinct 1B between Gallery Lane and Keys Street. While additional height to

		storeys which will not offend any of the proposed planning principles.	14 and 16 storeys would not shadow Station Street Mall, the additional height would be visually overwhelming in this narrow space. The preferred 12 storeys (41.0m) provides an appropriate transition to the surrounding 10 storeys (35.0m).
5.	Landowner	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Seeking the Frankston Power Centre to remain in the Structure Plan boundary as per the <i>Frankston Metropolitan Activity Centre Structure Plan 2015</i>. 	<ol style="list-style-type: none"> Change not supported. The Victorian Government's <i>Planning Practice Note 58 Structure Planning for Activity Centres</i> sets out Activity Centre Boundary Criteria. This site does not meet the requirements of this Practice Note and is not within what is defined as a walkable catchment to the city centre. Action 2 identifies the preparation of policy to guide the development of the Health and Education Precinct and this site would be considered within the study area.
6.	Organisation	<p>SUPPORT WITH CHANGES</p> <ol style="list-style-type: none"> Seeking a consistent approach to car parking pricing, permits and time limits throughout the City Centre. The bus interchange be relocated to Fletcher road. Extend and electrify the Frankston Train Line. Concerns in relation to the capacity of the ring road at Miall's Gun Shop bridge intersection. More clarity around social and affordable housing policy. Apply a PAO on Vicinity land to create connections. 	<ol style="list-style-type: none"> Refer to Action 17 which addresses this. Refer to Actions 18 and 19 which address this. Refer to Action 20 which addresses this. Further work will be undertaken to understand what infrastructure changes are required to implement the Ring Road (refer to Actions 15 & 16). Social and affordable housing applications will continue to be encouraged in the FMAC. The Frankston City Housing Strategy has also commenced which will provide a framework for Council to develop a Social and Affordable Housing Policy. Council will work with Vicinity to achieve connections and activations through future planning permit applications.
7.	Community Group	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Note that there have been a number of Structure Plans over 17 years that have not resulted in planning controls for the entire FMAC. 	<ol style="list-style-type: none"> Noted. Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022 (Tract Consultants)</i>.

		<ol style="list-style-type: none"> 2. Concerns in relation to height and ground level setbacks for planting in Precinct 4 (Waterfront) and the removal of views to the waterfront. 3. Concern that the proposed heights are not justified and the limited development in the City Centre over the past 10 years does not warrant an increase in preferred heights. 4. Seeking mandatory height controls for development in Precinct 4. 5. Concern that the Draft Structure Plan was provided to Developers before public process and any assessment against the draft is premature and an abuse of proper process. 6. The Structure Plan should have been informed by a Housing Strategy which would identify where and how many dwellings are needed. 7. The approach undertaken in the Tafe to Bay Structure Plan should be continued, with a staggered approach to building heights (equitable sharing of views) and mandatory 12m height control. 8. Concern that the rebalancing of cars and people will not be successful as there is no plan for central and affordable car parking to support the City Centre and no plan for open space which is critical. 9. No reference to climate change and a number of studies to be undertaken of Kananook Creek. 10. Concern regarding visual impact and overshadowing along the Kananook Creek (Precinct 4). 11. Concern regarding ground level setbacks and planting in Precinct 4. 	<ol style="list-style-type: none"> 3. See response to point 2. Further, the lack of planning controls in the City Centre has contributed to the low amount of development. 4. Change not supported. Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>. 5. Planning Permit applications have been assessed against both the 2015 Structure Plan and the draft Structure Plan – The draft Structure Plan is used in the assessment to ensure that the future vision for the City Centre is not compromised (there are a higher number of requirements in the draft Structure Plan – much more detailed than the 2015 work). 6. Council has commenced work on the Frankston City Housing Strategy. The Frankston City Centre is designated as a Metropolitan Activity Centre by the Victorian Government as an area slated for significant change and growth. 7. Noted. 8. The Structure Plan identifies the need for peripheral multi-deck car parks and seeks to increase public open space and plazas. 9. An ecological assessment of Kananook Creek was undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). 10. See response to point 2. 11. The vision for the Kananook Creek Promenade is for outdoor dining and activation.
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8.	Community Group	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Concerns in relation to preferred heights in Precinct 4 (Waterfront) and seeking a 4 storey (16.0m) mandatory height limit along Kananook Creek. Proposed development height will create uncomfortable wind conditions and overshadowing. Preferred heights do not provide certainty for the community or a clear framework for developers and do not facilitate the showcasing of the 'jewel in our crown'. The Structure Plan will create social and amenity impacts on residents and an inability to accommodate vehicular traffic created by high rise development. 	<ol style="list-style-type: none"> Change not supported. Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022 (Tract Consultants)</i>. Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>. See response to points 1 and 2. The Structure Plan provides a framework for future use and development of the City Centre, seeking to improve amenity.
9.	Resident	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Concerns about the proposed building height in Precinct 4 (Waterfront) along Kananook Creek and the creation of a barrier between the coast and the City Centre (not facilitating equitable sharing of views). Seeking a response similar to what was proposed in the Tafe to Bay Structure Plan. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022 (Tract Consultants)</i>. Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>. Noted.
10.	Resident	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Concerns about the proposed building height in Precinct 4 (Waterfront) along Kananook Creek and the creation of a barrier between the coast and the City Centre (not facilitating equitable sharing of views). Seeking a response similar to what was proposed in the Tafe to Bay Structure Plan. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022 (Tract Consultants)</i>. Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>. Noted.

11.	Resident	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Concern in relation to the proposed building heights in Precinct 4 (Waterfront) along Kananook Creek which will create a wall effect similar to the South East Water Building. Concerns in relation to the overshadowing of the Beach and City and not consistent with the Tafe to Bay Plan. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Height controls have been developed in accordance with the Victorian Government’s Planning Practice Note 60: Height and Setback Controls for Activity Centres. Noted.
12.	Community Group	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Concerned about the proposed height in Precinct 4 (Waterfront) and the overshadowing of the Kananook Creek and the creation of a 'great wall' of residential high rise development that is at the expense of lifestyle and the environment with unacceptable impacts for wind and solar. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Height controls have been developed in accordance with the Victorian Government’s <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>.
13.	Resident	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Concerned about the proposed height in Precinct 4 (Waterfront) which will remove the connection from the Bay to the City Centre and drive away investment from Frankston. High rise development will create social and amenity impacts and long term effects on the natural environment. 	<ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Height controls have been developed in accordance with the Victorian Government’s <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>. The Structure Plan provides a framework for future use and development of the City Centre, seeking to improve amenity. An ecological assessment of Kananook Creek was undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants).
14.	Resident	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Concerned that Council has not and will continue to not listen and has a pre-set agenda. 	<ol style="list-style-type: none"> Noted.

15.	Consultant	<p>SUPPORT WITH CHANGES</p> <ol style="list-style-type: none"> Supportive of the Structure Plan and the ambition to facilitate more affordable housing. Seeking an increase to the preferred maximum height for Beach Street and a review of solar access requirements to facilitate development. 	<ol style="list-style-type: none"> Noted. Height controls and solar access requirements have been addressed in the <i>Frankston Metropolitan Activity Centre Planning and Urban Design Assessment (September 2022)</i> Tract Consultants. <p>In some cases, lot consolidation is required in order to achieve the outcomes that are sought.</p>
16.	Resident	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> Concern that Gould Street will be negatively impacted by increase in traffic and reduction in available parking from approved development in the FMAC, that the increase in height will cause light pollution, reduction in privacy and impact roof top solar production. Concern in relation to the deviation from the previously approved 32.0m preferred height limit to buildings along Kananook Creek. Overshadowing from proposed development will negatively impact the Kananook Creek environment. Increase in height will create bigger impact on Gould Street in the event of an emergency and concern that Gould Street won't be able to be evacuated should the need arise. Concern regarding preferred maximum building heights along the Kananook Creek (Precinct 4). 	<ol style="list-style-type: none"> There is existing resident permit parking in Gould Street between Beach and Wells Streets. <p>There is no overshadowing of Gould Street as outlined in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants).</p> <ol style="list-style-type: none"> Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). <p>Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls for Activity Centres</i>.</p> <ol style="list-style-type: none"> An ecological assessment of Kananook Creek was undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Noted. See response to point 2.

<p>17.</p>	<p>Landowner</p>	<ol style="list-style-type: none"> 1. Seeking the Evelyn Street site and surrounding lots bounded by Evelyn Street, Beach Street, Fletcher Road and Nepean Highway be included within Precinct 1 and not Precinct 5. 2. Preferred height controls in Precincts 1 and 5 rely heavily on shadow modelling and an increase can be considered without off site amenity impacts. 3. Recommend a landscape overpass in lieu of an upgrade to the existing pedestrian tunnel link over the train line to improve safety and encourage movement from the east into the City Centre. 4. Inclusion of desired open air pedestrian links within the draft Structure Plan, to be presented in a more generalised way as to not change the experience of the centre and limit future redevelopment works. 5. Lack of clarity in relation to the intent of the future land use zone. 	<ol style="list-style-type: none"> 1. Change supported. Evelyn Street site and the surrounding lots have been included within Precinct 1. 2. Change not supported. North of Beach Street has been identified as a lower preferred height 41.0m (12 storeys) because of the distance from the heart of the City Centre. Discretionary controls can facilitate an increase of height if a number of the objectives can be met through the detailed planning permit stage. 3. Noted. 4. Change partly supported. Proposed links to remain, with reference removed to 'open air', the east-west link is an important link that connects Ross Smith Avenue. 5. Noted. The Structure Plan will be implemented in the Frankston Planning Scheme through the use of the Activity Centre Zone (ACZ).
<p>18.</p>	<p>Consultant</p>	<p>SUPPORT WITH CHANGES</p> <ol style="list-style-type: none"> 1. Preferred building height to be increased from 12 storeys (41.0m) to 16 storeys (54.0m). 2. Street wall requirement to be amended to match the wall height of the Cinema building or be deleted. 3. Side and rear setback requirements be amended to 4.5m between podium height and 40.0m and 6.0m above 40.0m. 4. Delete references to the pedestrian link. 	<ol style="list-style-type: none"> 1. Change partly supported. Additional testing undertaken demonstrates that the height can be increased to 14 storeys (48.0m) on the north side of Playne Street and Young Street. Increasing building heights to 16 storeys results in building depths of only 9.4m. 2. Change not supported. The proposed 3 storey height at the laneway edge is intended to provide a human scale experience and avoid a canyon effect which is consistent with the <i>Frankston City Laneway Action Plan 2021</i>. 3. Change not supported. Increasing building separation as height increases is important to be able to provide equitable access to daylight to windows and habitable rooms, increase privacy in buildings, allow for view sharing and minimise the need for screening. The proposed separation requirements are consistent with recently gazetted Central Geelong ACZ.

			<p>4. Change supported. The pedestrian link has been deleted as it significantly reduced the developability of the block, does not benefit the development and its inclusion has limited impact on improving permeability as there are other existing laneway and street connections within close proximity that provide a pedestrian connection to the City Centre within a similar distance.</p>
19.	Consultant	<p>SUPPORT WITH CHANGES</p> <ol style="list-style-type: none"> 1. Include all landholdings within Precinct 1B with an increase to the preferred building height to from 10 storeys (35.0m) to 12 storeys (41.0m) to reflect that all of the land is within single ownership. 	<ol style="list-style-type: none"> 1. Change supported. Additional testing for these sites demonstrated that an increase of height from 10 storeys (35.0m) to 12 storeys (41.0m) can be achieved. The building depth on level 12 would be 20.5m. All landholdings have been included within Precinct 1B.
20.	Resident	<p>NEUTRAL</p> <ol style="list-style-type: none"> 1. Trees creating issues, litter, impair vision & require regular maintenance. 2. Most user groups want convenient car parking that isn't a long walk. 3. COVID-19 Pandemic and high rents have resulted in shops closing and people prefer to shop at Bayside, Southland or Karingal. 4. Rail electrification is not needed and it won't fit under Playne Street. 5. Retain access from Playne Street to Cranbourne Road. 6. Frankston is a popular destination, particularly in summer, but now people can't get a park and multi-story car parks are exclusive and unattractive. 	<ol style="list-style-type: none"> 1. Noted. Additional planting within the City Centre is important to respond to cooling and greening initiatives as well as improving the quality of the public realm. 2. Noted. 3. Noted. 4. Noted. 5. There are no changes proposed within the Structure Plan to change this access. 6. There are a number of actions within the Structure Plan that address car parking and encourage a City Centre that is pedestrian friendly and more walkable. Action 16 addresses the construction of multi deck car parks that would be available to the public.

<p>21.</p>	<p>Resident</p>	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> 1. Development along Kananook Creek to be 3 to 5 storey maximum with staggered setbacks as the height increases. 2. 12 storey plus development that overshadows the creek, the beach and the main part of the MAC are not appropriate, turning Nepean Highway into a windy, congested, unfriendly high density precinct with little afternoon sunlight and little western sky or sea to be seen. Fine for those who live in towers, but those within the MAC will experience a gloomy, and closed in environment and won't maintain the light and airy atmosphere that Frankston has enjoyed and which goes a long way to the making of an attractive and vibrant seaside city. 3. The South East Water building is considerably lower than what is being proposed and as you arrive into Frankston from Cranbourne Road presented with an eyesore that blocks out much of the Western sky, including sunsets across the bay. It should never have been permitted and destroys the 'Frankston by the Sea' image that should be preserved. 	<ol style="list-style-type: none"> 1. Change not supported. Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls For Activity Centres</i>. 2. See response to point 1. 3. Noted.
<p>22.</p>	<p>Petition</p>	<p>DO NOT SUPPORT</p> <ol style="list-style-type: none"> 1. Stop the Great Wall of Frankston 2. Limit building height to a maximum of (4) storeys. 	<ol style="list-style-type: none"> 1. Change not supported. Analysis and testing of the preferred building heights has been undertaken in the <i>Kananook Creek Built Form Review – September 2022</i> (Tract Consultants). Height controls have been developed in accordance with the Victorian Government's <i>Planning Practice Note 60: Height and Setback Controls For Activity Centres</i>. 2. See response to point 1.

Consideration of City Planning Reports

ADOPTION OF THE FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN (JUNE 2023) AND AUTHORISATION REQUEST FOR PLANNING SCHEME AMENDMENT C160FRAN

**Redacted Submissions to the draft Frankston
Metropolitan Activity Centre Structure Plan
(October 2022)**

Meeting Date: 14 June 2023

Attachment: B

Submission 1

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

Dear Mayor and Councillors

Draft FMAC Structure Plan 2022

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

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

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

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

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

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

I invite you to look at this short video on the Tafe to Bay Structure Plan:
<https://youtu.be/NI6fMZpp1iA>

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

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



Draft FMAC Structure Plan preferred maximum storeys

nd regards



Submission 2

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

Attn: [REDACTED],

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

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

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

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

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

Any Problems please let us know.

[REDACTED]
[REDACTED]
[REDACTED]

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

o

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

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

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

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

To everyone at the Frankston Council,

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

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

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

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

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

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

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

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

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

Yours sincerely,

████████████████████



Strategic Planning
Frankston City Council
Frankston

Submission 4

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

9 December 2022

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

Dear Sir/Madam

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

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

SUBJECT SITE

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



Figure 1: The subject site (Source: VicPlan)

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

FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN 2015

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

DRAFT FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN (SEPTEMBER 2022)

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

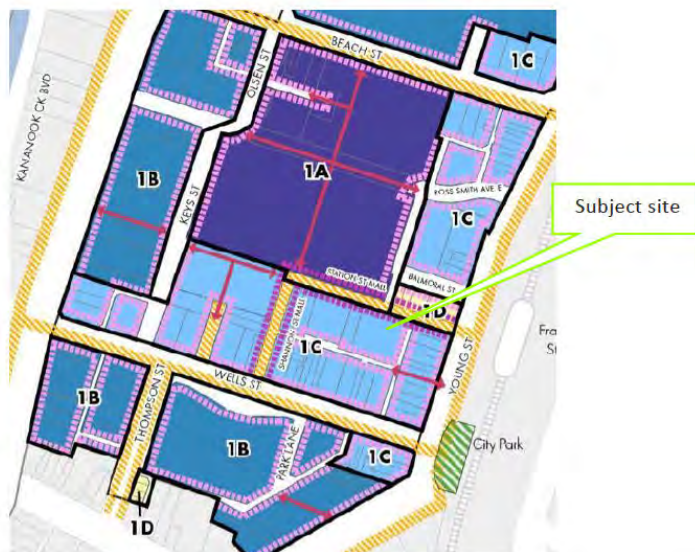


Figure 1: Subject site within Precinct 1C of the draft FMAC SP (September 2022)

BACKGROUND DOCUMENTS

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

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

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

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

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



Principle 4

Retain solar access to key streets and public spaces

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

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

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

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

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

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

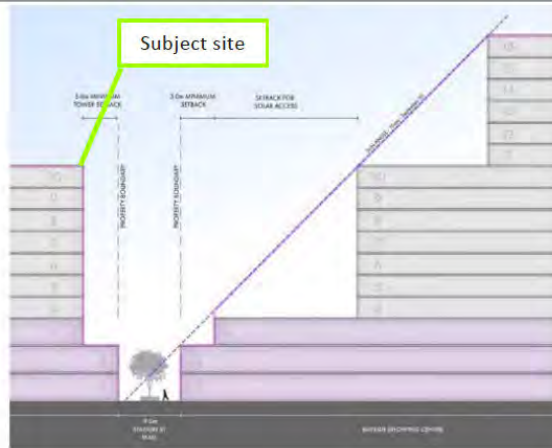
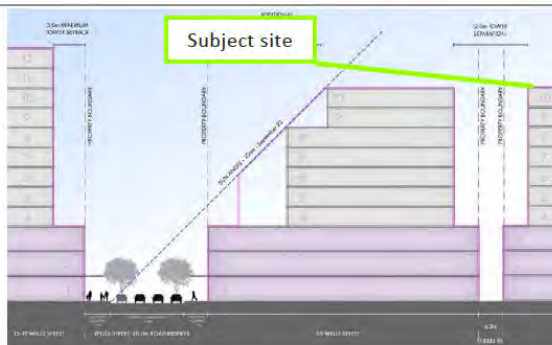


Figure 3: Subject site located one block north of Wells Street, with no potential overshadowing implications.

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



Principle 6

Define a clear edge to the city centre

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

Principle 7

Reinforce a network of active frontages

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

Principle 8

Enhance sensitive interfaces

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

Principle 9

Enhance views to the Frankston City Centre

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

Principle 10

Limit the impact on the amenity of surrounding land uses

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

Principle 11

Ensure buildings provide wind and weather protection

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



Principle 12

Ensure development can be adequately serviced from existing roads

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

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

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

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

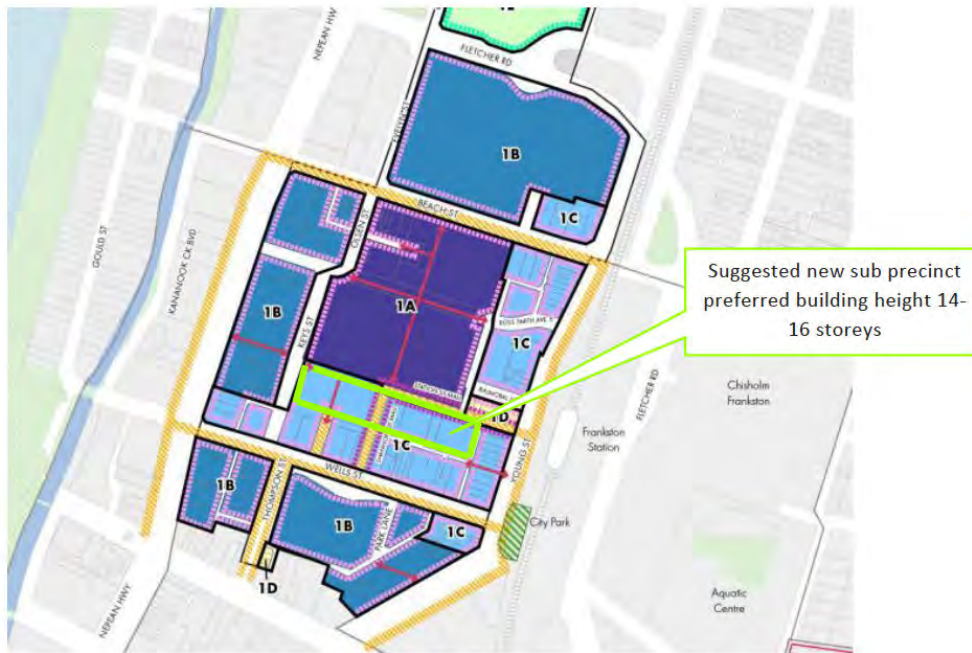


Figure 4: Suggested parameters for a new height sub-precinct

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

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

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

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

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



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

CONCLUSION

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

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

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

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

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

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

Urban Planning Collective

info@upco.com.au

encl.





Blueprint

Planning | Development | Management

Submission 5

9 December 2022

[REDACTED]
Coordinator Strategic Planning
Strategic Planning City Futures
City of Frankston

Sent via email:

info@frankston.vic.gov.au

Dear [REDACTED]

FRANKSTON METROPOLITAN ACTIVITY CENTRE DRAFT STRUCTURE PLAN - OCTOBER 2022

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

EXISTING PLANNING CONTROLS – FRANKSTON PLANNING SCHEME

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

FRANKSTON METROPOLITAN ACTIVITY CENTRE

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



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

Figure 1 - Structure Plan Boundary



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

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

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



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

Figure 9 – Precinct Plan



Precinct 10 is described in the Structure Plan as follows:

Precinct 10 – Large Format Retail

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

Objective

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

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



FRANKSTON METROPOLITAN ACTIVITY CENTRE DRAFT STRUCTURE PLAN

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

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

Figure 1 – Structure Plan Boundary and Precincts



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



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

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

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

PLAN MELBOURNE 2017-2050

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

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

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

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

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

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

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

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



- environmental and flooding constraints*
 - heritage constraints*
 - availability of strategic redevelopment sites, both existing and potential*
 - the location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the centre*
 - consideration of physical barriers and opportunities for their improvement*
 - proximity to public transport, especially fixed rail (train or tram)*
 - the location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges*
 - walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre (depending on topography and connectivity)*
 - consistency with State policy*
 - consistency with local policy and Municipal Strategic Statement (MSS)*
 - impacts of the boundary on other activity centre boundaries.*
- b) *In setting a boundary for an activity centre, include:*
- sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time frame and then into the 30-year horizon*
 - residential areas that are integrated into the activity centre or surrounded by other uses that have a strong functional inter-relationship with the activity centre even where limited development opportunities exist*
 - key public land uses that have or are intended to have a strong functional inter-relationship with the activity centre even where there are no or limited redevelopment opportunities*
 - public open space areas that have or are intended to have a strong functional inter-relationship with the activity centre.*
- c) *In setting a boundary for an activity centre, generally exclude:*
- residential land encumbered by significant constraints (such as a Heritage Overlay) located at the edge of the activity centre.*

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

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

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

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



Strategic relationships with the FMAC.

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

Pedestrian and cycling connections between uses and into the FMAC.

The impact of potential electrification of the Baxter Rail line.

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

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

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

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

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

SUMMARY

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

It has been and continues to be a logical inclusion.

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

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

It provides for greater efficiency in structure plan preparation.

In the event these comments are disregarded, SGH seeks:

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

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



Blueprint

Planning | Development | Management

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

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

Yours sincerely,



Development Manager

1A, 100 Market Street
South Melbourne, Victoria 3205, Australia
PO Box 5266, South Melbourne, Vic 3205



Submission 6

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Mobile: 0403 244 771
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9 December 2022

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

Dear Frankston Council

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

About C4GF

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

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

FMAC Structure Plan submission issues

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

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

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

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

Thank you.

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

Better Frankston planning certainty

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

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

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

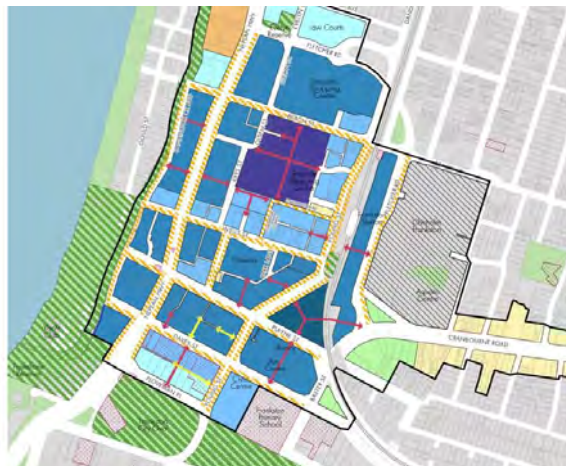
Thank you for prioritising **Action 2 – Adoption of a Planning Scheme Amendment** to achieve this outcome.

Noting that, C4GF:

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

In this situation, C4GF acknowledges the potential need for:

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



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

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

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

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

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

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

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

Car parking

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

A big thank you.

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

C4GF is especially supportive of:

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

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

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

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

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

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

Frankston rail extension

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

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

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

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

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

Relocating the Frankston bus interchange

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

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

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

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

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

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

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

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

Our review of the Ljubljana case study disputes this claim.

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

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



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

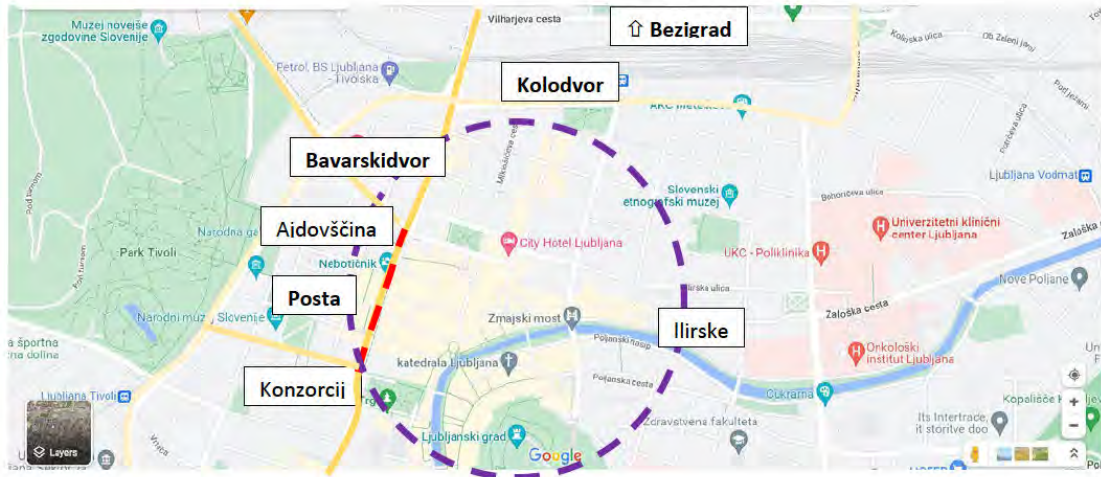


Importantly, while 51 regular bus routes service Ljubljana's MAC, **only six bus routes use the central bus interchange (Kolodvor)**. In Frankston, 22 sporadic bus routes connect with the railway station on Young Street.



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

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



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

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

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

Ljubljana Bus Station

14 JUNE 2021 - BY MERLIN FULCHER



Contest site

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

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

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

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

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

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

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

Divert Nepean Highway traffic

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

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

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

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

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

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

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

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

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

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

[FMAC Tenancy Mix: Commercial, Retail and Education-Medical Precinct Links](#)

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

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

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

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

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

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

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

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

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

While we support:



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



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

We advocate that having the **Retail/Commercial precinct and Higher Education/Medical Research precincts physically separated is needed for the long-term economic success of both**.

This does not preclude FMAC tenancy usage by private medical practice or government-backed training service providers.

Social housing and developer contribution overlays

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

These contribution schemes:

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

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

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

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

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

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

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

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

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

Summary

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

Key FMAC Draft Structure Plan action priorities:

1. Better Frankston planning certainty

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

2. Car parking

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

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

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

3. Frankston rail extension

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

4. Relocate Frankston bus interchange

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

5. Divert Nepean Highway traffic

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

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

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

7. Social housing and developer contribution overlays

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

Councillor briefing on C4GF submission

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

Yours sincerely



On behalf of the Board of the Committee for Greater Frankston



Frankston Beach Association Inc.

Preserving the beach for all to use

SUBMISSION TO THE DRAFT FMAC STRUCTURE PLAN

INTRODUCTION

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

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

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

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

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

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

SUBMISSION

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

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

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

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

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

1. Vision and Character

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

¹ Draft FMAC Structure Plan, p33

² Coastal Management Plan, p6

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

“Have we got it right?” No.

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

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

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

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

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

³ Kananook Creek Built Form Review, p26

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

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

2. Built Form

Preferred Height Limits

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

⁶ Emerging Ideas Paper, p16

⁷ Ibid.

⁸ Ibid. p40

⁹ Ibid.

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

Preferred Setbacks

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

Discretionary v Mandatory Controls

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

¹⁰ Victoria Planning Provisions

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

Planning

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

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

Underlying Studies

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

Alternatives

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

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

“Have we got it right?” No.

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

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

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

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

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

All selected height recommendations need to independently and professionally reviewed.

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

3. 20-minute neighbourhoods

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

¹²

¹³ Emerging Ideas Paper, p11

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

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

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

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

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

4. Open space

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

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

¹⁵ Ibid.

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

“Have we got it right?” No.

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

5. Climate change

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

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

- Costly and high maintenance structures in a vulnerable location may (will?) expose taxpayers and ratepayers to a future liability for which they have not been consulted or remain unaware.

- It is incumbent on the Council to provide factual information on the projected long-term benefits, if any, and associated costs and liabilities, of proceeding with development plans as proposed in the Draft Plan for the Waterfront Precinct and adjoining locales likely to be impacted by climate change.

- We might expect that precaution would be exercised by undertaking preliminary studies to inform decisions on built form controls for the creek environment, such as those in the following non-exhaustive list:
 - A hydrogeological and hydrological study of Kananook Creek end environs with recommendations for building
 - An aquatic science investigation, such as a limnological study, to examine water chemistry, aquatic organisms, aquatic ecosystems, movement of materials in and out of aquatic ecosystems, and effects from human uses
 - A master plan for the management of wastewater generated by high-rise developments in the Waterfront Precinct 4
 - A services supply masterplan for high rise developments in the Waterfront Precinct 4

- **Have any of these been undertaken?**

Have we got it right? No!

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

6. Economy

- Development in our city appears to be predicated on the premise that more development means more people which means more economic growth. Increasingly, protection of the natural environment, public amenity and built heritage is sacrificed in order to follow the established ideology that planning must serve the economy, not society.

- The economic focus, as in the Draft Plan, has translated into an obsession with growth, meaning that changes from natural to built environment and modifications

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

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

Have we got it right?

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

CONCLUSION

Have we got it right? In part.

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

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

¹⁷ Emerging Ideas Paper, p17

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

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

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

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

12 December 2022

Submission 8



Long Island Residents' Group
PO Box 11138
Frankston VIC 3199

12th December 2022

Frankston City Council
PO Box 490
Frankston VIC 3199

Re: FMAC Draft Structure Plan Feedback

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15 Storeys - Winter Solstice (June 22)

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

Long Island Residences

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

Kananook Creek & Foreshore Reserve

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

Kananook Creek Trail - Beach St to Wells St

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

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

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

Future Promenade extension south of Davey Street

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



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



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

Yours sincerely



Secretary

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

Submission 9

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

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

Dear CEO, Mayor and Councillors,

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

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

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

Yours sincerely

[REDACTED]

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

Submission 10

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

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

To Frankston City Council,

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

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

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

Regards

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

Submission 11

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

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

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

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

Dear council staff

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

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

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

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

--

[REDACTED]

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

PRECINCT 4 WATERFRONT

INTRODUCTION

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

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

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

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

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

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

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

KEY POINTS -SUMMARY

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

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

9. Kananook Creek Corridor continuation to 510 Nepean Highway .

DETAIL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Why would Council consider aggravating this problem even further?

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

7. The Kananook Creek Waterway needs urgent attention.

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

The Draft precinct Plan has no proposals to activate the recreational

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

[Redacted Signature]

On behalf of the Committee

Mob [Redacted]

Submission 13

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

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To the Planning Department

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

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

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

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

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

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

Yours sincerely

[REDACTED]

15 Storeys - Winter Solstice (June 22)

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

Long Island Residences

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

Kananook Creek & Foreshore Reserve

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

Kananook Creek Trail - Beach St to Wells St

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

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

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

Future Promenade extension south of Davey Street

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



Figure 16. 15 Storeys. Shadow analysis between 9am-11am (winter solstice)(June 22)



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

Submission 14

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

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

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

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

[REDACTED]

12 December 2022

Strategic Planning
Frankston City Council
PO Box 490
Frankston VIC 3199

Dear Sir/Madam,



ABN 74 552 362 313
Suite 3, Level 2, 99 Coventry Street
Kings Business Park
Southbank VIC 3006
www.pro-urban.com.au

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

Introduction

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

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

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



Figure 1 – Precinct 5 - Nepean Boulevard Gateway

The intent of this submission is twofold:

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

The FMAC Draft Structure Plan

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

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

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

- Providing diverse housing types which are appropriately located near transport and amenities to support the Vision;
- Confirming an identified need for the FMAC to cater for substantial increases in employment, retail and housing.
- Identifying "The Vision", which pertains to Frankston as a 'great place to live', with a range of housing choices that are well-located to ensure residents have access to their daily needs;
- 'providing the right housing' - a key concept identified in the *FMAC Economic assessment and land use capacity Report* which encourages higher density and mixed-use housing developments to support street activation and vibrancy, in addition to a key recommendation to "establish an affordable housing contribution scheme" to meet increasing demands.
- Objective 4 – Encouraging housing at higher densities and encouraging affordable housing. Noting that this objective is supported by Strategy 4.3 which specifically seeks to provide more affordable housing. In particular, we support the reference to the fact that:

"affordable housing will be encouraged through facilitative planning provisions."

- Further, we strongly support the flexibility that the proposed built form controls provide, noting that the Section 5.8.2 Centre-wide Design Guidelines includes commentary regarding the circumstances where preferred height limits can be exceeded, and states:

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

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

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

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

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

Our submission

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

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

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

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

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

Conclusion

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

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

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

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

Yours sincerely,



Director

Dear Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

(E) What is the proposal to minimise the impact on the area with noise and road closures and pedestrian access and parking whilst the construction takes place?
What is the plan to minimise the impact of on going maintenance if the 16 Storey development is to be allowed?

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

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

Regards





19 January 2023

Strategic Planning Team
Frankston City Council
30 Davey Street Frankston 3199

Issued by email:

info@frankston.vic.gov.au

To whom it may concern,

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

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

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

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

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

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

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

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Vicinity Limited ABN 90 114 757 783
and Vicinity Centres RE Ltd
ABN 88 149 781 322
As responsible entity for:
Vicinity Centres Trust ARSN 104 931 928



1. Key Issues:

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

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

2. Evelyn Street Site Positioning

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

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

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

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

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

3. Building Heights

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

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

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



4. Future Pedestrian Links

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

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

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

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

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

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

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

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

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

5. Zoning Intent

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



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

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

6. Conclusion

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

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

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

Yours sincerely



General Manager Property Investment Analytics

3 March 2023



Frankston City Council
30 Davey Street
FRANKSTON

**FRANKSTON MAC STRUCTURE PLAN
35 PLAYNE STREET FRANKSTON**

Dear Sam,

We write to you on behalf of Pitard 17 Pty Ltd, who has entered into a contract of sale to purchase the above mentioned property.

Whilst we appreciate the consultation period for the Stage 2 consultation for the draft FMAC Structure Plan has passed, we entered into the contract after the notice period commenced and were unaware of the consultation. We therefore request you give consideration to the below submissions.

BACKGROUND

35 Playne Street is a large, irregularly shaped and relatively unencumbered landholding located mid-block between Thompson Street and Young Street along the north side of Playne Street. It has an area of approximately 1738m² and a frontage to Playne Street of 24.4m and a rear interface to Park Lane to the north.

The site is located in the Commercial 1 Zone.

Planning Permit 437/2020/P was issued on 25 June 2021 for a nine storey building comprising ground floor retail with office above.

The April 2022 Emerging Ideas Paper identified a preliminary building height in the range of 10-16 storeys (35m-54m). It did not identify the site as being a location for a potential future pedestrian link between Playne Street and Park Lane.

DRAFT FMAC STRUCTURE PLAN

The property is located in Precinct 3.

In general, the mixed use objectives for the precinct are supported as is the desire to improve the amenity through additional cafés, arts, entertainment uses within the precinct, with upper level residential accommodation.

The upgrade of Playne St and public works is also supported in principle, however further detail is required.

Building Height and Built Form

The draft structure plan identifies a preferred building height for the property and surrounds of 12 storeys / 41m. This is at the lower end of the 10-16 storey range identified in the Emerging Ideas Paper.

We understand the preferred height limit is primarily driven by the desire to avoid overshadowing the southern footpath of Playne Street at the September equinox. However, it is our view that on the property in particular, heights well in excess of the 41m can be achieved without overshadowing the southern footpath due to it being the deepest lot in this part of Precinct 3A.

Given the variation in size and depths of lots on the north side of Playne Street, it is submitted that it is more appropriate to retain a preferred height limit up to 16 storeys, with the public realm shadowing performance tests that are already in the structure plan.

This will give the flexibility necessary for the design and development of large scale mixed use projects.

Whilst we agree it is important to protect the amenity of the public realm in this precinct, it is equally important to not unreasonably constrain the development potential of land within the core of the MAC.

It is submitted that the preferred height limit of Precinct 3A on the north side of Playne Street be amended to 16 storeys / 54m.

In relation to the rear setback and street wall height, there appears to be little justification for a 12m street wall limit to Park Lane given the limited sensitivity of this interface and the existing wall height of the cinema building is substantially taller than 12m. Further, as the setback is to the south side of the lane, there is no potential overshadowing impact.

It is submitted the street wall requirement be amended to either match the wall height of the existing cinema building, or deleted.

In relation to the setbacks and building separation, the proposed side and rear setbacks for taller buildings at 6.0m and 10.0m are likely to be unnecessary for side setbacks on most north south orientated blocks and will unreasonably constrain development. In our view it is appropriate and reasonable that building setbacks above a podium and lower than 40m be setback 4.5m from the boundary, whilst additional building height above 40m be setback further to create spacing and allow daylight access to lower levels of adjoining buildings.

It is also important to recognise flexibility in this requirement in relation to the individual context of each property and its specific abutments.

We do not consider 'reducing the visual bulk of development' is an appropriate consideration in relation to side and rear setbacks in a MAC context where large built form is promoted.

It is submitted the side and rear setback requirements be amended to 4.5m between podium height and 40m and 6.0m above 40m.

Pedestrian Link

The draft structure plan is unclear and inconsistent in relation to the future pedestrian link through the property.

Figures 19 and 20 and Objective 12 do not identify the property as being a location for a preferred new pedestrian link, however Figures 12 and 29 identify a future pedestrian link and Figure 16 identifies a future activated laneway. Further, the reference to a 6.0m wide pedestrian access in the table 5.4.3 has not been justified and is substantially wider than the link proposed in the existing permit.

Figures 15 and 19 of the Planning and Urban Design Assessment do not identify the potential new pedestrian link however figure 41 does. It is not identified as an opportunity in the Transport and Movement Assessment.

It is unclear whether this is purely a reference to the through access proposed in existing permit, as there does not appear to be any commentary or strategic justification for the creation of the link in the structure plan or supporting material.

PITARD

LIVE LIFE WELL

It is our submission that the link is neither required nor justified. Whilst there is an identified intention to activate Park Lane, the east-west section of the lane to the rear of the property is not identified in the structure plan as being a part of either the principal or secondary pedestrian networks. Nor is it identified as a pedestrian priority area in the Transport and Movement Assessment. Further, given the presence of the cinema and the desire to avoid car parking and service infrastructure on Playne St, Park Lane is likely to retain a predominately back of house function.

The pedestrian link is also unlikely to significantly improve the permeability of access in the immediate area. The property is only 50m east of Thompson Street and 30m west (along Park Lane) of the Council car park on Park Land and Young Street. Both these existing thoroughfares provide essentially the same access as any new pedestrian link and are likely to be preferred by pedestrians.

The pedestrian link also raises challenges around security, vandalism and damage.

It is submitted that references to this pedestrian link should be deleted from the structure plan.

We appreciate the opportunity to comment on the draft structure plan and request the above issues be formally considered despite the lateness of the submission.

Please contact the undersigned if you require any further information.

Regards,



SongBowdenPlanning

9 March 2023

Strategic Planning
Frankston City Council
PO Box 490
FRANKSTON VIC 3199

Dear [REDACTED],

**439-447 NEPEAN HIGHWAY, FRANKSTON
DRAFT FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN
SUBMISSION ON BEHALF OF PROPETRY OWNER**

We act on behalf of the [REDACTED], the owners of 443-447 Nepean Highway & 82-88 Wells Street, and [REDACTED], the owners of 439-441 Nepean Highway.

Our clients' combined landholding at 439-447 Nepean Highway (refer to Figure 1) is located within Precinct 1 (City Centre) of the *Draft Frankston Metropolitan Activity Centre Structure Plan October 2022* ("DSP"). Specifically, the land at 439 Nepean Highway is located within Precinct 1B of the DSP, and the land at 441-447 Nepean Highway is located within Precinct 1C, as displayed on the below Precinct Map at Figure 2.

Having reviewed the DSP, we submit that:

- a) Our clients' combined landholding is a key site which is shown within two precincts. Each of these precincts has different preferred heights.
- b) Land within one ownership, however shown within two precincts, is an impractical approach to proper planning and the future development potential of the land. It is unnecessarily restrictive.
- c) The DSP actually lowers the intended preferred height for one of clients' sites from 38 metres (as currently depicted in the 2015 Structure Plan) to 35 metres.
- d) Our clients' land shares similar attributes as other sites within the DSP area which have been identified for taller buildings (i.e. taller than 35 metres) and therefore it makes no sense that our clients' land should not also have this taller height preference.
- e) The DSP should be amended to show all of our clients' land completely within the 41 metre height preference.

We therefore respectfully request that Council amend the DSP in respect to our clients' land, prior to Council's adoption of the document. As a key site within the DSP area, it is important that Council, in its strategic work, does not unreasonably curtail the redevelopment opportunity of this land. Doing so, in our submission, would only serve to weaken the future vision of the centre.

The following provides our reasoned justification for the above request/changes to the DSP.

Within the DSP, the preferred maximum building height for Precinct 1B is 41 metres (12 storeys) above natural ground level. The preferred maximum building height for Precinct 1C is 35 metres (10 storeys) above natural ground level.

As the combined landholding covers two separate precincts, one of the primary considerations of this submission is to ensure the Council is aware of our clients' preference to have the full landholding of 439-447 Nepean Highway within the same precinct boundaries to ensure that future development will not be subject to differing height requirements across the site. This should also be the Council's preference, to ensure efficient development opportunities are provided within the FMAC in future.

As displayed in the Precinct Map at Figure 2, the combined landholding acts as a bridge between the Precinct 1B land to the north and south of the site as one tracks along the eastern interface of the Nepean Highway. The Precinct 1C land occupies a very small proportion of the Nepean Highway frontage, with all other land along the Nepean Highway being located within Precinct 1B.

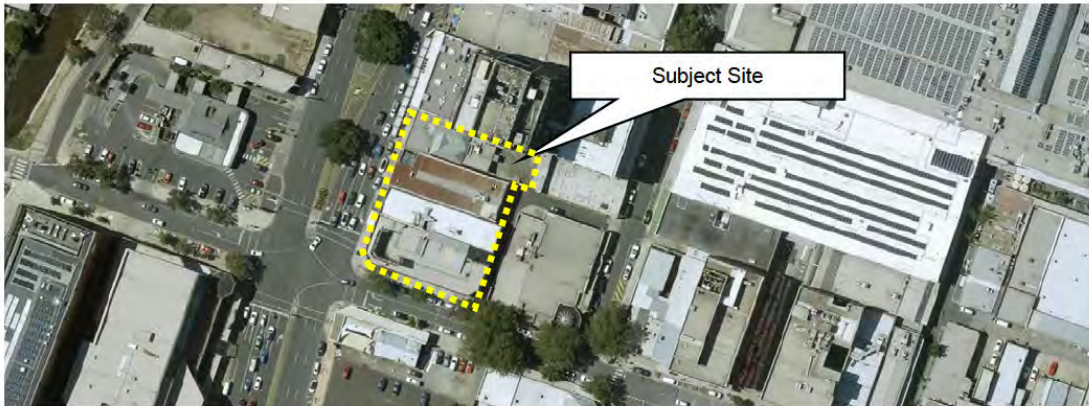


Figure 1 – Aerial Image of Site (Landchecker, 18 December 2022)

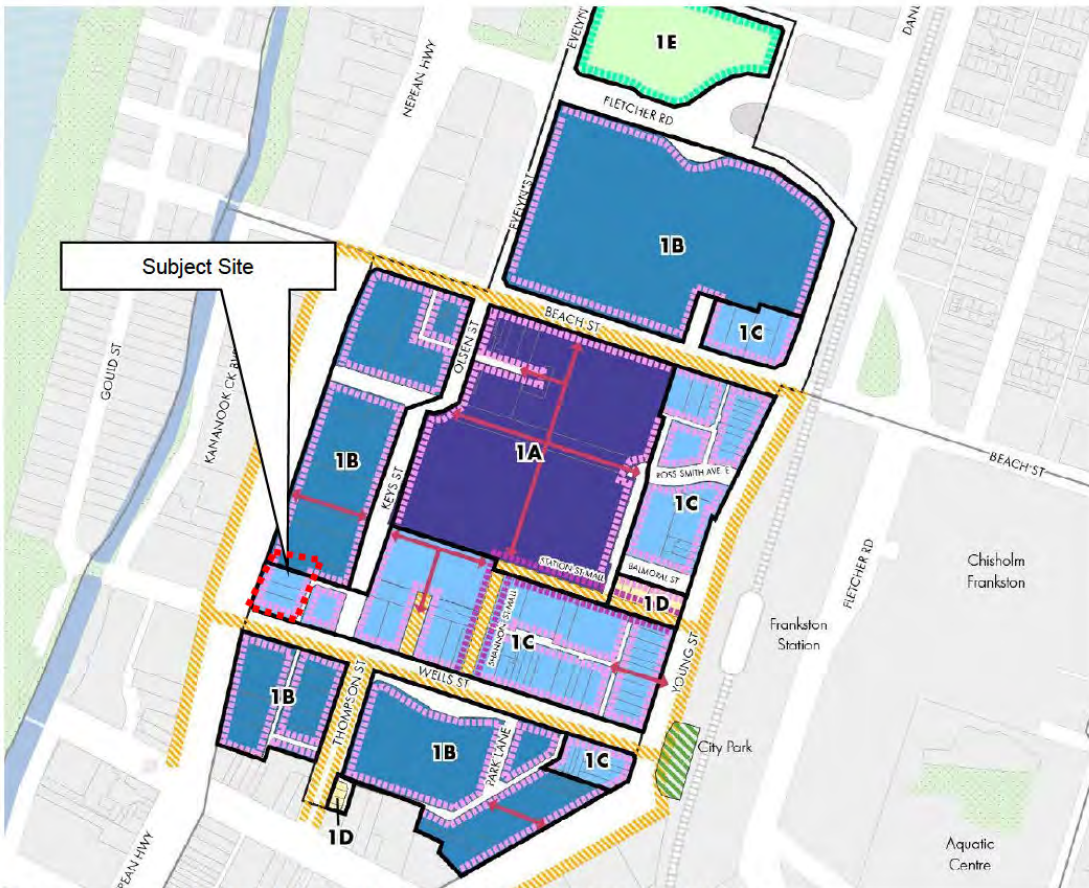


Figure 2 – Precinct 1 Map of the Draft Frankston Metropolitan Activity Centre

The existing *Frankston Metropolitan Activity Centre Structure Plan (May 2015)* identifies the full landholding as one whereby a 38-metre maximum building height is preferred. The reduction of this height preference as shown in the DSP to part of the landholding, and an increase to the height preference for another part of the landholding is, firstly, not sound planning practice as it leads to confusion. Secondly, it unnecessarily and in a manner which is unjustified in these circumstances, limits the development opportunity for the entire landholding. In other words, providing a height limit of 35 metres on one part of the site and 41 metres on another part, would, in the future, create a difficult design resolution for any future building.

Furthermore, our clients' land includes a prominent corner allotment at 447 Nepean Highway, which acts as a gateway into the Wells Street shopping precinct. As a gateway site, building height and scale should be maximised rather than minimised and a taller building (i.e. taller than what is preferred now under the current 35 metre preferred limit) is what the DSP should be seeking. It simply makes no planning sense to limit building height to 35 metres on this important corner site.

The land diagonally opposite the subject site at 454-472 Nepean Highway is also on a prominent corner site but includes a preferred building height of 41 metres (12 storeys).

Our clients' site should be treated in the same manner. That being, a corner site justifies a taller building height due to its prominence and its location connecting built forms on the respective perpendicular street paths. A lower built form height to that of the neighbouring properties would result in a poor planning outcome, whereby a corner site could be dominated by neighbouring properties, creating an unbalanced skyline.

The full landholding of our clients' site acts as a key strategic redevelopment site, noting that it has an area of approx. 2300sqm, a 50-metre width interface to the Nepean Highway, and a 40-metre width interface to Wells Street. The development opportunity for the site, noting its prominent and accessible location, is of local and regional importance and needs to be considered by the Council as such as part of its DSP. This will ensure consistency with the opportunities outlined at Section 2.3.2 of the report, which outlines that *future built form controls should seek to maximise development across the FMAC to support its role as a Metropolitan Activity Centre*.

Importantly, the site's corner location and three frontages justifies a taller building height in accordance with the neighbouring properties along the Nepean Highway. The proposed lower built form height preferred for the site creates a poor planning outcome.

Wells Street is listed as a "key street with solar access requirements" within Precinct 1 of the DSP. It is understood that the 35-metre preferred building height for the section of site interfacing Wells Street is in direct response to this solar access requirement. There is no other reason within the DSP that would explain why the land at 441-447 Nepean Highway would be located within Precinct 1C when all other land along the Nepean Highway is in Precinct 1B.

The preferred height is inconsistent with the DSP, considering that the height preference for the land north of Beach Street within Precinct 1 is for 41 metres (12 storeys), with Beach Street having the same solar access considerations as Wells Street. Our clients' land should be treated in the same manner as the land along Beach Street.

Furthermore, Playne Street and Davey Street, whilst located in Precincts 3 and 4, have the same thoroughfare and solar access considerations as Wells Street, yet are provided with preferred building heights along their northern interface of 41 metres (12 storeys). In this regard, our clients' land should be treated in the same manner as it has the same contextual factors.

Noting that solar access for the Wells Street entry remains as a relevant consideration, we submit that the future design of the building and its podium and setbacks can appropriately address shadow impacts to Wells Street. These considerations are already built into the Frankston Planning Scheme via the existing Structure Plan, and are also addressed in the DSP.

Strategy 11.3 of the DSP seeks to *transform the Nepean Highway into an iconic boulevard*. The subject site is located in a prominent location along the Nepean Highway whereby a taller building form would be anticipated (Refer to Figures 3 and 4). The current DSP anticipates a building form on our clients' site that is lower than that of its neighbours, sitting at odds within the immediate and broader context. That is, all other land along the Nepean Highway within Precinct 1 and 4 (with the exception of the land on the northern side of Wells Street in Precinct 4) anticipates a 41 metres building height. Accordingly, our clients' site should be provided with a 41 metre preferred building height to maintain consistency with the other land along the Nepean Highway.



Figure 3 – Subject site as viewed from the Nepean Highway looking northeast



Figure 3 – The subject site as viewed from the southwest corner of the Wells Street and Nepean Highway intersection, displaying the prominence of the site to the intersection.

This submission considers the unique context of the site and its positioning at a prominent location. It also considers the large land parcel being combined for potential redevelopment and its current split into Precincts 1B and 1C in the DSP, which creates an uneven and inefficient development outcome.

Furthermore, the preferred height under the DSP for 441-447 Nepean Highway is less than that of the existing Structure Plan and is less than that of the immediate neighbours to the north and south of the site. The outcome presently intended by the DSP is one that reduces the development potential of the site and, in future, would provide an outcome that is inconsistent with the development potential of neighbouring properties.

The change in levels in the DSP will create a visual drop effect of a low and restricted built form outcome surrounded by taller dominating structures. This is not a good strategic planning outcome for any key gateway corner site.

For the reasons outlined above, it is submitted that the Council should revise the DSP to allow the preferred maximum building height of the full landholding, being 439-447 Nepean Highway, to be 41 metres (12 storeys).

We would be happy to elaborate on any of the matters raised herein.

Should you require any further information or have any queries regarding the proposal, please do not hesitate to contact the undersigned or [REDACTED] in our office.

Yours faithfully,
SONGBOWDENPLANNING



Submission for FMAC Structure Plan

Frankston City Council
05 DEC 2022
AZ Action 12.53am

FRANKSTON CITY COUNCIL
07 DEC 2022



Mayor of Frankston
Dear Sir,

5-12-22

Thank you for inviting feedback on improving Frankston - as a Market Researcher I hear a lot of opinions & suggestions.

1. Trees - grow rapidly & cause problems - Vision when driving branches falling, killing people (even in our botanical garden) and still littering kerbsides, ugly & need constant pruning, bird poo, etc
2. Parking - different age groups of families, retirees don't want to walk up distances & awkward areas in the town (Marionton is attracting many, as plenty of free parking behind the shops and on all streets - more convenient in hot & not so windy weather)
3. Shops - Covid of course & high rents put paid to lovely shops & boutiques we used to enjoy in shopping strips, most people just go into Warm Bay, etc or to Southlands or Karingal (free parking!)
4. Rail proposal sounds idealistic! Realistically, - double rail tracks will not fit under Payne & overpass, and also needs the extension anyway, - not many use the country train now. Perhaps they just want to Swamp Baxter rail yards siding
5. Need to retain the access Payne & gives to Cranbourne Rd is very important for residents and flow of traffic.
6. Pressure from real estate agencies in the past have pressured the councils over the decades. Some weird proposals include demolishing Gould St - making it a golf course!

Frankston is popular with people from many suburbs on a hot weekend - thousands driving around beach areas, trying in vain to get a park. Years ago parking was permitted at one area in tree foreshore along Nepean Hwy Seaford, no problems! Multi story car parks are ugly and inconvenient and often exclusive.

Family friendly access is hard to achieve!

Thank you

[REDACTED]
Sent: Friday, 28 April 2023 11:24 PM

To: Councillors <councillors@frankston.vic.gov.au>

Subject: The Frankston Great Wall

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

Dear Councillors

I write to appeal to you to not proceed with the proposed high rise buildings along the Kananook Creek frontage in or near the central business district of Frankston - the FMAC.

Frankston has the potential for being a special seaside city. It's location is ideal and it offers a relaxed lifestyle that does not have the drawbacks of a crowded and high density, high stress metropolis that is now Melbourne.

Certainly the right kind of development along Kananook Creek would go a long way to making that happen. It is something that I have believed in and talked about for the 30 years I have lived here and wondered why very little was being done.

However, 12+ storey apartment buildings overshadowing the creek, the beach, and the main part of the MAC are not the answer. They will turn the Nepean Highway end of Frankston's MAC into a windy, congested, and unfriendly, high density accommodation precinct with little afternoon sunlight and little western sky or sea to be seen.

It may be fine for those living in the towers and looking out over the bay. However for those using the MAC, it will create a gloomy and closed-in environment, not the light and airy atmosphere that Frankston has enjoyed and which goes a long way to the making of an attractive and vibrant seaside city. Driving along Beach Street Port Melbourne between Station and Princes piers will illustrate this perfectly how bad such development can be. This is not what the residents of Frankston want, or need.

By all means develop the Kananook Creek precinct with tasteful, low (3-5 story maximum) level buildings with staggered setbacks as they rise.

If any further evidence of the effect that high rise buildings close to the foreshore will have on our cityscape, look no further than the South East Water building which is considerably lower than what is being proposed.

As one drives into Frankston on Cranbourne road and turns over the rail bridge, one is presented with this huge and ugly monstrosity that blocks out much of the Western sky, including the wonderful sunsets across the bay with which we are blessed. It is an eyesore that should never have been permitted and it totally destroys the 'Frankston By The Sea' image we want to preserve.

Please do not permit this gross mistake to be repeated.

