



FRANKSTON CITY
COUNCIL

Ordinary Meeting

A G E N D A

24 July 2017



COUNCIL CHAMBERS

Dennis Hovenden Chief Executive Officer	Cr Brian Cunial Mayor	Tim Frederico Director Corporate Development
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Council Core
Business Support
Coordinator

Cr. McCormack

Cr. Mayer

Cr. Aitken

Cr. Hampton

Cr Bolam

Cr. O'Reilly

EMT

EMT

Cr. O'Connor

Cr. Toms

MEDIA

MEDIA

Guest Speaker

Gallery



THE COUNCIL MEETING

Welcome to this Meeting of the Frankston City Council

The Council appreciates residents, ratepayers and other visitors taking their places in the Public Gallery, as attendance demonstrates an interest in your Council and community affairs. Community spirit is encouraged.

This information sheet is designed to help you to understand the procedures of Council and help you to gain maximum value from your attendance.

The law regarding the conduct of Council meetings enables the public to observe the session. However, to ensure the manageability of Council meetings, opportunities for public participation are limited to Question Time and registered submissions in accordance with Council's guidelines, which are available from Council's CEO Office (call 9768 1632) and on our website, www.frankston.vic.gov.au. It is not possible for any visitor to participate in any Council debate unless specifically requested by the Chairperson to do so.

If you would like to have contact with Councillors or Officers, arrangements can be made for you to do so separately to the meeting. Call Frankston City Council on 9768 1632 and ask for the person you would like to meet with, to arrange a time of mutual convenience.

When are they held?

Generally speaking, the Council meets formally every three (3) weeks on a Monday and meetings start at 7.00 pm, unless advertised otherwise.

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

Governance Local Law No. 1 – Meeting Procedure

34. Chair's Duty

Any motion which is determined by the Chair to be:

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

must not be accepted by the Chair.

88. Chair May Remove

- (1) *The Chair may order and cause the removal of any person, including a Councillor, who disrupts any meeting or fails to comply with a direction, or cause the removal of any object or material that is deemed by the Chair as being objectionable or disrespectful.*
- (2) *Any person removed from the meeting under sub-clause 0 must not return to the meeting without the approval of the Chair or Council.*

It is intended that this power be exercisable by the Chair, without the need for any Council resolution. The Chair may choose to order the removal of a person whose actions immediately threaten the stability of the meeting or wrongly threatens his or her authority in chairing the meeting.

The Penalty for an offence under this clause is 2 penalty units which is \$200

The Formal (Ordinary) Meeting Agenda

The Council meeting agenda is available for public inspection immediately after it is prepared, which is normally on the Thursday afternoon five days before the meeting. It is available from the Reception desk at the Civic Centre (upper level), on our website www.frankston.vic.gov.au or a copy is also available for you in the chamber before the meeting.

The following information is a summary of the agenda and what each section means:-

· **Items Brought Forward**

These are items for discussion that have been requested to be brought forward by a person, or a group of people, who have a particular item on the Agenda and who are present in the Public Gallery. Before the start of the meeting, an Officer will ask those in the Public Gallery whether they wish a matter to be considered early in the meeting.

· **Presentation of Written Questions from the Gallery**

Question Time forms are available from the Civic Centre and our website, www.frankston.vic.gov.au. Questions may also be submitted online using the Question Time web form. "Questions on notice" are to be submitted and received by Council before 12 noon on the Friday before the relevant Ordinary Meeting.

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

A maximum of 3 questions may be submitted by any one person at one meeting. There is no opportunity to enter into debate from the Gallery.

More detailed information about the procedures for Question Time is available from Council's CEO Office (call 9768 1632) and on our website, www.frankston.vic.gov.au.

· **Presentation of Petitions and Joint Letters**

These are formal requests to the Council, signed by a number of people and drawing attention to matters of concern to the petitioners and seeking remedial action from the Council. Petitions received by Councillors and presented to a Council meeting are usually noted at the meeting, then a report is prepared for consideration at the next meeting.

· **Presentation of Reports**

Matters requiring a Council decision are dealt with through officer reports brought before the Council for consideration. When dealing with each item, as with all formal meeting procedures, one Councillor will propose a motion and another Councillor will second the motion before a vote is taken.

· **Presentation of Delegate Reports**

A Councillor or member of Council staff who is a delegate may present to Council on the deliberations of the external body, association, group or working party in respect of which he or she is a delegate or an attendee at a Council approved conference / seminar.

· **Urgent Business**

These are matters that Councillors believe require attention and action by Council. Before an item can be discussed, there must be a decision, supported by the majority of Councillors present, for the matter to be admitted as "Urgent Business".

· **Closed Meetings**

Because of the sensitive nature of some matters, such as personnel issues or possible legal action, these matters are dealt with confidentially at the end of the meeting.

· **Opportunity to address Council**

Any person who wishes to address Council must pre-register their intention to speak before 4.00pm on the day of the meeting, by telephoning Council's CEO Office (call 9768 1632) or by submitting the online web form or by using the application form both available on the website, www.frankston.vic.gov.au.

The submissions process is conducted in accordance with guidelines which are available from Council's CEO Office and on our website. All submissions will be limited to 3 minutes in duration, except for Section 223 submitters, who have a maximum of 5 minutes. No more than ten (10) members of the public are to be permitted to address the Council. Further speakers will be permitted to address the meeting at the discretion of the Chair. All speakers need to advise if they are speaking on behalf of an organisation and it is deemed that they have been appropriately authorised by that said organisation.

Public submissions and any subsequent discussion will be recorded as part of the meeting, and audio recordings of Council meetings are made available to members of the public upon request. If a submitter does not wish to be recorded, they must advise the Chair at the commencement of their public submission.

Disclosure of Conflict of Interest

If a Councillor considers that they have, or might reasonably be perceived to have, a direct or indirect interest in a matter before the Council or a special committee of Council, they will declare their interest and clearly state its nature before the matter is considered. This will be done on every occasion that the matter is considered by the Council or special committee.

If a Councillor has an interest in a matter they will comply with the requirements of the Local Government Act, which may require that they do not move or second the motion and that they leave the room in which the meeting is being held during any vote on the matter and not vote on the matter.

If a Councillor does not intend to be at the meeting, he or she will disclose the nature of the interest to the Chief Executive Officer, Mayor or Chairperson prior to the meeting commencing.

Agenda Themes

The Council Agenda is divided into three (3) themes which depict the Council Plan's Strategic Objectives, as follows:

1. Planned City for Future Growth.
2. Liveable City.
3. Sustainable City.

MAYOR



NOTICE PAPER

ALL COUNCILLORS

NOTICE is hereby given that an Ordinary Meeting of the Council will be held at the Civic Centre, Davey Street, Frankston, on 24 July 2017 at 7pm.

COUNCILLOR STATEMENT

All members of this Council pledge to the City of Frankston community to consider every item listed on this evening's agenda:

- *Based on the individual merits of each item;*
- *Without bias or prejudice by maintaining an open mind; and*
- *Disregarding Councillors' personal interests so as to avoid any conflict with our public duty.*

Any Councillor having a conflict of interest in an item will make proper, prior disclosure to the meeting and will not participate in the debate or vote on the issue.

OPENING WITH PRAYER

Almighty God, we ask for your blessing upon this Council. Direct and prosper its deliberations to the advancement of your glory and the true welfare of the people of Frankston City. Amen.

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

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

BUSINESS

1. **PRESENTATION TO COMMUNITY GROUPS**
Nil
2. **CONFIRMATION OF MINUTES OF PREVIOUS MEETING**
Ordinary Meeting No. OM303 held on 3 July 2017.
3. **APOLOGIES**
Nil
4. **DISCLOSURES OF INTEREST AND DECLARATIONS OF CONFLICT OF INTEREST**
5. **PUBLIC QUESTION TIME**
Nil
6. **HEARING OF SUBMISSIONS**
Nil
7. **ITEMS BROUGHT FORWARD**
8. **PRESENTATIONS / AWARDS**
Nil
9. **PRESENTATION OF PETITIONS AND JOINT LETTERS**
Nil
10. **DELEGATES' REPORTS**
Nil
11. **CONSIDERATION OF TOWN PLANNING REPORTS**
 - 11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin3
 - 11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel34
 - 11.3 May Town Planning Progress Report 115
 - 11.4 June Town Planning Progress Report142
12. **CONSIDERATION OF REPORTS OF OFFICERS**
 - 12.1 Frankston Rail Planning - Grade Separation - proposed Kananook Stabling 168
 - 12.2 Draft Frankston Community Plan and Local Area Plans 2017-2021 178
 - 12.3 Minutes of the Frankston Arts Board - 20 June 2017245
 - 12.4 Major Community Event Grant Program - Draft Guidelines248

12.5	Proposal to re name a street and establish a commemorative garden after Frankston's sister city "Susono"	259
12.6	Resolution Progress Report.....	269
12.7	Progress of Council Resolutions resulting from Notice of Motions	271
12.8	Response to Petition - Alexandra Mews.....	272
12.9	Further Response to NOM 1285 - Pop-up Vans/Stalls	296
12.10	Response to NOM 1289 - Female participation in sports	299
12.11	Further Response to NOM 1290 - New Rule for Closed Council Decisions.....	310
12.12	Response to NOM 1291 - Frankston and Seaford Piers - use of water illumination technology.....	316
12.13	Response to NOM 1297 - Frankston Hall of Fame Resumption.....	328
12.14	Response to NOM 1302 – Financial Literacy Classes.....	343
12.15	Response to NOM 1307 - Bullying in Frankston.....	351
12.16	Response to NOM 1314 - Seaford Road Level Crossing Removal	356
12.17	Response to NOM 1320 - 360 Degrees Video Platform.....	366
12.18	Response to NOM 1338 - Young Street Traders Assistance Package.....	371
13.	NOTICES OF MOTION	
13.1	NOM 1351 - Notice of Rescission - Urgent Business - Independence of Notice of Motion Process and Independent Costings.....	385
14.	REPORTS NOT YET SUBMITTED	
	Nil	
15.	URGENT BUSINESS	
16.	CONFIDENTIAL ITEMS	
C.1	2016/17-58 Offsite Storage of Corporate Records	387
C.2	Contract for Library Collections, Furniture, Equipment and associated requirements.	387
C.3	Response to NOM 1313 - Installation of Solar Panels on the Civic Centre and Ongoing Monitoring and Reporting of Water, Energy and Greenhouse Gases Consumption and Expenditure	387

Dennis Hovenden

CHIEF EXECUTIVE OFFICER

20/07/2017

Executive Summary**11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	1. Planned City for Future Growth
Strategy:	1.3 Review the Municipal Strategic Statements, also known as the Local Planning Scheme to accommodate future population growth
Priority Action	1.3.3 Work with State Government and local communities to accommodate more adaptable, affordable and accessible housing that meets individual needs over time (and ageing in place)

Purpose

This report considers the merits of the planning application to construct four (4) single storey dwelling at 87 Edward Street, Langwarrin

Recommendation (Director Community Development)

That a Notice of Decision to Grant a Planning Permit be issued to construct four (4) single storey dwelling at 87 Edward Street, Langwarrin, subject to the conditions contained in the officers' assessment.

Key Points / Issues

- It is proposed to construct four (4) double storey dwellings on the subject site, each with a double garage.
- The proposal is consistent with the State and Local Planning Policy housing objectives for urban consolidation, being in an established residential area that is suitable for infill development.
- The proposal is generally consistent with the preferred future neighbourhood character for the area, the ResCode provisions and will provide opportunity for meaningful landscaping to take place throughout the site; with some minor changes to the design.
- One (1) objection was received as a result of the notification process and the objector's concerns have been considered.
- The application is being reported to Council as it does not meet with Council's Multi-Dwelling Visitor Car Parking Guidelines which require that one (1) visitor car space be provided on site.

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

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian Councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

The permit application fee paid to Council is \$1,092. The average cost to process a planning application is \$1,729 which represents a short fall of \$637 in this case.

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Executive Summary****Consultation**1. External Referrals

The application was not referred externally.

2. Internal Referrals

The application was referred internally to the Traffic Engineer, Drainage Engineer and Environmental Officer.

Notification of Proposal

Notification of the planning application was given pursuant to the requirements of Section 52 of the *Planning and Environment Act 1987*.

Notification was given in the form of:

- Mail to adjoining owners and occupiers; and
- One (1) sign erected on the site frontage.

As a result of the public notification, one (1) objection was received. The grounds of objection are summarised in the officer's assessment contained within this report.

Analysis (Environmental / Economic / Social Implications)

The proposed development will have minimal impact on the environment. Existing vegetation to be removed from the site is considered to be of low retention value and there is reasonable opportunity for useful replanting to take place.

The proposed development will create short-term opportunities throughout the construction phase and will have longer term economic benefits to the local economy through a slight increase in population.

The development proposal will provide for further diversity in housing stock within close proximity to existing social and commercial facilities, which will have a net community benefit for Frankston City.

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

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

Legal

Council has complied with Section 52, 58, 60, 61 and 62 of the *Planning and Environment Act 1987* in processing the planning permit application.

Policy Impacts

Council has assessed the planning permit application in accordance with the relevant State and Local Planning Policy provisions, the zone and overlays, and the particular and general provisions of the Frankston Planning Scheme.

Officer's Declaration of Interests

Under Section 80C of the *Local Government Act 1989*, officers providing advice or a report to Council must disclose any direct or indirect interest they have in a matter.

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Executive Summary**

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

Risk Mitigation

There are no risk implications.

Conclusion

The proposal is considered to be consistent with the State and Local Planning Policy and planning provisions. It will provide for appropriate medium density housing in an established residential area. The design of the development is considered to be satisfactory subject to conditions to address minor matters and apply standard conditions for a multi-dwelling development.

ATTACHMENTS

- Attachment A: Locality Map - Town Planning Application 503 2016 P - 87 Edward Street Langwarrin
- Attachment B: Locality Map - Aerial - Town Planning Application 503 2016 P - 87 Edward Street Langwarrin
- Attachment C: Development Plans
- Attachment D: Neighbourhood Character Precinct Brochure

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin

Officers' Assessment

Summary

Existing Use	Residential
Site Area	1,604 square metres
Proposal	Four (4) single storey dwellings
Site Cover	44%
Permeability	35%
Zoning	General Residential Zone
Overlays	Nil
Neighbourhood Character Precinct	Langwarrin Precinct 1
Reason for Reporting to Council	Multi Dwelling Visitor Parking Guidelines

Background

Subject Site

The subject site is a long irregular shaped allotment located on the northern side of Edward Street in Langwarrin.

The site has front southern boundary of 14.8 metres, a rear northern boundary of 18.9 metres and side boundaries of 94.8 metres (western) and 99 metres (eastern) respectively. The total site area is 1,604 square metres.

The site is characterised by undulating land form that generally falls from the front to a low point that traverses the rear portion of the site, before rising again towards the rear boundary. A 2.3 metres wide drainage and sewerage easement crosses the subject site at the low point.

The site is occupied by a single storey detached dwelling and associated outbuildings located within a mature garden comprising mainly planted vegetation. The dwelling is setback from the side and rear boundaries and is setback 15.6 metres from the street frontage.

Access to the site is via a crossover located towards the western end of the frontage and there is an open style post and emu-wire front fence. Canopy trees across the frontage screen views into the site from the street.

Locality

The surrounding neighbourhood is largely characterised by single storey detached dwellings with some single storey multi-dwelling development starting to emerge within Edward Street.

Dwellings have generous front setbacks and are sited within landscaped settings. Front gardens are generally open to the street with no or low-open front fences.

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment****Site History**

There are no previous planning permit applications associated with this site.

Proposal

The proposal is summarised as:

Dwelling	Storeys	No. of Bedrooms	Secluded Private Open Space	Car Parking
1	Single	Three (3)	38 square metres	Double garage
2	Single	Three (3)	53.8 square metres	Double garage
3	Single	Three (3)	65.2 square metres	Double garage
4	Single	Three (3)	50 square metres	Double garage

State and Local Planning Policy Frameworks

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

- *Clause 11 – Settlement*
- *Clause 13 – Environmental Risk*
- *Clause 16 – Housing*

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

- *Clause 21.04 – Settlement*
- *Clause 21.05 – Environmental Risk*
- *Clause 21.07 – Housing*
- *Clause 22.08 – Neighbourhood Character Policy*

Planning Scheme Controls

A Planning Permit is required pursuant to:

- Clause 32.01-4 – General Residential Zone of the Frankston Planning Scheme for the construction of 2 or more dwellings on the lot;

Notification of Proposal

Notification of the planning application was given pursuant to the requirements of Section 52 of the *Planning and Environment Act 1987*.

One (1) objection was received in response to the public notification.

The grounds of objection are summarised as follows:

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment**

- Height of the east boundary fence.

A Residents Discussion Meeting was not held. The applicant has provided written advice of their agreement to meet the objector's request for a 2 metre high fence, with separate screen fence to a height of 500mm above the fence-line, along the eastern boundary. A condition regarding the fencing would be required of any approval.

Internal ReferralsTraffic Engineer

A summary of comments received include:

- *The location of the proposed new vehicle crossover is acceptable.*
- *The redundant vehicle crossover is to be removed and the area reinstated with kerb and channel to the satisfaction of the Council.*
- *On-street car parking is prohibited in front of No 87 due to the existing continuous centreline. As a result, two visitor car parking spaces are required under the Frankston City Council Multi-Dwelling Visitor Car Parking Guidelines.*
- *All vehicles are able to exit the site in a forward direction.*

Drainage Engineer

A summary of comments received include:

- *The legal point of discharge is to the existing 450mm diameter drain pipe that crosses the property within the valley; this pipe is approximately 800mm in depth.*
- *No objection subject to the inclusion of standard conditions.*

Environmental Officer

A summary of comments received include:

- *There are a large number of small trees and shrubs on the site some which are weed species.*
- *There are two large Robinia pseudoacacia with the frontage that are in good condition and contribute to the streetscape character.*
- *The proposal impacts on several trees located on adjoining properties to varying degrees of encroachment.*
- *No objection subject to the inclusion of conditions on any permit issued. The conditions require amended plans be approved by the responsible authority, the provision of a Tree Protection Management Plan, tree protection controls during construction, tree pruning controls, an approved landscape plan and landscaping to be completed prior to occupation of the development.*

Discussion**State and Local Planning Policy**

The proposal is consistent with State and Local Planning Policy which seeks to provide for a diversity of housing types, that respect neighbourhood character, is appropriately located, and meets the growing and changing population needs of the local community.

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment**

The proposal provides appropriate infill development in an area that is readily accessible to physical infrastructure, public open space, shops, school and a range of community facilities and services.

Neighbourhood Character

The subject site is located within the Langwarrin Precinct 1 (LW1) in the Neighbourhood Character Policy at Clause 22.08 of the Frankston Planning Scheme.

The Preferred Neighbourhood Character Statement for this precinct is *'the spaciousness of the streetscapes will be maintained, and links with the surrounding landscape, including Boggy Creek will be strengthened.'*

The objectives and design response to the Langwarrin Precinct 1 include:

- *To encourage strengthening of the garden settings and encourage the retention and planting of indigenous vegetation.*

The proposal offers a generous front setback to the street and there are adequate opportunities for meaningful replanting, including canopy trees, to take place throughout the site. A landscape plan would be a requirement of any planning approval.

- *To maintain the openness of the streetscape.*

The openness of the streetscape would be maintained as the proposal achieves a generous front setback and there is no front fence proposed.

- *To encourage building elements that respects the Creekside or any wetland environment and do not dominate the landscape.*

The subject site is not located adjacent to a creek to wetland.

- *To reflect the rhythm of existing dwelling spacing.*

Dwellings 2 and 3 are setback from side boundaries. Dwelling 4 is also setback from boundaries, with the exception of its garage which is on the eastern boundary which would not be noticeable from the street due to the deep setback.

At the front of the site Dwelling 1 proposes an extensive amount of wall along the western side boundary which would be noticeable from the street. This would not reflect the rhythm of existing building spacing within Edward Street where buildings are generally setback from all boundaries. A more articulated building setback from the western boundary would assist in achieving the objective. This can be achieved by off-setting the western wall of the master bedroom to Dwelling 1, to be 1 metre from the boundary, and would form part of any planning approval.

- *To ensure that buildings and extensions do not dominate the streetscape.*

The dwellings are to be single storey and are designed to fit into the landform and the streetscape. The applicant has agreed to reduce the finished floor levels of buildings by approximately 170mm so they sit closer to the ground and these changes would form part of any planning approval.

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment****Car Parking**

Car parking requirements of Clause 52.06-5 are met as shown in the following table.

Clause 52.06-2 rate for dwelling	Proposed No. of Dwellings	Car spaces required by Clause 52.06-5	Proposed Car Parking
Two (2) car parking spaces to each three (3) or more bedroom dwellings plus	Four (4)	Eight (8)	Each dwelling has a double garage. Eight (8) car spaces are provided.
One (1) visitor parking space to every five (5) or more dwellings	Four (4)	Zero (0)	No visitor car parking.

The proposal also complies with the requirements of Clause 52.06-8 which sets out Design Standards for car parking relating to access ways, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping. Standard conditions regarding the construction of access ways are a requirement of any planning approval.

Clause 55 (ResCode)

The application is assessed against the objectives and standards of Clause 55, as required under the General Residential Zone. The proposal demonstrates a high degree of compliance with the requirements with some proposed changes as discussed below.

Neighbourhood Character and Infrastructure

The proposal satisfies the Neighbourhood Character objectives including Council's Neighbourhood Character Policy (Clause 22.08) with some changes to the layout of Dwelling 1 as discussed earlier. Dwelling 1 faces Edward Street so would integrate well into the streetscape (Clause 55.02-4).

The subject site offers opportunity for appropriate infill development in an established residential area and offers alternative housing choice to the local community. Existing physical infrastructure can be utilised and a range of community facilities and services, such as schools, shops, parks, medical facilities and transportation networks, can be easily reached from the site (Clause 55.02-2).

Site Layout and Building Massing

Dwelling 1 has a generous front setback, of between 8.5 metres and 9.1 metres, with the porch encroaching into the frontage. The proposal seeks approval for a slight variation to the 9 metres setback requirement which applies to a small portion of the building façade. This is considered reasonable as it would not be noticeable from the street given the articulated front facade and opportunity to landscape the frontage (Clause 55.03-1).

The site coverage of 44% and permeability of 35% indicates a low intensity development (Clauses 55.03-3, 55.03-4).

The internal configuration of dwellings allow for a northern or eastern aspect to main habitable living areas and to secluded private open space which supports energy efficiency principles. To further improve on the energy efficiency of each dwelling, shade devices are required to be provided to northern and western glazed areas in habitable rooms so as to reduce the reliance on mechanised cooling systems.

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment**

Some earthworks are proposed enabling the development to sit well within its site context and to achieve a building height that respects the neighbourhood character. The single storey building height is well below 9 metre height requirement (Clause 55.03-2).

The layout of the development provides for safety and security of residents with entrances being readily seen from the street and shared driveway and dwellings having good surveillance opportunities of driveways and the street (Clause 55.03-7).

There is convenient access between the dwellings and garages with the exception of Dwelling 3. The plans submitted indicate a 470mm level difference between the finished floor level of the dwelling and garage. The applicant has provided amended levels to Council to address this matter and to also demonstrate that the finished floor levels for Dwellings 1, 2 and 4 can be reduced by a further 170mm. A condition for amended plans will require a reduction in the finished floor levels accordingly, and that Dwelling 3 has a finished floor level of 68.8 FFL and the garage will be 68.63 FFL (Clause 55.03-9, 55.003-10).

Most vegetation will require removal to facilitate the development with the exception of the large Silver Birch and a Japanese Maple to be retained at the frontage. There is ample opportunity for replanting throughout the site and a landscape plan would be required of any planning approval. A condition is recommended that the fence to the secluded private open space for Dwelling 1 be setback no less than 500mm from the driveway and this area is to be landscaped which will be a better design outcome. Other requirements would be to include tree pruning and tree protection controls during construction (Clauses 55.03-8).

Amenity Impacts

The side and rear setbacks and walls on boundaries are consistent with the ResCode standards. Prior discussion has addressed the setback of Dwelling 1 from the side boundary to meet neighbourhood character objectives (Clauses 55.04-1, 55.04-2). There is adequate separation between buildings to ensure daylight to existing and north facing windows in neighbouring properties is not affected (Clauses 55.04-1; 55.04-3, 55.04-4).

Overshadowing of neighbouring properties is not a concern and the potential for overlooking has been considered in the design. There are some instances where more clarity is required regarding the treatment of some windows to avoid overlooking. These include the west facing bathroom window in Dwelling 1; the west facing kitchen and bathroom windows to Dwelling 2 and the west facing dining room and Bedroom 2 windows. Also screening is required to avoid overlooking the neighbouring property to the west from the rear deck area of Dwelling 3. These matters can be included as a requirement of any planning approval (Clauses 55.04-5, 55.04-6).

On-Site Amenity and Facilities

The 6 cubic metre storage facilities for Dwellings 1 and 2 are to be relocated into the garage for each dwelling to provide additional secluded private open space to each dwelling (Clause 55.05-4).

Detailed Design

The design detail of the proposal is generally reflective of existing and emerging development within the area in terms of its scale, built form, pitched rooflines and setbacks (Clause 55.06-1).

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment****Response to Ground of Objection**

The proposal does not satisfy the provisions of Council's Multi-Dwelling Visitor Parking Guidelines. For this development, the guidelines suggest that 2 visitor car parking spaces should be provided, and no visitor spaces are provided. Notwithstanding, the car parking provision satisfies the requirements of Clause 52.06 of the Frankston Planning Scheme.

The Victorian Civil and Administrative Tribunal (VCAT) previously considered a challenge to Council's ongoing application of the guidelines in the case of Poliansky v Frankston City Council (VCAT 549/2016). The VCAT noted that the development complied with the requirements of Clause 52.06 (Car Parking) of the Frankston Planning Scheme, and that the guidelines could not override the requirements of the Frankston Planning Scheme. In its concluding remarks, the VCAT commented that:

Including permit conditions requiring on-site visitor parking for small unit developments that fully comply with Clause 52.06-5 can be expected to give rise to proceedings before the Tribunal and, potentially, costs applications. As indicated, if the Council considers there is a need to vary the standard parking requirements in Clause 52.06 to address local conditions, an amendment to the Scheme should be progressed.

This particular application did give rise to a costs application, and Council was ordered by the VCAT to pay costs to the land owner.

Council has previously prepared Amendment C114 to the Frankston Planning Scheme, to incorporate the guidelines into the Frankston Planning Scheme. The Minister for Planning refused to authorise the exhibition of the amendment. At the request of Cr. Hampton, Council officers have requested a meeting with the Member for Carrum, Sonya Kilkenny, to discuss this issue.

There are limited opportunities to provide for additional car parking within the site without impacting on the design and landscaping opportunities of the development. The proposed car parking arrangements are in compliance with the Frankston Planning Scheme, and in the circumstances are appropriate.

Planning Scheme Amendment

The recent Amendment VC110, approved on 27 March 2017, made key changes to the residential zone controls. As relevant to the General Residential Zone, it introduced mandatory minimum garden area requirements for lots greater than 400 square metres and a mandatory maximum building height of 11 metres and 3 storey.

The Amendment also includes transitional provisions that exempt planning permit applications for the construction and extension of two or more dwellings on a lot lodged before the VC110 approval date. The application was lodged prior to the Amendment approval date so therefore it is exempt from the new residential provisions.

Conclusion

The above assessment demonstrates the proposal complies with the relevant planning provisions of the Frankston Planning Scheme, including the State and Local Planning Policy, the Zone, the Particular Provisions including car parking, and the General Provisions. Referral comments and an objection received as a result of the notice process have been considered in the assessment. It is satisfied that there would be no detriment to other properties as a result of the development proposal. On balance, and subject to the inclusion of conditions, the proposal is considered to be reasonable and warrants Council's support.

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment****Recommendation (Director Community Development)**

That Council resolves to issue a Notice of Decision to Grant a Planning Permit in respect to Planning Permit Application number 503/2016/P for the construction of four (4) single storey dwellings at 87 Edward Street in Langwarrin, subject to the following conditions:

Plans

1. Before the use and/or development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the plans submitted with the application (or some other specified plan) but modified to show:
 - (a) A reduction in the extent of wall on the western boundary for Dwelling 1 by off-setting the western wall to the master bedroom and ensuite a minimum of 1 metre.
 - (b) A reduction in the finished floor levels to Dwellings 1, 2 and 4, and the respective garages, by no less than 170mm.
 - (c) A reduction in the finished floor level of Dwelling 3 and the garage to be FFL 68.8 and FFL 68.63, respectively.
 - (d) Finished surface levels for secluded private open space areas to each dwelling.
 - (e) Details of any earthworks including the extent of cut and fill, and of any retaining walls including the finished surface levels at the top and base.
 - (f) The retaining wall located within the rear secluded private open space to Dwelling 4 setback further from Tree No 41 (as shown in the Arborist Report) so that works do not encroach more than 10% into the Tree Protection Zone.
 - (g) The west facing bathroom window in Dwelling 1, the west facing kitchen and bathroom windows in Dwelling 2 and the west facing dining room and bedroom 2 windows in Dwelling 3 to comply with the requirements of Clause 55.04-6 – Overlooking, to the Frankston Planning Scheme.
 - (h) Screening to a height of 1.7m above the finished deck level at the rear of Dwelling 3 to comply with the requirements of Clause 55.04-6 – Overlooking, to the Frankston Planning Scheme.
 - (i) The 6 cubic metre storage facility for Dwellings 1 and 2 relocated into the respective garages.
 - (j) The fence around the secluded private open space to Dwelling 1 setback no less than 500mm from the driveway and this area is to be landscaped.
 - (k) Capping on all internal fencing.
 - (l) A 2 metre high timber paling fence along the eastern side property boundary.
 - (m) A free standing trellis in accordance with the requirements of Condition 8.

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment**

- (n) All trees growing on the site and on the adjoining properties within 3 metres of the boundaries, clearly demonstrating the canopy width, trunk location and labelled in accordance with the 'Arborist Report prepared by Constructive Aboriculture, dated December 2016,' and indicating whether the tree is to be retained or removed.
- (o) The Tree Protection Zone and Structural Root Zone of all trees to be retained, the location of all tree protection fencing, and notation that the tree protection requirements of this permit are to be adhered to.
- (p) Landscaping requirements of Condition 3.
- (q) A Tree Protection Management Plan as required by Condition 4.

No Alterations

- 2. The use and/or development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Landscape Plans

- 3. Before the commencement of buildings and works, a landscape plan prepared by a suitably qualified person must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:
 - (a) A survey (including botanical names) of all existing vegetation to be retained and/or removed;
 - (b) Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary;
 - (c) The delineation and details of surface finishes of all garden beds, grassed areas, pathways, driveways, retaining walls and other landscape works including areas of cut and fill throughout the development site;
 - (d) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, size at maturity and quantities of each plant;
 - (e) A range of plant types from ground covers to large shrubs and trees;
 - (f) Landscaping and planting within all open areas of the site;
 - (g) Adequate planting densities (e.g. plants with a mature width of 1 metre, planted at 1 metre intervals);
 - (h) The provision of screen planting (minimum mature height of 1.5m) within a landscape strip of 60cm at the interface of the property boundary and driveway;
 - (i) A planting theme of a minimum 20% indigenous and 40% native within each plant group;
 - (j) All existing environmental weed species are to be removed from the site and environmental and noxious weeds found in the 'Sustainable Gardening in Frankston City' (2015) booklet are to not to be planted;

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment**

- (k) The provision of suitable canopy trees (minimum two metres tall when planted) in the areas specified below (trees are not to be sited over easements) with species chosen to be approved by the Responsible Authority. All advanced tree stock must be in accordance with AS2303.2015 Tree Stock for Landscape Use:
 - i. One canopy tree within the front setback to a minimum mature height of 8 metres.
 - ii. One canopy tree within the private open space of (all) dwellings to a minimum mature height of 5 metres.
- (l) The provision of notes on the landscape plan regarding site preparation, including in-ground irrigation system to be provided to all landscaped areas, removal of all weeds, proposed mulch, soil types and thickness, subsoil preparation and any specific maintenance requirements.

All species selected must be to the satisfaction of the Responsible Authority.

Tree Protection Management Plan

- 4. A Tree Protection Management Plan prepared in accordance with Frankston City Council's 'Arboricultural Report Writing Guide' must be submitted to and approved by the Responsible Authority prior to the commencement of the approved development and works (including any demolition, excavations, tree removal, delivery of building/construction materials and/or temporary buildings) and when approved will be endorsed and form part of this permit. The plan must contain as a minimum but not limited to the following information:
 - (a) Tree Protection fencing specifications and locations
 - (b) Ground protection requirements
 - (c) Methods for installation of services to minimise the impact on the retained trees e.g.; sewerage, storm water, telecommunications, electricity etc.
 - (d) Supervision as required
 - (e) Alternative construction techniques
 - (f) Remedial works as required

Tree Protection

- 5. Tree protection must be carried out in accordance with the Australian Standard AS 4970-2009 Protection of trees on development sites to the satisfaction of the Responsible Authority.
- 6. Prior to the commencement of the development (including vegetation removal), a Tree Protection Fence defined by a 1.8 metre high (minimum) temporary fence constructed using steel or timber posts fixed in the ground or to a concrete pad, with the fence's panels to be constructed of cyclone mesh wire or similar strong metal mesh or netting with a high visibility plastic hazard tape, must be installed at the Tree protection Zone of any tree proposed to be retained on the site in accordance with the approved tree Protection Management Plan to the satisfaction of the Responsible Authority. A fixed sign is to be provided on all visible sides of the Tree Preservation Fencing, stating "Tree Preservation Zone – No entry without permission from Frankston City Council".

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment****Tree Pruning**

7. All tree pruning is to be carried out by a qualified and experienced Arborist who has thorough knowledge of tree physiology and pruning methods. Pruning must be carried out in accordance with Australian Standard AS4373-2007 Pruning of Amenity Trees. Any pruning works required are to be undertaken prior to any construction works beginning on site. Any pruning of trees located on a neighbouring property should be undertaken in consultation with the property owner.

Freestanding Trellis

8. Prior to the occupation of the development, a freestanding trellis (maximum 25% openings) must be erected above the existing fence on the north and south boundaries (as relevant) of the site to an overall height of 1.7 metres above the finished floor level, to restrict overlooking from habitable room windows of Dwellings 1, 2 and 3 into the adjoining residential property to the satisfaction of the Responsible Authority. The trellis must be framed and thereafter maintained to the satisfaction of the Responsible Authority.

Prior to Occupation

9. The landscaping as shown on the endorsed landscape plan must be carried out and completed to the satisfaction of the Responsible Authority before the occupation of the development or at such later date as is approved by the Responsible Authority in writing.
10. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged trees are to be replaced.

Drainage

11. The legal point of discharge is to the existing 450mm diameter drainage pipe that crosses the low point of the property towards the rear of the site. This drainage pipe has a depth of approximately 800mm.
12. Provision of a Stormwater Detention System with a volume capable of retarding the 10 year ARI flow from the development site back to a 5 year ARI pre-development value to the satisfaction of the Responsible Authority.
13. Prior to commencement of development construction detailed design plans and drainage computations of the internal stormwater drainage system including the method of connection to the existing Council drainage infrastructure are to be submitted and approved to the satisfaction of the Responsible Authority.
14. Water Sensitive Urban Design principles (WSUD) are to be incorporated into the drainage design, which may include but not be limited to the following components or a combination thereof:
 - On-site stormwater detention and rainwater tanks.
 - Soil percolation.
 - Stormwater harvesting and Re-use of stormwater for garden watering, toilet flushing etc.

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment**

- On-site 'bio-treatment' to reduce dissolved contaminants and suspended solids.

Engineering Requirements

15. Prior to occupation of the dwellings hereby permitted by this permit starts, areas set aside for parking vehicles, loading bays, access lanes and paths as shown on the endorsed plans must be:

Constructed to the satisfaction of the Responsible Authority;

- Properly formed to such levels that they can be used in accordance with the plans;
- Surfaced with an all-weather sealcoat; and
- Drained and maintained to the satisfaction of the Responsible Authority.

Car spaces, access lanes and driveways must be kept available for these purposes at all times.

16. Vehicle crossing must be constructed to Frankston City Council's Standards and specifications to the satisfaction of the Responsible Authority.

17. Where the development involves work on or access to Council controlled land including roads, reserves and right of way, the owner, operator and their agents under this permit must at all times take adequate precautions to maintain works to the highest public safety standards, to the satisfaction of the Responsible Authority.

Precautions must include, appropriate signage to AS 1743 Road Works Signing Code of Practice, the provision of adequate barricading of works, including trenches of Service Authorities and any other road openings, sufficient to ensure public safety.

All relevant permits must be obtained from Council for works within the existing road reserves, in addition to the planning permit.

Urban Design

18. All works on or facing the boundaries of adjoining properties must be finished and the surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.
19. Mailboxes shall be provided to the proposed dwelling/s to the satisfaction of the Responsible Authority and Australia Post.
20. All plumbing work, sewer pipes etc. (except for spouting and stormwater pipes) associated with the new dwelling shall be concealed from general view).
21. Outdoor lighting must be provided, designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on neighbouring land.

Satisfactorily Completed

22. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

Permit Expiry

23. This permit will expire if one of the following circumstances applies:

11.1 Town Planning Application 503/2016/P - To construct four (4) single storey dwellings - 87 Edward Street, Langwarrin**Officers' Assessment**

- The development is not started within two years of the date of this permit.
- The development is not completed within four years of the issued date of this permit.

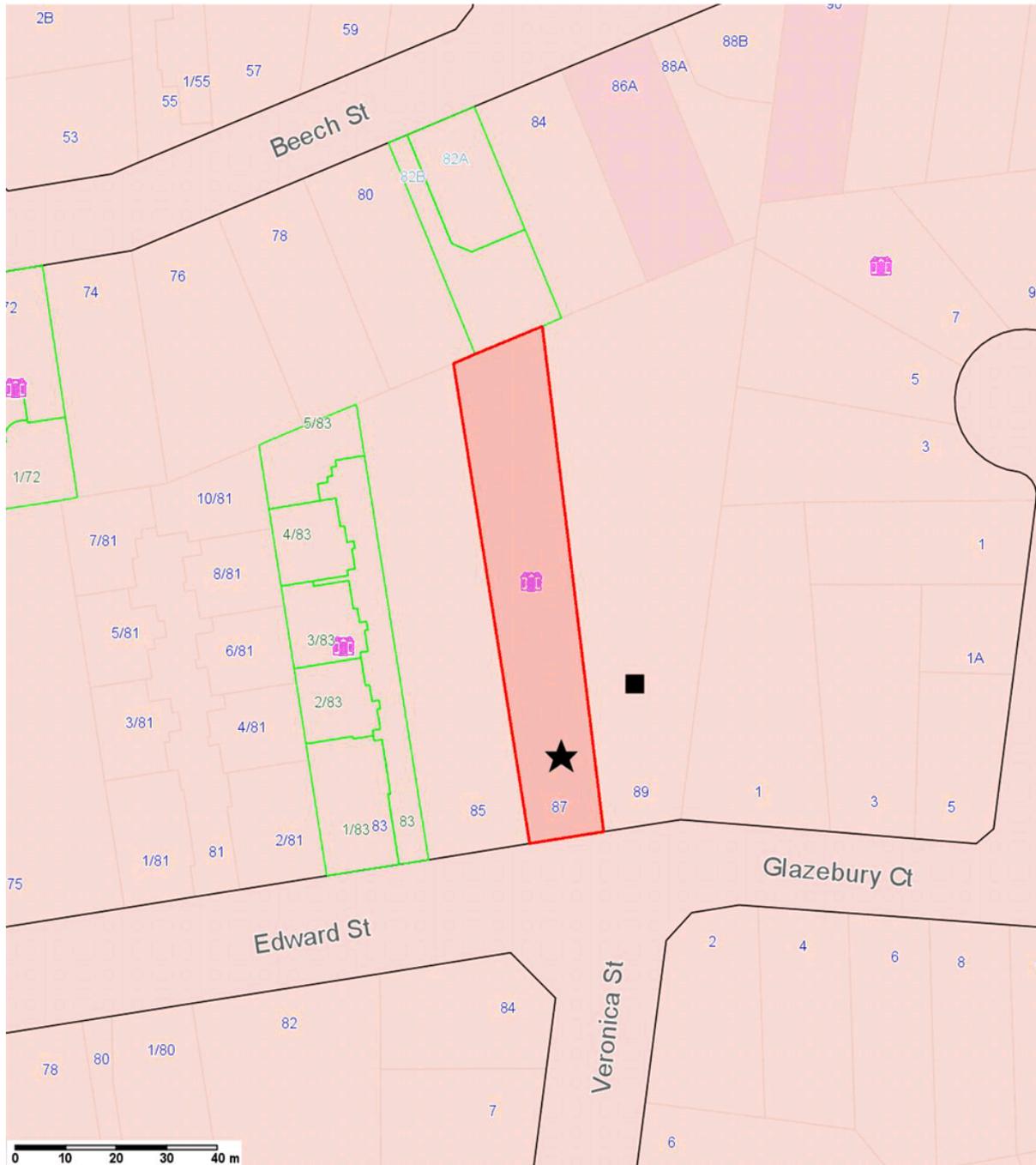
In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Notes

- A. Any request for an extension of time, or variation/amendment of this permit must be lodged with the relevant fee.
- B. Prior to the commencement of construction the operator of this planning permit must obtain a non-refundable Asset Protection Permit from Frankston City Council's Infrastructure Department.
- C. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made. Pursuant to Section 69 of the Planning and Environment Act 1987 the Responsible Authority may extend the periods referred to if a request is made in writing within the following prescribed timeframes:
 - a. Before or within 6 months after the permit expiry date, where the use or development allowed by the permit has not yet started;
 - b. Within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

If a request is made out of time, the Responsible Authority cannot consider the request and the permit holder will not be able to apply to VCAT for a review of the matter.

Locality Map – Town Planning Application-503/2016/P-
87 Edward Street, Langwarrin 3910 -
Subject Site ★ Objectors ■



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Projection: GDA94 / MGA zone 55
 Scale: 1:1028
 Date Printed: 13/07/2017
 Time Printed: 8:27 AM
 Issued by: Vanessa Neep



Locality Map Town Planning Application-503/2016/P-
87 Edward Street, Langwarrin 3910



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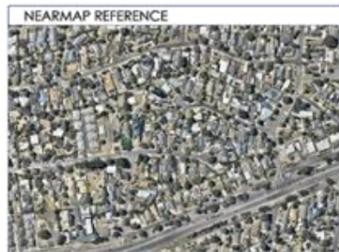
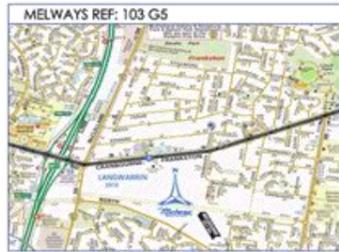
Issued by: Vanessa Neep





LEGEND

- PREVAILING WINDS
- ROADSIDE ACCESS
- NOISE AND TRAFFIC SOURCE
- DIRECTION OF WIND FROM THE SITE
- VEHICLES TO BE
- LOCATION OF LIGHTS & HEIGHT POINTS ON THE SITE
- SETBACK
- RETAINED TREE
- PROPOSED TREE
- TREE TO BE REMOVED
- PROPOSED SHRUB



LOCATION TO C.B.D.	43.1 KM TO MELBOURNE
PROXIMITY TO	RESERVE 432 M
PRIMARY SCHOOLS	LANGWARRIN PRIMARY 2000 M
COLLEGES	LANGWARRIN SECONDARY 2000 M
SHOPS	KARRINGAL SHOPPING CENTRE 1800 M
PUBLIC TRANSPORT	
BUS STOP	No. 771 No. 789 500 M No. 790 No. 791 500 M
TRAIN STATION	FRANKSTON STATION 5000 M

SITE ANALYSIS PLAN CERTIFICATION
 THIS SITE CONTEXT PLAN HAS BEEN PREPARED FROM A SITE VISUAL RECORD SURVEY, A STATUTORY AUTHORITY RECORD & A PHOTO REPRESENTATION OF EXISTING CONDITIONS & FEATURES OF THE PROPOSED SUBJECT SITE. IT IS NOT A PRELIMINARY PLAN FOR THE PURPOSE OF MEDIAN DENSITY DEVELOPMENT AS REQUIRED BY SECTION 52(1)(b) OF THE SUBDIVISION ACT 1988. THE PLAN IS NOT TO BE USED FOR ANY OTHER PURPOSES AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE AUTHOR.

DESIGN RESPONSE PLAN
 SCALE 1:200



ADVERTISED PLAN

87 EDWARD STREET,
 Langwarrin

TOTAL INTERIORS DESIGN

Proposed Unit Development
 Darrin Homes

2
 A0
 ISSUE D
 14-02-19
 AUG 16
 AUG



RESIDENCE 1 - 3 BED (Single Storey)	
Residence	145.4 m ²
Garage	38.4 m ²
Porch	3.8 m ²
TOTAL	187.6 m ²
Private Open Space	37.7 m ²

RESIDENCE 2 - 3 BED (Single Storey)	
Residence	126.6 m ²
Garage	37.8 m ²
Porch	3.0 m ²
TOTAL	167.4 m ²
Private Open Space	53.8 m ²

RESIDENCE 3 - 3 BED (Single Storey)	
Residence	132.6 m ²
Garage	39.4 m ²
Porch	2.4 m ²
TOTAL	174.4 m ²
Private Open Space	65.2 m ²

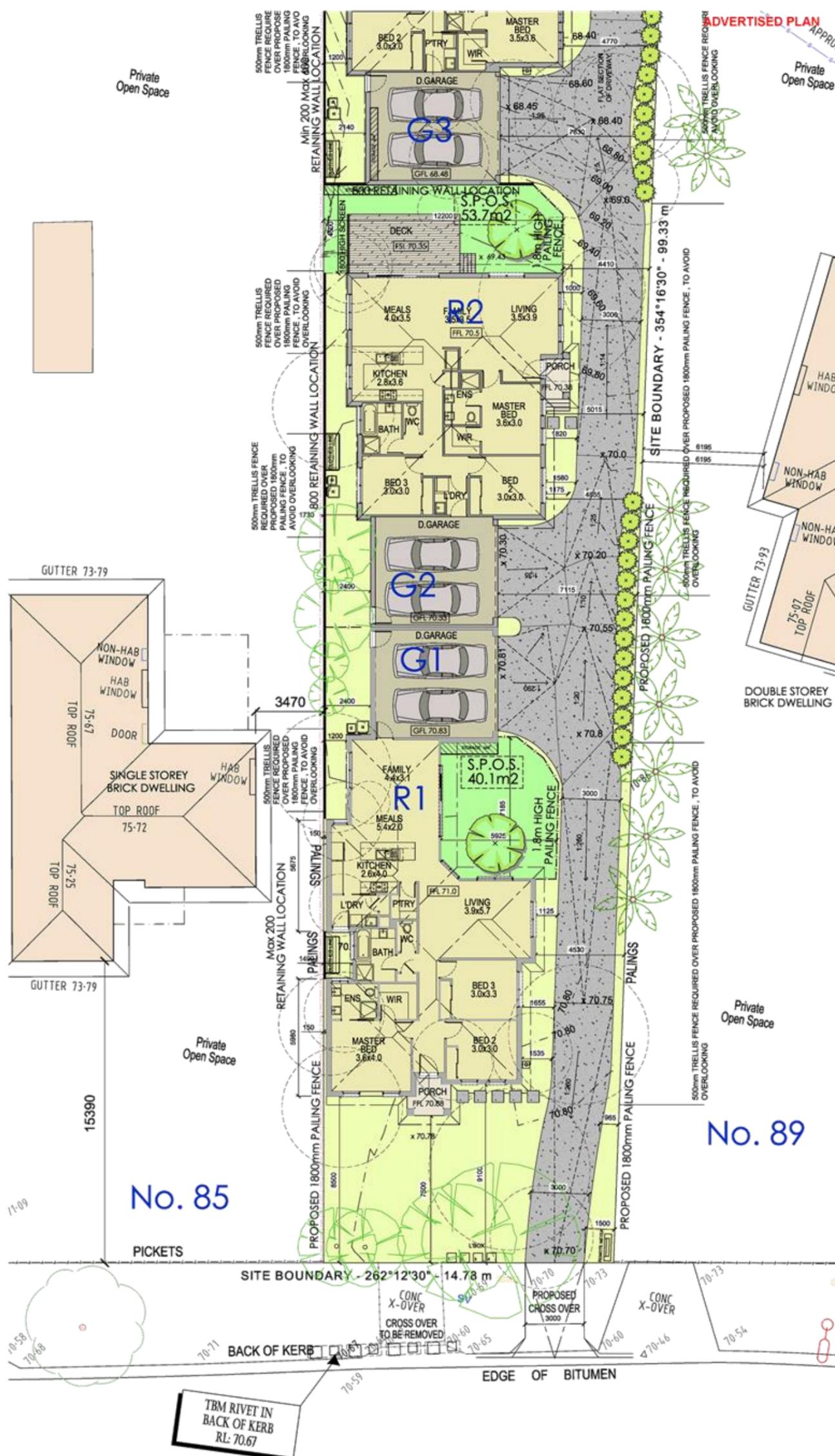
RESIDENCE 4 - 3 BED (Single Storey)	
Residence	141.0 m ²
Garage	38.3 m ²
Porch	2.0 m ²
TOTAL	181.3 m ²
Private Open Space	50.0 m ²

SITE STATISTICS

Total Site Area	1624 m ²
Total Site Cover	710 m ²
Total Site Cover Ratio	44 %
Driveway Area	329 m ²
Total Hard Cover Area	1039 m ²
Total Hard Cover Ratio	65 %
Permeable Area	557 m ²
Permeable Area Ratio	35 %
Carparking Required	8
Carparking Provided	8
Visitor Carparking	0

LEGEND

- SPOS - DIMENSION OVER 3.0M
- COMMON PROPERTY
- SEALED AND DRAIN CONC.
- PERMISSIBLE PAVING ON SAND BASE
- PERMISSIBLE TIMBER DECKING
- LAWFUL POINT OF DISCHARGE
- CONTOUR
- TEMPORARY BENCH MARK
- TYPICAL PALING FENCE U.N.O.
- EXTENT OF 600MM HIGH LATTICE EXTENSION
- FINISHED FLOOR LEVEL
- FINISHED SURFACE LEVEL (CUT - FILL LEVEL)
- CLOTHES LINE
- SECURITY LIGHT "SENSOR LIGHT"
- BOLLARD LIGHT
- TAP
- LITTER BOX
- OPTIONAL WATER TANK LOCATION
- REMOTE METER
- RUBBISH AND RECYCLE BIN LOCATION
- RETAINING WALLS
- RETAINING WALLS AS PER PLAN
- TREATED PINE SLEEPER WITH AGC/DRAIN - OR REFER ENG. DESIGN
- COLLAPSIBLE COLORBOND SHEET IN MURED TONES ON 125MM CONC. SLAB
- [S.P.O.S.] SECULDED PRIVATE OPEN SPACE



SITE PLAN (Part 1 of 2)
 SCALE 1:100



RESIDENCE 1 - 3 BED (Single Storey)

Residence	145.4 m ²
Garage	38.4 m ²
Porch	3.8 m ²
TOTAL	187.6 m ²
Private Open Space	37.7 m ²

RESIDENCE 2 - 3 BED (Single Storey)

Residence	126.6 m ²
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Porch	3.0 m ²
TOTAL	167.4 m ²
Private Open Space	53.8 m ²

RESIDENCE 3 - 3 BED (Single Storey)

Residence	132.6 m ²
Garage	39.4 m ²
Porch	2.4 m ²
TOTAL	174.4 m ²
Private Open Space	65.2 m ²

RESIDENCE 4 - 3 BED (Single Storey)

Residence	141.0 m ²
Garage	38.3 m ²
Porch	2.0 m ²
TOTAL	181.3 m ²
Private Open Space	50.0 m ²

SITE STATISTICS

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Total Hard Cover Ratio	65 %
Permeable Area	557 m ²
Permeable Area Ratio	35 %
Carparking Required	8
Carparking Provided	8
Visitor Carparking	0

LEGEND

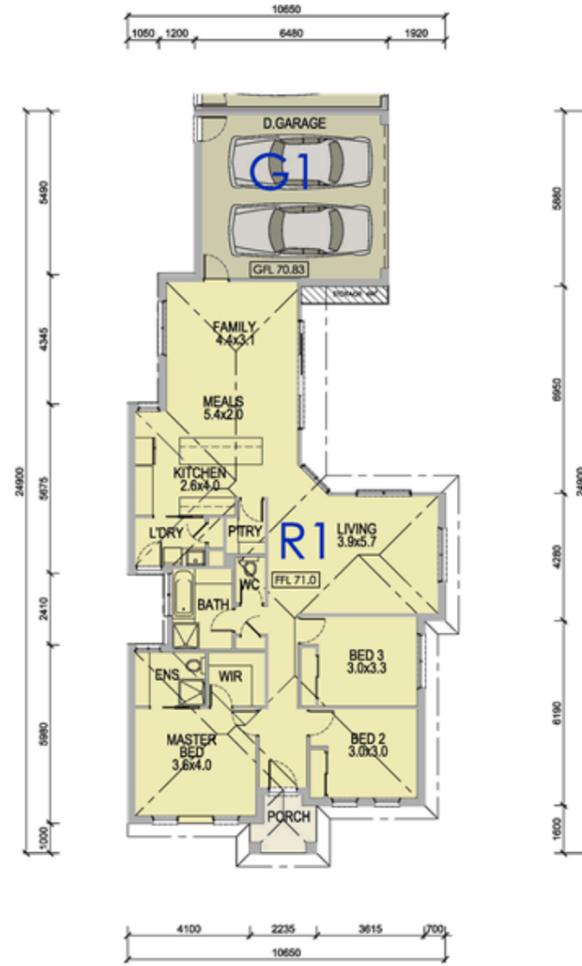
- SPOS - DIMENSION OVER 3.0M
- COMMON PROPERTY
- SEALED AND DRAIN CONC.
- PERMEABLE PAVING ON SAND BASE
- PERMEABLE TIMBER DECKING
- LPD □ LAWFUL POINT OF DISCHARGE
- CONTOUR
- TEMPORARY BENCH MARK
- TYPICAL PALING FENCE U.N.O.
- EXTENT OF 600MM HIGH LATTICE EXTENSION
- FINISHED FLOOR LEVEL
- FINISHED SURFACE LEVEL (CUT - F.F.L. LEVEL)
- CLOTHES LINE
- SECURITY LIGHT "SENSOR LIGHT"
- BOLLARD LIGHT
- TAP
- LETTER BOX
- OPTIONAL WATER TANK LOCATION
- REMOTE METER
- RUBBISH AND RECYCLE BIN LOCATION
- RETAINING WALLS
- COLLAPSIBLE COLORBOND SHED IN MURED TONES ON 100MM CONC. SLAB
- SECLUDED PRIVATE OPEN SPACE



SITE PLAN (Part 2 of 2)
 SCALE 1:100

**SUSTAINABLE DESIGN STATEMENT
 GREEN SPECIFICATION**

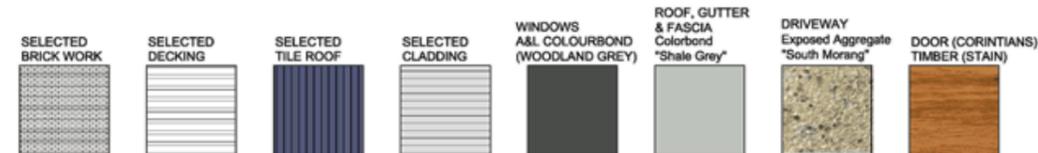
- ENERGY**
- * ENERGY RATING OF BUILDING ENVELOPE ACHIEVES A MINIMUM 6 STARS INCLUDING:
 - R3.5 BULK INSULATION TO CEILING
 - R1.5 BATTS TO WALLS PLUS D.S. SIGILLATION
 - ALUMINIUM IMPROVED WINDOW FRAMES
 - WEATHER STRIPS TO ALL EXTERNAL DOORS
 - GAPS & CRACKS SEALED WITH IMPERMEABLE BARRIER GLAP & TAP ISOLATION AT ALL JOINTS, OPENINGS AND PENETRATIONS
 - * HOT WATER SYSTEM TO HAVE ENERGY EFFICIENCY OF LEAST 4 STAR
 - * ALL HEATING AND COOLING UNITS ARE CERTIFIED UNDER MEPS, AND ALL DUCTWORK WILL COMPLY WITH THE BCA GUIDELINES FOR SERVICES
 - * FLUORESCENT LOW ENERGY DOWN LIGHTS AND/OR BATTEN HOLDERS WITH LOW ENERGY GLOBES
- WATER**
- * WATER EFFICIENCY RATING OF TAPS TO BE 4 STARS WELS
 - * WATER EFFICIENCY RATING OF CISTERNS TO BE 4 STARS WELS
 - * WATER EFFICIENCY OF SHOWER HEADS TO BE 3 STARS WELS
- STORMWATER**
- * MINIMUM 2000L RAINWATER TANK TO BE INSTALLED IN SUCH A WAY TO RECEIVE A MINIMUM 50M2 OF ROOF AREA. TANKS TO BE PROVIDED WITH AN AUTOMATIC OR MANUAL INTERCHANGE DEVICE TO PROVIDE A CONTINUAL SUPPLY OF WATER FOR SANITARY FLUSHING OR UPGRADED AS PER ENGINEERS DRAINAGE DESIGN.
- MATERIALS**
- * THE SELECTION OF NEW MATERIALS TO BE ENVIRONMENTALLY FRIENDLY
 - * REUSABILITY AND RECYCLABILITY OF MATERIALS WHERE PRACTICAL
- TRANSPORT**
- * ALLOCATED BICYCLE PARKING SPACES IN ACCORDANCE WITH EXTERNAL SECURE PARKING AS PER 3 OR INTERNAL SPACE ALLOCATED IN GARAGES / SHEDS.
- WASTE**
- * ALLOCATED SPACE FOR WASTE MANAGEMENT NOMINATED (E.G. GENERAL WASTE, RECYCLING, GREEN WASTE AND COMPOSTING BINS)
- LANDSCAPING**
- * THE PLANTING PALETTE SELECTED SHOULD CONSIST OF PROVEN DROUGHT TOLERANT, NATIVE AND/OR LOCALLY INDIGENOUS PLANT SPECIES. THESE SPECIES ARE SUITABLE FOR USE IN THE LOCAL CLIMATE AND SOIL CONDITIONS AND DO NOT REQUIRE EXCESSIVE WATERING TO ENSURE SURVIVAL.
 - * ALL TIMBER PRODUCTS TO BE TREATED PINE, RECYCLED OR PLANTATION GROWN. JARRAH, RED GUM OR NATIVE (WHITE) CYPRESS PINE (CALLITRIS COLUMNELLARIS) SHOULD NOT BE USED UNLESS DEMONSTRATED THEY ARE A RECYCLED PRODUCT.



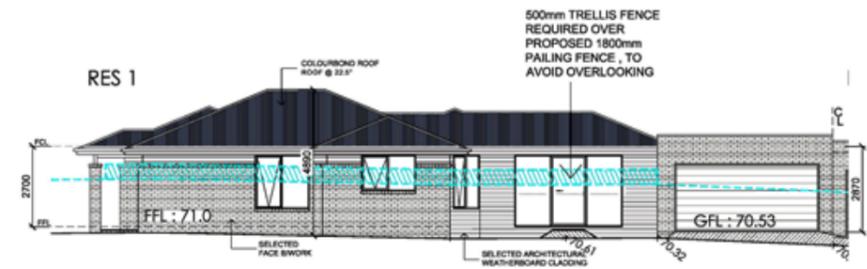
**RESIDENCE 1
 GROUND FLOOR PLAN 1:100**

RESIDENCE 1 - 3 BED (Single Storey)	
Residence	145.4 m ²
Garage	38.4 m ²
Porch	3.8 m ²
TOTAL	187.6 m ²
Private Open Space	37.7 m ²

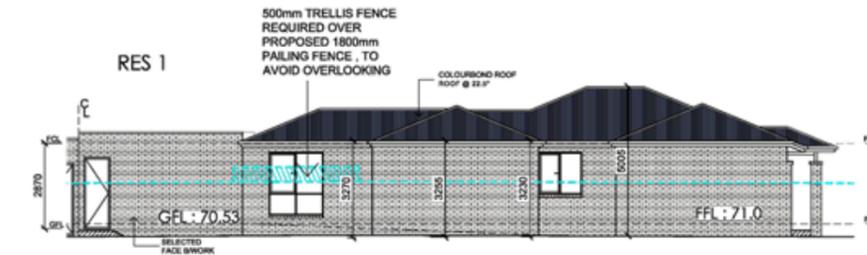
**FLOOR PLAN
 SCALE 1:100**



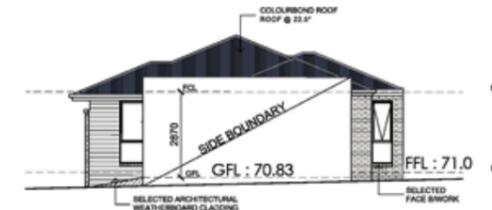
MATERIAL SCHEDULE



PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION



PROPOSED NORTH ELEVATION



PROPOSED SOUTH ELEVATION

**ELEVATIONS
 SCALE 1:100**

ADVERTISED PLAN

87 EDWARD STREET,
 Langwarrin

THOMAS ANDERSON DESIGN

Proposed Unit Development
 Damika Homes

5
 A1
 ISSUE D
 16-0239
 AUG 16
 Aza

**SUSTAINABLE DESIGN STATEMENT
 GREEN SPECIFICATION**

ENERGY

- * ENERGY RATING OF BUILDING ENVELOPE ACHIEVES A MINIMUM 6 STARS INCLUDING:
 - R3.5 BULK INSULATION TO CEILING
 - R1.5 BATTS TO WALLS PLUS D.S. ISOLATION
 - ALUMINIUM IMPROVED WINDOW FRAMES
 - WEATHER STRIPS TO ALL EXTERNAL DOORS
 - GAPS & CRACKS SEALED WITH IMPERMEABLE BARRIER GLAP & TAP ISOLATION AT ALL JOINTS, OPENINGS AND PENETRATIONS
- * HOT WATER SYSTEM TO HAVE ENERGY EFFICIENCY OF LEAST 4 STAR
- * ALL HEATING AND COOLING UNITS ARE CERTIFIED UNDER MEPS, AND ALL DUCTWORK WILL COMPLY WITH THE BCA GUIDELINES FOR SERVICES
- * FLUORESCENT LOW ENERGY DOWN LIGHTS AND/OR BATTEN HOLDERS WITH LOW ENERGY GLOBES

WATER

- * WATER EFFICIENCY RATING OF TAPS TO BE 4 STARS WELS
- * WATER EFFICIENCY RATING OF CISTERNS TO BE 4 STARS WELS
- * WATER EFFICIENCY OF SHOWER HEADS TO BE 3 STARS WELS

STORMWATER

- * MINIMUM 200L RAINWATER TANK TO BE INSTALLED IN SUCH A WAY TO RECEIVE A MINIMUM 50% OF ROOF AREA. TANKS TO BE PROVIDED WITH AN AUTOMATIC OR MANUAL INTERCHANGE DEVICE TO PROVIDE A CONTINUAL SUPPLY OF WATER FOR SANITARY FLUSHING OR UPGRADED AS PER ENGINEERS DRAINAGE DESIGN.

MATERIALS

- * THE SELECTION OF NEW MATERIALS TO BE ENVIRONMENTALLY FRIENDLY
- * REUSABILITY AND RECYCLABILITY OF MATERIALS WHERE PRACTICAL

TRANSPORT

- * ALLOCATED BICYCLE PARKING SPACES IN ACCORDANCE WITH EXTERNAL SECURE PARKING AS PER 3 OR INTERNAL SPACE ALLOCATED IN GARAGES / SHEDS.

WASTE

- * ALLOCATED SPACE FOR WASTE MANAGEMENT NOMINATED (EG. GENERAL WASTE, RECYCLING, GREEN WASTE AND COMPOSTING BINS)

LANDSCAPING

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**RESIDENCE 2
 GROUND FLOOR PLAN 1:100**

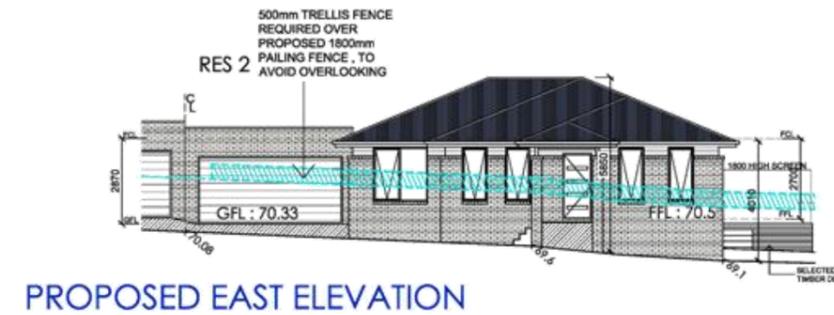
FLOOR PLAN

SCALE 1:100

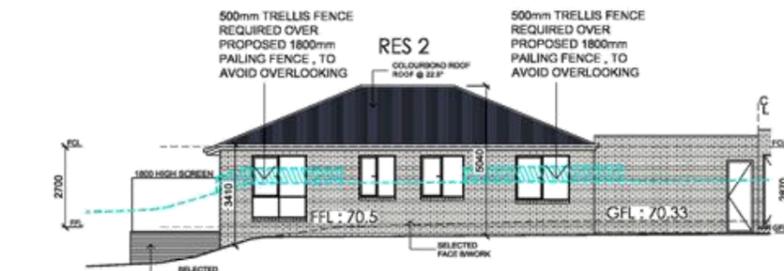
				WINDOWS A&L COLOURBOND (WOODLAND GREY)	ROOF, GUTTER & FASCIA Colorbond "Shale Grey"	DRIVEWAY Exposed Aggregate "South Morang"	DOOR (CORINTHIAN) TIMBER (STAIN)
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MATERIAL SCHEDULE

ADVERTISED PLAN



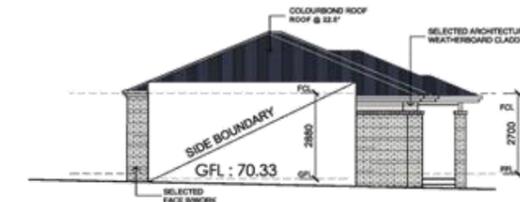
PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION



PROPOSED NORTH ELEVATION



PROPOSED SOUTH ELEVATION

ELEVATIONS

SCALE 1:100

**87 EDWARD STREET,
 Langwarrin**

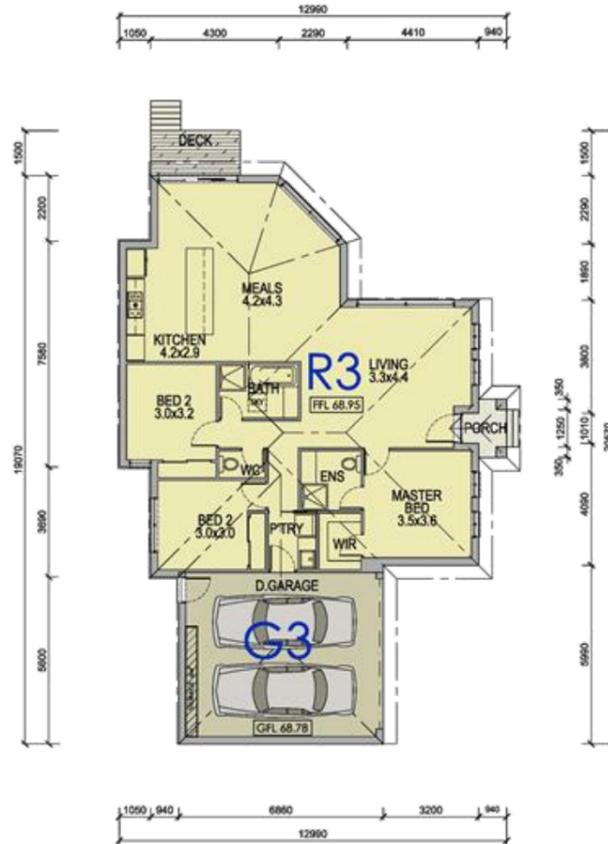


**Proposed Unit Development
 Danika Homes**

**6
 A1
 ISSUE D
 16-0239
 AUG 16
 Aza**

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- TRANSPORT**
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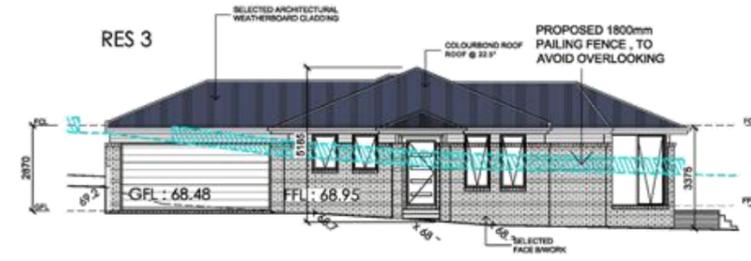


**RESIDENCE 3
 GROUND FLOOR PLAN 1:100**

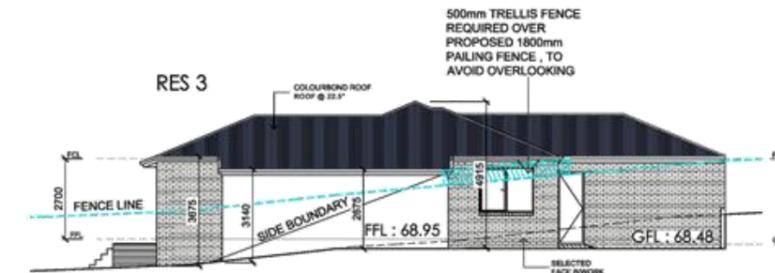
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 SCALE 1:100**

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MATERIAL SCHEDULE



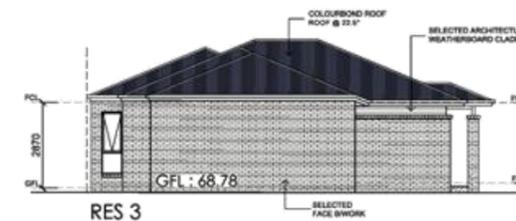
PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION



PROPOSED NORTH ELEVATION



PROPOSED SOUTH ELEVATION

**ELEVATIONS
 SCALE 1:100**

ADVERTISED PLAN

87 EDWARD STREET,
 Langwarrin

THOMAS ANDERSON DESIGN

Proposed Unit Development
 Danika Homes

7
 A1
 ISSUE D
 16-0239
 AUG 16
 Aza

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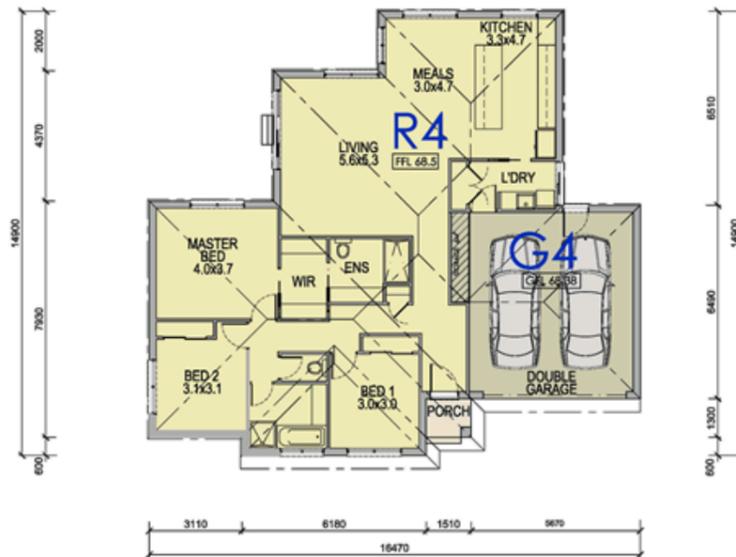
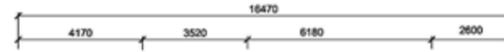
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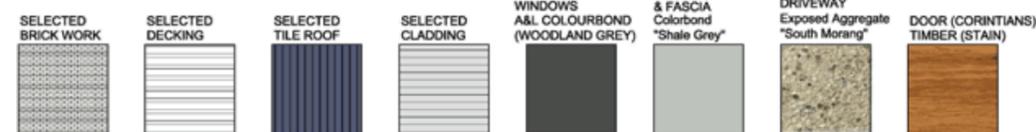
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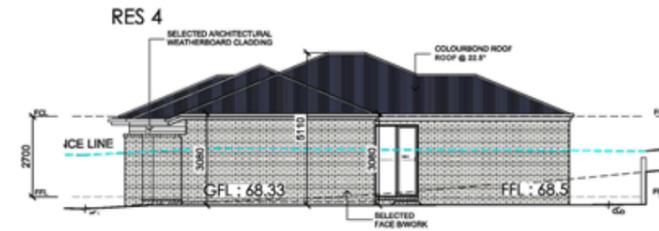
**RESIDENCE 4
 GROUND FLOOR PLAN 1:100**

RESIDENCE 4 - 3 BED (Single Storey)	
Residence	144.0 m ²
Garage	39.3 m ²
Porch	2.7 m ²
TOTAL	186.0 m²
Private Open Space	54.4 m ²

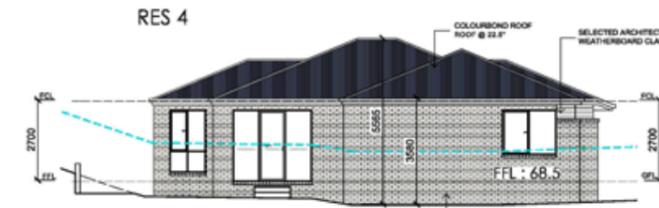
**FLOOR PLAN
 SCALE 1:100**



MATERIAL SCHEDULE



PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION



PROPOSED NORTH ELEVATION



PROPOSED SOUTH ELEVATION

**ELEVATIONS
 SCALE 1:100**

ADVERTISED PLAN

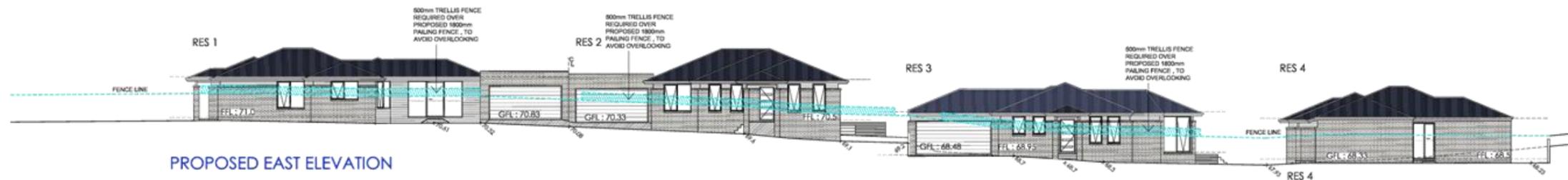
87 EDWARD STREET,
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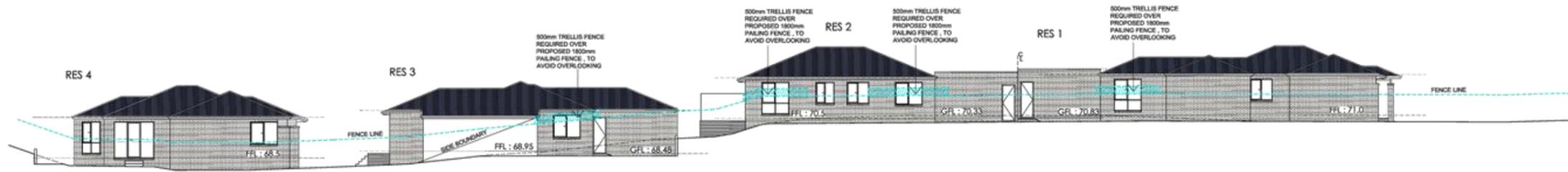
Proposed Unit Development
 Damika Homes

8
 A1
 ISSUE D
 16-0239
 AUG 16
 Aza

ADVERTISED PLAN



PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION

ELEVATIONS
 SCALE 1:200

87 EDWARD STREET,
 Langwarrin



Proposed Unit Development
 Danika Homes

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 ISSUE D
 14-0239
 AUG 16
 A30



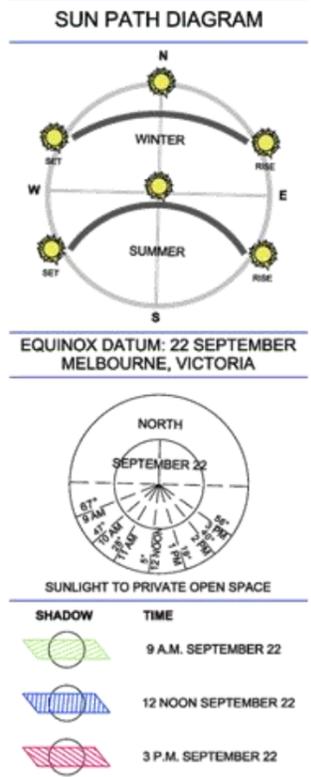
SHADOW DIAGRAM FOR 9 A.M.
 22 SEPTEMBER (EQUINOX)
SHADOW DIAGRAMS
 SCALE 1:200



SHADOW DIAGRAM FOR 12 P.M.
 22 SEPTEMBER (EQUINOX)



SHADOW DIAGRAM FOR 3 P.M.
 22 SEPTEMBER (EQUINOX)



ADVERTISED PLAN

87 EDWARD STREET,
 Langwarrin



Proposed Unit Development
 Danika Homes

10
 A1
 ISSUE D
 16-0239
 AUG 16
 Aza





LANGWARRIN 1

Character Statement

Neighbourhood Character Precinct Brochure



DESCRIPTION

The area has a spaciousness of the streetscapes, created by the generous setbacks, views of front and rear gardens from the street and single storey nature of the area. House and garden designs vary, although pitched roofs are usually prominent. The area is unified by the garden settings, which may include large trees and native vegetation, the view of dwellings from the street and the use of brick and tile. Remnant bush vegetation is visible behind dwellings in much of Langwarrin, giving the place a feeling that it is linked to its surrounding landscape, including nearby natural reserves. The vegetated Boggy Creek watercourse is a landscape feature in some areas.

Key Existing Characteristics

- Architecture is frequently from 60s - 80s with a range of villa styles, single storey
- Materials are brick and tile roofs
- Front setbacks are 6 metres or 7-9 metres with large side setbacks, garages sometimes on the boundary
- Front fences are mixed with some areas having none and others open styles
- Gardens are mostly established with a mix of vegetation, including large trees and native vegetation.
- Sealed roads have kerbs and some footpaths
- Street trees are medium to large in height

COMMUNITY VALUES

The following aspects of the area are valued by the community:

- Open space, parkland and remnant bushland, including Boggy Creek environs and access to these spaces
- Enhancement of the native street tree planting
- The facilities of Central Frankston

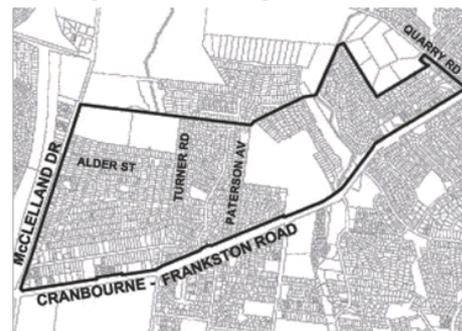
PREFERRED NEIGHBOURHOOD CHARACTER STATEMENT

The spaciousness of the streetscapes is to be maintained, and links with the surrounding landscape, including Boggy Creek are to be strengthened by:

- Keeping space for planting of large native trees, especially on larger blocks
- Retaining large trees and native vegetation
- Encouraging the planting of indigenous trees and shrubs
- Maintaining space between dwellings to enable views of back yard planting by setting buildings back from at least one side boundary
- Ensuring buildings respect neighbouring front boundary setbacks
- Ensuring buildings respect the low scale nature of the area
- Encouraging a lack of front fencing or low, open style front fences
- Strengthening informal planting of indigenous vegetation on roadside reserves
- Retaining, where possible, any remnant vegetation on public reserves and in roadways

Issues / Threats

- Buildings sited too close to the front boundary
- Boundary to boundary development
- High, solid front fences
- Loss of large trees and native vegetation





LANGWARRIN 1

Design Guidelines

Neighbourhood Character Precinct Brochure

Character Element	Objective	Design Response	Avoid
Vegetation	To encourage strengthening of the garden settings and to encourage the retention and planting of indigenous vegetation.	Prepare a landscape plan to accompany all applications for new dwellings that utilises low maintenance species. Retain large, established trees and provide for the planting of new native and indigenous trees wherever possible and particularly on larger sites. Provide adequate space for tree planting.	Lack of landscaping or vegetation. Removal of large established trees. Exclusive use of exotic species.
Siting	To reflect the rhythm of existing dwelling spacing.	Buildings should be sited to create the appearance of space by providing setbacks on at least one side boundary and preferably both, and to reflect the existing spacing of buildings in the street.	Boundary to boundary development.
Height & building form	To ensure that buildings and extensions do not dominate the streetscape.	Articulate the form and elevation of buildings.	Buildings that exceed by more than one storey the predominant building height in the street and nearby properties.
Front boundary treatment	To maintain the openness of the streetscape.	Any front fence should be of a low open style.	High, solid front fencing.
Creek & wetlands environs	To encourage building elements that respect the creekside or any wetland environment and do not dominate the landscape.	Where a site adjoins Boggy Creek or a wetland: <ul style="list-style-type: none"> Building mass should be located on that part of the lot away from the creek or wetland The second storey component of any building should be set back from the ground floor creek or wetland elevation a distance of at least the ground floor building height. 	Buildings located on the creek or wetland boundary. Bulky buildings with unarticulated walls facing the creek or wetlands.

The Objectives define the intention of each Character Element. The Design Responses are assumed to satisfy the relevant Objective. Other Design Responses that meet the Objective may be considered. Refer to the Frankston Planning Scheme for other requirements.

Executive Summary**11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	1. Planned City for Future Growth
Strategy:	1.2 Enhance transport connectivity
Priority Action	1.2.4 Improve car parking in the city centre

Purpose

To brief Council on the submissions received during the exhibition period of Amendment C111 (application of the Parking Overlay in the FMAC) and recommend that Council request an Independent Planning Panel to review the submissions.

Recommendation (Director Community Development)

That Council:

1. Notes the submissions to Frankston Planning Scheme Amendment C111.
2. Continues to progress Planning Scheme Amendment C111.
3. Writes to Planning Panels Victoria to formally request an independent Planning Panel be convened to consider the submissions to Amendment C111.
4. Advises all submitters of Council's decision.