Respectfully
[REDACTED]

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FRANKSTON
CITY COUNCIL
04 MAY 2023

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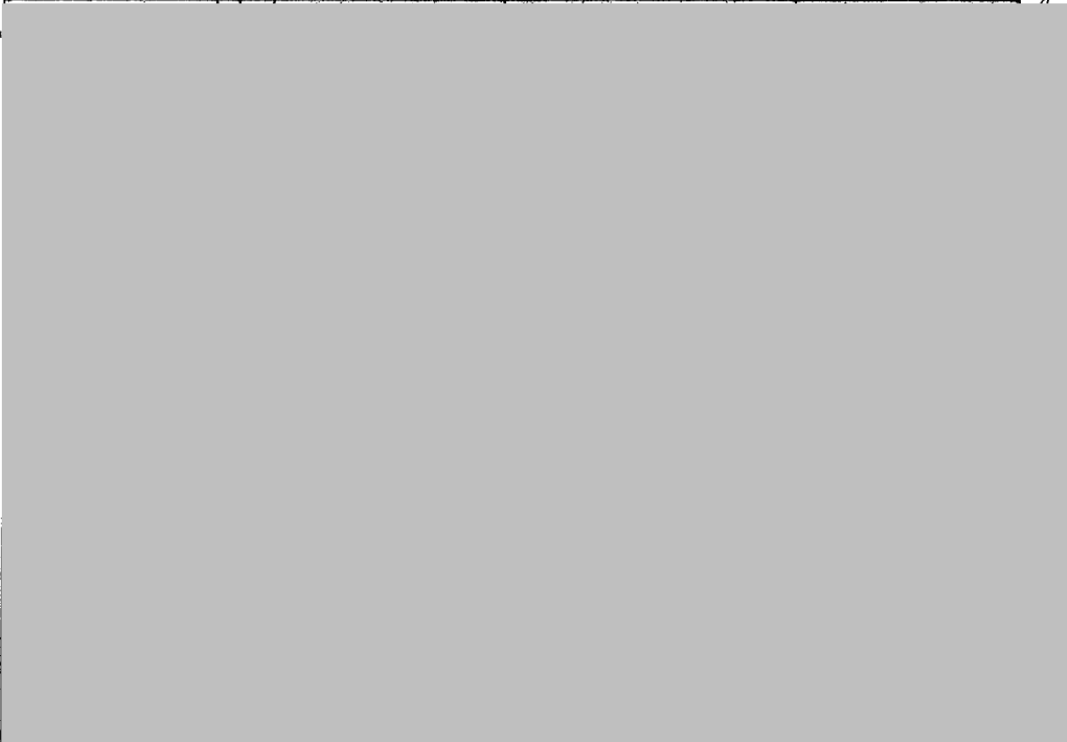
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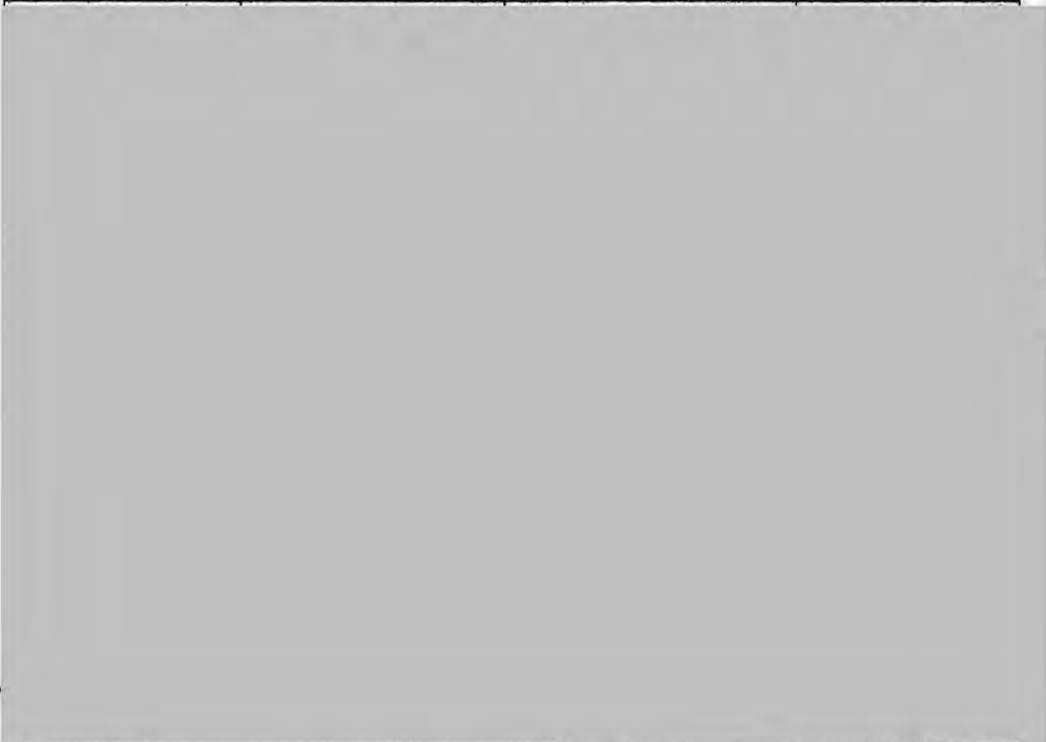
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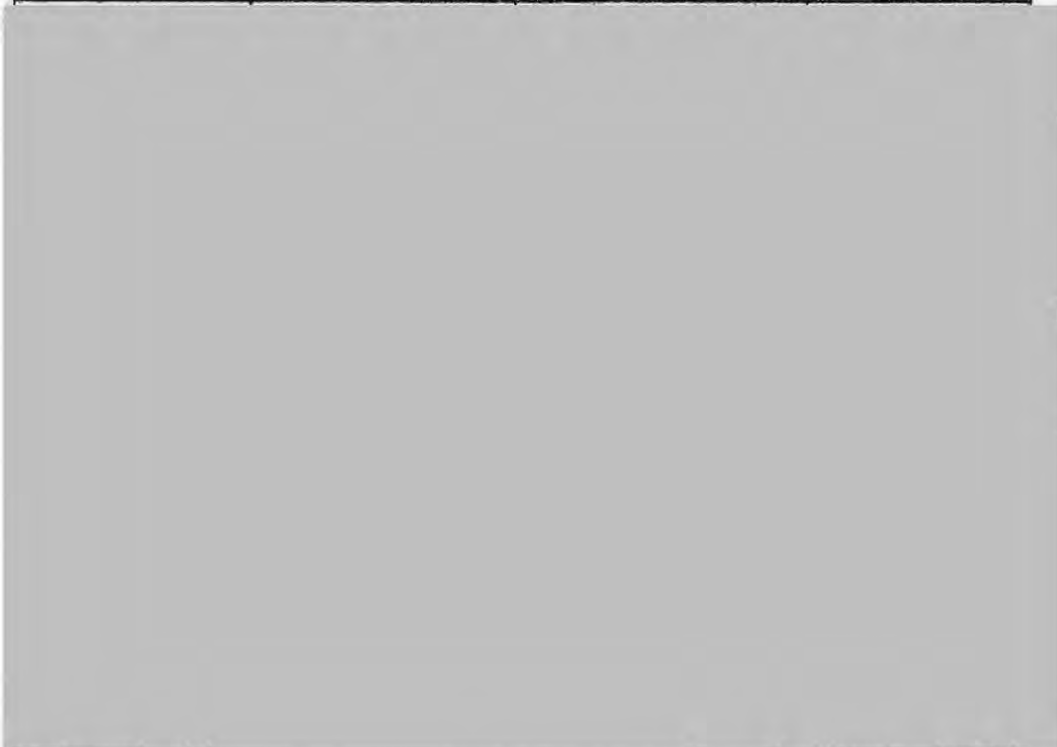
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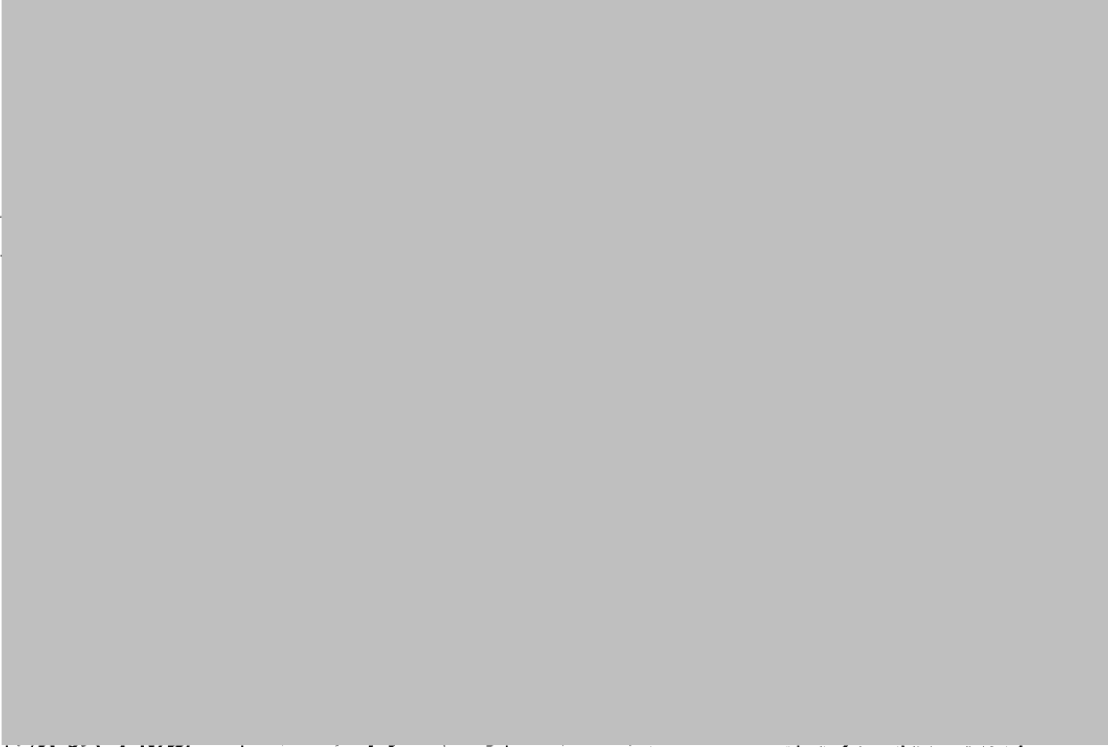
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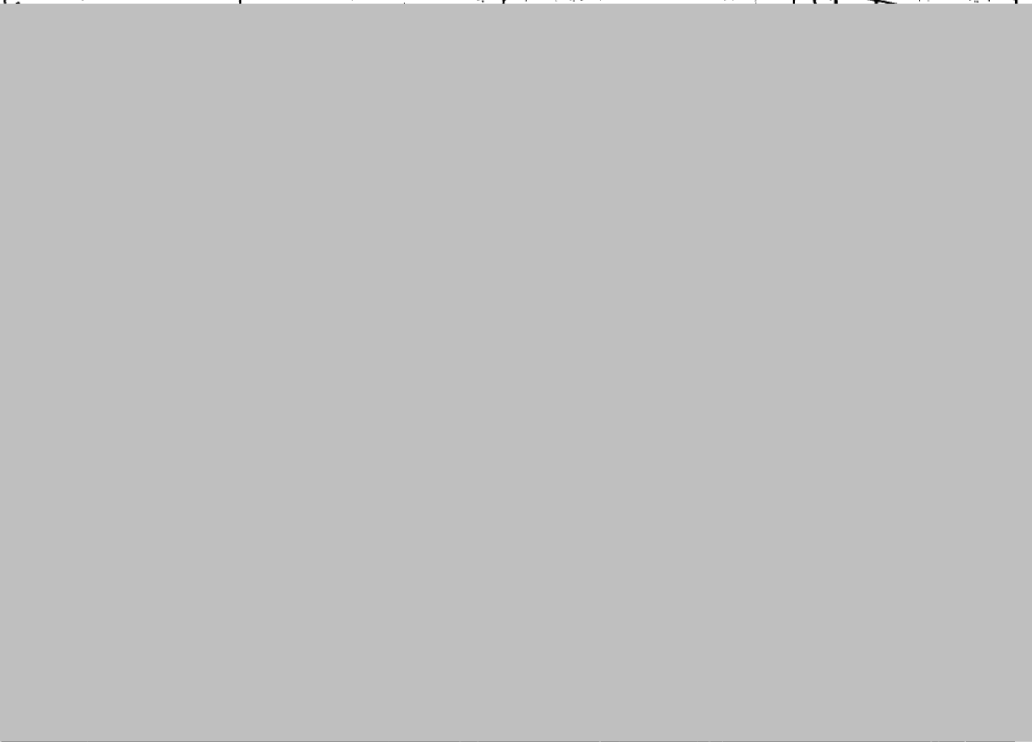
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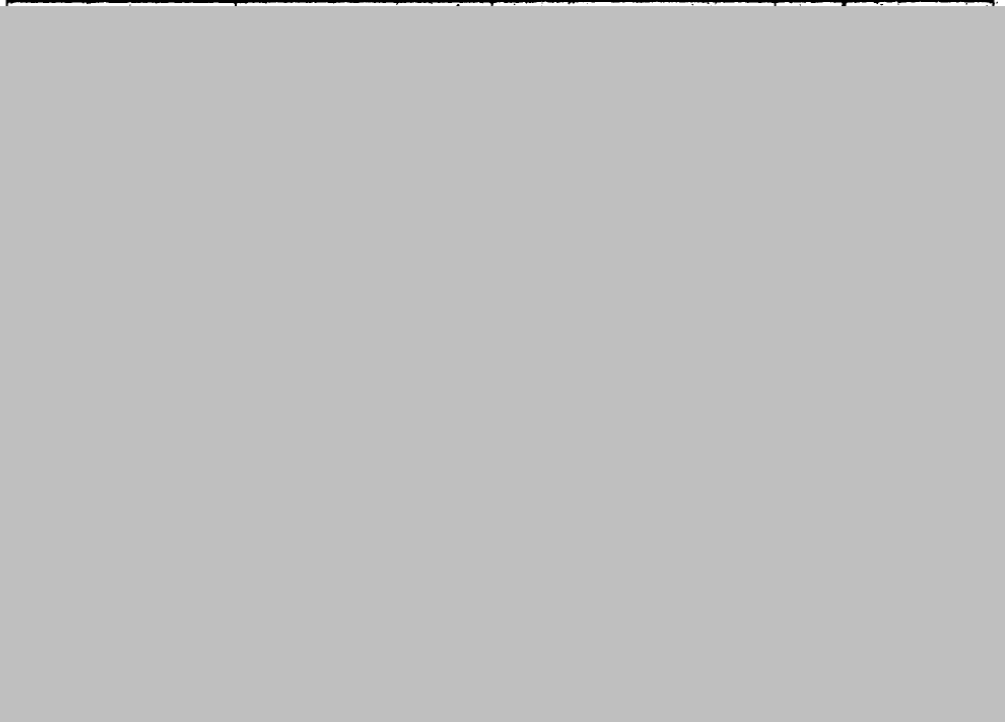
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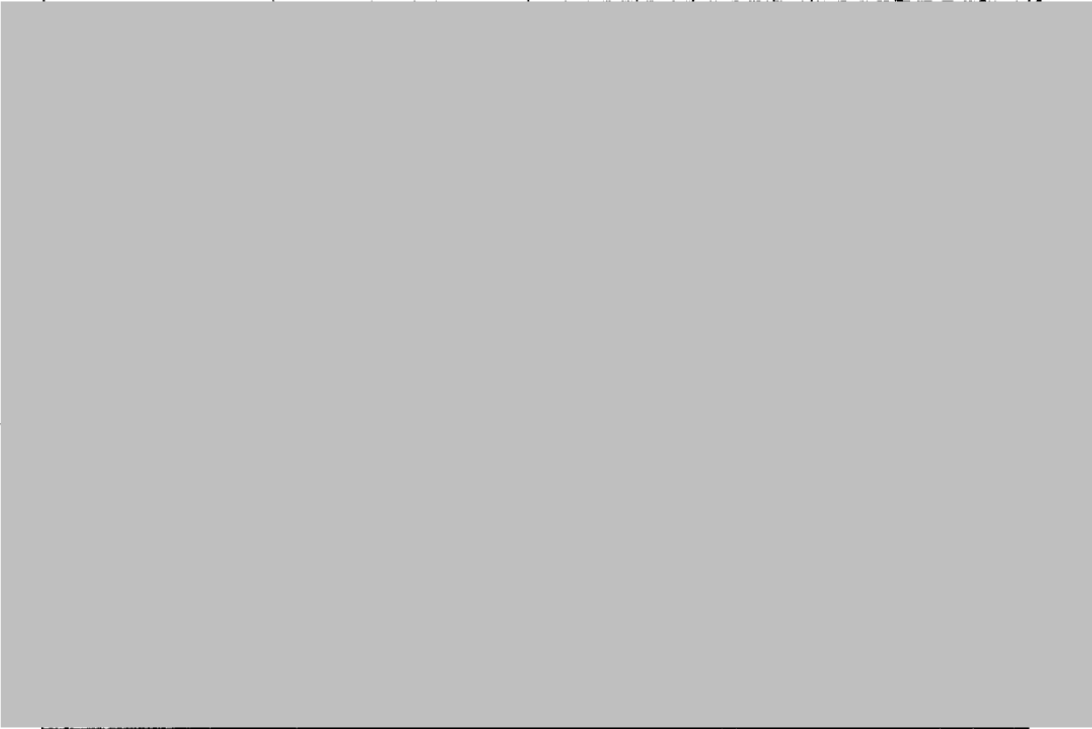
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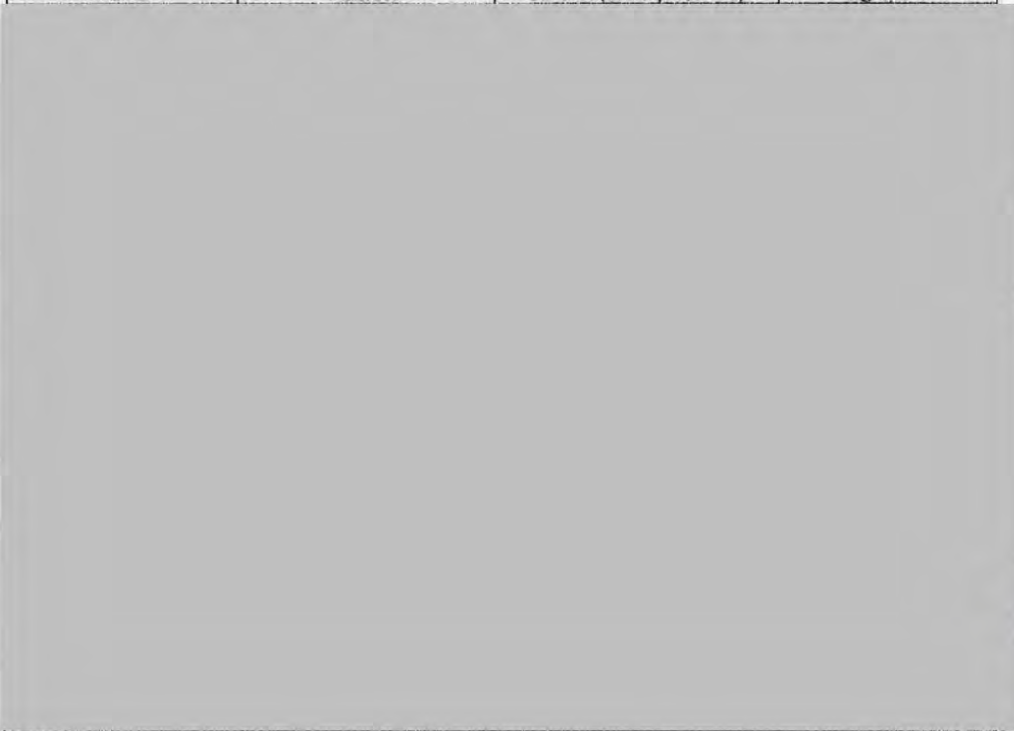
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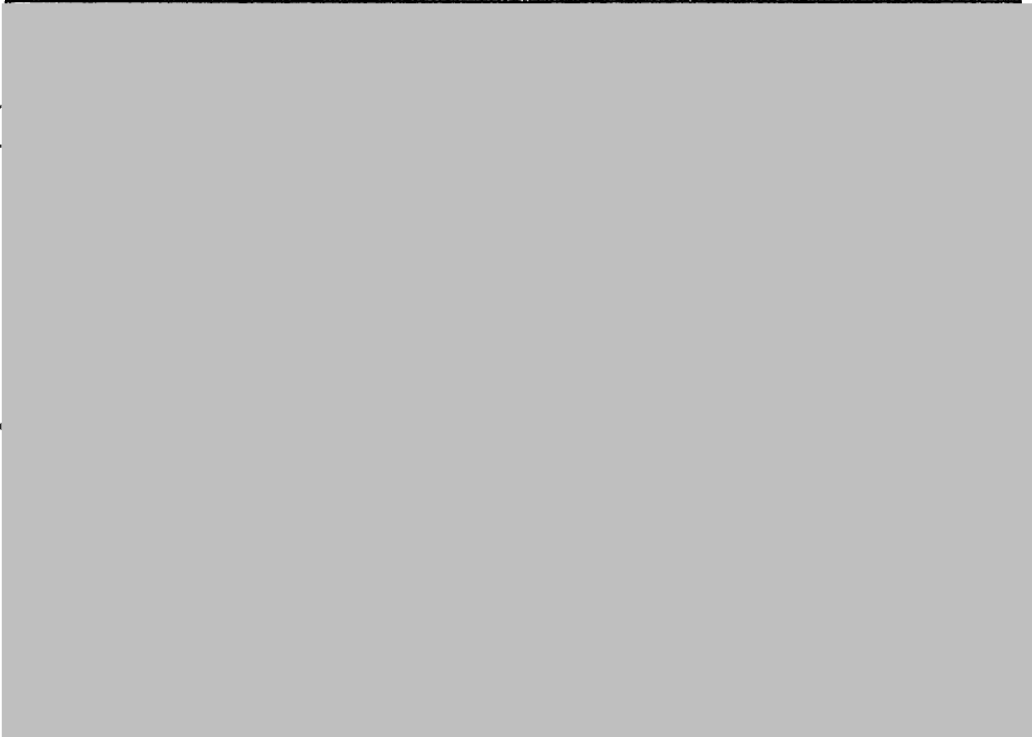
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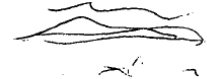
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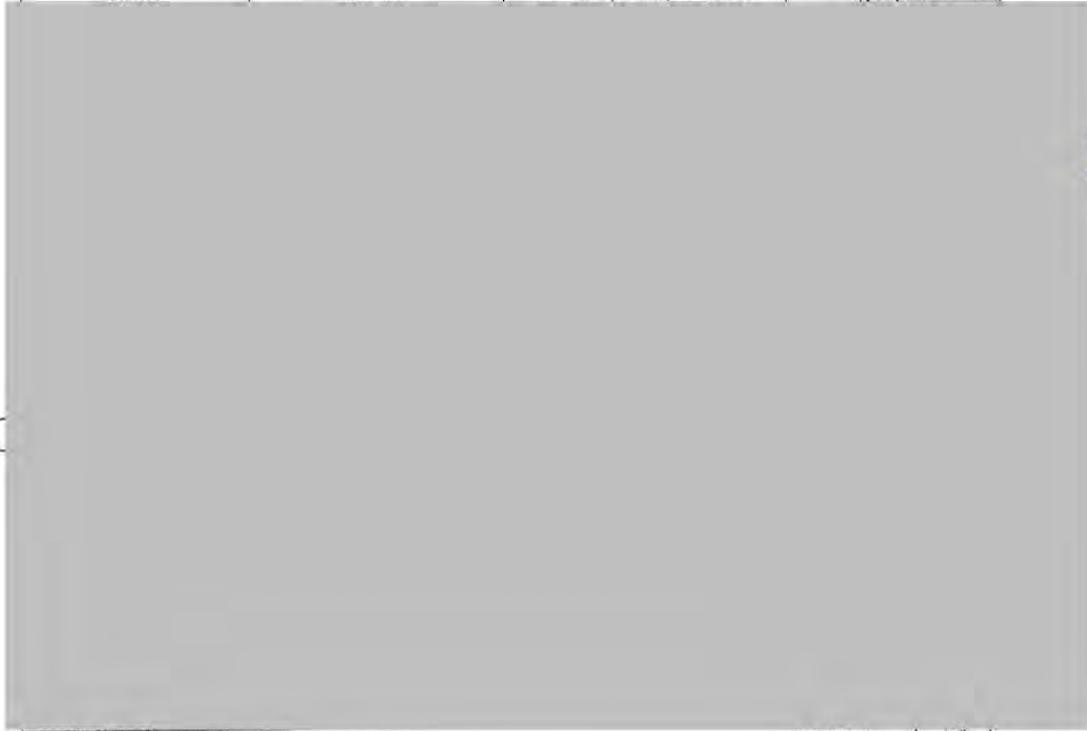
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Consideration of City Planning Reports

ADOPTION OF THE FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN (JUNE 2023) AND AUTHORISATION REQUEST FOR PLANNING SCHEME AMENDMENT C160FRAN

Planning Scheme Amendment 160fran Documents

Meeting Date: 14 June 2023

Attachment: C

Planning and Environment Act 1987

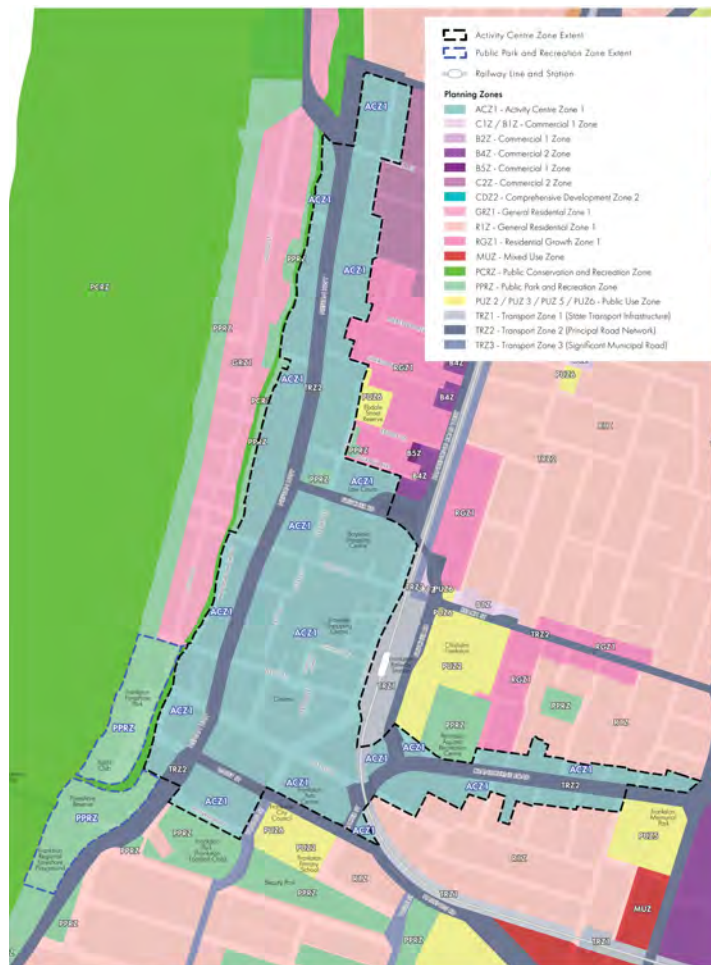
FRANKSTON PLANNING SCHEME AMENDMENT C160FRAN EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Frankston City Council who is the planning authority for this amendment.

Land affected by the amendment

The amendment applies to all land within the Frankston Metropolitan Activity Centre (MAC) as identified as Activity Centre Zone Extent on the map below, and adjacent foreshore land identified as Public Park and Recreation Zone Extent on the map below.



OFFICIAL

The amendment also applies to all land within the existing Parking Overlay, as shown in the map below.



What the amendment does

The amendment proposes to implement the land use and development directions and recommendations of the *Frankston Metropolitan Activity Centre Structure Plan* (Tract, 2023) (the 2023 Structure Plan).

Specifically, the amendment proposes to make the following changes to the Frankston Planning Scheme:

1. Amend Clauses 02.03 Strategic Directions and 02.04 Strategic Framework Plans of the Municipal Planning Strategy to give effect to and ensure consistency with the 2023 Structure Plan and to correct minor inconsistencies to accord with the Ministerial Direction – The Form and Content of Planning Schemes.
2. Amend Clauses 11.03-1L-02 Frankston Metropolitan Activity Centre and 16.01-1L Housing Supply of the Local Planning Policy to give effect to and ensure consistency with the 2023 Structure Plan.
3. Insert a new Clause 19.02-1L to the Local Planning Policy to include policy relating to preferred land uses for the area of Schedule 13 of Clause 43.02 (Design and Development Overlay).
4. Delete Clauses 23 Operation of the Local Planning Policy Framework (Transitional), 23.01 Relationship to the Planning Policy Framework, 23.02 Operation of the Municipal Strategic Statement and 23.03 Operation of the Local Planning Policies, as the transitional provisions are no longer needed as the Planning Policy Framework and Municipal Planning Strategy have been implemented.

OFFICIAL

5. Rezone land within the 2023 Structure Plan boundary from Mixed Use Zone (MUZ), Comprehensive Development Zone Schedule 2 (CDZ2) and Commercial 1 Zone (C1Z) to the Activity Centre Zone with a new Schedule 1 to Clause 37.08 (ACZ1).
6. Rezone land on the Frankston foreshore in and around the mouth of the Kananook Creek (adjacent to the 2023 Structure Plan boundary) from Comprehensive Development Zone Schedule 2 (CDZ2) to Public Park and Recreation Zone (PPRZ).
7. Amend Schedule 1 to Clause 32.07 (Residential Growth Zone) (RGZ1) to rename the schedule to distinguish between the new extent of the Frankston MAC and the adjacent residential areas.
8. Delete Schedule 2 to Clause 37.02 Comprehensive Development Zone (CDZ2) as it is no longer required.
9. Delete Schedule 5 to Clause 43.02 (Design and Development Overlay) (DDO5) as it is no longer required.
10. Amend Schedule 12 to Clause 43.02 (Design and Development Overlay) (DDO12) to adjust the name of the Schedule so it is clear to which area it applies.
11. Amend Schedule 13 to Clause 43.02 (Design and Development Overlay) (DDO13) to remove its application within the 2023 Structure Plan boundary and retain it outside the Structure Plan boundary, adjust the name of the Schedule so it is clear to which area it applies and remove redundant references and references to preferred use of land.
12. Apply a Public Acquisition Overlay (PAO8) to part of 510 Nepean Highway, Frankston and amend Planning Scheme Map No. 4PAO, to facilitate the extension of the Kananook Creek Promenade.
13. Apply a Public Acquisition Overlay (PAO9) to part of 6, 8, 10, 12, 14, 16 and 18 Davey Street, Frankston, and amend Planning Scheme Map No. 4PAO, to facilitate the widening and extension of Bay Lane.
14. Amend the Schedule to Clause 45.01 (Public Acquisition Overlay) to introduce PAO8 and PAO9, designate Council as the acquiring authority and specify acquisition is for Kananook Creek Promenade and road purposes respectively.
15. Amend Schedule 1 to Clause 45.09 (Parking Overlay) (PO1) to distinguish between the new extent of the Frankston MAC and the adjacent residential areas.
16. Amend the Schedule to Clause 53.01 (Public Open Space Contribution and Subdivision) to amend wording to be consistent with the new extent of the Frankston MAC.
17. Amend the Schedule to Clause 72.04 (Incorporated Documents) to delete the *Kananook Creek Comprehensive Development Plan (May 1999)* as an incorporated document.
18. Amend the Schedule to Clause 72.08 (Background Documents) to:
 - Delete the reference to the *Frankston Metropolitan Activity Centre Structure Plan (Frankston City Council, 2015)* (the 2015 Structure Plan);
 - Include a reference to the 2023 Structure Plan and specify the amendment number C160fran and clause references 02.03, 11.03-1L-02, 16.01-1L and 37.08 Schedule 1 (ACZ1);

- Include a reference to *The Frankston Metropolitan Activity Centre Parking Precinct Plan (Frankston City Council 2016 Amended 2018)*, and specify the amendment number C133fr and clause reference 45.09 Schedule 1 (PO1);
 - Include a reference to *Built Form Guidelines for Higher Density Residential Growth Areas adjacent to the Frankston Metropolitan Activity Centre (Frankston City Council, 2018)(Amended 2023)*, and specify the amendment number C124fr and clause references 32.07 Schedule 1 (RGZ1) and 43.02 Schedule 12 (DDO12).
 - Include a reference to the *Built Form Guidelines Frankston Complementary Health Mixed Use Area (Frankston City Council, 2018) (Amended 2023)*, and specify the amendment number C124fr and clause reference 43.02 Schedule 13 (DDO13).
 - Update the reference to *Frankston Public Open Space Contributions (SGS Economics and Planning, 2019)*, and specify the amendment number C127fr and clause reference 53.01 (Public Open Space Contribution and Subdivision).
19. Amend the Schedule to Clause 74.01 (Application of Zones, Overlays and Provisions) to include the Activity Centre Zone.
20. Amend the Schedule to Clause 74.02 (Further Strategic Work) to remove completing a new Structure Plan from the list of further work as that work is now complete.

Strategic assessment of the amendment

Why is the amendment required?

Frankston Metropolitan Activity Centre Structure Plan

The Amendment is required to implement the land use and development directions and recommendations of the *Frankston Metropolitan Activity Centre Structure Plan* (Tract, June 2023) (the 2023 Structure Plan). The Amendment will provide the Frankston MAC with a new land use and development framework that reflects the vision and strategic intent set by the 2023 Structure Plan which builds upon *Our Community Vision 2040*, which is the Vision developed by the Frankston community to articulate its long-term aspirations for the municipality.

The Frankston MAC is identified as a Metropolitan Activity Centre in *Plan Melbourne 2017-2050* (DELWP, 2017) and is positioned to be the key commercial, civic, cultural, creative, community and entertainment destination for Melbourne's south-eastern metropolitan region. In 2015, Council prepared the *Frankston Metropolitan Activity Centre Structure Plan* (Frankston City Council, 2015) (the 2015 Structure Plan), which intended to introduce a suite of controls to facilitate development in the Frankston MAC, however was never fully implemented into the Frankston Planning Scheme. Subsequently, the Frankston MAC is experiencing a level of growth and development that has necessitated further work to provide clear guidance for use and development of the land in the City Centre that will allow the Frankston MAC to grow and develop while responding appropriately to its coastal setting and sensitive environmental and residential interfaces.

The Amendment implements the 2023 Structure Plan through a suite of new and amended planning controls for the Frankston MAC, including the proposed introduction of the Activity Centre Zone with a new Schedule 1 (ACZ1), as identified in the 2023 Structure Plan. The ACZ1 will allow for differentiated land use and development objectives, including building height and setback controls for each of the six precincts designated in the 2023 Structure Plan. Discretionary building heights in the ACZ1 are between 3 and 16 storeys. The table of uses in the schedule provides direction on the preferred location of different land uses across the Frankston MAC and is supported by specific precinct objectives. Additional details are included for centre-wide provisions, precinct provisions, application requirements, decision guidelines and background documents.

The amendment is also required to facilitate the acquisition of land to be used for public purposes, through the proposed application of the Public Acquisition Overlay (PAO). PAO8 is proposed to be applied to part of the land at 510 Nepean Highway, Frankston is required to extend the Kananook Creek Promenade, to create the connection from Davey Street to the Foreshore Reserve. PAO9 is

proposed to be applied to part of the land at 6, 8, 10, 12, 14, 16 and 18 Davey Street, Frankston to widen and extend Bay Lane. This will provide development along Davey Street with vehicle access from Bay Lane and ensure it can be adequately serviced from the laneway. Both are actions identified within the 2023 Structure Plan.

Associated amendments to relevant clauses of the Municipal Planning Strategy and the Planning Policy Framework are proposed to implement the intent of the 2023 Structure Plan. Other changes are proposed to correct minor inconsistencies with the *Ministerial Direction – The Form and Content of Planning Schemes*.

The amendment also includes consequential changes to a number of clauses throughout the Frankston Planning Scheme to provide clarity for users and ensure consistency with the 2023 Structure Plan.

The *Frankston Metropolitan Activity Centre Structure Plan (Frankston City Council, 2015)* (the 2015 Structure Plan) defined the extent of the Frankston MAC more widely and included residential areas adjacent to the Frankston MAC within the activity centre boundary. The 2023 Structure Plan reduces the extent of the Frankston MAC to the commercial and mixed-use areas of the centre taking into consideration State Government Planning Practice Notes, road and rail infrastructure and the application of the ACZ. To address the reduced Frankston MAC boundary in the planning scheme, consequential changes are proposed to a number of clauses to provide clarity for users.

Schedule 1 to Clause 32.07 Residential Growth Zone (RGZ1) and Schedule 1 to Clause 45.09 Parking Overlay (PO1) are proposed to be amended to distinguish between the new extent of the Frankston MAC and the adjacent residential areas. No change is proposed to the policy direction or provisions applied to these areas therefore the specific content in the Frankston Planning Scheme that relates to them is not changing. The changes principally involve name changes and other minor changes to ensure that the user is clear which provisions apply in specific locations.

There are some more complex consequential amendments that are detailed below.

The Schedule to Clause 53.01 Public Open Space Contribution and Subdivision currently applies an 8% public open space contribution to the 2015 Structure Plan area. The *Frankston Public Open Space Contributions Report* (SGS Economics and Planning, 2019), a background document to the Frankston Planning Scheme, informed this contribution amount and specifically states that the amount is justified for the entire area (both residential and commercial) defined in the 2015 Structure Plan, as it will undergo a transformational change to 2036. The introduction of the Activity Centre Zone does not change this, nor does it result in a lesser level of development for the adjacent residential areas (within the RGZ1). Therefore, the schedule is being amended so that the wording reflects the intent of the provision and the proposed changes are only to ensure clarity for users.

Similarly, Schedules 12 and 13 to Clause 43.02 Design and Development Overlay (DDO12 and DDO13) were formed from content contained in built form guidelines prepared based on the 2015 Structure Plan. DDO12 has been amended to adjust the name of the clause so that it is clear to which area the Schedule applies, which is now outside the Structure Plan boundary. DDO13 currently applies to two discrete areas. One of those areas is proposed to form part of the ACZ, therefore Schedule 13 has been amended to be removed from this area and updated to reflect that and remove redundant references. In addition, DDO13 included reference to preferred use of land that is not appropriate for a Design and Development Overlay and those references have been moved to the Planning Policy Framework, into a new Clause 19.02-1L. The built form guidelines documents have been renamed to reflect that these areas are no longer MAC precincts. The amendments to DDO12 and DDO13 ensure that they are both still reflective of the background documents that inform them and consistent with the new content being introduced by this Amendment.

The Schedule to Clause 72.08 Background Documents is proposed to be updated to remove references to documents that are no longer required and include references to documents that are either being introduced by this amendment or were missed in previous amendments that related to the Frankston MAC and adjacent areas. Amendment numbers and specific clause numbers are proposed to be included in the schedule for clarity. The changes proposed are to:

- Delete the reference to the 2015 Structure Plan;
- Include a reference to the 2023 Structure Plan and specify the amendment number C160fr and clause references 02.03, 11,03-1L-02, 16.01-1L and 37.08 Schedule 1 (ACZ1);

- Include a reference to *The Frankston Metropolitan Activity Centre Parking Precinct Plan (Frankston City Council 2016 Amended 2018)*, and specify the amendment number C133fran (a previous amendment that introduced the PO1) and clause reference 45.09 Schedule 1 (PO1);
- Include a reference to *Built form Guidelines for Higher Density Residential Growth Areas Frankston Metropolitan Activity Centre Precincts 4 and 7 (Frankston City Council, 2018)*, and specify the amendment number C124fran (a previous amendment that introduced the RGZ1 and DDO12) and clause references 32.07 Schedule 1 (RGZ1) and 43.02 Schedule 12 (DDO12);
- Include a reference to the *Built Form Guidelines Frankston Metropolitan Activity Centre Precinct 8 – Health and Education, Precinct 9 – Cranbourne Road Office and Commercial (Frankston City Council, 2018)*, and specify the amendment number C124fran (a previous amendment that introduced DDO13) and clause reference 43.02 Schedule 13 (DDO13); and
- Update the reference to *Frankston Public Open Space Contributions (SGS Economics and Planning, 2019)* by specifying the amendment number C127fran (a previous amendment that changed the public open space contribution rate) and clause reference 53.01 (Public Open Space Contribution and Subdivision).

The Schedule to Clauses 74.01 (Application of Zones Overlays and Provisions) is proposed to be updated to include the Activity Centre Zone and the Schedule to 74.02 (Further Strategic Work) is also proposed to be updated to remove the further work to prepare a new Structure Plan for the Frankston MAC as that work is now complete.

Frankston Foreshore

The amendment also proposes to rezone land on the Frankston foreshore, in and around the mouth of the Kananook Creek from the CDZ2 to the PPRZ, a recommendation of the 2023 Structure Plan. Development of that area in accordance with the *Kananook Creek Comprehensive Development Plan, May 1999*, and *Kananook Foreshore Development Structure Plan, June 1998*, is now complete. Development includes the Frankston Yacht Club, Frankston Lifesaving Club, Sofia's Restaurant, Visitors Centre, car parking areas, boardwalks, footpaths and landscaping redevelopments. The PPRZ is considered the most appropriate zone for the foreshore, as the purpose of the zone is to recognise the use of the foreshore area for public recreation and open space, and also reflects public land ownership and management requirements. Council is the public land manager for the land. This approach is consistent with the zoning of similar foreshore areas around Port Phillip Bay that provide boating, yachting, cafes, restaurants and car parking facilities such as Mornington, Mordialloc, Half Moon Bay, Sandringham and St Kilda.

The amendment proposes the deletion of the CDZ2 and the associated Incorporated Document *Kananook Creek Comprehensive Development Plan (May 1999)* from Clause 72.04 (Incorporated Documents), as the entire CDZ2 area will be rezoned to PPRZ (outside the 2023 Structure Plan boundary) and ACZ (within the 2023 Structure Plan boundary). The amendment also proposes to delete Schedule 5 to Clause 43.02 (Design and Development Overlay) which applies to the Nepean Boulevard area, as the ACZ will supersede this control.

Transitional provisions

Clause 23 Operation of the Local Planning Policy Framework (Transitional), and associated sub-clauses are proposed to be deleted as the Frankston Planning Scheme has implemented the Planning Policy Framework and Municipal Planning Strategy and therefore the transitional provisions are no longer needed.

The proposed suite of new provisions will provide greater certainty to the Frankston community regarding the development outcomes in and adjacent to the Frankston MAC and the consequential amendments to existing provisions will ensure clarity and consistency for users of the planning scheme.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria, set out in Section 4(1) of the *Planning and Environment Act 1987* (the Act), in particular:

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- (a) *To provide for the fair, orderly, economic and sustainable use, and development of land;*
- (b) *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;*
- (c) *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;*
- (d) *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and*
- (e) *To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e);*

The amendment is consistent with the objectives by facilitating fair, orderly and sustainable use of land and high quality design outcomes within the Frankston MAC.

How does the amendment address any environmental, social and economic effects?

Environmental

The amendment is expected to have positive environmental impacts by:

- Encouraging people to live in the Frankston MAC by making more efficient use of existing infrastructure and services; and
- Protecting Kananook Creek and its environmental and amenity values through the provision of specific guidance for developments along the creek.

Social and Economic

The amendment is expected to have a positive social and economic impact for the municipality by:

- Providing the community with greater certainty and clarity with the implementation of planning controls for the Frankston MAC;
- Encouraging the re-development of streets throughout the Frankston MAC that are activated and people focussed;
- Providing a framework for decision making, which Council will use to strategically accommodate growth and commercial activity, as well as providing opportunities for more people to live within the City Centre;
- Enhancing opportunities for community interaction;
- Supporting high-quality built form across the Frankston MAC that contributes to the coastal character and response to the preferred character of the precincts; and
- Seeking to provide more diverse housing options and encouraging affordable housing to meet the needs of the community.

Does the amendment address relevant bushfire risk?

The amendment will not increase the risk of life, property, community infrastructure and the natural environment from bushfire. The land affected by the amendment is not located within an area of identified bushfire risk.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

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The amendment is consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* under Section 7(5) of the Act.

The amendment has been prepared in accordance with the considerations set out in *Ministerial Direction No. 9 Metropolitan Planning Strategy* and *Ministerial Direction No. 11 Strategic Assessment of Amendments* made under Section 12, of the Act.

Ministerial Direction No. 13 Managing Coastal Hazards and the Coastal Impacts of Climate Change under Section 12(2)(a) is not relevant to this Amendment. Although some of the land is below 5.0m AHD, it is not applicable because the land is already zoned for urban purposes.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports the Planning Policy Framework in the following ways:

- Clause 11 (Settlement) by providing provisions that appropriately respond to the needs of existing and future communities, and to facilitate sustainable development within the Frankston MAC.
- Clause 15 (Built Environment and Heritage) by encouraging development and urban environments that are enjoyable, support human health and community well-being, accommodate people of all abilities, ages and cultures, contribute to the local character and sense of place, reflect the characteristics and cultural identity of the community and enhance the function, amenity and safety of the public realm.
- Clause 16 (Housing) by providing for housing diversity and housing affordability in a location with services and community infrastructure.
- Clause 17 (Economic Development) by ensuring the Frankston MAC can contribute to the economic wellbeing of the state and foster economic growth.
- Clause 18 (Transport) by facilitating access to social and economic opportunities that support individual and community wellbeing, prioritising pedestrian activity in key areas of the Frankston MAC and through making more efficient use of existing transport infrastructure.

The amendment supports the recommendations of *Plan Melbourne 2017-2050* by providing a framework for decision making for the Frankston MAC that is consistent with its role as a Metropolitan Activity Centre.

How does the amendment support or implement the Municipal Planning Strategy?

The amendment supports the Municipal Strategic Statement, in the following ways:

- Clause 02.03-1 (Settlement) by assisting with the accommodation of population growth and housing demand in areas best suited to provide a quality living environment for the existing and future community. The Amendment encourages and assists with the facilitation of the Frankston MAC as the major community, employment and commercial focal point of both the municipality and the region.
- Clause 02.03-5 (Built Environment and Heritage) by encouraging improvements to design, amenity and quality of built form throughout the Frankston MAC. The Amendment also aims to ensure that new development responds to its unique coastal context and provides for activation and passive surveillance and provides a sensitive interface with public open space and the Kananook Creek and foreshore areas.
- Clause 02.03-6 (Housing) by encouraging the provision of affordable housing in a location with existing services and community infrastructure and assists with the delivery of new housing stock that reflects Frankston's changing population.
- Clause 02.03-7 (Economic Development) by assisting with the consolidation and expansion of the municipality and in particular the Frankston MAC as the regional focus for health, retail, education, hospitality, government services, accommodation and business activity.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victorian Planning Provisions by:

- Applying the Activity Centre Zone to all of the land within the 2023 Structure Plan boundary
- Applying and amending targeted overlay controls (which are in concert with the Activity Centre Zone);
- Implements the vision, objectives and design guidelines contained within the 2023 Structure Plan; and
- Rezones the foreshore in and around the mouth of the Kananook Creek to Public Park and Recreation Zone to recognise its role as public recreation and open space and provide for commercial uses, where appropriate.

The amendment has been prepared in accordance with *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*.

The amendment also makes consequential changes to the Planning Policy Framework to provide guidance on preferred land use for areas outside the Structure Plan area which are subject to Schedule 13 of Clause 43.02 (Design and Development Overlay). This is because land use directions should not be included in a built form overlay such as Clause 43.02 (Design and Development Overlay).

How does the amendment address the views of any relevant agency?

The view of relevant agencies will be sought during the exhibition process.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment considers transport access and movement throughout the Frankston MAC, including walking, cycling, private vehicle, freight and public transport connections. The amendment will not have a significant impact on the transport system as defined by the *Transport Integration Act 2010*.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment is not expected to impose additional resource or administrative costs on the responsible authority. The amendment will provide a clear planning framework that will provide greater certainty and clarity to the community and other stakeholders regarding land use and development within the Frankston MAC.

Where you may inspect this amendment

The amendment can be inspected free of charge at the Frankston City Council website at www.frankston.vic.gov.au/

The amendment is available for public inspection, free of charge, during office hours at the following places:

xxx

The amendment can also be inspected free of charge at the Department of Transport and Planning website at www.planning.vic.gov.au/public-inspection or by contacting 1800 789 386 to arrange a time to view the amendment documentation.

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Submissions

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by **[insert submissions due date]**.

A submission must be sent to:

Frankston City Council

Via E-mail: info@frankston.vic.gov.au

Subject line: Strategic Planning – Amendment C160fran

Or

Strategic Planning – Amendment C160fran

PO Box 490

FRANKSTON VIC 3199

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: **[XXXX]**
- panel hearing: **[XXXX]**

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Planning and Environment Act 1987

FRANKSTON PLANNING SCHEME

AMENDMENT C160fran

INSTRUCTION SHEET

The planning authority for this amendment is the Frankston City Council.

The Frankston Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 3 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map No 04ZN in the manner shown on the 1 attached map marked "Frankston Planning Scheme, Amendment C160fran".

Overlay Maps

2. Amend Planning Scheme Map No 04DDO in the manner shown on the 1 attached map marked "Frankston Planning Scheme, Amendment C160fran".
3. Amend Planning Scheme Map No 04PAO in the manner shown on the 1 attached map marked "Frankston Planning Scheme, Amendment C160fran".

Planning Scheme Ordinance

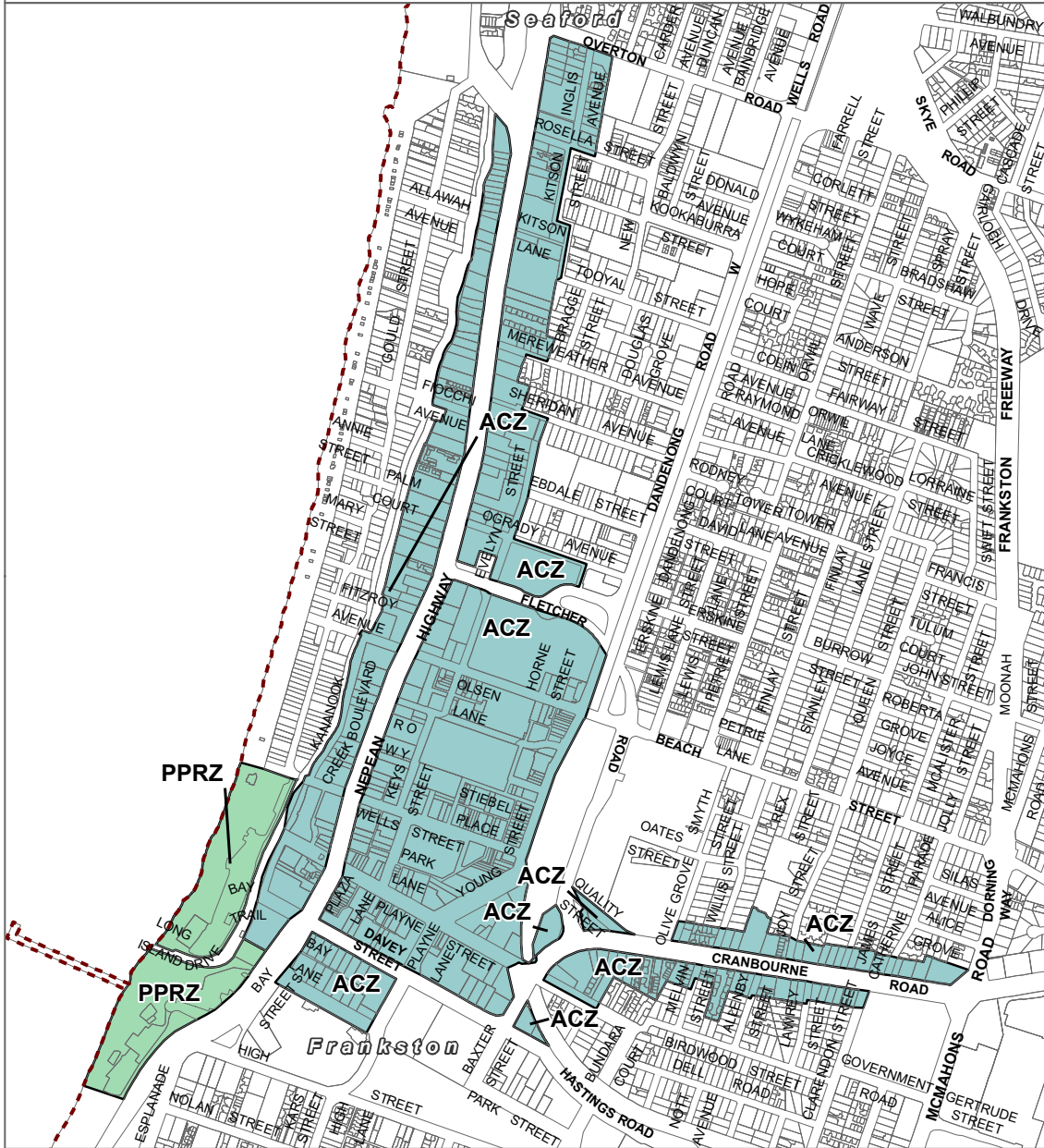
The Planning Scheme Ordinance is amended as follows:

4. In **Purpose and Vision** – replace Clause 02.03 with a new Clause 02.03 in the form of the attached document.
5. In **Purpose and Vision** – replace Clause 02.04 with a new Clause 02.04 in the form of the attached document.
6. In **Planning Policy Framework** – replace Clause 11.03-1L-02 with a new Clause 11.03-1L-02 in the form of the attached document.
7. In **Planning Policy Framework** – replace Clause 16.01-1L with a new Clause 16.01-1L in the form of the attached document.
8. In **Planning Policy Framework** – insert a new Clause 19.02-1L in the form of the attached document.
9. In **Operation of the Local Planning Policy Framework (Transitional)** – delete Clause 23 and sub-clauses 23.01, 23.02 and 23.03.
10. In **Zones** – Clause 32.07, replace Schedule 1 with a new Schedule 1 in the form of the attached document.
11. In **Zones** – Clause 37.02, delete Schedule 2.

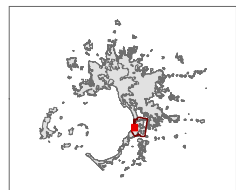
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12. In **Zones** – insert Clause 37.08 in the form of the attached document.
 13. In **Zones** – Clause 37.08, insert a new Schedule 1 in the form of the attached document.
 14. In **Overlays** – Clause 43.02, delete Schedule 5.
 15. In **Overlays** – Clause 43.02, replace Schedule 12 with a new Schedule 12 in the form of the attached document.
 16. In **Overlays** – Clause 43.02, replace Schedule 13 with a new Schedule 13 in the form of the attached document.
 17. In **Overlays** – Clause 45.01, replace the Schedule with a new Schedule in the form of the attached document.
 18. In **Overlays** – Clause 45.09, replace Schedule 1 with a new Schedule 1 in the form of the attached document.
 19. In **Particular Provisions** – Clause 53.01, replace the Schedule with a new Schedule in the form of the attached document.
 20. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.
 21. In **Operational Provisions** – Clause 72.08, replace the Schedule with a new Schedule in the form of the attached document.
 22. In **Operational Provisions** – Clause 74.01, replace the Schedule with a new Schedule in the form of the attached document.
 23. In **Operational Provisions** – Clause 74.02, replace the Schedule with a new Schedule in the form of the attached document.