Key Points / Issues

- At the Council Meeting on 8 August 2016 Council adopted the Frankston Metropolitan Activity Centre (FMAC) Parking Plan and Action Plan and authorised officers to lodge a request with the Minister for Planning to prepare a Planning Scheme Amendment to implement the Parking Overlay into the Frankston Planning Scheme.
- The Amendment seeks to apply Schedule 1 to the Parking Overlay (PO1) to the FMAC Structure Plan area.
- Following authorisation to prepare and exhibit Planning Scheme Amendment C111 from the Minister for Planning, the Amendment was exhibited from 16 May 2017 to 19 June 2017.
- A total of eight (8) submissions were received during the exhibition period. A summary of the submissions and the officer's response is included later in this report.
- It is recommended that Council progress the Amendment by formally requesting an independent Planning Panel to consider submissions. Council has forty (40) business days from the closing date of submissions to request the appointment of a Planning Panel, being 11 August 2017.
- The hearing dates for an independent Planning Panel have been pre-set with the Directions Hearing set-down for the week commencing 14 August 2017 and the Panel Hearing set-down for the week commencing 4 September 2017.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian Councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel**Executive Summary**

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Progression of this Planning Scheme Amendment and the associated costs have been provided for in the Strategic Planning 2017-2018 budget.

Consultation**1. Exhibition**

Planning Scheme Amendment C111 was placed on exhibition for 5 weeks from 15 May 2017 to 19 June 2017. The exhibitions included:

- Formal notice of the Amendment published in the Frankston Leader on 15 May 2017.
- Information of the Amendment posted on Council's website.
- Information of the Amendment posted on the Department of Environment, Land, Water and Planning website.
- Notice given to prescribed Ministers and relevant authorities.
- Notice published in the Government Gazette on 18 May 2017.
- Letters to over 4,000 landowners, occupiers and residents.

2. Other Stakeholders

A total of 8 submissions were received during the exhibition period.

- Three (3) submissions object to specific components of the Amendment,
- Two (2) submissions suggests changes and provide comments to the Amendment, and
- Three (3) submissions offer no objection to the Amendment.

A summary of the key issues raised by the submitters is as follows:

- **Objecting submission** – SJB Planning Consultants on behalf of SPG Investments Pty Ltd – Considers that the proposed Planning Scheme Amendment C111 is premature in the absence of the strategic overview of the FMAC Structure Plan area, which is to be implemented by proposed Amendments C123 and C124.
- **Objecting submission** – Resident, Frankston – Objects to the location of potential multi-deck car parks as illustrated within the FMAC Parking Plan.
- **Objecting submission** – Resident, Frankston – Has made the following comments:
 - The proposed Amendment fails to recognise a former Council parking contribution scheme.
 - The cash in lieu amount of \$19,500 per car space will not meet the cost of provision of car parking spaces.
 - The terms of the Amendment are vague and inconsistent.

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel**Executive Summary**

- Contributions from office developments have been excluded from Schedule 1, item 3, Table 1.
- Will existing permits sought to be renewed be amended upon renewal to include the levy?
- When will the amendment become operative?
- The Amendment is informed by a deficient adopted policy, the Frankston Metropolitan Activity Centre Parking Precinct Plan, August 2016.
- There are no sites specifically zoned for parking purposes.
- **Comments / suggested changes** – Committee for Greater Frankston submitted the following comments:
 - The committee is supportive in principle of the objectives of Planning Scheme Amendment C111, however questions the evidence and analytical rigour within the FMAC Parking Plan.
 - Further independent car parking and transportation analysis is required.
 - Requests that the State Government addresses the future car parking needs of Frankston, rather than accepting partial solutions or popular planning trends.
- **Comments / suggested changes** – Resident, Frankston – submitted that that potential multi-level car parking locations will be ‘eye sores’.
- **No objection** – The following authorities offer no objection to the Amendment:
 - Country Fire Authority
 - South East Water
 - Transport For Victoria

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

Associated active transport and streetscape initiatives will provide a secure basis for social and environmental improvements to the safe, and attractiveness of the city centre.

Economic

The Amendment will create clarity, certainty and guidance for planning proposals and associated parking provision within the FMAC. It will also provide a mechanism for Council to collect funds from parking shortfalls for parking improvements.

Social

The Amendment will facilitate and create significant improvements to the access and management of car parking throughout the FMAC.

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel**Executive Summary****Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities

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

Legal

Procurement procedures and protocols are not relevant to this matter.

Policy Impacts

The proposed overlay changes within the Frankston Planning Scheme will require an amendment to the Frankston Planning Scheme.

Officer's Declaration of Interests

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

Risk Mitigation

The application of the Parking Overlay will allow for car parking rates that are appropriate for a Metropolitan Activity Centre. The financial contributions requirement for any parking reduction or waiver will assist Council to strategically plan for future parking provision and improve access and circulation around the FMAC by using the financial contributions on projects specified in the FMAC Structure Plan and the FMAC Parking Precinct Plan.

Conclusion

In response to the exhibition of Frankston Planning Scheme Amendment C111, 8 submissions have been received.

- 3 submissions to the exhibition object to specific parts of the amendment.
- 2 submissions to the exhibition provide comments and suggested changes.
- 3 submissions to the exhibition offer no objection to the amendment.

The matters raised in the submissions cannot all be resolved. It is considered that these matters should be thoroughly considered by an independent Planning Panel.

It is therefore requested that Council authorise officers to request an independent Planning Panel to further review the submissions.

**11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of
Submissions to the Amendment and Progression to a Planning Panel****Executive Summary****ATTACHMENTS**

- Attachment A: Frankston Metropolitan Activity Centre Parking Precinct Plan
September
- Attachment B: Parking Overlay Schedule 1 (PO1)
- Attachment C: Parking Overlay Map
- Attachment D: Submission A - Country Fire Authority
- Attachment E: Submission B - South East Water
- Attachment F: Submission C - Transport For Victoria
- Attachment G: Submission D - Resident, Frankston
- Attachment H: Submission E - Resident, Frankston
- Attachment I: Submission F - Committee for Greater Frankston
- Attachment J: Submission G - Resident, Frankston
- Attachment K: Submission H - SJB Planning on behalf of SPG Investment
landholdings

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel
Officers' Assessment**Background**

At its Ordinary Meeting of 8 August 2016, Council resolved to adopt the Frankston Metropolitan Activity Centre (FMAC) Parking Precinct Plan and authorised officers to lodge a request with the Minister for Planning to prepare a Planning Scheme Amendment to implement the Plan into the Frankston Planning Scheme.

The FMAC is currently experiencing a high level of development, and this is projected to continue. This is due to ongoing infrastructure investment and the attractive location and status of this Metropolitan Activity Centre. Additional strategies and controls are needed to manage the impacts of expected new development, including addressing the forecast car parking implications.

Planning Scheme Amendment C111 seeks to implement the FMAC Parking Precinct Plan and include it in the Frankston Planning Scheme. This is in order to provide greater statutory guidance for car parking provisions and car parking infrastructure within the FMAC.

The Amendment also seeks to implement Schedule 1 to the Parking Overlay, which includes lower minimum parking rates (in accordance with Column B in Clause 52.06), as well as a financial contribution scheme in lieu of parking waivers for provision of car parking below the Column B rates. The financial contribution scheme proposes to use funds collected from parking waivers for the delivery of publicly-accessible off-street parking facilities. These proposed controls will assist Council to better manage the parking assessment process for new developments as well as to improve the parking infrastructure in and around the activity centre.

The exhibition has yielded a total of 8 submissions. Of these, 3 submissions (CFA, SE Water and Transport for Victoria) offer no objection to the Amendment. 3 submissions (SJB Planning and 2 residents) object to specific components of the Amendment. 2 submissions (Committee for Greater Frankston and 1 resident) provide comments and suggested changes to the Amendment.

A total of 8 submissions are considered a very low number given the status of the Frankston City Centre as a designated Metropolitan Activity Centre and that notification of the amendment was far reaching and included over four thousand letters being posted to affected property owners and occupiers.

Financial Implications

The Amendment will have no adverse financial impact on Council. The panel costs will be covered by the Strategic Planning 2017-18 budget. Once in operation, the Car Parking Overlay will allow for the accrual of cash-in-lieu funds for the improvement of car parking in the FMAC area.

Submissions

Council has received 8 submissions to Frankston Planning Scheme Amendment C111. The issues raised by these submissions are summarised as follows:

A. Submission – CFA

The CFA has offered no objection and provided the following comment:

'CFA has reviewed the proposed planning scheme amendment and the amendment does not appear to have implications relating to bushfire and / or service delivery for CFA. CFA supports the amendment in its current iteration.'

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel**Officers' Assessment****B. Submission – SEW**

SEW has offered no objection and provided the following comment:

'SEW as the Water Supply and Sewerage Authority has no objection to proposed Amendment C111 of the Frankston Planning Scheme'.

C. Submission – Transport for Victoria

TFV has offered no objection and provided the following comment:

'TFV supports the proposed amendment as it presents opportunities to strengthen pedestrian and cycling connections within the centre and encourage the use of public transport'.

D. Submission – Resident, Frankston

The submission makes eight (8) comments in relation to Amendment C111. Comment 1 (statement) is summarised as follows:

- 1. The proposed Amendment fails to recognise the former City of Frankston parking contribution scheme which ceased with the council amalgamation in 1994.*

The submitter states that all the documents supporting the Amendment have ignored that many properties in the FMAC would already have made contributions to the cost of properties bought to construct Central Park, Balmoral and North of Beach Street (Evelyn Street Car Park), which is currently used by South East Water.

Officer Response: Council records indicate that the City of Frankston did have a Parking Contribution Scheme implemented in 1987. An initial rate of \$10,000 per car space not provided on-site by new developments was required at the time. No record of the Contribution Scheme being used by Council can be found after Council amalgamations in 1994.

The proposed amendment only relates to future planning permit applications. New developments that seek parking waivers will be required to contribute a cash-in-lieu fee. The proposed cash-in-lieu scheme is not retrospective and will not target existing developments that sought previous parking waivers.

- 2. The set amount of \$19,500 per car space will not meet the cost of provision of car parking spaces and the ratepayer will probably have to make up the shortfall in some way.*

The submitter also asks how long it will take to raise funds to construct car parking infrastructure. The submitter states that a business plan needs to be developed to ascertain what can or cannot be achieved with a range of financial and timescale parameters.

Officers Response: A similar comment was made within the Planning Panel Report (16 September 2013) for Wyndham Planning Scheme Amendment C151 (Werribee Parking Overlay). This Amendment introduced the Parking Overlay over the Werribee Activity Centre. Wyndham C151 was approved in 2015. This is how the Wyndham C151 Planning Panel responded to the comment:

'One of the drawbacks of cash-in-lieu schemes is that it takes some time to collect sufficient funds to construct car parking. This often results in car parking shortfalls for a period, until Council can fund and build a project.'

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel**Officers' Assessment**

Deferring development until a suitable car park has been built, however, would likely place additional financial burden on the Council as it would be required to borrow money to bring the project forward. The Panel believes that such an approach may be counter-productive as the flow of income from cash-in-lieu payments would be interrupted, and the economic benefits of new development lost or deferred.'

The Panel went on to conclude that the request of the submitter that 'no further development of cash-in-lieu payments should be approved until a multi-storey car park is built' is not practical.

Council agrees with the Panel's position. Council's proposed cash-in-lieu rates were developed through the use of robust methodology and generally align within the range of approved cash-in-lieu schemes for other Metropolitan Municipalities.

This methodology was informed by analysis of existing conditions within the centre, future development projections and strategic policy relating to the FMAC.

In addition, proposed Schedule 1 to the Parking Overlay allows for payment of any required financial contributions to be made in instalments over an agreed-to time period (up to 5 years) in order to make it affordable for smaller businesses.

3. The terms of the amendment are vague and inconsistent.

The submitter states that there is no apparent attempt to provide parking in the industrial and residential areas which are beyond the 400m distance from public transport, yet any concessions given, including visitor and customer parking in those areas will attract the levy. The submitter states that this leaves a very vague and selective situation where broken processes can emerge if Council officers under delegation grant permits without financial contribution.

Officers Response: Currently the Victorian Planning Provisions allow for parking waivers, and provides Council with the discretion to revise the required parking rates as well as implement a cash-in-lieu scheme. Council is unable to remove the ability for an applicant to apply for a waiver, nor revise the parking rates without adequate justification.

Due to the strategic location of the FMAC with excellent access to public transport and services, the appropriate car parking rates have been determined by independent transport consultants to be slightly lower than the existing rates.

Council will continue to rigorously assess the strategic justification of each application to waive car parking, and the cash-in-lieu scheme provides a formal process to ensure that, where waivers are granted, the broader community is not disadvantaged.

In the case of a development proposal in a part of the FMAC area that is considered to be distant from potential new public car park facilities or from possible transport system improvements, Council has the option to reject a cash-in-lieu arrangement and to insist upon the provision of the required car park spaces on site.

4. Contributions from office developments have been excluded from Schedule 1 to the Parking Overlay

Officers Response:

This is a misreading of the operation of Schedule 1. The parking rate for Office defaults to a column B figure in Table 1 of Clause 52.06. This was done for a reason: This is the exact same rate as what is nominated for shop and for food and drink premises by Schedule 1. This will have the benefit of not triggering new parking requirements as tenants of a commercial premises change between these three types of use: office, shop and food and drink premises.

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel**Officers' Assessment**

Council's proposed car parking rates were informed by the methodology that was discussed earlier in the report. These rates are determined to be appropriate for the future operation of the activity centre, assuming the same level of public infrastructure exists.

Will existing permits sought to be amended, be required to contribute to the cash in lieu scheme if the permit was granted a waiver for parking spaces?

Officers Response: Existing permits will not be amended to request the Overlay's cash-in-lieu requirements retrospectively. The proposed amendment will ensure that, for future planning permit applications, developers that seek parking waivers will contribute towards the parking and transport network as an appropriate offset.

5. *When will the amendment become operative?*

Officers Response: It is recommended that Council progress the Amendment by formally requesting an independent Planning Panel to consider submissions. The hearing dates for an independent Planning Panel have been pre-set with the Directions Hearing set-down for the week commencing 14 August 2017 and the Panel Hearing set-down for the week commencing 4 September 2017. Planning Panels Victoria is required to provide a report 20 to 30 business days after the Panel Hearing. The report will be released with options for Council to adopt the Amendment as exhibited, adopt with recommend changes to the Amendment, or abandon the Amendment. If Council chooses to adopt the Amendment, then it may take 3 to 6 months for the Minister for Planning to approve the Amendment.

6. *The amendment has been informed by a deficient adopted FMAC Parking Precinct Plan, August 2016.*

The submitter states that the FMAC Parking Plan fails to show how it integrates with all modes of transport and fails to recognise the issue of transportation around Frankston. The submitter states that input from VicRoads is needed and that the requirements of the Transport Integration Act have not been adequately responded to. The notion that availability of public transport justifies a concession on parking ratios needs to be strongly challenged and that the public transport map is grossly misleading as it does not identify and quantify the limited services provided on evenings and weekends, especially for bus services. As there is intent to reduce the car parking ratios in the FMAC there needs to be an increased effort to improve public transport in the FMAC

Officers Response: The Transport Integration Act 2010 has objectives relating to *Social and Economic Inclusion, Economic Prosperity, Environmental Sustainability and Integration of Transport and Land Use* amongst others. It is considered that the FMAC Parking Plan and Amendment C111 accords with such objectives as it plans for the future car parking provision and associated parking improvements within the FMAC. It also seeks to provide for an integrated and sustainable private and public transport system.

Council is also working with Public Transport Victoria in regards to the bus system not only in the FMAC but within the whole municipality. VicRoads was notified of the Amendment, however Council received no response. Transport for Victoria provided a submission supporting the amendment.

7. *There are no sites specifically zoned for parking purposes.*

The submitter states a 'public purposes' overlay should be placed over all land between Cranbourne Road and Hastings Road, west of a line drawn extending from Yuille Street to Olive Grove.

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel
Officers' Assessment

Officers Response: The FMAC Parking Plan illustrates potential locations for car parking at the corner of Cranbourne and Fletcher Roads, as well as possible locations at Chisholm and PARC. There is no such mechanism in Victorian Planning Schemes as a Public Purposes Overlay. A Public Acquisition Overlay could be used; however Council does not yet have a budget allocated to fund the compulsory acquisition of land for car parking. This option could be further explored in future, should this be considered desirable to achieve the objectives of the FMAC Car Parking Strategy.

E. Submission – Resident, Frankston

The submission's comments are summarised as follows;

- 1. If the potential multi deck car parks are built on the corner of Cranbourne and Fletcher Roads (Fletcher Road Railway Car Park and Chisholm Tafe and PARC), it will create a major loss of residential amenity.*

This submission goes on to state that if the potential multi-deck car parking was to be constructed, that it would cause overlooking issues, and states that this would increase the risk of crime related activities such as burglaries, home invasions and graffiti. The submission also states that a multi-deck car park at the gateway to the FMAC would present as a poor building form to residents and visitors. The submitter also notes such a building form would decrease property values in the local area.

Officers Response: If a multi-deck car park was to be constructed on the potential locations as identified in the FMAC Parking Plan, it is likely that the application would be assessed by numerous Council departments, including Town Planning which would assess issues like overshadowing or overlooking and would seek to achieve the best possible design outcome. Any proposed multi-deck car park would be required to be designed to minimise amenity impacts and utilise best practice urban design. It is also possible for a proposed multi-deck carpark to be included within a mixed use development form, which would enable a much improved urban design environment at this location. It is not considered likely that a public car park that is integrated in an urban context will contribute to any crime related concerns

Potential multi deck car parking facilities located within the vicinity of the Fletcher Road and Cranbourne Road intersection would cause safety issues for motorists.

Officers Response: Should the development of a multi-deck car park proceed at this location, Council and VicRoads traffic engineers would require ingress and egress movements are designed and constructed to Australian Standards.

It is noted that this submission goes onto support other multi-deck car park locations within the FMAC Car Parking Plan.

F. Submission – Committee for Greater Frankston

The submission's comments are summarised as follows:

- 1. The Committee's own analysis has found that public transport deficiencies make car ownership a necessity in Frankston. The Committee is supportive in principle of the objectives of Planning Scheme Amendment C111, however questions the evidence and analytical rigour within the FMAC Parking Plan.*

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel
Officers' Assessment

The submission also questions the objective to encourage greater use of public transport within Frankston as the Committee states the FMAC Parking Plan provides no strategies to address car dependency that affects the vast majority of Frankston residents that don't live in and around the FMAC. The Committee suggest that the "Park & Ride" initiative could be used, (as in Doncaster) where residents park their cars and then take a bus from areas such as Frankston South, Langwarrin and Carrum Downs to the Frankston Transit Interchange. The Committee also state that the FMAC Parking Plan has not provided any forecast scenarios of Frankston's demand for car parking over the next 30 years. The FMAC Parking Plan has also failed to articulate where or how Council could construct the shared car parking or achieve any additional efficiency out of Frankston's existing parking infrastructure.

Officers Response: Council is currently working with public transport providers to improve the frequency and routes of buses. The FMAC Parking Plan will be reviewed on a biennial basis. These reviews will consider its effectiveness by considering parking supply and demand changes, as well as updating building and planning permit data. The reviews will also assess the level of car parking waivers issued and the progress with contributions and expenditure of cash-in-lieu funds.

The FMAC Parking Plan does show potential locations where shared car parking facilities could be located. These sites include existing surface level car parking locations such as Davey/Young Street, the Sherlock & Hay site and Fletcher Road. Existing parking areas will be evaluated and improvements undertaken to address any deficiencies such as lighting and directional signage which may be discouraging better utilisation.

Amendment C111 focuses on the provision of car parking, the application of the Parking Overlay to the Frankston Planning Scheme, and the implementation of the cash in lieu funding mechanism. The provision of possible "Park & Ride" bus services within Frankston City would be complementary to these objectives but is outside the scope of Amendment C111.

2. Further independent car parking and transportation analysis is required.

The submission suggests Planning Panels Victoria (PPV), not Council, commission detailed research by independent economic experts to forecast current and future demand for car parking in the FMAC and the demand for the needs of "Park & Ride" facilities within the municipality. Also PPV could accurately plot Frankston's car parking space prices and assess the recommendations of C111 in regards to the proposed car parking provision rates.

Officers Response: PPV are an independent body that will hear submissions to the Amendment, and make recommendations on the merits of Planning Scheme Amendment C111. It is unlikely that PPV would be in a position to undertake this research as proposed by the submitter.

G. Submission – Frankston, Resident

The submission objects to the location of potential multi-level car parking facilities.

Officers Response: The locations of potential car parking facilities as illustrated in the FMAC parking plan are indicative and in the main focus on Council owned land. Council's independent transport consultant has prepared an initial list of potential sites for future off-street consolidated car parking facilities, which include vacant or Council owned land. However further work would need to be undertaken to investigate the location and timing of the development of a car park once the Overlay is implemented. This investigation would include further consultation with the community.

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel**Officers' Assessment****H. Submission – SJB Planning on behalf SPG Investments Pty Ltd**

The submission considers that proposed Planning Scheme Amendment C111 is premature in the absence of the strategic planning recommendations of the FMAC Structure Plan, which are to be implemented by proposed Amendments C123 and C124.

Officers Response: Regardless of the status of the Amendments seeking to implement the recommendations of the FMAC Structure Plan, the FMAC is expected to undergo residential and commercial growth. This growth is accompanied by unique challenges in providing the appropriate infrastructure such as car parking facilities. The FMAC Parking Plan and associated Amendment C111 are considered appropriate and not premature as these documents establish the need for a “cash-in-lieu” scheme and the requirement for a Parking Overlay to the Frankston Planning Scheme. Cash generated from parking provision shortfalls will provide funding for future parking facilities in the FMAC. The Amendment also outlines necessary transport improvements and initiatives to better manage parking within the FMAC.

As mentioned above, currently the Victorian Planning Provisions allow for parking waivers, and provide Council with the discretion to revise the required parking rates and implement a cash-in-lieu scheme via the application of the Parking Overlay to the Frankston Planning Scheme. Council is unable to remove the ability for an applicant to apply for a waiver, nor revise the parking rates within the Frankston Planning Scheme without adequate justification.

Council will rigorously assess the strategic justification of each application to waive car parking, and the cash-in-lieu scheme provides a formal process to ensure, that where waivers are granted, the broader community is not disadvantaged.

Currently, if Council refuses to grant a parking waiver, they are often then approved at VCAT.

Conclusion

As the matters raised in the above submissions cannot be negotiated to an agreed outcome, it is appropriate to refer the amendment and submissions to an Independent Planning Panel for review.

11.2 Frankston Planning Scheme Amendment C111 - Report on the Review of Submissions to the Amendment and Progression to a Planning Panel**Officers' Assessment****Recommendation (Director Community Development)**

It is recommended that Council:

1. Notes the submissions to Frankston Planning Scheme Amendment C111.
2. Continues to progress Planning Scheme Amendment C111.
3. Writes to Planning Panels Victoria to formally request an independent Planning Panel be convened to consider the submissions to Amendment C111.
4. Advises all submitters of Council's decision.

Frankston Metropolitan Activity Centre Parking Precinct Plan



opportunity » growth » lifestyle

Adopted by Frankston City Council
8 August 2016

Table of Contents

Table of Contents.....	2	Enforcement.....	21
Acknowledgements.....	4	Information on car parking availability	21
Part A: Summary Recommendations.....	5	Wayfinding Signage	21
Introduction.....	5	Paid On-Street Car Parking.....	22
Purpose.....	5	Cost of Parking.....	22
Parking Precinct Area	5	Review of Parking Rates	22
Supporting Strategic Documents	6	Cash in Lieu.....	23
FMAC Area Overview	6	Existing Car Parking.....	24
Parking Precinct Policy.....	9	Parking Surveys	24
Overview	9	Supply	24
Centralised Parking.....	9	Parking Supply Areas	25
Parking Provision Rates	9	Demand	27
Financial Contributions Requirement	9	Commuter Car Parking	28
Parking Management	10	Car Parking Rates and Restrictions.....	28
Parking Information.....	11	Part C – Frankston FMAC Car Parking Plan Key Actions 29	
Infrastructure Improvements.....	11	Key Action 1 - Integrated Car Park Cooperation and	
Public Transport Improvements.....	11	Management Parking Coordination Committee	29
Other Actions	11	Key Action 2 - Open Source Data service	29
Implementation Strategy	11	Key Action 3 - Biennial Parking Review	30
Part B – Background Report	13	Key Action 4 - Time Restriction Review.....	30
Introduction.....	13	Key Action 5 - On-street (residential) Parking Permit	
Purpose.....	13	Process.....	30
Parking Precinct Area	13	Key Action 6 - Paid On-Street Parking	31
Supporting Strategic Documents	13	Key Action 7 - Parking Supply Opportunities:	
FMAC Area Overview	14	Additional public car parking on key Council owned	
Car Parking Demand Issues.....	15	sites and further ‘on-street’ car parking	
Considerations for the planning and management of		improvements	32
car parking within the FMAC.....	15	Key Action 8 - Car parking supply opportunities: Non-	
Planning Scheme Requirements and implications for		Council land	33
the FMAC.....	15	Key Action 9 - Car Parking Information Strategy.....	33
Demographics.....	15	Key Action 10 - Wayfinding and Dynamic Electronic	
Car Ownership.....	15	Signage	34
Travel Patterns	16	Key Action 11 - Pedestrian and Cycling Improvements	
Car Running Costs and Infrastructure Requirements	16	35
Public Transport	17	Key Action 12 - Staged Implementation.....	36
		Part D – References	37
		Part E – Frankston Car Parking Precinct Action Plan	38

Figures

Figure 1- FMAC Parking Precinct Area – Study boundaries.....	6
Figure 2 - Comparison of the 2010 and 2014 CAA Parking Study Areas.....	6
Figure 3- Public Transport in Frankston and FMAC area.....	7
Figure 4- FMAC Area Public Transport Provision	7
Figure 5- Potential new Multi-deck parking provision	8
Figure 6 - Parking Precinct Plan base map	13
Figure 7 - Structure Plan Precincts	14
Figure 8- Public Transport in Frankston and FMAC Area	18
Figure 9 - FMAC Area Public Transport Provision	18
Figure 10 - Public Transport Initiatives and Multi Deck Parking Provision	18
Figure 11- Parking survey area	25
Figure 12 - Extract from Frankston Car Parking Study (overview).....	27
Figure 13 - Detail from the Frankston Car Parking Study 2016.....	27

Tables

Table 1- Parking Provision Rates	9
Table 2 - Car Ownership Data for Frankston CAA area	16
Table 3 - General Car Parking Construction costs	16
Table 4 - Rawlinsons (2015) construction cost estimate.....	16
Table 5 - Myki costs (PTV website 2016).....	17
Table 6- Car parking rates for selected land uses	23
Table 7 - Possible scenarios for collection of cash-in-lieu of car parking funds:.....	24
Table 8 - Area B Off-Street Parking Supply and Occupancy Comparisons	25



Acknowledgements

This Parking Precinct Plan has been informed by recent Activity Centre Car Parking Plans undertaken by other Councils in Victoria, including the Moonee Ponds Parking Amendment C123 prepared by Moonee Valley City Council and Wyndham City Council's Parking Amendment C151 for the Werribee town centre.

Part A: Summary Recommendations

Introduction

The provision and operation of car parking is an important consideration for any activity centre. In Frankston, car parking demand and supply are addressed within the expected range of uses and activities to be accommodated within the City Centre by 2031 and beyond.

The supply of a sufficient amount of well-located car parking opportunities is important to ensure the success of the Frankston Metropolitan Activity Centre. The physical demands of car parking infrastructure are intended to be balanced with close regard to the context of the efficient use of land and floorspace within the centre. However, as further development occurs in an activity centre, additional car parking supply must be appropriately provided.

This document has been prepared to support and implement the actions of the *Frankston Metropolitan Activity Centre Structure Plan* (FMAC) and *FMAC Activity Centre Zone* which set out the 20 year vision and the planning framework for the further development of the Frankston Metropolitan Activity Centre.

Purpose

The purpose of this Parking Precinct Plan is to set out a comprehensive strategy to facilitate the efficient provision of on-site and off-site car parking opportunities in the Frankston City Centre.

The major objectives of this Plan are to reduce vehicle congestion, actively manage the demand for car parking spaces and to enhance the use of the city centre's streets as places for pedestrians by:

- Improving streetscapes and street design to allow for equitable and safe access for pedestrians, cyclists and vehicles.
- Consolidating car parking into large, well located, easily accessible facilities.
- Improving pedestrian and off road cycling linkages throughout the FMAC
- Providing for the collection of financial contributions towards the construction of shared car parking facilities.

Parking Precinct Area

This strategy applies to the area within the Frankston Metropolitan Activity Centre Structure Plan Boundary shown (Area A) on Figure 1. This area extends over 318 hectares.

The blue lines shown on the map in Figure 1 represent the 1km and 2km walking distances from the Frankston railway station.

Area B (blue line) shown on Figure 2 is the area that was subject of the previous car parking studies undertaken for Frankston City in 2010 and 2014. This is the core of FMAC and contains the most intensive commercial and retail developments. This includes all the land both bounded by and abutting the Ring Road and Nepean Boulevard, Fletcher Road, Davey Street and the Nepean Highway. This area comprises a total of 30 hectares.

Area C (orange line) shown on Figure 2 was included in the 2014 parking study by Ratio Consultants and was used for the preparation of a Car Parking Overlay proposal at that time. This area comprises a total of 88 hectares.

This work formed the basis of the current initiative for a car parking overlay that now includes the whole of the FMAC area.

Both Area B and almost all of Area C are within the 1km walking catchment of the Frankston Rail Station.

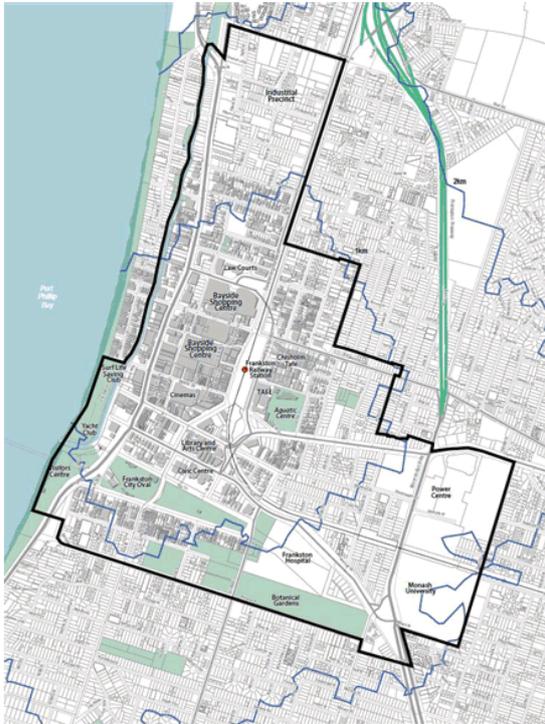


Figure 1- FMAC Parking Precinct Area – Study boundaries

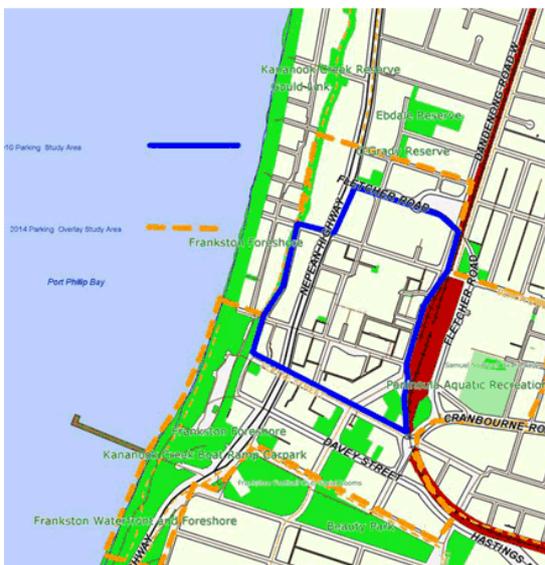


Figure 2 - Comparison of the 2010 and 2014 CAA Parking Study Areas

Supporting Strategic Documents

Council has undertaken extensive strategic work that supports and aligns with the recommended actions of this Parking Precinct Plan. The key studies that inform this plan include:

- Frankston Metropolitan Activity Centre Structure Plan (FMAC) MPA – adopted May 2015
- Draft Parking Overlay report (Ratio) - May 2014

FMAC Area Overview

The FMAC Structure Plan’s objective is to encourage and facilitate higher density commercial, retail and residential development in and around the city centre. This will provide opportunities for employment and new development. It also provides for residential living in close proximity to jobs, public transport and entertainment.

Demographics

There were 3,103 residents living within the FMAC area at the 2011 census. This population is expected to increase significantly as new development occurs with the FMAC area. In 2011 there were approximately 2,000 dwellings in the FMAC area. Council has identified opportunities for the number of new dwellings in the FMAC to increase by 2,250 by 2031. Growth has been estimated as follows:

- a low growth scenario of an additional 700 dwellings (or 35 new dwellings per year)
- a mid-range scenario of 1,600 additional dwellings (or 80 new dwellings per year)
- A high growth scenario of 2,250 additional dwellings (or 113 new dwellings per year).

At the high growth rate, at current dwelling occupancies, this would represent a residential population increase of 3,600 persons by 2031 for the FMAC area.

Employment Growth

There were over 11,300 jobs located with the FMAC in 2011. This was forecast to have capacity to grow at around 240 jobs per year, suggesting a figure of over 12,500 in 2016 (Charter Keck Cramer, 2011)

There is considerable scope for redevelopment activity within the FMAC boundary under the existing planning controls. This will increase as new zones are introduced to implement the FMAC Structure Plan.

The new South East Water headquarters, completed in 2016, is the most recent major new office complex in the FMAC. It comprises an eight storey building featuring approximately 11,700 square metres of office space and approximately 550 square metres of retail space. The complex accommodates some 650 employees. This translates to a job density of 5.3 employees per 100 square metres of new commercial floor space.

Three new commercial buildings are currently nearing completion in the FMAC area: these are located at 336 Nepean Highway, 411 Nepean Highway and 49 Beach St.

Council has identified opportunities for increased development within the FMAC as follows;

- a low growth scenario of an additional 1,000 square metres of commercial floor space (and 53 new jobs) per year.
- a mid-range scenario of an additional 3,000 square metres of commercial floor space (and 159 new jobs) per year
- A high growth scenario of an additional 6,000 square metres of commercial floor space (and 300 new jobs) per year

At the high growth rate, at current floorspace occupancies, this would represent an increase of 6,000 jobs by 2031 for the FMAC area (This includes jobs growth in the health and education sectors).

Public Transport Infrastructure and Services

The Frankston Transit interchange located at the Frankston Rail Station is the main hub for public transport services with a train station, taxi rank, train commuter parking and bus interchange. This serves the majority of bus routes in Frankston. It is centrally located to the major office and retail areas, Chisholm Institute, Monash University and health providers. The greater part of the FMAC area is within 800m of the train station and 400m of bus stops.

Figure 3 shows that the FMAC area is well serviced with public transport with the entire area within 400m of bus stops. Figure 4 shows that the most of the FMAC is well within 800m of the train station.



Figure 3- Public Transport in Frankston and FMAC area



Figure 4- FMAC Area Public Transport Provision

Pedestrians and Cyclists

The provision of good pedestrian and bicycle access between attractors such as jobs, shops, services, transport and housing is one of the key factors in creating a successful vibrant city. Improved pedestrian and cyclist strategies will activate and enhance Frankston’s street life, strengthen street based retail, and improve safety and surveillance.

Figure 5 shows where new and improved pedestrian links and access improvements are required. This infrastructure includes footpaths/shared path improvements and new pedestrian crossings.

The preferred locations of possible new multi-deck car parking facilities are proposed here to show a strong relationship to pedestrian and active transport improvements.

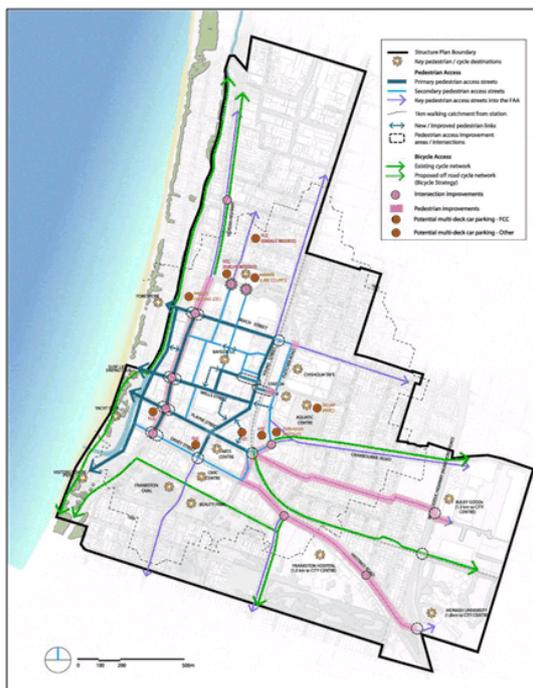


Figure 5- Potential new Multi-deck parking provision

Existing car parking supply

The FMAC area benefits from an extensive supply of car parking. The main types of car parking provided are:

- On and off street parking
- Public and private parking
- Long stay and short stay parking
- FMAC central business district and commuter parking

Car park usage studies have been undertaken for the wider FMAC area (Area A) in 2016 and for Areas B and C in 2010 and 2014. (Area C was also studied in 2016 to determine on-street parking turnover.)

The 2016 Frankston City Car Parking Study Part A – Frankston Metropolitan Activity Centre and Surrounds SALT report analysed parking supply and demand across the whole FMAC area and the also the smaller 2014 survey area. Over the whole FMAC area there is a parking supply of 13,112 spaces (4,061 on-street and 9,061 off-street) and in the 2014 survey area a total of 7,457 spaces (1,075 on street and 6,382 off-street) was recorded (See Figure 2 and Appendix A of that report).

The total car space figure will increase by 500 spaces in 2017 with the completion of the Frankston Hospital’s 750 spaces, multi deck car park. This car park replaces 250 at grade spaces.

Previously discounted early bird parking was available at Bayside Shopping Centre at \$4.50/day and was used by approximately 450 users. This has recently been replaced (in 2016) by all day parking at \$10/day or \$1/hr. up to four hours where it increases to \$7 up to 5 hours then \$10/day with the hours from 06:00am to 01:00am. A number of parking facilities will become temporarily inaccessible when the Young Street and Frankston Railway Station redevelopment occurs in 2016 and 2017.

Existing car parking demand

For comparative reasons the 2016 Parking Study (SALT study) analysed two areas, one being the wider FMAC area and also the area covered by the earlier 2010 and 2014 parking studies.

Over the whole FMAC area peak parking occupancy occurred at 12 noon with 64% occupancy at this time.

Over the 2014 survey area the peak on-street parking occupancy of 80% occurred at 1pm. This approaches

Council's preferred 85% occupancy design value. The off-street car parks recorded peak occupancy of 64% at 12pm.

In the wider area (excluding the 2014 study area) peak on-street parking occupancy occurred at 1pm with 49% of spaces occupied. Peak off street car parking occupancy of 68% occurring at 1pm.

Within Area C on-street car parking occupancy has increased from 81% to 91% in conjunction with the loss of on-street car parking supply. The off-street car parking occupancy has decreased in particular within the Young Street East and the Station Street car parks which are both paid car parking areas.

Parking Precinct Policy

Overview

The actions and initiatives that are listed here are supported by the extensive background documentation and studies applicable to the FMAC area. To operate effectively these are adopted and implemented as an integrated package.

Centralised Parking

Where possible, the public car parking required as part of new developments is to be located within centralised public parking facilities in or near the locations shown in Figure 5. These facilities may be achieved through private investment, through public provision and/or private/public partnerships for development.

Figure 5 (*illustrated locations are indicative only*) shows a network of large easily locatable and evenly distributed public parking facilities, proposed to be established over time as development occurs utilising cash in lieu of providing parking provision.

These facilities are intended to be supplied in the form of multi-storey car parks, incorporating bicycle parking, public toilets and active ground level uses and preferably being sleeved by office or residential uses at above street levels, along street frontages.

This will ensure the car parking facilities are provided in the appropriate locations in a form that does not detract from the preferred amenity of the area.

These car parking facilities are intended to be directed to medium and long-stay parking users, in order to

prioritise on street and at-grade parking for short stay parking users

Parking Provision Rates

The Parking Provision Rates set out below are applied via Schedule 1 to the Parking Overlay at Clause 45.09 and Column B of Clause 52.06. The default rate is Column B of Clause 52.06 except for the following. These rates have been designed to allow flexibility where change of use is proposed in the FMAC area. To clarify, where a change of use occurs and no increase in commercial floor space is proposed, no additional car parking provision will be required.

There is an additional requirement to provide 1 bicycle and 1 motorcycle space per 10 car spaces. This acknowledges the reduction in the parking requirements allowed here and is a deliberate incentive to encourage these forms of travel within the FMAC.

Table 1- Parking Provision Rates

Use	Rate	Measure
Food and Drink Premises	3	Car spaces to each 100 sq. m of leasable floor area
Office other than listed in Table 1 of Clause 52.06	3	Car spaces to each 100 sq. m of net floor area
Residential Building	0.3	Per bed provided on site.
Shop	3	Car spaces to each 100 sq. m of leasable floor area

Note: The rates for multi-unit dwellings remain consistent with the requirements of Clause 52.06-5

Financial Contributions Requirement

The policy for considering a financial contribution is as per Schedule 1 to the Parking Overlay at Clause 45.09 and repeated below.

Within the precinct defined in this schedule, the responsible authority may, at its absolute discretion, 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 nearby;

- ii. The small number of car parking spaces to be provided will not achieve on-site 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.

A financial contribution is required in lieu of each car parking space that is provided.

The financial contribution rate is \$19,500 (plus GST) for each car space. The amount of contribution for each space specified above requirements of Clause 52.06-5 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 Council is paid the contribution the permit must contain a condition to the following effect:

Prior to the commencement of the use or development allowed under this permit a payment of \$19,500 excl GST (2016 figure, indexed annually by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook) must be paid to the responsible authority in respect of each car parking space required under the Scheme, but which is 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 (2016 figure, indexed annually by applying the

Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook) in respect of each car parking space required under the Scheme, but which is 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.