End of document

FRANKSTON PLANNING SCHEME - LOCAL PROVISION AMENDMENT C160fran



- LEGEND**
- ACZ - Activity Centre Zone
 - PPRZ - Public Park and Recreation Zone
 - Local Government Area

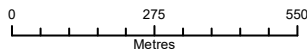


Part of Planning Scheme Map 4

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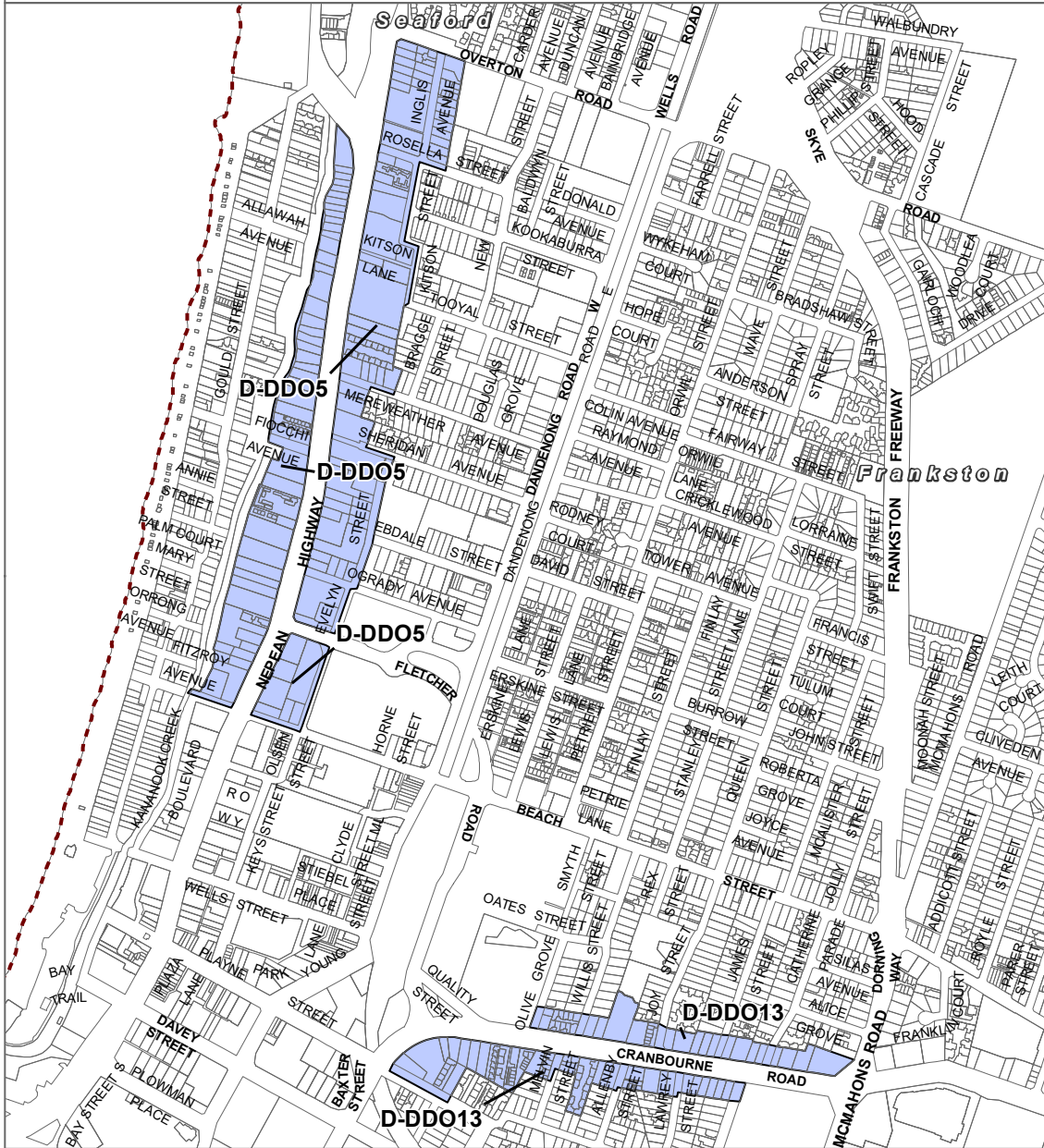
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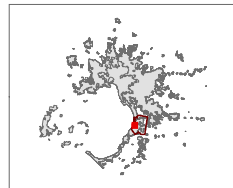
Department of Transport and Planning

FRANKSTON PLANNING SCHEME - LOCAL PROVISION AMENDMENT C160fran



LEGEND

- D-DDO - Area to be deleted from a Design and Development Overlay
- Local Government Area

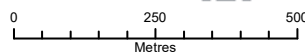


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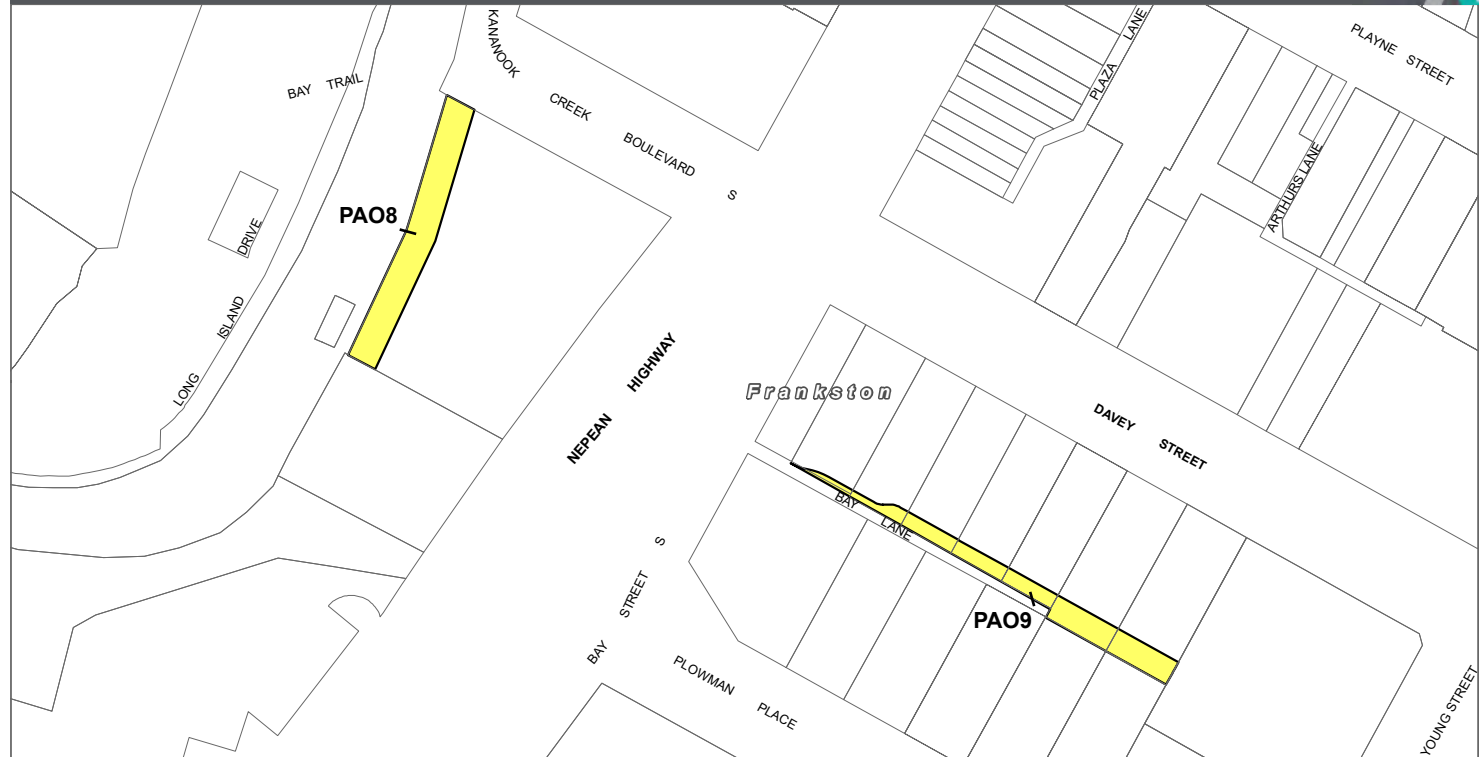
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FRANKSTON PLANNING SCHEME - LOCAL PROVISION AMENDMENT C160fran

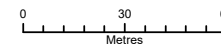


- LEGEND**
- PAO8 - Public Acquisition Overlay - Schedule 8
 - PAO9 - Public Acquisition Overlay - Schedule 9
 - Local Government Area

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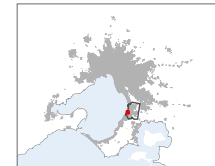
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Department of Transport and Planning

Part of Planning Scheme Map 4PAO



FRANKSTON PLANNING SCHEME

02
10/02/2022
C141fran

MUNICIPAL PLANNING STRATEGY

FRANKSTON PLANNING SCHEME

02.01 CONTEXT

10/02/2022C141fran Frankston City is situated on the eastern shore of Port Phillip Bay approximately 40 kilometres south of Melbourne covering an area of approximately 131 square kilometres. The western boundary of the City consists of approximately 9.5 kilometres of Port Phillip Bay coastline.

The municipality is part of Melbourne's Southern Metropolitan Region shared with the LGA's of Kingston, Mornington Peninsula, the island regional economic centre of Greater Dandenong and the outer growth areas of Cardinia and Casey.

The municipality is largely residential and includes the established suburbs of Frankston, Frankston North, Frankston South and Seaford, and the recent growth areas of Carrum Downs, Langwarrin, Sandhurst and Skye.

Large tracts of industrial land are in Seaford South and west of Carrum Downs, with mixed use and commercial land being located primarily around Frankston along the Nepean Hwy and east of the Frankston town centre, between Cranbourne and McMahons Roads and the railway line.

Outside the Urban Growth Boundary are green wedge areas set aside for rural, semi-rural and recreation uses, nature reserves, land fill and extractive industry uses, and buffer areas for the eastern treatment plant.

The population of Frankston City is expected to grow from an estimated current population of approximately 145,985 (2021) to approximately 163,610 by 2041, representing an additional 17,625 people.

The majority of this growth is predicted to occur in greenfield pockets in Skye, Carrum Downs and Langwarrin, as well as areas identified for residential growth within the Frankston Metropolitan Activity Centre. New infill housing will occur in Frankston's established suburban areas.

Frankston's community is characterised by an aging population, with declining numbers of younger persons, smaller household sizes, slightly lower household income than the Melbourne average, a slightly higher proportion of single parent households, a higher proportion of people with no tertiary qualifications, and a lower proportion of overseas born than the metropolitan average.

The municipality's bayside location and remaining areas of remnant bushland and wetlands provides a recreation resource for the municipality and the region. The coast and foreshore reserve, wetlands, bushland reserves and corridors are of regional significance to the conservation of biological diversity.

The municipality's transport infrastructure, including excellent vehicular access to inner Melbourne and Mornington Peninsula via East Link and Peninsula Link, are an attraction for residents, business and industry. The railway line and bus connections are a vital component of the municipality's transport infrastructure and require constant monitoring and updating to meet resident needs. The transport network also provides links to employment nodes within Greater Dandenong, Kingston, Monash and Casey.

The municipality contains a substantial number of regional facilities, including the Monash University Peninsula campus, and Chisholm Institute TAFE college, Frankston hospital, a number of private hospitals, the Frankston Arts Centre and McClelland Art gallery that all draw from a regional or metropolitan area.

The municipality also has large tracts of commercial and industrial land that benefit from increased accessibility provided by East Link and Peninsula Link which facilitate employment and economic opportunities for residents and businesses in the region.

02.02 VISION

26/05/2022C138fran The Council Plan contains several strategies and actions of relevance to the Frankston Planning Scheme, including strategies to:

FRANKSTON PLANNING SCHEME

- Protect and enhance heritage, unique characteristics and the environment of the municipality.
- Deliver environmentally sustainable design innovation and architectural excellence.
- Provide a healthy and safe environment for residents, workers and visitors.
- Integrate transport planning by providing safe and functional pedestrian, bicycle and vehicle networks.
- Minimise the impact of climate change, reduce pollution and encourage the sustainable use of natural resources.
- Protect and preserve biodiversity and enhance the natural environment.

FRANKSTON PLANNING SCHEME

02.03

10/02/2022
C141fran

STRATEGIC DIRECTIONS

02.03-1

10/02/2022
C141fran

Settlement

Urban Growth

Frankston's population is expected to have modest growth. The availability of greenfield land is limited due to the designation of the Urban Growth Boundary and the green wedge areas.

Strategic direction:

- Accommodate population growth and housing demand in areas best suited to provide a quality living environment for the intended residents.

Frankston Metropolitan Activity Centre

The Frankston Metropolitan Activity Centre (MAC) is one of nine Metropolitan Activity Centres for the metropolitan area of Melbourne. It provides a key transport hub and attracts large scale developments, including those of a commercial, residential, health, entertainment and sporting nature that serve a wide catchment. In addition, residential development in and around the centre is increasing.

~~Matters to be addressed in the centre include provision of housing, connectivity and way finding, building and streetscape design and its relationship to Port Phillip Bay and Kananook Creek.~~

The Frankston MAC will ~~need to~~ provide additional services and functions to cater for both the local community and the broader south-east Melbourne region and the Mornington peninsula.

Strategic directions:

- 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.
- Incorporate high quality urban design outcomes including engaging public spaces and greening of the ~~EMAC~~ Frankston MAC.
- Transform Nepean Highway into a public boulevard providing an attractive and inspiring address for Frankston.
- Strengthen and consolidate health and education uses in the [Frankston](#) MAC within identified precincts and improve links to these uses from adjacent areas.
- Attract more mixed-use development in the [Frankston](#) MAC.

Green Wedge

Two green wedges are located within the Frankston City Council boundaries - the South East Green Wedge that extends from Kingston to Langwarrin, and the Westernport Green Wedge that extends from Langwarrin South to Westernport Bay.

The green wedges accommodate several different environmental, economic and social values including wetlands, Eastern Treatment Plant, sand resources and land fill sites.

Strategic direction:

- Manage the pressure for urban uses in the green wedge areas.

02.03-2

Environmental and landscape values

10/02/2022C141fran

The municipality's extensive natural environment encompasses the coast and foreshore area, a number of environmentally significant creek and wetland areas, and important landscape features.

Strategic direction:

FRANKSTON PLANNING SCHEME

- Manage competing demands between environmental protection, landscape amenity and facilitating development.

The coast and foreshore

There are a number of overlapping aims for the foreshore areas, including accommodating a range of recreational activities, protecting significant remnant vegetation and ecosystems, maintaining natural coastal processes, maintaining and enhancing views and vistas and generally making the most of one of the municipality's major assets.

From Oliver's Hill there are spectacular views across the Bay to Melbourne and eastwards over the Frankston MAC to Mt Dandenong.

Strategic directions:

- Ensure the coast and foreshore areas accommodate a range of recreational activities, while balancing the need to support ecosystems, natural coastal processes and important views and vistas.
- Protect significant coastal remnant vegetation and ecosystems.
- Ensure natural coastal processes are protected.
- Protect important view lines and vistas from being obscured.

Waterways and wetlands

The Seaford Wetlands are RAMSAR listed and of international significance and provides a resting place for a variety of migratory water birds. A network of major nature conservation reserves, smaller natural bushland reserves and vegetated creek valleys, including the Sweetwater and Kananook Creek watercourses, provide a refuge for local plants and animals as well as passive recreation opportunities.

Strategic direction:

- Protect waterways, coastal foreshore, wetlands and other habitats and ecosystems from inappropriate development or environmental degradation.

Biodiversity and indigenous vegetation

A number of areas of remnant indigenous vegetation, on both public and private land, have been identified as having significance for flora and fauna conservation e.g. the Langwarrin and Pines Flora and Fauna Reserves, Frankston Nature Conservation Reserve. Frankston's bushlands provide refuge for several plant and animal species at risk of extinction. Arresting vegetation loss and the consequent decline in biodiversity is a significant challenge facing the municipality.

Strategic directions:

- Manage the loss and fragmentation of indigenous vegetation and Australian native vegetation to avoid loss of biodiversity.
- Secure and enhance habitat corridors to sustain the health of indigenous flora and fauna communities.

02.03-3
10/02/2022
C141fran

Environmental risks and amenity

Climate change impacts

Research conducted by CSIRO illustrates that Frankston City Council is significantly exposed to climate extremes and natural hazards such as storm surges and coastal inundation, floods, bushfires and extreme temperatures.

As a result of climate change these hazards are projected to increase in frequency and severity.

FRANKSTON PLANNING SCHEME

The large area of coastline and tidal creek environments are vulnerable to any increase in sea level, and urban areas are more susceptible to urban heat island effect. There is also the risk to flooding to the Eastern Treatment Plant, as identified in the Climate Change Impacts and Adaptation Plan (May 2011) and increased bushfire risks for rural and residential development in bushland areas of the municipality.

Careful planning is needed for all major developments proposed in coastal waters, along the foreshore, close to Kananook Creek in terrestrial and riparian ecosystems, and in low lying areas of the Frankston municipality including the Frankston MAC.

Strategic directions:

- Apply the 'precautionary principle' when planning for the City to help avoid serious or irreversible climate change effects.
- Protect areas of rural and residential development and subdivision from the threat of bushfire where bushland vegetation is present.
- Protect the community from the economic, social, and environmental risks associated with flooding and increased flooding in future.

Slope Instability

Several areas of known slope instability exist within the municipality. These are:

- Olivers Hill - an area historically documented for slope instability that has caused significant damage to infrastructure including roads and houses since the 1870's.
- The Cliff Road area documented historically for landslides, slips, slumps and soil creep dating back to 1854.
- The Sweetwater Creek Lower area which extends from the foothills of Frankston Reservoir to Port Philip Bay at the base of Olivers Hill and includes the Sweetwater Creek Lower Nature Reserve.

The potential for ongoing movement in these areas is dependent on a range of factors including the need to manage environmental factors such as vegetation cover, surface and subsurface drainage, slope stabilisation, rock and soil disturbance, effluent and stormwater disposal and provision of services such as electricity, gas and telecommunications.

Strategic direction:

- Ensure development takes measures to minimise risks of further erosion and landslip.

Eastern Treatment Plant

The Eastern Treatment Plant is an important metropolitan resource and needs to be protected from encroachment by sensitive uses.

This facility produces high volumes of high-quality recycled water that is currently used on some recreation reserves and housing estates and has the potential for wider application, including in agriculture and industry.

The Eastern Treatment Plant also provides a key refuge for local and migratory water birds including many species of regional, state and national significance.

Strategic direction:

- Ensure that the use and development of land around the Eastern Treatment Plant is compatible with the Plant's operation and is not odour sensitive.

Amenity protection

Care is required in siting and designing non-residential uses in residential zones to avoid loss of privacy and amenity, while still providing convenience to residents living nearby.

FRANKSTON PLANNING SCHEME

Non-residential uses within and adjacent to residential areas may sometimes impact residential amenity due to the poor design of buildings or the spaces around them. There is a need to locate non-residential uses appropriately and ensure existing buildings (when used) are retrofitted to address amenity issues and new buildings are specific purpose designed and built to be responsive to their setting and respond to reasonable residential amenity expectations.

Strategic directions:

- Ensure non-residential uses are responsive to their residential setting and maintain existing standards of residential amenity.
- Minimise conflicts between industrial, commercial and residential uses, by supporting design and built form that address noise, air quality, traffic and visual intrusion.

02.03-4
10/02/2022
C141fran

Natural resource management

Rural land

Rural areas will be maintained and there will be an emphasis on encouraging agricultural land uses. Council seeks to encourage agricultural production in the Carrum Downs and Skye green wedge areas and rural residential development in the Langwarrin south green wedge area.

Strategic directions:

Support the retention of productive agricultural land in Carrum Downs and Skye.

- Promote rural residential development in Langwarrin south.

Land fill sites

Council seeks to protect extractive industry sites shown on the Potential landfill sites plan at 02.04 – 8, from incompatible adjacent development:

- No. 130 (CAs 19 and 19A) Quarry Road, Langwarrin.
- Nos. 150-190 (CAs 17, 17A, 18 and 18A) Quarry Road, Langwarrin.
- No. 230 (CAs 16 and 16A) Quarry Road, Langwarrin.
- No. 260 (CAs 15, 15A and 15B) Quarry Road/McClelland Drive, Langwarrin.
- Nos. 220-300 (Lots 1-15, LP 13201) Quarry Road/McClelland Drive, Langwarrin.
- Nos. 60 and 65 (Lots 1 and 2, LP 146228T) Harold Road, Skye.
- No. 500 (Lot 4, LP 117269 and Lots 1 and 2, LP146228) Ballarto Road, Skye.

These sites provide an important resource for the disposal of non-recyclable solid waste for the municipality.

Land filling with solid waste is also a means of rehabilitating quarry sites by filling large holes and reinstating the landscape to relatively natural surface levels. Rehabilitated land fill sites are usually used for public open space.

Strategic directions:

Protect existing quarry sites from the encroachment of sensitive uses.

- Plan for open spaces and high priority conservation corridors to replace redundant extractive and landfill activities.
- Maintain a non-urban zoning for land adjacent to existing extractive industry sites that have been identified for potential land fill sites.
- Ensure that land that uses that are potentially sensitive to solid waste landfill activities are located outside recommended buffer distances to maintain separation between uses.

FRANKSTON PLANNING SCHEME

02.03-5

10/02/2022

C141fran

Built environment and heritage

Built form and design

The municipality is undergoing land use and density change, in a number of areas including at entrances from new freeway links and larger scale development in the Frankston MAC. While Council seeks to facilitate development, this change needs to be sympathetic to, neighbourhood character, environmental and heritage values.

High quality urban design is a key priority for development, both in the public and private realms. As is also the need to protect the significant amenity benefits to the landscape and neighbourhood character quality, gained by existing vegetation.

Strategic directions:

- Improve the design, amenity and quality of built form in the municipality.
- Enhance the image of the municipality at key entrances, viewpoints and along boulevards.
- Protect high canopy trees in urban areas.
- Protect and maintain the integrity of significant Aboriginal culture and post-settlement heritage places.

Health and wellbeing

Council seeks to support the social, health and economic wellbeing of the municipality's communities through land use and development outcomes. Ensuring a healthy, connected community is a key priority.

Strategic directions:

- Facilitate active living and community connections through land use and development that offers recreational and social opportunities.
- Facilitate access to services and community infrastructure for older people, people with disabilities and vulnerable groups.

Neighbourhood character

There are a wide variety of environments within the City ranging from the coastal foreshore to the rural residential areas. Many elements contribute to the individual character of different parts of the municipality. These elements include topography, vegetation density, building form, scale, siting, materials and front fencing.

Development needs to respond to the particular elements of the built form and natural environment that make up the character of Frankston.

Strategic directions:

Ensure that the landscape character is respected within residential areas.

- Ensure new development responds to its context and the preferred future character of the area.

Environmental sustainability

Council seeks to facilitate development that minimises adverse environmental impacts, including minimising fossil fuel and greenhouse gas emissions. Incorporating environmental sustainability into planning for the municipality is a key priority for the community.

Strategic directions:

- Support increased residential densities around centres with good public transport access and a range of community and commercial services and employment opportunities.

FRANKSTON PLANNING SCHEME

- Encourage environmentally sustainable design and integrated water management measures in new development.

02.03-6 Housing

10/02/2022C141fran Changing demographic patterns, lifestyles and housing preferences are creating a demand for a diversity of housing choices, including medium and higher density housing, particularly in established areas. It is important to cater for this demand while protecting or enhancing the character and environmental values of the municipality.

The average household size in Frankston is continuing to decline, which means more dwellings will be required to house the population of the municipality, even in areas where population is not expected to rise substantially.

Other factors that will influence the future form of housing development in the municipality include:

- A relatively youthful population profile in Langwarrin and Carrum Downs and an ageing population in other parts of the municipality.
- Increased pressure for housing and other development in the Frankston MAC and nearby sections of the foreshore.

Strategic directions:

- Encourage the provision of affordable housing, in locations with existing services and community infrastructure [such as the Frankston MAC](#).
- Encourage increased residential development while strengthening the character of established residential areas.
- Encourage the delivery of new housing stock that reflects Frankston's changing population requirements.
- Facilitate the supply and even distribution of public and social housing stock across the municipality.
- Promote the [Frankston MAC](#) as a location for significant higher density residential development, including adjacent areas ~~identified within the Frankston Metropolitan Activity Centre Structure Plan (Frankston City Council, 2015)~~.

Low density residential areas

The low density residential areas at Frankston South and rural residential areas to the south and east of Langwarrin occupy areas of landscape quality and sensitivity, contribute to housing diversity and add to the distinct character of Frankston. The visual impact of development in these areas tends to be a function of development densities, including lot and dwelling size, and this in turn has an impact on vegetation retention.

Strategic direction:

- Encourage low density development that protects significant landscape and vegetation qualities.

02.03-7 Economic development

10/02/2022C141fran A majority of Frankston's residents travel outside of the municipality for work, with only about one third recorded as being employed within the municipality. Diversification of the employment base to encourage economic activity to employ residents is desirable.

Health and social assistance have overtaken retail as the largest employing industry in the municipality. While manufacturing is the largest contributor to the economy in terms of gross revenue. Education also makes a significant contribution.

FRANKSTON PLANNING SCHEME

The Carrum Downs industrial area is an important employment node where hi-tech, sustainable industry is encouraged to locate.

It is anticipated that there will be a greater demand and scope for tourism and personal service industries, e.g. leisure and recreation, home businesses, childcare, business and finance.

Strategic directions:

Support use and development that provide for local employment and utilise local skills.

- Consolidate and expand the role of the municipality as the regional capital for health, retail, education, hospitality, government services, accommodation, and business activity.

Establish the municipality as a regional tourism and visitation destination.

- Encourage the emerging or expanding areas of health, education, manufacturing, tourism, government services and construction through the revitalization of existing commercial and industrial areas.

02.03-8 Transport

10/02/2022C141fran Frankston City Council values an integrated transport network that allows choice of transport modes, and the movement of people and goods in a safe and efficient manner. The provision of such a network provides economic, social and environmental benefits.

The municipality's road network includes the Mornington Peninsula and Peninsula Link Freeways and East Link Tollway, as well as numerous arterial roads managed by VicRoads and Council managed major, collector and local access roads. The road network is largely complete, with few large scale subdivisions forecast for the future. The municipality is also served by over 1,000 kilometres of footpaths and shared use paths that generally run along roadways.

Increasing freight handling from Port of Hastings will require an increase in freight trains utilising the existing Frankston rail line. This could result in greater delays to the transport network, both cars and sustainable modes of transport around Frankston. Planning for a new freight rail line along Western Port Highway dedicated for freight from the Port of Hastings, would reduce the impact to Frankston's transport systems.

The Frankston train line provides access to Melbourne while the Stony Point V-Line service provides access through the Mornington Peninsula. Twenty-four bus services operate within the municipality, with many utilising the Frankston Transit Interchange.

Strategic directions:

- Support development that enhances public transport, pedestrian and bike infrastructure.
- Facilitate the efficient use of roads.
- Plan for a rail freight link between the Port of Hastings and a proposed inland port.

02.03-9 Infrastructure

10/02/2022C141fran Council manages land, property and infrastructure assets on behalf of the community. These assets directly support the services that Council delivers to the community and includes roads, drainage, shared paths, active and passive open space reserves and community facilities.

As the municipality continues to grow and mature opportunity exists to encourage further reducing the use of water for all types of development and facilitate the use of alternative water sources.

Monash University Peninsula Campus and the Chisolm Frankston Campus are both located within the Frankston MAC and provide expanded educational courses servicing the wider peninsula region. Further student growth is anticipated within the campus encouraging the planning for increasing and or incorporating student accommodation within the vicinity of the campuses.

FRANKSTON PLANNING SCHEME

Strategic directions:

Ensure the timely and adequate provision of infrastructure and services.

- Identify and respond to potential infrastructure limitations associated with development.
- Support the growth and role of tertiary educational institutions and associated student accommodation.
- Minimise water usage in domestic, commercial and industrial applications, and encouraging the use of alternative water sources such as stormwater and recycled water from the Eastern Treatment Plant.

Open space

A large number of council parks and public and private golf courses provide residents with the opportunity for both passive and active recreation. Council seeks to enhance this network including links to regional open spaces within the municipality and in adjoining council areas, particularly for developing areas. Council will ensure that the open spaces are developed with recognition of the existing flora and fauna habitat and links.

Recreation activity nodes are identified along the coast, at Keast Park and Station Street, Seaford, Kananook Creek mouth and Olivers Hill, Frankston and the potential to promote a coastal village theme at Seaford is also identified.

Council's strategic directions relating to open space are to:

- Provide access to open space and recreation facilities in developing areas.
- Establish links between areas of regional open space within and with adjoining municipal areas.
- Ensure provision of open space and recreation facilities is compatible with protection and enhancement of existing flora and fauna habitat and links.
- Provide a wide range of active and passive recreation and leisure opportunities.

02.03-10 Gaming

10/02/2022C141fran

Gaming machine gambling is a legal form of recreation for adult members of the community and needs to be planned for among other forms of entertainment. While gaming can bring social and economic benefits, problem gambling can also have negative impacts on some individuals, their families and the broader community. This is of particular concern in Frankston City Council where gambling losses are high relative to the Melbourne metropolitan area and several gaming venues are located in areas of relative disadvantage where residents are vulnerable to problem gambling.

Council's strategic directions for Gaming are to:

- Minimise the detrimental impacts of gaming on the community resulting from new gaming machines.
- Encourage a reduction in the number of gaming machines in the municipality.

FRANKSTON PLANNING SCHEME

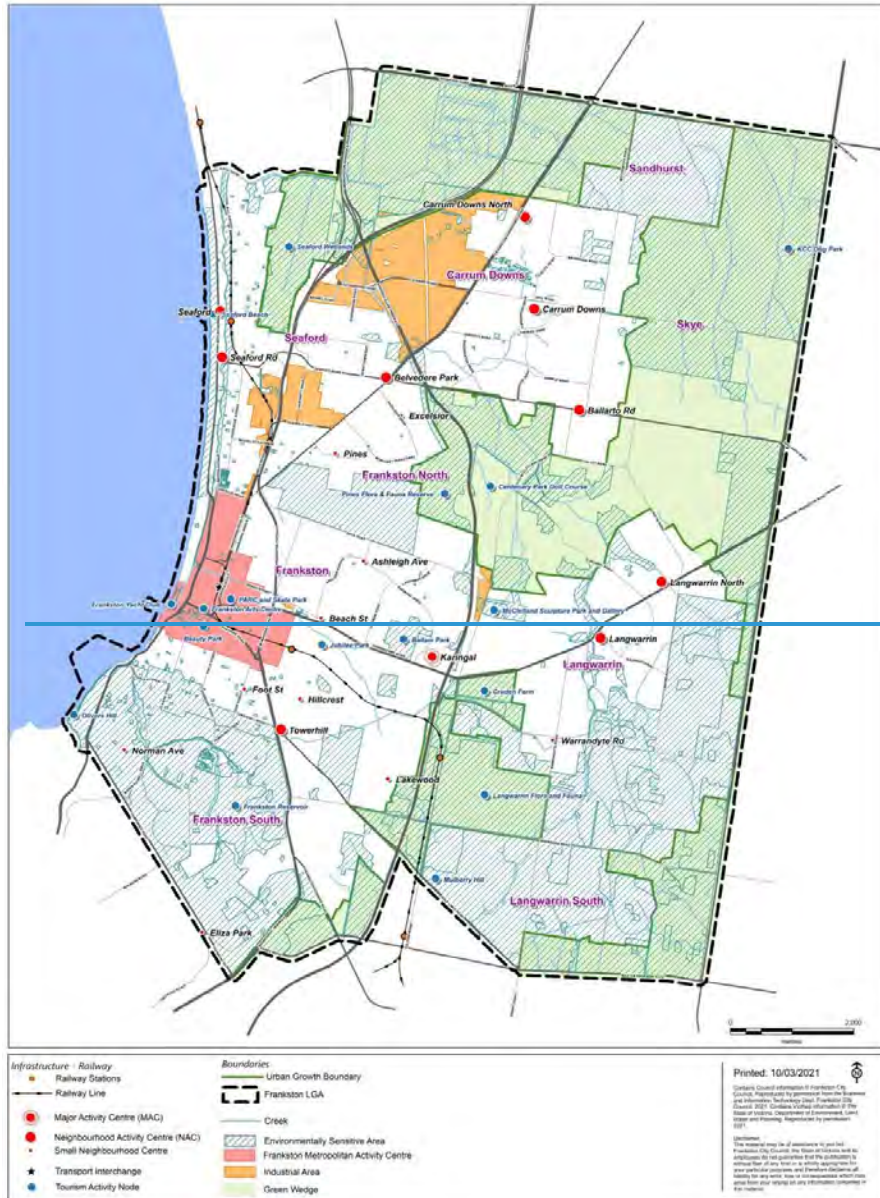
02.04 STRATEGIC FRAMEWORK PLANS

10/02/2022

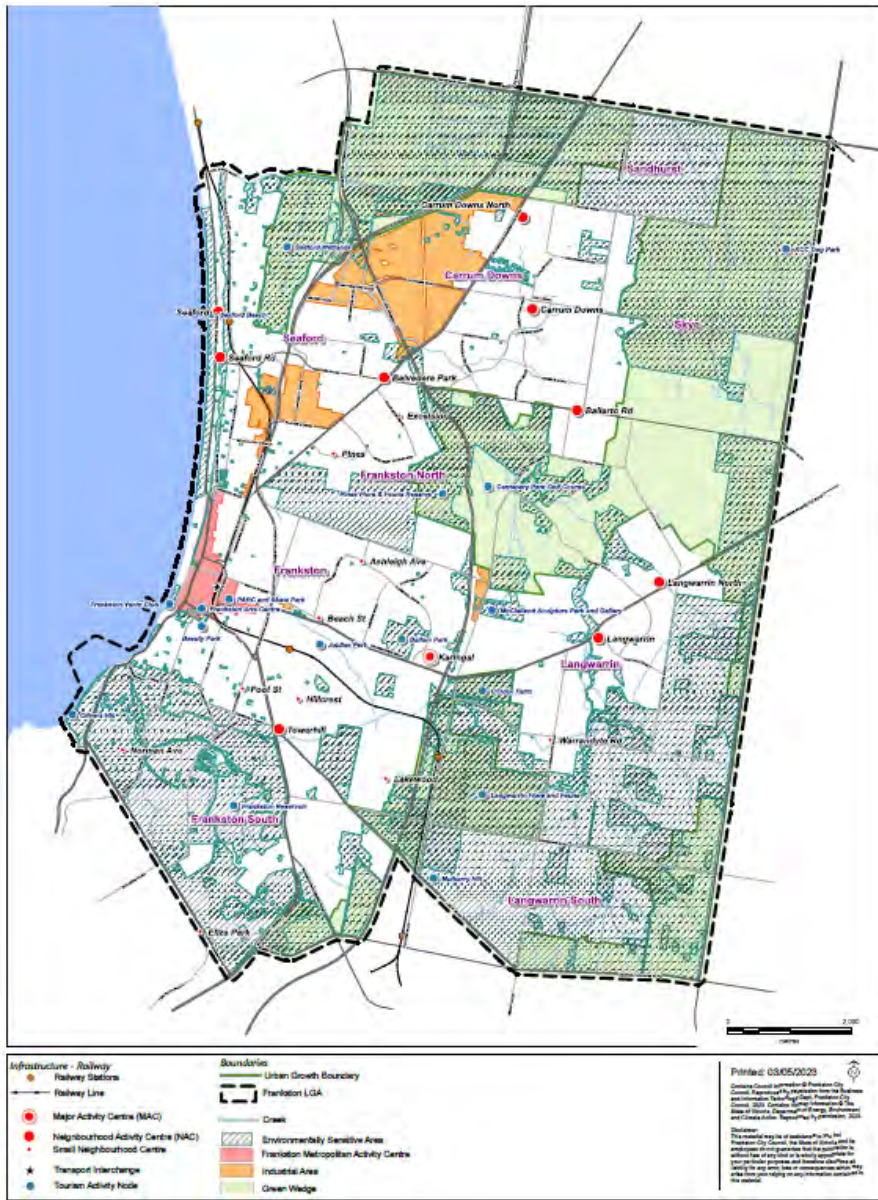
C141fran [The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.](#)

02.04-01 Municipal strategic framework plan

10/02/2022

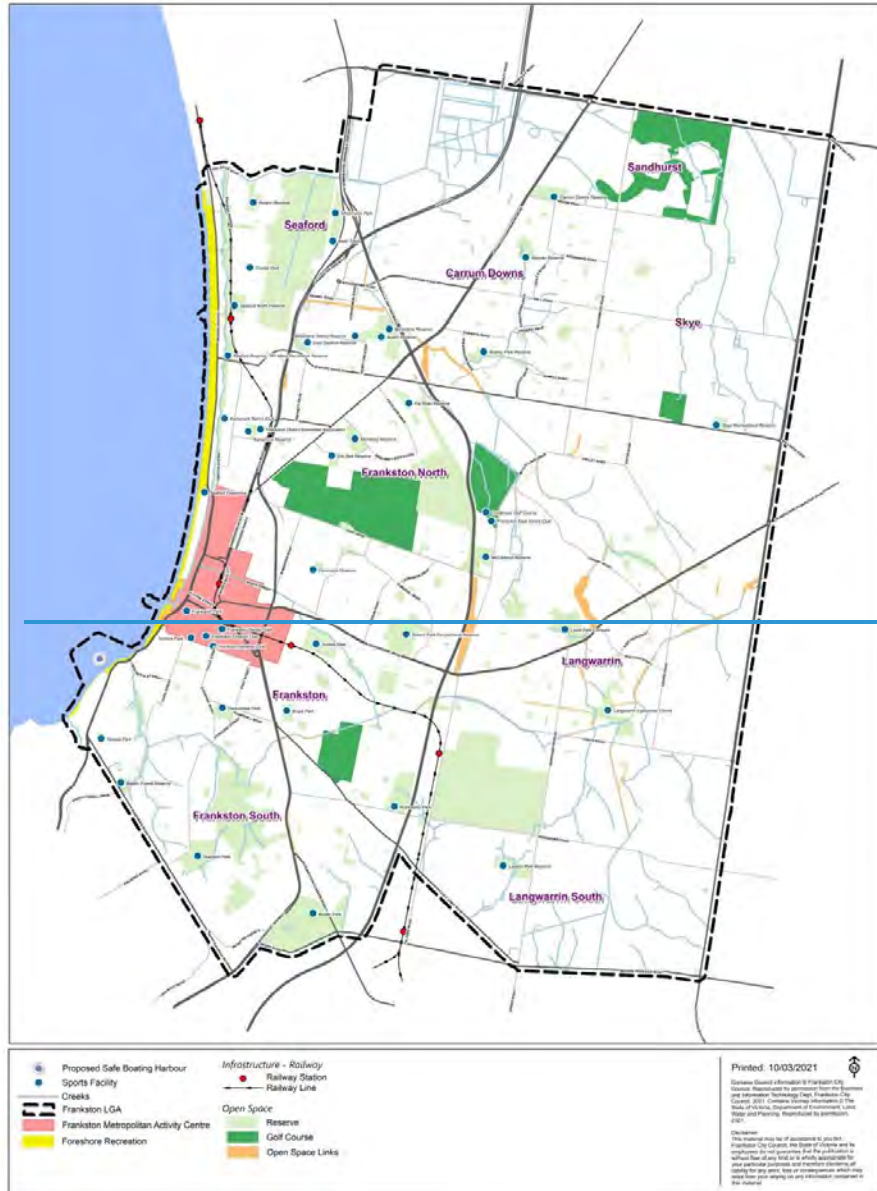


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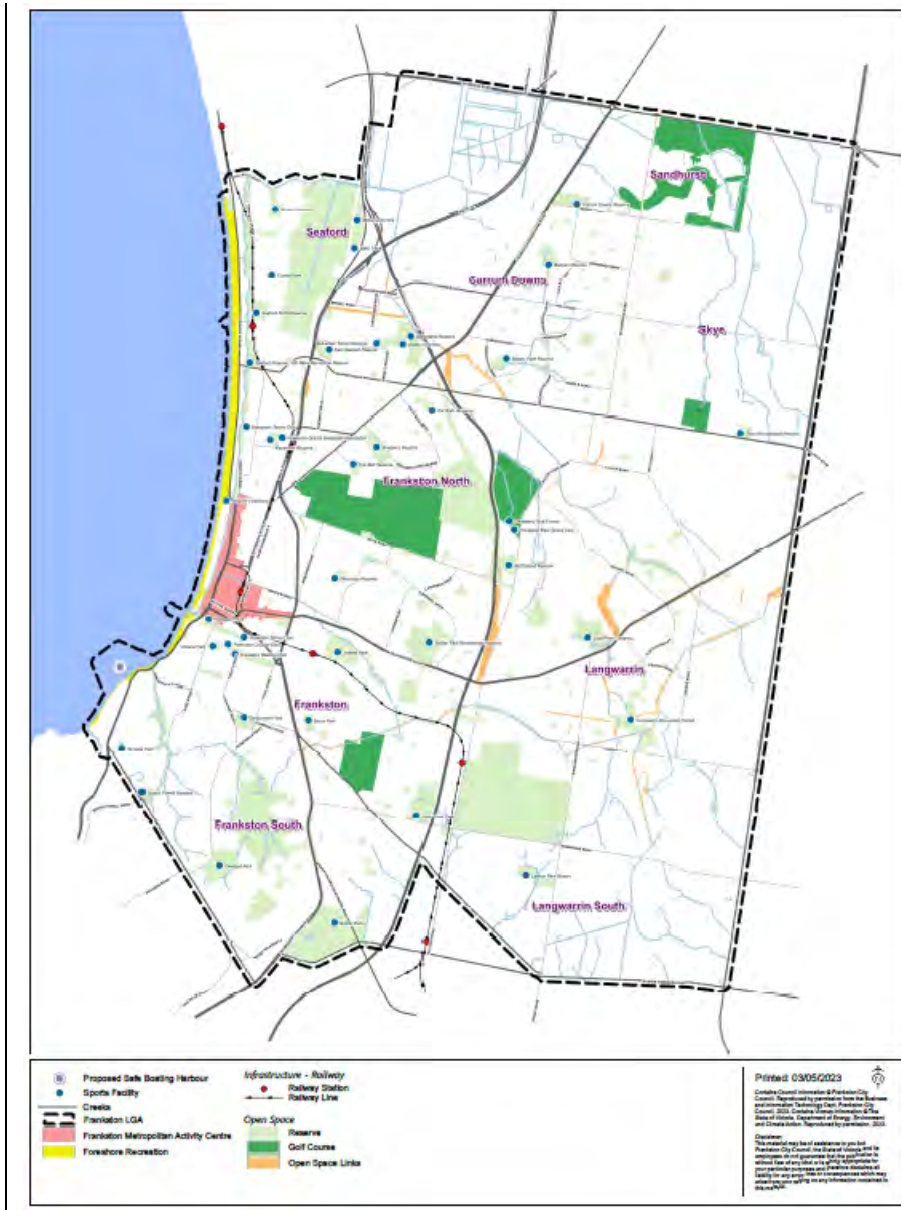


02.04-2
 10/02/2022

Open space & recreation network map

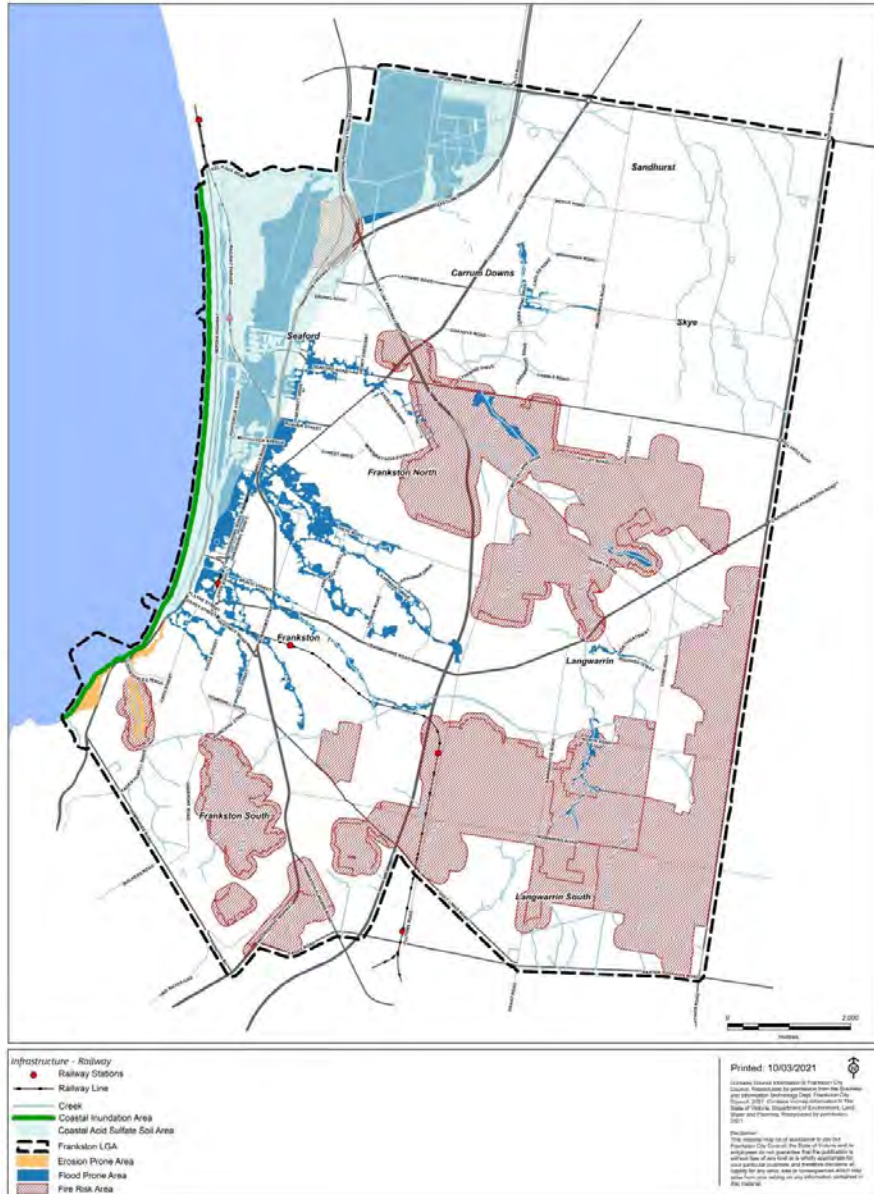


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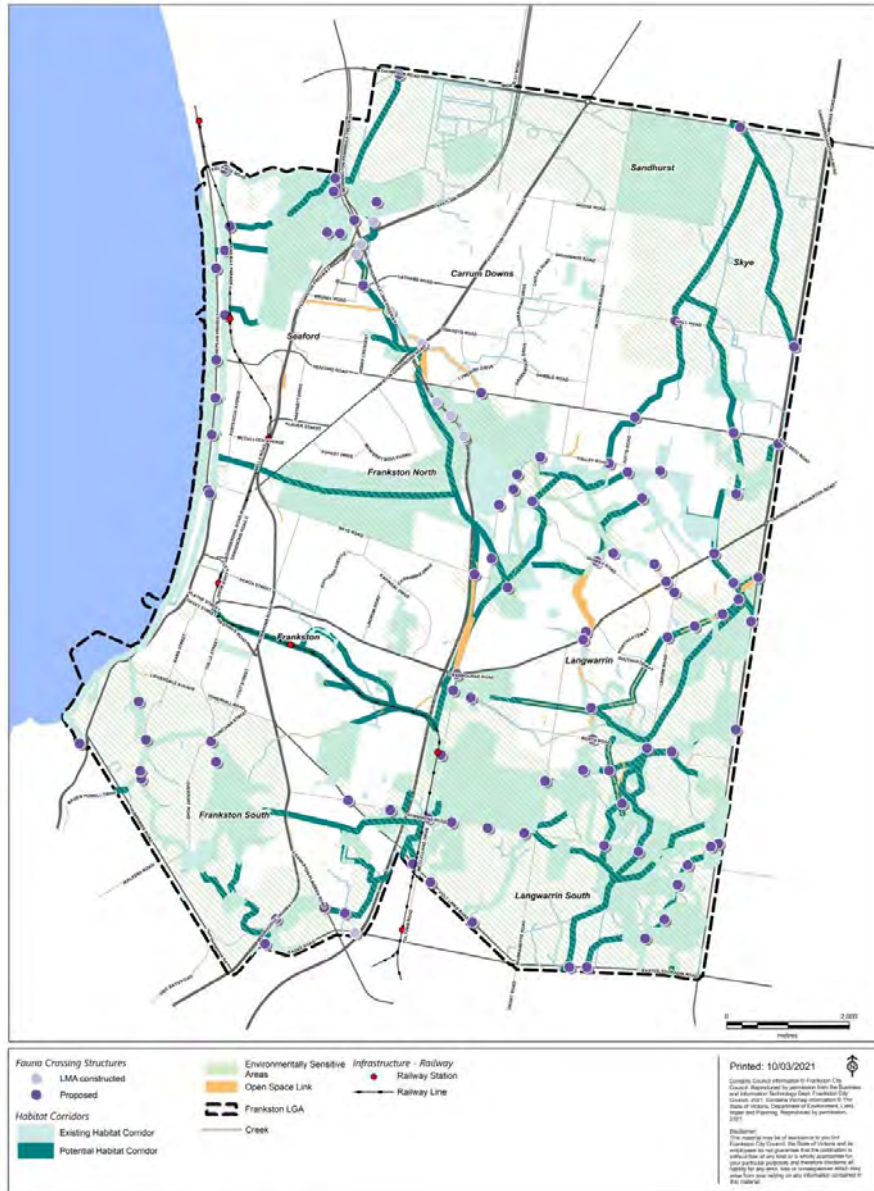
Environmental risks map



C141fran

02.04-4
 10/02/2022

Environmental & landscape values

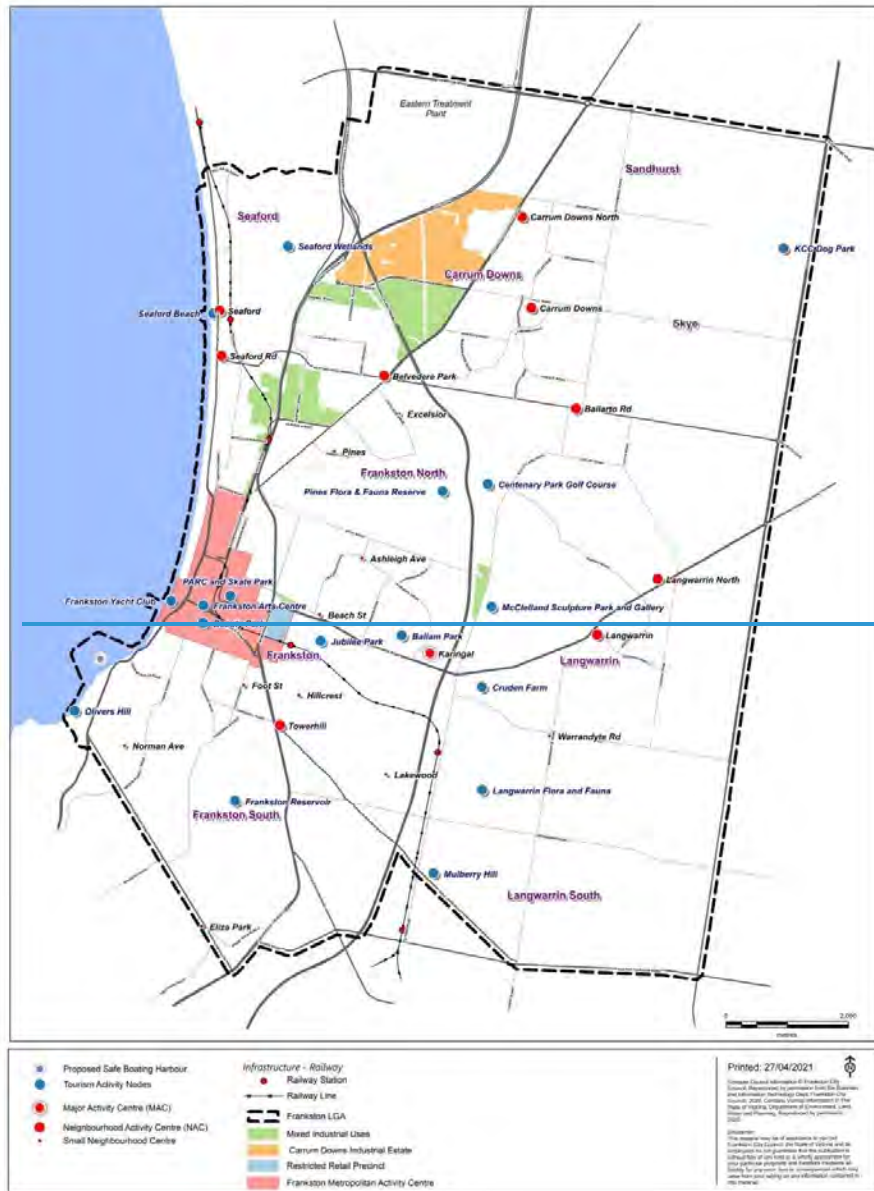


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FRANKSTON PLANNING SCHEME

02.04-5
10/02/2022

Economic development framework map



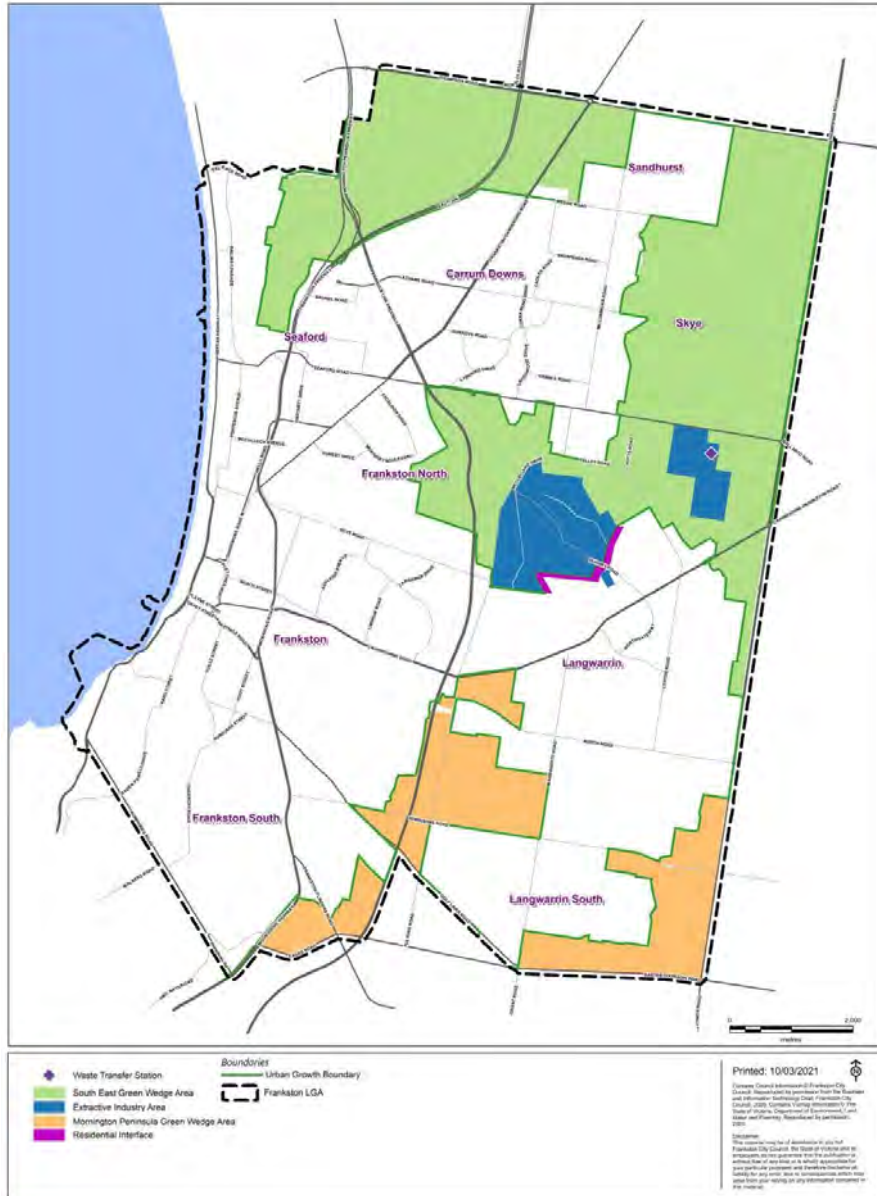
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FRANKSTON PLANNING SCHEME



02.04-6
10/02/2022

Resource management map



C141fran

02.04-7
 10/02/2022

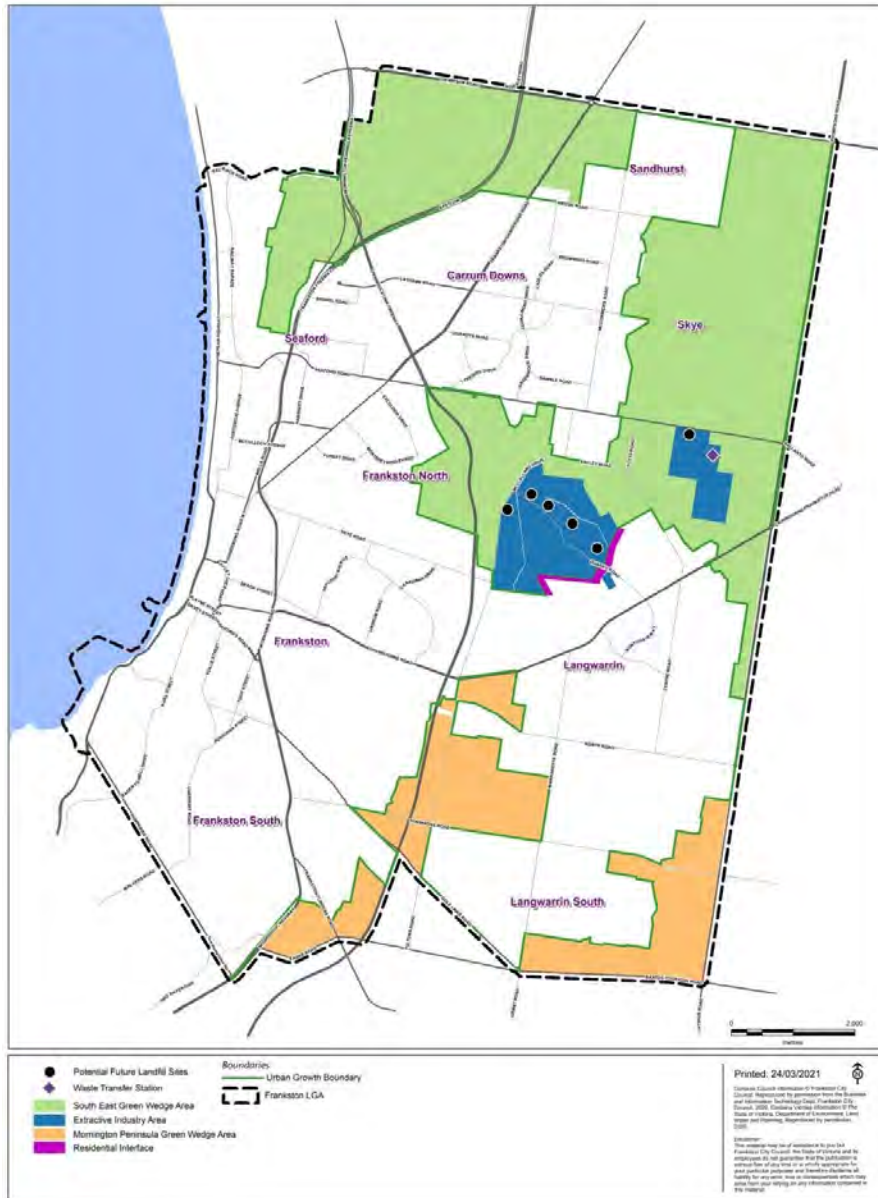
Transport framework map



C141fran

02.04-8
10/02/2022

Potential landfill sites plan



C141fran

FRANKSTON PLANNING SCHEME

11.03-1S
03/02/2022
VC199

Activity centres

Objective

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Strategies

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)

FRANKSTON PLANNING SCHEME

11.03-1R Activity centres - Metropolitan Melbourne

31/07/2018

VC148

Strategies

Support the development and growth of Metropolitan Activity Centres by ensuring they:

- Are able to accommodate significant growth for a broad range of land uses.
- Are supported with appropriate infrastructure.
- Are hubs for public transport services.
- Offer good connectivity for a regional catchment.
- Provide high levels of amenity.

Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.

Locate new small scale education, health and community facilities that meet local needs in or around Neighbourhood Activity Centres.

Ensure Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.

FRANKSTON PLANNING SCHEME

11.03-1L-01 Activity centres

10/02/2022

C141fran

Strategies

Encourage the co-location of community and recreation facilities within or near activity centres.

Support the use of key Council owned sites within activity centres for development.

11.03-1L-02 Frankston Metropolitan Activity Centre

10/02/2022

C141fran

Strategies

Enhance the image of the Frankston [Metropolitan Activity Centre \(MAC\)](#) by building on its unique bayside location.

Encourage a broad range of retail, business, entertainment, tourist and associated uses in the Frankston MAC.

~~Encourage renewal and revitalisation of the Frankston MAC by implementing the [Frankston Metropolitan Activity Centre Structure Plan](#) (Frankston City Council, 2015).~~

~~Support proposals that promote a vibrant alfresco hospitality precinct along streets connecting the train station to Kananook Creek and the foreshore.~~

~~Encourage a broad range of high density housing and accommodation uses throughout in the Frankston MAC [including affordable and social housing](#), particularly on vacant or under-utilised sites and buildings.~~

~~Encourage the provision of focal points and pedestrian circulation through the Frankston MAC.~~

~~Extend and link the network of pedestrian malls within the Frankston MAC.~~

~~Enhance pedestrian malls within the Frankston MAC, including by:~~

- ~~• Improving green space and seating.~~
- ~~• Maintaining access to sunlight.~~
- ~~• Maintaining or opening up significant vistas.~~

Direct larger office and commercial activities with a broad catchment and major retail, government service, health and education development, to the Frankston MAC.

Improve pedestrian and off-road cycling linkages throughout the Frankston MAC and connect to key sites including Monash University, Chisholm Institute, Frankston Hospital, Frankston Beach, Kananook Creek and foreshore and the George Pentland Botanical Gardens.

Policy documents

Consider as relevant:

[Frankston Metropolitan Activity Centre Structure Plan](#) (~~Tract~~[Frankston City Council, 2015](#)2023)

FRANKSTON PLANNING SCHEME

16.01
31/07/2018
VC148

RESIDENTIAL DEVELOPMENT

FRANKSTON PLANNING SCHEME

16.01-1S
20/12/2021
VC174

Housing supply

Objective

To facilitate well-located, integrated and diverse housing that meets community needs.

Strategies

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

Provides a high level of internal and external amenity.

- Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-serviced locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

Policy documents

Consider as relevant:

Homes for Victorians - Affordability, Access and Choice (Victorian Government, 2017)

FRANKSTON PLANNING SCHEME

16.01-1R

09/10/2020

VC169

▪
▪ *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
Housing supply - Metropolitan Melbourne

Strategies

Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:

- In and around the Central City.
- Urban-renewal precincts and sites.
- Areas for residential growth.
- Areas for greyfield renewal, particularly through opportunities for land consolidation.
- Areas designated as National Employment and Innovation Clusters.
- Metropolitan activity centres and major activity centres.
- Neighbourhood activity centres - especially those with good public transport connections.
- Areas near existing and proposed railway stations that can support transit-oriented development.

Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.

Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.

Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Create mixed-use neighbourhoods at varying densities that offer more choice in housing.

FRANKSTON PLANNING SCHEME

16.01-1L
10/02/2022
C141fran

Housing supply

Strategies

Encourage higher density housing in and around the Frankston Metropolitan Activity Centre (The Frankston MAC).

Allow for medium density housing in locations identified within the *Frankston Housing Strategy* (Planisphere, 2013).

Encourage residential development as infill on surplus non-residential sites, including sites within the Frankston MAC.

Encourage increased housing densities along the principal public transport network and around public transport nodes.

~~Encourage student accommodation within the Health and Education Precinct identified within the *Frankston Metropolitan Activity Centre Structure Plan* (Frankston City Council, 2015).~~

Encourage student accommodation at or within walking distance of Monash University and Chisholm TAFE campuses and within the Frankston MAC.

Policy documents

Consider as relevant:

Frankston Housing Strategy (Planisphere, 2013)

~~*Frankston Metropolitan Activity Centre Structure Plan* (Frankston City Council, 2015)~~
Frankston Metropolitan Activity Centre Structure Plan (Frankston City Council, 2023)

FRANKSTON PLANNING SCHEME

19.02-1L Complementary health facilities Frankston

Strategies

In the mixed use areas along Hastings Road, Clarendon Road and Burns Street, encourage a range of smaller scale medical and health uses that are complementary to Frankston's role as a major health hub.

FRANKSTON PLANNING SCHEME

SCHEDULE 1 TO CLAUSE 32.07 RESIDENTIAL GROWTH ZONE

20/09/2019
C124fran

Shown on the planning scheme map as **RGZ1** .

**RESIDENTIAL GROWTH AREAS ~~ADJACENT THE~~ FRANKSTON METROPOLITAN
ACTIVITY CENTRE**

1.0

20/09/2019
C124fran

Design objectives

None specified

2.0

Requirements of Clause 54 and Clause 55

20/09/2019
 C124fran

Standard Requirement		
Minimum street setback	A3 and B6	Walls of buildings should be set back at least 3 metres from the frontage. Side walls of buildings on a corner site should be setback the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 2 metres, whichever is the lesser.
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	The site area covered by pervious surfaces should be at least 30%.
Landscaping	B13	None specified
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	None specified
	B28	None specified
Front fence height	A20 and B32	Should not exceed 1 metre in height.

3.0 **Maximum building height requirement for a dwelling or residential building**
 20/09/2019
 C124fran
 None specified

4.0 **Application requirements**
 20/09/2019
 C124fran
 None specified

5.0 **Decision guidelines**
 20/09/2019

C124fran

None specified

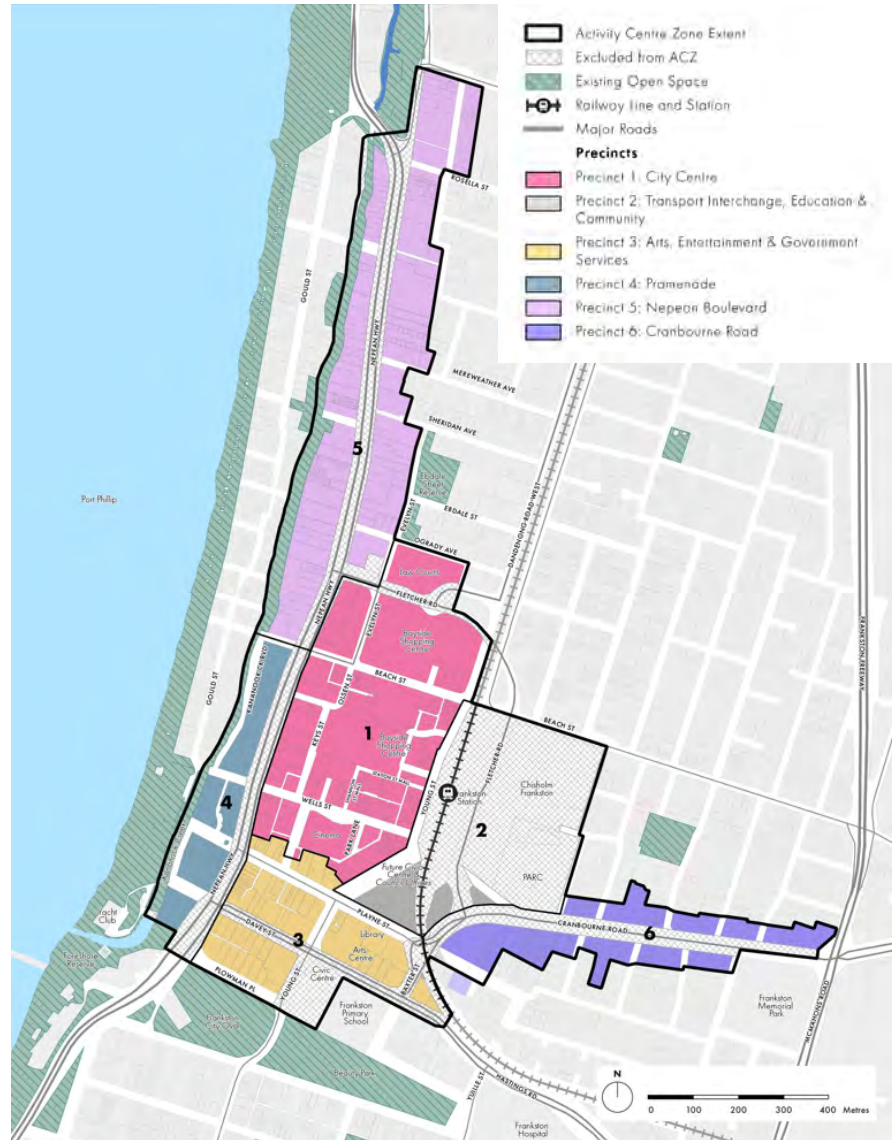
FRANKSTON PLANNING SCHEME

SCHEDULE 1 TO CLAUSE 37.08 ACTIVITY CENTRE ZONE

Shown on the planning scheme map as **ACZ1**.

FRANKSTON METROPOLITAN ACTIVITY CENTRE

1.0 Frankston Metropolitan Activity Centre Structure Plan



FRANKSTON PLANNING SCHEME

2.0 Land use and development objectives to be achieved

General

To develop the Frankston Metropolitan Activity Centre (MAC) as the retail, commercial, hospitality, civic, cultural, creative, community and entertainment destination for Melbourne’s south-eastern metropolitan region.

To encourage a diverse range of housing choices that provide for on and off-site amenity at increased densities including affordable housing.

To encourage use and development to provide for equitable access to amenity.

Development

To facilitate development at a scale that reflects the Frankston MAC’s role as a Metropolitan Activity Centre while responding to the coastal setting and character of Frankston.

To encourage high quality built form that is consistent with the role of the Frankston MAC as a Metropolitan Activity Centre.

To encourage built form that contributes to a safe, engaging, active and attractive public realm.

To encourage built form that contributes to human scaled streets.

To ensure development respects sensitive amenity and environmental interfaces including residential interfaces, Kananook Creek and the Frankston Foreshore.

To increase tree canopy cover and landscaping across the Frankston MAC.

To protect and enhance heritage places.

Transport and access

To improve walkability and pedestrian amenity in the Frankston MAC.

To improve connectivity though the Frankston MAC.

To ensure that the location and design of car parks, loading bays, services areas and associated vehicle access promotes active street frontages, does not dominate public spaces and supports safe use and access.

Public realm

To maintain adequate sunlight access to the public realm and public open spaces at key times of the year.

3.0 Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation (other than Camping and caravan park, Corrective institution, and Host farm)	Any frontage at ground floor level must not exceed 2 metres in Precincts 1, 2, 3, 4 & 6.
Art and craft centre	
Art gallery	
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Bank	
Cinema	Must be located in Precinct 1.

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Cinema based entertainment facility	Must be located in Precinct 1.
Child care centre	Must be located in Precincts 2 or 5.
Education centre (other than Child care centre)	Any frontage at ground floor level must not exceed 2 metres in Precinct 1 or 3.
Exhibition centre (other than Art gallery)	Must be located in Precinct 3.
Food and drink premises	Must not be located in Precinct 5.
Function centre	Any frontage at ground floor level must not exceed 2 metres in Precinct 1. Must not be located in Precincts 4 or 5
Home based business	
Informal outdoor recreation	
Library	
Office (other than Bank, Real estate agency and Travel agency)	Any frontage at ground floor level must not exceed 2 metres in Precincts 1, 2, 3, 4 & 6.
Place of worship	The gross floor area of all buildings must not exceed 250 square metres. Any frontage at ground floor level must not exceed 2 metres in Precinct 1.
Railway station	
Real estate agency	
Retail premises (other than Food and drink premises, Gambling premises, Market, Motor vehicle, boat or caravan sales, Primary produce sales, Shop and Timber yard)	Must be located in Precinct 1 or 6.
Restricted retail premises	Must be located in Precinct 6.
Shop (other than Adult sex product shop, Bottle shop, Restricted retail premises and Supermarket)	
Supermarket	Must be located in Precinct 1.
Tramway	
Travel agency	
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.

Section 2 - Permit required

Use	Condition
Adult sex product shop	Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or, land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school. Must be located in Precinct 1.
Bottle shop	Must be located in Precinct 1 or 6.
Brothel	Must be located in Precinct 1. Any frontage at ground floor level must not exceed 2 metres
Car park	Must be located in Precinct 1, 2 or 3.

FRANKSTON PLANNING SCHEME

Use	Condition
Car wash	Must not be located in Precincts 1, 3 or 4.
Dry cleaner	Must be located in Precinct 1 or 6.
Gambling premises	Must be located in Precinct 1.
Market	
Nightclub	Must be located in Precinct 1. Any frontage at ground floor level must not exceed 2 metres.
Place of Assembly (other than Cinema, Cinema based entertainment facility, Drive-in theatre, Exhibition centre, Function centre, Library, Nightclub and Place of worship)	
Research and development centre	Must not be located in Precincts 1 or 3.
Service station	Must not be located in Precincts 1, 3 or 4.
Any other use not in Section 1 or 3	

Section 3 – Prohibited

Use
Agriculture
Camping and caravan park
Cemetery
Corrective institution
Crematorium
Drive-in theatre
Host farm
Industry (other than Automated collection point, Car wash, Dry cleaner and Research and development centre)
Major sports and recreation facility
Motor racing track
Motor vehicle boat or caravan sales
Primary produce sales
Recreational boat facility
Saleyard
Timber yard
Transport terminal (other than Railway station, Bus terminal and Heliport)
Warehouse

4.0 Centre-wide provisions

4.1 Use of land

None specified.

4.2 Subdivision

None specified.

FRANKSTON PLANNING SCHEME

4.3 Buildings and works

No permit is required to construct a building or construct or carry out works for the following:

Precincts 1, 2, 3, 4 and 6

- Install an automatic teller machine.
- Alter an existing building façade provided:
 - The alteration does not include the installation of an external roller shutter
 - At least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing.
- Install an awning or canopy that projects over a road if it is authorised by the relevant public land manager.

Precinct 5

- Alter or extend one dwelling on a lot with an area of 300 square metres or greater.
- Construct or extend an out-building (other than a garage or carport) on a lot with an area of less than 300 square metres, provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above natural ground level.

4.4 Design and development

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

General

Encourage the reconfiguration and consolidation of land where necessary to create viable development sites and optimal development of the activity centre.

Avoid the fragmentation of land that would result in sites not achieving the optimal development of the activity centre.

Encourage buildings that contain residential uses to provide a diversity of housing sizes and types including affordable housing.

Active frontages and interface with the public realm

Where **Diagram 1** indicates the provision of Primary Active Frontage Areas, incorporate a minimum of 80% windows or entries with clear glazing along the ground level frontage.

Where **Diagram 1** indicates the provision of Secondary Active Frontage Areas, incorporate a minimum of 40% windows or entries with clear glazing along the ground level frontage.

Design building interfaces to promote street level activity and surveillance of adjoining streets through activated frontages.

Provide canopies or verandahs 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.

Design buildings to mitigate wind impacts to the public realm and building occupants including through:

- Orientating buildings to reduce the speed and volume of downdraughts.
- Providing upper level setbacks that mitigate downdraughts.

FRANKSTON PLANNING SCHEME

- Providing recessed and rounded corners to reduce wind speeds around buildings.
- Incorporating solid awnings and overhang shading to reduce the draught impacts on the ground.
- Incorporating hedges and trees to mitigate horizontal wind acceleration at ground and elevated levels.
- Providing impermeable Balustrades to reduce direct exposure to winds for building occupants.
- Using a combination of a balustrading and natural landscaping on larger garden terraces to mitigate wind impacts.
- Incorporating inset balconies or winter gardens within buildings to maximise comfort for occupants.

Use materials in street wall levels that are tactile and visually interesting to reinforce the human scale.

Break up long expanses of floor to ceiling glazing within the street wall levels with a mixture of materials.

Avoid presenting blank walls to the public realm.

Within street wall levels above ground floor, design balconies to be embedded so that the street wall remains consistent while still supporting surveillance of the streets and adjoining public spaces.

Design upper levels of buildings, above the street wall, to provide habitable rooms or spaces with windows or balconies that overlook the public realm.

Design buildings on corner sites to actively address both frontages at all levels.

Design and site building entries to:

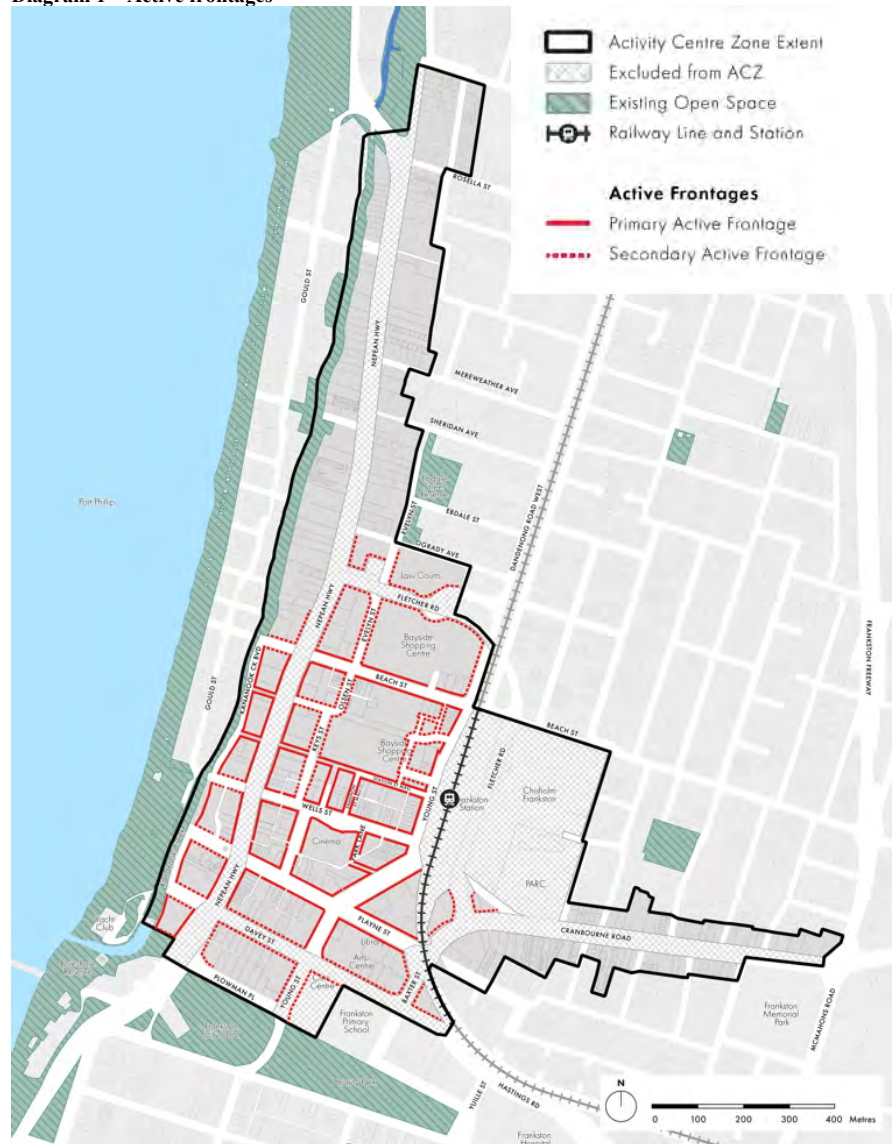
- Directly front the street.
- Be clearly defined and legible from the public realm.
- Be accessible for all abilities.
- Be safe for all users by being well lit, highly visible and avoiding concealed spaces.

In mixed use buildings, design residential entries to distinguish them from retail or commercial entries.

Encourage the provision of art, including sculptures, murals or similar, in areas that interface with the public realm.

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Diagram 1 – Active frontages



Sustainable and adaptive use

Design buildings to support a high level of internal amenity and adaptation over time, including by providing minimum floor to floor heights in accordance with the requirements in Table 1.

FRANKSTON PLANNING SCHEME

Table 1– Floor to floor heights

Precinct	Preferred minimum floor to floor heights at ground level	Preferred minimum floor to floor heights above ground level to street wall height	Preferred minimum floor to floor heights above street wall height
1, 2, 3, 4 & 6	4.0m for all uses	3.5m for all uses	3.5m for non-residential uses
5	4.0m for non-residential uses 3.2m for residential uses	3.5m for non-residential uses 3.2m for residential uses	3.2m for residential uses

Provide basement car parking wherever possible.

Where the provision of basement car parking is not possible due to site or environmental constraints, and parking needs to be provided above ground in the street wall levels, design the levels to meet the requirements for non-residential uses in accordance with the requirements in Table 1.

Sleeve parking provided in street wall levels with active uses.

Avoid providing car parking above street wall levels.

Side and rear setbacks and building separation

Unless otherwise indicated in the Precinct requirements walls are to be built to the side boundaries up to the street wall height.

Where development shares a common boundary with an adjoining site and no setbacks are identified in the specific Precinct requirements, provide side and rear setbacks above the street wall height in accordance with the requirements in Table 2.

Where sites are separated by a laneway, apply side and rear setbacks above the street wall height from the centre of the laneway.

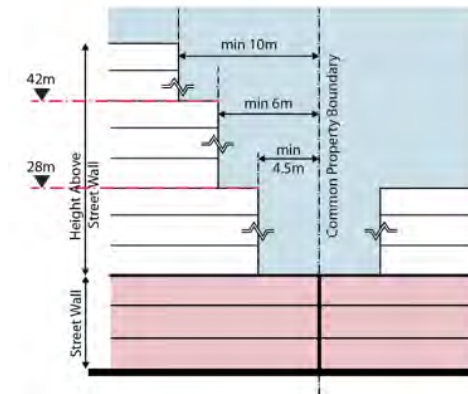
The setbacks detailed in Table 2 also apply to development where there are multiple towers within the site and should be applied between tower elements as well as from side and rear boundaries.

Table 2 - Side and rear setbacks above street wall height

Building height	Preferred minimum side and rear setback above the street wall height
Up to 28.0m	4.5m
Above 28.0m up to 42.0m	6.0m
Above 42.0m	10.0m

Diagram 2 – Side and rear setbacks above street wall height

FRANKSTON PLANNING SCHEME



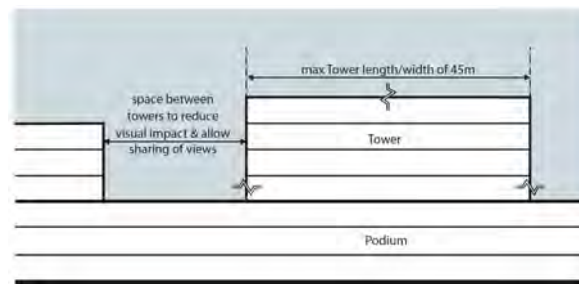
Ensure that sufficient setbacks are provided as needed to allow for vehicle access, car parking and servicing.

Design of tower elements

Design buildings with a maximum tower length/width of 45 metres to reduce visual impact and allow for sharing of views. Refer to **Diagram 3**.

Where buildings include a tower component articulate all facades of the tower.

Diagram 3 – Length/width of tower elements



Building design and layout

Design buildings to incorporate a coastal aesthetic through measures including:

- Building forms that take cues from the coastal landscape.
- Light, natural materials and textures that complement the coastal landscape.
- Landscaping that integrates with the surrounding coastal landscape.

Articulate building facades through the design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements, instead of relying on excessive use of materials.

Projections such as balconies, building services and architectural features should not intrude into front, side and rear setbacks.

Minimise the visual impact of large buildings through significant breaks and recesses in building massing.

Provide consistent street, side and rear setbacks for the majority of the upper levels above the street wall height to avoid repetitive stepped elements.

Design buildings to create an interesting and varied skyline.

FRANKSTON PLANNING SCHEME

Buildings should be built or clad with high quality, robust materials that do not generate reflected disability or discomfort glare, and can withstand the effects of weathering.

Site, design, layout and construct buildings to include acoustic attenuation measures to reduce noise levels from on and off-site noise sources.

Site, design, layout and construct dwellings within buildings to minimise noise transmission within the site and to adjoining sites.

Site and design buildings to allow for the equitable development opportunity of adjoining land.

Avoid relying on excessive screening to prevent overlooking.

Articulate walls on boundaries that will eventually be built out with measures such as the use of art, pre-cast patterned concrete or similar.

Heritage Places

Development on land within or adjoining the Heritage Overlay should:

- Not dominate the heritage building and streetscape.
- Use materials and finishes with textures and colours that allow them to appear visually recessive from heritage buildings and fabric.
- Incorporate simple architectural detailing that does not detract from the heritage buildings and streetscape.

Access and services

Rooftop services may exceed the maximum building height provided they are:

- No more than 3.6 metres above the maximum building height.
- Stepped back on all sides no less than 3 metres from the edge of the building.
- Screened from view.

Provide vehicle access to loading areas, services and car parking from laneways and secondary streets.

Where vehicle access cannot be provided from laneways and secondary streets, access points should be minimised to reduce disruption to the footpaths and on-street car parking and located to avoid street trees.

Integrate and design services and utilities in such a way that they blend with the overall design of the development.

Avoid or, if it cannot be avoided, minimise building utilities and services at ground floor street frontages to prioritise active frontages at these locations.

Screen air conditioning services, antennas and other utilities from public view using balcony treatments, roof structures and the like instead of walls.

Landscaping and open space

Provide landscaping throughout sites particularly in ground floor setbacks to provide amenity and attractiveness and contribute to local character and sense of place.

Incorporate landscaping areas that comprise a minimum of 60 per cent of the total front setback area.

Maximise deep soil planting areas in front and rear setbacks to incorporate canopy trees.

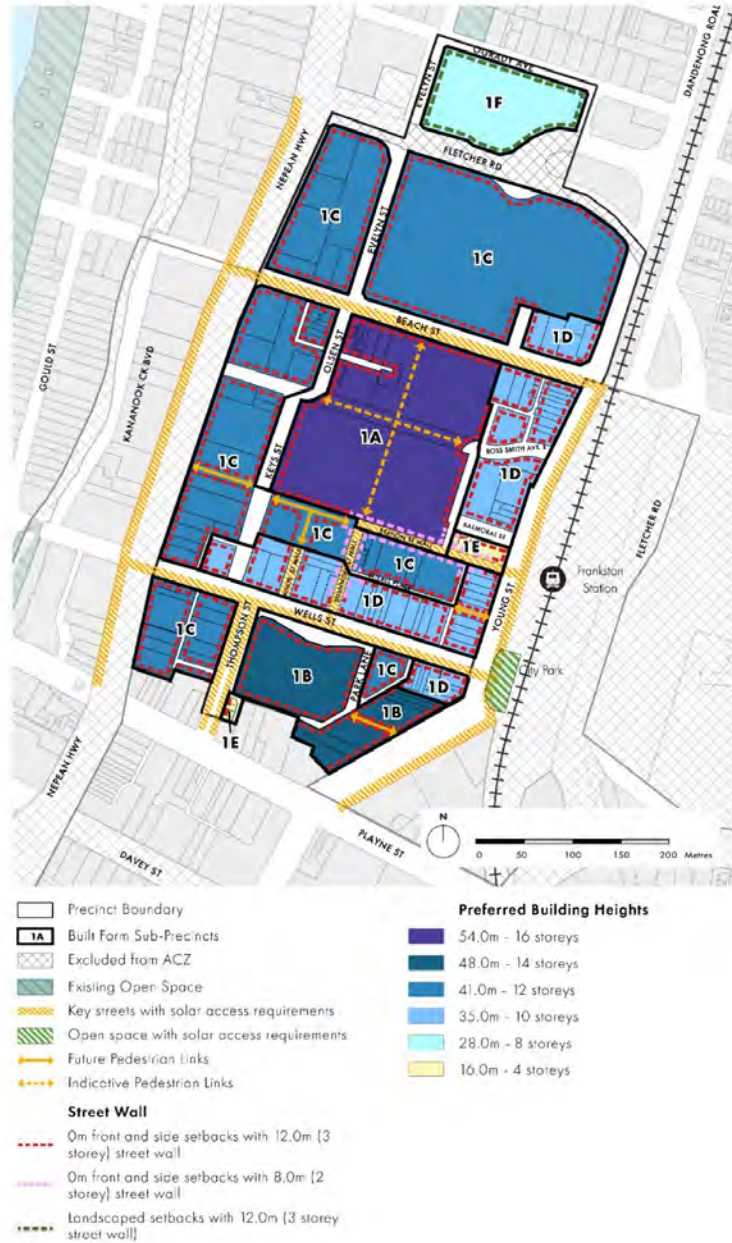
Encourage the use of green roofs, walls and balconies to provide additional landscaping and soften the visual impact of buildings particularly in areas that where ground level landscaping would be difficult to accommodate.

Encourage planting themes that use a minimum of 40 per cent indigenous and 40 per cent native species to respect the coastal character of the local area.

Encourage the provision of communal garden spaces at podium and rooftop levels to create amenity for residents, workers and visitors.

FRANKSTON PLANNING SCHEME

- 5.0 Precinct provisions
- 5.1 Precinct 1 – City Centre
- 5.1-1 Precinct map



FRANKSTON PLANNING SCHEME

5.1-2 Precinct objectives

To maintain the City Centre as the focus for retail, dining and entertainment uses across the day and night.

To support residential, office, accommodation and other uses on upper levels of buildings.

To encourage built form outcomes that reflect the role of the City Centre and maintain a pedestrian scale at street level with taller building elements set above and behind.

To maintain the fine-grain rhythm of shopfronts across the City Centre streets.

To improve walkability and pedestrian amenity in the City Centre and connections between the City Centre and the Promenade.

5.1-3 Precinct requirements

Table 3 – Building and street wall height

Sub-precinct	Preferred maximum building height	Preferred maximum street wall height
1A	54.0m (16 storeys) above natural ground level.	All streets and all laneways 12.0m (3 storeys) other than to Shannon Mall and Station Street Mall where the street wall height is 8.0m (2 storeys). Where a building is on a corner, apply the street wall height as shown on the Precinct Plan at 5.1-1.
1B	48.0m (14 storeys) above natural ground level.	
1C	41.0m (12 storeys) above natural ground level.	
1D	35.0m (10 storeys) above natural ground level.	
1E	16.0m (4 storeys) above natural ground level.	
1F	22.0m (6 storeys) above natural ground level.	

Table 4 – Building setbacks

Sub-precinct	Preferred building setbacks	Preferred minimum upper level setbacks above street wall height
1A	0.0m to all streets.	5.0m upper level setback from the street wall.
1B		5.0 upper level setback from a street wall where the street wall abuts a pedestrian link.
1C		
1D		
1E		
1F	Minimum 3.0m to all streets for the provision of landscaping.	

Table 5 – Pedestrian links

Sub-precinct	Property	Preferred minimum width
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FRANKSTON PLANNING SCHEME

1B	122-124 Young Street	6.0m
1C	431 Nepean Highway	4.5m from southern boundary.
	433 Nepean Highway	4.5m from northern boundary.
	12 Balmoral Walk	12.3m from northern boundary for the continuation of the Shamon Street Mall. 9.5m to align with the Station Street Mall.
	76 Young Street	4.0m to align with Stiebel Place.

Table 6 – Solar Access

Street or public space	Location	Preferred minimum solar access to be maintained
Nepean Highway	Western footpath for a depth of 7.0 metres from the property boundaries on the west side of the Highway (Refer to Diagram 4).	Between 10am and 2pm at the equinox.
Wells Street	Entire southern footpath.	
Beach Street	Entire southern footpath.	
Thompson Street	Entire eastern and western footpaths.	
Young Street	Entire eastern footpath.	
City Park	All (Refer to Diagram 5).	Between 10am and 1pm at the winter solstice.
Shannon Mall	All (Refer to Diagram 6).	No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall between 10am and 1pm at the equinox.
Station Street Mall	All (Refer to Diagram 6).	No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall at 10am at the equinox.
White Street Mall	All (Refer to Diagram 7).	No additional shadow beyond what would be cast by a 12.0m (3 storey) street wall between 10am and 1pm at the equinox.

Diagram 4 Nepean Highway

FRANKSTON PLANNING SCHEME

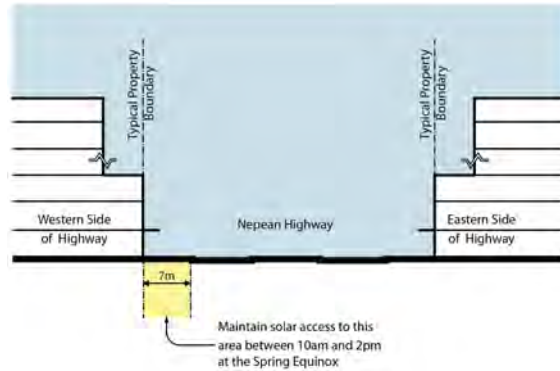


Diagram 5 City Park

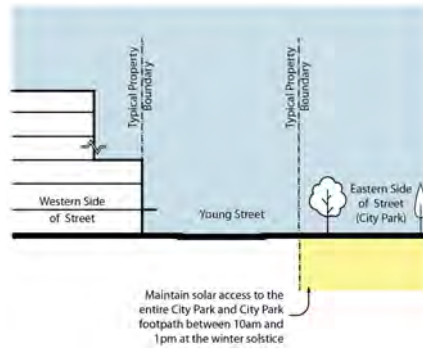


Diagram 6 Shannon and Station Street Malls

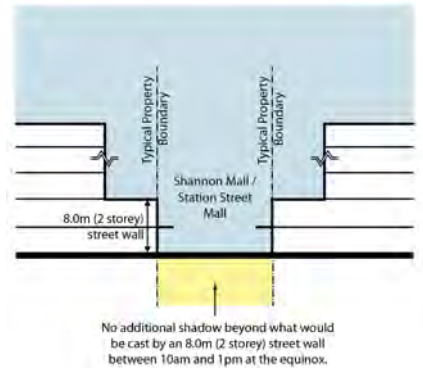
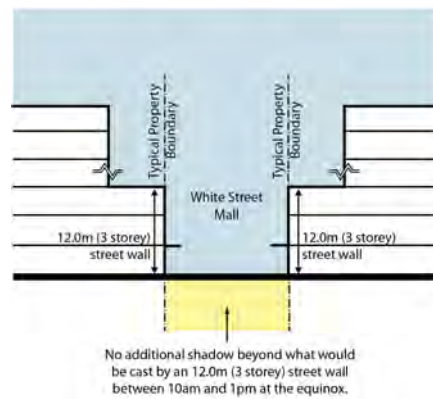


Diagram 7 White Street Mall

FRANKSTON PLANNING SCHEME



5.1-4 Precinct guidelines

Direct uses that do not provide active frontages to upper levels of buildings.
 Provide narrower tenancies to reinforce the pedestrian scale of the Precinct and to respect the existing fine grain nature of the streetscapes.
 Address laneways with active uses at ground level and provide surveillance of laneways from upper levels of development.
 Provide landscaping in the front setback areas on the north side of Fletcher Road, the east side of Evelyn Street, the south side of O’Grady Avenue and east side of Horne Street.
 Encourage the consolidation of Bayside Shopping Centre car parks and loading areas to surrounding streets to enhance the pedestrian environment

5.1-5 Any other requirements

Condition on permits for pedestrian links and laneways

Where a new pedestrian link or laneway is proposed on the land, and the pedestrian link or laneway is not funded through a Development Contributions Plan, a permit granted to construct a building or to construct or carry out works must include a condition requiring the following:

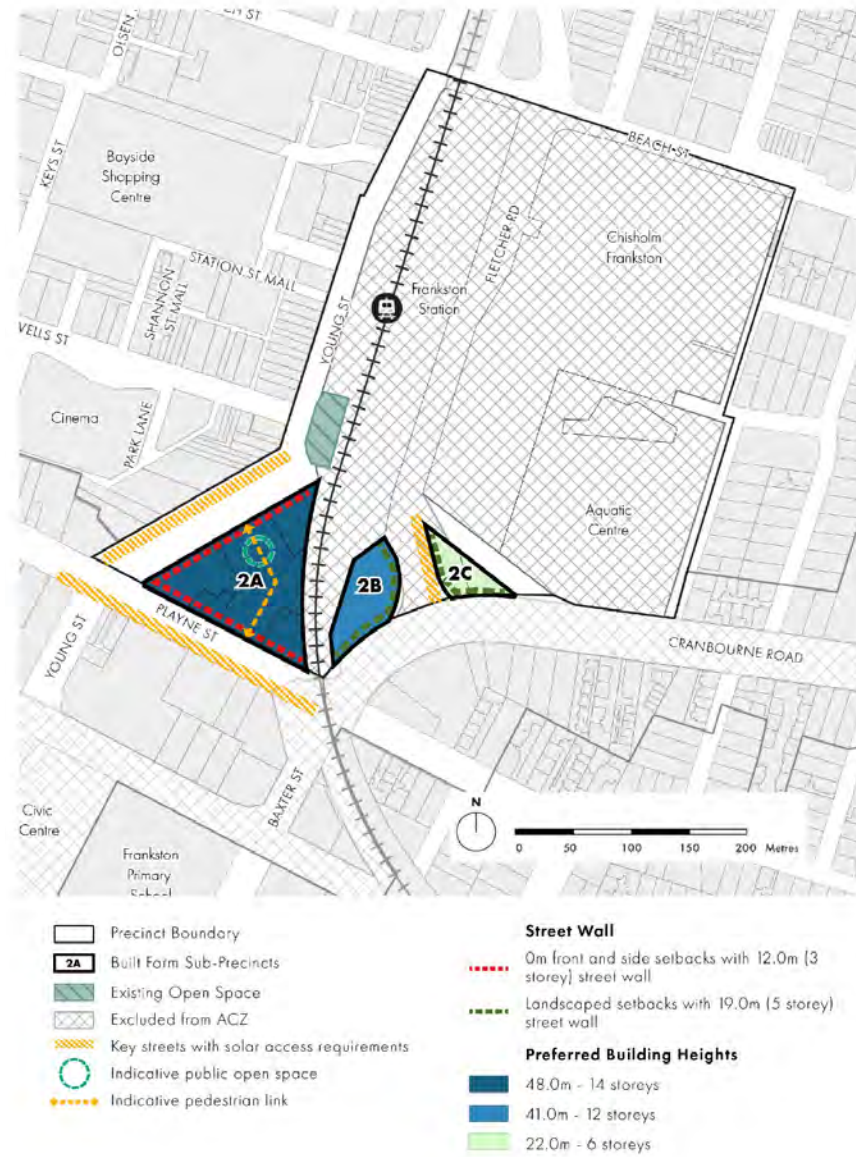
- An agreement under section 173 of the Act must be entered into between the landowner and the responsible authority that provides for the following:
 - Construction of the new pedestrian link or laneway to the satisfaction of the responsible authority and the relevant road management authority.
 - Transfer of the new pedestrian link or laneway to, or vesting in the relevant road authority as a public road at no cost to the relevant road authority. This does not apply to a new pedestrian link or laneway that is agreed to be retained in private ownership to the satisfaction of the responsible authority.

This condition is not required in relation to a pedestrian link or laneway marked indicative.

FRANKSTON PLANNING SCHEME

5.2 Precinct 2 – Transport Interchange, Community & Education

5.2-1 Precinct map



5.2-2 Precinct objectives

To create an active, safe and attractive precinct that welcomes people to a place for business, education, retail, hospitality, community and institutional uses, offices and housing.

FRANKSTON PLANNING SCHEME

To provide a built form including landscaping and canopy trees that contributes to a high amenity entry experience into the City Centre.

5.2-3 Precinct requirements

Table 7 – Building height

Precinct	Preferred maximum building height	Preferred maximum street wall height
2A	48.0m (14 storeys) above natural ground level.	12.0m (3 storeys).
2B	41.0m (12 storeys) above natural ground level.	19.0m (5 storeys).
2C	22.0m (6 storeys) above natural ground level.	19.0m (5 storeys).

Table 8 – Building setbacks

Land	Preferred building setback	Preferred minimum upper level setback above the street wall height
2A	0.0m to all streets.	5.0m upper level setback from the street wall.
2B	Minimum 3.0 metres to all streets to provide for landscaping and the retention of existing canopy trees.	
2C		

Table 9 – Solar Access

Street or public space	Location	Preferred minimum solar access to be maintained
Playne Street	Entire southern footpath.	Between 10am and 2pm at the equinox.
Fletcher Road	Entire eastern footpath.	
Young Street	Entire western footpath.	

5.2-4 Precinct guidelines

Provide landscaping in street setbacks to Fletcher Road and Cranbourne Road.
 Seek to retain existing canopy trees where practical.
 Provide active frontages to open space in the Precinct.
 Encourage the provision of new public open space on 79R-83R Young Street as part of its redevelopment.

5.2-5 Any other requirements

None Specified

FRANKSTON PLANNING SCHEME

5.3 Precinct 3 – Arts, Entertainment and Government Services

5.3-1 Precinct map



5.3-2 Precinct objectives

To activate Playne Street with retail, restaurants, cafes, arts and entertainment uses during the day and night and provide for employment, community, government services and residential uses along Davey Street and Plowman Place.

To provide accommodation and office uses on upper levels of buildings across the precinct.

To protect and enhance heritage places on Davey Street and ensure built form south of Davey Street is not visually dominant when viewed from surrounding areas.

To provide a built form including landscaping and canopy trees that contribute to a high amenity entry experience into the Frankston MAC.

FRANKSTON PLANNING SCHEME

To increase connectivity within the precinct.

5.3-3 Precinct requirements

Table 10 - Building height

Precinct	Preferred maximum building height	Preferred maximum street wall heights
3A	48.0m (14 storeys) above natural ground level.	12.0m (3 storeys) above natural ground level.
3B	41.0m (12 storeys) above natural ground level.	
3C	35.0m (10 storeys) above natural ground level.	
3D	35.0m (10 storeys) above natural ground level.	8.0m (2 storeys) above natural ground level.
3E	28.0m (8 storeys) above natural ground level.	
3F	22.0m (6 storeys) above natural ground level.	12.0m (3 storeys) above natural ground level.

Table 11 - Building setbacks

Land	Preferred building setbacks	Preferred minimum upper level setbacks above street wall height
3A	0.0m to all streets.	5.0m upper level setback from the street wall.
3B		
3C		
3D	0.0m to Nepean Highway. Minimum 4.0m to Young Street. Minimum 7.0m to Davey Street to respect heritage places. Additional setbacks to protect significant trees as needed.	
3E	0.0m to Nepean Highway. Minimum 4.0m to Young Street and Plowman Place. Additional setbacks to protect significant trees as needed.	
3F	0.0m to all streets.	

Table 12 – Laneway widening and extensions

Sub-precinct	Property	Minimum width
3B	15-17 Davey Street 170R Young Street	3.0m to align with Arthurs Lane.

FRANKSTON PLANNING SCHEME

3D	6, 8, 10, 12, 14 Davey Street	3.0 metres from rear boundary to widen Bay Lane.
	16, 18 Davey Street	6.0 metres from rear boundary to align with Bay Lane.

Table 13 - Solar Access

Street or public space	Location	Preferred minimum solar access to be maintained
Nepcan Highway	Western footpath for a depth of 7.0 metres from the property boundaries on the west side of the Highway (Refer Diagram 4).	Between 10am and 2pm at the equinox.
Playne Street	Entire southern footpath.	
Davey Street	Entire southern footpath.	
Young Street	Entire eastern and western footpaths.	
Beauty Park	Beyond the northern edge of the existing shared path (Refer Diagram 8).	Between 10am and 2pm at the winter solstice.
Frankston Oval	Beyond a distance of 30m from the northern property boundary (Refer Diagram 9).	

Diagram 8 Beauty Park

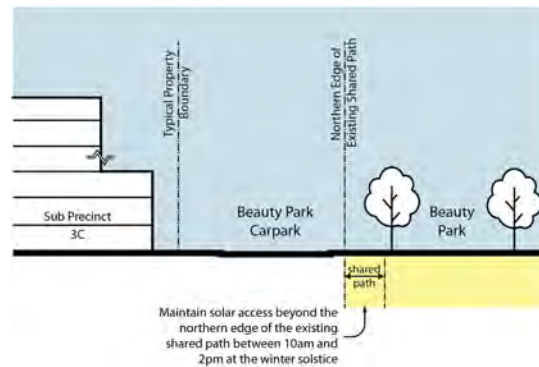
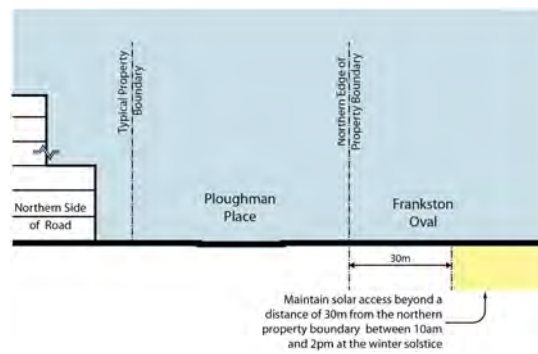


Diagram 9 Frankston Oval

FRANKSTON PLANNING SCHEME



5.3-4 Precinct guidelines

Design buildings to respond to the topography and provide accessible ground levels from each street frontage.

Provide the appearance of narrower tenancies to Playne Street, Nepean Highway and Young Street to maintain the existing fine grain nature of the streetscapes.

Provide for wider tenancies along Davey Street to suit a variety of business uses.

Address laneways with active uses at ground level and provide surveillance of laneways from upper levels of development.

Incorporate canopy trees and complimentary coastal landscaping in setbacks along Davey Street.

Avoid privacy fencing to 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 trees through the provision of setbacks, tree protection measures and the like.

Where properties have frontages to both Playne Street and Davey Street, provide vehicle access from Davey Street rather than Playne Street where possible.

Where properties abut Bay Lane, provide vehicle access from the lane.

Provide landscaped front setbacks south of Davey Street to provide a built form transition into the adjoining residential areas.

5.3-5 Any other requirements

Condition on permits for pedestrian links and laneways

Where a new pedestrian link or laneway is proposed on the land, and the pedestrian link or laneway is not funded through a Development Contributions Plan, a permit granted to construct a building or to construct or carry out works must include a condition requiring the following:

- An agreement under section 173 of the Act must be entered into between the landowner and the responsible authority that provides for the following:
 - Construction of the new pedestrian link or laneway to the satisfaction of the responsible authority and the relevant road management authority.

FRANKSTON PLANNING SCHEME

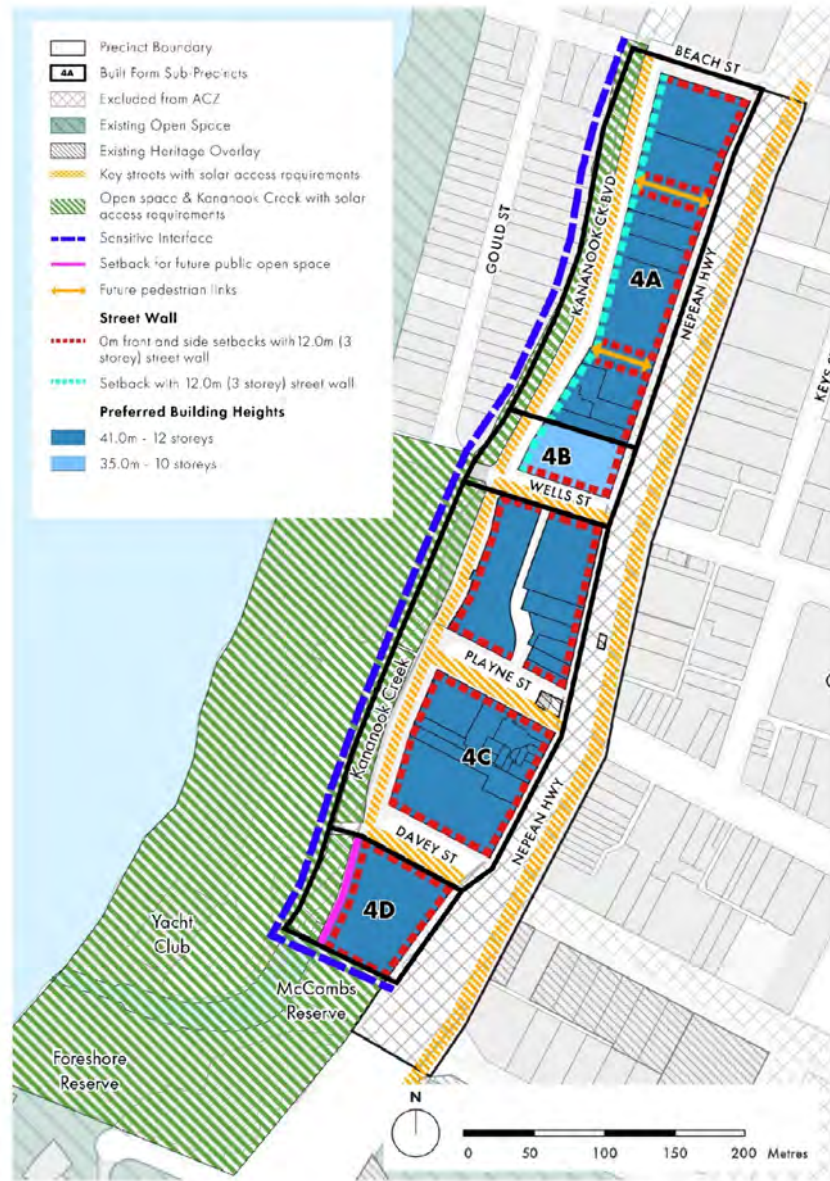
- Transfer of the new pedestrian link or laneway to, or vesting in the relevant road authority as a public road at no cost to the relevant road authority. This does not apply to a new pedestrian link or laneway that is agreed to be retained in private ownership to the satisfaction of the responsible authority.

This condition is not required in relation to a pedestrian link or laneway marked indicative.

FRANKSTON PLANNING SCHEME

5.4 Precinct 4 – Promenade

5.4-1 Precinct map



FRANKSTON PLANNING SCHEME

5.4-2 Precinct objectives

To encourage built form along Nepean Highway that is responsive to its role as a gateway to the Frankston MAC.

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 and increase connectivity between the Promenade and the City Centre.

To support residential and office uses on upper levels of buildings.

To encourage built form that creates a high quality backdrop when viewed from the foreshore reserve and Kananook Creek.

To minimise the visual dominance of development when viewed from the foreshore reserve and Gould Street residences.

5.4-3 Precinct requirements

Table 14 - Building height

Precinct	Preferred maximum building height	Preferred maximum street wall heights
4A	41.0m (12 storeys) above natural ground level.	12.0m (3 storeys) above natural ground level.
4B	35.0m (10 storeys) above natural ground level.	
4C	41.0m (12 storeys) above natural ground level.	
4D	41.0m (12 storeys) above natural ground level.	

A permit cannot be granted for buildings or works that are set back less than the minimum requirements specified in Table 15.

Table 15 - Mandatory building setbacks

Land	Mandatory minimum building setbacks	Mandatory minimum upper level setbacks above street wall height
4A	3.0m to Kananook Creek Boulevard between Wells and Beach Streets to provide for outdoor dining or other active space.	None specified.
4B		
4D	9.0m to western boundary of 510 Nepean Highway for the continuation of Kananook Creek Promenade.	

Table 16 - Pedestrian links

Sub-precinct	Property	Preferred minimum setback
4A	446 Nepean Highway	4.5 metres from northern boundary.
	438 – 444 Nepean Highway	4.5 metres from southern boundary.
	432 Nepean Highway	4.5 metres from northern boundary.
	428 Nepean Highway	4.5 metres from southern boundary.

FRANKSTON PLANNING SCHEME

Table 17 - Building setbacks

Land	Preferred building setbacks	Preferred minimum upper level setbacks above the street wall height
All precincts	0.0m to all streets and Kananook Creek Promenade other than Kananook Creek Boulevard between Beach and Wells Street.	10.0m from the mandatory building setback to Kananook Creek Promenade and Boulevard. 5.0m upper level setback from the street wall to Beach Street, Wells Street, Playne Street, Davey Street and Nepean Highway.
4A		Development above 35m (10 storeys) should be set back so it has minimal visibility from the opposite Gould Street properties. The level of visibility should be measured from a distance of 10.0m from the rear boundary of the Gould Street properties. Refer to Diagram 10 . 5.0 upper level setback from a street wall where the street wall abuts a pedestrian link.
4B		Development above 35m (10 storeys) should be set back so it has minimal visibility from the opposite Gould Street properties. The level of visibility should be measured from a distance of 10.0m from the rear boundary of the Gould Street properties. Refer to Diagram 10 .
4C		Development above 35m (10 storeys) should be set back so it has minimal visibility from the Kananook Creek Trail within the foreshore reserve opposite. Refer to Diagram 11 .
4D		10.0m setback above the street wall height to McCombs Reserve interface. Development above 35m (10 storeys) should be set back so it has minimal visibility from the Kananook Creek Trail within the foreshore reserve opposite. Refer to Diagram 12 .