The financial contribution cash-in-lieu rate per car space charged by Frankston City is less than the full cost of providing multi-storey car parking. This has been set as an incentive to facilitate development. It recognises the inherent benefits to multiple users of consolidating car parking into large publically accessible facilities. It also recognises the actions of this parking precinct plan to promote active transport and public transport enhancements in addition to the provision of increased supply of car parking spaces.

Frankston City may consider accepting a financial contribution at its full discretion and is not obligated to do so.

Parking Management

Parking time limits and restrictions are enforced to maintain car parking efficiency. Penalties are applied where allotted car parking periods are exceeded to maintain car park space turn over and the effectiveness of short term car parking provision.

Parking fees for long term car parking are set to encourage long term use in specified locations whether at grade or multi-level.

On-street time and use (resident) restrictions are to be regularly monitored and reviewed to ensure the effectiveness of these controls in terms of increasing utilisation of parking spaces.

Council will consider and review the introduction of paid on-street parking as demand for car parking within the FMAC area increases.

An on-street parking policy will be prepared and presented to Council to formalise changes to on-street parking including the potential introduction of residential or business on-street parking permits for selected areas with the FMAC.

Parking Information

A car parking signage plan for both private and public parking will be undertaken to determine the appropriate location and form of parking signage within the FMAC area. This integrated signage is intended to direct people to major parking areas and to increase utilisation of off-street parks. This signage plan will investigate the provision of Intelligent Transport Systems and dynamic parking signage.

New car parking signage is to be installed in the FMAC area in conjunction with new developments by private businesses.

Car parking information will be developed and made available to customers and visitors at key locations in the Frankston City Centre to inform them of parking options and availability. This will include working with external providers such as Public Transport Victoria (PTV), Chisholm Institute and Frankston Hospital along with Council's services to disseminate the information as widely as possible. Information methods will include websites, wayfinding signage, and promotional brochures and flyers.

Infrastructure Improvements

Existing parking areas will be evaluated and improvements undertaken to address any deficiencies such as lighting and directional signage which may be discouraging utilisation.

Cycling and pedestrian improvements are to be undertaken to improve lighting, safety perceptions and enhance the activation of streets along with improving access to parking facilities.

Additional and improved on-street car parking will be provided within existing areas (where possible) through amended road layouts including indented parking bays and new road markings to increase parking supply.

Public Transport Improvements

Council will advocate for public transport providers including PTV, VicTrack and State Government to:

- improve the frequency and routes of buses
- Increase parking availability at Frankston Station
- Provide 'Park and Ride' facilities
- Continue and improve the frequency of 24 hour bus and train services

Other Actions

The Parking Precinct Plan will be reviewed on a biennial basis. These reviews will consider its effectiveness by considering parking supply and demand changes, as well as updating building and planning permit data. The reviews will also assess the level of car parking waivers issued and the progress with contributions and expenditure of cash in lieu funds.

Council will provide the base data used for the 2016 parking supply and demand data as open source material to development applicants to ensure that they have access to standardised, accurate and up-to-date data. This will ensure that Traffic Impact Assessments utilise accurate and current data and may potentially result in savings by reducing unnecessary duplication of car parking studies.

Implementation Strategy

The centralised public car parking facilities are to be developed over time, subject to demand and funding. The development of these facilities is intended to occur in conjunction with new private development to maximise mixed use opportunities within the FMAC. Private and public sites will be considered for car parking developments subject to availability, suitability and economic return.

The 'Parking Provision Rates' and 'Financial Contributions Requirement' amounts will take effect upon (and subject to) the incorporation of *Schedule 1 to the Parking Overlay at Clause 45.09* and the *Frankston Metropolitan Activity Centre Parking Precinct Plan* as a reference document into the Frankston Planning Scheme. (A *Planning Scheme Amendment process will determine whether the Overlay and Plan are incorporated into the Frankston Planning Scheme in their current form or whether they are amended*).

The actions and policies identified under 'Parking Management', 'Parking Information', 'Infrastructure Improvements', 'Public Transport Improvements', and 'Other Actions' will be progressively implemented at appropriate times, subject to funding and resources,



following approval of this Frankston City Metropolitan Activity Centre Parking Precinct Plan by Frankston City Council. These policies and actions are not dependent

upon the Planning Scheme Amendment Process for implementation.

Part B – Background Report

Introduction

This document has been prepared to support and implement the actions of the adopted *Frankston Metropolitan Activity Centre Structure Plan* (FMAC) and *Frankston City Centre Activity Centre Zone* which set out the 20 year vision and the planning framework for the further development of the Frankston Metropolitan Activity Centre.

The parking objective of the FMAC Structure Plan which is to *'reduce vehicle congestion, decrease demand for car parking and activate the streets for pedestrians'* will be achieved by implementing the actions and policies in this plan.

This report has utilised the extensive background reports, studies and reviews prepared for Council and has also benefited from the best practice work undertaken by other Councils.

Purpose

The major objectives of this Plan are to reduce vehicle congestion, actively manage the demand for car parking spaces and to enhance the use of the city centre's streets as places for pedestrians by:

- Improving streetscapes and street design to allow for equitable and safe access for pedestrians, cyclists and vehicles.
- Consolidating car parking into large, well located, easily accessible facilities.
- Improving pedestrian and off road cycling linkages throughout the FMAC
- Providing for the collection of financial contributions towards the construction of shared car parking facilities.

Parking Precinct Area

This strategy applies to the area within the Frankston Metropolitan Activity Centre Structure Plan Boundary. This area is shown in Figure 6. The Central Activities Area (CAA) is the land contained within the Ring Road and Nepean Boulevard being Fletchers Road, Davey

Street and Nepean Highway. (This term has been in common use over the past decade and preceded the identification of the enlarged area as the FMAC).

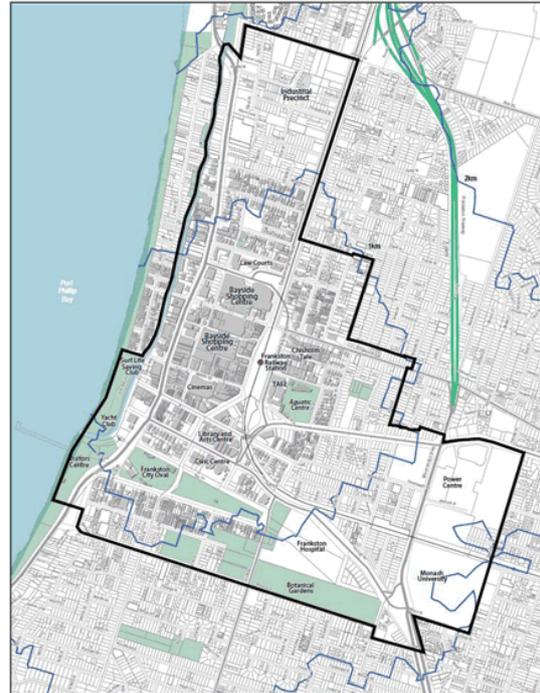


Figure 6 - Parking Precinct Plan base map

Supporting Strategic Documents

Council has undertaken extensive strategic work that supports and aligns with the recommended actions of this Parking Precinct Plan (see reference documents). In particular:

- Frankston City Car Parking Study – Part A – Frankston Metropolitan Activity Centre and Surrounds – (SALT)- May 2016
- Frankston Metropolitan Activity Centre Structure Plan (FMAC) – adopted May 2015
- Draft Parking Overlay Report (Ratio) - May 2014

This report draws on and is informed by these and other studies commissioned by Council and further related studies.

FMAC Area Overview

As a Metropolitan Activity Centre, the Structure Plan’s objective is to encourage and facilitate higher density commercial and residential development in and around the City Centre by 2031. This will provide opportunities for residential living and employment in close proximity to services, public transport and entertainment. A key aim of the FMAC Structure Plan is to improve the retail and hospitality amenity to foster increased hours and offerings with the long term goal being a ‘24 hour precinct’. This precinct will require publicly accessible parking facilities outside the normal 8am to 5pm business hours.

The *Charter Keck Cramer – Market Feasibility Study (2011)* estimated that by 2031 there will be an additional demand for 13,170m² of retail floor space and 6,800m² of commercial space in the CAA. This translates to approximately 1,000m² of additional commercial floorspace per annum over the forecast period. Council has identified this rate as its conservative low growth scenario. The medium growth scenario is for 3,000m² of new commercial floor space per annum. The high growth scenario is for 6,000m² of new commercial floorspace per annum. Infrastructure investment and local and regional market conditions will impact on the likely growth scenarios for the FMAC. Annual monitoring and review of new development activity will continue to inform the actions of this Car Parking Precinct Plan.

In 2011 there were approximately 2,000 dwellings in the FMAC area. Council has identified opportunities for the number of new dwellings in the FMAC to increase by 2,250 by 3031. Growth has been estimated as follows:

- a low growth scenario of an additional 700 dwellings (or 35 new dwellings per year)
- a mid-range scenario of 1,600 additional dwellings (or 80 new dwellings per year)
- A high growth scenario of 2,250 additional dwellings (or 113 new dwellings per year).

At the high growth rate, at current dwelling occupancies, this would represent a residential population increase of 3,600 persons by 2031 for the FMAC area.

Annual monitoring and review of new development activity will continue to inform the actions of this Car Parking Precinct Plan.

The FMAC plan identifies 13 precincts as shown in Figure 7. For the purpose of this Parking Precinct Plan they will be treated holistically: *Clause 45.09 Parking Overlay Schedule 1* of the Frankston Planning Scheme applies over the whole structure plan area with actions responding to diverse locations experiencing the greatest demand. (Note that the recently exhibited amendment C123 introduces the Activity Centre Zone to those precincts located within the central parts of the FMAC.)

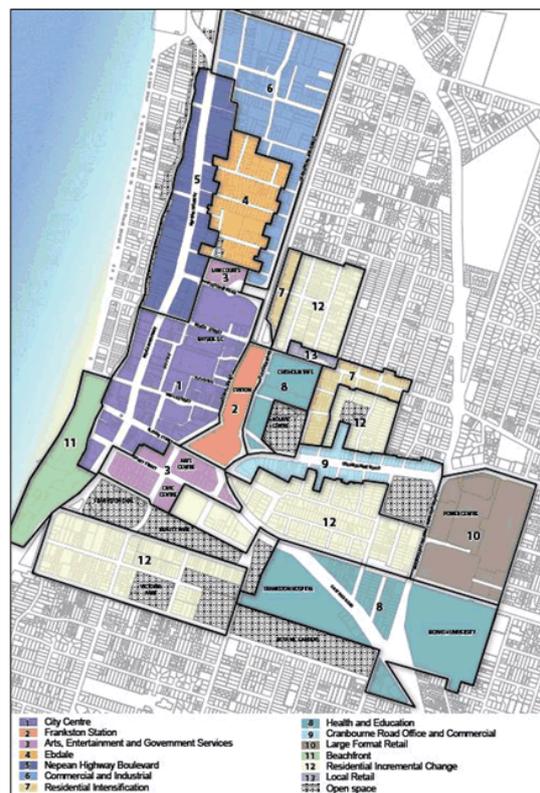


Figure 7 - Structure Plan Precincts

Car Parking Demand Issues

Considerations for the planning and management of car parking within the FMAC

Addressing the demand for car parking facilities in activity centres requires a balanced consideration of efficiency and equity matters. There is strong competition between different land uses and activities for both land and floorspace within diverse mixed use centres. Settling on the most appropriate level of supply of car parking spaces is more complex than in less dense, single land-use locations. Typically the provision and management of car parking facilities is designed to promote the overall social, economic and environmental objectives for the activity centre in an integrated way. This includes incentives to promote desirable traffic and transport behaviours within the activity centre.

Planning Scheme Requirements and implications for the FMAC

Developments are required to provide the amount of car parking specified by the Frankston Planning Scheme for residents, employees and visitors in response to the demand created by the development. Allowance is made for car parking credits that may legally apply to the site. Car parking for non-residential developments is usually shared, with spaces not necessarily allocated to particular types of users. Due to the concentration of uses within the FMAC not all car parking demand is accommodated on site. This may result in a residual demand for car parking for customers on the street nearby and for staff in suitable long term car parking locations elsewhere in the FMAC area.

Demographics

Residential land uses within activity centres produce quite specific car parking demands. There were 3,103 residents living within the FMAC area at the 2011 census. This population has been relatively consistent since the early 1990s.

Frankston City overall has a more pronounced aged population cohort with 11% of the population 14 years or younger and 19% aged 65 and over, compared to

19% and 13% respectively for metropolitan Melbourne respectively. This aging trend will create further demand for additional housing and infrastructure support. It also will result in demand for living alternatives with reduced demand for car use: this is the type of development for which the FMAC area is ideally suited due to the close proximity of health, retail and recreational destinations.

Currently the FMAC area contains a mix of existing detached housing, emerging townhouse and apartment developments with some limited aged care, student and affordable (boarding) residential dwellings. As the FMAC area further matures the opportunities inherent in its central city attractions are now being realised with significant development potential approved in high density apartments (inner precincts of the FMAC) and multi-unit dwellings (Ebdale and the Nepean Highway locations).

In 2011 there were approximately 2,000 dwellings in the FMAC area. Opportunities have been identified for the development of a further 2,250 dwellings within the FMAC area by 2031. The Ebdale precinct in particular is experiencing significant infill development. A number of developments in the Ebdale Precinct have recently been approved containing upwards of 20 dwellings on 1000m² lots: this results in average land densities of 50m²/dwelling.

Car Ownership

Levels of car ownership in activity centre locations are usually lower than the municipal and metropolitan averages.

An analysis of car ownership patterns was undertaken by Ratio Consultants based on the 2011 Census responses to the question "How many registered motor vehicles owned or used by residents of this dwelling were garaged or parked at or near this dwelling on the night of Tuesday, 9 August 2011?". This Frankston residents' data has been compared to the car ownership of residents of Greater Melbourne.¹

To provide a comparison of the Frankston Area, the FMAC area and Greater Melbourne the number of cars by the percentage of dwellings were multiplied to provide a weighted average.

¹ Note: this data will be revisited in the 2016 Census.

Table 2 - Car Ownership Data for Frankston CAA area

Number of Motor Vehicles per Dwelling	% of Dwellings FMAC (2011)	Weighted number of motor vehicles	% of Dwellings Frankston City Council (2011)	Weighted number of motor vehicles	% of Dwellings Greater Melbourne (2011)	Weighted number of motor vehicles
No Motor Vehicles	15.7	0	6.8	0	9.0	0
1 motor vehicle	43.6	43.6	34.5	34.5	33.9	33.9
2 motor vehicles	23.1	46.2	36.5	73	35.5	71.0
3 or more motor vehicles	6.6	19.8	15.6	31.2	15.4	46.2
Total		109.6		138.7		151.1

The above data shows that Frankston CAA residents have only 73% as many cars as the Greater Melbourne average. This is possibly a reflection of the relative age of residents choosing a central city area location and the proximity provided to services and a facilities including public transport. The 2011 Census data identified that the wider Frankston City area has a car ownership rate of 1.39, which is still less than that of the Greater Melbourne area at 1.51.

Travel Patterns

The FMAC area is relatively well serviced by public transport. As the location for the Frankston Station, it is also an important commuter destination.

The Victorian Integrated Survey of Travel and Activity (VISTA) 2007 and 2012 survey data consistently shows:

- Most trips in Frankston both start and end within the municipality
- In order of listing the neighbouring municipalities of Mornington Peninsula, Casey, Greater Dandenong and Kingston generate significant trips to and from the Frankston City Council area.
- Frankston residents' public transport work journeys are significantly longer in terms of length and time than the average, probably due to the number and length of train journeys from Frankston to the Melbourne CBD
- A higher proportion of workers commute by car with lower proportions commuting by public transport and by foot relative to the outer Melbourne average

Car Running Costs and Infrastructure Requirements

Car Spaces

Provision of car parking spaces in central city areas is relatively expensive. It is generally considered that a car space within a building requires approximately 30m² within a 75m³ 'room' including circulation areas such as access ramps and corridors to enable vehicles and users to access the car park. On street car spaces occupy a foot print of 15m². Multi-level car park spaces cost between \$25,000 - \$47,000/space including land costs (taken from the Young Street site and Sherlock and Hay site investigations undertaken by Council). The provision of on street car spaces is considered to cost around \$10,000/space (excluding land costs). Industry construction indices include the following cost structures:

Table 3 - General Car Parking Construction costs

	Low (\$ per car space)	High (\$ per car space)
Open deck multi-storey	\$18,700	\$31,500
Basement	\$35,000	\$75,000
Undercroft	\$20,250	\$24,750

Table 4 - Rawlinsons (2015) construction cost estimate

	Low (\$ per car space)	High (\$ per car space)
Surface, sealed open lot (Not including land cost)	\$2,950	\$3,205
On-street (equivalent to street construction costs)	\$10,500	\$11,700

Note: does not include land costs

Costs of running a car

A consideration for FMAC residents, visitors and workers is the relative cost of maintaining a private vehicle compared to active transport and public transport alternatives. The RACV in 2016 estimated the average cost of running a new car over 5 years and driving 15,000km/year or 41km/day. The rate varied from \$40.6c/km for a micro car to \$113.0c/km for a SUV. These rates equate to \$16.60/day to \$46.33/day exclusive of parking charges.

Parking Charges in Frankston City Council

On street car parking is free within the FMAC area however it is time restricted. Generally off street car parking is charged within the FMAC area.

Car parking charges vary in Frankston from \$3.50/hr to \$5.50/day at Council owned sites. The rates vary from to \$1/hr and \$11/day at private car park providers. There are long term leases available at approximately \$400/quarter or \$1,600/yr.

Frankston Health provides car parking with rates starting at \$7 for the first hour to a maximum daily rate of \$15.00.

For comparison, in the City of Melbourne on-street car parking is charged at \$5.50/hr.

Melbourne off-street car parking rates vary from \$8-\$19/hr with all day parking varying from \$55-\$79 and early bird (before 9am) from \$15-17/hr.

Public Transport

Overview

Public and non-motorised transport use is a key objective of the FMAC Structure Plan as it supports multiple desirable goals including a reduction in car travel (and its associated infrastructure needs) along with assisting in stimulating street activation. Improving public transport options and uptake creates a corresponding reduction in demand for car parking facilities. Relevant studies and traffic impact assessments consider that good accessibility to public transport and to diverse services warrants a reduction in car parking provision. The FMAC Structure Plan Vision sets out the following aspiration: *“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.”* It is important to

note that the community members have raised concerns over perceptions of safety within the FMAC area. The attractiveness, vitality and amenity of the streetscape can contribute to a safer urban environment. Further work is required to build on the Wells and Young Street public realm redevelopments to improve street activation and safety.

This section details, where available, the costs of various transport forms and their location.

Public Transport Costs

Public Transport users pay with Myki for both buses and trains. The cost of all-day ‘Myki money’ for Zones 1 and 2 is detailed below. There is an option available of prepaying for a set period of travel using a Myki Pass which provides a discount of approximately 40% with an annual cost of \$1,521 and equivalent daily cost of \$4.68.

Table 5 - Myki costs (PTV website 2016)

Myki money 2 hour fare table (April 2016)			
2 hour	Zone 1	Zone 2	Zone 1 +2
Full Fare	\$3.90	\$2.70	\$3.90
Concession	\$1.95	\$1.35	\$1.95
Myki money Daily fare table			
Weekly rate 7 day Pass	Zone 1	Zone 2	Zone 1 +2
Full Fare	\$7.80	\$5.40	\$7.80
Concession	\$3.90	\$2.7	\$3.90
Weekly 7 day Myki pass fare table			
Weekly rate 7 day Pass	Zone 1	Zone 2	Zone 1 +2
Full Fare	-	\$27.00	\$39.00
Concession	-	\$13.50	\$19.50
Daily rate for 28-365 day Myki pass			
Weekly rate 7 day Pass	Zone 1	Zone 2	Zone 1 +2
Full Fare	-	\$3.24	\$4.68
Concession	-	\$1.62	\$2.34



Figure 8 - Public Transport in Frankston and FMAC Area



Figure 9 - FMAC Area Public Transport Provision

Public Transport Infrastructure and Services

The Planning Scheme under Clause 56.03 describes the following distances as walkable:

- 400m from bus stops,
- 600m from tram stops and
- 800m from railway stations.

Figures 8 and 9 show that most of the FMAC area can be characterised as being within these thresholds. Figure 10 shows where new and improved pedestrian links and access improvements are required. This infrastructure includes footpaths and separated or marked bike lanes to provide a safe and efficient means for FMAC residents to access schools and community facilities along with commuting to work.

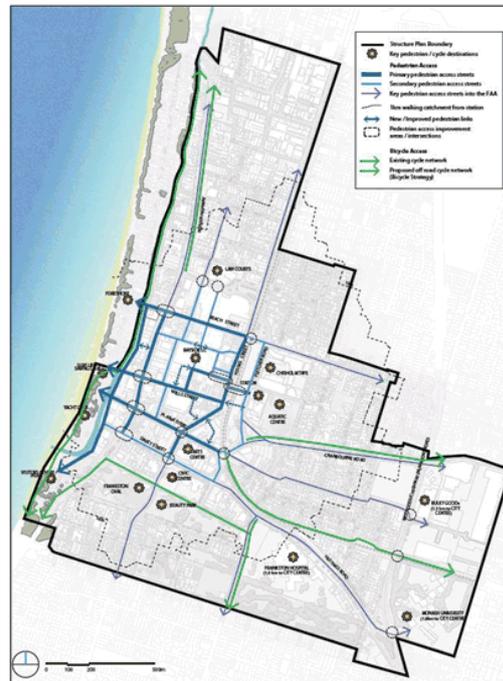


Figure 10 - Public Transport Initiatives and Multi Deck Parking Provision

Rail Services

The Frankston Transit interchange located at the Frankston Rail Station is the main hub for public transport services with a train station, taxi rank, train commuter parking, and bus interchanges serving the majority of bus routes in Frankston. It is centrally located to the major retail areas, Chisholm Institute, Monash University and health providers.

Weekday trains to Melbourne from Frankston Station run from 4:15am - 2:45am with services varying from intervals of 20 minutes to every hour outside the peak period of 5:45am to 7:45pm with services approximately every 10 minutes during this period.

Periodic weekend services run 24 hrs at 20-30 minute intervals from 5:40am to 1:45am and generally every 30 - 60 minutes outside this time.

PTV entry surveys from the Financial Year 2013 /14 (latest available) suggest that over an average weekday approximately 5,280 station customers enter the station with just under half of these occurring before 9.30am, two thirds of which occur before 7am. Of the weekday station entries, 41% occur by car which includes both car passengers and drivers (Aurecon, 2016)

It is estimated (Hale, 2015) that Frankston station will have 17,000 passenger movements per day (PAX) when the redeveloped station is opened in 2017, growing to 25,000 PAX at around 2028, and some 35,000 PAX by the year 2037 with approximate growth of 4% pa from 2015 predicted.

Bus Services

Most residential areas of Frankston are within 400m of a bus service with coverage gaps in Langwarrin, Carrum Downs, Frankston North, Sandhurst and industrial areas.

Community consultation undertaken as part of the 2013 Integrated Transport Strategy identified that bus services are considered to be infrequent and require an increase in services along with more accessible and frequent public transport stops.

Pedestrians and Cyclists

The FMAC Structure Plan has identified the provision of good pedestrian and cycle access between attractors such as jobs, shops, services, transport and housing is a key factor in creating a successful vibrant city. Seven of the Structure Plan's top twelve priorities

relate to improved streetscape amenity and connections. Improved pedestrian and cyclist strategies will activate and enhance Frankston's street life, strengthen street based retail, and improve safety and surveillance (SGS Economics and Planning, 2008). By increasing the amenity and activation of the streetscape it is expected that a behavioural change will follow, resulting in increased numbers of pedestrians and cyclists commuting to the FMAC area with a corresponding reduction in car parking demand. This is particularly so for those people who combine residence, recreation and work within this area. This will be important for encouraging reduced demand for car parking.

As a comparison, the Pedestrian Access Strategy (*DOT 2010*) identifies that the City of Melbourne and Yarra City had 70% of short trips (2km or less) walked. In other areas like Maribyrnong and Port Phillip this approximated 50% of short trips and in outer metropolitan areas it varied from 26% (Hume and Whittlesea) to 16% in Cardinia. That study also reported that in 1976, 8% of all journeys to work were by walking and that this had declined to 4% in 2006.

In Frankston approximately 11% of all trips are walked and the *Integrated Transport Strategy* sets a goal of 14% by 2025. There are significant opportunities to achieve this in the FMAC area through improvements to the pedestrian and cycling infrastructure in the area and in particular those improvements associated with Young Street and the Frankston Station redevelopment. This expected modal shift in transport choices will assist in freeing up the existing car parking resource for more geographically distant commuters with constrained travel choices.

There is currently reasonable provision of pedestrian facilities within the FMAC area. There are limited cyclist only or shared path facilities with frequent disconnections within the FMAC and wider Frankston area.

Car Share Services

There are a number of Councils in Victoria including Port Phillip and Melbourne City that actively encourage and support 'car sharing services' such as GoGet, Flexicar and GreenShareCar along with neighbour to neighbour car sharing platforms such as Car Next Door. These Councils do so on the basis that for each 'car share' vehicle there will be 7 to 10 fewer privately owned vehicles (*Phillip Boyle and Associates 2016*). These share cars are available to be hired by the

hour or the day and have dedicated on-street car spaces set aside for them. The rental cost covers all expenses, including petrol, insurance, registration and maintenance.

Car Share Costs

Costs for memberships vary depending on usage and/or company and range from \$49/yr to \$30/month depending on usage. Hire rates range from \$6.35-\$13.50/hr and can include \$/km charges i.e. \$0.40/km (GoGet include petrol and insurance) or \$55-85/day with 150km free travel included.

There are currently no car share services in the Frankston FMAC.

Recent work by Phillip Boyle and Associates for Port Phillip Council² identifies that:

- People who drive less than 5,000km per year will likely find car sharing will save them money.
- The service needs to be 'immediate and with convenient access'
- The benefits of car sharing are that every car share takes 7-10 cars off the road and that members reduce their car use by 50%.
- It reduces parking demand and the number of cars on our streets.
- The schemes work best in areas with high frequency public transport, residential densities over 30 dwellings per hectare and many households with low car ownership.

These car share services are suitable for use by businesses and in the established areas can provide a range of vehicles from small cars to vans.

Park and Ride

Park and ride amenities are car parks with connections to public transport that allow commuters to leave their vehicles and transfer to public transport services such as buses, trams (in Melbourne) or trains. The commuter car park provided on Victrack land adjacent to the Frankston Station operates as a park and ride facility.

Kiss and Ride (5min drop off zones)

These facilities are designed for convenience and provide a short term 2 to 3 min space directly adjacent

to public transport or destinations to drop the user off. This allows for rapid turnover of vehicles.

There are three Kiss and Ride zones located within the FMAC area:

- corner Wells Street near Park Lane,
- Keys Street just off Wells Street and
- on Nepean Highway outside Quest.

A number of schools also have these zones to facilitate school drop off and pickups.

Private Shuttle Bus Services

Monash University runs a free shuttle bus for its Frankston Campus students and staff into the Frankston Station approximately every 30min from 7:45am to 5:30pm. This is intended to address a perceived shortfall in bus services and to reduce travel costs for their staff and students. Frankston Hospital is also considering a shuttle service during the Hospital car parking upgrade in 2016/17.

On Street Parking Permit

Currently Council has no formal 'On- Street Parking Permit' process or policy for the FMAC. Residents currently are required to write a letter to apply and obtain a resident parking permit within their street of residence. This street name is detailed on the permit affixed to the vehicle. Where restricted on-street parking is put in place existing dwellings may receive three permits upon request. It is common to have free restricted parking of 1 to 3hrs in those areas where resident parking restrictions exist.

On-street resident parking permit restrictions apply around the PARC facility and in Williams Street and are being investigated for Ebdale Precinct streets and the area bounded by Cranbourne Road, Hastings Road and Moorooduc Highway due to a high level of residential complaints.

In terms of employee parking, PARC staff have been issued 300 of these permits and Frankston Hospital is seeking a number for staff to address parking reductions arising from the new hospital car park construction.

Frankston Foreshore Parking Permit

Frankston ratepayers receive two foreshore permits per year and tenants receive one upon request. This allows the residents to park at nominated foreshore locations for free, subject to time restrictions.

² Research for the City of Port Phillip's Car Share Policy Review – Feb 2016, Phillip Boyle and Associates

Enforcement

Enforcement is a key component of car parking management to maintain the integrity, and safety of parking provisions. This ensures compliance and therefore effectiveness of restrictions which promote turnover and appropriate usage.

Enforcement data for two areas of the FMAC area has been analyzed. This shows that overall the number of infringements issued per year is increasing by between 4% and 8%. With the construction of PARC and its high usage numbers, the incidence of offences in that area has increased from 389 in 2014 to 575 in 2015.³ The O'Brien 2015 parking study further analyzed parking turnover in this area and determined that it was generally compliant.

The number of fines issued and their location provides an indication of higher incidence non-compliance locations and can inform enforcement activities: this includes when, where and how often enforcement is required to be undertaken to ensure compliance with restrictions. This data is used to review on-street parking restrictions in terms of effective length of time of restrictions and numbers i.e. provision of more 5 minute parking spaces adjacent to public transport. It can also indicate the need to provide additional off-street car parking to meet the community's emerging requirements.

To be effective parking enforcement must be consistent with relevant processes and signage. Officers are aware of a number of areas where signage is not compliant and any infringements challenged in these areas would fail. Accordingly a necessary action is to undertake an on-site audit of existing signage to determine condition and compliance with relevant standards and where identified bring this up to standard. An estimated cost of an on-street parking signage audit for the CBD area is \$12,500.

Information on car parking availability

A key limitation on the effectiveness and efficiency of car park use is inadequate information to inform users

³ It is noted as well that Council provided approximately 300 on street 'resident parking permits' for PARC staff during 2014/2015 and the 2015/2016 years.

of the location, numbers, costs and availability of parking and alternative transport options. This information can be provided on-line, at information centres, businesses or public facilities. The current provision of information for the FMAC area is considered to be inadequate with its availability fragmented and out of date. It is a recommendation that the location, numbers and costs of car park spaces along with cycling and pedestrian facilities be incorporated into a comprehensive and professionally developed information package which should also identify locations and means of information dissemination.

Wayfinding Signage

An important component of information provision is Wayfinding Signage. Wayfinding information is important for drivers to identify, locate and access suitable parking facilities promptly and safely. Drivers looking for information are distracted and a risk to other road users.

In Frankston there are a range of car parking providers including Council and private operators. The signage provided for these facilities is often solely for an individual carpark, inconsistent in design styles, number and location. This can result in fragmented and inconsistent messages to intending car park users. Generally the access to parking facilities, particularly the smaller ones, is off the main streets with significant legibility issues to short term users.

The ideal wayfinding signage is *Integrated Traffic Signage* and/or *Dynamic Signage*. Integrated Traffic Signage incorporates **ALL** parking facilities, both public and private, within its signs and should be placed at the most visible and safe locations irrespective of land ownership. It is of a consistent format and therefore has strong legibility and is easily understood by car park users. Dynamic signage provides real time information on current availability of vacant car spaces.

All recent parking studies have identified that reviewing and updating Wayfinding Signage is a significant opportunity at a low cost to improve the efficiency of the existing car parking resource.

Provision of Integrated Traffic Signage and consideration of Dynamic Signage is an area where Council is best placed to lead the necessary coordination and to obtain agreements on signage style, cost sharing and locations.

Paid On-Street Car Parking

The High-Williams Street study by TraffixGroup investigated the feasibility of paid parking on residential streets near the Frankston Hospital. It concluded in the absence of wider scale parking restrictions there would be a relocation of parking to streets where parking remains 'free' as users are price sensitive. This study identifies that commercial premises staff and commuters are willing to walk up to 800m to 1km for free car parking, and commercial and residential visitors up to 500m to avoid paying for parking. It recommended that there is merit in paid on-street parking where supply is constrained however it would need to apply to a sufficiently wide area so that users would be inclined to pay rather than seek free car parking spaces further away from the FMAC commercial centre.

The TraffixGroup study estimated costs for purchase and installation of machines, and associated signage at approximately \$138 per machine along with maintenance costs of \$36/per machine/per annum for the scenario. On the basis of the usage in the area and a fee scale of \$1/hr. or \$5.50/day along with minimal usage there would be a likely loss in the operation of paid on-street parking in this particular area.

Currently all off-street parking within the CBD area is paid with cash and card ticket machines used. Paid on-street parking within the CBD area along with on-street parking restrictions in nearby residential areas has the potential to be effective in managing demand by directing users to off-street car parks (improving their utilization) and minimizing vehicle circulation. There is the potential for any revenue surplus (after operating costs) to be directed towards the provision of high cost multi-level car parks. There are a number of issues that will need to be resolved before the introduction of paid on-street parking is viable, these are:

- Public acceptance – paid on-street parking has the potential to be contentious to members of the community without a strong and public business case. Any implementation must be transparent, measured and incremental to manage community concern.
- Cost effectiveness – a detailed study similar to that undertaken by TraffixGroup will be required for the CBD areas

- Consideration of car parking rates – the amounts charged will need to be set at a rate to be viable for operating costs to be met.

Cost of Parking

The price signals associated with free or cost parking are important behavioural levers. Users clearly prefer free car parking, then low cost car parking, then high cost parking in that order. It has been estimated by the O'Brien 2015 study that users will walk 800 metres - 1,000 metres for free parking. Using price signals to effect the type (short vs long term), utilisation, location and ultimately supply of car parking within the FMAC is important to manage parking supply and demand. Based on the current full day parking rates of \$5.50/day it is unlikely to be economic to supply multi-deck car parks in the short term when these cost at least \$20,000 per car space to construct. Council may determine that the provision of multi-deck parking is required and that it can use rate or grant funding, funds from other car parks or cash in lieu funds to make these new multi-deck car parking facilities affordable. Consideration of paid on-street car parking may be required in this context.

A consistent pricing structure across providers will assist in the location and utilisation of parking. However Council cannot require private providers to change their rates.

Review of Parking Rates

Council has undertaken a review of the parking rates set out in Clause 52.06 of the Frankston Planning Scheme. Reference has been made to relevant Planning Panels Victoria reports, VCAT decisions and Traffic Impact Assessments for the Frankston area. On the basis of this supporting information Council supports the Column 'B' rates in Table 1 to Clause 52.06 with some changes as specified below. The Column 'B' rates are accepted as reasonable to apply for Activity Centre locations due to the ready availability of public transport and a wide range of accommodation and commercial offerings in close proximity to each other.

The variance in rates for the land uses described below is to allow for flexibility of 'land Use' activities within individual developments. This helps improve responsiveness to economic conditions and reduces the requirement for Planning Permits when the sole

trigger is the change of use rather than any new buildings and works.

Table 6 - Car parking rates for selected land uses

Use	Rate	Measure
Food and Drink Premises	3	Car spaces to each 100m ² of leasable floor area
Residential Building	0.3	Per bed
Shop	3	Car spaces to each 100 m ² of leasable floor area

Amended Motorcycle and Bicycle Parking Rates are being implemented in conjunction with the revised car parking rates to reflect the increased requirements where car parking is not provided, the proximity of the activity centre to complementary destinations together with the objective of supporting lower impact transportation options.

Where developments propose to provide parking in excess of the specified rates there is no limitation set through the new Parking Overlay.

The above amendments and the new Parking Overlay provisions in tandem allow for flexibility by developments to respond to change in market conditions with a degree of oversight by Council to ensure that what is provided is adequate.

Cash in Lieu

The introduction of a cash-in-lieu requirement as part of a Planning Scheme Amendment is being undertaken in conjunction with the review of parking rates. Council's strategic work for the *FMAC Structure Plan* and the *Frankston Station Precinct Redevelopment – Master Plan* identified a range of actions are required to support the enhancement and further activation of the area.

A 'cash-in-lieu' payment scheme for the provision of car parking provides flexibility to developments on where car parking is located, either on-site or fully or partially off-site. The provision of off-site parking can

be supplied privately or by a 'cash-in-lieu' payment to council.

The rate of \$19,500/space has been determined upon balance to reflect a number of factors being Frankston's market sensitivity, the efficiency benefits of amalgamating car parking, the ability for Council to undertake a wide range of initiatives not just multi-deck buildings. The Frankston market sensitivity report by Carter Keck Cramer (2011) discussed the sensitivity of the market to additional costs. The \$19,500 sum is a conservative figure aimed at not being a barrier to the market and to incentivise the provision of centralised facilities.

The payments from the cash-in-lieu scheme are to be put towards the actions of this Parking Precinct Plan. This plan sets a range of projects which aim to either support the provision of parking facilities or support the use of alternative modes of travel. The decision to identify a range of projects is to provide flexibility to Council to respond to localised demand and undertake initiatives at the most appropriate time.

The list of projects and the cash-in-lieu rate is proposed to be reviewed biennially in line with the recommended parking occupancy review and development activity and linked to Council's budget and capital works programs. This will enable the flexibility for opportunities such as the Frankston Station redevelopment to be utilised.

Council has the option to borrow against future fund contributions if it so determines, in order to deliver projects earlier if available funds are insufficient.

Based on the number of planning permits that seek car parking reductions of waivers within the FMAC area, a mid-range estimate of take up of the cash-in-lieu option is 27 spaces per annum (see table 7 below).

This would contribute to the Cash in Lieu fund approximately \$351,000 per annum to projects. (It is important to note that such funds are only normally received when developments are approaching completion and the new demand is likely to occur.)

Table 7 - Possible scenarios for collection of cash-in-lieu of car parking funds:

These scenarios are dependent upon sustained commercial development activity within the FMAC over a 10 year period and for the per-car space charge being set at a sufficiently attractive level for developers to consider it a viable option for their development projects.

	Scenarios		
	Low growth 1,000m ² net new commercial floor space per year	Mid-range 3,000m ² net new commercial floor space per year	High growth 6,000m ² net new commercial floorspace per year
No of new car spaces required by applicants per year	30	90	180
Assume 30% are nominated for provision by cash-in-lieu	9	27	54
Possible dollar contribution per year at 2016 values, based on a charge of \$13,000 per car space.	\$175,000	\$526,500	\$1,053,000
5 years accumulation at 2016 values	\$875,000	\$2,632,500	\$5,265,000
10 years accumulation At 2016 values	\$1,750,000	\$5,265,000	\$10,530,000

Existing Car Parking

Parking Surveys

Council has undertaken a number of traffic occupancy and turnover surveys in conjunction with previous parking reports and specific investigations. These have covered various areas of the FMAC precinct in the 2010 study to the whole of precinct study by SALT³ in

2016 (Appendix 1). These surveys should be continued on a regular basis (biennially) to provide an ongoing snapshot of parking demand and supply. This will inform any proposed changes to parking restrictions and will influence the order of implementation actions and projects recommended under this plan.

Supply

Car parking is extensively provided throughout the FMAC area. Table 8 provides a list of Off-Street Parking Supply and Occupancy Comparisons.

The main types of parking are:

- Public and private parking,
- On-street and off-street parking.
- Long-stay and short-stay parking⁴, and
- Frankston City Centre user and commuter parking.

⁴ 'Short Stay Parking' is typically parking for 2 hours or less, relating to office activities and the customers of shops and restaurants. 'Long Stay Parking' is typically parking for 5 hours or more, relating to the commuters using the rail line, employees of offices, shops and restaurants, and the residents of dwellings.

Parking Supply Areas

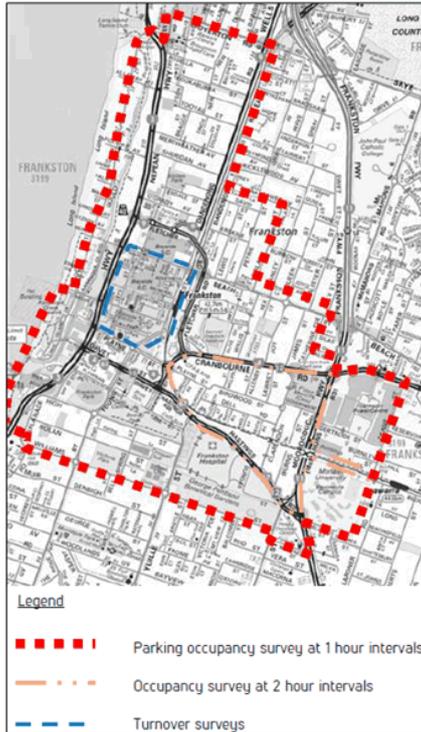


Figure 11- Parking survey area

Area A – Entire survey area including extended activity centre surrounds

A review of the survey data and background documents indicates there are currently approximately 13,276 spaces which can be considered for public use within the overall study area (Area A). However, due to various parking restrictions imposed the actual parking supply at a given time varies throughout the day from 12,953 to 13,198 spaces. Overall the peak parking occupancy for Area A occurs at 12 noon with a parking occupancy of 63%.

Area B – Area identified in previous studies

On-street parking occupancy within the previous studies area has increased from 81% to 95%. This in part can be attributed to the significant loss of on-street parking supply since the previous 2010 study. A review of the off-street car parks shows a decline of parking occupancy, in particular within the Young Street East and the Playne Street car parks which are both paid parking.

Area C – Bayside Shopping Centre Precinct

Analysis of survey data shows that the on-street peak parking occupancy occurred at 1pm with 94% of spaces occupied, and a peak off-street parking occupancy of 72% occurring at 12pm. Of the vehicles parked within 1P and 2P on-street parking, 548 of 2,918 vehicles overstayed the parking time limit, equating to a non-compliance of 18% which is considered to be high.