Diagram 10 Upper level setbacks from Gould Street properties Precinct 4A and 4B

FRANKSTON PLANNING SCHEME

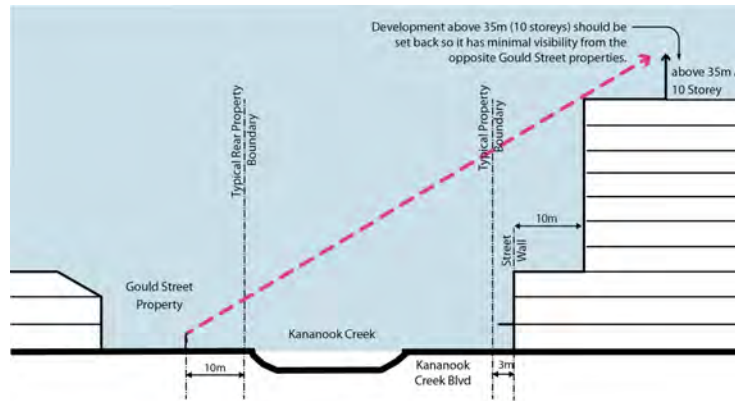


Diagram 11 Upper level setbacks from Kananook Creek trail and foreshore Precinct 4C

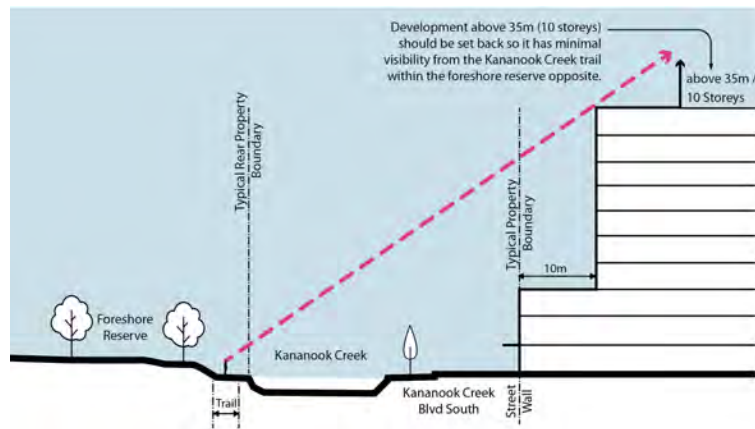
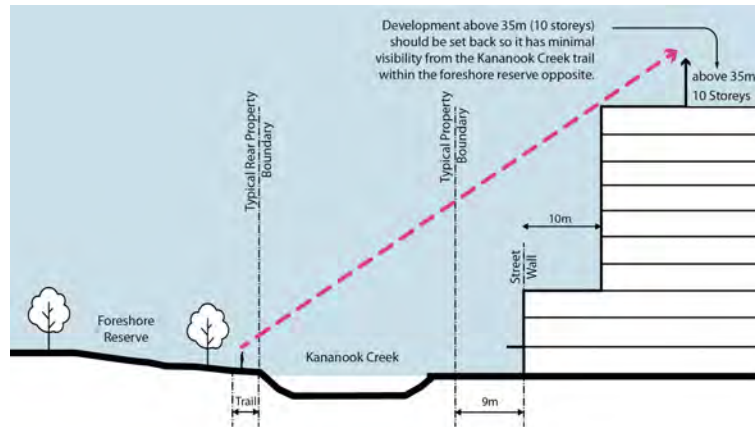


Diagram 12 Upper level setbacks from Kananook Creek trail and foreshore Precinct 4D



FRANKSTON PLANNING SCHEME

Table 18 - Solar Access

Street or public space	Location	Preferred minimum solar access to be maintained
Kananook Creek	Eastern edge of Kananook Creek (Refer Diagram 13).	Between 10am and 2pm at the winter solstice.
Foreshore reserve	All (Refer Diagram 14).	
Kananook Creek trail	All	Between 10am and 2pm at the equinox.
Kananook Creek Boulevard South	Beyond a distance of 9.0m from the eastern boundary of the road reserve (Refer Diagram 15).	
Future Kananook Creek Promenade (510 Nepean Highway)	Beyond a distance of 7.0m from the eastern edge of the future promenade (Refer Diagram 16).	
McCombs Reserve	Beyond a distance of 20.0m from the northern property boundary of the reserve (Refer Diagram 17).	
Nepean Highway	Within 7.0m of the eastern property boundary of Nepean Highway (Refer Diagram 18).	
Wells Street	Entire southern footpath.	
Playne Street		
Davey Street		

Diagram 13 Kananook Creek eastern edge

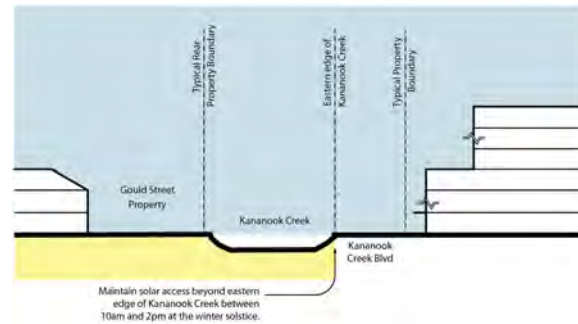


Diagram 14 Foreshore Reserve

FRANKSTON PLANNING SCHEME

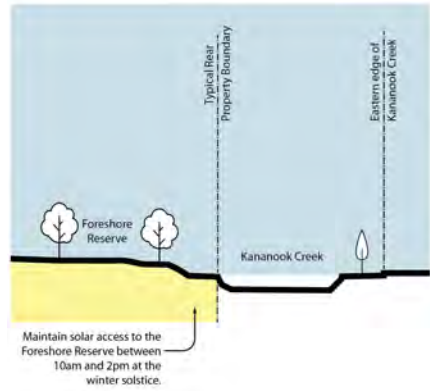


Diagram 15 Kanook Creek Boulevard South

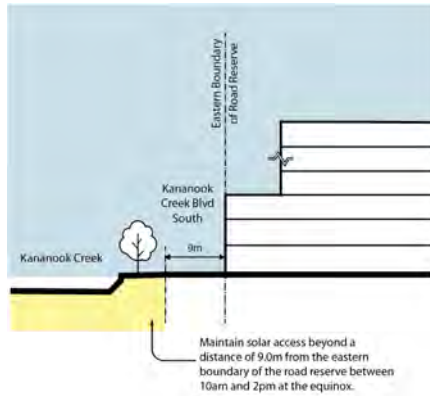
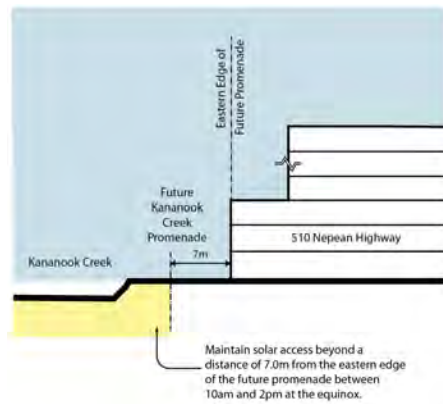


Diagram 16 Kanook Creek Promenade



FRANKSTON PLANNING SCHEME

Diagram 17 McCombs Reserve

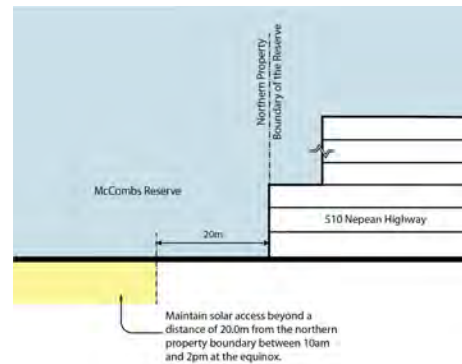
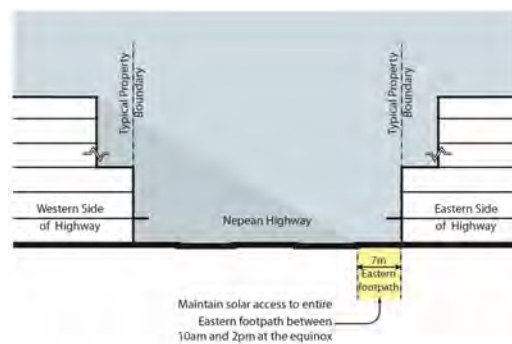


Diagram 18 Nepean Highway



5.4-4 Precinct guidelines

Direct residential uses and uses that do not provide an active frontage to upper levels of buildings.

Development should provide a mix of narrower and wider tenancies along Nepean Highway to support a variety of land uses.

Towers should be designed with slender forms, narrower than the 45m width specified in **Section 4.4 Design of tower elements**, that maximise spaces between built form elements and minimise detrimental visual impacts to sensitive interfaces including of the foreshore reserve and Gould Street.

Design buildings to respond to the topography so that ground level of buildings meet the existing footpath level at both the Kananook Creek and Nepean Highway frontages.

Design buildings to enhance views from Kananook Creek and Foreshore Reserve.

Address laneways and pedestrian links with active uses at ground level and provide surveillance from upper levels of development.

Provide activated spaces along the Kananook Creek frontage and Kananook Creek Boulevard/Promenade to provide high quality space for pedestrian amenity and outdoor dining.

Discourage use or development that would result in any of the following:

- A lack of active frontages at ground level.

FRANKSTON PLANNING SCHEME

- Detrimental impacts on pedestrian amenity.
- Generation of significant traffic and vehicle movements on streets and laneways.

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 possible.

5.4-5 Any other requirements

Condition on permits for pedestrian links and laneways

Where a new pedestrian link or laneway is proposed on the land, and the pedestrian link or laneway is not funded through a Development Contributions Plan, a permit granted to construct a building or to construct or carry out works must include a condition requiring the following:

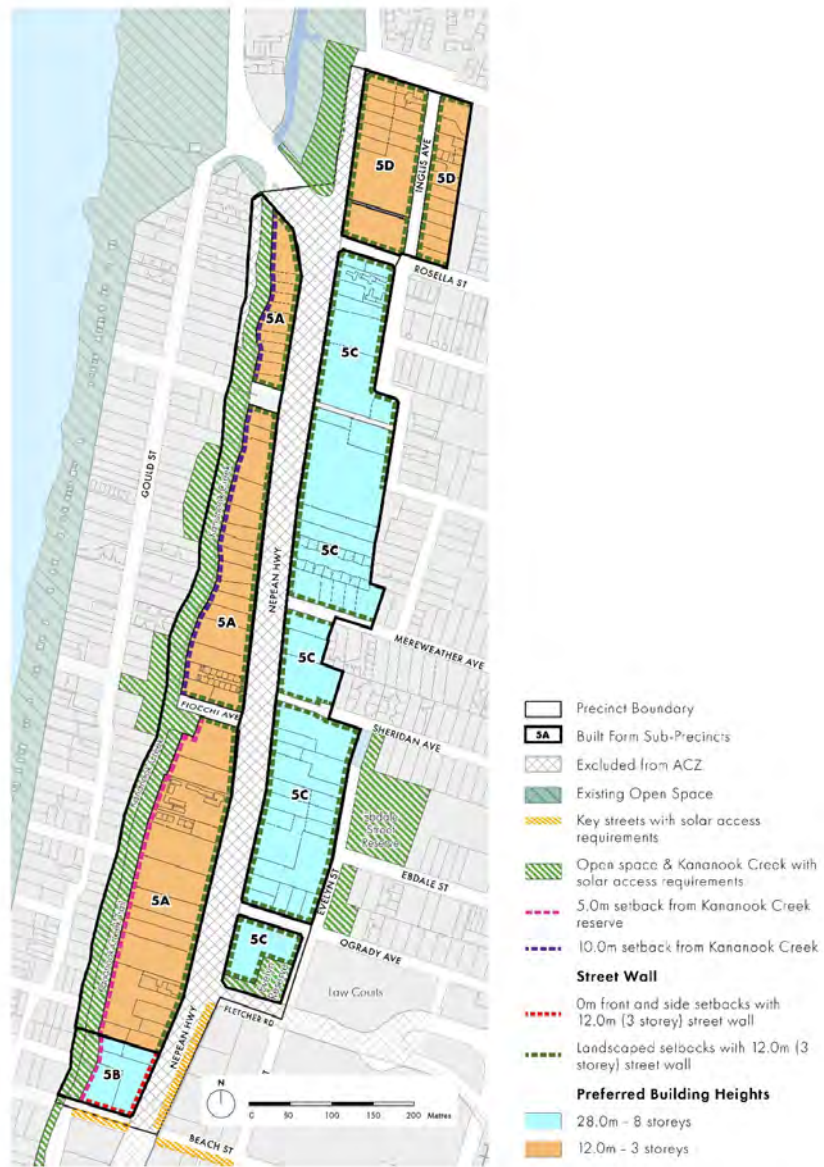
- An agreement under section 173 of the Act must be entered into between the landowner and the responsible authority that provides for the following:
 - Construction of the new pedestrian link or laneway to the satisfaction of the responsible authority and the relevant road management authority.
 - Transfer of the new pedestrian link or laneway to, or vesting in the relevant road authority as a public road at no cost to the relevant road authority. This does not apply to a new pedestrian link or laneway that is agreed to be retained in private ownership to the satisfaction of the responsible authority.

This condition is not required in relation to a pedestrian link or laneway marked indicative.

FRANKSTON PLANNING SCHEME

5.5 Precinct 5 – Nepean Boulevard

5.5-1 Precinct map



5.5-2 Precinct objectives

To encourage development along the Nepean Highway Boulevard that is responsive to its role as an entry to the Frankston MAC.

FRANKSTON PLANNING SCHEME

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 provide landscaping and canopy trees to complement the Nepean Highway Boulevard landscape.

5.5-3 Precinct requirements

Table 19 - Building height

Precinct	Preferred maximum building height	Preferred maximum street wall heights
5A	12.0m (3 storeys) above natural ground level.	12.0m (3 storeys) above natural ground level
5B	28.0m (8 storeys) above natural ground level.	
5C		
5D	12.0m (3 storeys) above natural ground level.	

A permit cannot be granted for buildings or works that are set back less than the minimum requirements specified in Table 20.

Table 20 - Mandatory building setbacks

Land	Mandatory minimum building setbacks	Mandatory minimum upper level setbacks above street wall height
5A	<p>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 Diagram 19).</p> <p>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 Diagram 20).</p>	None specified

Table 21 - Building setbacks

Land	Preferred building setbacks	Preferred minimum upper level setbacks above street wall height
5A	<p>Minimum 5.0m to Nepean Highway.</p> <p>Minimum 3.0m to all other streets.</p>	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.

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5B	0.0m to Nepean Highway and Beach Street. 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 Diagram 19).	5.0m upper-level setback for development above 12.0m.
5C	Minimum 5.0m to Nepean Highway.	
5D	Minimum 3.0m to all other streets. Minimum 4.5m from the rear boundary to provide for landscaping.	

Table 22 - Solar Access

Street or public space	Location	Preferred minimum solar access to be maintained
Kananook Creek	Eastern edge (Refer Diagram 21)	Between 10am and 2pm at the winter solstice.
Nepean Highway	Eastern and western footpaths south of Fletcher Road.	Between 10am and 2pm at the equinox.
Ebdale Street Reserve	All.	Between 10am and 2pm at the winter solstice.

Diagram 19 – Kananook Creek Reserve setbacks

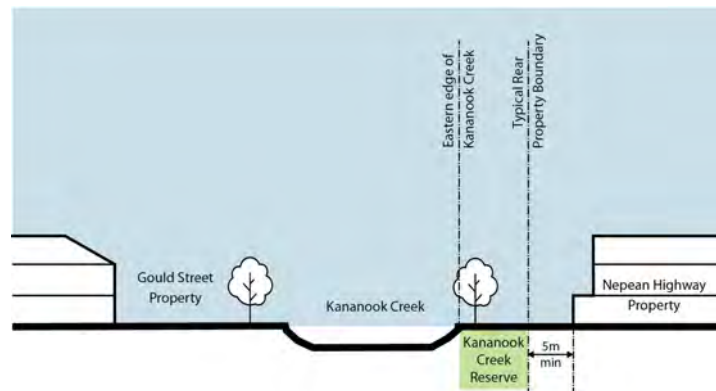


Diagram 20 – Kananook Creek setbacks

FRANKSTON PLANNING SCHEME

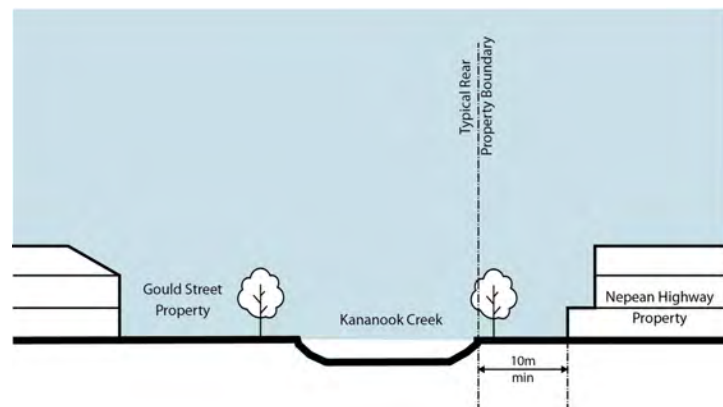
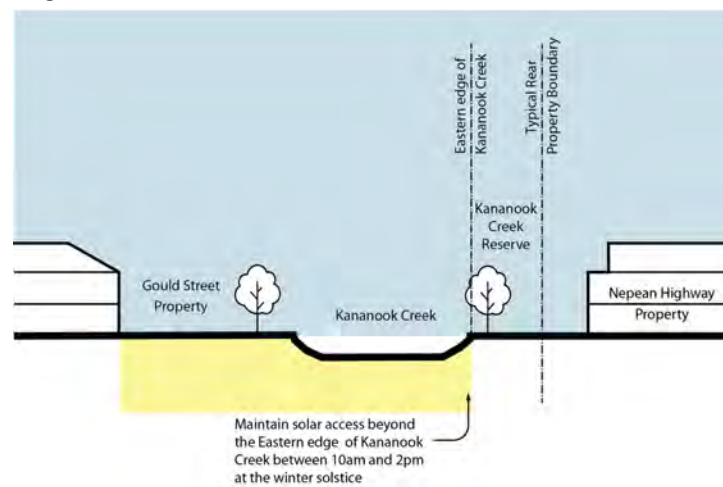


Diagram 21 Kananook Creek



5.5-4 Precinct guidelines

- Encourage a mix of residential, retail and commercial uses throughout the Precinct.
- Site non-habitable rooms, such as laundries, garages and bathrooms, away from street-facing facades where practicable.
- Provide landscaping in setback areas.
- On corner allotments, provide landscaped interfaces to both street frontages.
- Screen 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.
- Incorporate landscaping in at grade parking areas to provide for visual amenity and shade.
- Landscaping within front setbacks should complement the landscaping within the Nepean Boulevard road reserve.

FRANKSTON PLANNING SCHEME

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 mature vegetation including large canopy trees.

Where there are a number of trees on the site, prioritise the retention of high value canopy trees over lower value canopy trees.

Design and site buildings at 383-389 Nepean Highway to minimise overshadowing to Evelyn Reserve.

Within Sub-Precinct 5A, site and design development to respect and respond 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 complement Kananook Creek, its landscape and environmental character.
- Providing space between buildings to minimise the visual impact of buildings and allowing views to Kananook Creek and its vegetated corridor.
- Setting development back 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.
- Using external materials, visible from Kananook Creek, that complement the landscape setting and be softened with indigenous screen planting where practical.

5.5-5 Any other requirements

None specified.

FRANKSTON PLANNING SCHEME

5.6 Precinct 6 – Cranbourne Road

5.6-1 Precinct map



5.6-2 Precinct objectives

To encourage built form along Cranbourne Road that is responsive to its role as an entry to the Frankston MAC.

To provide for a range of commercial and residential uses that complement the mixed-use and commercial function of the precinct.

To encourage the use of land for offices along Cranbourne road, increased housing densities on upper levels and the integration of health and education uses as part of mixed use development.

To provide landscaping and canopy trees that contribute to a high amenity entry experience into the Frankston MAC.

5.6-3 Precinct requirements

Table 23 - Building height

Precinct	Preferred maximum building height	Preferred maximum street wall heights
6A	22.0m (6 storeys) above natural ground level.	12.0m (3 storeys) above natural ground level
6B	16.0m (4 storeys) above natural ground level.	

FRANKSTON PLANNING SCHEME

Table 24 - Building setbacks

Land	Preferred building setbacks	Preferred minimum upper level setbacks above street wall height
6A	Minimum 3.0m to all streets.	5.0m upper-level setback for development above 12.0m
6B	Minimum 4.5m from the rear boundary to provide for landscaping. Side setbacks to provide for visual breaks between buildings and landscaping.	

5.6-4 Precinct guidelines

Direct residential and other uses that do not provide an active frontages to upper levels of buildings.

Design front fencing to Cranbourne Road to provide for a level of visual permeability and allow for passive surveillance and views to vegetation.

Encourage the retention of mature vegetation including large canopy trees.

Where there are a number of trees on the site, prioritise the retention of high value canopy trees over lower value canopy trees.

Provide landscaping in setback areas.

On corner allotments, provide landscaped interfaces to both street frontages.

Buildings should maximise solar access by orientating buildings and associated open space areas to the north, where possible.

Screen basement or semi-basement parking from the street.

Locate at grade car parking areas away from street interfaces and not within front setbacks.

Incorporate landscaping in at grade car parking areas to provide for visual amenity and shade.

5.6-5 Any other requirements

None specified.

6.0 Application requirements

The following application requirements apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

General

A traffic and parking assessment report, prepared by a suitably qualified person justifying the car parking provision, layout and access arrangements for the proposal. The report must also include how the proposal will mitigate detrimental traffic impacts on the capacity and safe and efficient operation of the surrounding street network including laneways.

Buildings and works

An acoustic assessment of the development, prepared by a suitably qualified person, detailing how noise impacts to residential uses from within the development and from surrounding uses and development including road and rail noise will be mitigated.

FRANKSTON PLANNING SCHEME

A waste management plan detailing how waste will be dealt with on-site including details relating to how:

- Food and garden organics, recyclables, glass and residual waste will be stored and disposed of from the site.
- Waste storage will be consolidated on-site to avoid bins for each individual tenancy particularly in large developments.
- The development will avoid detrimental impacts to surrounding properties through the collection of waste receptacles.
- Waste management for the development is consistent with *Waste Management Guidelines for Multi-Unit Developments* (SALT, 2017).

A 3D digital model of the development and its surrounds that is compatible with Council's software.

In Precincts 2, 3, 4, 5 & 6 an arboriculture assessment of all vegetation on the site and directly adjoining properties (within 5.0m of the common boundaries) including recommendations to protect vegetation to be retained for both the on-site and adjoining properties, from any detrimental effects of the development and its construction.

For buildings of 5 or more stories, a report by a suitably qualified person detailing how the development mitigates wind impacts from the development and the environment to protect the safety and comfort of building occupants and people in the public realm.

For development in Precincts 4 & 5, a report prepared by a suitably qualified person on the potential for acid sulfate soils and any management recommendations having regard to:

- The condition of the soil on the site and the directly abutting area.
- How the development will mitigate detrimental impacts to any acid sulfate soils.
- How the development will protect itself from any adverse effects from the soils and ground conditions.
- How the development accords with the *Victorian Coastal Acid Sulfate Soils Strategy 2009*.

For buildings of 4 or more storeys, a reflected glare assessment including:

- The applied method used for the reflected glare assessment.
- Any assessment assumptions.
- Identification of potential observers receiving glare.
- Review of materials, finishes and reflectors.
- Assessment of the proposed development's disability and discomfort glare.
- Mitigation measures for reflected glare.

7.0 Notice and review

None specified.

8.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08 and elsewhere in the scheme to use land or construct a building or construct or carry out works which must be considered, as appropriate, by the responsible authority:

- How the proposed development's design, architectural quality, scale, height, materials, mass and visual bulk responds to the requirements and guidelines of this schedule and to the surrounding built form.
- How the development respects the visual and environmental qualities of the Foreshore and Kananook Creek and environs.

FRANKSTON PLANNING SCHEME

- The effect of the development on the amenity of nearby properties and the public realm, particularly in regard to visual impacts, overlooking and overshadowing.
- How the proposal contributes to or improves the pedestrian environment and other areas of the public realm.
- Whether the proposal acceptably mitigates off-site impacts such as visual bulk, overlooking and overshadowing to adjacent land including the public realm, public open space or adjacent residentially zoned properties relative to a compliant scenario.
- How potential on and off-site amenity impacts have been mitigated through measures including the design, location and siting of the proposed development.
- Whether the proposal provides housing for diverse household types.
- Whether the development provides for affordable housing and its management and maintenance.
- Where an application proposes to exceed or vary any of the requirements in this schedule, whether the development meets or provides for as many of the following as possible:
 - The proposal presents, or substantially facilitates an improved architectural outcome.
 - Any shadow cast by additional built form is within or does not significantly exceed the overshadowing requirements for the Precinct.
 - Greater building separation than the minimum requirement in this schedule.
 - Communal or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.
 - Demonstrable and significant benefits are provided to the wider community.

9.0 Signs

None specified.

10.0 Other provisions of the scheme

None specified.

11.0 Background documents

Frankston Metropolitan Activity Centre Structure Plan (Tract Consultants, 2023)

FRANKSTON PLANNING SCHEME

SCHEDULE 12 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

20/09/2019
C124fran

Shown on the planning scheme map as DDO12.

RESIDENTIAL GROWTH ZONE AREAS ADJACENT TO THE FRANKSTON METROPOLITAN ACTIVITY CENTRE ~~PRECINCTS 4 AND 7~~ – RESIDENTIAL GROWTH AREAS

1.0

Design objectives

20/09/2019
C124fran

Ensure the height, setbacks and design of new development is consistent with the objectives of the *Built ~~form~~ Form Guidelines for Higher Density Residential Growth Areas – adjacent to the Frankston Metropolitan Activity Centre, Precincts 4 and 7, July 2018 (Amended June 2023)*.

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

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

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

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

2.0

Buildings and works

20/09/2019
C124fran

A permit is not required to:

- Construct a building or construct or carry out works associated with one dwelling on a lot.

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

- Residential building heights should be constructed to a preferred maximum height of 13.5 metres.
- A minimum of one 4.5 metre wide deep soil zone should be provided adjacent to one side boundary on a single lot and two side boundaries on consolidated lots for a minimum of 4.5 metres in length. Side boundary deep soil zones are not to encroach into the front street setback areas (see Figures 1 and 2).
- Buildings on single lots should be setback by at least 1 metre from each side boundary for the first 5 metres of the buildings that front to the street (see Figure 1).
- Buildings on consolidated lots should be setback by at least 3 metres to one side boundary and at least 1 metre to the other side boundary for the first 5 metres of the buildings that front to the street (see Figure 2).

FRANKSTON PLANNING SCHEME

Figure 1

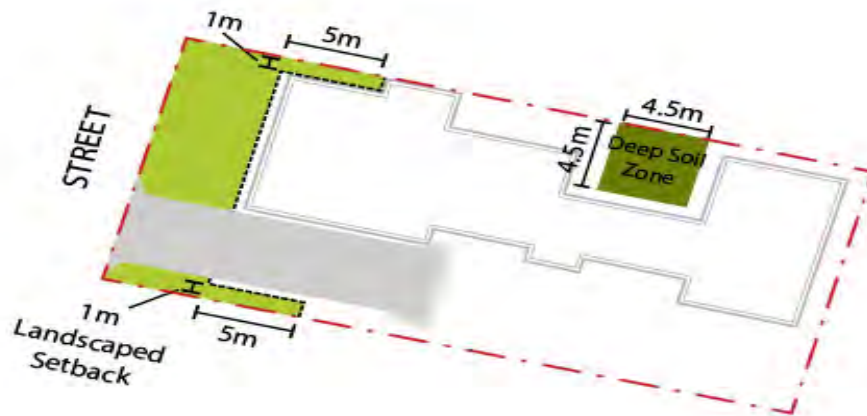
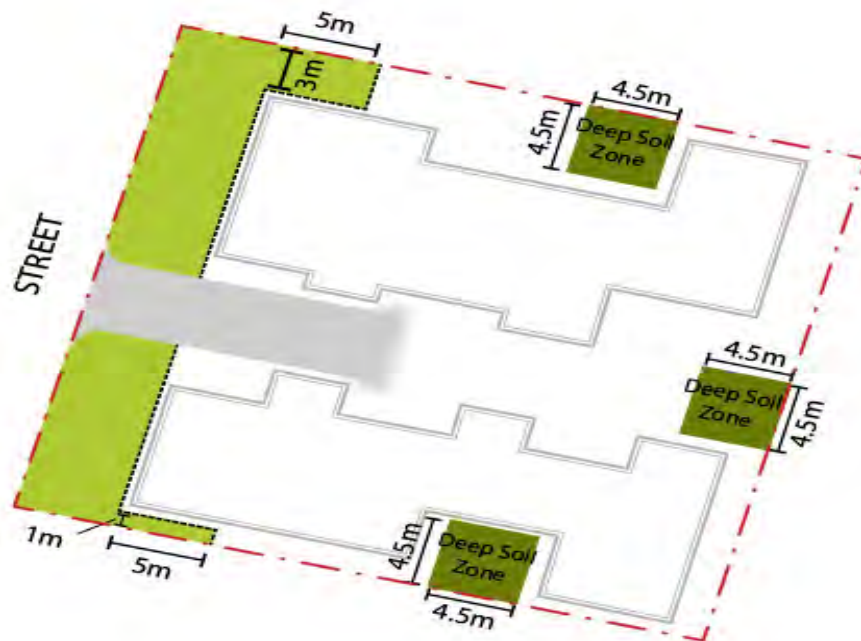


Figure 2



- Walls on boundaries are permitted provided they are setback 5 metres from the front wall of the buildings that front to the street.
- For buildings of more than two storeys above natural ground level, the wall/s of the storey/s above the second storey should be setback from the wall/s of the storey below a minimum of 2.5 metres along the front and rear elevations. Balconies may encroach into this setback.
- Rear setbacks at ground level should be at least 4.5 metres where they adjoin land in a residential zone. Where there is an adjoining industrial or commercial use the building should be setback in accordance with ResCode provisions at

FRANKSTON PLANNING SCHEME

Clause 55.04-1. Separation between buildings should utilise a 9 metre distance where possible to avoid overlooking between habitable rooms.

- Building facades should be articulated through the design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements such as columns and beams. Lighter and less detailed materials should generally be used on upper levels.
- Habitable room windows should be located on street facing facades.
- Habitable rooms should have a window facing an outdoor space open to the sky.
- Minimise the screening of windows, but where screening is necessary provide a mix of screening treatments and strategically place windows to avoid the need for screening.
- Building entries should directly front the street and be clearly defined and legible from the public realm.
- Articulate or divide roof forms into distinct sections in order to minimise visual bulk.
- Encourage screening of a 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. Landscaping should be incorporated within at grade car parking areas.
- Garages facing the street should be avoided.
- 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 run-off is managed through alternative methods such as green roofs, raingardens and on-site bio-retention, to the satisfaction of the responsible Authority.
- Roof decks and their associated structures should not exceed the preferred building height specified in this schedule.
- A roof deck should:
 - Be designed and constructed of materials that integrate with the architectural style and form of the building.
 - Not include any permanent or moveable structure or element that will increase the visual bulk of the building, including pergolas, verandahs, shelters and storage areas.
 - Be setback on all sides at least 2 metres from the roof edge of the storey immediately below to minimise visual impact on all elevations.
 - Be designed to limit views into secluded private open space and habitable room windows of adjacent dwellings.
 - Be accessed by a structure that is designed and located to have minimal visual impact on all elevations, does not enclose any usable floor space and does not exceed 2.4 metres in height (measured from floor level at the point of access onto the roof deck).
 - Be constructed so that the deck floor level is no greater than 1 metre above the lower ceiling face of the storey immediately below.

3.0 Subdivision

20/09/2019
C124fran
None specified.

4.0 Signs

20/09/2019
C124fran
None specified.

5.0 Application requirements

20/09/2019
C124fran
None specified.

6.0 Decision guidelines

20/09/2019

FRANKSTON PLANNING SCHEME

C124fran The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The impact of the any variation to the preferred building height specified in Section 2.0 of this Schedule with regards to the visual bulk, streetscape, solar access, overshadowing and overlooking.
- Whether development is consistent with the *Built Form Guidelines for Higher Density Residential Growth Areas adjacent to the Frankston Metropolitan Activity Centre, Precincts 4 and 7, July 2018 (Amended June 2023)*.
- Building setback and building form and design requirements specified in Section 2 of this schedule.
- Whether the use of materials, finishes and colours are appropriate.
- Whether compliance with the requirements of this schedule is achievable having regard to the size, shape, orientation and topography of the site and the location, type and condition of existing vegetation.
 - The amenity impacts on any adjoining land particularly with respect to overshadowing, overlooking and visual bulk.
- Whether the layout provides for the safe ingress/egress to and from the site and that the layout provides for the separation of vehicle and pedestrian movement.
- Whether appropriate passive surveillance of the streetscape and public spaces is achieved through building design and placement.
- Whether the proposal presents the potential for underdevelopment of sites through buildings that achieve a significantly lower built form than encouraged.
- Whether land should be consolidated to facilitate the creation of viable development sites.

SCHEDULE 13 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

20/09/2019
C124fran

Shown on the planning scheme map as DDO13.

FRANKSTON METROPOLITAN ACTIVITY CENTRE PRECINCTS 8 AND 9 – COMPLEMENTARY HEALTH MIXED USE AREA AND EDUCATION AND CRANBOURNE ROAD OFFICE AND COMMERCIAL

1.0

Design objectives

20/09/2019
C124fran

Ensure the design of new development is consistent with the objectives of the *Built Form Guidelines – Frankston Metropolitan Activity Centre Precinct 8 Complementary Health and Education, and Precinct 9 Cranbourne Road Office and Commercial, Mixed Use Area, July 2018 (Amended June 2023)*.

Encourage development along Hastings and Cranbourne Roads that is responsive to their roles as a gateway to the City Centre, consistent with the visions and objectives of the *Frankston Metropolitan Activity Centre Structure Plan, May 2015* and strengthens Frankston's role as a major health and education hub through the location of complimentary health, medical and educational services.

~~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.~~

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

Ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.

2.0

Buildings and works

20/09/2019
C124fran

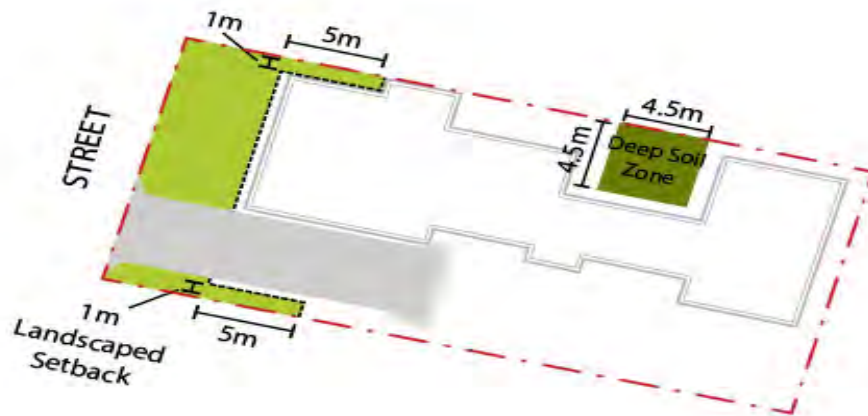
A permit is not required to:

- Construct a building or construct or carry out works associated with one dwelling on a lot.

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

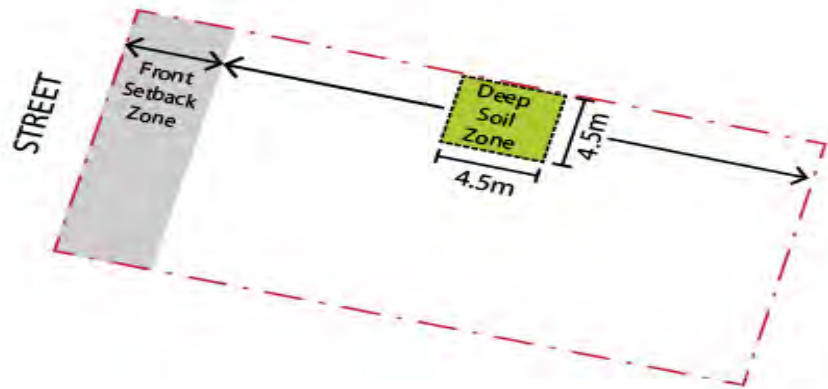
- Buildings should be constructed to a preferred maximum height of 14 metres.
- Street setbacks should be a minimum of 3 metres.
- Buildings should be setback by at least 1 metre from each side boundary for the first 5 metres of the buildings that front to the street (see Figure 1).

Figure 1



- 4.5 metre wide deep soil zones should be provided adjacent to side boundaries for a minimum of 4.5 metres in length. Side boundary deep soil zones are not to encroach into the front street setback areas (see Figure 2).

Figure 2



- For buildings of more than two storeys above natural ground level, the wall/s of the storey/s above the second storey should be setback from the wall/s of the storey below a minimum of 2.5 metres along the front and rear elevations. Balconies may encroach into this setback.
- Where a neighbouring development includes residential use, separation between buildings should utilise a 9 metre distance where possible to avoid overlooking between habitable rooms.
- Building facades should be articulated through the design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements such as columns and beams. Lighter and less detailed materials should generally be used on upper levels.
- Building entries should directly front the street and be clearly defined and legible from the public realm.

FRANKSTON PLANNING SCHEME

- 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, to the satisfaction of the responsible authority.
- Directional and promotional signage should be of appropriate scale and incorporated into the building design.
- Roof decks and their associated structures should not exceed the preferred Building Heights specified in this schedule.
- A roof deck should:
 - Be designed and constructed of materials that integrate with the architectural style and form of the building.
 - Not include any permanent or moveable structure or element that will increase the visual bulk of the building, including pergolas, verandahs, shelters and storage areas.
 - Be setback on all sides at least 2 metres from the roof edge of the storey immediately below to minimise visual impact on all elevations.
 - Be designed to limit views into secluded private open space and habitable room windows of adjacent dwellings.
 - Be accessed by a structure that is designed and located to have minimal visual impact on all elevations, does not enclose any usable floor space and does not exceed 2.4 metres in height (measured from floor level at the point of access onto the roof deck).
 - Be constructed so that the deck floor level is no greater than 1 metre above the lower ceiling face of the storey immediately below.

3.0 Subdivision

20/09/2019
C124fran

None specified.

4.0 Signs

20/09/2019
C124fran

None specified.

Application requirements

5.0

20/09/2019
C124fran

None specified.

6.0 Decision guidelines

20/09/2019
C124fran

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

- ~~Whether any variation to the preferred building height specified in Section 2.0 of this Schedule is consistent with the overall vision and objectives of the *Frankston Metropolitan Activity Centre Structure Plan, May 2015*.~~
- Whether development is consistent with the *Built Form Guidelines – Frankston Metropolitan Activity Centre Precinct & Complementary Health and Education, and Precinct 9 Cranbourne Road Office and Commercial, Mixed Use Area, July 2018 (Amended June 2023)*.

FRANKSTON PLANNING SCHEME

- Building height, building setback, and building form and design requirements specified in Section 2 of this schedule.
- Whether the use of materials, finishes and colours is appropriate.
- Whether compliance with the requirements of this schedule is achievable having regard to the size, shape, orientation and topography of the site.
- The amenity impacts on any adjoining land particularly with respect to overshadowing, overlooking and visual bulk.
- The layout and appearance of areas set aside for car parking, ingress and egress, loading and unloading, and that the layout provides for the separation of vehicle and pedestrian movement.
- Whether appropriate passive surveillance of the streetscape and public spaces is achieved through building design and placement.
- Whether the layout provides for the safe ingress/egress to and from the site and that the layout provides for the separation of vehicle and pedestrian movement.
- Whether the development provides for adequate access to each building for emergency services and the pickup of waste.
- Whether appropriate landscaping opportunities can be achieved.
- Whether the proposal presents the potential for underdevelopment of sites through buildings that achieve a significantly lower built form than encouraged.
- Whether land should be consolidated to facilitate the creation of viable development sites.
- Whether the development has proper regard to the development potential of adjoining sites and the ability for future development to obtain reasonable solar access.

FRANKSTON PLANNING SCHEME

SCHEDULE TO CLAUSE 45.01 PUBLIC ACQUISITION OVERLAY

23/05/2019
 C133fran

1.0

Public acquisition

15/10/2021
 GC182

PS map ref	Acquiring Authority	Purpose of acquisition
PAO1	Head, Transport for Victoria	Road purposes
PAO2	Frankston City Council	Road purposes
PAO3	Frankston City Council	Open Space / recreation
PAO4	Department of Education	School purposes
PAO5	Department of Natural Resources and Environment	Open space
PAO6	Secretary to the Department of Infrastructure	Southern and Eastern Integrated Transport Project and connecting roads
PAO7	Southern and Eastern Integrated Transport Authority	Peninsula Link
PAO8	Frankston City Council	Kananook Creek Promenade
PAO9	Frankston City Council	Road purposes

SCHEDULE 1 TO CLAUSE 45.09 PARKING OVERLAY

23/05/2019
 C133fran

Shown on the planning scheme map as PO1 .

FRANKSTON METROPOLITAN ACTIVITY CENTRE AND ADJACENT AREAS

Parking objectives to be achieved

1.0
 22/11/2018
 C111

- To improve car parking provision in the Frankston Metropolitan Activity Centre and adjacent areas.
- To reduce the demand for new car parking provision by maintaining and improving existing car parking within the centre.
- To consolidate car parking into large, well located, easily accessible and locatable facilities where possible.
- To provide for the collection of financial contributions towards the construction of shared car parking facilities.

Permit requirement

2.0
 22/11/2018
 C111

None specified.

3.0
 22/11/2018
 C111

Number of car parking spaces required

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure* .

Table 1: Car parking spaces

Use	Rate	Measure
Food and Drink Premises	3	Car spaces to each 100 square metres of leasable floor area
Residential Building other than residential aged care facility as listed in Table 1 of Clause 52.06-5	0.3	Car spaces to each bedroom.
Shop (other than Restricted retail) as listed in Table 1 of Clause 52.06-5	3	Car spaces to each 100 square metres of leasable floor area

For all other uses listed in Table 1 of Clause 52.06-5, the *Rate* in Column B of Table 1 in Clause 52.06-5 applies.

4.0

22/11/2018
 C111

Application requirements and decision guidelines for permit applications

None specified

FRANKSTON PLANNING SCHEME

5.0 Financial contribution requirement

23/05/2019
C133fran

Within the Frankston Metropolitan Activity Centre area defined in Map 1: FMAC Parking Precinct Plan Map in this schedule, the responsible authority may consider accepting a financial contribution in-lieu of one or more car parking spaces required under this Clause 45.09 and/or Clause 52.06, provided the following criteria are met, to the satisfaction of the responsible authority:

- i. The applicant demonstrates that the car parking requirement cannot be practically provided on-site or reasonably nearby;
- ii. The number of car parking spaces to be provided on-site is low, and is not considered to achieve the objective of consolidating car parking into large, well located, easily accessible and locatable facilities; and
- iii. The applicant agrees, under Section 173 of the *Planning & Environment Act 1987*, to the financial contribution being applied to the provision of public shared parking, at any site in or adjacent to the Frankston Metropolitan Activity Centre Area, as determined by the responsible authority.

The financial contribution rate is \$19,500 (plus GST) for each car space. The amount of contribution for each space specified above will be adjusted by the responsible authority on 1 July each year, commencing from 1 July 2017, by applying the *Building Price Index, Melbourne*, in Rawlinsons Australian Construction Handbook. If that index is unavailable, an equivalent index will be applied by the responsible authority.

The financial contributions specified above must be made before the use or development commences unless a permit condition allows payments by instalments under the Section 173 agreement provisions of the *Planning and Environment Act 1987*. This agreement may provide for the payment of the contribution in instalments plus an interest component equivalent to the interest payable on unpaid rates and charges under the *Local Government Act 1989* and it must provide that all instalments and accrued interest are paid within 5 years of the first instalment.

Until the responsible authority is paid the financial contribution, the permit must contain one of the following two conditions:

Prior to the commencement of the use or development allowed under this permit a payment of \$19,500 excl GST (indexed annually by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook) must be paid to the responsible authority for each car parking space required, but not provided on the land.

Or alternatively:

Prior to the commencement of the use or development allowed under this permit, the owner of the land must enter into an agreement under Section 173 of the Planning and Environment Act 1987 with the responsible authority in which the owner agrees to a payment of \$19,500 excl GST (indexed annually by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook) for each car parking space required, but not provided on the land.

The agreement may provide for the payment of the contribution in instalments, plus an interest component equivalent to the interest payable on unpaid rates and charges under the Local Government Act 1989 and it must provide that all instalments and accrued interest are paid within 5 years of the first instalment.

All funds collected by the responsible authority must be utilised on public parking projects within the Frankston Metropolitan Activity Centre or adjacent to the Frankston Metropolitan Activity City Centre in accordance with the Frankston Metropolitan Parking Precinct Plan, including (where appropriate) multi storey facilities.

FRANKSTON PLANNING SCHEME

6.0 Requirements for a car parking plan

22/11/2018
C111 None specified.

7.0 Design standards for car parking

22/11/2018
C111 None specified.

8.0 Decision guidelines for car parking plans

22/11/2018
C111 None specified.

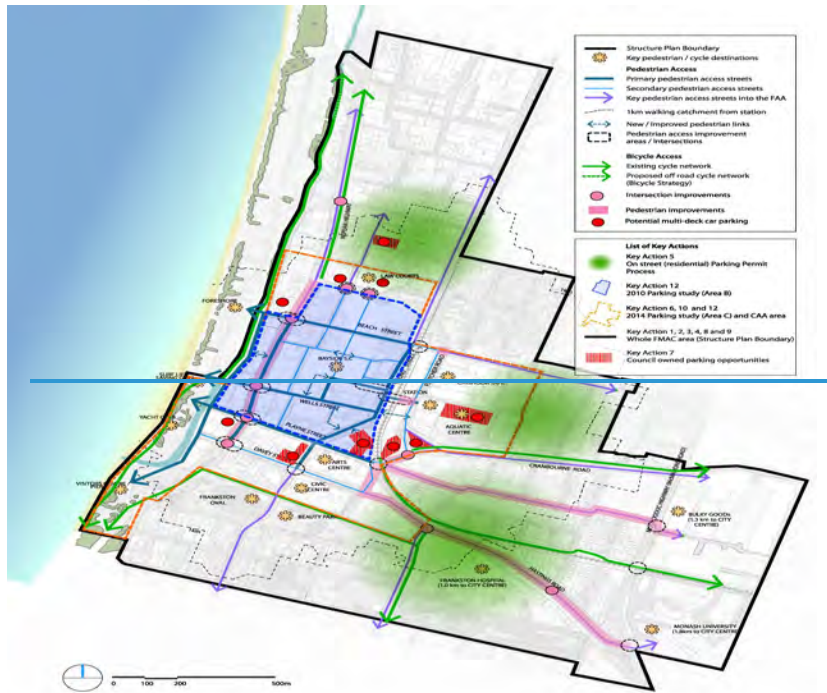
9.0 Background document

23/05/2019
C133fran *Frankston Metropolitan Activity Centre Parking Precinct Plan 2016* (Frankston City Council [2016 Amended 2018](#)).

Note: Occupiers of any dwellings approved by permit subject to the provisions of this schedule may not be eligible for Resident Priority Parking Permits.

[Map 1 to Schedule 1 to Clause 45.09](#)

FMAC Parking Precinct Plan Map



FRANKSTON PLANNING SCHEME

23/05/2019
 C133fran

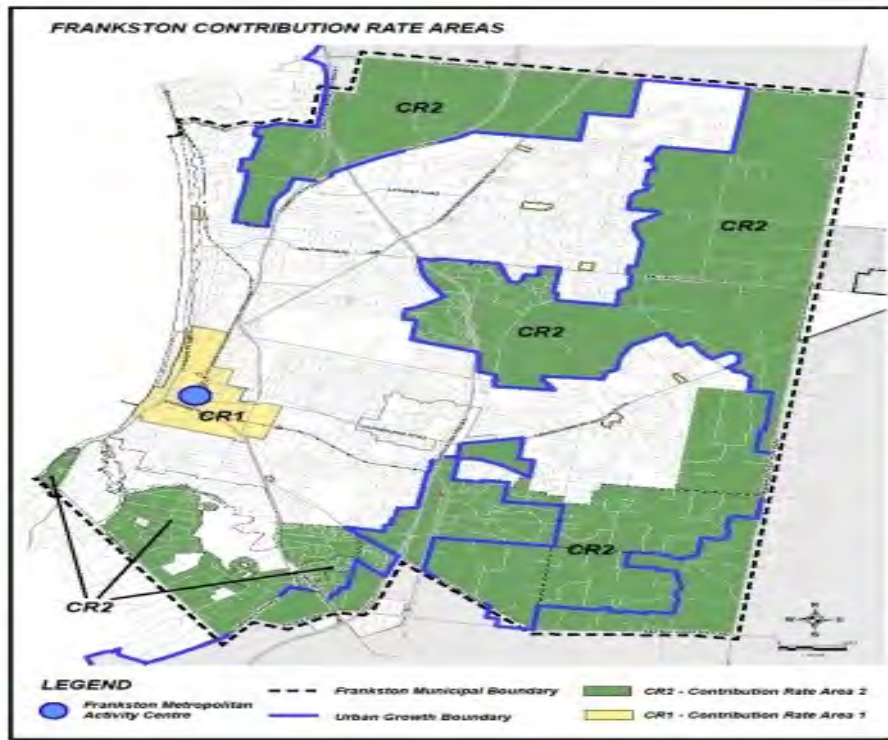
SCHEDULE TO CLAUSE 53.01 PUBLIC OPEN SPACE CONTRIBUTION AND SUBDIVISION

1.0
 24/10/2019
 C127fran

Subdivision and public open space contribution

Type or location of subdivision	Amount of contribution for public open space
All land within the Frankston Metropolitan Activity Centre as defined in the Frankston Metropolitan Activity Centre Structure Plan and as shown as area CR1 on Plan 1 forming part of this schedule.	8%
All land shown as CR2 on Plan 1 forming part of this schedule.	2%
All other land within the municipality.	5%

Plan 1 to Clause 53.01



23/05/2019
C133fran

**SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS
PLANNING SCHEME**

1.0 Incorporated documents

Name of document	Introduced by:
<i>Balmoral Offices, 12 Balmoral Walk, Frankston – September 2021</i>	C151fran
<i>Carrum Level Crossing Removal Project Incorporated Document, December 2017 (Amended February 2018)</i>	GC94
<i>Concept Plan March 2000, Restricted Retail Area Between McMahons Road and Bryan Street, Frankston</i>	NPS1
<i>Figure 3, ERM Flora and Fauna Investigation (May 1999)</i>	NPS1
<i>Frankston Bulky Goods Precinct - Stage 2 (October 2011)</i>	C77
<i>Frankston Safe Boat Harbour (Frankston City Council, June 2008)</i>	C50
<i>Gertrude Street, Frankston, Concept Plan Bird De La Couer Architects P/L Reference SK-01A (18 June 1999)</i>	NPS1
<i>Golf Links Road and Grant Road (Peninsula Link to Frankston-Flinders Road) Upgrade Project Incorporated Document, November 2019</i>	GC158
<i>Hall Road (McCormicks Road to Cranbourne-Frankston Road) Upgrade Project Incorporated Document, August 2021</i>	GC181
<i>Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document (June 2017)</i>	GC49
<i>Improve Frankston Station Project, Incorporated Document (February 2018)</i>	C119
<i>Kananook Creek Comprehensive Development Plan (May 1999)</i>	NPS1
<i>Kananook Train Storage Facility Project Incorporated Document (July 2017)</i>	C117
<i>Kristen Close, Frankston South (February 2011)</i>	C72

25/11/2021
GC181*Landscape Concept, Carol Frank-Mas Landscape Architects Drg. No. 2164/1a
(17/06/99)*

NPS1

*Lathams Road (Oliphant Way to Frankston-Dandenong Road) Upgrade Project
Incorporated Document, April 2019*

C134fran

Name of document	Introduced by:
<i>Balmoral Offices, 12 Balmoral Walk, Frankston – September 2021</i>	C151fran
<i>Carrum Level Crossing Removal Project Incorporated Document, December 2017 (Amended February 2018)</i>	GC94
<i>Concept Plan March 2000, Restricted Retail Area Between McMahons Road and Bryan Street, Frankston</i>	NPS1
<i>Figure 3, ERM Flora and Fauna Investigation (May 1999)</i>	NPS1
<i>Frankston Bulky Goods Precinct - Stage 2 (October 2011)</i>	C77
<i>Frankston Safe Boat Harbour (Frankston City Council, June 2008)</i>	C50
<i>Gertrude Street, Frankston, Concept Plan Bird De La Couer Architects P/L Reference SK-01A (18 June 1999)</i>	NPS1
<i>Golf Links Road and Grant Road (Peninsula Link to Frankston-Flinders Road) Upgrade Project Incorporated Document, November 2019</i>	GC158
<i>Hall Road (McCormicks Road to Cranbourne-Frankston Road) Upgrade Project Incorporated Document, August 2021</i>	GC181
<i>Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document (June 2017)</i>	GC49
<i>Improve Frankston Station Project, Incorporated Document (February 2018)</i>	C119
<i>Kananook Creek Comprehensive Development Plan (May 1999)</i>	NPS1
<i>Kananook Train Storage Facility Project Incorporated Document (July 2017)</i>	C117
<i>Kristen Close, Frankston South (February 2011)</i>	C72

Planning Scheme Amendment 160fran Documents

<i>Landscape Concept, Carol Frank-Mas Landscape Architects Drg. No. 2164/1a (17/06/99)</i>	NPS1
<i>Lathams Road (Oliphant Way to Frankston-Dandenong Road) Upgrade Project Incorporated Document, April 2019</i>	C134fran
<i>McClelland Drive, Langwarrin Conceptual Development Plan (May 1999)</i>	NPS1
<i>Olivers Hill Lot Restructuring Plan (December 2010)</i>	C46(Part 1)
<i>Peninsula Link Project, Incorporated Document, July 2009 (amended June 2011)</i>	C80
<i>Peninsula Private Hospital Master Plan (August 2013)</i>	C74
<i>Sandhurst Comprehensive Development Plan (May 1996)</i>	NPS1
<i>Seaford Road, Seaford Level Crossing Removal Project Incorporated Document, December 2017 (Amended February 2018)</i>	GC94
<i>Skye/Overton Road, Frankston Level Crossing Removal Project Incorporated Document (May 2017)</i>	C116
<i>South East Water Corporation, Head Office, Frankston (February 2013)</i>	C90
<i>Tree Protection Guidelines for Construction Sites (September 2005)</i>	C37
<i>Western Port Highway Upgrade Project Incorporated Document, August 2021</i>	GC182
<i>Woolworths Oxygen, Carrum Downs (February 2011)</i>	C73

FRANKSTON PLANNING SCHEME

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0 Background documents

Name of background document	Amendment number - clause reference
<u>Built Form Guidelines for Higher Density Residential Growth Areas adjacent to the Frankston Metropolitan Activity Centre Precincts 4 and 7 (Frankston City Council, 2018) (Amended 2023)</u>	C124fran – 32.07 Schedule 1, 43.02 Schedule 12
<u>Built Form Guidelines Frankston Metropolitan Activity Centre Precinct 8 – Complementary Health and Education, Precinct 9 – Cranbourne Road Office and Commercial-Mixed Use Area (Frankston City Council, 2018) (Amended 2023)</u>	C124fran – 43.02 Schedule 13
Climate Change Impacts and Adaption Plan (Frankston City Council Climate Change Taskforce, 2011)	
Economic Development Strategy (Frankston City Council, 2011)	
Flood Management Plan for Frankston City Council and Melbourne Water (Frankston City Council/Melbourne Water, 2019)	
Forward Planning for Potential Landfill Sites in the Cranbourne/Frankston Area (Woodward-Clyde, 1995)	
Frankston Bicycle Strategy (Aurecon, 2010)	
Frankston City Council Plan, 2013-2017 (Frankston City Council, 2013)	
Frankston City Council Health and Wellbeing Plan 2017-2021 (Frankston City Council, 2017)	
Frankston City Council Local Gambling Policy: Planning Implementation Report (Planisphere, 2014)	
Frankston City Investment Prospectus (Frankston City Council, 2016)	
Frankston City Neighbourhood Character Study (Planisphere and John Curtis Pty Ltd, 2002)	
Frankston Fauna Linkages and Crossing Structure Design Study (Practical Ecology, 2012)	
Frankston Housing Strategy (Frankston City Council, 2018)	
Frankston Integrated Transport Strategy (Aurecon, 2013)	
Frankston Local Gaming Policy - Planning Implementation Report (Planisphere, 2014)	
<u>Frankston Metropolitan Activity Centre Parking Precinct Plan (Frankston City Council 2016 Amended 2018)</u>	C133fran – 45.09 Schedule 1
<u>Frankston Metropolitan Activity Centre Structure Plan (Frankston City Council, 2015)</u>	
<u>Frankston Metropolitan Activity Centre Structure Plan (Tract, 2023)</u>	C160fran - 02.03, 11.03-1L-02, 16.01-1L, Clause 37.08 Schedule 1
Frankston Municipal Health and Wellbeing Plan, 2013-2017 (Frankston City Council, 2013)	
<u>Frankston Public Open Space Contributions (SGS Economics and Planning, 2019)</u>	C127fran – Schedule to Clause 53.01
Frankston Street Tree Master Plan (Tree Dimensions, 2006)	

FRANKSTON PLANNING SCHEME

Name of background document	Amendment number - clause reference
<i>Greening Our Future – Frankston City Council’s Environment Strategy 2014-2024</i> (Frankston City Council, 2014)	
<i>Metropolitan Waste and Resource Recovery Implementation Plan</i> (Metropolitan Waste and Resource Recovery Group, 2016)	
<i>Outdoor Advertising Signage - Design Guidelines</i> (Frankston City Council, 2014)	
<i>Waste Management Policy (Siting, Design and Management of landfills)</i> (Environment Protection Authority, 2004)	
<i>Victorian Coastal Strategy</i> (Victorian Coastal Council, 2014)	

FRANKSTON PLANNING SCHEME

10/02/2022
C141fran

SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS

1.0

04/05/2022
VC210

Application of zones, overlays and provisions

This planning scheme applies the following zones, overlays and provisions to implement the Municipal Planning Strategy and the objectives and strategies in Clauses 11 to 19:

Zones

- Low Density Residential Zone to provide for low-density residential lots that can treat and retain wastewater.
- Mixed Use Zone to areas previously used for a mix of industrial and commercial purposes that provide opportunities for residential and commercial re-development and renewal.
- Residential Growth Zone to areas where increased density is anticipated.
- General Residential Zone to established areas where incremental change is anticipated.
- Industrial 1 Zone to industrial areas with a mix of manufacturing and commercial uses.
- Commercial 1 Zone to retail and commercial areas where more intensive retail, commercial and residential development is anticipated, including strip shopping areas.
- Commercial 2 Zone to provide for offices, bulky goods retail, appropriate manufacturing and industries and associated uses.
- Green Wedge Zone to land with important agricultural, environmental, historic, landscape, recreational and tourism opportunities.
- Rural Conservation Zone to protect and enhance natural resources and the biodiversity of the area.
- Farming Zone to provide for the use of land for agriculture.
- Public Use Zone to specific public land uses and institutions including public schools.
- Public Park and Recreation Zone to public parkland for a range of passive and active recreational and environmental purposes.
- Public Conservation and Resource Zone to protect public land for its historic, scientific, landscape, habitat or cultural values.
- Transport Zone 2 or Transport Zone 3 to selected major roads controlled by the Head, Transport for Victoria and Frankston City Council as the local road authority.
- Special Use Zone to:
 - A variety of recreational, cultural, arts private sports grounds, religious, educational institutions and related institutions and operations related to Frankston City Council.
 - Sites where a Work Authority has been issued for extractive industry to protect regionally significant stone resources and where the future use of the sites has not been determined or is not clear.
- Comprehensive Development Zone to sites that require an overall development plan to guide redevelopment for specific land uses and building form.
- Urban Floodway Zone to identify urban locations with the greatest risk and frequency of being affected by flooding.
- [Activity Centre Zone to facilitate the development of the Frankston Metropolitan Activity Centre as a major community, employment and commercial centre for the municipality and the region.](#)

Overlays

- Environmental Significance Overlay to areas where the development of land may be affected by environmental constraints.
- Significant Landscape Overlay to protect significant landscapes.