Table 8 - Area B Off-Street Parking Supply and Occupancy Comparisons

Area	2010		2014		2016	
	No. of Spaces	Occupancy Friday 12pm (%)	No. of Spaces	Occupancy Thursday 12pm (%)	No. of Spaces	Occupancy Friday 12pm (%)
Bayside Central	1189	67%	1189	60%	1189	80%
Bayside Entertainment	387	54%	387	80%	387	61%
Bayside North	1708	52%	1708	50%	1708	68%
Dan Murphy's	48	-	-	-	56	43%
Evelyn Street	125	72%	125	98%	125	100%
Frankston Arts Centre	326	44%	326	85%	326	63%
Fletcher Road	-	-	149	100%	149	73%
Kananook Creek/South East Water	73	-	90	-	PRIVATE*	PRIVATE*
Kananook Creek Boulevard	-	-	-	-	105	71%
Long Island	-	-	15	5%	7	29%
McDonalds	-	-	-	-	36	58%
PARC	580	-	220	-	231	79%
Railway Station	580	-	420	100%	420	95%
Sherlock and Hay/Young Street East	153	74%	153	90%	150	16%
Spare Change	-	-	-	-	88	58%
Station Street	106	92%	106	80%	106	44%
TAFE	247	-	-	-	362	89%
The Grand Hotel	-	-	-	-	53	0%
Wells Street	-	-	52	60%	55	56%
Young Street	50	76%	50	90%	50	90%
Young Street and Playne	67	100%	67	38%	160	58%
Total	5,059	70%	5,057	72%	5,763	62%

* Previously public parking now private for South East Water

On Street Supply

The 2016 study identifies a significant increase in publicly available on-street parking supply due to the extension of the study area. Restrictions are predominantly one or two hour with localized areas of 5-30min to foster rapid turnover.

All on-street car parking is currently time limited at no charge. The overall supply has increased from 766⁵ to 1500⁶.

Resident Parking

There are a number of areas that have residents only parking restrictions in combination with 1 to 3 hour parking restrictions. These localized areas are predominantly a response to CAA, PARC and Hospital commuter parking pressures. In a number of instances Council has provided 'residents only' permits to private businesses and businesses using Council owned facilities for their employees. This is an 'ad hoc'

⁵ Ratio Report 2014

⁶ SALT 2016 study

response and will be better managed as part of an integrated approach. Businesses will be required to either provide car parks at the time of development or source supply elsewhere.

Off Street Supply

There are approximately 5,057 car spaces available in off-street car spaces (Area B). The majority of this, 4,600, is paid with the remaining 420 in the Frankston Station car park. The available periods vary with approximately 87% available as designated 'long stay' or all day parking.

A number of providers supply parking areas that can be utilized for both long and short term parking. The cost of this parking varies from \$1-3/hr. to \$5.50 - \$11/day.

Commuter or Long Stay Parking

There is significant demand for commuter and employee parking with developments generally supplying this onsite in conjunction with their operations.

The exception to this is the Frankston Station car park which provides 420 car parks for the use of train commuters.

The station commuter car parking demands cannot be accommodated within existing commuter car parks. There is evidence to suggest that commuters or long term parkers are prepared to pay a reasonable amount for all day parking – noting that the Fletcher Road car park where parking is charged at \$4 per day is generally operating at close to capacity during the week (Aurecon 2016)

Both Council and private providers supply long stay parking within 400m of Frankston Station.

The Bayside Shopping Centre car parking facility opens at 6am and closes at 1am. It previously supplied 'early bird' parking for users however ceased this practice in 2016. It supplies long stay parking to its tenants and their staff by arrangement and 5+hr parking at \$11/day.

There are long term car park lease arrangements available within the CBD for purchase and South East Water have undertaken this for its staff in the Evelyn Street facility owned by Bayside. The long term lease of this facility has removed 125 car spaces from public use.

Recent Parking Supply Changes

There have been a number of changes to parking supply as a result of recent developments including the construction of PARC and the South East Water site. The 80 space Kananook Creek all day car park was sold to South East Water in 2013 which reduced parking supply and in addition to meet its parking requirements South East Water leases for its own staff the 125 space Evelyn Street car park (previously public).

A further significant change is the removal of the 124 car spaces associated with the Oates Street skate park and oval and the additional demand associated with the operation of the PARC facility. The PARC facility contains 220 car spaces and allows 3 hr free parking for members and users.

Council has recently leased and constructed a carpark for staff members of PARC at 1 Cranbourne Road Frankston. This provides for approximately 38 car spaces.

The Frankston Yacht Club has been redeveloped and this has resulted in an increase of available parking in the area from 45 to 77.

Frankston Hospital is in the process of constructing a new 750 space car park which will be operational in early 2018. This will replace an existing 250 car spaces resulting in a net increase of 500 car spaces.

Previously discounted early bird parking was available at Bayside Shopping Centre at \$4.50/day and was used by approximately 450 users. This has recently been replaced by all day parking at \$10/day or \$1/hr. up to four hours where it increases to \$7 up to 5 hours then \$10/day with the hours from 06:00am to 01:00am.

A number of parking facilities will become temporarily inaccessible when the Young Street and Frankston Railway Station redevelopment occurs.

Demand

Frankston Metropolitan Activity Centre User Car Parking

Car park usage surveys have been conducted over time by Frankston City Council to identify parking demand and usage rates within the FMAC area. These surveys have generally been conducted on Thursdays and/or, Fridays and Saturdays.

In each survey conducted to date, results have shown that, except for localized areas such as Frankston train station, Chisholm, PARC and free on street car parking, there is an adequate supply of car parking within the Frankston City Centre (See Appendix A of the SALT Car Parking Study 2016).

In the vicinity of Chisholm TAFE, PARC and Frankston Railway Station the long term (free) off-street car parks are heavily occupied however there are available car parks at the paid long term parking at Council's parking facilities on Davey Street, Young Street East and at the Frankston Arts Centre. These underutilized car parking areas have average peak occupancies of 20%-60%. Both the TAFE and PARC are investigating the introduction of multi-deck parking.

Unpaid short term on-street car parking is at capacity within most the CAA area however there is capacity available within the paid off-street car parks, in both council and private facilities.

The CAA is an area where the price signal of paid on-street parking would likely increase the utilization of paid off-street parking.

Within the peripheral residential areas of the CAA area being O'Grady Avenue, Nepean Highway, Nolan Street, and the area contained between Cranbourne Road, Hastings Road and Moorooduc Highway there is significant long term commuter pressure on the unpaid on-street car parking. This is causing a degree of concern to the residents of these areas and is being addressed by Council through the further introduction of on-street parking restrictions and residential parking permit controls.

The results of these surveys have shown consistently that whilst free on-street parking within the core of the FMAC area is approaching capacity, surrounding on and off street parking areas are not fully utilized. There is therefore sufficient capacity within the existing overall supply of car parking, predominantly within paid off street parking, to meet medium term (5-10 year) demand. It is likely that there will always be unmet demand at an unconstrained level for free and convenient parking in close proximity to destinations such as train stations and outside employees businesses.

There are opportunities to direct long term car parking users to appropriate locations so as to better utilize the existing car spaces for short term users such as shoppers, customers and users of recreational

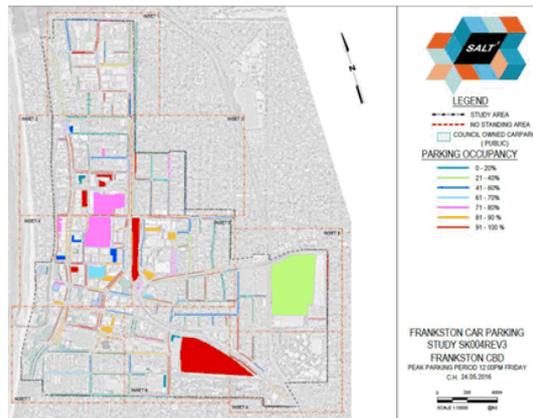


Figure 12 - Extract from Frankston Car Parking Study (overview)



Figure 13 - Detail from the Frankston Car Parking Study 2016

facilities. This would improve the efficient utilization of the existing car supply. It is considered that improved wayfinding signage and information will provide an immediate improvement in off-street parking utilization.

Indicative peripheral locations at the outskirts of the CBD as shown in Figure 5 would be appropriate for large well located facilities that would achieve significant cost benefits. The facilities could be developed on sites that would allow for commuter access from Primary roads without being required to circulate through the CAA area. These sites have been identified by Council as having increased development potential. Good car parking facilities at these peripheral locations would increase the convenience of long term and short term users in the FMAC area. With high quality pedestrian linkages and streetscapes from these locations to the central part of the CAA, this would result in an overall improvement of the pedestrian experience within the city centre. Council will be facilitating the development of multi-level car parking at these locations securing public car parking in these properties along with development of its own land holdings.

Commuter Car Parking

With the Frankston Transit Interchange located in the CAA there is a significant attractor for commuters. Public Transport Victoria provides approximately 420 car spaces for commuter purposes and this is at capacity with an occupancy rate of 100% reached before 8am on week days resulting in an overflow of commuter parking into surrounding commercial and residential areas. Advice from VicTrack is the station car park is solely for rail commuters and any other use is illegal, however enforcement by PTV is very limited. The report by RMIT for the Level Crossing Removal Authority *'the Benefits of Level Crossing Removals' 2016* identifies *'that unconstrained demand for parking at stations is typically five times or more what is currently provided' and 'it would be impossible to build enough car parking without burying the station precinct in concrete (RMIT, 2016, p. 8)'*. Public Transport Victoria have advised that there are no plans or funding to provide additional parking at Frankston Station. The current policy is to encourage pedestrian, cycling, public transport and car parking facilities in this order.

There is additional car parking capacity located within 400m of the Frankston Station in off-street paid parking.

Additional *Park and Ride* facilities are being investigated for Langwarrin Station by Council as a long term option for reducing the pressure on the Frankston Station area. In the short to medium term the focus will be on utilizing and improving bus services to act as *'park and ride'* in the first instance.

There are a number of underutilised parking sites available during the week within the FMAC area that subject to further investigations of Planning Permit requirements and parking management could be suitable for long term parking. These sites include the Power Centre, the croquet and bowls club and St Francis Xavier Church. Any use of these sites will need to be carefully monitored to ensure that the underlying use for which they are provided is not adversely affected. To enable the use of the Power Centre site a shuttle service would be required.

Areas north of the CBD in the Ebdale precinct, south of the Hospital and in proximity to PARC experience commuter parking pressure. Council has responded with resident and short term parking restrictions on an *'ad hoc'* basis to address this. A more formal on-street parking policy is recommended to ensure that on-street parking utilisation in these areas by non-residents will be managed with an integrated approach including measures such as improved signage and education.

Car Parking Rates and Restrictions

On-street car parking restrictions

The on-street car parking within the FMAC area is free with the time restrictions varying from 5 minutes to 3 hours and is predominantly set at 1 hour.

Free all day on-street parking exists along High Street and Plowman Place within 600m to 1km of the Frankston Station. There are certain car parks that are designated as loading, taxi or disabled car spaces as well.

Part C – Frankston FMAC Car Parking Plan Key Actions

Key Action 1 - Integrated Car Park Cooperation and Management Parking Coordination Committee

Recommendation

Establishment of a coordinated management and liaison structure for the FMAC's major car parking facilities. This Parking Coordination Committee would be hosted by Council and include all the major stakeholders including Bayside Shopping Centre, Chisholm Institute, Monash University, Peninsula Health and PTV. Other interested representatives may be involved from time to time.

The PCC would be asked to consider and endorse a "parking location strategy" for the FMAC that would include:

- A consistent definition of the role of car parking, including definitions for commuter and visitor parking
- Identification of the limitations of different car parks for different users (e.g. the trust requirements for Bayside)
- exploring the role of major car parks – noting that the most efficient solution may mean that the role of the car park changes through the week
- Joint initiatives such as park and ride facilities linked by shuttle bus services

The PCC could also have a role in responding to temporary parking demands arising from major construction works that are planned for the city centre. These would potentially reduce primary car parking supplies on a temporary basis. The PCC could assist in managing the impact of such temporary disruptions. It may also provide an opportunity to influence existing travel behaviours.

Supporting Document	Cost	Priority	Benefits	Area
Aurecon (2016); Salt (2016);	Low (Under-\$5,000)	High - 1-2 years	This will: <ul style="list-style-type: none"> ▪ Allow for cooperation ▪ Coordinated management ▪ save costs by sharing knowledge and activity 	Whole of FMAC

Key Action 2 - Open Source Data service

Recommendation

It is recommended that Council make available the raw data and format established by this study to the public, developers and interested parties. This release of data should involve a reciprocal agreement by the user that they provide for Council use any new parking studies they undertake in a similar format.

Supporting Document	Cost	Priority	Benefits	Area
Officer comments	Low (0-\$5,000)	High 1-2 years	This will: <ul style="list-style-type: none"> ▪ enable the accurate and comparative assessment of development impacts by comparing exactly the same data ▪ set a standard for this data to be provided and assessed ▪ save costs for developers and council by data sharing and consistent data analysis 	Whole of FMAC

Key Action 3 - Biennial Parking Review

Recommendation

To ensure an accurate and empirical assessment of current parking usage and supply it is recommended that a biennial parking occupancy and turnover study be undertaken within the FMAC area.

Supporting Document	Cost	Priority	Benefits	Area
Officer comments	Medium (\$5,000-\$50,000)	High 1-2 years	<p>This will:</p> <p>This will provide a regular empirical and independent assessment of parking supply and demand for determining peak occupancy and plan to deliver the initiatives of this report.</p> <p>It will ensure a consistent assessment rather than piecemeal assessments.</p>	Whole of FMAC

Key Action 4 - Time Restriction Review

Recommendation

It is important to review the time restrictions regularly in conjunction with turnover and enforcement data to ensure they are appropriate and consistent. Examples include consistent beach parking times, short term stays adjacent to shops, long term parking on peripheral areas. This ensures both immediate and wider parking needs are considered holistically. There are instances where limitations on enforcement resources result in officers being unable to check on longer stay compliances particularly in beach side parks.

Supporting Document	Cost	Priority	Benefits	Area
Officer comments	Medium (\$5,000-\$50,000)	High 1-2 years	<ul style="list-style-type: none"> ▪ legibility to users ▪ limited parking resource fine-tuned to maximize occupancy/turnover ▪ enables enforceable enforcement action 	Whole of FMAC

Key Action 5 - On-street (residential) Parking Permit Process

Recommendation

It is recommended that Council commence work towards a formal On-street Parking Permit Process similar to that used by Yarra and Port Phillip Council. It will provide a guideline to the community on when it is appropriate to consider the introduction of on-street parking restrictions for residents or businesses in activity centres and residential streets. This policy should clearly state that new dwellings arising from intensification are not eligible for on-street parking permits to ensure developments provide appropriate on-site parking.

The key issues to ensure a best practice policy is to be transparent and consistent, ensure demand is not relocated to inappropriate areas, changes are supported by survey data and community consultation is undertaken.

Supporting Document	Cost	Priority	Benefits	Area
Yarra and Port Phillip Council policies	Low (0-\$5,000)	High 1-2 years	<ul style="list-style-type: none"> Ensure developments plan for and provide the appropriate rate of car parking at the outset Reduce residential parking conflicts with business/commuter parking Ensure residential parking permits are for residents Be transparent Direct commuters to appropriate parking areas Provide parking revenue by directing users to paid parking areas to support commercial parking provision 	Residential areas where demand is affecting residential supply.

Key Action 6 - Paid On-Street Parking

Recommendation

A key principle for managing parking is that all users should contribute to the cost of maintaining and providing the parking infrastructure they use.

While paid parking already applies in off street car parks streets there is currently no paid on-street car parking areas. This is a lack of consistency in the application of the user pays principle. Drivers can park free of charge in many of the streets in the FMAC as do local employees and commuters who can park all day in local streets.

With on-street parking occupancy approaching 95% (in excess of Councils benchmark 85%) it is recommended Council investigate the provision of paid on-street parking in the CBD area to ensure users meet costs and direct longer term car park users to underutilised off-street areas.

It is recommended that paid parking be reviewed biennially in conjunction with on-street parking surveys to identify areas and evaluate impacts. It should only be implemented if revenue exceeds costs.

Supporting Documents	Benefits	Area
<p>December 2013 TraffixGroup 'feasibility report into the Introduction of Paid Parking for High Street and Williams Street'.</p> <p>Council has investigated the provision of paid on street parking in association with this report. This identified that in peripheral locations to the CBD that paid parking is unlikely to be suitable without the introduction of additional restrictions in the residential areas. It also discusses that that revenue under the current cost structure would be a net loss situation.</p>	<ul style="list-style-type: none"> Revenue contribution to off-street parking provision. This might enable marginal developments to become viable. The price mechanism and time restrictions support each other creating turnover critical for the success of business. Medium stay parking is extremely difficult to enforce with restrictions alone due to the shunting behaviour of motorists seeking longer term parking – (shunting means drivers who move their vehicles so that they can remain within the restrictions displayed). It allows for a consistent "grace period" which is set by Council. Clearly flags when a time limit has expired which encourages motorists to return to their vehicle prior to the time of expiry Provides a certainty of detection which may act as a deterrent to non-compliance 	<p>CAA area</p> <p>Cost</p> <p>High (\$50,000+)</p> <p>Priority</p> <p>Medium 3-5 years</p>

Key Action 7 - Parking Supply Opportunities: Additional public car parking on key Council owned sites and further 'on-street' car parking improvements

Recommendation

That Council's key landholdings within the FMAC be progressively investigated for achievement of additional public car parking supply. This could be through stand-alone public car park facilities as well as mixed use developments where Council seeks to retain a component of public car parking on the site

The supply of on-street parking has been maximized however Council will continue to review on-street car parking configurations with a view to achieving incremental increases to on-street parking supply.

Supporting Document	Cost	Benefits	Priority	Area
Hayball (2012) Strategic Sites Investigation.	High (\$50,000+)	The key sites owned by Council within the FMAC are well located and potentially attractive for mixed use development. Council can control the release and development of these sites over time to ensure that multiple benefits can occur to the FMAC area overall. Council's program can be stages to respond to emerging needs while maximizing the use of these landholdings.	High 1-2 years	See below
Hayball (2014) Sherlock and Hay Site Investigation.	note some car park modifications may be as little as \$7,000/space.			
The Peninsular Aquatic Recreation Centre – Car Parking Study (O'Brien Traffic) July 2015	Low – (0-\$5,000) for altering parking restrictions			
Frankston City Car Parking Study Part A – Frankston Metropolitan Activity Centre and Surrounds-SALT – May 2015				

Additional Off-Street Public Car Park Opportunities

A. Young St East car park: (former Sherlock and Hay)

Existing 170 car spaces to be augmented in a mixed use multi-storey development of the site

B. Playne St car park: (former Law Courts)

Existing 67 car spaces to be augmented in a mixed use multi-storey development of the site.

C. Fletcher Road car park: (Sherlock and Hay)

Existing 149 car spaces to be augmented in a mixed use multi-storey development of the site

D. Quality St Road Reserve area

61 new car spaces could be constructed at grade on Quality Street subject to the reconfiguration of the existing clinic building and vacant land into a combined development site.

E. PARC complex (north side)

Some 67 new car spaces could be constructed north of the PARC complex subject to further site level investigation. This layout incorporates landscaping and footpath opportunities. Alternatively, part of the existing PARC car park area could be decked to provide additional car spaces.

F. Ebdale Reserve

A decked car park could be constructed on part of the Ebdale drainage reserve complex subject to further site level investigation. This could be part of an integrated landscaping, drainage, recreation and parking reconfiguration of the existing reserve area to support multiple objectives for this high growth area.

Key Action 8 - Car parking supply opportunities: Non-Council land

Recommendations

Opportunity 1 Decking part of existing Frankston Station rail car park

Part of the PTV open lot car park to the east of the Frankston Rail Station could be decked to provide additional commuter car parking at this location.

Opportunity 2 Power Centre Shuttle service

Utilising remote parking that may not be heavily used Monday to Friday, such as the Power Centre on the CAA periphery can provide a reserve of long term parking which can help to relieve pressure.

However, this is an opportunity that would only prove effective once existing CAA car parking is operating at maximum efficiency with demand still not being met.

Opportunity 3 Langwarrin Park and Ride facility

Provision of long term (all day commuter) parking on land adjacent to the rail line at McClelland Drive, Langwarrin (former Telstra site). This site would attract commuters from the Langwarrin area through to the Southern Peninsula corridor. It is regarded that park and ride would alleviate parking demand not only for commuters, but also for students, CAA workers and hospital staff. It is requested that funding be provided to investigate a park and ride option from the Telstra Site as noted above.

This would be aligned to the future electrification of the rail line to Baxter. In the medium term a park and ride shuttle would operate. In the long term a new Langwarrin Rail Station adjacent to the long term car park could service commuters with destination in the Melbourne CBD as well as the FMAC.

This has the advantage of free up more valuable land in the FMAC for more cost beneficial uses

Supporting Document	Cost	Priority	Benefits	Area
Frankston Station Precinct – Frankston Station Precinct Car Parking Review – Department of Economic Development, Transport and Jobs – July 2015 Aurecon (2016)	High (\$1 million plus)	Medium 3-5 years	This will: <ul style="list-style-type: none"> Increased supply Staged development and delivery Improvements in accessibility 	Whole of FMAC

Key Action 9 - Car Parking Information Strategy

Recommendation

It is recommended that new information be professionally prepared showing existing car parking and costs and that dissemination method and locations be reviewed and undertaken.

Promotion and education can take many forms, primary mechanisms considered suitable to change parking patterns would include:

- Poster campaigns – posters at the station and Council car parks informing travellers of different long term parking options or alternatives.
- Develop a Frankston CBD parking web site (should ITS be progressed this could be linked to the web site).
- Parking providers such as PTV to include more information on car parking availability for commuters on their website.
- Dissemination of information to major employers.
- Employers to encourage car share and car pooling.

Supporting Document	Cost	Priority	Benefits	Area
Frankston Station Precinct – Frankston Station Precinct Car Parking Review – Department of Economic Development, Transport and Jobs – July 2015 Aurecon (2016)	Medium (\$5,000-\$50,000)	High 1-2 years	<ul style="list-style-type: none"> ▪ Improved legibility of information ▪ Clear and consistent message ▪ Locations that meet user needs ▪ Increased utilisation of off – street parks 	Frankston wide and other organisation i.e. PTV, Bayside Shopping Centre, Monash, Frankston Hospital buildings and websites.

Key Action 10 - Wayfinding and Dynamic Electronic Signage

Recommendation

It is recommended that a Wayfinding signage be reviewed and a Dynamic Signage System be introduced to make the most efficient use of existing facilities.

The wayfinding audit will review siting, appearance and information content of wayfinding signage and identify opportunities for a coherent format and improved directional signals. A consistent format enhances the recognition and legibility of the signs and consequentially the effectiveness of these.

One of the major reasons city car parking can be inefficient is due to lack of information available to potential parkers about the different options that are available to cater for their parking needs.

Signage can be provided that monitors the available parking within individual locations allow visitors to be able to make decisions on appropriate parking locations based on both destinations and capacity on entering the CBD area. This can help to reduce vehicle kilometres to the most appropriate car parking

An investigation will then be undertaken into the location, form and costs associated with appropriate Dynamic Electronic Signage for Frankston.

Dynamic Parking Guidance Systems have become more popular as a means of ensuring both that car parks are used more efficiently and accessed efficiently.

ITS based PGS are linked to car parks in order to provide up to date information on parking availability as well as car park locations.

Key to this is understanding key routes to individual car parks and where signage should be located

Supporting Document	Cost	Priority	Benefits	Area
Frankston Station Precinct – Frankston Station Precinct Car Parking Review – Department of Economic Development, Transport and Jobs – July 2015 Aurecon (2016)	Medium (\$5,000-\$50,000)	High 1-2 years	<ul style="list-style-type: none"> ▪ Real time update on location and numbers of available car parks ▪ Improved legibility of signage ▪ Clear and consistent message ▪ Locations that meet user needs ▪ Increased utilisation of off – street parks 	Within Area C

Key Action 11 - Pedestrian and Cycling Improvements

Recommendation

It is recommended that streetscapes and road crossings be improved to remove barriers to use and increase utilisation of walking and cycling as forms of transport.

Supporting Document	Cost	Priority	Benefits	Area
Frankston Metropolitan Activity Centre Structure Plan (FMAC) MPA – adopted May 2015	High (\$50,000+)	Medium 3- 5 years	Reduced car usage Increased pedestrian and cycle usage Increased street activation	Within FMAC area as shown on Figure 5. See below

Nepean Highway Boulevard

Reduction of the 6 lane portion of Nepean Highway in the FMAC area down to 4, with cycle lanes and increased pedestrian area. Improved landscaping to create pedestrian/cycling amenity clearly delineate priority of these users. Should also assist with directing cars outside CBD area (\$4-6m).

Nepean Highway pedestrian crossings

Provide a minimum of one additional crossing near Mereweather Street. Improve existing crossings. Work involves raising road pavements and service relocations (\$200,000/crossing).

Fletcher Road pedestrian crossings (near Law Court roundabouts)

Provide either signalised or zebra crossings to identify pedestrian priority. Signalised crossing \$200,000 or zebra \$50,000.

Baxter Shared Path improvements

Investigations by council staff have resulted in the removal of a crossing directly adjacent to the Cranbourne Road trail end due to sight distance/safety concerns. Instead there is a recommendation to improve the Fletcher/Cranbourne Road signalling to prioritise pedestrian/cyclists (\$50,000).

Shared path on east side of Playne Street to Fletcher Road

Widen footpath on east side of Playne Street to Fletcher Road to a shared path with service relocations (\$100,000)

Shared path on east side of Playne Street to Davey Street

Widen footpath on east side of Playne Street to Davey Street to a shared path with service location and street lighting improvements (\$300,000).

Safety improvements on Baxter Trail

Improve Baxter shared path trail with lighting, surfacing and safety improvements from Playne Street to Moorooduc Highway (\$200,000).

Signalized intersection at Hastings Road/Clarendon Street

Install signalised traffic/pedestrian intersection and left/right turn lanes at Hastings Road/Clarendon Street to provide a direct north-south connection (\$1.5m)

Signalized intersection at Hastings Road/Yuille Road

Install signalised traffic/pedestrian intersection and left/right turn lanes at Hastings Road/Yuille Road to provide safe access for vehicles and a safe pedestrian crossing. Should be done when hospital undertakes upgrades at tennis court site (\$1m).

Shared Path on south side of Hastings Road from Baxter Road to Moorooduc Highway

Widen footpath on Hastings Road south to a shared path extending from Baxter Road to Moorooduc Highway (\$375,000).

Key Action 12 - Staged Implementation

Recommendation

It is recommended the implementation of this Car Parking Plan be phased, with a rolling ten year implementation plan to be reviewed by Council on a biennial basis

Immediate:

These are proposed to be undertaken in the first two years of implementation.

Medium Term:

These are proposed to be undertaken between years 3 and years 7

Long term:

(In response to development and associated demand)

This re listed for implementation from years 7 to 10

Benefits

- Progressive implementation of recommended improvements to parking supply, management of vehicle access and circulation together with enhancement of the quality of the pedestrian environment, with supporting improvements to active transport facilities and services
- Improved safety, legibility and amenity to all users of the FMAC
- Clear and consistent communication of progress with implementation of the FMAC Car parking Precinct Plan

Area

Within Area A, with key actions targeted to Areas B and C

Part D – References

Strategies

Aecom (April 2013) **Frankston Integrated Transport Plan** – Frankston City Council

Charter Keck Cramer – (December 2011) **Frankston Activities Area Structure Plan – Market Feasibility Study** – Frankston City Council

Cardno (February 2016) **Essendon Junction Activity Centre Car Parking Plan**, City of Moonee Valley.

Department of Economic Development, Transport and Jobs – (July 2015) **Frankston Station Precinct Car Parking Review** – Department of Economic Development, Transport and Jobs – Melbourne

Frankston City Council – (2011) **Cycling in the Frankston CAD Background Report and Action Plan** – Frankston City Council¹

Frankston City Council and Metropolitan Planning Authority (May 2015) **Frankston Metropolitan Activity Centre Structure Plan (FMAC)** FCC and MPA

Frankston City Council (2015) **Frankston Paths Development Plan**, FCC.

SGS Economics and Planning – (July 2008) **Building the Environment for Business Prosperity**, SGS Melbourne

Victoria– Department of Transport- (2010) **Pedestrian Access Strategy, A strategy to increase walking for transport in Melbourne**. DoT, Melbourne

Best Practice

Phillip Boyle and Associates – (January 2016) **The Impact of Car Share Services in Australia** –

Hale Consulting – (March 2015) **Frankston Station – an independent appraisal of opportunities and transport scope** – Frankston City Council

Traffic and Parking Studies

Cardno – (November 2013) **Frankston Yacht Club application Traffic and Transport Assessment** Frankston City Council

Cardno (2013) **Frankston CAD Parking opportunities study** Frankston City Council.

Hayball (2012) **Frankston Strategic sites development** – Frankston City Council

Cardno (2010) **Frankston CAD car parking study** Frankston City Council.

Department of Economic Development, Transport and Jobs – (August 2015) **Frankston Station Precinct Redevelopment Master Plan (DEDJTR)**

Engeny Water Management (June 2016) **Investigation into the viability of building car parking over retarding basins. Ebdale Street and Peninsula Aquatic Recreation Centre (PARC)**, Frankston City Council

Hayball – (December 2014) **Feasibility Study 79R-83R Young Street Frankston Strategic Sites Development** – Frankston City Council

O'Brien Traffic (July 2015) **Peninsular Aquatic Recreation Centre – Car Parking Study** Frankston City Council

Ratio (May 2014) **Draft Parking Overlay Report** Frankston City Council

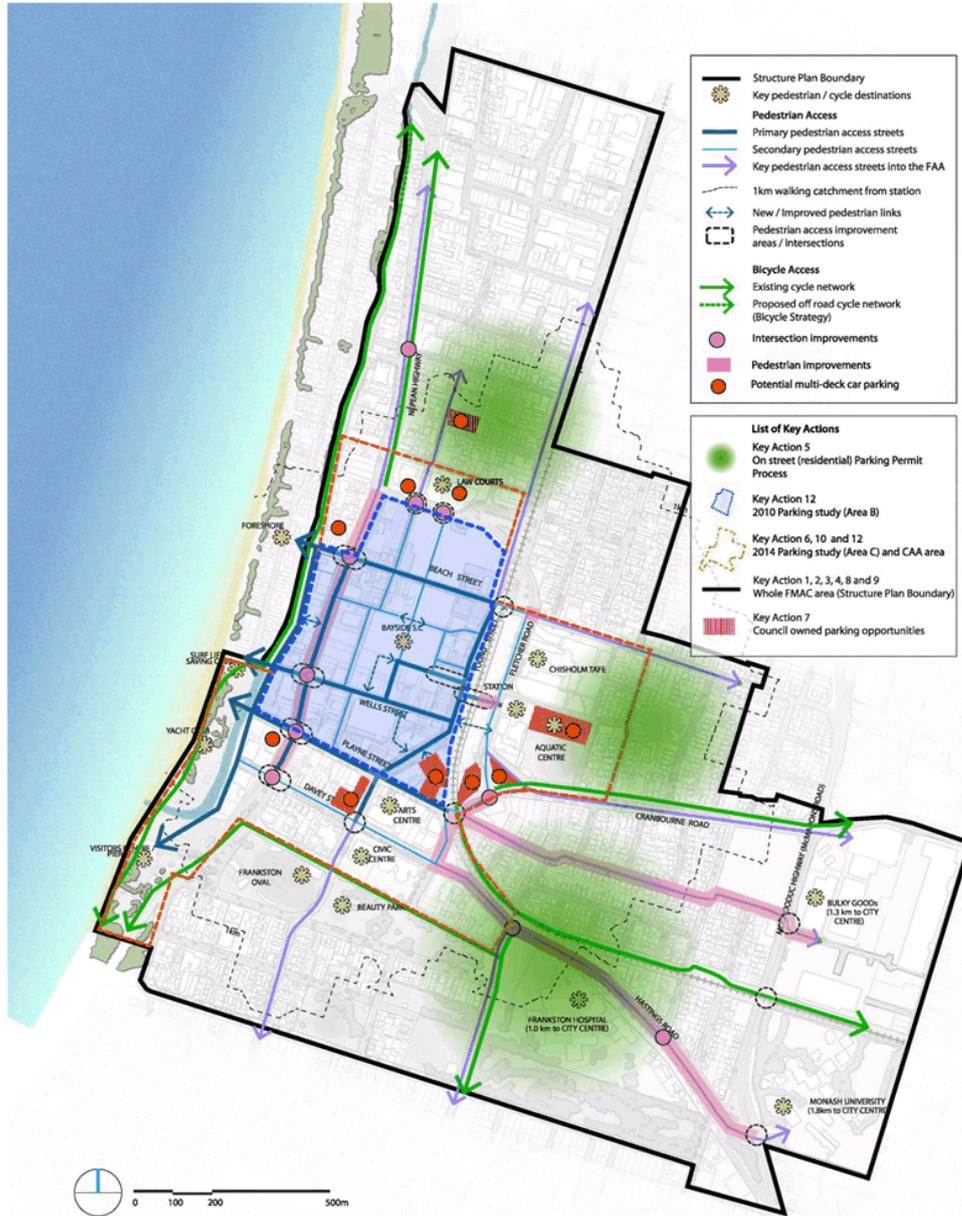
SALT – (May 2015) **Frankston City Car Parking Study Part A** – Frankston City Council-

TraffixGroup (December 2013) **High Street and Williams Street, Frankston – Feasibility Study for the Introduction of Paid Parking** Frankston City Council

Part E – Frankston Car Parking Precinct Action Plan

Phase/Year	Project/Action
Stage 1	
Year 1	<i>Key Action 1</i> Parking Coordination Committee <i>Key Action 2</i> Open Source Data Service <i>Key Action 7</i> Parking Supply opportunities (adopt program) <i>Key Action 9</i> Car Parking Information Strategy (adopt and implement)
Year 2	<i>Key Action 3</i> Biennial Parking Review <i>Key Action 4</i> Time Restriction Review <i>Key Action 5</i> On-street (residential) Parking Permit Process <i>Key Action 10</i> Wayfinding and Dynamic Electronic signage - adopt strategy <i>Key Action 7</i> Parking Supply opportunities (commence project implementation)
Stage 2	
Year 3	<i>Key Action 6</i> Paid On-Street parking <i>Key Action 8</i> (Deliver on) Non-council land parking supply opportunities <i>Key Action 10</i> Wayfinding and Dynamic Electronic signage (commence project implementation)
Year 4	<i>Key Action 3</i> Biennial Parking Review <i>Key Action 11</i> Pedestrian and cycling improvements
Year 5	<i>Key Action 7</i> Parking Supply opportunities (deliver major new decked car park project on Council owned site)
Stage 3	
Year 6	<i>Key Action 3</i> Biennial Parking Review
Year 7	<i>Key Action 8</i> (Deliver on) Non-council land parking supply opportunities
Year 8	<i>Key Action 3</i> Biennial Parking Review
Year 9	<i>Key Action 7</i> Parking Supply opportunities (deliver next major new decked car park project on Council owned site)
Year 10	<i>Key Action 3</i> Biennial Parking Review

FMAC Parking Precinct Plan Map



--/--
Proposed C111

SCHEDULE 1 TO THE PARKING OVERLAY

Shown on the planning scheme map as **PO1**

FRANKSTON CITY CENTRE

1.0 Parking objectives to be achieved

- /--
Proposed C111
- To improve both car parking provision and to provide for an increase in car parking throughout the centre.
 - 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.

2.0 Permit requirement

--/--
Proposed C111 None Specified.

3.0 Number of car parking spaces required

--/--
Proposed C111 The required number of car parking spaces is shown in Table 1. The requirement for a use listed in the table is the product of the rate and the measure.

Table 1: Car parking spaces

Use	Rate	Measure
Food and Drink Premises	3	Car spaces to each 100 sq. m of leasable floor area
Residential Building other than residential aged care facility as listed in Table 1 of Clause 52.06	0.3	Car spaces to each bed provided on site.
Shop other than restricted retail as listed in Table 1 of Clause 52.06	3	Car spaces to each 100 sq. m of leasable floor area

If a use is not specified in Table 1, car parking spaces must be provided in accordance with Column B of Table 1 at Clause 52.06 or if not specified in this clause to the satisfaction of the responsible authority.

Motor-cycle parking rates

Development that is required to provide car parking must provide motor-cycle parking for the use of occupants and visitors, at a minimum rate of 1 motor-cycle parking space for every 100 car parking spaces required, unless the responsible authority is satisfied that a lesser number is sufficient.

4.0 Application requirements and decision guidelines for permit applications

--/--
Proposed C111 Any application to waive, vary or locate car parking offsite must be accompanied with a Car Parking Management Plan to the satisfaction of the responsible authority. This Plan must specify:

- The provision and location of car and motorbike parking.
- The proximity of the car parking to the activity and pedestrian access.
- The safety and convenience of pedestrians moving to, from and within the car parking facility, including lighting levels, surveillance systems, signage, ease of orientation and visibility.
- The availability of car parking in the locality.
- The likely contribution of public transport in mitigating car parking demands.

5.0 Financial contribution requirement

Proposed C111

Within the Frankston Metropolitan Activity Centre area defined in Figure 1: FMAC Parking Precinct Plan Map in this schedule, the responsible authority may, at its absolute discretion, 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 nearby;
- ii. The small number of car parking spaces to be provided will not achieve on-site 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.

A financial contribution is required in lieu of each car parking space that is required to be provided.

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 Council is paid the contribution the permit must contain a condition to the following effect:

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 in respect of each car parking space required under the Scheme, but which is 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) in respect of each car parking space required under the Scheme, but which is 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.

6.0 Requirement for a car parking plan

--/--
Proposed C111 None Specified.

7.0 Design standards for car parking

--/--
Proposed C111 None Specified.

8.0 Decision guidelines for car parking plans

--/--
Proposed C111 None Specified.

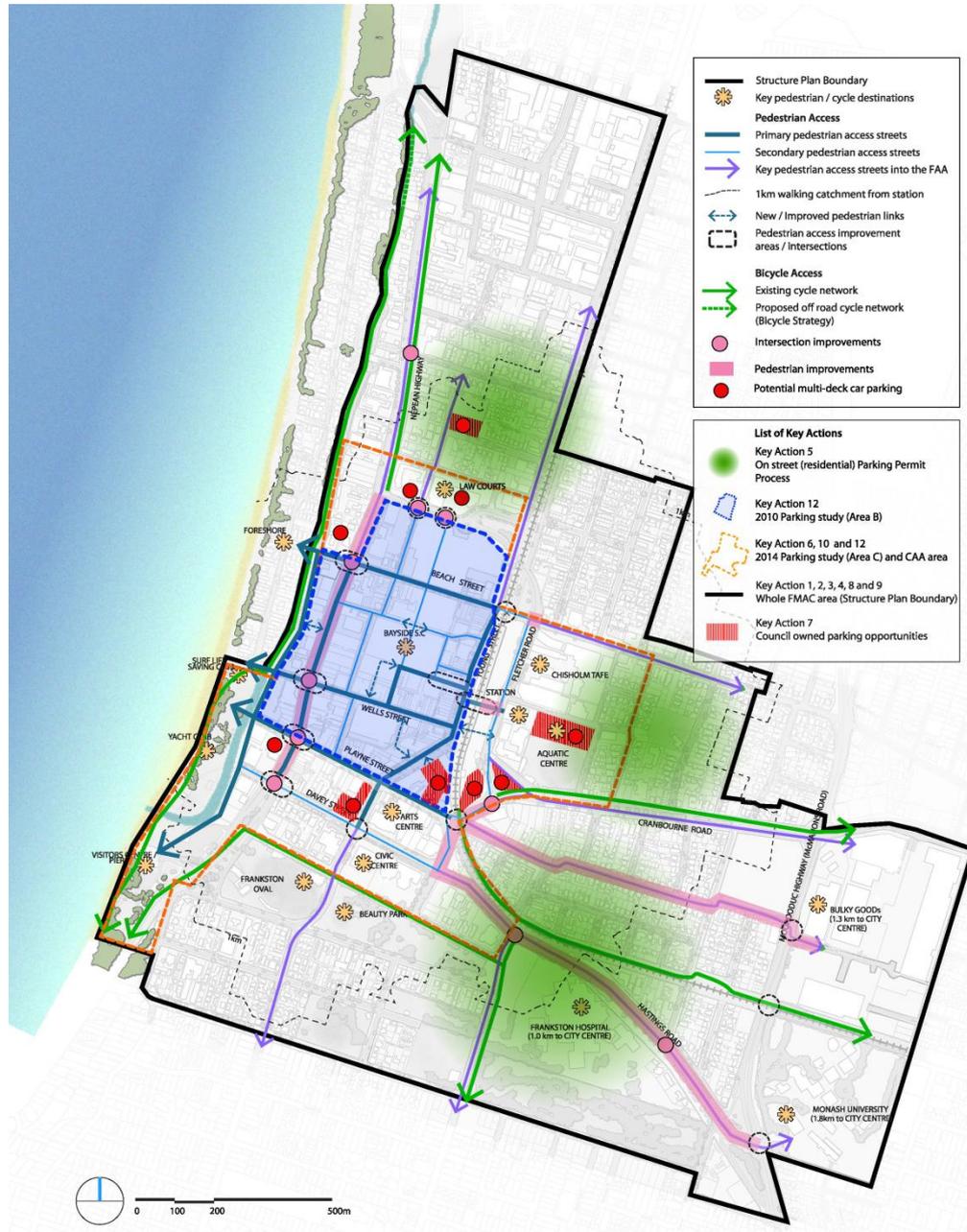
9.0 Reference document

--/--
Proposed C111 *Frankston Metropolitan Activity Centre Parking Precinct Plan 2016 (Frankston City Council) as amended from time to time.*

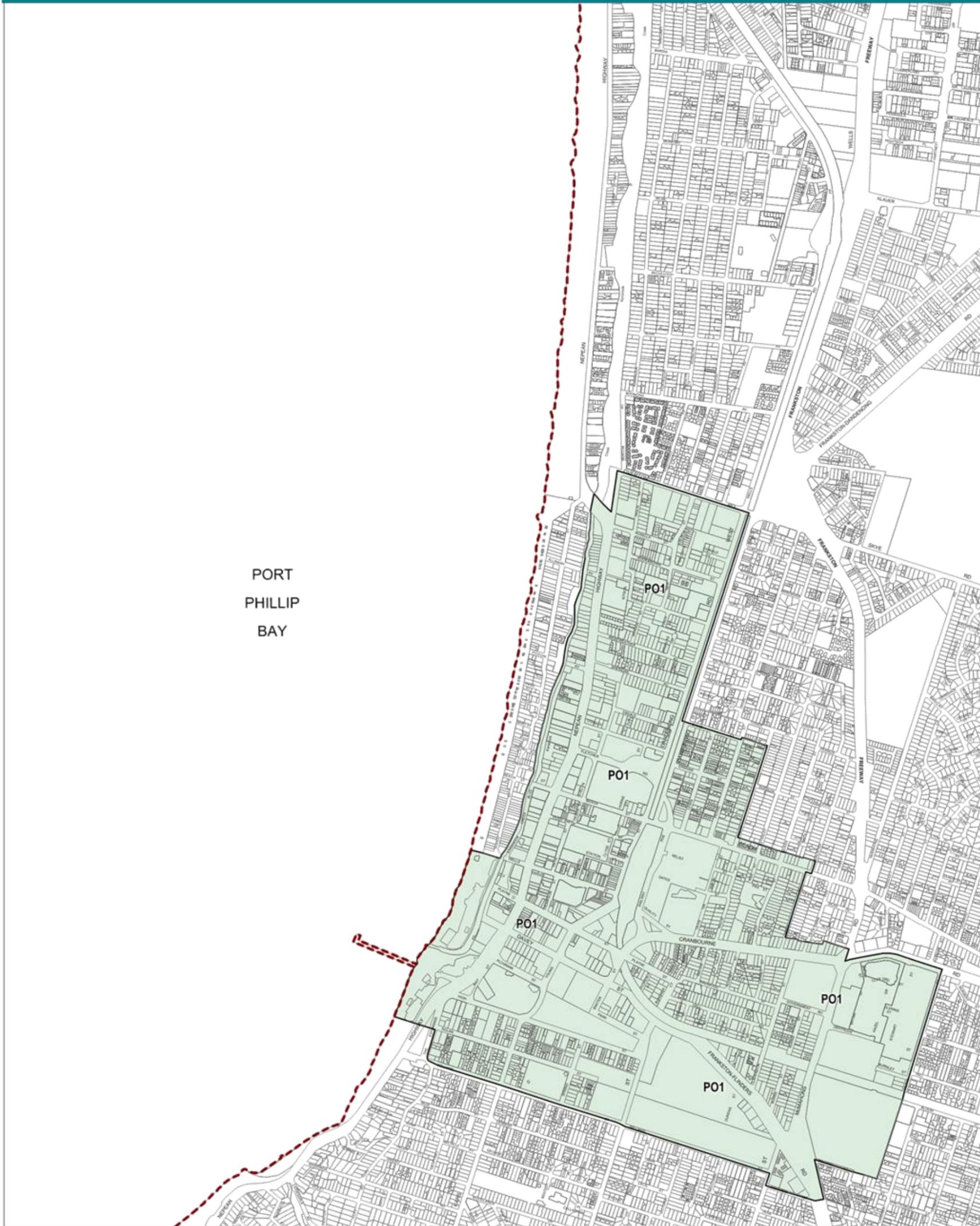
Note: Occupiers of any dwellings approved by permit subject to the provisions of this schedule may not be eligible for Resident Priority Parking Permits.

Figure 1: FMAC Parking Precinct Plan Map

--/--
Proposed C111



FRANKSTON PLANNING SCHEME - LOCAL PROVISION



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This map should be read in conjunction with additional Planning Overlay Maps (if applicable) as indicated on the INDEX TO MAPS.

Overlays
 PO1 Parking Overlay - Precinct 1



PREPARED BY: Planning Mapping Services



VICTORIA
 State Government

Environment,
 Land, Water
 and Planning

INDEX TO ADJOINING
 METRIC SERIES MAP



Printed: 11/07/2016

AMENDMENT C111

PARKING OVERLAY

MAP No 4PO

Patron: The Honourable Linda Dessau AM, Governor of Victoria



Fire Safety Referrals
Fire & Emergency Management
Email: firesafetyreferrals@cfa.vic.gov.au
Telephone: 03 9262 8578

Our Ref: 8000-59923-71832
Telephone: 09 9767 1811
Council Ref: C111

23/05/2017



FH3306



Robert Lean
Frankston City Council
POBox 490
FRANKSTON VIC 3199

Dear Robert

SUBMISSION TO PLANNING SCHEME AMENDMENT

Proposal: C111
Location: Frankston

Thank you for providing CFA notice of Planning Scheme Amendment C111 in accordance with Section 19 of the *Planning and Environment Act, 1987*.

CFA has reviewed the proposed planning scheme amendment and given the amendment does not appear to have implications relating to bushfire and/or service delivery for CFA. CFA supports the amendment in its current iteration.

If you wish to discuss this matter in more detail, please do not hesitate to contact the Manager Community Safety, Jude Kennedy on 9767 1811.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Trevor Owen'.

Trevor Owen
Assistant Chief Officer
Country Fire Authority
South East Region



31 MAY 2017

Strategic Planning Department
Att: Robert Lean
E-mail: town.planning@frankston.vic.gov.au

Dear Robert,

**Town Planning Scheme Amendment C111 - Application of the Parking Overlay over the
Frankston Metropolitan Activity Centre
Your Reference: A3356146
Our Reference: Case Number 28662636 File 17PD7605**

I refer to your letter received on 25 May 2017. South East Water as the Water Supply and Sewerage Authority has no objection to the proposed amendment C111 of the Frankston City Planning Scheme.

Please Note: As South East Water has no objection to the Scheme Amendment, we request that both your Council and Planning Panels Victoria do not provide any further correspondence to us regarding the Amendment.

If you have any enquires please contact Aydin Craigen on +61395523207.

Yours sincerely

A handwritten signature in black ink, appearing to read "D Woodward".

Darren Woodward
Team Leader Land Development



GPO Box 4509
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www.transport.vic.gov.au
DX 210074

Ref: FOL/17/35898

Robert Lean
Strategic Planner
Frankston City Council
PO Box 490
FRANKSTON VIC 3199



Dear Robert,

PROPOSAL: Frankston Planning Scheme Amendment C111 – Application of the Parking Overlay over the Frankston Metropolitan Activity Centre

Thank you for your notification dated 19 May 2017 referring Notice of Planning Scheme Amendment C111 for comment.

The proposed amendment seeks to apply a car parking overlay, Schedule 1 to Clause 45.09, to land located within the Frankston Metropolitan Activity Centre.

Schedule 1 to the Parking Overlay includes lower minimum car parking rates as well as a financial contribution scheme instead of car parking waivers for the provision of car parking at the new rates.

TFV supports the proposed amendment as it presents opportunities to strengthen pedestrian and cycling connections within the centre and encourage the use of public transport.

Should you have any queries regarding any of the matters raised in this response, please contact Rosario Pacheco on 8392 7960 or alternatively rosario.pacheco@ecodev.vic.gov.au.

Yours sincerely

Mark Burton
Manager Place Planning and Referrals

19/6/2017

Strategic Planning Department
Frankston City Council
PO box 490
Frankston 490

19th June 2017



Response by [REDACTED] to the advertising of Amendment C111

I am a resident within the FMAC and make the following comments on advertised proposed Amendment C111

1 The whole process fails to recognise the former City of Frankston's parking contribution scheme which disappeared with local government restructure in the early 90s. Many properties in the FMAC will have already made a contribution the funds of which contributed to the cost of properties bought to create the Central Park, Balmoral and North of Beach Street car parks which were subsequently sold off to the private sector for development or have been available for the exclusive use of a particular business (SEW).

All the documents supporting the amendment have ignored this historical aspect, and the cost of identifying and managing previous contributions will probably outweigh the cost of providing the parking spaces, and defending claims at VCAT etc will be just another non productive overhead cost.

2 The set amount of \$19,500 as recognised in the Plan, will nowhere near meet the cost of provision of spaces and again the general ratepayer will probably be called on to make up the shortfall in some way or another. The contribution is fixed but the timeline is not, nor does the Council have any definitive strategy to implement the amendment other than the amendment itself.

How long will it take to raise the funds to actually produce something on the ground? Let's say 200 car spaces at 50k = \$10m contributions amount to \$3.5m so who puts up the balance?? Budget says no loan borrowings.

A business plan needs to be developed to see what can or cannot be achieved within a range of financial and timescale parameters.

The Plan refers to the compounding effect of the value of the contributions made to the Council, but there is no example of the compounding effect of the escalating cost of provision of car parking. This in itself could end up working as a disincentive.

There is no Strategic Objective adopted for the general ratepayers to fund the balance of the cost of any parking facility.

3 The terms of the amendment are vague and inconsistent. There appears to be too much discretion which may or may not be consistently interpreted and applied.

There is no apparent attempt to provide parking in the industrial and residential areas which are beyond the 400m distance from public transport, yet any concessions given, including visitor and customer parking in those areas will attract the levy. I believe this will be held to be untenable at appeal given the vagueness of wording of the amendment and the lack of a definitive action plan to provide nearby parking.

This then leaves a very vague and selective situation where broken processes can emerge if Council officers under delegation grant permit waivers without a financial contribution. This would defeat the intent of the Amendment or alternatively if that is not the case the amendment and parking plan have been poorly drafted.

The Plan and Amendment are vague on the treatment of parking concessions in regard to parking requirements for commercial and industrial and low/medium density residential developments outside the 400m walking criteria, particularly when there is no apparent intent for parking to be provided in the precinct. This needs to be clarified and made crystal clear to ensure the provision of parking and the issue is not to be seen as a revenue raising attempt by council without providing a service.

4 Contributions from office developments have been excluded from Schedule 1, item 3.0 Table 1.

5 Will existing permits sought to be renewed be amended upon renewal to include the levy?

6 When will the amendment become operative? It may already be too late to collect worthwhile contributions.

7 Unfortunately the amendment has been informed by a somewhat deficient adopted Frankston Metropolitan Activity Centre Parking Precinct Plan, August 2016.

In particular, is the failure of the plan to satisfactorily integrate with transport and issues getting around Frankston, and the necessary input from Vicroads is obviously yet to come. The integration of all modes of transport and the failure to recognise the major highways passing through the FMAC means that the locations of any proposed car parking location could be jeopardised by traffic studies which show an adverse impact on through traffic flow and unnecessary additional congestion.

Clearly, the requirements of the Transport Integration Act have not been adequately responded to.

The notion that the availability of public transport justifies a concession on parking ratios needs to be strongly challenged.

This notion is seriously deficient in rationale and the transport maps in the Plan are grossly misleading. It also demonstrates an intellectually bereft view that all residents, shoppers, employees etc have the luxury of public transport within 400m at their destination or starting point, and that public transport runs at suitable times for their purposes. There is no doubt

personal transport will be part of the metropolitan transport system for a long time to come, particularly in areas well beyond central Melbourne.

The public transport map is grossly misleading as it does not identify and quantify the limited services which do not run at times when parking is needed at various times of the day, including weekends and evenings, to accommodate external visitation.

Frankston has a very good train service but the connecting bus services are based around school and commuter needs and not the needs of residents and businesses outside these ranges. These services often stop early in the evening and limited service at the weekends if at all. The Plan needs to be rewritten to take this into account and initiate alternative local transportation models

As there is a deliberative intent to reduce the car parking ratios in FMAC there needs to be a correspondingly increased deliberative effort to improve public transport in FMAC. The lead time it to activate a major parking facility needs to be complemented by the IMMEDIATE provision of significantly improved local public transport.

I would go so far as to say that a "city circle" minibus service fed by commuter shuttles could obviate the need for some of the parking in the central FMAC area.

8 There are no sites specifically zoned for parking purposes. Those suggested in the Plan and Amendment could just as easily be lost to other uses and sites more suitable for volume parking are not identified.

A "public purposes" overlay should be placed over all land between Cranbourne/Hastings Roads west of a line drawn extending Yuille Street to Olive Grove. This would then mean that sorting out the traffic tangle at Baxter Street could be addressed and more direct access to FMAC could be considered as part of the railway station site redevelopment. Mackie's land could be used as a parking station transport interchange and new platform for commuters built east of the Baxter Street Bridge. This would be entirely consistent with the Transport Integration Act.

NEXT STEPS

1 In view of the above issues, I believe the Council has no option but to abandon the Amendment C111 as it has been prepared and advertised.

2 In conjunction with Vicroads in particular, develop a Transport Integration Strategy and a "Getting Around Frankston Strategy" which separates local and through traffic and allows emergency vehicle access to all parts of FMAC

I wish to be heard by the council when it next considers Amendment C111.

[REDACTED]

[REDACTED]

[REDACTED]

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By email

[Redacted]
[Redacted]
[Redacted]
[Redacted]

15 June 2017

Frankston Strategic Planning Department
Frankston City Council
PO Box 490
30 Davey Street
Frankston VIC 3199
E. town.planning@frankston.vic.gov.au

Dear Sir/Madam

Frankston Planning Scheme Amendment C111 - Parking Overlay – Submission from Residents, Frankston

We wish to make a submission with regard to planning scheme Amendment C111 Car Parking Overlay on the following grounds:

We live [Redacted] Frankston and the map clearly shows that there are at least 5 possible potential multi-deck car parking locations, circled in red.

Already we have had to put up with a council car park reserved for PARCS swim centre staff only located at [Redacted] Cranbourne Road Frankston, which is located on the corner of Cranbourne Road and Playne St, Frankston, [Redacted]

There are many cars that park there, more than 50-60 plus and we have had to endure the repercussions that occur because of this, such as increased noise, car pollution, and rubbish that is regularly dumped in the car park which we pick up every day ourselves,. Just to keep the area clean. We have also had problems with people illegally parking in the evening, outside of the legal hours. And it has also been used for illegal activities and a meeting place for troublemakers. The proposed parking planning scheme clearly states that diagonally opposite us there is the council car park within Cranbourne and Fletcher Roads, Frankston that is situated along the railway line as shown on the map. If a potential multi deck car park is built on this site, it will create a major loss of residential amenity; it will also directly allow strangers and users of the multi deck car park to look into our house and land, causing us to suffer from a security risk from potential burglars and home invasions and those who wish to commit graffiti. They will know when we are home and not at home, when we leave and come home. They will be able to monitor our every movement, not to mention the increased noise that will arise because of the graffiti offenders that will spray the walls of the multi deck car park, Being on busy Cranbourne Road and highly visible the multi deck car park will be a tempting target to spray graffiti on all sides of the multi deck car parking making it an eyesore to residents and visitors coming in and going out of the Frankston CBD. What kind of negative image will this give to the City of Frankston for potential visitors and people wishing to move in/invest in Frankston. Also this will cause a negative impact to residents' property values as no one wants to live in an area that is riddled with graffiti as this area will be if this proposal for a multi-deck car park

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is allowed in this area. Families will not want to live in an area with their children being exposed to constant high volumes of traffic and pollution at all times of the day as this is a major safety concern for them and for us. We already have to put up with much graffiti which is sprayed by morons on and in the area who pass by Cranbourne Road, Frankston and surrounding areas.

This will be Christmas for graffiti taggers and will make our area ugly to live in. There will be much more noise from cars entering and exiting the multi deck car park, and there will also be an increase in criminal activity which will increase because criminals will now have a way to hide their activities from police. At the moment police patrols can clearly observe anyone behaving in an illegal manner as it is open. But once it is enclosed, police patrols will not be able to see any illegal activity occurring as they patrol Cranbourne and Fletcher Roads. Already we are constantly troubled by people who commit illegal activities such as drug dealing, pimping and hooning. And a multi deck car park will only cause an increase in these antisocial activities. We also note that we are constantly woken up at all hours of the night and morning by car thieves who steal cars from this car park and a multi deck car park with more cars will only increase the theft of cars and car break ins, more noise, more trouble makers, more graffiti, more loitering and drinking, etc. And for what gain? Because most people who use this area to park their car do so only to catch the train. After 6 pm, the car park is empty so what would be the profit gained to have an expensive multi storey car park built which will be mostly empty after 6.30 pm.

The other proposed multi deck car park, circled in red, is opposite the Fletcher Road Railway Car Park, also on the corner of Cranbourne and Fletcher Roads- but on the Chisholm TAFE side. The same applies here. This area is a no go zone after 6.30 pm. The Aquatic centre circled in red is a much better option as this will allow people who wish to use the Aquatic Centre and also use Frankston Railway Station to park and utilise both of these options. It provides a better Transport connection for people to park their car, use the Aquatic Centre, go to the Station, go to work or Chisholm, come back when they are finished and do the same if they wish. It would increase the patronage of the Aquatic Centre as people would find it very convenient as a one stop shop both for their work needs, station needs and recreation needs.

Regarding Both of the Above Cranbourne Rd/Fletcher Rd multi deck car parks:

Also of much importance and must not be forgotten, is that introducing multideck car parks in the locations proposed, circled in red, will most certainly increase cause a safety hazard and a delay in the CFA responding to an emergency as the Frankston CFA fire station on Cranbourne Rd/Fletcher Road intersection is directly in the junction of both Fletcher Rd/Cranbourne Road proposed multideck car parks, left and right of Fletcher Road. It also increases the potential risk factor for an accident between a CFA fire truck and oncoming traffic (due to the increased traffic volumes that these multi-storey car parks will create).

The other potential multi deck car parking area near our residential zone, is the Young St East Car Park. The Council portion which is on the Young Street side, would also be very appropriate and profitable as this is very close to the Railway Station entrance at Young Street and also the Bus Hub, and also would relieve much traffic congestion which causes a bottleneck at Wells Street. It will encourage people to use the Young Street entrance of the car park and avoid driving through Frankston cbd and causing the new Young Street station open area to be built without the burden of cars streaming through and causing pollution.

Another potential multi-deck car parking location, circled in red, which is bound by Davey Street, Young Street and Playne Street in our opinion is the best location for a multi deck car park. This has the added benefit of supplying much needed car parking for those who use the Entertainment

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Precinct of Davey St/Nepean Highway Junction. We have observed currently there is a very high demand to park, which outstrips supply. And this is even at night. It would also be of much assistance to workers who work at South East Water to be able to park as currently there are many problems due to the fact they take up a lot of car spaces in the Bayside Shopping Centre Car park. Also traffic flow would be much easier for drivers due to the fact it is bound by three streets. There are no residential problems due to the fact there is only one multi storey apartment development which is already 3-4 storeys high and they have their own parking as organised with Frankston Council.

Also this site is perfect for people visiting the football stadium in Carr Street as it is only a short walk to the football ground and to the Railway Station. As well as an ideal site for Frankston City Christmas and New Year celebrations. Also another excellent one is the potential multi deck car park near the Coast off Playne Street and Nepean Highway. South East Water staff and visitors would find this very convenient as well as people who wish to visit restaurants, nightclubs at the Junction of Nepean Highway and Davey Street.

We submit our objection and our suggestions to you and we suggest that you please keep in mind that we are surrounded by car parks and I ask you to consider Would you like to live in an area surrounded by multistorey car parks as well? How would you feel – we are sure you wouldn't like it yourself. Everyone whom we have spoken to about it have said to us that it would be horrible to live surrounded by concrete and car parks. It would be a major loss of our residential amenity and also increase the risk of pollution from cars and risk to personal safety due to increased criminal activity that we will certainly suffer. We will not be taking this matter lightly and if the council chooses to go ahead with introducing multideck car parking near our home, we will challenge it most ardently with all the resources available to us both through all possible channels. Enough is enough. We have endured a lot and we are not going to take any more. It's time Frankston Council and planning listen to the people who pay their wages – the ratepayers not property developers and business people who don't even live in the area nor do they pay Frankston Council rates. I'm sure that they would not tolerate multideck car parks in their backyard, so why should we have to put up with it. It's not fair, it's not right and it's not healthy.

Yours sincerely

[Redacted signature]



PO Box 837, Mt Eliza, 3930
Mobile: 0403 244 771
Email: ginevra@c4gf.com.au

19th June 2017

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

Sent via email: town.planning@frankston.vic.gov.au

Submission to Frankston Planning Scheme Amendment C111

Dear Department of Environment, Land, Water and Planning,

Please accept this submission to Amendment C111 on behalf of the **Committee for Greater Frankston** (C4GF) whose membership (*list included*) is composed of local businesses, landholders and community leaders. Many operating within the Frankston Central Activity Area (CAA).

Our committee recognises the vital role a vibrant and active city centre has in supporting the regions' underlying prosperity and as such three of our four advocacy themes concentrate on this precinct:

- **Fast transportation linking into productive Jobs markets**
- **Obtain State significant excellence in recognised fields of health and education**
- **Improve image and increase private development appetite in the Central Activity Area.**

Start from a Common Fact Base

Carparking has been Frankston's proverbial 'elephant in the room' for at least the last 25 years. Entrenched polarisation of views has ensured nothing changed: leaving the City of Frankston poorer for it. So, prior to assessing the **appropriateness of C111**, the C4GF would like to articulate the **evidence upon which our response is founded**.

Who uses Frankston's Carparking

Not all people requiring carparking in Frankston have the same user experience. For instance, the general public cannot use disabled carparks and rightly so. However, such restrictions have a significant impact on individual user's parking experiences and thus perception of our city.

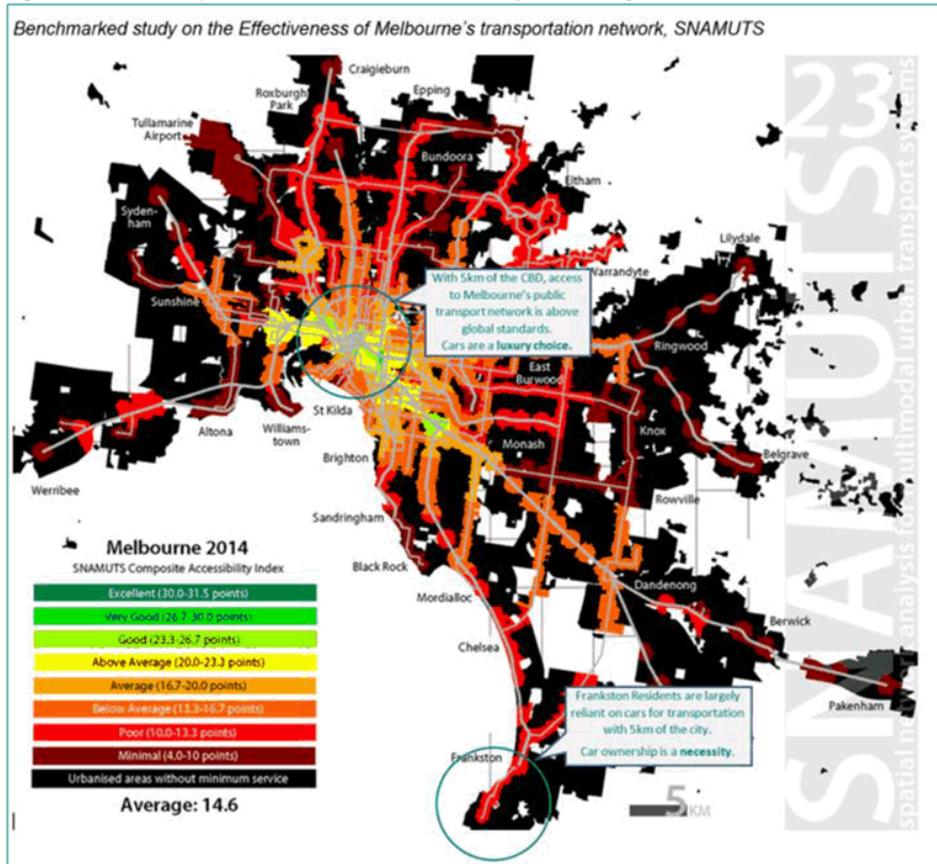
Our analysis primarily views carparking through the eyes of three **typical Central Activity Area (CAA) Carparking user groups**.

- **Commuter:** Arrives before 7:00am, workdays, parking for ~10hrs and commuting on Melbourne bound trains. Commuters travel from a wide catchment area including Frankston and the Mornington Peninsula.
- **Worker:** A full-time employee working within Frankston's municipal activity area who does not work for Council, SE Water, Bayside, TAFE or PARC. Generally, arrives midweek just before 9am and parks their car for ~8hrs.
- **Shopper:** Frequents the CAA during the day for ~3hrs. Shopper foot traffic underpins retail business performance.

In the future, carparking analysis may need to consider a few additional user groups, albeit not currently significant.

- If residential density increases in Frankston's CAA a fourth group of **Dwellers**: (residents who predominately use trains/walk but drive to access municipal neighbourhoods outside the CAA) should be considered, although this group currently represents less than 2% of the population. (REMPPLAN 2017)
- With planned growth of Frankston's health and education precinct **Students** at Monash University, Frankston Hospital or TAFE, may become a larger CAA carparking user group. However, this group is most likely to require improved public transport over carparking.

Figure 1: Public Transport deficiencies make Car Ownership a necessity in Frankston.



Given Frankston's current **public transport service levels**, Frankston household's perceive car ownership as a necessity not a luxury (Figure 1-SNAUMTS 2014). Even if households are in areas serviced by public transport, like **Dwellers**, much of the region's social infrastructure isn't (ie. schools, jobs, shops, friends, health services), creating a reliance on private vehicles, and thus carparking, for the 'last mile' to avoid social and/or economic isolation.

We note that specific **vested interest groups** have **preferential carparking arrangement** already in place, and these users do not experience the same carparking scenario as general user groups.

Preferential arrangements include:

- **Council workers**: dedicated unrestricted free parking at council chambers
- **South-East Water employees**: dedicated unrestricted free parking at multiple leased sites
- **PARC users**: Free/discounted parking for 3hrs whilst using the swim centre/gym
- **Bayside Tenants**: ~10% discount within Bayside centre.

Typical Mid-Week Supply Verses Demand

- **Commuter** demand for **'park & ride'** services exceeds the supply of available commuter carparks in Frankston. The station carparks operate at 90%-100% capacity (*Salt 2016*) with most mid-week parks taken by 6:30am, and this continues progressively up the line to until past Carrum.
- After 7am, any **remaining all-day carparking** is rationed by either 'city comparable pricing', making it unattractive to commuters (ie Bayside: \$11 for 5+ hours) or 'hoarding for exclusive use' by specific businesses. (*refer preferential parking arrangements*)

This acts as an **employment disincentive** within the CAA, both for individual workers and new businesses wishing to invest/establish themselves within the City.
- **Free 1-hour on-street (aka. curb side) parking is oversubscribed** (90%+ utilisation), but most highly sought after by CAA patrons (*FMACPP*). The supply of free well-located off-street parking, for public use, is further constrained by many defined user restrictions (ie disabled, taxi, mail, drop-offs, loading zones). (*Salt 2016*)
- Supply of **off-street (inc multistory & ground-level) carparking is adequate** (ticketed, 60%-80% utilisation) because this is **rationed by price**. For instance, on more than 80% of occasions, our **shopper** will pay ~\$4 and our **worker** will pay ~\$11. (*Salt 2016*)
- However, with street-fronting retail vacancy rates consistently exceeding 10% between 2010-2017 and high-traffic street **dominated by 66% inactive (offices, service providers, vacancies) shop fronts**, (*Frankston Council 2017*) it is reasonable to conclude **off-street carparking management practices** may be a significant factor influencing consumer's shopping behaviours.
 - 65% of carparks are controlled by Bayside (*Salt 2016*)
 - Off-street carpark entry and exit locations flow foot traffic into the shopping centre
 - Vicinity, the owner of Bayside shopping centre, has different pricing structures at their other shopping destinations, including nearby Mornington (3hrs free parking).
- Whilst Frankston Council holds the position that 1) carparks should be timed to encourage turn over 2) charged to incentivise other methods of accessing the city, this principle is inconsistently applied, with **preferential treatment** around **council owned assets**, in effect creating a **carparking subsidisation** for some **vested interest** groups.

Implications for the Proposed Amendment C111

C4GF is supportive in principle of the objectives of C111, whereby the planning scheme:

- Applies a **uniform carparking provision rate** irrespective of the type of use, so that a shopfront can change from retail outlet to café to office block without triggering any planning requirements.
- Requires all future business growth and residential development of Frankston's CAA to **provision for an increasing supply of carparking**.
- Accepts a **financial contribution** from developers into a **specific carparking levee**, in lieu of required carparking spaces where it is unfeasible or undesirable to include carparking in the development design. So, Council has the funds available to provide additional **well-located multiuse carparking**.
- Wherever possible, makes Frankston's carparking **available for public use** and anticipates that **all** publicly owned carpark assets be **priced consistently** for **all** user groups, so as not to economically distort behaviours.
- Encourages better **pedestrian, bike and public transport networks**. However, we believe that further restricting carparking **before** other forms of reliable transportation into the city centre are being used can only mean **shoppers** and **workers** face **higher barriers to accessing the city centre** and its services. This is **not in the public interest nor economically astute**.

However, we are questioning the evidence and analytical rigour of the following assertion in the *Frankston metropolitan activity centre parking plan (FMACPP)* which formed the basis of C111s carparking recommendations.

1. *FMACPP* speaks of the objective to encourage greater use of public transport usage across the municipality. However, no public transport strategies have been identified to close the **last mile** gap faced by the 98% of Frankston residents not living in the CAA. (REMPPLAN 2017)
Unless a funded plan is in place to extend Frankston train line/bus network across the entire municipality to a 15 minute 24/7 service standard, Frankston must include **'park and ride' in its CAA carparking strategy** as the **last mile** of every journey remains heavily reliant on private vehicle usage.
2. *FMACPP* has not provided any **forecast scenarios** of Frankston's **future demand for carparking** over the next 30 years, for either:
 - a. CAA carparking, within the City, for local shoppers and workers, or
 - b. 'Park & ride' spaces enabling, Frankston and Mornington Peninsula residents to board trains on the Frankston line.
3. *FMACPP Part B table 2* shows on average Frankston households have less cars than the Greater Melbourne average. However, it also highlights Frankston residents are more likely to have at least 1 car/ household. Suggesting **in addition to a "per bed"/"per100sqm" carparking provision rate**, Frankston will require a **minimum per household/tenant threshold**.
4. Whilst recognising the need for "well-located" consolidated carparking within the CAA the *FMACPP* has failed to articulate **where/how Council could go about building these** or achieve any additional efficiency out of Frankston's existing parking infrastructure.

Hence, the C4GF is calling into question the appropriateness of C111s recommendations.

Further Independent Carparking and Transportation Analysis is Required

As Melbourne continues to upgrade its metro rail network, extend rail lines and add new stations like Southland, long-term **demand & supply management of outer suburban carparking**, in areas where **metro transit interchanges and retail shopping precincts coexist**, will become an **increasingly common source of contention**. No municipality has nailed it yet, and as a State we lack viable precedents against which to benchmark.

Hence, prior to deliberation on C111, the C4GF asks that: **Planning Panels Victoria**, not Frankston Council given their pecuniary interest in carparking outcomes, **commission detailed research by independent economic experts** to:

1. Forecast **current and future demand**, for Frankston CAA Carparking spaces and commuter "park & ride" space across the Frankston municipality.
2. Accurately plot Frankston's Carparking **"price-demand elasticity curves"** taking into consideration:
 - o the impact that carparking prices have on growth and development in Frankston
 - o the effect pricing has on different users groups' (including those defined above) ability to live, work and prosper in the CAA and across the Frankston municipality.
 - o The prevailing price of parking in neighbouring shopping precincts like Mornington and Karingal
3. Assess the appropriateness of C111's recommendation to **lower minimum carparking provision rates** (0.3 per bed and 3 per 100sqm mixed use space) given the region's deficiencies in frequent reliable public transport.
4. Review the adequacy of C111's provision to **meet future carparking demand in each year** and/or advise on how to manage any periodic shortfalls.
5. Provide recommendations on how additional supply of CAA Carparking spaces and the Frankston train line "park & ride" facilities can be **physically accommodated**, within the municipality and/or along the Frankston train line
6. Make **unbiased recommendations** on:
 - o how to fairly and effectively ration carparking across different user groups to maximise public benefit
 - o the implication that carparking ownership/management concentration has on supply, asset usage and equitable public access.

This independent research should be **publicly available**, in its entirety, as a **State-significant Body of Knowledge**, that will inform other outer suburban municipalities in their carparking decision making practices.

We anticipate that **independent analysis** undertaken to this **level of rigour**, will surface the root cause of many of the "self-evident truths" commonly expressed by local business and community representatives, and inform appropriate best practice solutions.

Whilst noting that views are potentially conflicting, and that the **Committee for Greater Frankston does not hold an agreed position on the appropriateness of 'Free Carparking'** here are some **business and community perspectives** on:

1. Access to Frankston's carparking

"I try not to shop in Frankston because I hate having to search around for a carpark."	"Basing my business in Carrum Downs avoids Frankston's carparking headaches"	"It would take me hours to get to Frankston without a car, so I expect there should be enough carparking"
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2. Charging for Carparking

"Carparks are expensive to build and own. If you need to charge \$6/hr then user pays"	"I pay rates on the carparks I built on my land, so I want them available for my customers"	"It is laughably illogical to charge residents to access their own city- it should all be free"
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3. Price Competitiveness of Frankston's carparking

"Melbourne and Sydney aren't appropriate benchmarks for what Frankstoners will pay... carparking is free in Mornington- that is normal around here"	"My top manager turned down a significant promotion because working in Frankston means paying \$11/day for parking. She would prefer to continue at Karginal Hub"	"Eastland shopping centre at Ringwood is connected to the train station and they have made the first 3hours parking free - that seems fair"
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4. Carpark Providers' attitudes

"My staff and customers have to pay for parking but councillors get theirs free"	"Council make \$1.6m from parking fees and millions more in fines- Why would they want to change anything?"	"Parking is one of Bayside's weapons to control foot traffic"
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5. Commuter parking

"Mornington Shire treats Frankston as a carpark. More than 60% of early morning commuters don't live here"	"You can't get a park at Frankston after 6:30 so I drive up to... Kananook/ Seaford/ Carrum"	"I prefer going by train but fiddling around trying to get a park is a pain so I just drive"
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6. Free 1 hour on-street carparking

"Reintroduction of paid on-street parking will be the final nail in the coffin of Frankston's strip shopping"	"I am not renewing my lease. Picture frames are hard to carry. Women won't shop at my store unless they get a nearby carpark."	"Free 1hr on street parks are always full, but they do turnover – they're the most useful carparks"
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7. Switching from Cars to Public Transport

"Stony Point doesn't run regularly enough, but it would be really easy for me to catch. ... provided it was regular"	"I live too far away to ride a bike to the Station at 6am in the morning... besides I need my car for weekly shopping"	"If we had trams I wouldn't need a car"
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In evaluating the appropriateness of C111, we are requesting the Department of Environment, Land, Water and Planning to step back and address the future carparking needs of Frankston as a whole, rather than accepting partial solutions or popular planning trends. By comprehensively addressing Frankston's carparking challenges, we can establish a best practice model for what will become an increasingly common State Planning concern.

Kind Regards



Fred Harrison
Chair

Committee for Greater Frankston



Genevra Hosking
CEO

About the Structure of the Committee for Greater Frankston

The recently-launched **Committee for Greater Frankston** is a **visionary apolitical think-tank** that **advocates to all levels of government for a better deal for the Frankston region**. The Greater Frankston region incorporates Carrum Downs, Seaford, Langwarrin, Somerville, Mt Eliza and Frankston City Centre and encompasses three Federal seats (Isaacs & Dunkley are marginal), four State seats (two of which, Frankston and Carrum, are marginal) and two local council electorates.

Independently funded and bipartisan, the Committee brings together prominent local business and community leaders to **drive strategic change**. Our advocacy approach focuses on articulating a **well-reasoned, well-supported case for major infrastructure and policy reform**.

Focusing attention on just a **handful of major issues** at any one time, these **evidence-based strategies** aim to **deliver greater investment, more jobs, improved transport, and better health and education outcomes** for the people of this region and, in so doing, help our area — and the community it — achieve the progress that it deserves.

Meet the Membership

Executive Members

Fred Harrison — President

Fred is CEO of Frankston's longest corporate success story — Ritchies food and liquor stores. Ritchies first opened its doors on Nepean Hwy in 1870 as a general store. It is now the leading independently-owned, licenced supermarket chain in Australia, with 80 supermarket and liquor stores across the east coast of Australia notching up annual sales greater than \$1.1 billion. Starting his career with Ritchies as a school boy selling vegetables he'd grown in his back yard to the then-owner, Barry Cameron, Fred is now recognised throughout the Supermarket and Liquor Industry as one of Australia's most successful retailers. He is passionate about providing 'clear points of differences compared to the supermarket chains' — demonstrated by the large range of specialty foods and outstanding customer service featured at Ritchie's Mt Eliza and newly-opened Dromana stores. Ritchie's Community Benefit program has been a key element of the company's continued success. To date more than \$47 million has been donated back into the community.

Ginevra Hosking — CEO

Ginevra is the grand-daughter of Frankston's first mayor, Perc Hosking, who established Hoskings Jewellers in Young Street in 1945. Seventy years later Hoskings remains one of Frankston's great corporate success stories, boasting 350 employees across Australia in 30 stores, with a turn-over of \$46 million. Ginevra is part of the corporate team that manages Hoskings' Australia-wide operations. With degrees in both Science and Commerce, she has also been a senior manager and strategist in the ANZ bank in Melbourne for the last 16 years, leading significant transformation of how the ANZ manages payments and its customer communications across Australia.

Christine Richards — Vice President

Christine is a lawyer, journalist and editor. She has been a Law Reform Commissioner in both Victoria and Queensland; an award-winning radio producer and presenter; and coeditor of an international magazine. She has worked across Australia, in Asia and in England and is now a business woman based in Frankston. She was elected to Frankston City Council in November 2008, elected Mayor in November 2009, and elected to the Board of one of Victoria's peak local government organisations in February 2011. She was the Chairperson of the working group that established the Committee for Greater Frankston.

Bob Seiffert OAM — Company Secretary

An engineer by training, Bob is an expert in governance. He is currently the Independent Chairman of Beverage Williams — an engineering and surveying company with an annual turnover of over \$32 million. He is also the immediate past president of the Victorian Civil Construction Industry Alliance, a consumer representative on Victoria's Building Regulations Advisory Committee and Treasurer of Dial Before You Dig. Prior to his retirement in 2010, Bob was the CEO of the Civil Contractors Federation, the Country Fire Authority, and the Manningham, Knox and Sherbrooke Councils. For more than four decades he has also held key executive positions on numerous not-for-profit boards.

Other Board Members (in alphabetical order)

John Albiston is the Principal of Frankston High School, which has a widespread reputation across the south east of Melbourne as a high quality provider of secondary education. He has worked in the Greater Frankston region for the last 32 years as a teacher, Leading Teacher, Assistant Principal, Principal and Visiting Psychologist in a variety of Primary, Specialist and Secondary government schools. As the Principal of Frankston High School, he maintains an active role working with other Frankston and Peninsula Principals to progress regional educational outcomes.

Michael Crowder is a third generation real estate agent from the oldest real estate family in Frankston. He is an experienced fully licensed Estate Agent and Auctioneer and is a partner in Nichols Crowder Property Solutions — a business employing 60 staff to service the sale, lease and management of commercial and industrial property in the Bayside and Mornington Peninsula regions of Melbourne.

Rod Evenden is the head of the Commercial Services team with lawyers, White Cleland. With a 63-year history of legal practice in Frankston, White Cleland now has a team of over 40 staff and operates an office in Melbourne's CBD. Rod has decades of experience as a commercial lawyer and is one of the firm's partners. He has a degree in science and a masters of law, and is both an accredited business law specialist and registered Trade Marks attorney. His clients include ASX listed companies and Australian subsidiaries of international companies.

Grahame Gordon is an engineer and businessman who retired in 2010 from full time employment as an International Business CEO in the commercial refrigeration and air conditioning industries — the last six years of which were based in Europe. He is now a non-executive director role in an Australian manufacturing company and the immediate past President of the Frankston Rotary Club.

Pippa Hanson is the Managing Director of The Sports Injury Clinic — a multidisciplinary and progressive allied health business established in 2004, which now employs over 60 allied health professionals and support staff. The Clinic was the overall 'Excellence in Business' winner at the Frankston and Mornington Peninsula Excellence in Business Awards in 2011 and was category runner up in 2012. Pippa has lectured in Business Management and Human Resource Management, and has previously worked in government positions.

Kim Jackson is the Executive Manager at Village Baxter where she has worked for the last 17 years. Village Baxter provides high quality care, service and accommodation for over 1700 senior members of the Greater Frankston region living in 460 Independent living units spread over the 75 acre Frankston South property also containing two co-located 60 suite Residential Aged Care Facilities, a Seniors Day Centre and head office for an extensive Community Care program extending throughout the Mornington Peninsula. Kim has a Bachelor of Nursing degree and has also studied Law, Economics, Accounting and Politics. She recently completed two post-graduate short courses with Harvard Business School.