FRANKSTON PLANNING SCHEME

SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK

10/02/2022
C141fran

1.0 Further strategic work

24/02/2023
C140fran

- Develop urban design guidelines to deliver architectural excellence, design innovation and ecologically sustainable design for all new development.

~~Review the Frankston Metropolitan Activity Structure Plan, 2015 and prepare a Revitalisation Action Plan and implement through the introduction of planning scheme controls to encourage investment, development and economic growth to the Frankston MAC.~~

- Undertake a review of Council's neighbourhood character precincts and policy.
- Undertake a review of the schedule to the Design and Development Overlay and the Development Plan Overlay in line with the review of neighbourhood character policy and precincts.
- Complete the Health and Education Precinct Structure Plan.
- Develop a student housing policy to facilitate student residential developments within the Health and Education Precinct and the Frankston Metropolitan Activity Centre
- Identify activity nodes suitable for coastal related recreational development along the foreshore having regard to existing patterns of use and land capability as part of the Coastal Management Review
- Identify sites of biological and cultural significance and environmental sensitivity, including the marine environment that should be protected.
- Implement *Greening Our Future* (Frankston City Council, 2014) – Frankston City Council's Environment Strategy 2014 – 2024.
- Identify specific housing needs by undertaking a housing survey to inform the review of Housing Strategy 2013.
- Develop an Industrial Land Use Strategy with a view to encourage the renovation of ageing industrial stock and the use of disused industrial land.
- Undertake a study of existing extractive industry areas to identify land use impacts and develop a strategy to mitigate those issues and to consider potential reuse of rehabilitated extractive industry sites and zoning.
- Determine appropriate methods of reclamation and reuse of extractive sites.
- Investigate the need for Development Contributions Plans to fund physical and community infrastructure associated with urban development.
- Develop a green wedge local policy to implement the visions for each sub-precinct identified in the *Frankston Green Wedge Management Plan* (Frankston City Council, 2021) and to provide decision guidelines on land use within the Green Wedge.
- Investigate and implement planning controls to achieve the environmental objectives outlined in the *Frankston Green Wedge Management Plan* (Frankston City Council, 2021).
- Undertake an assessment of green wedge areas to assist with the viability of agricultural and horticultural activities.

- Heritage Overlay to places and precincts identified in heritage studies.
- Design and Development Overlay to areas where specific requirements relating to the design and built form of new development is required.

FRANKSTON PLANNING SCHEME

- Development Plan Overlay to sites or precincts where redevelopment and land use should be generally in accordance with an approved development plan.
- Erosion Management Overlay to areas prone to erosion, landslip or other land degradation processes.
- Land Subject to Inundation Overlay to areas identified as subject to flooding by the 1 in 100 year flood or any other area determined by the Floodplain Manager (Melbourne Water).
- Special Building Overlay to inundation prone land by overland flows from the urban drainage system.
- Bushfire Management Overlay to areas and sites affected by bushfire.
- Public Acquisition Overlay to sites, road widening and other locations such as adjoining waterways where an acquiring authority has requested the overlay.
- Environmental Audit Overlay to sites and areas where potential contamination from former land use or other sources, indicates an environmental audit must be undertaken before any sensitive use (such as housing) commences.
- Parking Overlay to sites or precincts where particular parking rates or financial contributions should be regulated.
- Specific Controls Overlay to land to be developed in accordance with a specific control contained in a corresponding incorporated document.

Built form Guidelines for Higher Density Residential Growth Areas adjacent to the Frankston Metropolitan Activity Centre

Tract
Landscape Architects
Urban Designers
Town Planners

Tract

February 2017 (Amended June 2023)



Introduction to new version

The title of this document has been amended as the *Frankston Metropolitan Activity Centre Structure Plan (Frankston City Council, 2023)* (the 2023 Structure Plan) has been prepared and will replace the *Frankston Metropolitan Activity Centre Structure Plan (Frankston City Council, 2015)* (the 2015 Structure Plan).

The 2015 Structure Plan defined the extent of the Frankston MAC more widely and included residential areas within the activity centre boundary. The 2023 Structure Plan reduces the extent of the Frankston MAC to the commercial and mixed-use areas of the centre. The Frankston MAC boundary and the precincts identified in the 2015 Structure Plan are now superseded by the 2023 version (see image below).

Precincts 4 and 7 identified in the 2015 Structure Plan no longer fall within the boundary of the Frankston MAC and therefore this document has been renamed to clarify these areas are now adjacent to the Frankston MAC, rather than within it.

Therefore, the name of this document has been changed to *Built form Guidelines for Higher Density Residential Growth Areas adjacent Frankston Metropolitan Activity Centre (February 2017) (Amended June 2023)*. For full transparency, the original document is retained in its entirety and only the document title has been changed, along with the inclusion of this new introductory page.



Built form Guidelines for Higher Density Residential Growth Areas

Frankston Metropolitan Activity Centre

Precincts 4 and 7

February 2017

Tract
Landscape Architects
Urban Designers
Town Planners

Tract



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5.	Car Parking and Access	21
6.	Development Typologies	23

1. Introduction

1.1 About the guidelines

Purpose

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

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

Why the guidelines are needed

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

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

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

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

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

Guideline objectives

The objectives of the Guidelines are:

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

1.2 How to use the guidelines

Where they apply

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

How they apply

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

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



Study Area Plan

1. Introduction

How they are structured

The guidelines are structured in six sections as described below:

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

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

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

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

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

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

2. Site Response

2.1 Precincts

Objectives

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

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

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

Ensuring the space around buildings is sufficient to accommodate landscaping.

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

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

Precinct 4 - Ebdale

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

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

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

2. Site Response

Precinct 7 - Residential Intensification

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

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

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

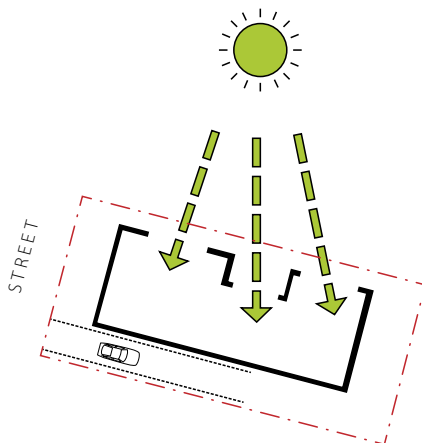
2.2 Building orientation and siting

Objectives

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

Guidelines

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



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

2.3 Front setback

Objectives

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

Guidelines

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

2. Site Response

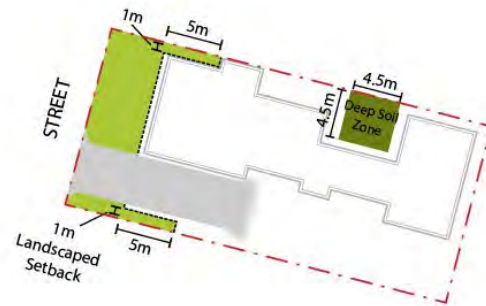
2.4 Side and rear setback

Objectives

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

Guidelines

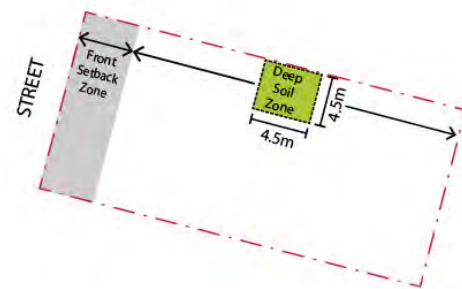
- 2.4.1 Buildings on single lots should be set back by at least 1m from each side boundary for the first 5 metres of the buildings that front the street.
- 2.4.2 Buildings on consolidated lots should be set back by at least 3m to one side boundary and at least 1m to the other side boundary for the first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



Side setback requirements for a standard single lot



Side setback requirements for a double consolidated lot



Deep soil zone located on single lot

2.5 Communal open space

Objectives

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

Guidelines

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

2.6 Landscape design

Objectives

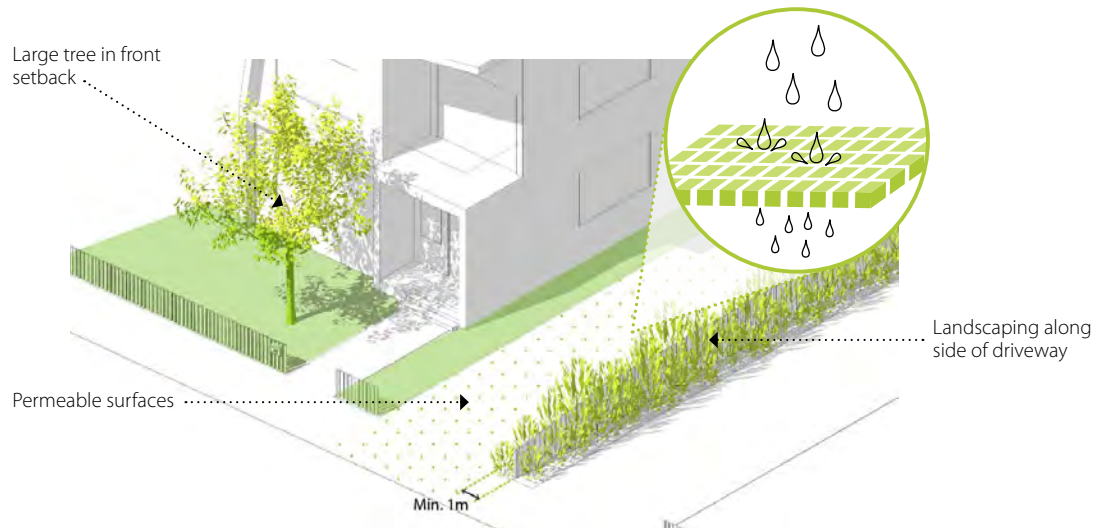
- O1 To support and improve tree canopy coverage by providing areas for deep soil zones in the setbacks of buildings**
- O2 To promote Water Sensitive Urban Design (WSUD)**
- O3 To provide high quality landscaping within the front setback that enhances the setting of buildings in the street**
- O4 To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

Guidelines

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

2. Site Response

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

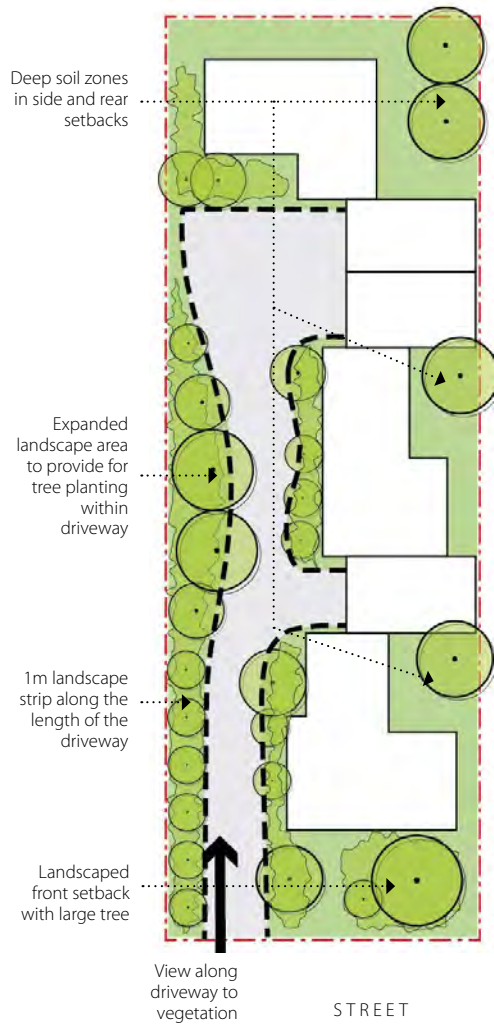


Setback landscaping and permeable paving

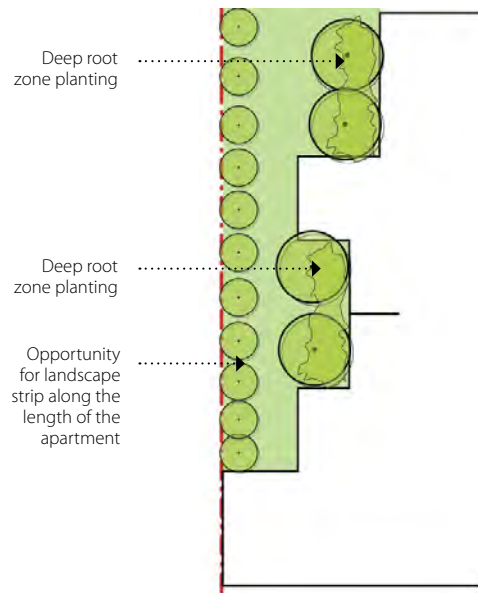


Buildings designed to retain established trees and create an attractive outlook from dwellings

2. Site Response



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



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



An example of how a driveway can be landscaped

3. Building Form and Design

3.1 Building height

Objectives

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

Guidelines

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

3.2 Building form

Objectives

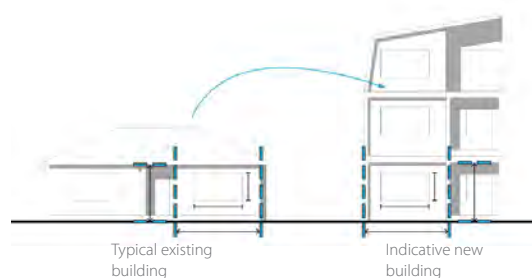
- O1 To provide a sense of address to dwellings
- O2 To allow for the integration of functional architectural elements into the overall building design.

Guidelines

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



Articulation of building facade



Facade articulation to respect existing rhythm and proportions

3. Building Form and Design

3.3 Street interface

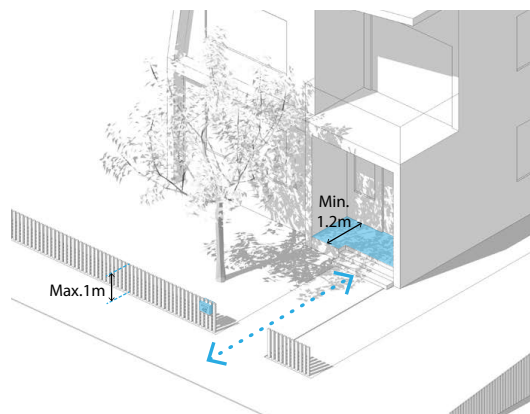
Objectives

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

Guidelines

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

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



Street interface



Recessed dwelling entry

3.4 Roof design

Objectives

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

Guidelines

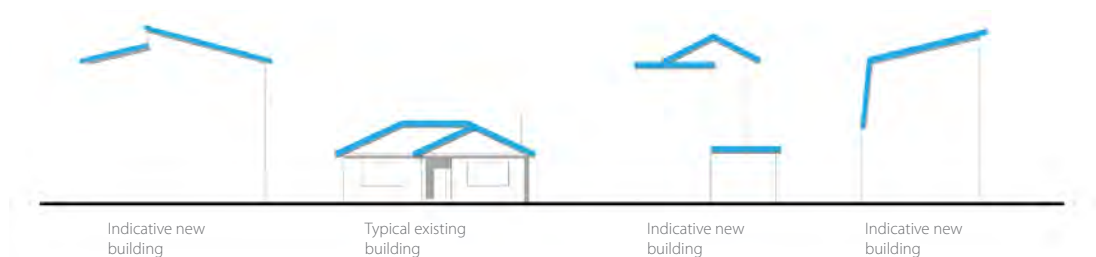
- 3.4.1 Roofs should be constructed with a pitch of 7 degrees from horizontal or greater. Roof forms may include gable, skillion or hipped designs. These forms may be combined with flat roof forms to provide articulation
- 3.4.2 Buildings of 2 or more storeys should have a skillion or gable roof for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



Gabled roof form combined with flat roof



Skillion roof form combined with flat roof



Pitched roof form response

3. Building Form and Design

3.5 Materials and detailing

Objectives

O1 To provide visual interest and sense of address

Guidelines

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



Considered use of simple materials



Building composed from detailed materials with minimal areas of rendered surface

4. Services and Amenity

4.1 Site services

Objectives

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

Guidelines

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

4.2 Storage

Objectives

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

Guidelines

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

4. Services and Amenity

4.3 Daylight and sunlight access

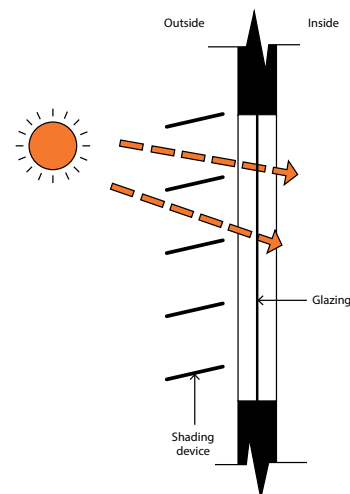
Objectives

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

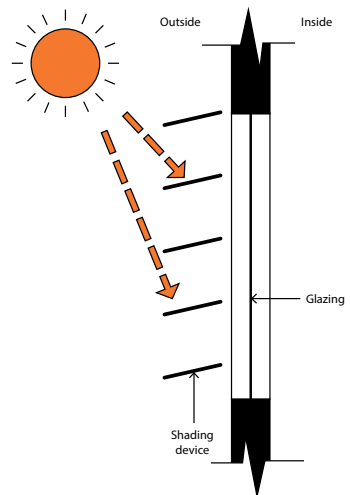
Guidelines

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

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



Winter



Summer

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

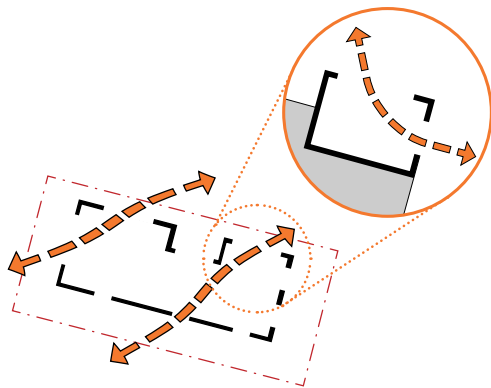
4.4 Natural ventilation

Objectives

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

Guidelines

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



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

4.5 Roof design

Objectives

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

Guidelines

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

4.6 Acoustic privacy

Objectives

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

Guidelines

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

5. Car Parking and Access

5. Car parking and Access

5.1 Pedestrian and cycle access

Objectives

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

Guidelines

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



Landscaped pedestrian path with lighting and passive surveillance

5.2 Vehicle access and parking

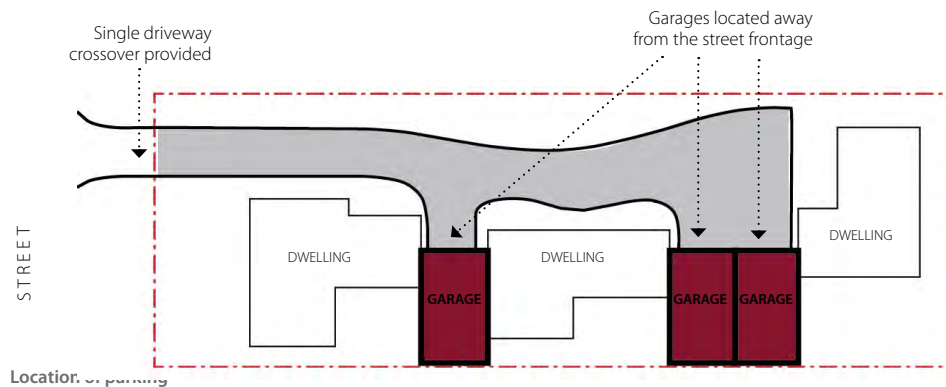
Objectives

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

Guidelines

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

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



6. Development Typologies

6. Development Typologies

6.1 Overview

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

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

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

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

6.2 Three storey townhouses on a standard single lot

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

Site Layout Plan



Street Elevation



6. Development Typologies

6.3 Four storey apartment building on a double consolidated lot

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

Ground Floor Plan



Four storey apartment building on a double consolidated lot cont.

1st Floor Plan



6. Development Typologies

Four storey apartment building on a double consolidated lot cont.

2nd Floor Plan

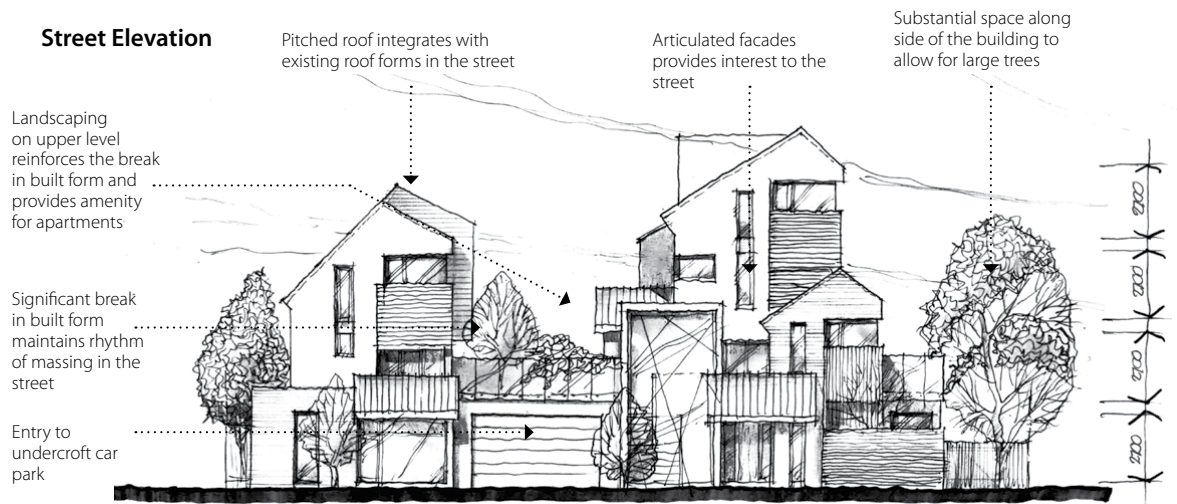


Four storey apartment building on a double consolidated lot cont.

3rd Floor Plan



Street Elevation



Tract
Landscape Architects
Urban Designers
Town Planners

Tract

Built Form Guidelines Frankston Complementary Health Mixed Use Area

February 2017 (Amended June 2023)



Introduction to new version

The title of this document has been amended as the *Frankston Metropolitan Activity Centre Structure Plan (Frankston City Council, 2023)* (the 2023 Structure Plan) has been prepared and will replace the *Frankston Metropolitan Activity Centre Structure Plan (Frankston City Council, 2015)* (the 2015 Structure Plan).

The 2015 Structure Plan defined the extent of the Frankston MAC more widely and included residential areas within the activity centre boundary. The 2023 Structure Plan reduces the extent of the Frankston MAC to the commercial and mixed-use areas of the centre. The Frankston MAC boundary and the precincts identified in the 2015 Structure Plan are now superseded by the 2023 version (see image below).

Precinct 8 – Health and Education identified in the 2015 Structure Plan no longer falls within the boundary of the Frankston MAC and therefore the built form guidelines in this document still apply to that area. This area has been renamed as the Frankston Complementary Health Mixed Use Area.

Precinct 9 – Cranbourne Road Office & Commercial identified in the 2015 Structure Plan is replaced by Precinct 6 in the 2023 Structure Plan. The built form guidelines in this document relating to this precinct no longer apply to this area, as they are superseded by the 2023 Structure Plan.

Therefore, this document has been renamed to *Built Form Guidelines Frankston Complementary Health Mixed Use Area (February 2017) (Amended June 2023)*. For full transparency, the original document is retained in its entirety and only the document title has been changed, along with the inclusion of this new introductory page.



Built form Guidelines

Tract
Landscape Architects
Urban Designers
Town Planners

Tract

Frankston Metropolitan Activity Centre

Precinct 8 - Health & Education

Precinct 9 - Cranbourne Road Office & Commercial

FEBRUARY 2017



Built Form Guidelines for Frankston Metropolitan Activity Centre
Precinct 8 - Health & Education
Precinct 9 - Cranbourne Road Office & Commercial

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1. Introduction

1.1 About the Guidelines

Purpose

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

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

Why the guidelines are needed

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

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

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

Guideline Objectives

The objectives of the Guidelines are:

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

1.2 How to use the guidelines

Where they apply

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

How they are Structured

The guidelines are structured in six sections as described below:

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

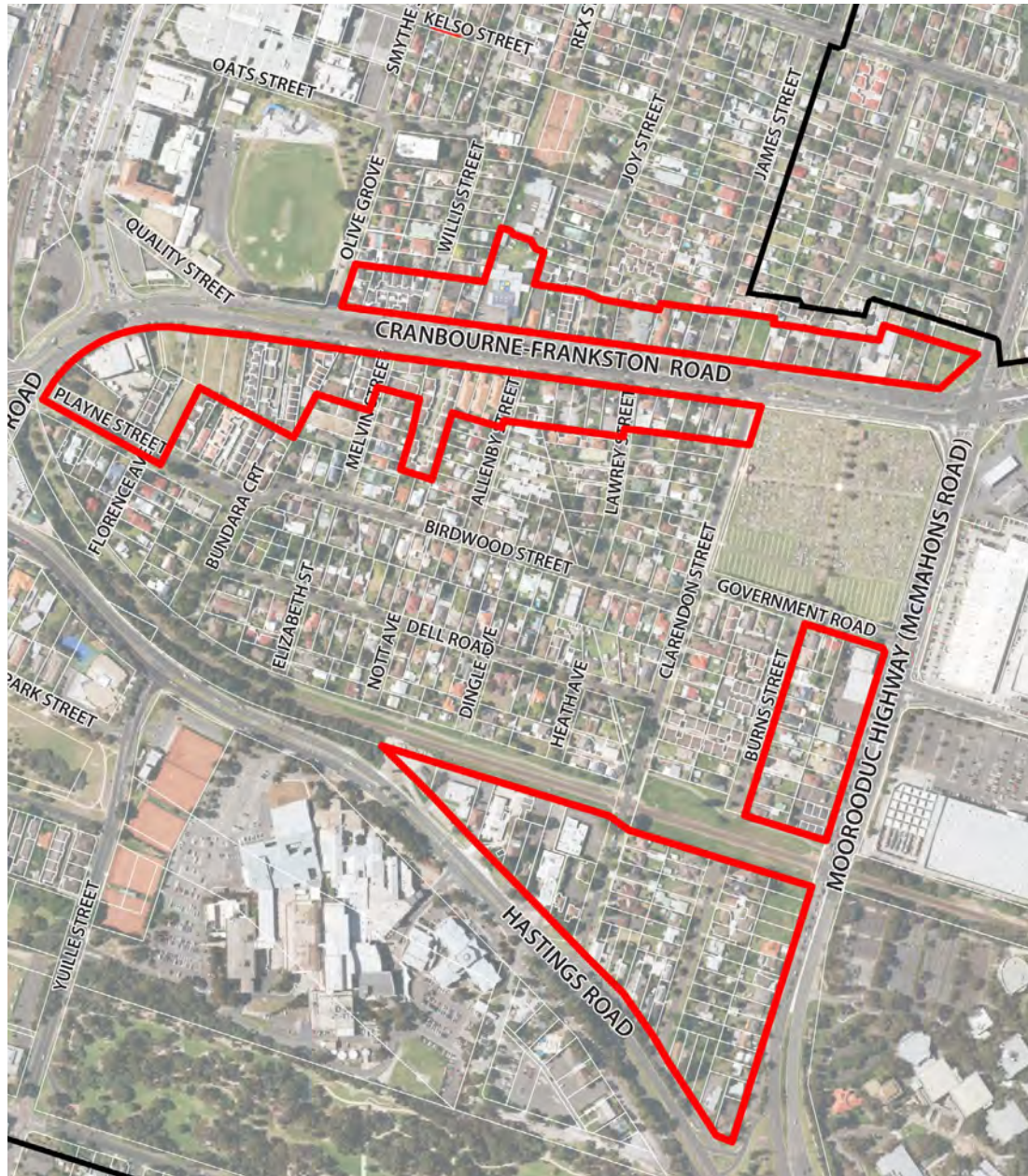
Section 2 - Site Response - Provides guidance on how the development should be sited and orientated on a site, and how open space and landscaping should be provided

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

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

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

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



Precinct 8 and 9

2. Site Response

2.1 Precincts

Objectives

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

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

Encourage the development of office suits along Cranbourne Road.

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

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

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

Ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.

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

Precinct 8 - Health & Education

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

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

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

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

Precinct 9 - Cranbourne Road Office & Commercial

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

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

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

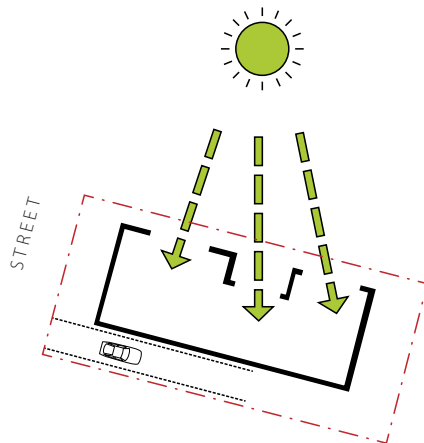
2.2 Building Orientation & Siting

Objectives

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

Guidelines

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



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

2.3 Front Setbacks

Objectives

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

Guidelines

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

2. Site Response

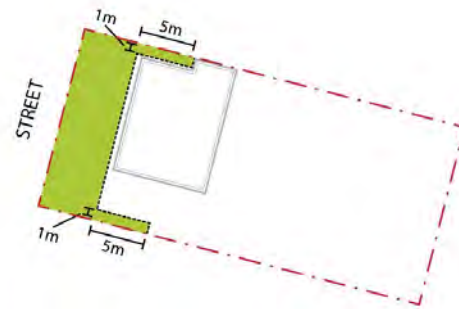
2.4 Side and Rear Setbacks

Objectives

- O1 To support the preferred general neighbourhood character of buildings separated by areas of planting**
- O2 To provide opportunities for daylight access and natural ventilation to buildings**

Guidelines

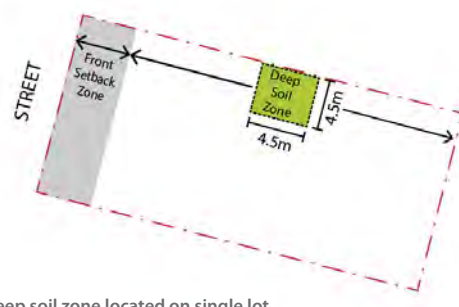
- 2.4.1 Buildings on single lots should be set back by at least 1m from each side boundary for the first 5 metres of the buildings that front to the street
- 2.4.2 Buildings on consolidated lots should be set back by 3m to one side boundary and 1m to the other side boundary for the first 5 metres of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



Side setback requirements for a standard single lot



Side setback requirements for a double consolidated lot



Deep soil zone located on single lot

2.5 Landscape Design

Objectives

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

Guidelines

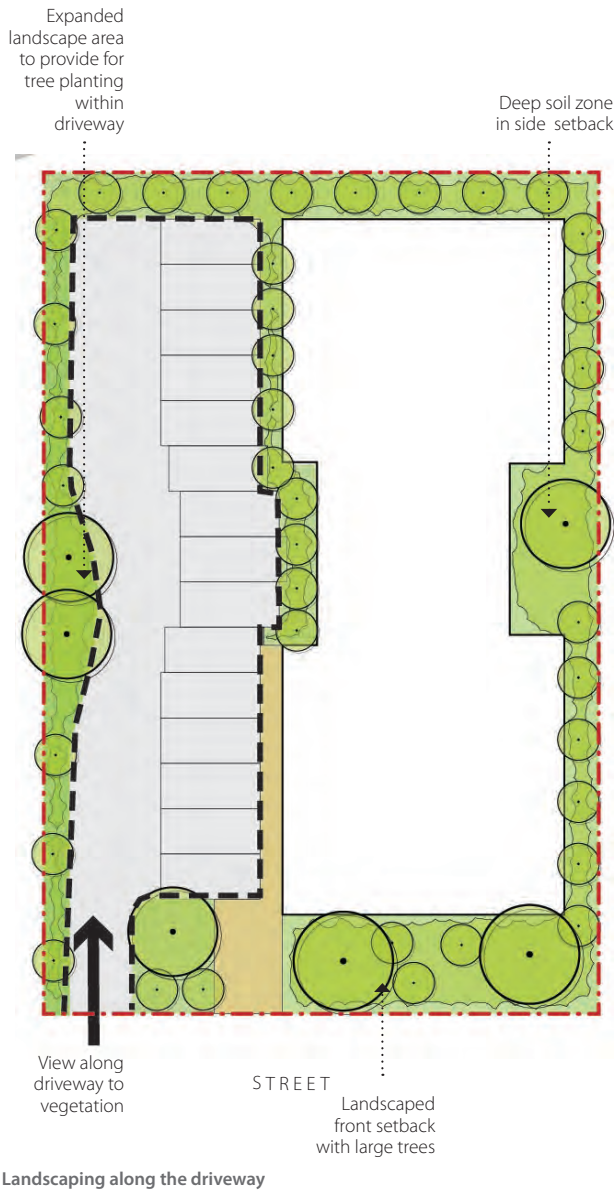
- 2.5.1 Retain and protect existing mature trees where possible and integrate into the overall site planning
- 2.5.2 The landscape plan should respond to the site soil types, drainage conditions and other climatic factors
- 2.5.3 A minimum of 30% of the site area should be permeable unless on-site storm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

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

2. Site Response



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



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



An example of how a driveway can be landscaped

2. Site Response

2.6 Communal Open Space

Objectives

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

Guidelines

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

3. Building Form and Design

3.1 Building Height

Objectives

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

Guidelines

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

3.2 Building Form

Objectives

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

Guidelines

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

3. Building Form & Design

3.3 Street Interface

Objectives

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

Guidelines

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

3.4 Roof Design

Objectives

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

Guidelines

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



Indicative new building

Indicative new building

Indicative new building

Roof form response



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

3.5 Materials and Detailing

Objectives

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

Guidelines

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



Building composed from detailed materials



An example of simple detailing and form



An example of mixed use development

4. Services, Signage and Amenity

4.1 Site Services

Objectives

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

Guidelines

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

4.2 Signage

Objectives

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

Guidelines

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

4.3 Daylight & Sunlight Access

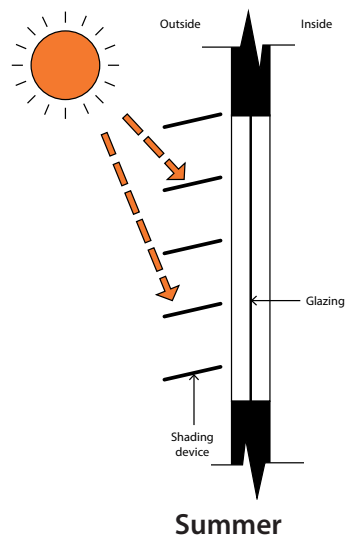
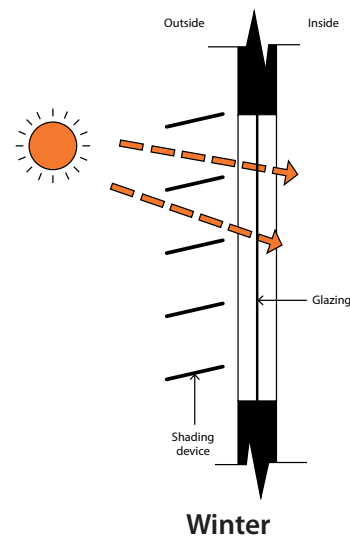
Objectives

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

Guidelines

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

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



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

4. Services Signage & Amenity

4.4 Acoustic Privacy

Objectives

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

Guidelines

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

4.5 Internal Ceiling Heights

Objectives

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

Guidelines

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

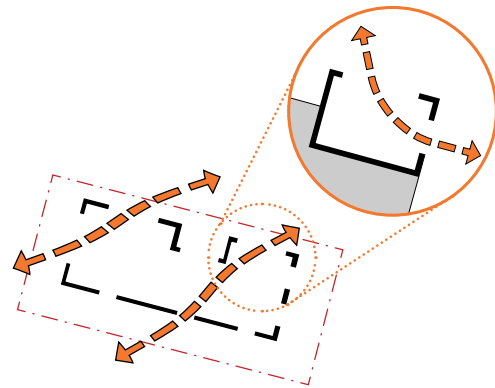
4.6 Natural Ventilation

Objectives

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

Guidelines

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



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

5. Car Parking and Access

5.1 Pedestrian and cycle access

Objectives

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

Guidelines

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



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

5. Car parking and Access

5.2 Vehicle access and parking

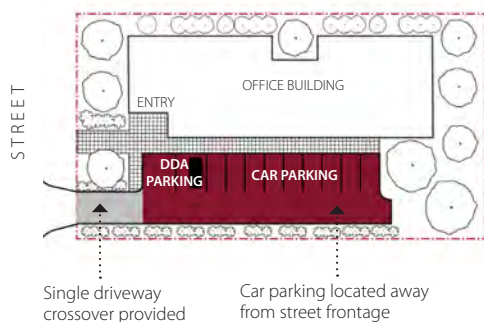
Objectives

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

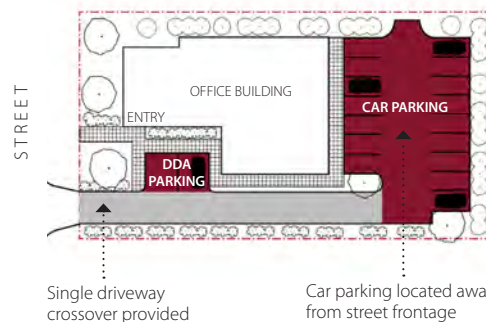
Guidelines

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

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



Parking located to the side of building



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

6. Development Typologies

6.1 Overview

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

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

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

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

6. Development Typologies

6.2 Two storey commercial office - Single lot

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

Site Layout Plan



Landscaped car park located to the rear of the property

Landscaping along driveway

Widened driveway for pedestrian drop-off

Pedestrian entry from street with shelter

Landscape buffer to adjoining property

Landscaped front setback of 4m provides space for substantial planting

Roof line articulated and reads as part of the building form

Narrow built form reflects the rhythm of existing detached dwellings



Upper level recessed to minimise visual bulk from the street

Landscaped front setback contributes to garden character

Pedestrian entrance is clearly defined and an integrated element of the facade

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

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

Site Layout Plan

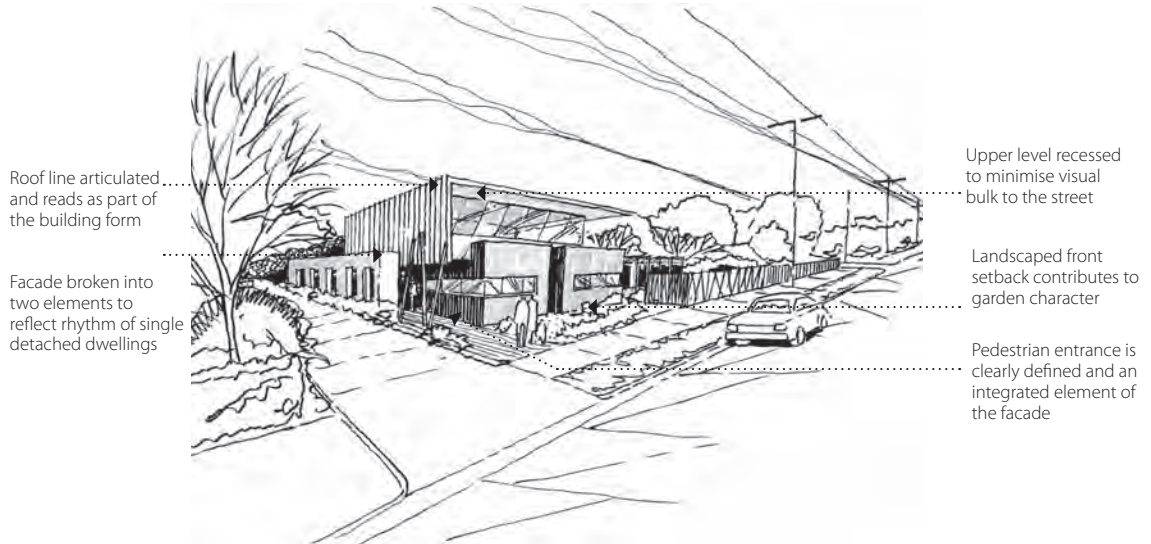


6. Development Typologies

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

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

Site Layout Plan



6.5 Three storey commercial office - Double lot

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

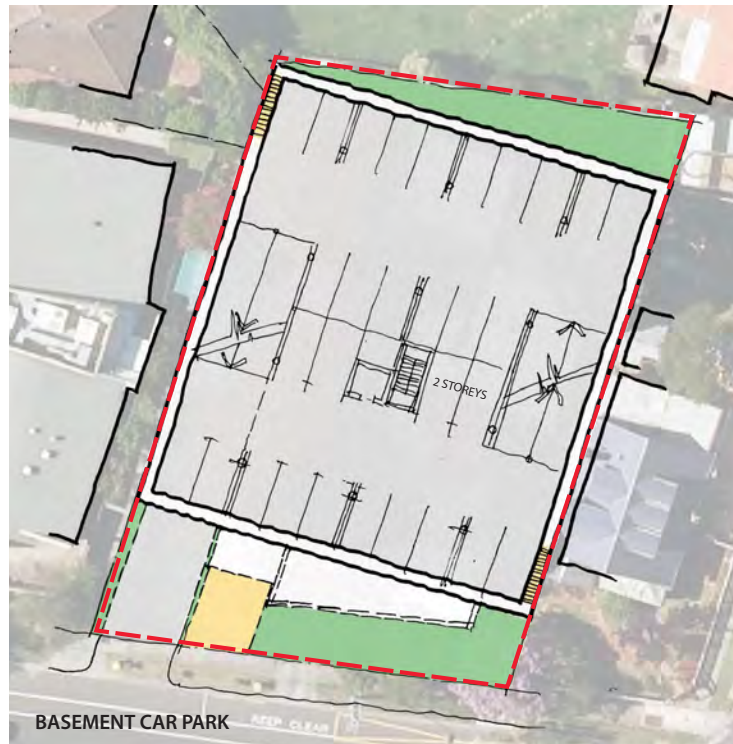
Site Layout Plan



6. Development Typologies

Three storey commercial office - Double lot [cont.]

Basement car park plan



Consideration of City Planning Reports

ADOPTION OF THE FRANKSTON METROPOLITAN ACTIVITY CENTRE STRUCTURE PLAN (JUNE 2023) AND AUTHORISATION REQUEST FOR PLANNING SCHEME AMENDMENT C160FRAN

Frankston Metropolitan Activity Centre Structure Plan (June 2023)

Meeting Date: 14 June 2023

Attachment: D



Frankston Metropolitan Activity Centre

Structure Plan

June 2023

Prepared by:
Tract Consultants

Published June 2023

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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.
DoT	Department of Transport - The State Government department that manages arterial roads and the public transport network.
Equitable Access	An approach where development considers its impact on the amenity of neighbouring sites by limiting overshadowing, overlooking and ensuring outlook and views are maintained. This should consider both existing uses and future development outcomes on neighbouring sites.
ESD	Environmentally Sustainable Design - The purpose of Environmentally Sustainable Design is to reduce impacts in the construction and use of buildings on the natural environment, whilst improving the comfort of the inhabitants.
Fine-grain subdivision	An urban environment where there are relatively narrow shopfronts (generally less than 10 metres in width) providing for a high level of visual interest, and diverse range of uses and experiences within the street.
FMAC	Frankston Metropolitan Activity Centre.
Hospitality	Land uses such as restaurants, cafes and hotels that provide food, drink, entertainment and accommodation.
Laneway	<p>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.</p> <p>The Structure Plan identifies Future and Indicative Laneway Extensions.</p> <p>A Future Laneway Extension is proposed laneway where the desired future width and location is known and identified in the Structure Plan.</p> <p>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.</p>
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	<p>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.</p> <p>A Future Pedestrian Link is a proposed link where the desired future width and location is known and identified in the Structure Plan.</p> <p>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.</p>
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 23.
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

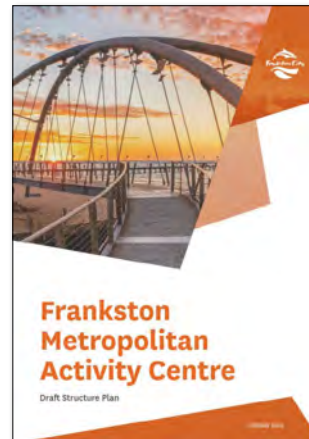
1.6. The Draft FMAC Structure Plan

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

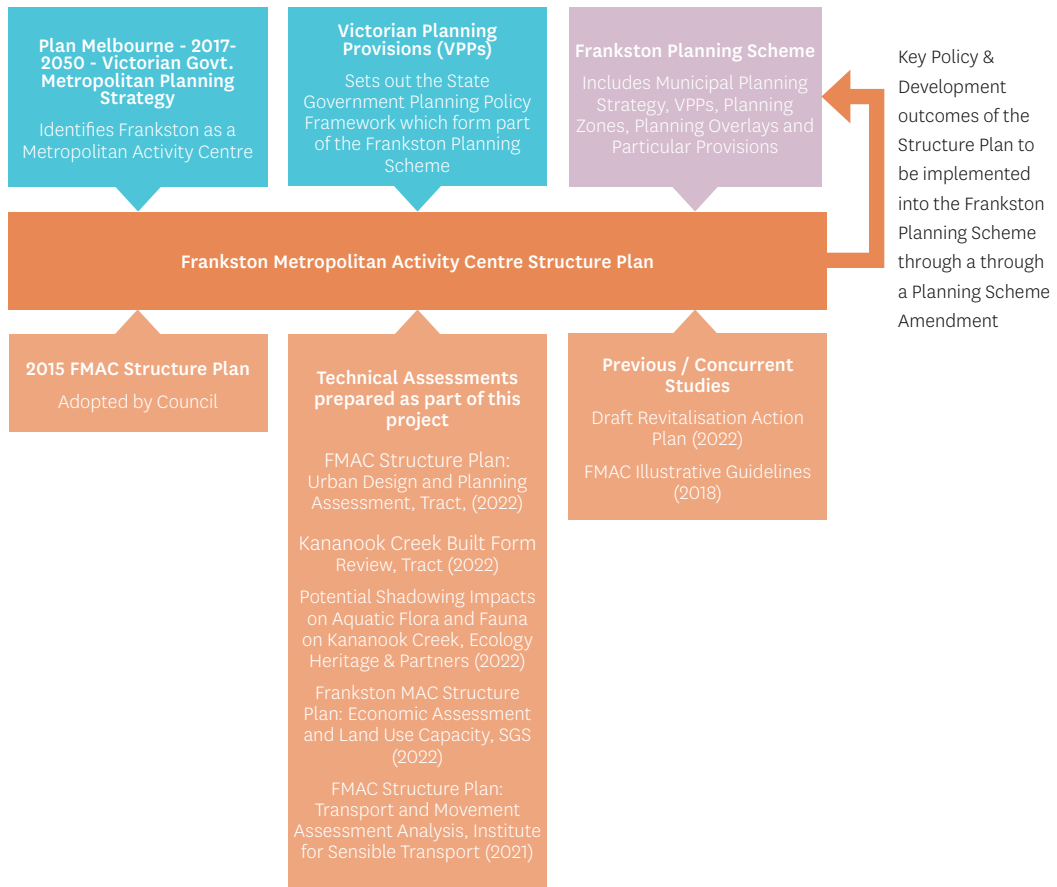
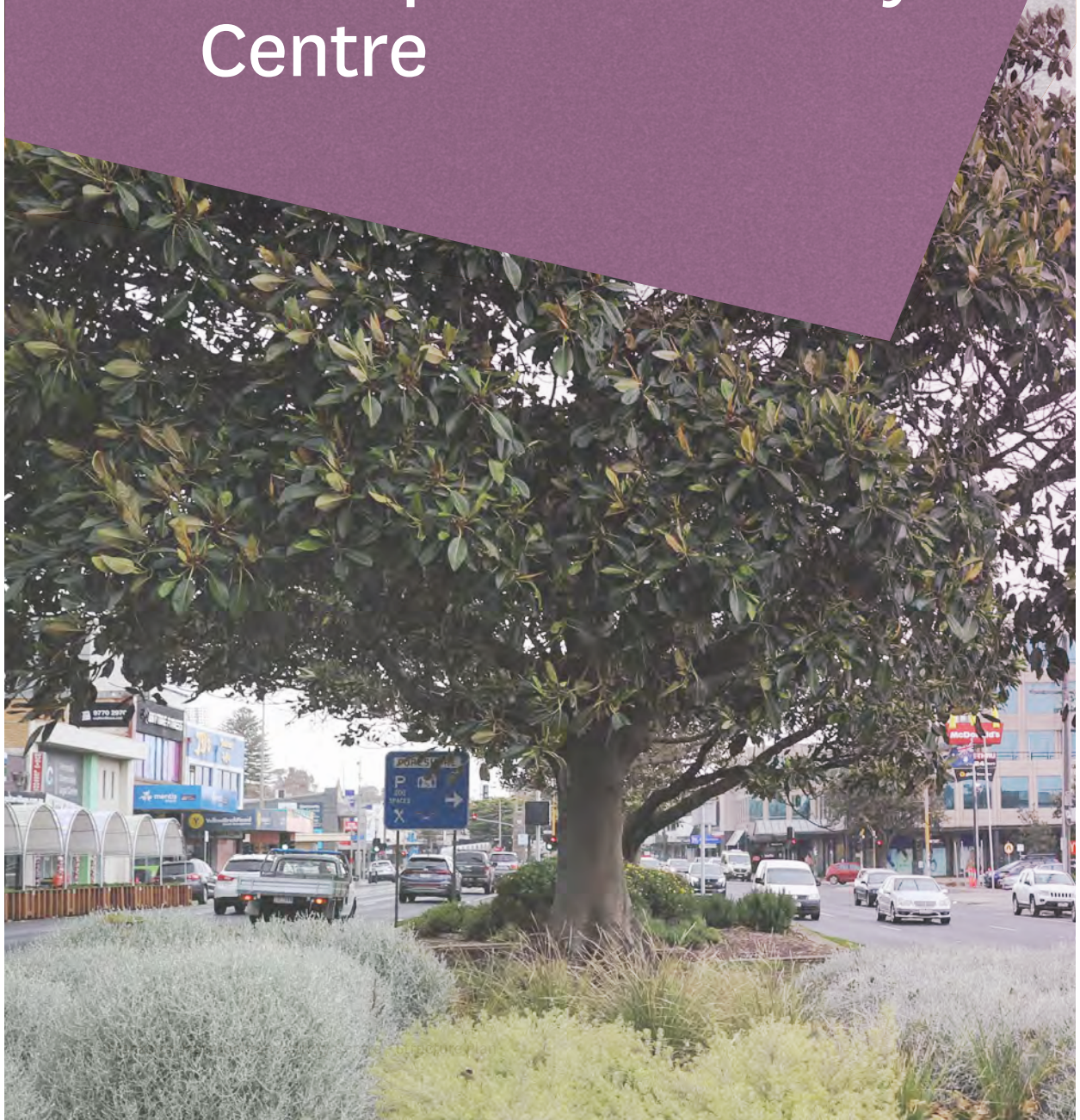


Figure 3. Planning Policy Framework Summary.

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 Profile¹. 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 4,500 residents in 2021 to 7,500 by 2041, equating to an annual growth rate of 2.6%. It is important to plan for this growth so that new development aligns with the FMAC Vision and caters to the future population needs.

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

Employment

Baseline forecasts show employment for non-retail uses in the FMAC growing by around 2,800 jobs between 2021- 41 (1.2% increase per year on average). This converts to approximately 93,000 sq.m of additional of employment floor space. This will be primarily split between population services, knowledge services, and health and education floor space.

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

By 2041...

The FMAC is forecast to provide approximately:

93,000 sq.m

Of additional non-retail employment floor space

65,300 sq.m

Of additional retail and hospitality floor space

1,888

Additional dwellings

For a population of:

7,500

Residents

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

Retail and hospitality

Retail and hospitality is forecast to grow with demand for additional 65,300 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.

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

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 1,888 additional dwellings by 2041.

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

Housing Demand Scenario	Additional Dwellings: 2021-2041
Baseline	300
Low	1,595
Medium	1,888
High	2,965

Figure 6. Housing Demand Scenarios for the FMAC²

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.

There 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 FMAC³

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.

Chisholm Frankston Expansion

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

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



Frankston Hospital Redevelopment - Victorian Health Building Authority.

Frankston Railway Line Level Crossing Removals

Along the Frankston Railway Line, a total of 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.

Streetscape Improvement Projects

Council and State Government are working in partnership through the Frankston Revitalisation Program to improve the following Streets:

- White Street Mall - Completed in 2022
- Stiebel Place Laneway - To be completed in 2023

Key Developments

Horizon Apartments - A nine storey, 79 apartment development located on Plowman Place. Construction has commenced.

12 Balmoral Walk - An eight storey mixed use commercial hub development, with approximately 14,000-square metres of office space. It is located centrally in the FMAC alongside the Bayside Shopping Centre with planned improvements to public space and pedestrian links. A planning permit has been issued for this development and Condition 1 plans have been endorsed.

Commuter Car Park - Federal and State funded multi-deck commuter car park which will provide up to 500 car park spaces. This project is expected to start construction in late 2023 and have completed construction by late 2024.



12 Balmoral Walk Design Concept - Vicinity Centres



Commuter Car Park concept render.



Frankston Metropolitan Activity Centre - Structure Plan

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.



4.3 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.



4.2 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.



4.4 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 prioritised along key streets making it a more desirable option. The Ring Road will continue to provide a key vehicle access route that is supported by dedicated car parking facilities at the periphery of the City Centre.

4.1. Activities and Land Use

4.1.1. Overview

The Vision seeks to provide a City Centre that is rich with employment opportunities and has a thriving retail and hospitality sector. This theme provides Centre-wide 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.