Phil Jones has worked in the hospitality industry for 31 years managing hotels in Melbourne, Adelaide, Hobart, Canberra, Sydney, Cairns, and the Whitsundays. For the last 15 years he and his wife Linda have owned and operated the Frankston International Motel, which currently employs 25 staff. Prior to arriving in Frankston, he was Regional General Manager of the publicly listed hotel company Touraust Corporation, where he was responsible for a personal Business Unit turnover of \$40 million.

Dr Andrew Karamesinis founded Ti-Tree Family Doctors in Mt Eliza in 1990 with his sister, Dr Marie Karamesinis, to provide quality medical care for families. He graduated in Medicine from Monash University in 1987 and has worked in variety of hospital and general practice positions before starting his Mt Eliza business. He is a graduate of the Australian Institute of Company Directors, a Non-Executive Director of the Peninsula School, and has a farm in Gippsland.

Rob Morrison is a hospitality veteran of 48 years, and has been general manager of Frankston's RSL since 2006. Under Rob's management, the Frankston RSL has become a major entertainment venue for Greater Frankston residents and a stand-out performer in the Victorian RSL. In 2015 — the same year as Frankston RSL collected its third award for RSL sub-branch of the year — Rob was inducted into the Victorian RSL Hall of Fame. He is an honorary Life Member of National RSL.

Cameron Rambert and his alternate James Bertschik are founders of the Foundry — Frankston's newly formed hub for IT entrepreneurs. Cameron is an entrepreneur and multi-disciplinary marketing strategist with over 10 years of experience in strategy and commercialisation roles at leading Melbourne-based advertising agencies and technology startups. He made the Anthill top 30under30 (recognising the top 30 Australian entrepreneurs under 30 years of age) in 2011. James is a detail-oriented technologist and software engineer who brings over 10 years of experience in software development; networking and security; business operations and events management for government agencies, NGOs and corporate enterprises.

Trudy Poole and her husband Russell owned the transport business Tiltaway for 25 years, which ran a fleet of 12 trucks that transported equipment for the construction industry throughout Victoria. They sold their business six years ago. Trudy is a foundation member of Rotary Peninsula 2.0. As a result of her deep involvement in many volunteer organisations throughout the community, she was awarded Frankston's Volunteer of the Year in 2016.

Committee for Greater Frankston Membership & Affiliates

Corporate

Aidan Graham Quarries
Michelle Graham- Managing Director
Mining

Andrew Ferris Design
Andrew Ferris- Director
Architecture & Town Planning

Australian Unity Healthcare
Chris Smith
Health Care

Berettas
Peter Berettas- Owner
Hospitality

Cameron Real Estate
Peter Blake- Director
Property & Development

CORE 24
Joe Russo- Owner
Allied Health

Desilves Healthcare
Upali DeSilva- Managing Director
Aged Care

Flinders Partners
Greg Waterland- Consultant
Accountancy

Frankston International
Phil Jones- Owner
Tourism

Frankston High School
John Albiston- Principal
Education

Frankston RSL
Rob Morrison- Managing Director
Hospitality

Hoskings Jewellers
Anthony Nash- CEO
Retail

Ido Group
Leigh Cummins- CEO
Air-conditioning & Refrigeration

The IT Foundry
Cameron Rambert- Director
IT Innovation

John Berends
John Berends- Owner
Engineering & Manufacturing

Leonie Clarke Planning
Leonie Clarke- Owner
Planning & Development

Nicholas Crowder Realty
Michael Crowder- Director
Property & Development

Opteon Group
Matthew Baxter- Consultant
Development Strategy

PARC Peninsula Leisure
Tim Gledhill- CEO
Leisure & Tourism

Ritchies IGA Independent Supermarkets
Fred Harrison- CEO
Retail

Signarama Frankston
David Extance- Managing Director
Business Services

The Sports Injury Clinic
Pippa Hanson- Managing Director
Allied Health

Ti-Tree Clinic
Andrew Karamesinis
Health

Tully Supermarkets
Frank Brancatisano- Owner
Retail

Valis PTY LTD
Christine Richards- Director
Media & Government

Village Baxter
Kim Jackson- Executive
Aged Care

White Cleland Lawyers
Rod Evenden- Partner
Corporate Law

Community Representatives

Bob Seiffert
Engineer, Corporate Governance

Grahame Gordon
Trades, Rotary Club

Max Butler
Events & PR

Trudy Poole
Transportation, Volunteer

Government & Associations

Chris Crewther MP
Federal Member for Dunkley

Frankston Business Network
Karin Hann

Mt Eliza Chamber of Commerce
Alison Doherty

Committee for Greater Dandenong
Gary Castricum

Robert Lean

From: website@frankston.vic.gov.au
Sent: Wednesday, 17 May 2017 5:38 PM
To: Mark Calleja; info; Roger Crew
Subject: Have Your Say Submitted

Have Your Say Topic Re: Planning Scheme Amendment C111

Contact Name: [REDACTED]
Contact Postal Address: [REDACTED]
Contact Daytime Telephone No: [REDACTED]
Contact Email: [REDACTED]

Your Feedback: I feel that the two potential multi level car parking stations, west of Nepean Highway and located at Beach Street and Playne Streets will be "Eye Sores" for our lovely Frankston foreshore. I request that they are relocated back from Frankston foreshore and that all efforts are continued to try and beautify our lovely foreshore and not erect any more "Eye Sores" west of Nepean Highway. Regards, [REDACTED]

SJB Planning



Attn: Strategic Planning Unit
Frankston City Council
PO Box 490
FRANKSTON VIC 3199

By email: town.planning@frankston.vic.gov.au

Date: 16 June 2014

**Re: Submission to Amendment C 111
SPG Investment landholdings**

Dear Sir / Madam

We act for SPG Investments Pty Ltd, the land owner of properties within the area generally bound by Cranbourne Road, Deane Street and the Stony Point Railway line, including the Frankston Power Centre development and which are situated within the Frankston Major Activity Centre (FMAC) boundaries as shown below.

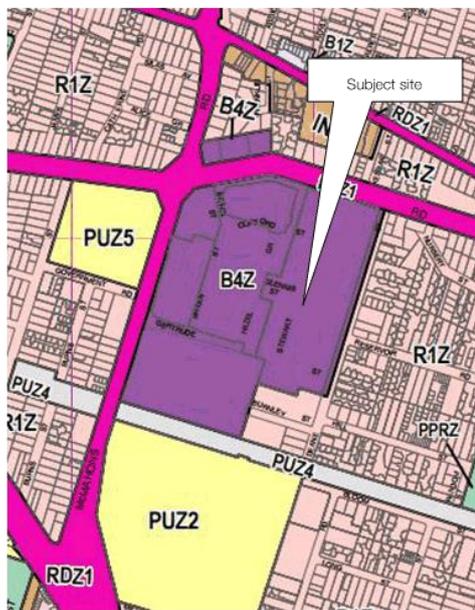


Figure 1: Subject Land location

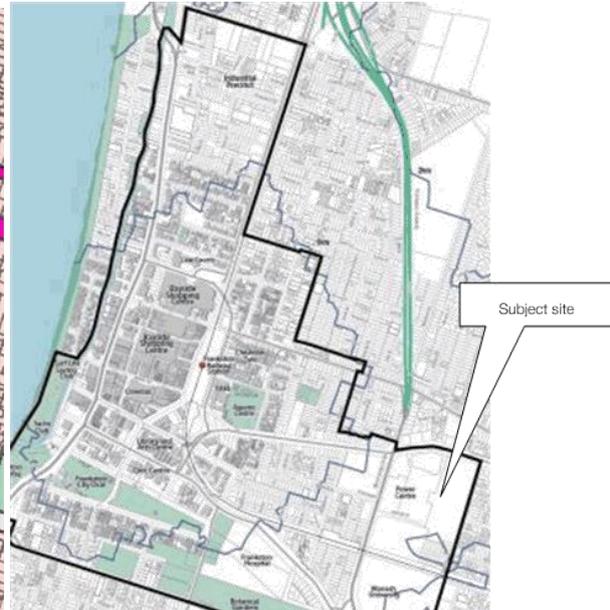


Figure 2: Extent of the FMAC

551844L002

Level 1, Building D
80 Dorcas Street
Southbank VIC 3006

info@sjbplanning.com.au
sjb.com.au

T 61 3 8648 3500
F 61 3 8648 3599

SJB Planning Pty Ltd ACN 007 427 554

Overview

Our client's properties are located at the eastern edge of the Frankston Major Activity Centre (FMAC) and are currently developed with a large format commercial retail site more commonly referred to as the Frankston Power Centre, along with residual residential land parcels.

The Frankston Power Centre is an important economic driver for the local and broader community which reflects its inclusion within the broader scope of the FMAC.

Much of the SPG land is located within the Business 4 / Commercial 2 Zone with the exception of a number of residual land parcels located to the south-east which front Burnley Street and Deane Street and currently fall under the General Residential Zone.

Submissions

From our client's review of the Amendment C 111 documentation it is understood that the amendment proposes to implement the Frankston Metropolitan Activity Centre Parking Precinct Plan via the introduction of a Schedule to the Parking Overlay in relation to the FMAC area.

The FMAC area as depicted in this document is set by the Frankston Major Activity Centre Structure Plan, which is in draft form and which is the subject of Amendments C 123 and C 124, which, when approved, will seek to (inter alia) *'translate land use and development directions of the Structure Plan into planning scheme controls'*.

In our client's view, it is premature to consider the introduction of a proposed Parking Overlay to the Scheme when the future land use and development strategies for the entire FMAC area have not been implemented by Amendments C 123 and C124. In particular, the content of Amendment C 124 is unknown and therefore its relevance to Amendment C 111 cannot be determined.

In our client's view, the consideration and imposition of a Parking Overlay control for the FMAC area should be exhibited concurrent with Amendment C 124 and should clearly reference the form of the FMAC controls as detailed in Amendments C123 and C124 and not via an isolated amendment request.

This would allow for the consideration of a broader range of issues affecting the potential future development of the FMAC area, not least being the likely car parking requirements of the centre as a whole, and of its defined sub-precincts, which accommodate different land use activities and have different capabilities of providing for private and public car parking. In this regard car parking sub-precinct areas should reflect the geographic precinct areas as detailed in the proposed schedules of the Activity Centre Zone, of which it is assumed there will be at least two schedules proposed arising from the suites of planning controls as detailed within Amendments C 123 and C 124.

Further, this approach would allow for a more in-depth analysis and assessment of likely future car parking demands and would provide for more detailed strategic justifications for why areas should be subject to the provisions as set out in the proposed Schedule 1 to the Parking Overlay.

Notwithstanding our client's concerns that the progression of Amendment C111 in the absence of known outcomes arising from Amendment C 123 & proposed Amendment C124 is premature, the following submissions are made with respect to Amendment C111:

- The ambit of discretion afforded to the Responsible Authority in its capacity to impose financial 'contributions in lieu' requirements as part of its consideration of car parking waivers associated with land use activities within the FMAC area, as detailed under Part 5 of the Schedule, is inadequately justified and could result in planning permit applicants being heavily financially penalised for intensifying the use and development of their land where a car parking reduction or

waiver is sought and a financial contribution in lieu is imposed by the Responsible Authority as a planning permit requirement.

- The lack of 'threshold tests' under Part 5 of the Overlay Schedule substantially limits the transparency of this component of the proposed control, with threshold tests potentially relating to sub-precincts in the FMAC area which could be determined by likely future car parking demands, the size of a site and its capacity to cater to expected future parking needs, the required car space numbers, site location and distance from identified car parking facility locations or other matters that may make this requirement unreasonable or unnecessary.
- Further, it is noted that achieving the reduced car parking rates as provided by the proposed schedule to the Parking Overlay or column B of Clause 52.06 does not exempt a permit applicant from a 'cash in lieu' obligation. In our client's view, this could be detrimental to the economic growth and activity within the Centre and requires further assessment, as part of a wider strategic overview of the FMAC area as outlined above and unreasonable having regard to the project type or scope.
- The lack of defined sub-precinct areas to establish where the highest likely car parking demands will be limits the opportunities to establish a justified nexus between a proposed car parking reduction and a requirement for a cash in lieu payment relative to site / parking facility locations and the expected quantum of users and beneficiaries of the new infrastructure. While the Frankston Metropolitan Activity Centre Parking Precinct Plan identifies that payments from the cash-in-lieu scheme are to be put towards the actions of the Parking Precinct Plan – namely the future development of multi-level parking facilities in and around key strategic locations, there is no physical distance limitation set to acknowledge that not all sites in the FMAC area would benefit from the provision of additional car parking facilities and should therefore sit outside of established threshold tests for the application of the financial contributions-in-lieu requirement.
- The lack of clarity around the potential future location of car parking facilities is evidenced at Part 5.0 of Schedule 1 to the Parking Overlay, which suggests that parking facilities may be built by the Council outside of the FMAC area (no indication of where), as indicated below:

*..... '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**'.*

This would imply that facilities and/or contingencies that seek to address parking shortfalls could apply to land outside of the FMAC. This is not considered to be consistent with the broader intent of the strategic review of parking and is potentially problematic in terms of zoning controls outside of the FMAC.

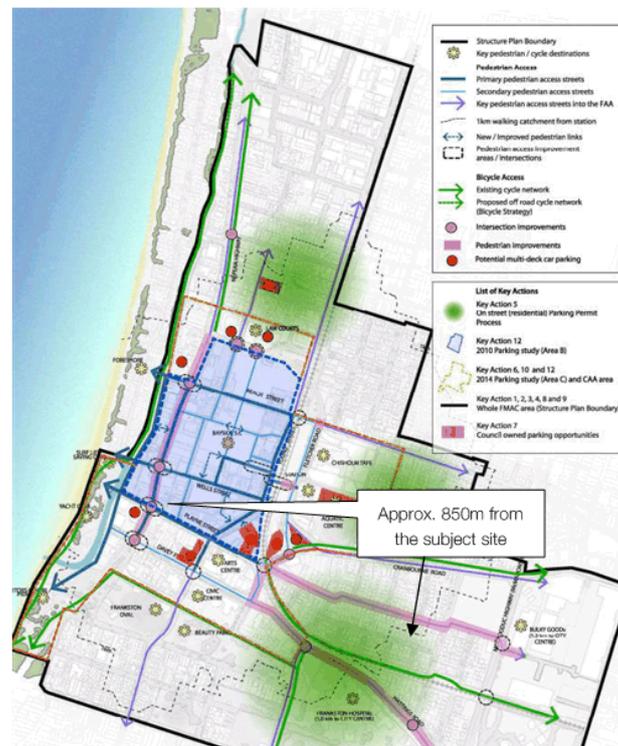


Figure 3 - The Frankston Metropolitan Activity Centre Parking Precinct Plan *Figure 5*.

- As shown above, *Parking Precinct Plan - Figure 5* identifies a number of preferred locations for new multi-deck car parking facilities that are typically located in and around the core retail centre and generally around areas which are linked to pedestrian and active transport nodes. The Frankston Power Centre is not proximate to the various strategic parking locations identified within Figure 5 of the Frankston Metropolitan Activity Centre Parking Precinct Plan. We have identified that the nearest of these identified site (Frankston Aquatic Centre) is approximately 650-850m from the bounds of the Power Centre.
- In this context, there is no clear or defined nexus between how the proposed cash-in-lieu process would apply to sites such as the Frankston Power Centre or the balance of the SPG landholdings, which lie on the periphery of the FMAC and would not benefit from proximity to the proposed future public parking facilities. This is clearly problematic where this new infrastructure is intended to be funded (at least in part) with cash-in-lieu contributions associated with reductions in parking and where there is no distinction established between sub precincts within the FMAC area which can, or can't adequately cater to expected future car parking demands.
- In the event that our client sought to redevelop its landholdings, and sought reductions to the relevant car parking requirements, the Responsible Authority would be afforded the option to impose cash-in-lieu contributions to compensate for any waivers sought, which while potentially contributing to improved parking within the broader FMAC area (within an undefined timeframe) but would be not likely be of any direct benefit to our client's land holdings or commercial operations and may impose cost-burdens to its projects to an extent that they are rendered unviable. Given the economic importance of the Power Centre to the local economy, this would

be a highly undesirable outcome and consequence of the application of the proposed Parking Overlay control if applied without careful assessment and restraint.

- While it is acknowledged that the ambit of discretion would apply in terms of the application of this requirement, our client is of the view that there needs to be a far more rigorous review of how and where the 'cash in lieu' provision should be applied and with respect to the triggering or applicable criteria to ensure that sites which would clearly benefit from the improved provision parking and/or access to alternative transport nodes are the ones that are required to contribute to the cash-in-lieu scheme.

Conclusions

In conclusion, our Client considers that the exhibition and consideration of Amendment C111 is premature in the absence of the strategic overview of the FMAC area, which is to be provided by Amendment C123 and proposed Amendment C 124. The deficiencies of the proposed Parking Overlay become clearly apparent when this is borne in mind and are exacerbated by inadequate consideration of facts and matters that are relevant to the issues of car parking supply and demand for the Frankston Major Activity Centre.

We urge Council to defer its consideration of this amendment until such time as Amendment C 123 is approved by the Minister for Planning and adopted into the Frankston Planning Scheme and following the exhibition of Amendment C124 so that issues relevant to the future strategic planning of the FMAC area can be considered by affected parties in a complete and co-ordinated manner.

Please do not hesitate to contact me on 8648 3500 should you have any queries regarding our client's submission.

Yours sincerely



Kellie Burns
Senior Associate
kburns@sjbplanning.com.au

Executive Summary**11.3 May Town Planning Progress Report**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	4. A Well Managed City
Strategy:	4.2 Systems
Priority Action	4.2.3 Facilitate informed decision making through informed reporting and data management

Purpose

To provide Council with an update on the exercise of planning delegations by Council officers for the month of May 2017.

Recommendation (Director Community Development)

That Council receives and notes the May Town Planning Progress Report

Key Points / Issues

This report provides Council with an update on the exercise of planning delegations by Council officers on the following items:

- Planning applications received;
- Planning decisions;
- Subdivision applications received;
- Subdivision decisions;
- Planning scheme amendments;
- VCAT Appeal register; and
- VCAT decisions.

In May 2017, 98 applications for permits or amendments to permits were received, and 61 applications determined. 60 of the decisions made were made under delegation, with 1 determined by Council. A total of 45% of decisions were made within 60 days.

12 decisions related to multi-dwelling applications. All of these decisions complied with Council's Multi-Dwelling Visitor Car Parking Guidelines.

Council has received 8 planning applications for development valued over \$1 million. This has generated fees to the Metropolitan Planning Levy (charged by the State Government) that total \$55,606. To end of the month, a total of \$228,016 has been paid to the State Government by applicants for planning approvals in Frankston.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian Councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

11.3 May Town Planning Progress Report**Executive Summary****Consultation**

This report provides details of all planning applications and decisions that are required to be considered in accordance with the Frankston Planning Scheme and the Planning and Environment Act (1987).

Consultation occurs with the community as part of the planning process of each application that requires public advertising. **Analysis (Environmental / Economic / Social Implications)**

This report will not result in any identified environmental, economic or social impacts.

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

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

Officer's Declaration of Interests

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

Risk Mitigation

There are no identified risks noted in relation to the preparation of this report.

Conclusion

This report provides Council with an overview of the activities and decisions made on planning applications.

ATTACHMENTS

Attachment A: Town Planning Progress Report - May 2017

Progress Report – Planning Applications Received				
For The Application Date: From 1/05/2017 To 31/05/2017				
Application No	Ward	Property Address	Application Description	Date
204/2017/P	North-East	18 Sandfield Drive, Carrum Downs 3201	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	3/05/2017
202/2017/P	North-East	17 Madisson Crescent, Carrum Downs 3201	To construct six (6) double storey dwellings and a six (6) lot subdivision	3/05/2017
208/2017/P	North-East	30 McCormicks Road, Skye 3977	To construct six (6) single storey dwellings	4/05/2017
221/2017/P	North-East	14 Hafey Way, Langwarrin 3910	To construct one (1) dwelling	8/05/2017
234/2017/P	North-East	129 Sandhurst Boulevard, Sandhurst 3977	To construct one (1) single storey dwelling	10/05/2017
225/2017/P	North-East	McClelland Link 350M Cranbourne Road, Frankston 3199	Change of use	11/05/2017
229/2017/P	North-East	43 Hall Road, Carrum Downs 3201	Sixty two (62) lot subdivision and associated works, removal of native vegetation and removal of the drainage easement	12/05/2017
229/2017/P	North-East	56 William Road, Carrum Downs 3201	Sixty two (62) lot subdivision and associated works, removal of native vegetation and removal of the drainage easement	12/05/2017
241/2017/P	North-East	11A Industry Boulevard, Carrum Downs 3201	Change of use	15/05/2017
242/2017/P	North-East	1 Maria Drive, Langwarrin 3910	To construct one (1) dwelling to the rear of the existing dwelling (two (2) dwellings)	15/05/2017
243/2017/P	North-East	23 Capital Place, Carrum Downs 3201	To construct five (5) warehouses and ancillary offices and a reduction in car parking	16/05/2017
250/2017/P	North-East	15 Hafey Way, Langwarrin 3910	To construct a single storey dwelling	17/05/2017
240/2017/P	North-East	41 Potts Road, Langwarrin 3910	To construct six (6) double storey dwellings	17/05/2017
245/2017/P	North-East	70 Valley Road, Langwarrin 3910	To construct a shed	19/05/2017
246/2017/P	North-East	31 Bellbird Court, Langwarrin 3910	To construct a shed	19/05/2017
247/2017/P	North-East	14 Sandalwood Grove, Carrum Downs 3201	Variation of restrictive covenant contained in Instrument of Transfer AB617876L dated 10 October 2002 to remove the restriction denying the building, construction, erection or retention of a dwelling house within 2 metres of the side boundary abutting a street (associated with a proposal to extend the house to the southern boundary on Lucy Place)	19/05/2017
13/2017/VS	North-East	1/3 & 2/3 Sahra Grove, Carrum Downs 3201	Building works associated with the existing warehouse	24/05/2017

Progress Report – Planning Applications Received				
For The Application Date: From 1/05/2017 To 31/05/2017				
Application No	Ward	Property Address	Application Description	Date
263/2017/P	North-East	12/10 Lakewood Boulevard, Carrum Downs	Alterations to existing warehouse	31/05/2017
264/2017/P	North-East	13 Alluvian Way, Carrum Downs 3201	To construct two (2) double storey dwellings	31/05/2017
North-East Ward Total = 19				
220/2017/P	North-West	13/16 Milne Avenue, Seaford 3198	Change of use	2/05/2017
203/2017/P	North-West	341 Frankston-Dandenong Road, Frankston North 3200	To construct three (3) double storey dwellings on one lot and alteration of access to a RDZ1	3/05/2017
209/2017/P	North-West	29 Manorwoods Drive, Frankston 3199	To construct one (1) double storey dwelling	4/05/2017
212/2017/P	North-West	34 Sheridan Avenue, Frankston 3199	Four (4) lot subdivision	5/05/2017
213/2017/P	North-West	Seaford Foreshore 10N Nepean Highway, Seaford 3198	Removal of native vegetation	8/05/2017
222/2017/P	North-West	13 Harold Street, Seaford 3198	Construction of one (1) shed at rear of property	9/05/2017
216/2017/P	North-West	49 Dandenong Road East, Frankston 3199	One (1) lot subdivision effectively consolidating two (2) titles and creating a splay corner of ROAD R-1	9/05/2017
223/2017/P	North-West	35 Nepean Highway, Seaford 3198	To construct one (1) double storey dwelling	9/05/2017
217/2017/P	North-West	36 Orwil Street, Frankston 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	9/05/2017
214/2017/P	North-West	6 East Road, Seaford 3198	To construct three (3) double storey dwellings	9/05/2017
228/2017/P	North-West	9 Parwan Court, Frankston 3199	To construct two (2) double storey dwellings	9/05/2017
215/2017/P	North-West	Broughton Reserve 6R Broughton Street, Seaford 3198	To display a double sided farmers market sign	9/05/2017
230/2017/P	North-West	42A Nepean Highway, Seaford 3198	Four (4) lot subdivision	11/05/2017
224/2017/P	North-West	113 East Road, Seaford 3198	To construct two (2) single storey dwellings to the rear of the existing dwelling (three (3) dwellings)	11/05/2017
231/2017/P	North-West	162 Frankston-Dandenong Road, Seaford 3198	To construct two (2) double storey dwellings	12/05/2017
239/2017/P	North-West	16 Lindrum Road, Frankston 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	16/05/2017
248/2017/P	North-West	1 Hannah Street, Seaford 3198	To construct two (2) double storey dwellings	18/05/2017

Progress Report – Planning Applications Received				
For The Application Date: From 1/05/2017 To 31/05/2017				
Application No	Ward	Property Address	Application Description	Date
259/2017/P	North-West	20 Raymond Road, Seaford 3198	To construct two (2) single storey dwellings	22/05/2017
12/2017/VS	North-West	72 Rosslyn Avenue, Seaford 3198	To construct a pool house	23/05/2017
251/2017/P	North-West	4-5 Railway Parade, Seaford 3198	To construct four (4) double storey dwellings and four (4) lot subdivision	25/05/2017
252/2017/P	North-West	33 Royle Street, Frankston 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	25/05/2017
254/2017/P	North-West	211-279 Skye Road, Frankston 3199	Buildings and works to extend the existing car park to the north of the Clubhouse, to construct two (2) new tennis courts, to construct one (1) new bowling green and associated vegetation removal.	29/05/2017
258/2017/P	North-West	19-21 Peninsula Boulevard, Seaford 3198	To construct a motorised roller door	30/05/2017
262/2017/P	North-West	106 Coolibar Avenue, Seaford 3198	To construct one (1) double storey dwelling	31/05/2017
North-West Ward Total = 24				
218/2017/P	South	26 Mountain Avenue, Frankston South 3199	Earth works	1/05/2017
198/2017/P	South	33 Ithaca Road, Frankston South 3199	Two (2) lot subdivision	1/05/2017
211/2017/P	South	24 Whitford Way, Frankston 3199	The use and development of the land for a childcare centre	4/05/2017
207/2017/P	South	87 Frankston-Flinders Road, Frankston 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two dwellings)	4/05/2017
210/2017/P	South	49 Bayview Road, Frankston 3199	To construct two (2) double storey dwellings	4/05/2017
219/2017/P	South	53 Cliff Road, Frankston South 3199	To construct an open alfresco area at the rear of the dwelling	9/05/2017
226/2017/P	South	45 Kenilworth Avenue, Frankston 3199	To construct four (4) double storey dwellings	9/05/2017
227/2017/P	South	12 Lloyd Street, Langwarrin 3910	To construct two (2) single storey dwellings to the rear of the existing dwelling (three dwellings)	10/05/2017
232/2017/P	South	1/5 Villiers Street, Frankston South 3199	Extension to the existing dwelling	11/05/2017
237/2017/P	South	15 Leslie Street, Frankston South 3199	Extension to an existing dwelling	15/05/2017
235/2017/P	South	372 Nepean Highway, Frankston 3199	Satisfaction Matters	15/05/2017
233/2017/P	South	3 Grand View Grove, Frankston 3199	Three (3) lot subdivision	15/05/2017

Progress Report – Planning Applications Received For The Application Date: From 1/05/2017 To 31/05/2017				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
238/2017/P	South	1 Quail Place, Langwarrin 3910	Five (5) lot subdivision with common property	16/05/2017
256/2017/P	South	7 Heatherhill Road, Frankston 3199	Change of use	17/05/2017
11/2017/VS	South	4 Woolston Drive, Frankston South 3199	To construct a carport	17/05/2017
253/2017/P	South	100 West Road, Langwarrin South 3911	To construct a pool house	18/05/2017
244/2017/P	South	2 Cassinia Place, Frankston South 3199	Satisfaction matters	19/05/2017
249/2017/P	South	24-28 Moorooduc Highway, Frankston South	Use & development of a retirement village, alter access to a road in a Road Zone category 1, removal of native vegetation, removal of a substantial tree and advertising signage	23/05/2017
260/2017/P	South	31 Beach Street, Frankston 3199	To construct a new office building	24/05/2017
14/2017/VS	South	33 Dell Road, Frankston 3199	To construct a bungalow	26/05/2017
15/2017/VS	South	6 Goldthorp Court, Frankston South 3199	To construct one (1) garage and fence	29/05/2017
257/2017/P	South	107B Kars Street, Frankston South 3199	Removal of easement	30/05/2017
255/2017/P	South	6 Wandana Court, Frankston South 3199	To construct an outbuilding over an existing swimming pool	30/05/2017
261/2017/P	South	7 Bridgewater Court, Langwarrin 3910	To construct one (1) single storey dwelling	30/05/2017
South Ward Total = 24				

Progress Report – Amendments to Planning Permits - Received				
For The Application Date: From 1/05/2017 To 31/05/2017				
Application No	Ward	Property Address	Application Description	Date
56/2017/P/B	North-East	12 Woodland Mews, Langwarrin 3910	Secondary consent - The construction of one (1) double storey dwelling	3/05/2017
631/2001/P/A	North-East	100 Aqueduct Road, Langwarrin 3910	Secondary consent - Extensions to existing Education Centre	16/05/2017
34/2016/P/B	North-East	118A Colemans Road, Carrum Downs 3201	Secondary consent - To display an illuminated business identification signage	16/05/2017
40/2017/P/B	North-East	62 Potts Road, Langwarrin 3910	Section 72 Amendment - Two (2) lot subdivision	22/05/2017
100/2015/P/A	North-East	17 Coles Parkway, Carrum Downs 3201	Extension of time - Three (3) lot subdivision	24/05/2017
101/2015/P/A	North-East	15 Bandler Drive, Carrum Downs 3201	Extension of time - Two (2) lot subdivision	24/05/2017
103/2015/P/A	North-East	1 Coles Parkway, Carrum Downs 3201	Extension of time - Two (2) lot subdivision	24/05/2017
104/2015/P/A	North-East	18 Coles Parkway, Carrum Downs 3201	Extension of time - Two (2) lot subdivision	24/05/2017
652/2014/P/B	North-East	26 Robin Drive, Carrum Downs 3201	Secondary consent - Construction of seventeen (17) dwellings and subdivision into seventeen (17) lots	24/05/2017
378/2012/P/D	North-East	11 Cedar Street, Langwarrin 3910	Extension of time - To construct one (1) double storey dwelling to the rear of the existing dwelling (Two (2) dwellings)	25/05/2017
102/2015/P/A	North-East	9 Bandler Drive, Carrum Downs 3201	Extension of time - Two (2) lot subdivision	30/05/2017
53/2014/P/B	North-East	40 Anthony Street, Langwarrin 3910	Secondary Consent - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	30/05/2017
North-East Ward Total = 12				
242/2016/P/B	North-West	32-33 Wells Road, Seaford 3198	Secondary consent - The use of land for motor vehicle sales, associated buildings and works and to display advertising signage	1/05/2017
604/2014/P/C	North-West	9 Weatherston Road, Seaford 3198	Secondary consent - To construct two (2) double storey dwellings	1/05/2017
213/2014/P/A	North-West	168 Frankston-Dandenong Road, Seaford 3198	Extension of time - To construct two (2) double storey dwellings to the rear of the existing dwelling (three (3) dwellings)	2/05/2017
517/2010/P/D	North-West	41 Norfolk Crescent, Frankston North 3200	Extension of time - The construction of a single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	5/05/2017
31/2015/VS	North-West	37 Rosslyn Avenue, Seaford 3198	Extension of time - To construct one (1) double storey dwelling	12/05/2017
413/2015/P/A	North-West	29 Manorwoods Drive, Frankston 3199	Extension of time - To remove a tree stump from the land	12/05/2017

Progress Report – Amendments to Planning Permits - Received				
For The Application Date: From 1/05/2017 To 31/05/2017				
Application No	Ward	Property Address	Application Description	Date
186/2012/P/C	North-West	2 Lorna Street, Seaford 3198	Extension of time - To construct a double storey dwelling and three (3) single storey dwellings (four (4) dwellings)	19/05/2017
707/2010/P/D	North-West	65 Armstrongs Road, Seaford 3198	Extension of time - Construct two (2) double storey dwellings	22/05/2017
142/2015/P/B	North-West	44 McAlister Street, Frankston 3199	Section 72 Amendment - Two (2) lot subdivision	22/05/2017
554/2011/P/C	North-West	4 Francis Street, Seaford 3198	Extension of time - Construction of two (2) double storey dwellings in accordance with the endorsed plans	24/05/2017
648/2012/P/C	North-West	58 Nepean Highway, Seaford 3198	Secondary Consent - Construction of eight (8) three (3) storey dwellings and alter access to a road in a Road Zone Category 1	24/05/2017
445/2015/P/B	North-West	225 Nepean Highway, Seaford 3198	Section 72 Amendment - To construct one (1) double storey dwelling and alteration of access to a Road Zone Category 1	24/05/2017
North-West Ward Total = 12				
205/2016/P/B	South	53 Nolan Street, Frankston 3199	Section 72 Amendment - To construct two (2) double storey dwellings	3/05/2017
431/2014/P/B	South	100 Foot Street, Frankston South 3199	Extension of time - To construct two (2) double storey dwellings and to remove one (1) substantial tree	10/05/2017
239/2013/P/B	South	50 Gardeners Road, Langwarrin South 3911	Section 72 Amendment - Five (5) lot subdivision in two (2) stages and native vegetation removal	15/05/2017
112/2017/P/A	South	26 Hamilton Grove, Frankston South 3199	Section 72 Amendment - Three (3) lot subdivision	22/05/2017
156/2013/P/B	South	446-450 Nepean Highway, Frankston 3199	Extension of time - To develop an eleven (11) storey office, retail and residential building, alteration of access to a road in a Road Zone Category 1, and reduction of car parking spaces and loading / unloading facilities at 446, 448, 448A and 450 Nepean Highway, Frankston	23/05/2017
384/2014/P/A	South	140 Cranbourne-Frankston Road, Langwarrin	Extension of time - Six (6) lot subdivision and removal of vegetation	25/05/2017
648/2011/P/D	South	30 Denbigh Street, Frankston 3199	Extension of time - To construct four (4) double storey dwellings	30/05/2017
South Ward Total = 7				

Progress Report – Planning Application Decisions					
For The Application Date: From 1/05/2017 To 31/05/2017					
Application	Ward	Property Address	Application Description	Status	Date
376/2016/P	North-East	6 Eucalyptus Walk, Carrum Downs 3201	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings.)	Permit Approved	10/05/2017
134/2017/P	North-East	27 Barnett Avenue, Carrum Downs	To construct one (1) double storey dwelling	Permit Approved	12/05/2017
157/2017/P	North-East	6 Collins Way, Carrum Downs 3201	To construct one (1) single storey dwelling	Condition 1 Plans approved	12/05/2017
123/2017/P	North-East	2 & 2A Athol Court, Langwarrin 3910	Two (2) lot subdivision	Permit Approved	15/05/2017
64/2017/P	North-East	20 Barnett Avenue, Carrum Downs	Four (4) Lot Subdivision	Permit Approved	16/05/2017
164/2017/P	North-East	4 Collins Way, Carrum Downs 3201	To construct one (1) single storey dwelling in the Significant Landscape Overlay Schedule 5	Permit Approved	17/05/2017
135/2017/P	North-East	18 Hafey Way, Langwarrin 3910	To construct one (1) single storey dwelling, to use the land for a dwelling, to construct an outbuilding and for works outside the building envelope	Permit Approved	22/05/2017
351/2016/P	North-East	665 Dandenong-Hastings Road, Skye	To construct buildings and works to the existing Dogs Victoria facility	Notice of Decision	24/05/2017
158/2017/P	North-East	30 Barnett Avenue, Carrum Downs	To construct one (1) double storey dwelling and to remove one (1) tree in the Significant Landscape Overlay Schedule 5	Permit Approved	24/05/2017
107/2017/P	North-East	3 Levida Drive, Carrum Downs 3201	Business identification signage	Permit Approved	25/05/2017
94/2016/P	North-East	26 Cedar Street, Langwarrin 3910	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Permit Approved	25/05/2017
155/2017/P	North-East	26 Barnett Avenue, Carrum Downs	To construct one (1) dwelling in a Significant Landscape Overlay Schedule 5	Permit Approved	26/05/2017
199/2017/P	North-East	1 Amayla Crescent, Carrum Downs	Construction of a mezzanine floor to the existing warehouse building and waiver of car parking requirement pursuant to Clause 52.06	Permit Approved	29/05/2017
169/2017/P	North-East	2 Malibu Circuit, Carrum Downs 3201	Three (3) lot subdivision	Permit Approved	29/05/2017
167/2017/P	North-East	13 Bandler Drive, Carrum Downs 3201	To construct one (1) dwelling in a Significant Landscape Overlay Schedule 5	Permit Approved	29/05/2017
North-East Ward = 15					

Progress Report – Planning Application Decisions					
For The Application Date: From 1/05/2017 To 31/05/2017					
Application	Ward	Property Address	Application Description	Status	Date
52/2016/P	North-West	10 Duncan Avenue, Seaford 3198	To construct three (3) double storey dwellings	Permit Approved	1/05/2017
461/2016/P	North-West	13 Elliott Street, Seaford 3198	To construct (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Permit Approved	3/05/2017
622/2016/P	North-West	27 Lewis Street, Frankston 3199	To construct three (3) double storey dwellings	Permit Approved	3/05/2017
69/2017/P	North-West	Shop 11/110 Ashleigh Avenue, Frankston 3199	To use the site for an Indoor Recreation Facility (Swim School)	Permit Approved	3/05/2017
10/2017/VS	North-West	27 Fortescue Avenue, Seaford 3198	Construction of an extension of an existing residential dwelling in a Special Building Overlay (SBO)	Permit Approved	4/05/2017
9/2017/VS	North-West	62 Seaford Grove, Seaford 3198	Extension to an existing dwelling in the Special Building Overlay (SBO)	Permit Approved	4/05/2017
16/2017/P	North-West	5 Attunga Crescent, Seaford 3198	To construct one (1) single storey dwelling to the rear of the existing double storey dwelling (two (2) dwellings)	Assessment (Condition 1 Plans)	4/05/2017
618/2016/P	North-West	9 Raymond Road, Seaford 3198	To construct one (1) single storey dwelling to the rear of the existing dwelling (two(2) dwellings) and a two (2) lot subdivision	Permit Approved	8/05/2017
490/2016/P	North-West	5 Nabilla Avenue, Seaford 3198	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Notice of Decision	9/05/2017
148/2017/P	North-West	290 Nepean Highway, Seaford 3198	To display advertising signage	Application Withdrawn	9/05/2017
478/2016/P	North-West	47 Hunt Drive, Seaford 3198	To construct three (3) double storey dwellings	Permit Approved	11/05/2017
584/2016/P	North-West	63 Queen Street, Frankston 3199	To construct one single storey dwelling to the rear of the existing dwelling (Two (2) dwellings)	Permit Approved	12/05/2017
398/2016/P	North-West	22 Rutherford Road, Seaford 3198	To carry out works (installing bowsers) to a service station	Application Refused	24/05/2017
556/2016/P	North-West	223 Beach Street, Frankston 3199	To increase the area that liquor is allowed to be supplied under the licence	Permit Approved	24/05/2017
626/2016/P	North-West	9 Dalpura Circuit, Frankston 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Notice of Decision	29/05/2017

Progress Report – Planning Application Decisions					
For The Application Date: From 1/05/2017 To 31/05/2017					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
61/2017/P	North-West	5 Lorraine Street, Frankston 3199	To construct three (3) double storey dwellings	Application Lapsed	29/05/2017
12/2017/VS	North-West	72 Rosslyn Avenue, Seaford 3198	To construct a pool house	Permit Approved	30/05/2017
15/2017/P	North-West	39 Dandenong Road East, Frankston 3199	To construct three (3) double story dwellings	Permit Approved	30/05/2017
213/2017/P	North-West	Seaford Foreshore, 10N Nepean Highway Seaford 3198	Removal of native vegetation	Permit Approved	31/05/2017
North-West Ward Total = 20					
447/2016/P	South	8A Chetwyn Court, Frankston South	To construct one (1) double storey dwelling and one (1) outbuilding	Permit Approved	1/05/2017
118/2016/P	South	94 Heatherhill Road, Frankston 3199	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Permit Approved	1/05/2017
68/2017/P	South	2 Orrong Avenue, Frankston 3199	Extensions to an existing dwelling in a Design and Development Overlay Schedule 6	Permit Approved	2/05/2017
42/2017/P	South	8 Eyre Court, Frankston South 3199	To construct a pergola in a Design and Development Overlay Schedule 9 (Retrospective)	Notice of Decision	3/05/2017
84/2017/P	South	89 Donald Road, Langwarrin 3910	The construction of one (1) outbuilding	Permit Approved	4/05/2017
140/2017/P	South	14 Peter Chance Crescent, Langwarrin	To construct one (1) single storey dwelling and remove vegetation (one (1) tree stump)	Permit Approved	4/05/2017
128/2017/P	South	Shop 5/144 Young Street, Frankston	To reduce the car parking requirements of Clause 52.06 for a medical centre	Permit Approved	4/05/2017
636/2016/P	South	218 Heatherhill Road, Frankston 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings) and a two (2) lot subdivision	Application Refused	8/05/2017
206/2016/P	South	4 Dingle Avenue, Frankston 3199	Construction of double storey dwellings and waiving of visitor parking	Permit Approved	9/05/2017
181/2017/P	South	123 Cranbourne Road, Frankston 3199	Extension to an existing dwelling	No Permit Required	9/05/2017
Progress Report – Planning Application Decisions					
For The Application Date: From 1/05/2017 To 31/05/2017					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>