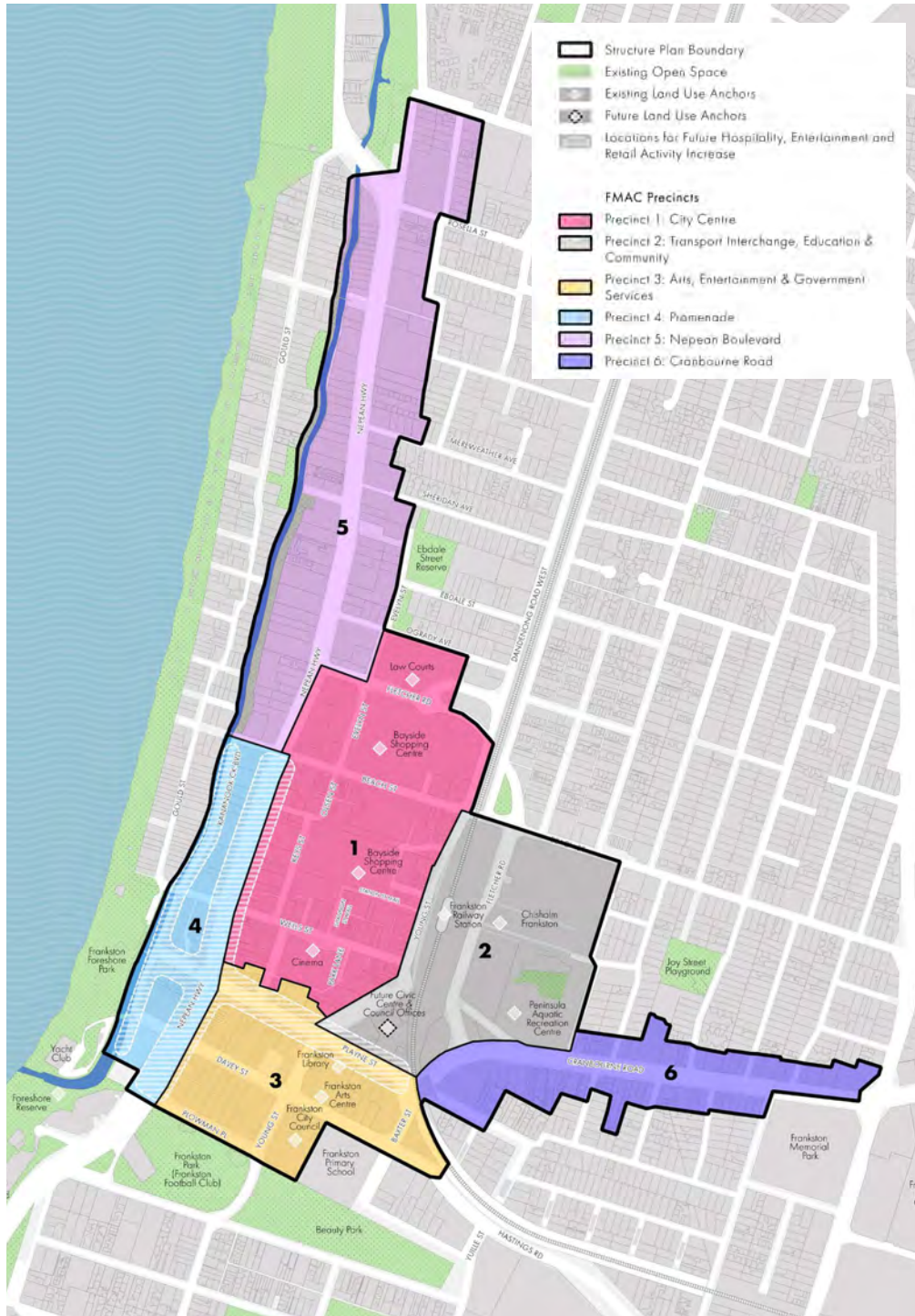


Figure 8. Land Use and Activities Framework Plan



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

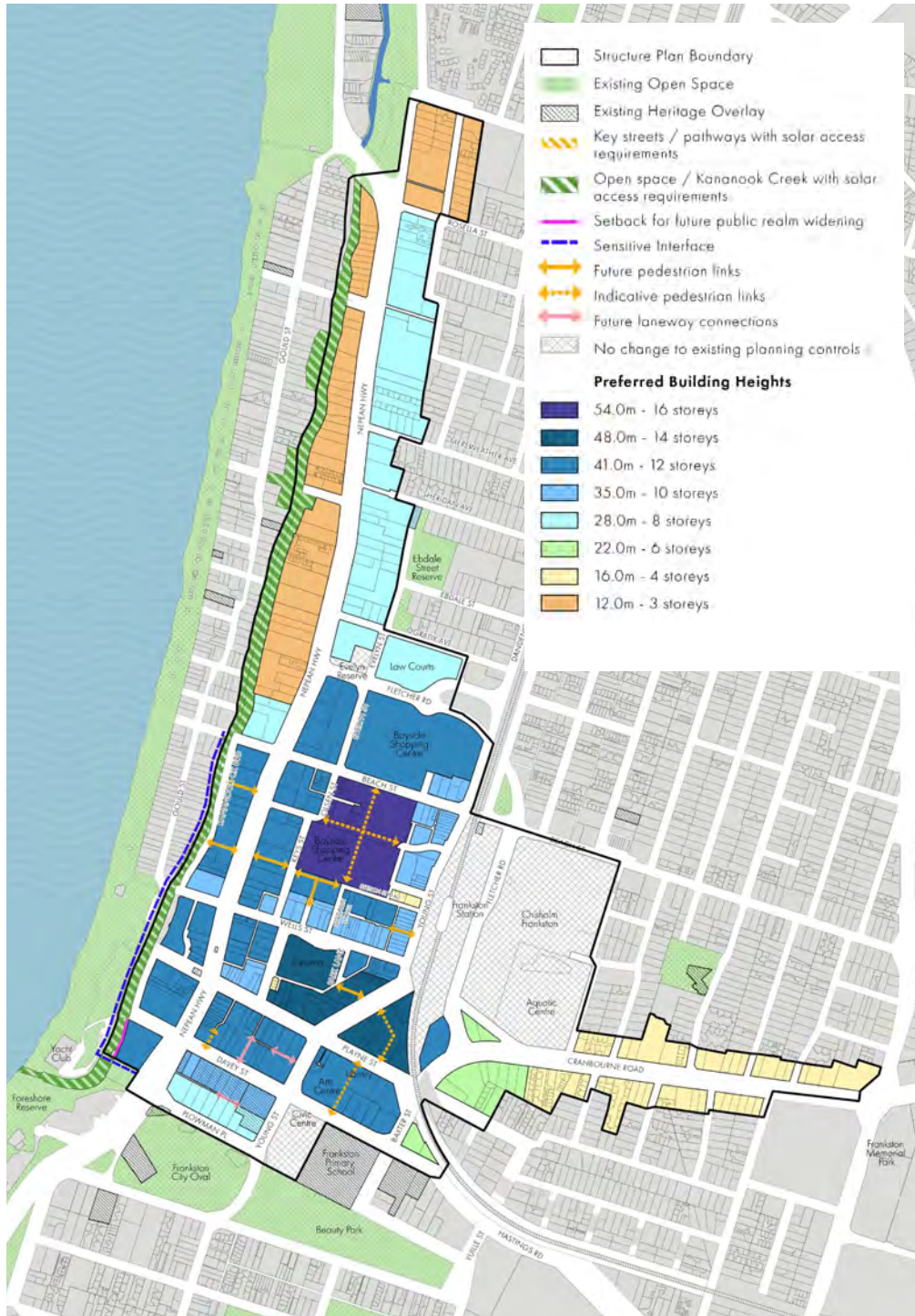


Figure 10. Built Form & Design Framework Plan



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.

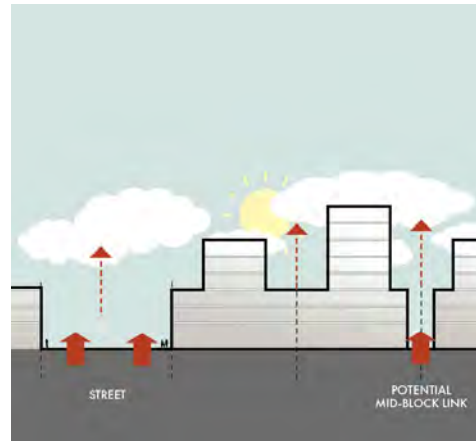


Figure 11. Diagram illustrating the physical and visual connections to the water.

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

Strategy 7.2.

Reduce the wind impacts of taller buildings.

Another potential impact from new development is an increase in wind in spaces adjacent to the buildings. This occurs when buildings are not designed to deflect downward drafts. The 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

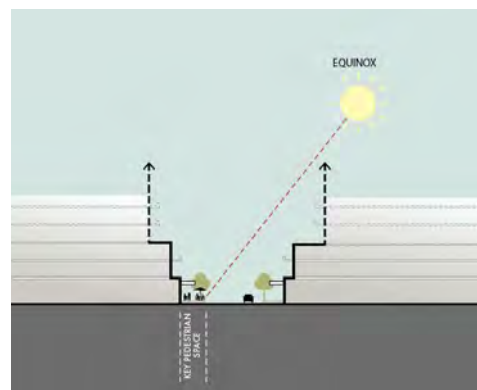


Figure 12. Diagram showing sunlight to footpaths.



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

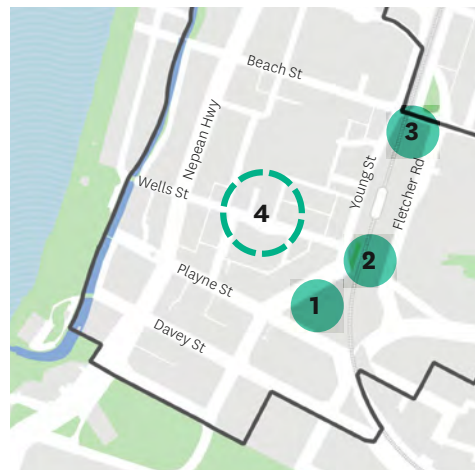
The Structure Plan identifies the need for a new open space within the heart of the FMAC to provide new open spaces for residents, workers, students and visitors to relax, socialise and participate in community events. The following locations have been identified for providing new / expanded public spaces:

- **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 11.2.
- **Shannon Street Mall** - Reinforce its role as a key public plaza.
- **Thompson Street** - Enhance its convenience role and better connect Playne Street and Wells Street.
- **Young Street South of Wells Street** - Complete the streetscape upgrades along Young Street and enhance the connection between the station and the arts precinct.

Strategy 11.2.

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.

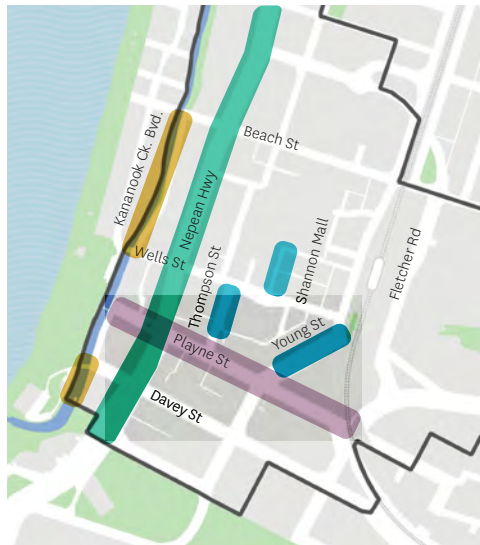
Playne Street will be upgraded to increase its role as the spine for the arts and entertainment precinct connecting the City Centre to the foreshore. The street will be reconfigured to provide wider footpaths, bike lanes (connecting the Baxter Trail to the foreshore), additional street tree planting 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.

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.



Provide opportunities to better engage with the creek edge.



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

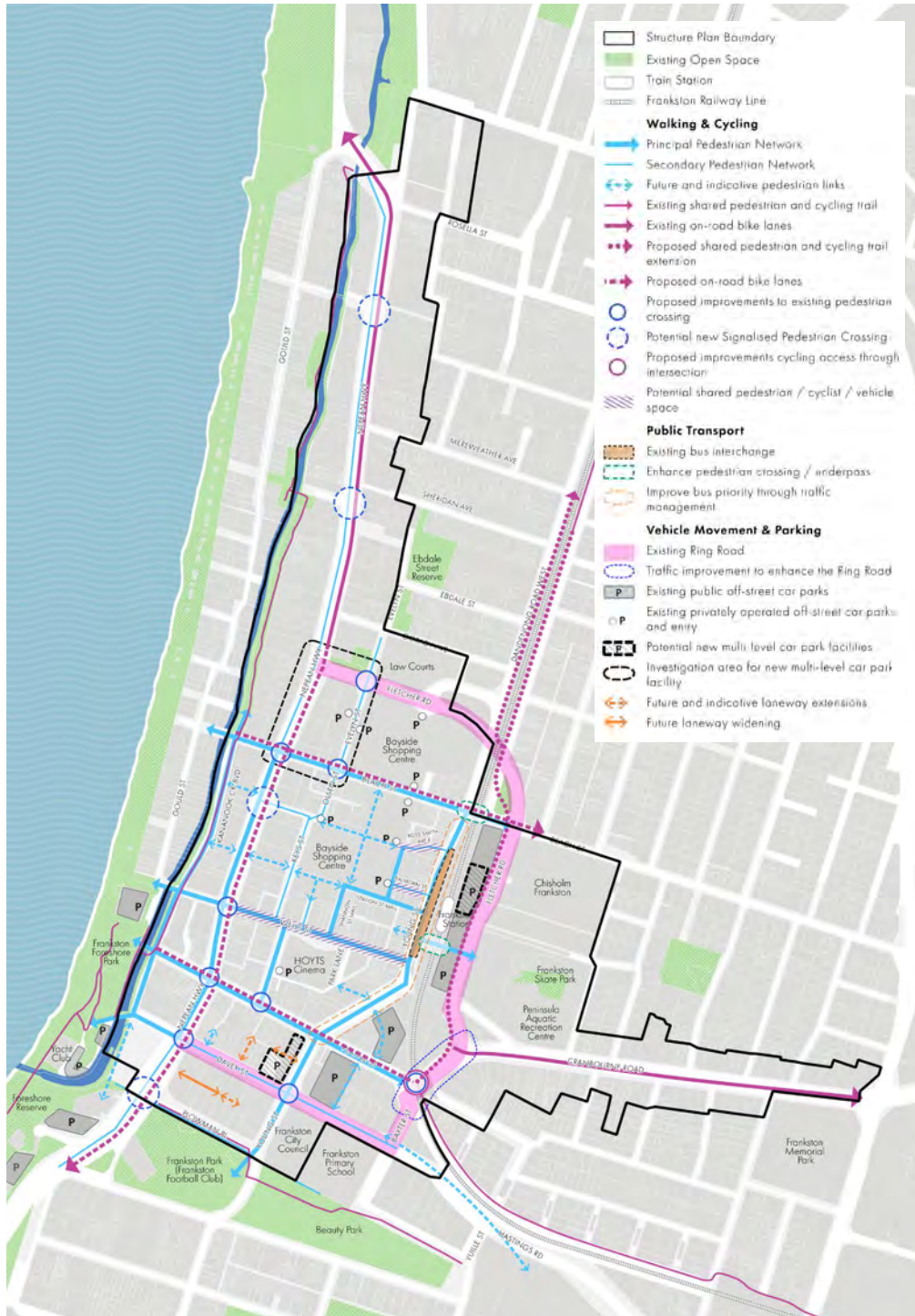


Figure 16. Movement and Transport Framework Plan



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.

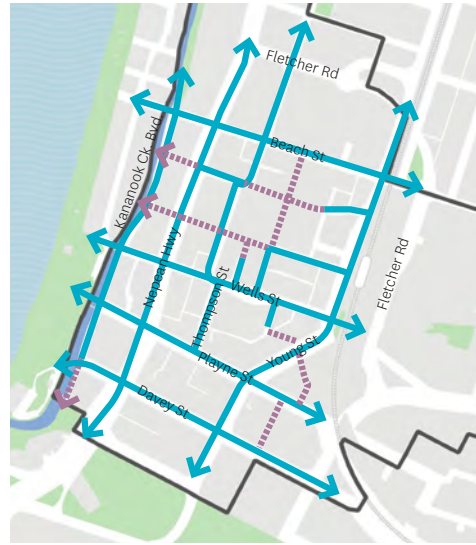
Increase the permeability of the walking network.

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.

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.



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



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

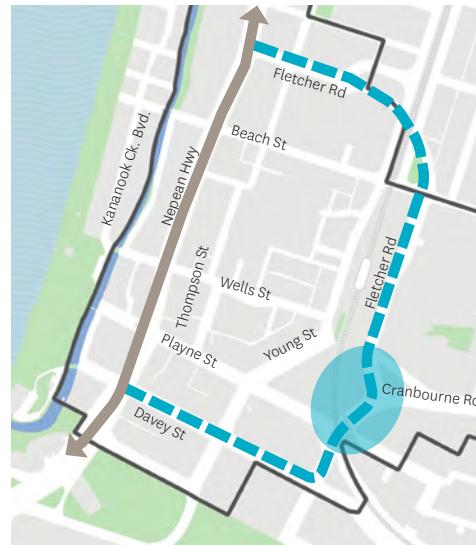
Work with DTP to develop and implement options to cater for the increase in vehicle movements and improve the functionality and efficiency of the Ring Road to support the objectives of the Structure Plan (Nepean Boulevard).

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.



■ Existing Ring Road
 ● Location for Traffic Management improvements

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 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.



Examples 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	<ul style="list-style-type: none"> Sub-Precinct 1A – Preferred Maximum Building Height is 54.0m (16 storeys) above natural ground level. Sub-Precinct 1B - Preferred Maximum Building Height is 48.0m (14 storeys) above natural ground level. Sub-Precinct 1C - Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub-Precinct 1D – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level. Sub-Precinct 1E – Preferred Maximum Building Height is 16.0m (4 storeys) above natural ground level. Sub-Precinct 1F – Preferred Maximum Building Height is 28.0m (8 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 1A,1B,1C,1D,1E,1F - Preferred street wall height to <i>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</i> and <i>all laneways</i> is 12.0m (3 storeys). Sub-Precinct 1A,1C,1D - Preferred street wall height to Shannon Mall and Station Street Mall is 8.0m (2 storeys).
Preferred Building Setbacks	<ul style="list-style-type: none"> Sub-Precinct 1A,1B,1C, 1D, 1E - 0.0m to all streets Sub-Precinct 1F - 3.0m to all streets to provide for landscaping.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 1A, 1B, 1C, 1D, 1E, 1F - 5.0m setback from the street wall. 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. Sub-Precinct 1A, 1B, 1C, 1D, 1E - Upper level setbacks provided to maintain solar access as outlined below. Refer to 5.8 Centre-Wide Guidelines for additional upper level setback requirements.
Future Pedestrian Links	<ul style="list-style-type: none"> Sub-Precinct 1A - Indicative pedestrian links through the Bayside Shopping Centre. Location and width to be determined through future master planning. Sub-Precinct 1B - Future pedestrian link through <i>122-124 Young Street</i> with a minimum width of 6m. Sub-Precinct 1C - Future pedestrian link between <i>Keys Street</i> and <i>Nepean Highway</i> with a 9.0m total width. This will comprise of 4.5m from the northern property boundary of <i>433 Nepean Highway</i> and 4.5m from the southern property boundary of <i>431 Nepean Highway</i> Sub-Precinct 1C - Continuation of <i>White Street mall</i> with a minimum width of 12.3m. Continuation of <i>Station Street Mall</i> with a minimum width of 9.5m. Sub-Precinct 1D - Future pedestrian link through <i>76-78 Young Street</i> to provide for clear sight lines into <i>Stiebel Place</i> with a minimum width of 6m.

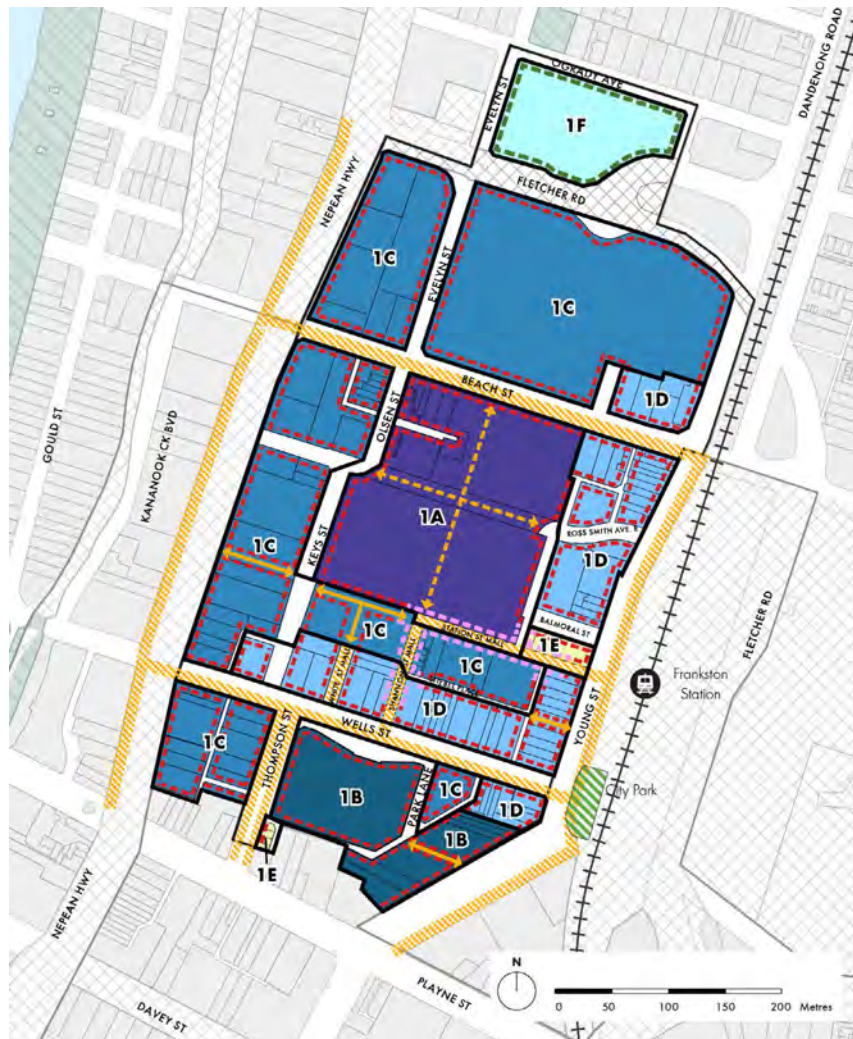


Figure 21. Precinct 1 - Built Form & Development Framework
 Frankston Metropolitan Activity Centre - Structure Plan

Element	Development Requirements
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> • Within 7.0m of the western property boundary of <i>Nepean Highway</i> between 10am and 2pm at the equinox (September 23). This measurement accounts for future widening of the <i>Nepean Highway</i> footpath. Refer to Figure 22. • The entire southern footpath of <i>Wells Street</i> and <i>Beach Street</i> between 10am and 2pm at the spring equinox (September 23). • The entire eastern and western footpaths of <i>Thompson Street</i> between 10am and 2pm at the spring equinox (September 23). • The entire eastern footpath of <i>Young Street</i> between 10am and 2pm at the spring equinox (September 23). • <i>City Park</i> from 10am-1pm at the winter solstice (June 22). Refer to Figure 23. • <i>Shannon Mall</i> - No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall between 10am and 1pm at the spring equinox (September 23). Refer to Figure 24. • <i>Station Street Mall</i> - No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall at 10am at the spring equinox (September 23). Refer to Figure 24. • <i>White Street Mall</i> - No additional shadow beyond what would be cast by an 12.0m (3 storey) street wall between 10am and 1pm at the spring equinox (September 23). Refer to Figure 25.

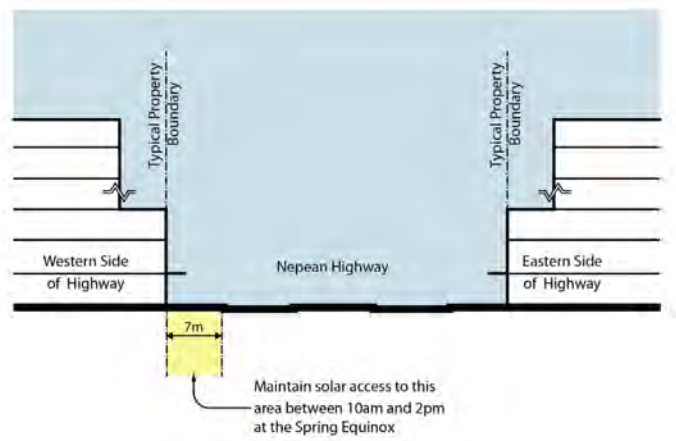


Figure 22. Solar Access Requirements to Nepean Highway.

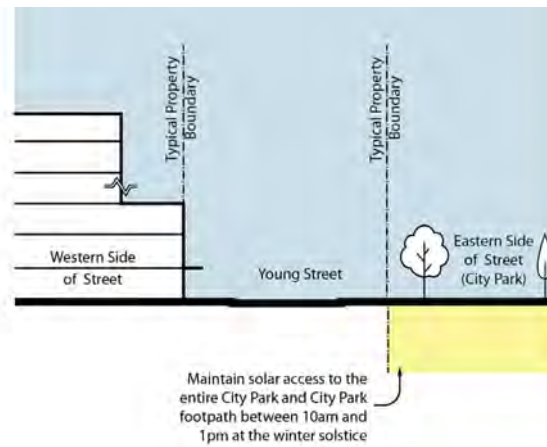


Figure 23. Solar Access Requirements to City Park.

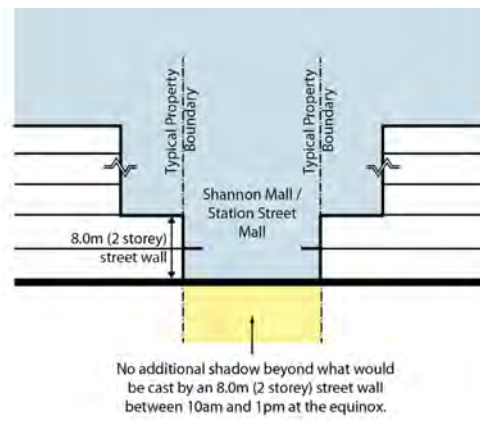


Figure 24. Solar Access Requirements to Shannon Mall.

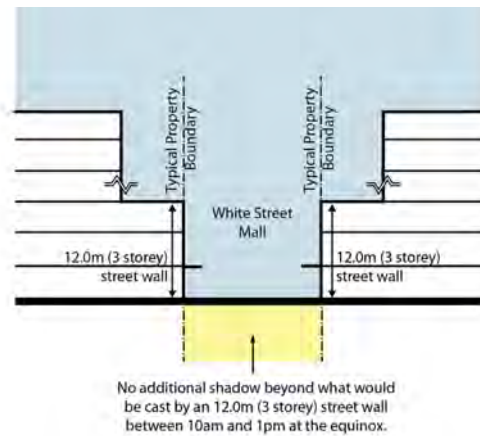


Figure 25. Solar Access Requirements to White Street Mall.

Precinct Development Guidelines

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

- Buildings should be designed to reinforce the pedestrian scale to with fine-grain building articulation and tenancies at ground and upper podium levels.
- Encourage architectural elements that assist in creating an interesting and varied skyline.
- Address existing laneways with active uses at ground level and provide surveillance of the laneway from upper levels of development.
- Encourage the consolidation of Bayside Shopping Centre car parks and loading areas to surrounding streets to enhance the pedestrian environment
- Provide publicly accessible 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 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.

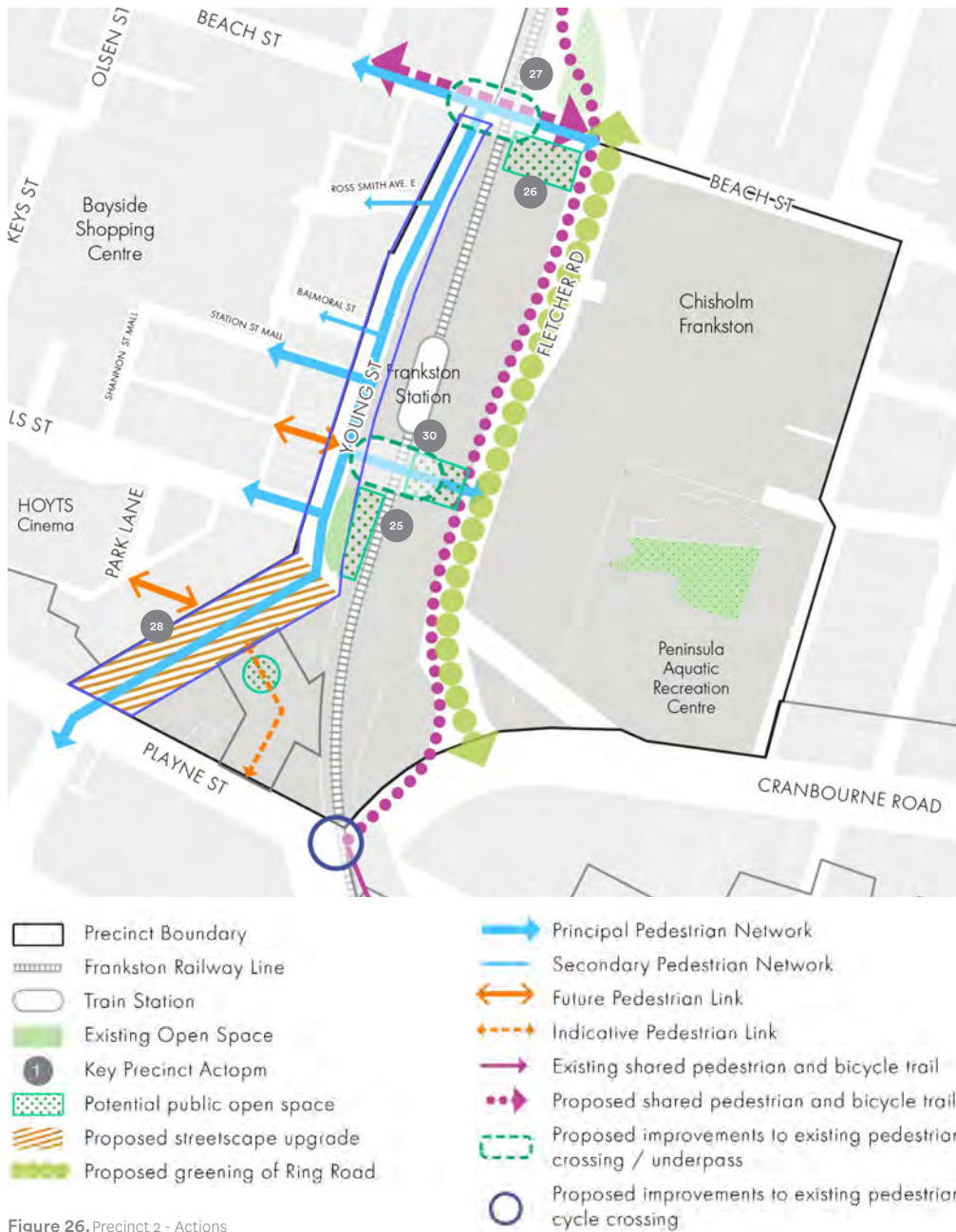


Figure 26. Precinct 2 - Actions

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.

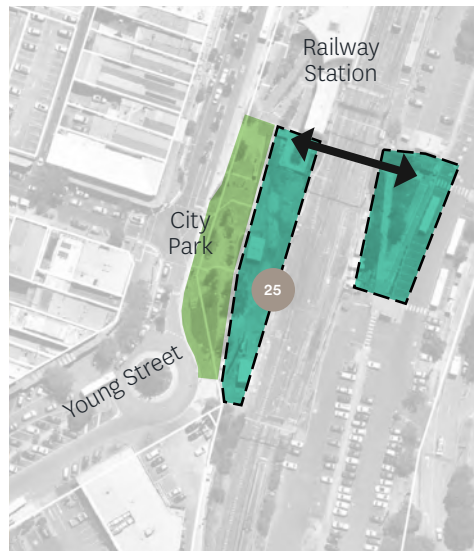


Figure 27. City Park Expansion

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.

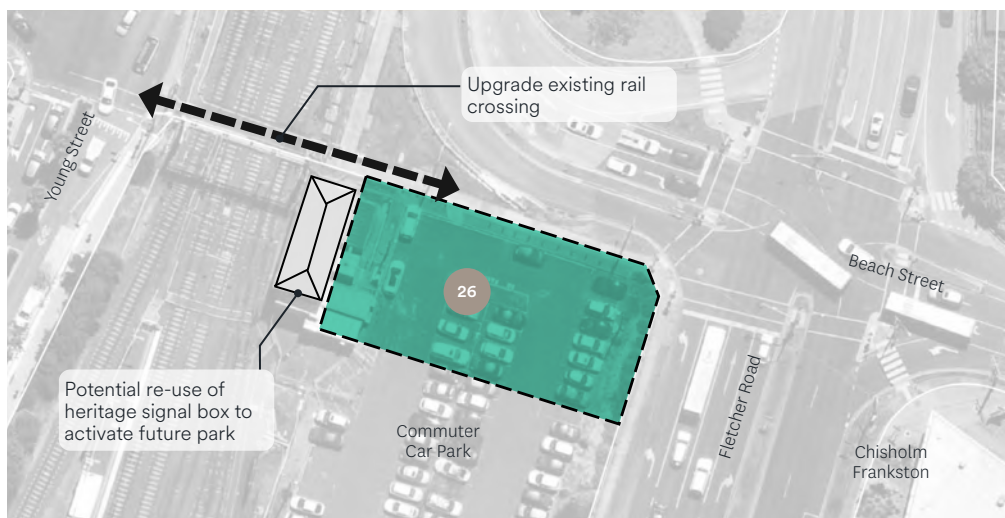


Figure 28. Signal Box Park Plan

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.



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	<ul style="list-style-type: none"> Sub-Precinct 2A – Preferred Maximum Building Height is 48.0m (14 storeys) above natural ground level. Sub-Precinct 2B – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub-Precinct 2C – Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 2A – Preferred street wall height to <i>Young Street</i> and <i>Playne Street</i> is 12.0m (3 storeys). Sub-Precinct 2B, 2C – Preferred street wall height to <i>Fletcher Road</i> and <i>Cranbourne Road</i> 19.0m (5 storeys).
Preferred Building Setbacks	<ul style="list-style-type: none"> Sub-Precinct 2A – 0.0m to <i>Playne Street</i> and <i>Young Street</i>. Sub-Precinct 2B, 2C – Provide a setback to <i>Fletcher Road</i> and <i>Cranbourne Road</i> of 3.0 metres to provide for landscaping and the retention of existing canopy trees.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 2A, 2B, 2C – 5.0m upper level setback from the street wall Sub-Precinct 2A, 2B – Upper level setbacks provided to maintain solar access as outlined below
Future Pedestrian Links	<ul style="list-style-type: none"> Sub-Precinct 2A – Indicative pedestrian Link through the <i>Sherlock and Hay’s Site</i>. Location and width to be determined through future master planning.
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> The entire southern footpath <i>Playne Street</i> between 10am and 2pm at the spring equinox (September 23). The entire eastern footpath of <i>Fletcher Road</i> between 10am and 2pm at the spring equinox (September 23). The entire western footpath of <i>Young Street</i> between 10am and 2pm at the spring equinox (September 23).

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.

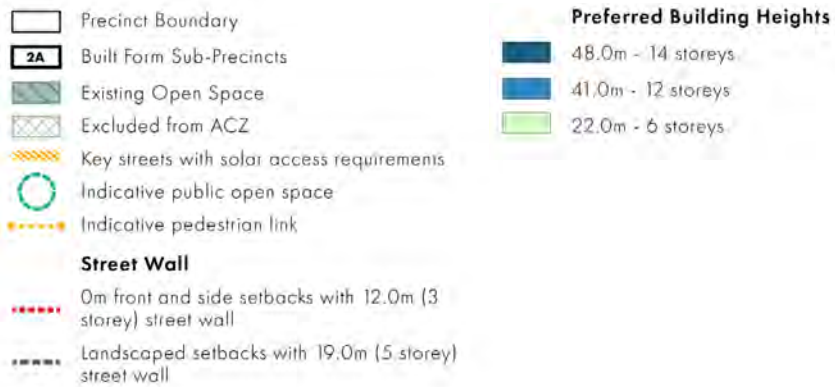
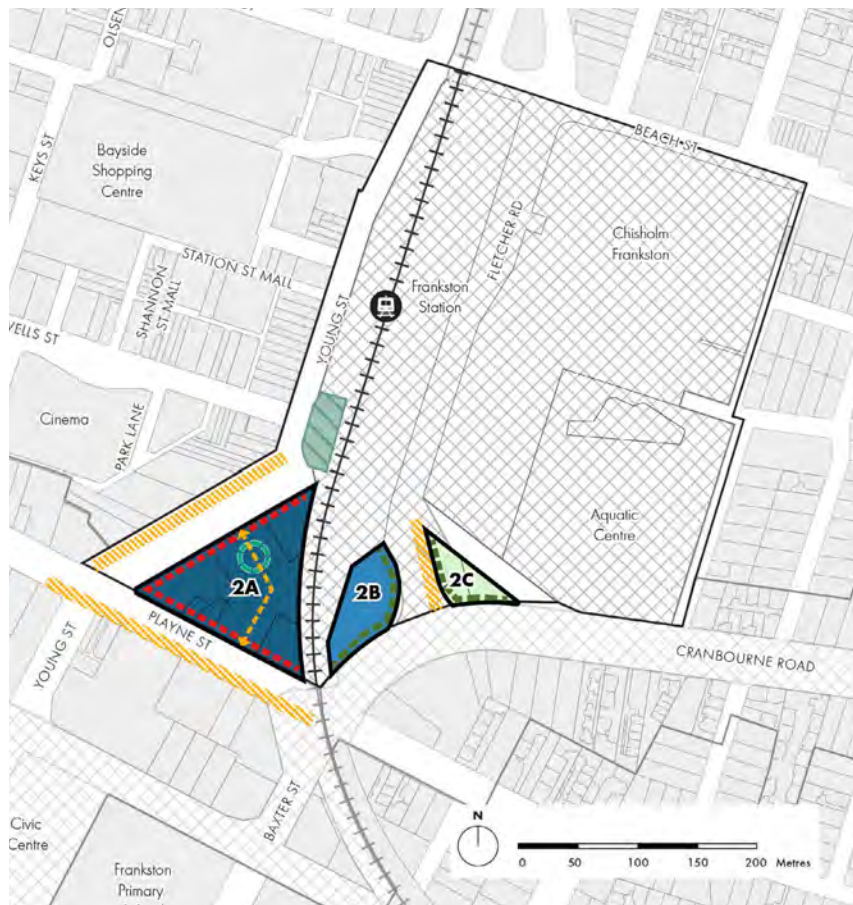


Figure 29. Precinct 2 - Built Form and Design Framework

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.

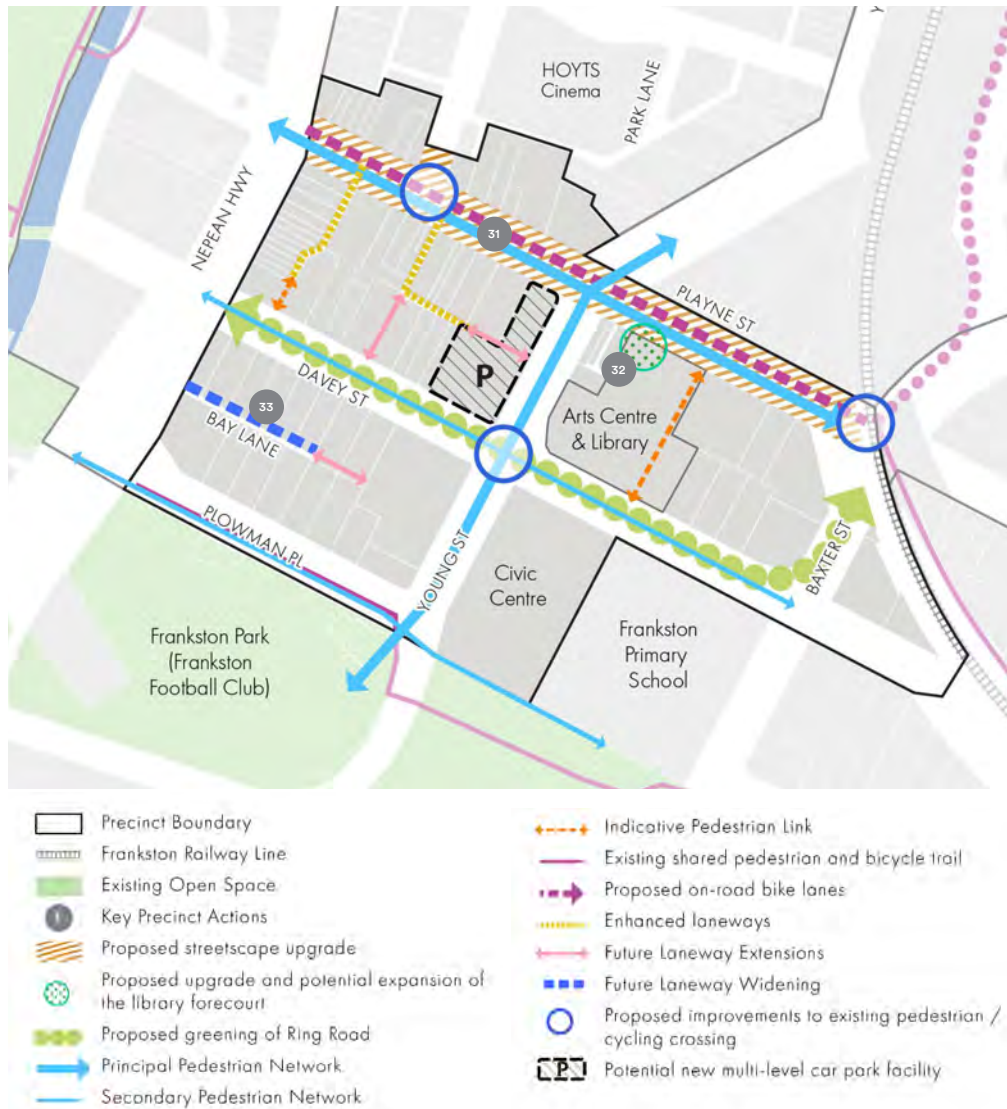


Figure 30. Precinct 3 - Actions

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 built form south of Davey Street is not visually dominant and enhances the backdrop when viewed from surrounding areas.
- To provide landscaped front setbacks south of Davey Street to provide a built form transition into the adjoining residential areas.
- To maintain adequate sunlight to the southern footpaths of Playne Street and Davey Street, Frankston 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	<ul style="list-style-type: none"> • Sub-Precinct 3A – Preferred Maximum Building Height is 48.0m (14 storeys) above natural ground level. • Sub-Precinct 3B – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. • Sub-Precinct 3C, 3D – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level. • Sub-Precinct 3E – Preferred Maximum Building Height is 28.0m (8 storeys) above natural ground level. • Sub Precinct 3F - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> • Sub-Precinct 3A, 3B, 3C, 3F - Preferred street wall height is 12.0m (3 storeys). • Sub-Precinct 3D, 3E - Preferred street wall height is 8.0m (2 storeys)
Preferred Building Setbacks	<ul style="list-style-type: none"> • Sub-Precinct 3A, 3B, 3C, 3F - 0.0m to all streets. • Sub-Precinct 3D - Building setback of at least 7.0m to <i>Davey Street</i> to respect heritage places, 4.0m Building setback to <i>Young Street</i> and 0.0m Building setback to <i>Nepean Highway</i>. • Sub-Precinct 3E - Building setback of 4.0m <i>Young Street</i> and <i>Plowman Place</i> and 0.0m Building setback to <i>Nepean Highway</i>. • Building setbacks to avoid the tree protection zones of Significant Trees identified in Figure 31.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> • Sub-Precinct 3A, 3B, 3C, 3D, 3E, 3F - 5.0m upper level setback from the street wall. • Sub-Precinct 3A, 3B, 3C, 3D, 3E, 3F - Provide upper-level setbacks as required to achieve the solar access requirements outlined below.

Element	Development Requirements
<p>Future Pedestrian Links and Laneway Extensions</p>	<ul style="list-style-type: none"> • 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. • Sub-Precinct 3B - Laneway extension through <i>15-17 Davey Street</i> with a width of 3.0m. • Sub-Precinct 3B - Laneway extension through <i>17OR Young Street</i> with a width of 3.0m. • Sub-Precinct 3D - Extension of Bay Lane through <i>16 and 18 Davey Street</i> with a width of 6.0m. • Sub-Precinct 3D - Widening of <i>Bay Lane</i> by 3.0m provided within <i>6, 8, 10, 12 and 14 Davey Street</i>.
<p>Solar Access</p>	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> • Within 7.0m of the western property boundary of <i>Nepean Highway</i> between 10am and 2pm at the equinox (September 23). This measurement accounts for future widening of the <i>Nepean Highway</i> footpath. • The entire southern footpath <i>Playne Street</i> between 10am and 2pm at the spring equinox (September 23). • The entire southern footpath of <i>Davey Street</i> between 10am and 2pm at the spring equinox (September 23). • The entire eastern and western footpath of <i>Young Street</i> between 10am and 2pm at the spring equinox (September 23). • <i>Beauty Park</i> beyond northern edge of the existing shared path park between 10am and 2pm at the winter solstice (June 22). • <i>Frankston Park (Frankston Football Club)</i> beyond a distance of 30m from the northern property boundary between 10am and 2pm at the winter solstice (June 22).

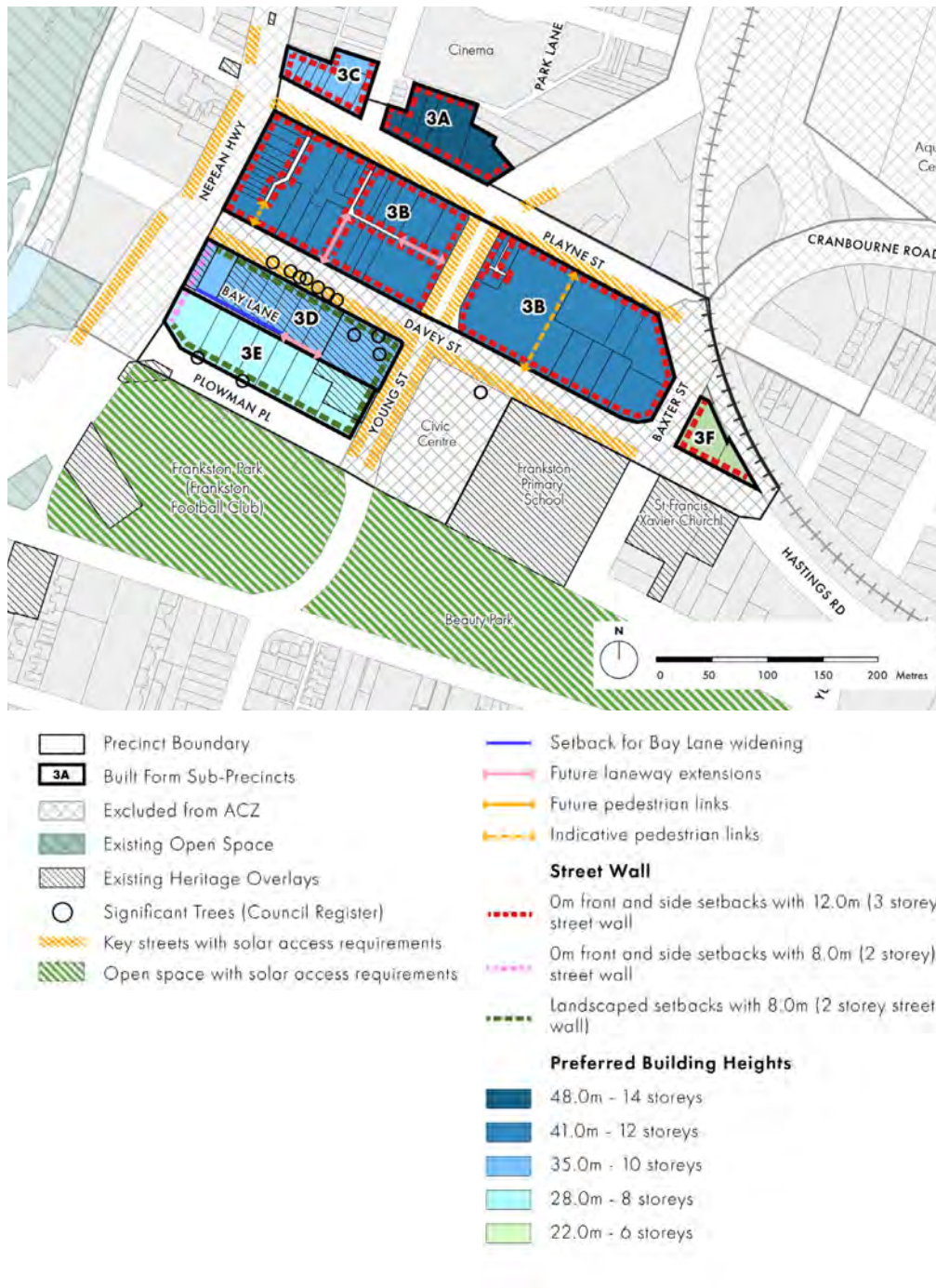


Figure 31. Precinct 3 - Built Form and Design Framework

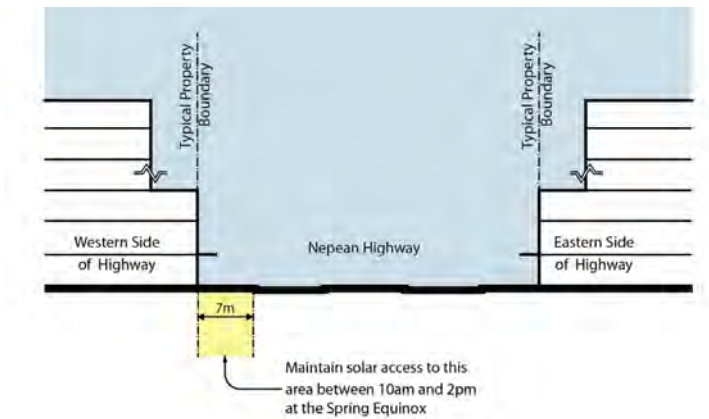


Figure 32. Solar Access Requirements to Nepean Highway

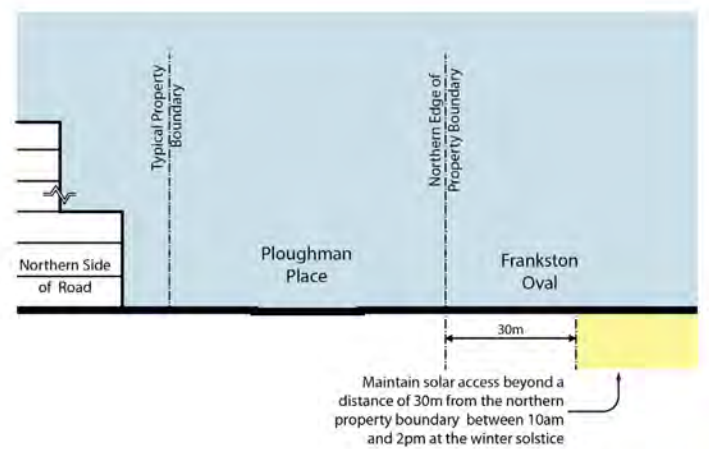


Figure 33. Solar Access Requirements to Frankston Park

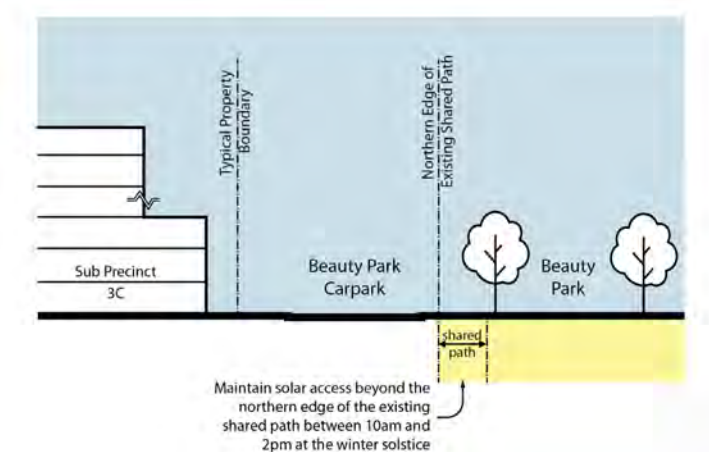


Figure 34. Solar Access Requirements to Beauty Park

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. Avoid privacy fencing to the 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.

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.



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



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.

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.



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



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.

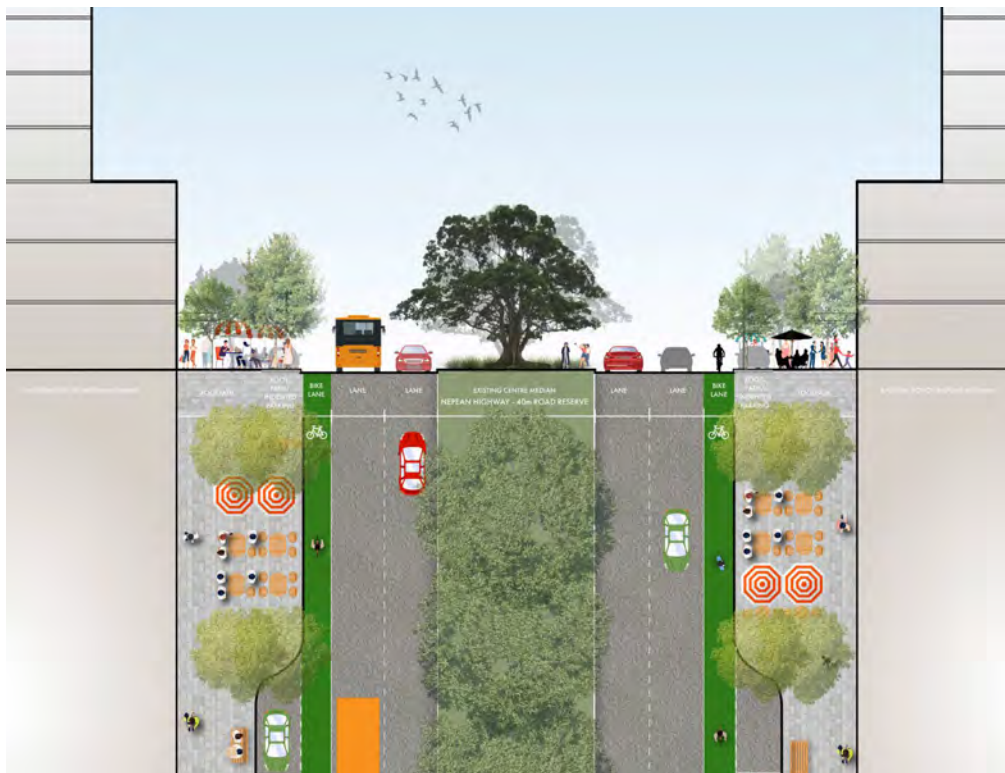


Figure 36. Example plan and cross section showing how Nepean Highway could be transformed.



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.

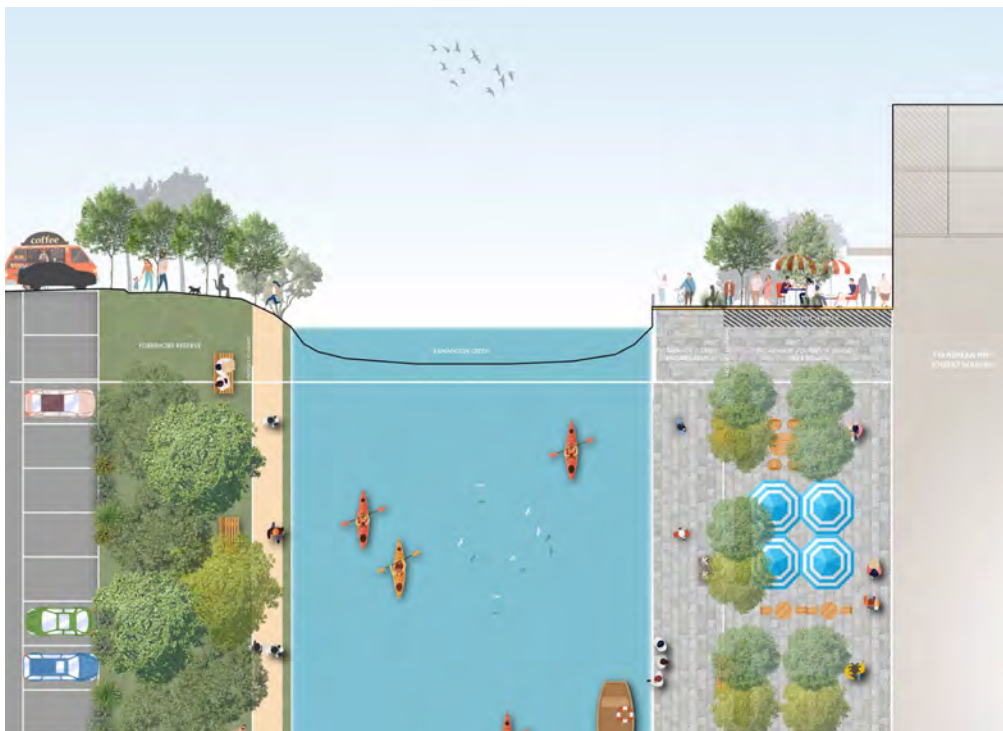


Figure 40. Example plans and cross sections showing how Kananook Creek Promenade could be extended.

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 minimise the visual dominance of development when viewed from the foreshore reserve and Gould Street residences.
- To maintain adequate sunlight to Kananook Creek, Melbourne Water land, southern footpaths of Wells Street, Playne Street and Davey Street and the eastern footpath of Nepean Highway at key times of the year.
- To soften the visual impact of buildings with vertical landscaping and visible courtyard spaces.
- To protect the environmental qualities of Kananook Creek.
- To minimise the impact of vehicle access from Kananook Creek Boulevard and Nepean Highway.



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	<ul style="list-style-type: none"> Sub-Precinct 4A, 4C, 4D – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub-Precinct 4B – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B, 4C, 4D – Preferred street wall height is 12.0m (3 storeys).
Mandatory Building Setbacks	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B – 3.0m ground level setback to <i>Kananook Creek Boulevard</i> to provide an outdoor dining / activation zone for new development. Sub-Precinct 4D – Extension of <i>Kananook Creek Promenade</i> at 510 Nepean Highway – 9.0m Building setback to the western property boundary to create the future public open space.
Preferred Building Setbacks	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B, 4C, 4D – 0.0m to <i>Nepean Highway, Beach Street, Wells Street, Playne Street, Davey Street, Kananook Creek Boulevard South</i> and <i>Kananook Creek Promenade</i>.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B, 4C, 4D – <i>Kananook Creek</i> interface – 10.0m setback for upper-level development from the street wall. Sub-Precinct 4A, 4B – Development above 35m (10 storeys) should be set back so it has minimal visibility from the opposite <i>Gould Street</i> properties. The level of visibility should be measured from a distance of 10.0m from the rear boundary of the <i>Gould Street</i> properties. Refer to Figure 42. Sub-Precinct 4A – Future pedestrian links – 3.0m setback for upper-level development from the future laneway street wall to create a total of 15.0m building separation. Sub-Precinct 4D – <i>McCombs Reserve</i> Interface – 10.0m setback for upper-level development from the street wall. Sub-Precinct 4C, 4D – Development above 35m (10 storeys) should be set back so it has minimal visibility from the <i>Kananook Creek Trail</i> within the foreshore reserve opposite. Refer to Figures 43 and 44. Sub-Precinct 4A, 4B, 4C, 4D – 5.0m setback upper-level development from the street wall to <i>Beach Street, Wells Street, Playne Street, Davey Street</i> and <i>Nepean Highway</i>. Sub-Precinct 4A, 4B, 4C, 4D – Provide upper-level setbacks as required to achieve the solar access requirements outlined below.
Future Pedestrian Links	<ul style="list-style-type: none"> Sub-Precinct 4A – Future pedestrian link between <i>Nepean Highway</i> and <i>Kananook Creek Boulevard</i> with a 9.0m total width. This will comprise of 4.5m from the northern property boundary of 446 <i>Nepean Highway</i> and southern property boundary of 438 – 444 <i>Nepean Highway</i>. Sub-Precinct 4A – Future pedestrian link between <i>Nepean Highway</i> and <i>Kananook Creek Boulevard</i> with a 9.0m total width. This will comprise of 4.5m from the northern property boundary of 432 <i>Nepean Highway</i> and southern property boundary of 428 <i>Nepean Highway</i>.

Element	Development Requirements
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> • The eastern edge of <i>Kananook Creek</i> and the entire foreshore reserve between 10am and 2pm at the winter solstice (June 22). Refer to Figure 45 and 46. • The <i>Kananook Creek Trail</i> between 10am and 2pm at the spring equinox (September 23). • <i>Kananook Creek Boulevard South</i> - Beyond a distance of 9.0m from the eastern boundary of the road reserve between 10am and 2pm at the spring equinox (September 23). Refer to Figure 47. • Future <i>Kananook Creek Promenade (510 Nepean Highway)</i> - Beyond a distance of 7.0m from the eastern edge of the future promenade between 10am and 2pm at the spring equinox (September 23). Refer to Figure 48. • <i>McCombs Reserve</i> - Beyond a distance of 20.0m from the northern property boundary of the reserve between 10am and 2pm at the spring equinox (September 23). Refer to Figure 49. • Within 7.0m of the eastern property boundary of <i>Nepean Highway</i> between 10am and 2pm at the spring equinox (September 23). This measurement accounts for future widening of the <i>Nepean Highway</i> footpath. Refer to Figure 50. • The entire southern footpath of <i>Wells, Playne Street</i> and <i>Davey Street</i> between 10am and 2pm at the spring equinox (September 23).

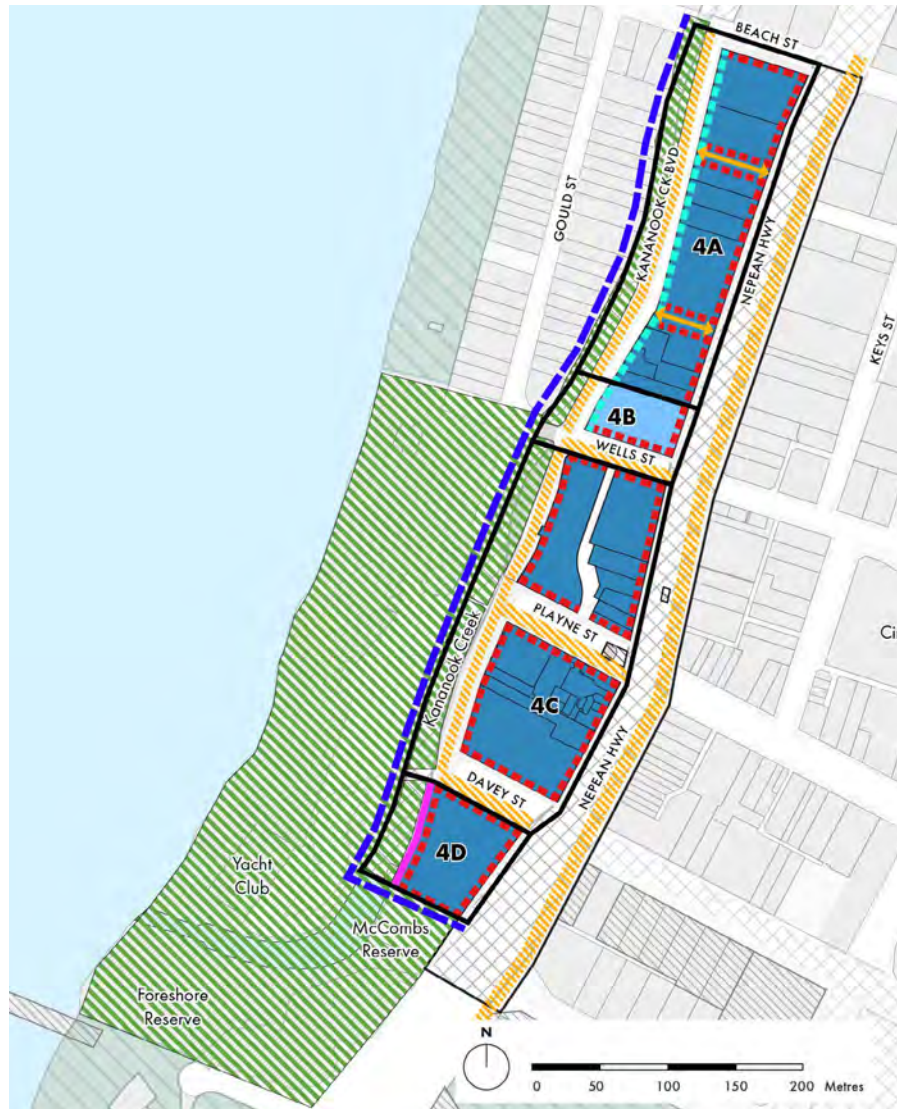


Figure 41. Precinct 4 - Built Form and Design Framework

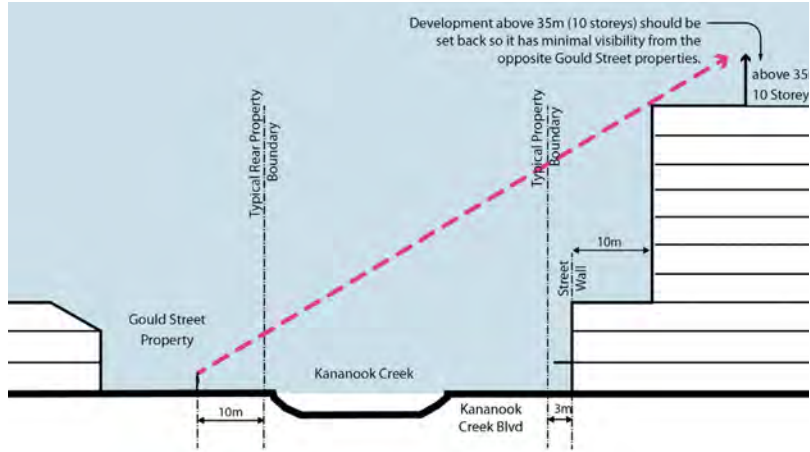


Figure 42. Upper-level visibility requirements in Sub-Precinct 4A.

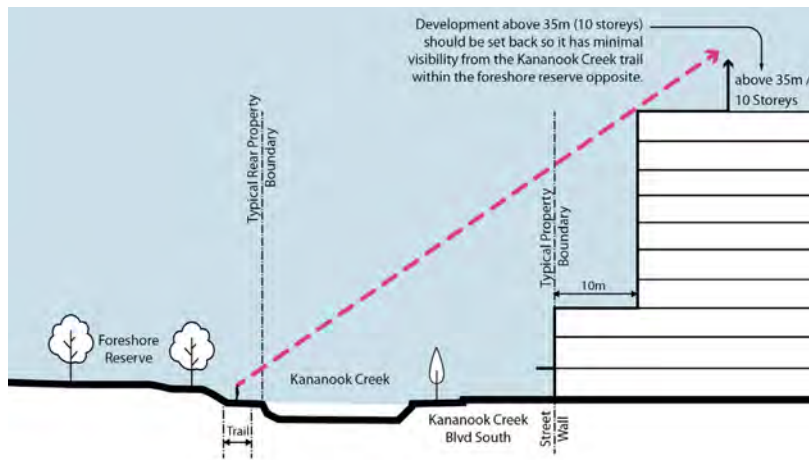


Figure 43. Upper-level visibility requirements in Sub-Precinct 4C.

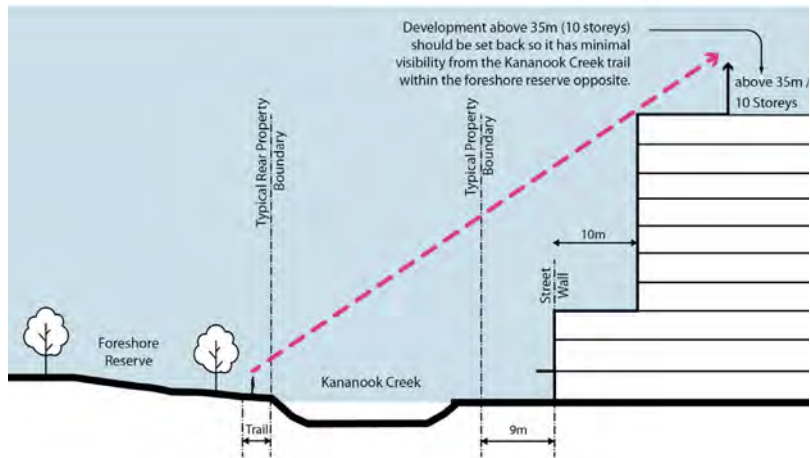


Figure 44. Upper-level visibility requirements in Sub-Precinct 4D.

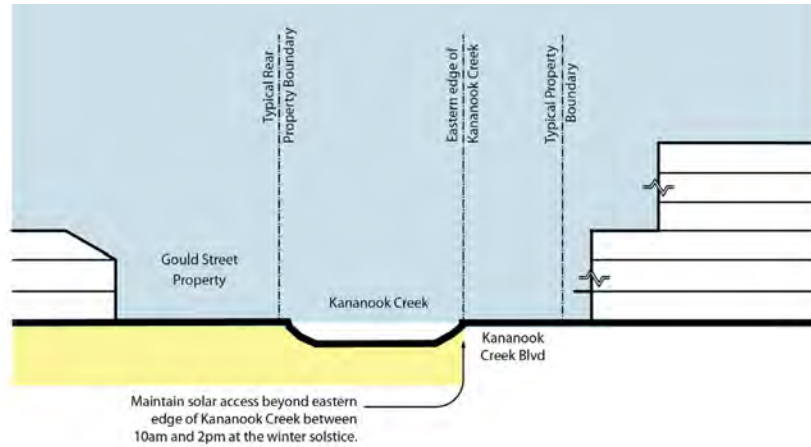


Figure 45. Solar Access Requirements to Kananook Creek.

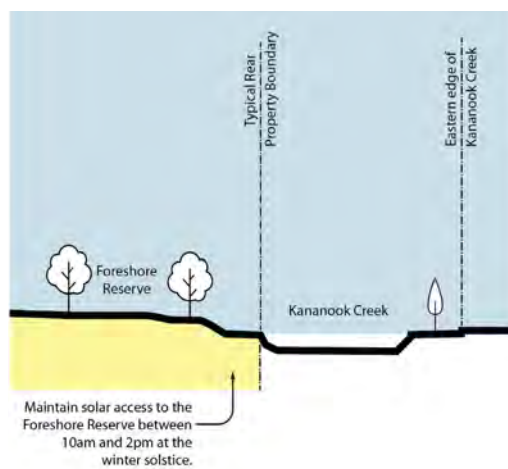


Figure 46. Solar Access Requirements to Kananook Creek.

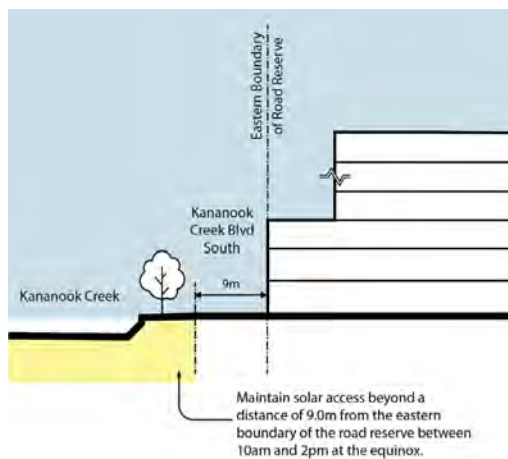


Figure 47. Solar Access Requirements to Kananook Creek Boulevard South in Sub-Precinct 4C.

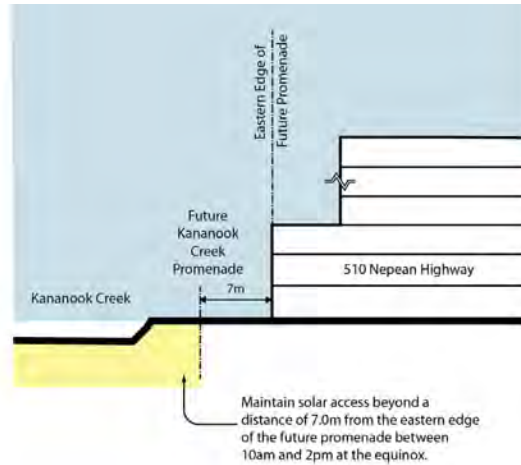


Figure 48. Solar Access Requirements to future Kananook Creek Promenade in Sub-Precinct 4D.

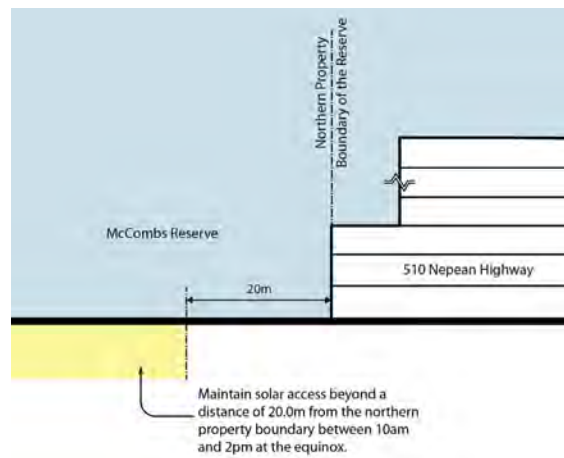


Figure 49. Solar Access Requirements to McCombs Reserve.

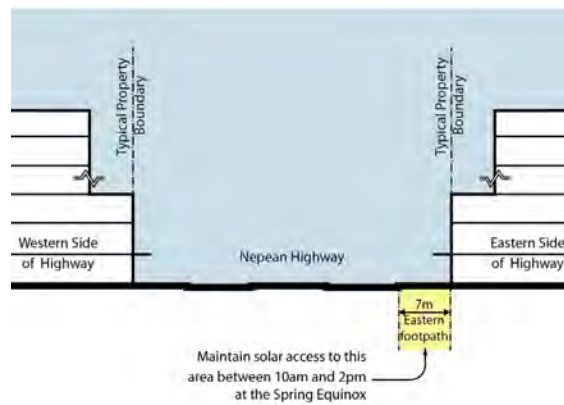


Figure 50. Solar Access Requirements to Nepean Highway.

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 so that ground level of the buildings meets the existing footpath level at both the Kananook Creek and Nepean Highway frontages.
- Development should provide a mix of fine-grain and wider tenancies along Nepean Highway to support a variety of land uses.
- 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.

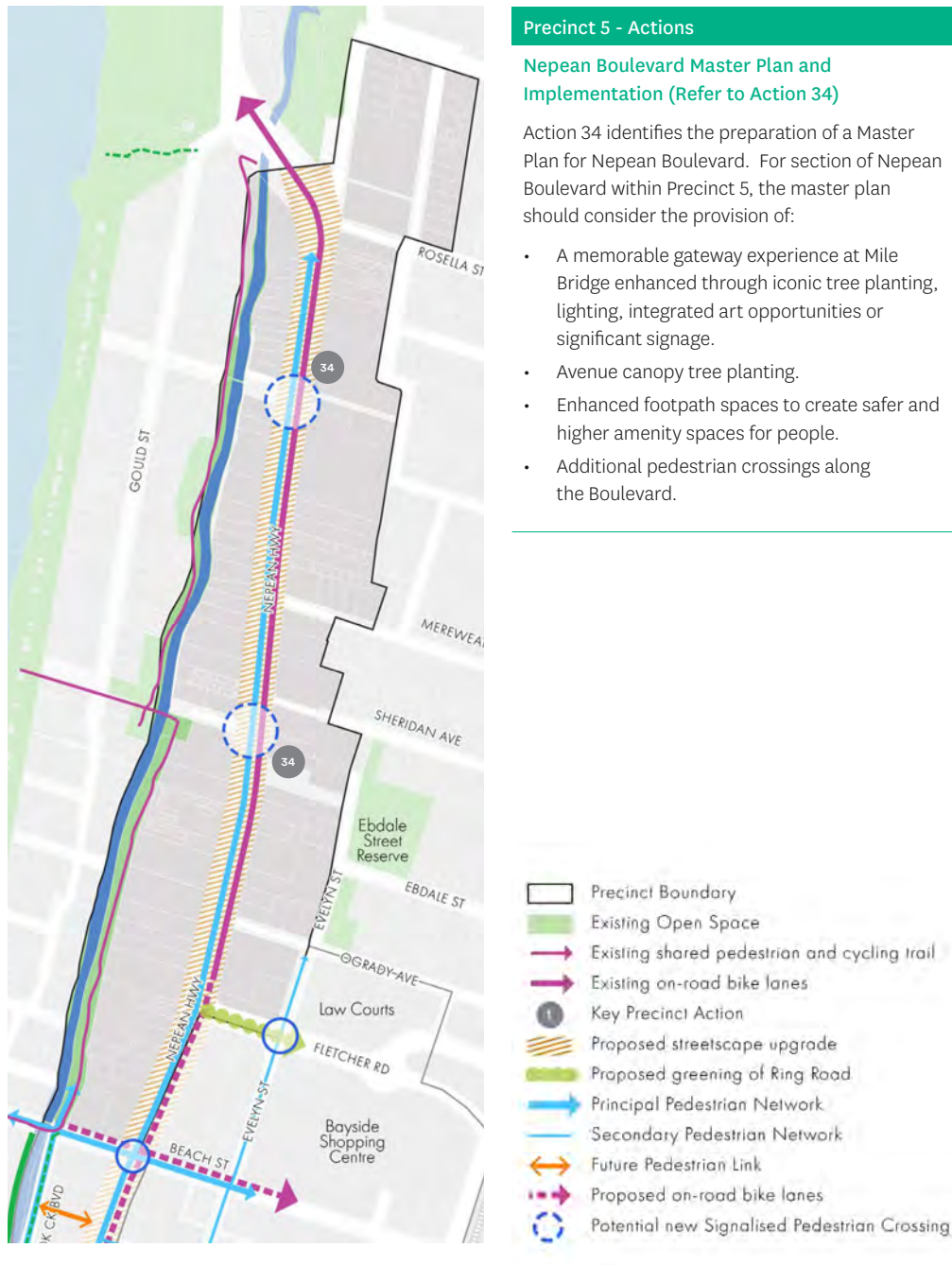


Figure 51. Precinct 5 - Actions

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	<ul style="list-style-type: none"> Sub-Precinct 5A, 5D – Preferred Maximum Building Height is 12.0m (3 storeys) above natural ground level. Sub-Precinct 5B, 5C - Preferred Maximum Building Height is 28.0m (8 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 5A, 5B, 5C, 5D - Preferred street wall height is 12.0m (3 storeys).
Preferred Building Setbacks	<ul style="list-style-type: none"> Sub-Precinct 5A, 5C, 5D – 5.0m ground level setback <i>Nepean Highway</i>. 3.0m ground level setback to all other streets. Sub-Precinct 5B – 0.0m ground level setback to <i>Nepean Highway</i> and <i>Beach Street</i>. Sub-Precinct 5B - Where properties abut <i>Kananook Creek Reserve</i>*: 5.0m from the rear boundary or to a surface level above the 1.7m AHD contour, whichever is greater. Refer to Figure 53. Sub-Precinct 5C, 5D - 4.5m from the rear boundary to support landscaping opportunities. Sub-Precinct 5A, 5B, 5C, 5D - Side setbacks to provide visual breaks between buildings and support landscaping opportunities.
Mandatory Building Setbacks	<ul style="list-style-type: none"> Sub-Precinct 5A - Where properties abut <i>Kananook Creek Reserve</i>*: 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. Sub-Precinct 5A - Where properties abut <i>Kananook Creek</i>: 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 54.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 5B, 5C - 5.0m upper-level setback from the street wall for development above 12.0m. Sub-Precinct 5A - Where a site abuts <i>Kananook Creek</i> or <i>Kananook Creek Reserve</i>* the second and third levels should be set back 3.0m from the level below. Private open space is permitted within this setback.
Solar Access	<ul style="list-style-type: none"> Design and site buildings at 383-389 <i>Nepean Highway</i> to minimise overshadowing to <i>Evelyn Reserve</i>. <p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> The eastern edge of <i>Kananook Creek</i> between 10am and 2pm at the winter solstice (June 22). Refer to Figure 55. The eastern and western footpaths of <i>Nepean Highway</i> south of <i>Fletcher Road</i> between 10am and 2pm at the spring equinox (September 23). <i>Ebdale Street Reserve</i> between 10am and 2pm at the winter solstice (June 22).

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

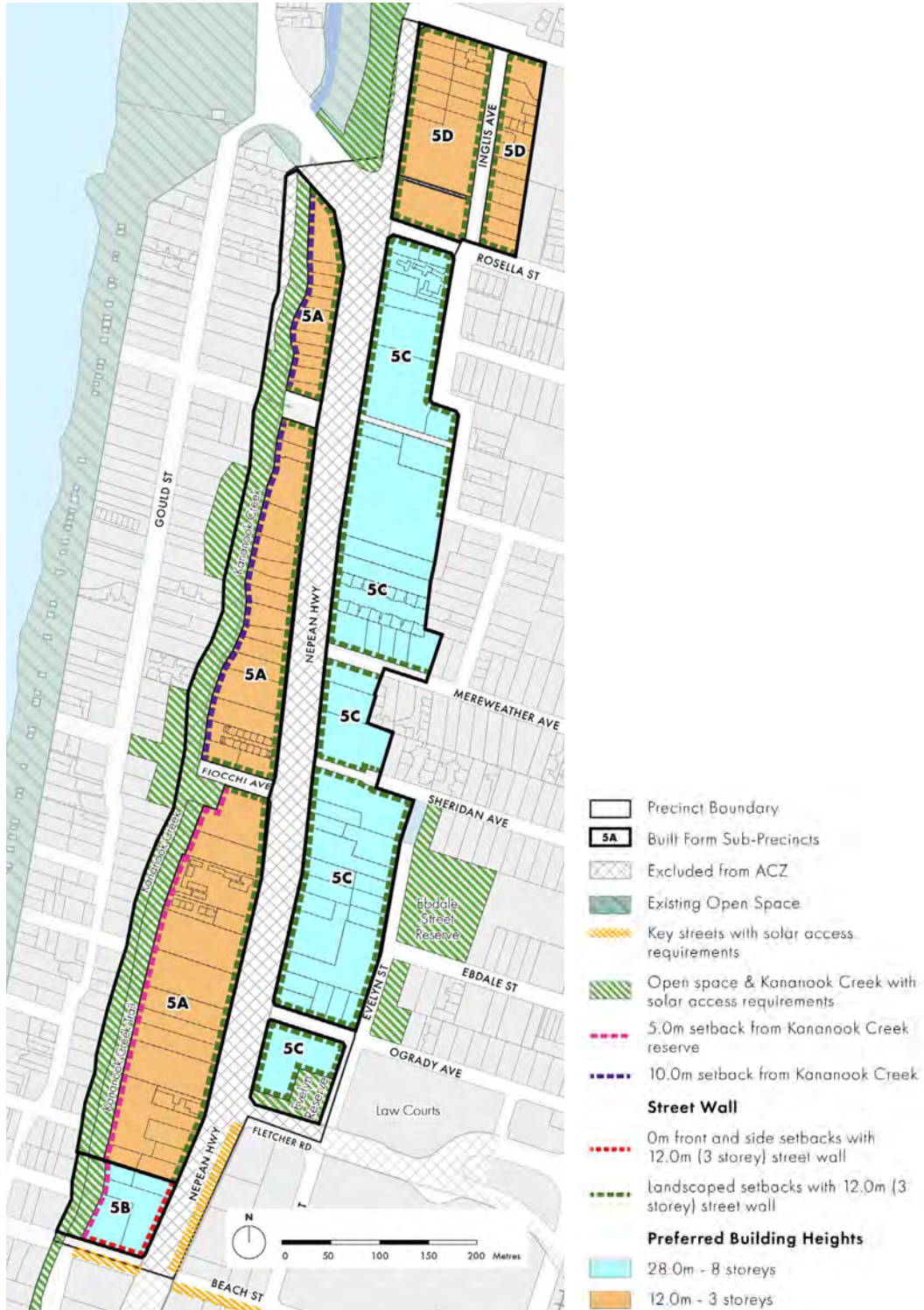


Figure 52. Precinct 5 - Built Form and Design Framework

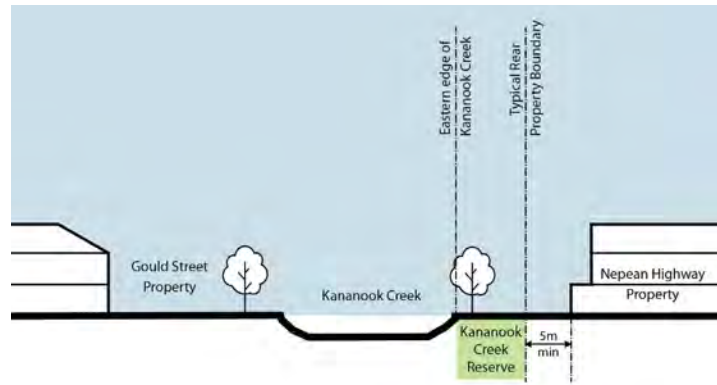


Figure 53. Rear setbacks for properties that abut the Kananook Creek Reserve in Precincts 5A and 5B.

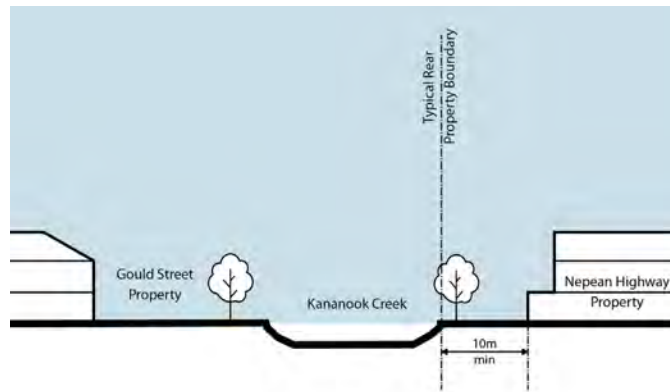


Figure 54. Rear setbacks for properties that directly abut Kananook Creek Precinct 5A.

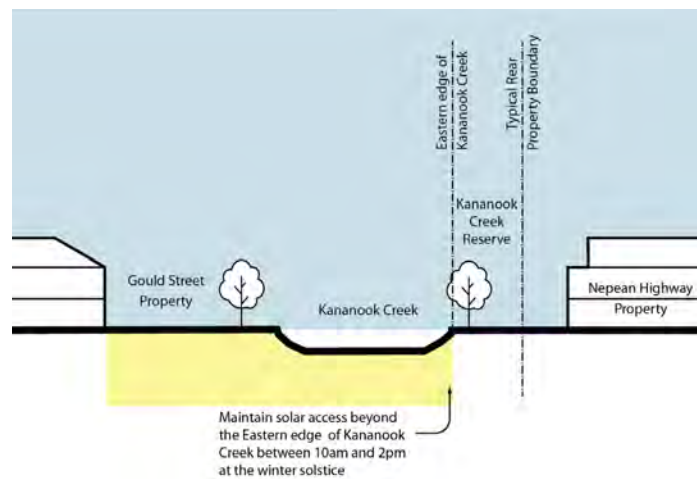


Figure 55. Solar Access Requirement to Kananook Creek in Precincts 5A and 5B.

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.



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

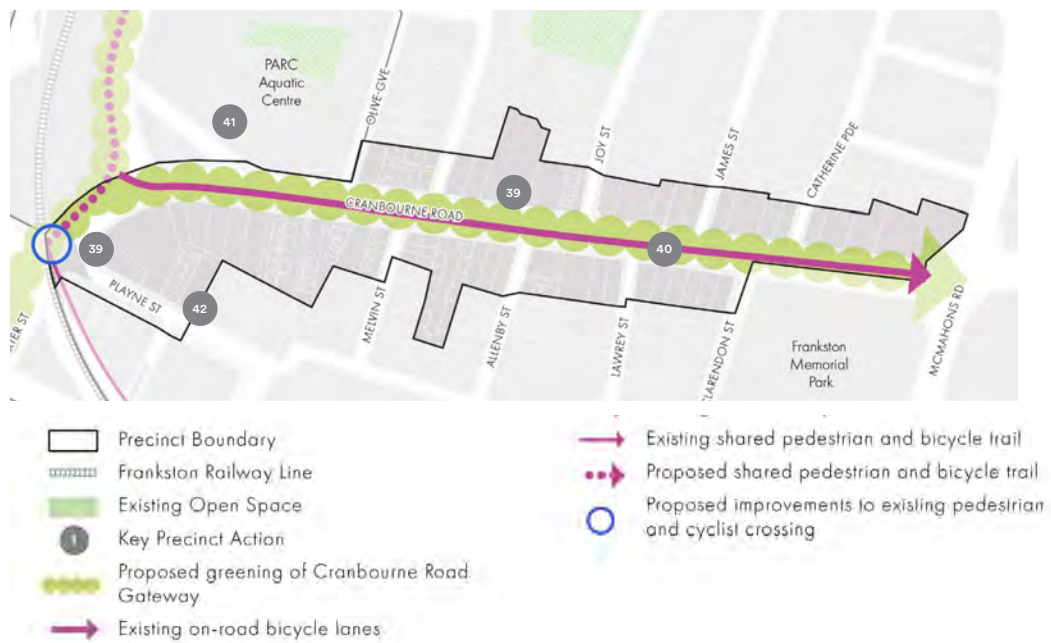


Figure 56. Precinct 6 - Actions

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	<ul style="list-style-type: none"> Sub-Precinct 6A - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level. Sub-Precinct 6B - Preferred Maximum Building Height is 16.0m (4 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 6A, 6B - Preferred street wall height is 12.0m (3 storeys).
Preferred Building Setbacks	<ul style="list-style-type: none"> Sub-Precinct 6A, 6B - 3.0m Building setback to Cranbourne Road. Sub-Precinct 6A, 6B - 4.5m from the rear boundary to support landscaping opportunities. Sub-Precinct 6A, 6B - Side setbacks to provide visual breaks between buildings and support landscaping opportunities.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 6A, 6B - 5.0m upper-level setback from the street wall for development above 12.0m.

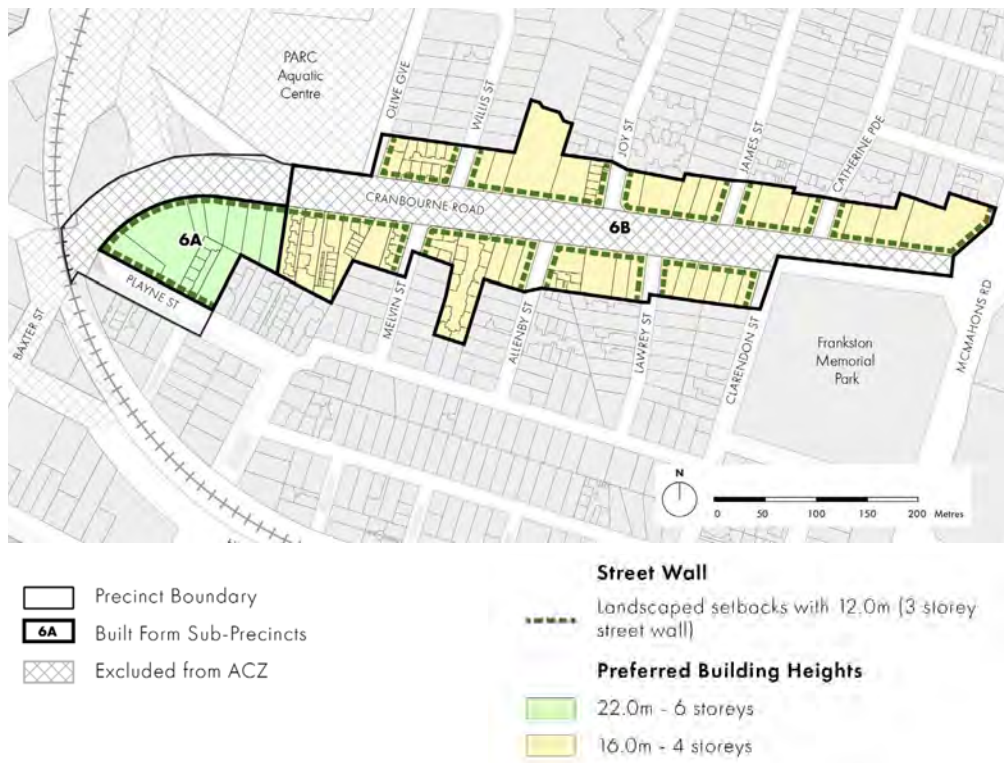


Figure 57. Precinct 6 - Built Form and Design Framework

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.

5.8. Centre-wide Design Guidelines

5.8.1. Centre-wide Objectives

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

5.8.2. Centre-wide Design Guidelines

Building heights & Setbacks

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

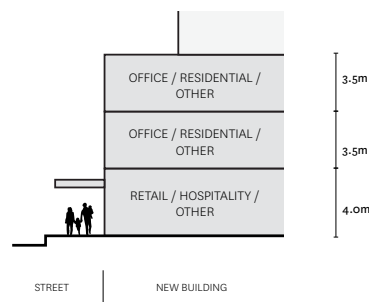


Figure 58. Diagram showing the minimum floor to floor heights for the street wall / podium levels of buildings.

- 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 ground level and upper-level setbacks.
- Development should avoid repetitive stepped building forms by providing a common street and rear setback for the majority of the upper levels above street wall.
- Where development shares a common boundary and no setbacks are specified in the Precinct Requirements, the side and rear setbacks outlined in Figure 59 and Figure 60 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, the setback is applied from the centre of the laneway (refer to Figure 61).
- The preferred, side and rear setbacks outlined in Figure 60 also apply to developments where there are multiple buildings / towers within the site.

Overall Building Height	Preferred minimum side and rear setback above the street wall
Up to 28.0m	4.5m
Between 28.0m and 42.0m	6.0m
Above 42.0m	10.0m

Figure 59. Preferred minimum side and rear setbacks to ensure building separation.

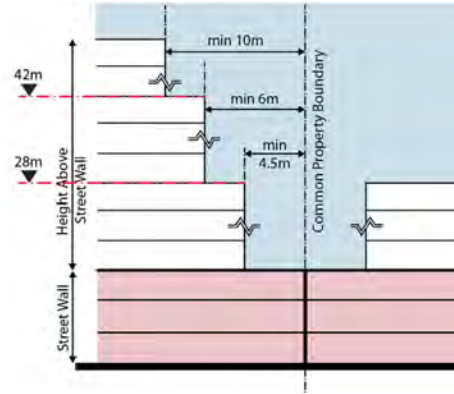


Figure 60. Diagram showing the minimum side and rear setback where development shares a common boundary and the street wall is built to the side or rear boundary.

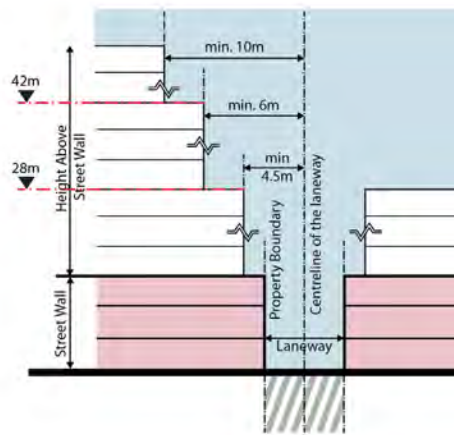


Figure 61. Diagram showing the minimum side and rear setback where development abuts a laneway.

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 minimise the visual bulk of large buildings through significant breaks and recesses in building massing.
- Buildings should have a maximum tower length of 45 metres to reduce visual bulk and allow for sharing of views.
- Buildings should utilise materials that do not generate glare, and can withstand the effects of weathering.
- 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.
- 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 62.

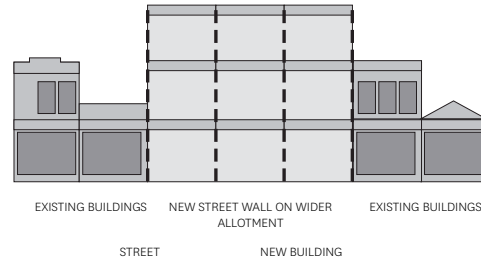


Figure 62. Diagram demonstrating fine-grain articulation on wider allotments.



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

Street interface

- Refer to Figure 63 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 blank walls to the public realm. Wall on boundaries that will eventually be built out should still have some form of articulation while awaiting adjoining development - i.e. art, pre-cast patterned concrete etc.
- Provide embedded balconies within the podium levels above ground floor to support surveillance of the streets and adjoining public spaces.
- Provide basement car parking where possible to avoid inactive building frontages. Where this not possible and parking needs to be provided above ground in the podium level, ensure parking levels are sleeved with active uses.



Examples of Primary Active Frontages

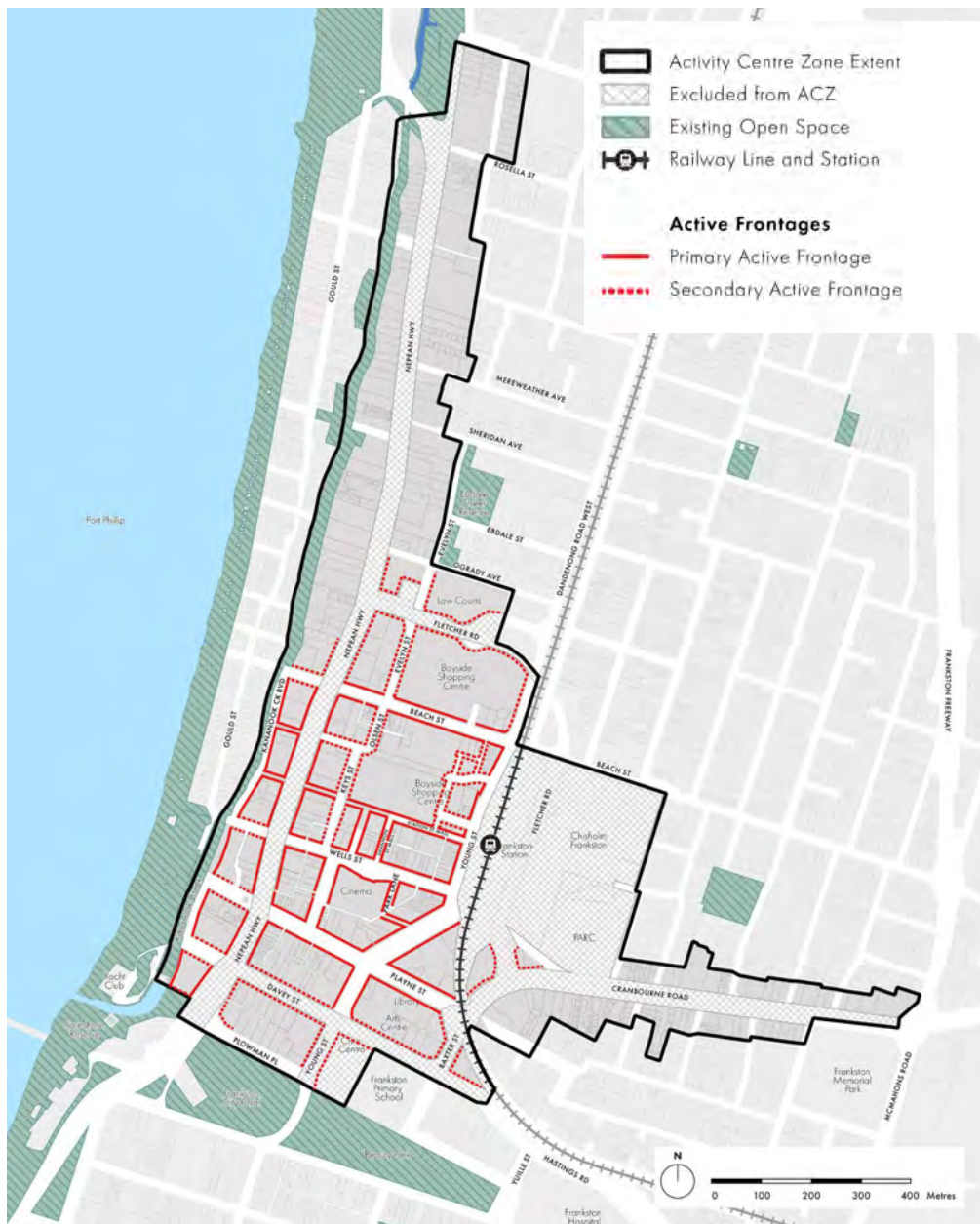


Figure 63. Active Frontages within the FMAC

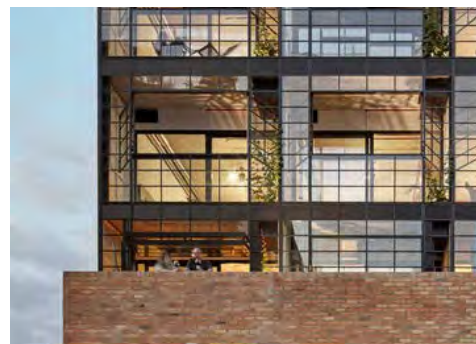
- Building entries should directly front the street and be clearly defined and legible from the public realm.

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. Measures could include:
 - Orientating buildings to reduce the speed and volume of downdraughts.
 - Providing upper level setbacks to mitigate downdraughts.
 - Providing recessed and rounded corners to reduce wind speed around buildings.
 - Incorporating solid awnings and overhang shading to reduce the downdraught impacts on the ground.



Examples of awnings protecting the public realm from downdraughts



Examples of inset balconies and winter gardens above podium

- Providing impermeable Balustrades to reduce direct exposure to winds for building occupants.
- Incorporating inset balconies or winter gardens within buildings to maximise comfort for occupants.
- Utilising combination of a balustrading and natural landscaping on larger garden terraces to mitigate wind impacts.

- Incorporating hedges and trees to mitigate horizontal wind acceleration at ground and elevated levels.

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.
- Utilise green roofs, walls, balconies to provide additional landscaping and soften the visual impact of buildings.
- 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.



Example of a communal terrace space



Examples of green balconies



Examples of a green wall

- 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.

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. 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.
- Screen air conditioning services, antennas and other utilities from public view using balcony treatments / roof structures / architectural elements. Avoid using walls to screen services.
- Avoid and minimise building services and utilities at ground floor street frontages to prioritise active frontages at these locations. Integrate services and utilities with the building design.

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		Time Frame	Measure	Objective / Strategy
		Council	External			
Activities & Land Use						
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.	City Futures (Lead)	DTP (Planning)	Immediate	Planning Scheme Amendment Gazetted.	Multiple Objectives & Strategies
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; and - 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 Strategy 1.1
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.	City Futures (Lead)	DTP Monash University Peninsula Health	Short	Precinct Plan adopted by Council.	Objective 2 Strategy 2.1
4	Business Attraction (Major offices) Engage with State Government Agencies and large businesses to connect them to development sites within the FMAC.	City Futures (Lead)	DJSIR Invest Victoria	Immediate	A new Government Agency / company headquarters located within the FMAC.	Objective 2 Strategy 2.2
5	Vacant commercial properties Engage with owners of vacant properties that have underutilised building spaces across the FMAC to: a) Attract new tenants for businesses that are looking to relocate to Frankston or to locate a home bases business to a commercial tenancy. 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 (Lead)	DJSIR	Short	a) A decrease in the current commercial property vacancy rate. b) An increase in approvals for the installation of decals and the installation of the decals.	Objective 2 Strategy 2.3 Objective 3 Strategy 3.1
6	Social and Affordable Housing Encourage an increase in the supply of social and affordable housing throughout and nearby to the FMAC.	Development Services (Lead) City Futures (Support)	The Frankston City Strategic Housing and Homelessness Alliance Homes Victoria	Immediate	An increase in the number of planning permits issued that increase social and affordable housing options within the FMAC.	Objective 4 Strategy 4.3

Action Number	Action	Responsible Agency		Time Frame	Measure	Objective / Strategy
		Council	External			
Built Form and Design						
7	Urban Design Standards 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 (Lead)	DTP (Planning)	Short	Urban Design Standards adopted by Council and the Planning Scheme Amendment Gazetted.	Multiple Objectives & Strategies
8	Climate Change 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. 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 (Lead) Development Services, Capital Works (support)		Immediate	a) (Increased) proportion of capital works projects budget allocated for ESD needs a) Increased number of planning permits issued that incorporate climate action considerations	Objective 11
Public Realm						
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 Precincts 1 and 2).	City Futures (Lead) Development Services (Support)	Planning Permit applicants	Immediate		Objective 11 Strategy 11.2
Movement and Transport						
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.	City Futures (Lead) Capital Works Delivery, Sustainable Assets, Engineering Services (Support)	DTP (Transport) Melbourne Water Relevant Service Authorities	Short	a) Completed audit of streets and laneways in the FMAC. b) Streetscape upgrade renewal program established and integrated into Council's LTIP.	Objective 12
11	Wayfinding Signage (Pedestrian and Cycle) Implement the Frankston City Council Wayfinding Strategy and Style Guide (October 2022) throughout the FMAC.	City Futures (Lead)	DTP (Transport) DJSIR	Short	Wayfinding signage implemented throughout the FMAC.	Objective 12 Objective 13

Action Number	Action	Responsible Agency		Time Frame	Measure	Objective / Strategy
		Council	External			
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.	Engineering Services, Capital Works Delivery (Lead) City Futures (Support)	DTP (Transport)	Short	Implementation of new bike lanes and shared user paths.	Objective 13 Strategy 13.1
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).	Engineering Services (Lead)	DTP (Transport)	Short	Implementation of options that improve the functionality and efficiency of the Ring Road.	Objective 14 Strategy 14.1
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 wayfinding and public lighting.	Engineering Services (Lead) City Futures (Support)	DTP (Transport)	Medium	Implementation of amenity improvements to the Ring Road.	Objective 14 Strategy 14.1
15	Directional and Guidance Signage (Roads) 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 Strategy 14.1
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.	Engineering Services (Lead) City Futures, Procurement, Property and Risk, Capital Works Delivery (Support)		Short	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 Strategy 15.1
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.	Engineering Services (Lead) Safer Communities, City Futures (Support)		Short	Implementation of consistent car parking time limit and costs.	Objective 15 Strategy 15.3
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.	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 Advocate for a bus service review for all buses within Frankston City.	Engineering Services (Lead) City Futures (Support)	DTP (Transport) Mornington Peninsula Shire	Long	Bus service review undertaken.	Objective 16 Strategy 16.1
20	Bus network Work with DTP to improve the efficiency of the bus network, with a focus on Young, Playne and Beach Streets.	Engineering Services (Lead) City Futures (Support)	DTP (Transport)	Short	Decrease in the number of, or no buses on Young Street and an improved pedestrian experience.	Objective 16 Strategy 16.1
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.	Community Relations (Lead) City Futures, Engineering Services (Support)	DTP (Transport) DITRDCA	Long	Development of advocacy plan for public transport improvements.	Objective 16
22	Sustainable transport Establish a working group to find ways to encourage an increase in the opportunities for sustainable transport.	Engineering Services (Lead) Business Transformation, Sustainable Assets (Support)		Short	Establishment of a working group.	Objective 13 Strategy 13.1

Action Number	Action	Responsible Agency		Time Frame	Measure	Objective / Strategy
		Council	External			
Precinct 1						
23	<p>City Centre Street upgrades</p> <p>Prepare design concepts and construct Street/Mall upgrades within the FMAC as part of a staged approach for the following:</p> <ol style="list-style-type: none"> 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. 	<p>City Futures (Lead)</p> <p>Capital Works Delivery, Engineering Services (Support)</p>	Vicinity	Short	Implementation of street upgrades.	Multiple Objectives & Strategies
24	<p>Bayside Shopping Centre enhancements</p> <p>Work with Vicinity C to explore better integration of the Shopping Centre with the surrounding streets.</p>		Vicinity	Medium	Approval of a planning permit application.	Objective 11 Strategy 11.7
Precinct 2						
25	<p>City Park expansion</p> <p>Advocate for funding to implement and construct the concept plan for City Park.</p>	<p>City Futures (Lead)</p> <p>Community Relations, Procurement, Property and Risk (Support)</p>	DTP (Transport - Provider) VicTrack (Owner) MTM (Operator) DJSIR	Short	Implementation of City Park.	Objective 10 Strategy 10.1
26	<p>Signal Box Park</p> <p>Undertake design concepts and construct a park adjacent to the heritage protected signal box on Vic Track land to activate the space.</p>	<p>City Futures (Lead)</p> <p>Procurement, Property and Risk (Support)</p>	DTP (Transport / Provider) VicTrack (Owner) MTM (Operator) DJSIR	Long	Implementation of Signal Box Park.	Objective 10 Strategy 10.1
27	<p>Beach Street rail crossing <i>(to be undertaken in conjunction with Action no. 26 Signal Box Park)</i></p> <p>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.</p>	<p>Engineering services (Lead)</p> <p>City Futures (Support)</p>	DTP (Transport - Provider) VicTrack (Owner) MTM (Operator)	Short	Upgrade of Young Street. And agreed design option and implementation of short and long term outcomes.	Objective 10 Strategy 10.1

Action Number	Action	Responsible Agency		Time Frame	Measure	Objective / Strategy
		Council	External			
28	Young Street upgrade (between Wells and Playne Streets) 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) Engineering Services (Support)	DTP (Transport)	Medium	Upgrade of Young Street.	Objective 11 Strategy 11.1
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.	Engineering Services (Lead)	DTP (Transport)	Short	Construction of the missing link.	Objective 13 Strategy 13.1
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.	City Futures (Lead) Engineering Services (Support)	DTP VicTrack PTV	Short	Surface and lighting improvements made to the underpass, an increased perception of safety and pedestrian use of this connection.	Objective 12 Strategy 12.5
Precinct 3						
31	Playne Street upgrade Prepare design concepts, undertake consultation, and construct improvements to Playne Street.	City Futures (Lead) Engineering Services, Capital Works Delivery (Support)	DTP (Transport) DJSIR	Short	Implementation of upgrades to Playne Street and an improved pedestrian experience.	Objective 11 Strategy 11.1
32	Master Plan for the Frankston Arts Centre and Frankston Library 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) Customer Innovation and Arts, Capital Works Delivery (Support)		Medium	Adoption of the master plan.	Objective 3 Strategy 3.2
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.	City Futures (Lead) Engineering Services (Lead)	DTP (Transport and Planning)		a) Planning Scheme Amendment Gazetted. b) Construction of the widening of Bay Lane.	Objective 11 Strategy 11.6

Action Number	Action	Responsible Agency		Time Frame	Measure	Objective / Strategy
		Council	External			
Precinct 4						
34	Nepean Boulevard Master Plan and Implementation 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 (Lead) Also led by a number of other Council Departments	DTP (Transport)	Short	Implementation of Nepean Boulevard improvements.	Objective 11 Strategy 11.4
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 .	City Futures (Lead) Engineering Services, Capital Works Delivery (Support)	Melbourne Water DTP (Transport)	Short	Implementation of Kananook Creek Boulevard upgrades.	Objective 11 Strategy 11.4
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.	City Futures (Lead)	Melbourne Water	Medium	a) Planning Scheme Amendment Gazetted. b) Extension and implementation of Kananook Creek Promenade.	Objective 11 Strategy 11.5
37	Improvements to Kananook Creek Advocate to and work with Melbourne Water and DEECA to improve the quality of and beautify Kananook Creek.	Engineering Services (Lead)	Melbourne Water Parks Victoria DEECA	Long	Quality of Kananook Creek improved and amenity improvements implemented.	Objective 9
38	Comfort Station Activation Develop concept plans to activate the Comfort Station and the surrounding area.	City Futures, Safer Communities, Engineering services (All Leads)	DTP (Transport)	Immediate	Adopted concept plan.	Objective 11
Precinct 5						
Refer to 34	Nepean Boulevard Master Plan and Implementation					

Action Number	Action	Responsible Agency		Time Frame	Measure	Objective / Strategy
		Council	External			
Precinct 6						
39	Pedestrian connections Identify and implement additional pedestrian crossings across Cranbourne Road to facilitate pedestrian connectivity to and from the City Centre.	Engineering Services (Lead)	DTP (Transport)	Short	Construction of pedestrian crossings.	Objective 12
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.	Engineering Services (Lead) City Futures (Support)	DTP (Transport) PARC	Medium	Implementation of amenity improvements to Cranbourne Road.	Objective 12 Objective 13
41	Car Parking for PARC Investigate improved car parking options for PARC, Chisholm Frankston and the surrounding businesses.	Engineering Services (Lead)	PARC Chisholm Frankston	Medium	Construction of additional car parking.	Objective 15
42	Connectivity to Frankston Hospital and Monash University Improve pedestrian and cycle connectivity to the Frankston Hospital and Monash University.	Engineering Services (Lead)	DTP MTM Vic Track Frankston Hospital Monash University	Medium	Implementation of pedestrian and cycle connections creating improved access to the Frankston Hospital and Monash University.	Objective 2 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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