Attachment A: Town Planning Progress Report - May 2017

8/2017/VS	South	16 Ambleside Close, Frankston South	Extension to an existing dwelling in the Design and Development Overlay Schedule 1 (DDO1)	Permit Approved	11/05/2017
542/2016/P	South	3 Palm Court, Frankston 3199	The construction of an extension to an existing dwelling within a lot less than 300m2	Permit Approved	11/05/2017
441/2016/P	South	94 Highfield Drive, Langwarrin South	Two (2) lot subdivision	Permit Approved	11/05/2017
168/2017/P	South	27 Williams Street, Frankston 3199	Three (3) lot subdivision	Permit Approved	12/05/2017
72/2017/P	South	310 Centre Road, Langwarrin 3910	Four (4) lot subdivision	Application Lapsed	24/05/2017
586/2016/P	South	23 Coogee Avenue, Frankston 3199	To modify the Restrictive Covenant contained in Instrument of Transfer 1306858 dated 3 April 1924 to delete the wording: "...and will not at any time hereafter erect or allow to be erected more than one private dwelling on either of the said lots hereby transferred, and the building line of any such dwelling to be erected shall not be less than Thirty five feet distant from the Street or Road facing which it is to be erected..." and replace with the wording : "..will not erect or allow to be erected on the said lot works of any kind whatsoever other than three private dwellings on the said lot hereby transferred and the building line of any such dwelling to be erected shall not be less than the local authority approved distance from the street or road facing which it is to be erected'	Application Refused	24/05/2017
186/2017/P	South	510 Nepean Highway, Frankston 3199	Business identification signage	Permit Approved	25/05/2017
634/2016/P	South	11 Mulgra Street, Frankston South	Extension to existing dwelling in a Design and Development Overlay (Schedule 1)	Permit Approved	29/05/2017
552/2016/P	South	15 Peter Chance Crescent, Langwarrin	To construct one (1) single storey dwelling and removal of vegetation (four trees)	Permit Approved	29/05/2017
Progress Report – Planning Application Decisions					
For The Application Date: From 1/05/2017 To 31/05/2017					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
21/2017/P	South	22 Bayview Road, Frankston 3199	Construction of Two (2) double storey dwellings	Permit Approved	30/05/2017

126/2017/P	South	88-98 Golf Links Road, Frankston South	To construct one (1) classroom in association with the existing use of the site as a primary school	Permit Approved	30/05/2017
182/2017/P	South	36 Fleetwood Crescent, Frankston South 3199	Two lot subdivision	Permit Approved	30/05/2017
522/2016/P	South	7 Kars Street and 10 High Lane, Frankston 3199	To construct one (1) double storey dwelling to the rear of the existing dwelling two (2) dwellings), subdivide the land into two (2) lots and create a carriageway easement	Permit Approved	31/05/2017
198/2017/P	South	33 Ithaca Road, Frankston South 3199	Two (2) lot subdivision	Permit Approved	31/05/2017
581/2016/P	South	16 Denbigh Street Frankston 3199	Construction of two (2) single storey dwellings	Permit Approved	31/05/2017
South Ward Total = 24					

Progress Report – Amendments to Planning Application Decisions For The Application Date: From 1/05/2017 To 31/05/2017					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
638/2012/P/B	North-East	75 McClelland Drive, Skye 3977	Extension of time - Seven (7) lot subdivision	Extension of Time Approved	2/05/2017
380/2014/P/B	North-East	167 Lyrebird Drive, Carrum Downs	Extension of time - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Extension of Time Approved	2/05/2017
464/2014/P/A	North-East	28 Quarrion Drive, Carrum Downs	Extension of time - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Extension of Time Approved	11/05/2017
320/2015/P/B	North-East	54 Access Way & 170 Colemans Road, Carrum Downs 3201	Section 72 Amendment - To construct, in stages, fifty-two (52) factories (18 factories to be used for warehouse and 34 factories to be used for industry) and a reduction in car parking requirements under Clause 52.06	Permit Approved	4/05/2017
494/2014/P/C	North-East	560 Frankston-Dandenong Road, Carrum Downs 3201	Section 72 Amendment - To use and develop the site for a Micro-brewery, sale and consumption of liquor, cafe (food and drink premises) and a variation to the carparking requirements	Permit Approved	1/05/2017
652/2014/P/B	North-East	26 Robin Drive, Carrum Downs 3201	Secondary consent - Construction of seventeen (17) dwellings and subdivision into seventeen (17) lots	Secondary Consent Approved	30/05/2017
836/2004/P/B	North-East	145 Union Road, Langwarrin 3910	Secondary consent - Thirty-four dwellings	Secondary Consent Approved	9/05/2017
659/2015/P/B	North-East	23 Brunnings Road, Carrum Downs	Secondary consent - To construct a total of eighteen (18) dwellings comprising of eight (8) double storey and ten (10) single storey dwellings	Secondary Consent Approved	26/05/2017
296/2016/P/C	North-East	520 Cranbourne-Frankston Road, Langwarrin 3910	Secondary consent - To construct an outbuilding	Secondary Consent Approved	22/05/2017
Progress Report – Amendments to Planning Application Decisions For The Application Date: From 1/05/2017 To 31/05/2017					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
296/2016/P/C	North-East	520 Cranbourne-Frankston Road, Langwarrin 3910	Secondary consent - To construct an outbuilding	Secondary Consent Approved	22/05/2017

Attachment A: Town Planning Progress Report - May 2017

440/2015/P/B	North-East	3 Levida Drive, Carrum Downs 3201	Secondary consent - To construct three (3) warehouses and a car wash	Secondary Consent Approved	30/05/2017
80/2016/P/A	North-East	388 Ballarto Road, Skye 3977	Secondary consent - Use of the land for a dwelling, to construct a single storey dwelling and create access to a Road Zone Category 1	Secondary Consent Approved	26/05/2017
North-East Ward Total = 12					
195/2013/P/D	North-West	44 McAlister Street, Frankston 3199	Section 72 Amendment - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Application Withdrawn	22/05/2017
131/2014/P/B	North-West	5 Lacenet Avenue, Frankston North	Extension of time - To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Extension of Time Approved	22/05/2017
180/2014/P/B	North-West	34 Bursaria Crescent, Frankston North 3200	Extension of time - To construct one (1) double storey dwelling to the rear of the existing dwellings (two (2) dwellings)	Extension of Time Approved	1/05/2017
532/2010/P/D	North-West	62 Skye Road, Frankston 3199	Extension of time - To construct three (3) single storey dwellings	Extension of Time Approved	2/05/2017
594/2014/P/B	North-West	2 Duncan Avenue, Seaford 3198	Extension of time - To construct two (2) double storey dwellings	Extension of Time Approved	4/05/2017
213/2014/P/A	North-West	168 Frankston-Dandenong Road, Seaford 3198	Extension of time - To construct two (2) double storey dwellings to the rear of the existing dwelling (three (3) dwellings)	Extension of Time Approved	19/05/2017
138/2016/P/A	North-West	247 Nepean Highway, Seaford 3198	Section 72 Amendment -To construct one (1) double storey dwelling	Permit Approved	1/05/2017
41/2013/P/B	North-West	9 Coonac Place, Frankston 3199	Secondary consent - The construction of one (1) double storey dwelling to the side of the existing dwelling (two (2) dwellings)	Secondary Consent Approved	12/05/2017
99/2011/P/C	North-West	295 Frankston-Dandenong Road, Frankston North 3200	Secondary consent - To construct one (1) single storey dwelling to the rear of the existing dwelling.	Secondary Consent Approved	5/05/2017
434/2012/P/C	North-West	23 Petrie Street, Frankston 3199	Secondary consent - Use and development of student accommodation comprising a double storey building containing eight (8) dwellings and an associated reduction in the car parking requirements of Clause 52.06 of the Frankston Planning Scheme in accordance with the endorsed plans	Secondary Consent Approved	12/05/2017

Progress Report – Amendments to Planning Application Decisions					
For The Application Date: From 1/05/2017 To 31/05/2017					
Application	Ward	Property Address	Application Description	Status	Date
142/205/P/B	North-West	44 McAlister Street Frankston 3199	Section 72 Amendment - Two (2) lot subdivision	Permit Approved	31/05/2017
North-West Ward = 11					
608/2010/P/I	South	41 Culcairn Drive, Frankston South	Extension of Time - The construction of seven (7) dwellings in two (2) stages	Extension of Time Approved	1/05/2017
383/2012/P/C	South	79 Cranhaven Road, Langwarrin 3910	Extension of time - To subdivide the land into forty nine (49) lots, in two stages, and removal of native vegetation	Extension of Time Approved	22/05/2017
97/2011/P/D	South	108 Kars Street, Frankston South 3199	Section 72 amendment - To construct four (4) double storey dwellings	Notice of Decision	19/05/2017
134/2015/P/A	South	2 Munica Court, Frankston 3199	Section 72 amendment - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings and a two (2) lot subdivision	Notice of Decision	30/05/2017
521/2011/P/B	South	17 Esplanade, Frankston 3199	Section 72 Amendment -Construction of one dwelling in accordance with the endorsed plans	Permit Approved	24/05/2017
755/2013/P/B	South	227 Frankston-Flinders Road, Frankston South 3199	Section 72 Amendment -Internally illuminated signage and business identification signage	Permit Approved	12/05/2017
161/2016/P/B	South	36 Heatherhill Road, Frankston 3199	Section 72 Amendment - To use the site for a Medical Centre (Dentist)	Permit Approved	5/05/2017
758/2013/P/A	South	6 Gulwa Avenue, Frankston 3199	Secondary consent - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings) and to subdivide the land into two (2) lots	Secondary Consent Approved	4/05/2017
343/2014/P/F	South	38 Playne Street, Frankston 3199	Secondary consent - To use and develop the land for a five (5) storey building comprising twenty-two (22) dwellings above a retail premises, associated reduction of car parking and waiver of loading / unloading facilities	Secondary Consent Approved	15/05/2017
South Ward Total = 9					

Progress Report – Subdivision Application Received				
For The Application Date: From 1/05/2017 To 31/05/2017				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
54/2017/S	North-East	56 William Road, Carrum Downs 3201	Sixty two (62) lot subdivision	12/05/2017
54/2017/S	North-East	43 Hall Road, Carrum Downs 3201	Sixty two (62) lot subdivision	12/05/2017
52/2017/S	North-West	34 Sheridan Avenue, Frankston 3199	Four (4) lot subdivision	5/05/2017
53/2017/S	North-West	49 Dandenong Road East, Frankston 3199	Consolidation of Lots	9/05/2017
56/2017/S	North-West	42A Nepean Highway, Seaford 3198	Four (4) lot subdivision	12/05/2017
51/2017/S	South	33 Ithaca Road, Frankston South 3199	Certification of Two Lot Subdivision	1/05/2017
55/2017/S	South	1 Bunarong Drive, Frankston 3199	Covenant variation certification	12/05/2017
57/2017/S	South	3 Grand View Grove, Frankston 3199	Three (3) lot subdivision	15/05/2017
58/2017/S	South	1 Quail Place, Langwarrin 3910	Five (5) lot subdivision with common property	16/05/2017
59/2017/S	South	177 Warrandyte Road, Langwarrin 3910	Two (2) lot subdivision	15/05/2017

Progress Report – Subdivision Decisions					
For The Application Date: From 1/05/2017 To 31/05/2017					
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
25/2016/S	North-West	18 Jasmine Court, Frankston 3199	Three (3) lot subdivision	Application Lodged	9/05/2017

Town Planning Applications – Direction To Advertise Issued For The Application Date: From 1/05/2017 To 31/05/2017				
Application No	Property Address	Ward	Application Description	Date
480/2016/P	40 Hall Road Carrum Downs	North-East	To construct eight (8) double storey dwellings, create access to and carry out works in a Road Zone, Category 1.	1 May 2017 – 15 May 2017
619/2016/P	17 Plummer Avenue Frankston	South	Building and works to an existing dwelling that increase the overall height of the dwelling to greater than 8 metres and works within 5 metres of a significant tree under the Design and Development Overlay Schedule 8	1 May 2017 – 15 May 2017
705/2014/P/A	17 Bowes Street Frankston South	South	Sect 72 Amendment - To construct one single storey dwelling, a front fence and a variation to restrictive covenant (PS632449B) by varying the cross hatched section of lot 1.	1 May 2017 – 15 May 2017
563/2016/P	147A Nepean Highway Seaford	North-West	To construct a triple storey dwelling and a double storey dwelling (two (2) dwellings) and alter access to a Road Zone, Category 1	4 May 2017 – 18 May 2017
660/2016/P	217 Austin Road Seaford	North-West	To construct four (4) double storey dwellings	4 May 2017 – 18 May 2017
612/2016/P	35 Kareela Road Frankston	North-East	To construct one (1) single storey dwelling to the rear of the existing dwelling and a two (2) lot subdivision.	8 May 2017 – 22 May 2017
653/2016/P	15 Brunning Crescent Frankston North	North-East	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	8 May 2017 – 22 May 2017
126/2017/P	88-98 Golf Links Road Frankston South	South	To construct one (1) classroom in association with the existing use of the site as a Primary School.	8 May 2017 – 22 May 2017
588/2016/P	13 Poplar Street Frankston North	North-East	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	8 May 2017 – 22 May 2017
615/2016/P	122 Fleetwood Crescent Frankston South	South	To construct two (2) double storey dwellings and associated vegetation removal	11 May 2017 – 25 May 2017
173/2017/P	Shop 3-4 Ground Floor, 27 Wells Street Frankston	South	To use the land to sell or consume liquor (cafe/restaurant liquor licence), to display business identification signage and a waiver of the car parking requirements of the Frankston Planning Scheme.	15 May 2017 – 29 May 2017
577/2016/P	12 Mereweather Avenue Frankston	North-West	To use and develop the land for two (2) triple storey buildings containing six (6) dwellings	15 May 2017 – 29 May 2017

Town Planning Applications – Direction To Advertise Issued For The Application Date: From 1/05/2017 To 31/05/2017				
<u>Application No</u>	<u>Property Address</u>	<u>Ward</u>	<u>Application Description</u>	<u>Date</u>
559/216/P	3 Wattle Tree Lane Frankston	North-East	Use and development of the land for a medical centre and business identification signage	15 May 2017 – 29 May 2017
45/2017/P	23 Bembridge Avenue Frankston	South	Additions and alterations to an existing dwelling	15 May 2017 – 29 May 2017
109/2017/P	4 Plowman Place Frankston	South	To use and construct a nine (9) storey building containing fifty six (56) dwellings and to reduce the car parking requirements of Clause 52.06 of the Frankston Planning Scheme by 5 visitor spaces	15 May 2017 – 29 May 2017
370/2014/P/A	6 Bellary Lane Langwarrin South	South	Section 72 - To construct one (1) outbuilding within the Bushfire Management Overlay and vary the Design and Development Overlay 4	18 May 2017 – 1 June 2017
582/2016/P	5 Ballochmyle Lane Langwarrin South	South	To use and construct buildings and works for a store	18 May 2017 – 1 June 2017
468/2009/P/G	842 Frankston-Dandenong Road, Carrum Downs	North-East	Section 72 - Use of the land as a Place of Assembly (Temple) and associated accommodation. Amend the use the permit allows to: Use of the land as a Place of Worship and associated accommodation.	22 May 2017 – 5 June 2017
14/2017/P	125 Union Road Langwarrin	North-East	Six (6) lot subdivision	22 May 2017 – 5 June 2017
57/2017/P	19 Riviera Street, Seaford	North-West	To construct two (2) three storey dwellings & a two lot subdivision	22 May 2017 – 5 June 2017
59/2017/P	8 Idon Avenue, Frankston South	South	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings) and a two (2) lot subdivision	25 May 2017 – 8 June 2017
315/2016/P	35 Victory Road Langwarrin	South	To construct extensions to the existing dwelling	25 May 2017 – 8 June 2017
19/2017/P	27 Blair Avenue, Frankston South	South	To remove the Covenant on Lot 34 on Plan of subdivision 040167 in Instrument of Transfer A342313 which reads " will not build, construct or erect or cause or permit to be built, constructed or erected on the lot hereby transferred any building other than one private dwelling house consisting of not less than ten building squares of one hundred square feet each (exclusive of outbuildings)"	25 May 2017 – 8 June 2017

Attachment A: Town Planning Progress Report - May 2017

Town Planning Applications – Direction To Advertise Issued				
For The Application Date: From 1/05/2017 To 31/05/2017				
<u>Application No</u>	<u>Property Address</u>	<u>Ward</u>	<u>Application Description</u>	<u>Date</u>
37/2017/P	1205 Dandenong-Hastings Road, Langwarrin	South	To construct a shed	22 May 2017 – 5 June 2017
108/2017/P	23 Barry Street Seaford	North-West	To construct three (3) double storey dwellings	28 May 2017 – 12 June 2017
29/2017/P	147 Beach Street Frankston	North-West	To construct a two (2) storey building to be used for accommodation (boarding house) and office and removal of drainage easement	28 May 2017 – 12 June 2017
44/2017/P	40 Leisureland Drive Langwarrin	South	To construct one (1) outbuilding	28 May 2017 – 12 June 2017
206/2017/P	30 Wunalla Road Seaford	North-West	To construct two (2) double storey dwellings	28 May 2017 – 12 June 2017

Progress Report – Current VCAT Appeals MAY 2017								
<u>Appeal No</u>	<u>Application Number</u>	<u>Address (Ward)</u>	<u>Proposal</u>	<u>Council Decision</u>	<u>Appeal Type</u>	<u>Date of Appeal</u>	<u>VCAT Decision</u>	<u>Date of VCAT Decision</u>
P1955/2016	701/2015/P	74-76 Hall road Carrum Downs	To construct ten (10) triple storey dwellings reduce the number of car parking spaces required and alter access to a road Zone Category 1	Refusal	Refusal to grant a permit	29-May-17		
P2203/2016	579/2015/P	13 Ebdale Street Frankston	To construct five (5) three storey dwellings	Refusal	Refusal to grant a permit	09-Jun-17		
P2180/2016	725/2015/P	7 Huon Court Frankston North	To construct two (2) double storey dwellings	Refusal	Refusal to grant a permit	17-Jun-17		
P2354/2016	254/2015/P	22-24 Sheridan Avenue Frankston	To construct twenty-three (23) dwellings in an apartment building	Refusal	Refusal to grant a permit	05-Jul-17		
P2365/2016	209/2016/P	13 George Street Frankston	To construct one (1) double storey dwelling to the rear of the existing four (4) single storey dwellings	Refusal	Refusal to grant a permit	18-May-17		
P50/2017	200/2016/P	115 & 119 Union Road Langwarrin	Five (5) lot subdivision	Approval	Appeal against conditions	06-Jul-17		
P190/2017	356/2016/P	50 Frankston-Flinders Rd Frankston	To construct five (5) double storey dwellings and reduction of carparking requirements and removal of vegetation.	Refusal	Refusal to grant a permit	07-Aug-17		
P26/2017	310/2016/P	114 Kirkwood Avenue Seaford	To subdivide the land into two (2) lots	Refusal	Refusal to grant a permit	11-Aug-17		
P2654/2016	352/2016/P	13 John Street Langwarrin	To construct two (2) double storey and one (1) single storey dwellings (three (3) dwellings)	Approval	Appeal against conditions	18-May-17		
P152/2017	701/20105/P	37 Nepean Highway Seaford	To construct one (1) three (3) storey building containing ten (10) apartments and basement carparking	Refusal	Refusal to grant a permit	11-Aug-17		

Attachment A: Town Planning Progress Report - May 2017

<u>Appeal No</u>	<u>Application Number</u>	<u>Address (Ward)</u>	<u>Proposal</u>	<u>Council Decision</u>	<u>Appeal Type</u>	<u>Date of Appeal</u>	<u>VCAT Decision</u>	<u>Date of VCAT Decision</u>
P310/2017	419/2015/P	134 Cadles Road Carrum Downs	To construct sixteen (16) dwellings and to remove native vegetation	Refusal	Refusal to grant a permit	18-Aug-17		
P353/2017	93/2016/P	54 Roberts Street Frankston	To construct two (2) double storey dwellings & one (1) single story dwelling (three (3) dwellings)	Refusal	Refusal to grant a permit	25-Aug-17		
P502/2017	355/2016/P	15 Luxton Terrace Seaford	To construct (2) two double storey dwelling	Approval	Appeal against conditions	10-Jul-17		
P643/2017	668/2016/P	35-37 Sheridan Avenue Frankston	To construct fourteen (14) three (3) storey dwellings in two buildings	Not yet Determined	Failure to determine	03-Aug-17		
P610/2017	501/2016/P	17-21 Mereweather Avenue Frankston	To construct twenty three (23) double storey dwellings, a reduction in the car parking requirements of Clause 52.06 of the Frankston Planning Scheme and variations to the Design and Development Overlay Schedule 6	Not yet Determined	Failure to determine	21-Sep-17		
P171/2017	607/2014/P	616 Nepean Highway Frankston South	To subdivide the site into six (6) lots in accordance with the Oliver's Hill Restructure Plan (Planning Scheme Amendment C46 Part 1) and addition of easements.	Not yet Determined	Failure to determine	28-Aug-17		
P457/2017	68/2015/P	151 Hall Road Carrum Downs	To construct fourteen (14) dwellings and to alter access to a Road in a Road Zone Category 1	Refusal	Refusal to grant a permit	05-Sep-17		
P2354/2016	254/2015/P	22-24 Sheridan Avenue Frankston	To construct twenty-three (23) dwellings in an apartment building	Refusal	Refusal to grant a permit	05-Jul-17		
P1071/2017	627/2016/P	29 Athol Court Langwarrin	To construct sixteen (16) dwellings (eight (8) single storey and eight (8) double storey) and removal of native vegetation	Not yet Determined	Failure to determine	21-Sep-17		
P1198/2017	439/2016/P	6 Denbigh Street Frankston	To construct four (4) double storey dwellings	Refusal	Refusal to grant a permit	28-Nov-17		

Attachment A: Town Planning Progress Report - May 2017

<u>Appeal No</u>	<u>Application Number</u>	<u>Address (Ward)</u>	<u>Proposal</u>	<u>Council Decision</u>	<u>Appeal Type</u>	<u>Date of Appeal</u>	<u>VCAT Decision</u>	<u>Date of VCAT Decision</u>
P664/2017	430/2005/P/A	325-335 Nepean Highway Frankston	Development and use of the land for 110 dwellings and office(s), reduction in the carparking requirements at Clause 52.05 of the Frankston Planning Scheme, alteration of access to the Nepean Highway, and waiver of the requirement for loading/unloading bay	Refusal	Refusal to grant an Amendment to permit	06-Jul-17		
P659/2017	378/2016/P	63 Greenwood Drive Carrum Downs	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	NOD	Decision to grant a permit	20-Sep-17		
P1071/2017	627/2016/P	29 Athol Court Langwarrin	To construct sixteen (16) dwellings (eight (8) single storey and eight (8) double storey) and removal of native vegetation		Failure to Determine	21-Sep-17		
P458/2017	261/2016/P	9 Sefaord Road, Seaford	To construct three (3) double storey dwellings (three (3) dwellings) and create access to a road in a Road Zone Category 1	Approval	Appeal against conditions	12-Oct-17		
P824/2017	460/2016/P	41 Violet Street Frankston South	To construct additions to an existing dwelling	NOD	Decision to grant a permit	06-Oct-17		
P887/2017	392/2016/P	66A Cliff Road Frankston South	To construct two (2) double storey dwellings and to construct buildings and works in a Design and Development Overlay (Schedule 9)	Refusal	Refusal to grant a permit	18-Oct-17		
P977/2017	379/2016/P	1 Helvetia Court Frankston	To construct two (2) single storey dwellings	Approval	Appeal against conditions	18-Oct-17		
P691/2017	366/2016/P	5 Melville Avenue Frankston	To construct three (3) double storey dwellings	Refusal	Refusal to grant a permit	02-Nov-17		
P1033/2017	144/2013/P	315 North Road Langwarrin	To subdivide the land, remove vegetation and construct and carry out works within a Road Zone, Category 2	Approval	Appeal against conditions	11-Nov-17		

Attachment A: Town Planning Progress Report - May 2017

<u>Appeal No</u>	<u>Application Number</u>	<u>Address (Ward)</u>	<u>Proposal</u>	<u>Council Decision</u>	<u>Appeal Type</u>	<u>Date of Appeal</u>	<u>VCAT Decision</u>	<u>Date of VCAT Decision</u>
P1045/2017	348/2016/P	14 Sandpiper Place Frankston	Change of use of the existing building into forty-four dwellings through internal works and a reduction of carparking	Refusal	Refusal to grant a permit	03-Nov-17		
P1791/2016	206/2016/P	4 Dingle Avenue, Frankston	To construct a three (3) storey building containing eight (8) dwellings and reduction of visitor car parking	Refusal	Refusal to grant a permit	17-Mar-17	Permit Granted	09-May-17
P2488/2016	397/2016/P	6 Collins Way Carrum Downs	To construct one (1) single storey dwelling	Approval	Appeal against conditions	18-May-17	Refusal	18-May-17

Progress Report – VCAT Determination – Policy Implications MAY 2017			
<u>Appeal No</u>	<u>Application No</u>	<u>Address (Ward)</u>	<u>VCAT Determination – Policy Implications</u>
P1791/2016	206/2016/P	4 Dingle Avenue, Frankston	<p>This was an appeal against an officer refusal to grant a permit for a 3 storey building containing 8 dwellings.</p> <p>Summary of decision</p> <p>The VCAT determined that the proposed development was an acceptable outcome which was consistent with neighbourhood character objectives and would not unreasonably impact upon the amenity of neighbours nor traffic safety and parking availability in nearby streets.</p>
P2488/2016	397/2016/P	6 Collins Way Carrum Downs	<p>This was an appeal against an officer refusal to grant a permit for removal of a tree</p> <p>Summary of decision</p> <p>The VCAT determined that the tree should not be permitted to be removed and affirmed Council's decision.</p>

Strategic Unit - Planning Scheme Amendments – MAY 2017				
<u>Amendment</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>	<u>Status Date</u>
C100	City Wide	MSS Review	Amendment submitted to Minister for approval.	30 June 2017
C103	160 Potts Road	Changing the DPO	Authorisation denied	30 June 2017
C105		Student Accommodation Policy	On hold	30 June 2017
C111	Frankston City Car Parking Overlay	Implement a parking overlay over the FMAC	Exhibition completed	30 June 2017
C112	City wide	Introduces permit requirement for earthworks within GWZ, RCZ, FZ and DDO4.	Adopted and gazetted	30 June 2017
C113	City wide	Native Vegetation Review	Adopted and gazetted	30 June 2017
C114	Residential zones	Multi-Unit parking guidelines	Authorisation denied.	30 June 2017
C115	EMO 2 review	Clarifies and simplifies location of properties affected by the EMO in the Sweetwater Creek Valley.	Approved by Minister.	30 June 2017
C123	Frankston MAC	Implements the recommendations of the Frankston MAC Structure Plan	Panel hearing conducted 16/11/16. Panel report received 7/12/16. Panel recommended approval of amendment. To be considered by Council at September meeting.	30 June 2017
C124	Frankston MAC (balance)	Implements the recommendations of the Frankston MAC Structure Plan for areas other than city centre.	Amendment documentation being prepared. Exhibition July 2017.	30 June 2017

Executive Summary**11.4 June Town Planning Progress Report**

Enquiries: (Michael Papageorgiou: Community Development)

Council Plan

Community Outcome:	3. A Well Governed City
Strategy:	3.1 Accountable Governance
Priority Action	4.1.4 Optimise the community's ability to access services and information

Purpose

To provide Council with an update on the exercise of planning delegation by Council officers for the month of June 2017

Recommendation (Director Community Development)

That Council receives and notes the June Town Planning Progress Report

Key Points / Issues

This report provides Council with an update on the exercise of planning delegations by Council officers on the following items:

- Planning applications received;
- Planning decisions;
- Subdivision applications received;
- Subdivision decisions;
- Planning scheme amendments;
- VCAT Appeal register; and
- VCAT decisions.

In June 2017, 77 applications for permits or amendments to permits were received, and 52 applications determined. Forty-nine of the decisions made were made under delegation, with 3 determined by Council. A total of 62% of decisions were made within 60 days.

Eleven decisions related to multi-dwelling applications. Two of these decisions did not comply with Council's Multi-Dwelling Visitor Car Parking Guidelines

Council has received 3 planning applications for development valued over \$1 million. This has generated fees to the Metropolitan Planning Levy (charged by the State Government) that total \$21,147. To end of the month, a total of \$249,163 has been paid to the State Government by applicants for planning approvals in Frankston.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

11.4 June Town Planning Progress Report**Executive Summary****Consultation**

This report provides details of all planning applications and decisions that are required to be considered in accordance with the Frankston Planning Scheme and the Planning and Environment Act (1987).

Consultation occurs with the community as part of the planning process of each application that requires public advertising.

Analysis (Environmental / Economic / Social Implications)

This report will not result in any identified environmental, economic or social impacts.

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

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

Officer's Declaration of Interests

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

Risk Mitigation

There are no identified risks noted in relation to the preparation of this report.

Conclusion

This report provides Council with an overview of the activities and decisions made on planning applications.

ATTACHMENTS

Attachment A: Town Planning Progress Report - June 2017

Progress Report – Planning Applications Received				
For The Application Date: From 1/06/2017 To 30/06/2017				
Application No	Ward	Property Address	Application Description	Date
16/2017/VS	North-East	7 Ash Grove South, Langwarrin 3910	Two (2) lot subdivision	1/06/2017
266/2017/P	North-East	291 North Road, Langwarrin 3910	Two (2) lot subdivision	2/06/2017
275/2017/P	North-East	8 Gateway Drive, Carrum Downs 3201	To construct two (2) warehouse	6/06/2017
295/2017/P	North-East	2/7 Lathams Road, Carrum Downs 3201	Extension of use	8/06/2017
285/2017/P	North-East	37 Hafey Way, Langwarrin 3910	To construct one (1) single storey dwelling	9/06/2017
279/2017/P	North-East	41 Kelvin Grove, Langwarrin 3910	To construct a shed	13/06/2017
291/2017/P	North-East	17 Hafey Way, Langwarrin 3910	To construct one (1) single storey dwelling	22/06/2017
294/2017/P	North-East	2/5 Plover Place, Carrum Downs 3201	To construct one (1) single storey dwelling	26/06/2017
297/2017/P	North-East	7 Silkwood Rise, Carrum Downs 3201	Four (4) lot subdivision	27/06/2017
296/2017/P	North-East	37 Access Way, Carrum Downs 3201	To construct one (1) building	27/06/2017
298/2017/P	North-East	355 McClelland Drive, Langwarrin 3910	To construct a shed	28/06/2017
299/2017/P	North-East	43 Colemans Road, Carrum Downs 3201	To construct one (1) warehouse	28/06/2017
301/2017/P	North-East	70 Potts Road, Langwarrin 3910	To construct a one hundred and forty-four (144) bed Aged Care Facility	30/06/2017
301/2017/P	North-East	68 Potts Road, Langwarrin 3910	To construct a one hundred and forty-four (144) bed Aged Care Facility	30/06/2017
301/2017/P	North-East	74 Potts Road, Langwarrin 3910	To construct a one hundred and forty-four (144) bed Aged Care Facility	30/06/2017
300/2017/P	North-East	1195B Frankston-Dandenong Road, Carrum Downs 3201	To construct ten (10) double storey dwellings	30/06/2017
North-East Ward Total = 16				
274/2017/P	North-West	105 Rosslyn Avenue, Seaford 3198	To construct one (1) single storey dwelling to the rear of the existing dwelling (two(2) dwellings)	1/06/2017
269/2017/P	North-West	5 Lorraine Street, Frankston 3199	To construct three (3) double storey dwellings	2/06/2017
272/2017/P	North-West	214 Frankston-Dandenong Road, Seaford 3198	To construct three (3) double storey dwellings and removal of vegetation	2/06/2017
17/2017/VS	North-West	5 Neville Avenue, Seaford 3198	Two (2) lot subdivision	2/06/2017

Progress Report – Planning Applications Received				
For The Application Date: From 1/06/2017 To 30/06/2017				
Application No	Ward	Property Address	Application Description	Date
4/2017/P	North-West	7 McAlister Street, Frankston 3199	Certificate of Compliance	5/06/2017
5/2017/P	North-West	17 Royle Street, Frankston 3199	Certificate of Compliance	5/06/2017
270/2017/P	North-West	48 Rosemary Crescent, Frankston North 3200	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	5/06/2017
273/2017/P	North-West	24 Robinsons Road, Seaford 3198	To construct three (3) double storey dwellings	7/06/2017
284/2017/P	North-West	5 Marion Street, Seaford 3198	To construct five (5) dwellings (three (3) double storey and two (2) single storey dwellings)	8/06/2017
277/2017/P	North-West	99 East Road, Seaford 3198	To construct four (4) double storey dwellings	13/06/2017
286/2017/P	North-West	12 Raymond Avenue, Frankston 3199	To construct three (3) double storey dwellings	15/06/2017
282/2017/P	North-West	4 Douglas Grove, Frankston 3199	To construct twenty six (26) triple storey dwellings	15/06/2017
287/2017/P	North-West	76 Skye Road, Frankston 3199	To construct two (2) double storey dwellings	15/06/2017
289/2017/P	North-West	42 Dandenong Road West, Frankston 3199	Replacement of existing advertising signage	21/06/2017
292/2017/P	North-West	10 Kananook Avenue, Seaford 3198	To construct one (1) double storey dwelling to the front of the existing dwelling (two (2) dwellings)	21/06/2017
North-West Total = 15				
20/2017/VS	South	55 McMahons Road, Frankston 3199	To construct one (1) double storey dwelling in a special building overlay	5/06/2017
18/2017/VS	South	28 Young Street, Frankston 3199	To reduce the car parking requirement for an Internet Cafe pursuant to Clause 52.06-3 of the Frankston Planning Scheme	5/06/2017
21/2017/VS	South	2 Fernery Lane, Frankston 3199	Buildings and works in excess of 7 metres in height in the Design and Development Overlay Schedule 6	7/06/2017
283/2017/P	South	372 Nepean Highway, Frankston 3199	Liquor license	7/06/2017
280/2017/P	South	16 Clyde Street Mall, Frankston 3199	Sixty eight (68) lot subdivision	8/06/2017
288/2017/P	South	3 Derinya Drive, Frankston South 3199	To construct a shed	8/06/2017
278/2017/P	South	8 Altarnun Road, Langwarrin 3910	To construct a shed	9/06/2017
276/2017/P	South	18 Yamala Drive, Frankston South 3199	To construct a bridge within a carriageway easement for the purpose of vehicle access	13/06/2017

Progress Report – Planning Applications Received				
For The Application Date: From 1/06/2017 To 30/06/2017				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
281/2017/P	South	42A Barretts Road, Langwarrin South 3911	To construct one (1) single storey dwelling	14/06/2017
293/2017/P	South	13 The Ridge, Frankston South 3199	To remove native vegetation	20/06/2017
22/2017/VS	South	33 Humphries Road, Frankston South 3199	To construct a front fence	21/06/2017
290/2017/P	South	38 Hillcrest Road, Frankston 3199	To construct five (5) double storey dwellings	22/06/2017
South Ward Total = 12				

Progress Report – Amendments to Planning Permits - Received				
For The Application Date: From 1/06/2017 To 30/06/2017				
Application No	Ward	Property Address	Application Description	Date
118/2015/P/A	North-East	36 Lily Way, Skye 3977	Extension of time - Nineteen (19) lot subdivision	1/06/2017
166/2016/P/B	North-East	21 Yazaki Way, Carrum Downs 3201	Secondary consent - To construct fourteen (14) warehouses/offices	1/06/2017
22/2013/P/C	North-East	660-670 Frankston-Dandenong Road, Carrum Downs 3201	Extension of time - Twenty eight (28) lot subdivision	14/06/2017
622/2015/P/B	North-East	16 Moorhen Crescent, Carrum Downs 3201	Section 72 Amendment - To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	15/06/2017
451/2015/P/C	North-East	20 Colemans Road, Carrum Downs 3201	Secondary consent - To construct thirty four (34) factories for industry use and reduction in car parking	19/06/2017
451/2015/P/C	North-East	16 Colemans Road, Carrum Downs 3201	Secondary consent - To construct thirty four (34) factories for industry use and reduction in car parking	19/06/2017
378/2012/P/E	North-East	11 Cedar Street, Langwarrin 3910	Secondary consent - To construct one (1) double storey dwelling to the rear of the existing dwelling (Two (2) dwellings)	20/06/2017
227/2015/P/B	North-East	9 Green Acres Court, Langwarrin 3910	Secondary consent - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	20/06/2017
736/2014/P/B	North-East	62 Potts Road, Langwarrin 3910	Extension of time - To construct one (1) single story dwelling to the front of the existing dwelling (two (2) dwellings)	27/06/2017
113/2017/P/A	North-East	9 Coaldrake Street, Carrum Downs 3201	Secondary consent - To construct one (1) single storey dwelling in the Significant Landscape Overlay Schedule 5	27/06/2017
North-East Ward Total = 10				
647/2011/P/D	North-West	79 Armata Crescent, Frankston North 3200	Section 72 Amendment - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	1/06/2017
2/2017/VS	North-West	53 Kananook Avenue, Seaford 3198	Secondary consent - The construction of one (1) single storey dwelling	2/06/2017
35/2013/P/C	North-West	127 Beach Street, Frankston 3199	Extension of time - Alterations to existing building to provide five (5) dwellings and waiver of visitor carparking requirements	7/06/2017
360/2014/P/C	North-West	26 Caley Street, Frankston North 3200	Extension of time - To construct one (1) double storey dwelling to the rear of the existing single storey dwelling (two (2) dwellings)	13/06/2017
592/2016/P/A	North-West	16 Ribbon Court, Frankston North 3200	Secondary consent - Consent to amend plans pursuant to Section 173 Agreement AH982841N	19/06/2017

Progress Report – Amendments to Planning Permits - Received				
For The Application Date: From 1/06/2017 To 30/06/2017				
Application No	Ward	Property Address	Application Description	Date
334/2016/P/B	North-West	15 Mereweather Avenue, Frankston 3199	Secondary consent - The use and development of the land for four (4) double storey dwellings	20/06/2017
212/2015/P/A	North-West	24 Phillip Street, Frankston 3199	Extension of time - Three (3) lot subdivision	22/06/2017
648/2012/P/D	North-West	58 Nepean Highway, Seaford 3198	Section 72 Amendment - Construction of eight (8) three (3) storey dwellings and alter access to a road in a Road Zone Category 1	26/06/2017
99/2011/P/D	North-West	295 Frankston-Dandenong Road, Frankston North 3200	Secondary consent - To construct one (1) single storey dwelling to the rear of the existing dwelling.	28/06/2017
North-West Ward Total = 10				
752/2010/P/E	South	5 Clarendon Street, Frankston 3199	Extension of time - Construct one (1) double storey dwelling at the rear of the existing dwelling	1/06/2017
752/2010/P/D	South	5 Clarendon Street, Frankston 3199	Secondary consent - Construct one (1) double storey dwelling at the rear of the existing dwelling	1/06/2017
140/2017/P/A	South	14 Peter Chance Crescent, Langwarrin 3910	Secondary consent - To construct one (1) single storey dwelling and remove vegetation (one (1) tree stump)	1/06/2017
440/2016/P/A	South	65 Victoria Road, Langwarrin South 3911	Section 72 Amendment - To construct an outbuilding (shed) in the Bushfire Management Overlay and Rural Conservation Zone	6/06/2017
280/2010/P/F	South	13 Muir Street, Frankston 3199	Secondary consent - To construct three (3) double storey dwellings	7/06/2017
494/2012/P/E	South	44 Seaview Road, Frankston South 3199	Section 72 Amendment - The construction of a single storey dwelling to the rear of the existing dwelling (two (2) dwellings) and buildings and works to the existing dwelling	7/06/2017
35/2016/P/A	South	3-7 Cranbourne Road, Frankston 3199	Secondary consent - Buildings and Works to an existing Emergency Services Facility.	9/06/2017
161/2016/P/C	South	36 Heatherhill Road, Frankston 3199	Secondary Consent - To use the site for a Medical Centre (Dentist); Construction of alterations to the existing building; display of business identification signage; and waiver of car the parking requirements pursuant to Clause 52.06.	9/06/2017
74/2014/P/B	South	616 Nepean Highway, Frankston South 3199	Extension of time - Six (6) lot subdivision (re-alignment of boundaries) in accordance with the Oliver's Hill Restructure Plan (Planning Scheme Amendment C46 Part 1) and variation to easements.	14/06/2017

Progress Report – Amendments to Planning Permits - Received For The Application Date: From 1/06/2017 To 30/06/2017				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
352/2016/P/A	South	32 Baileyana Street, Frankston South 3199	Secondary consent - The construction of an extension to an existing single store dwelling in a Design and Development Overlay Schedule 9	14/06/2017
547/2015/P/C	South	185 Warrandyte Road, Langwarrin 3910	Section 72 Amendment - To undertake buildings and works and to use the land for a childcare centre and to remove native vegetation.	14/06/2017
691/2015/P/D	South	43 McComb Boulevard, Frankston South 3199	Section 72 Amendment - To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings) and vegetation removal	16/06/2017
81/2010/P/C	South	111 Kars Street, Frankston South 3199	Secondary consent - To construct two (2) dwellings (one (1) double storey dwelling to the rear of the existing)	27/06/2017
361/2016/P/B	South	5 Kirkby Court, Frankston South 3199	Secondary consent - To construct an extension to existing dwelling and to obtain consent to construct outside the dwelling envelope.	28/06/2017
South Ward Total = 14				

Progress Report – Planning Application Decisions					
For The Application Date: From 1/06/2017 To 30/06/2017					
Application	Ward	Property Address	Application Description	Status	Date
647/2016/P	North-East	39 Hillcrest Drive, Langwarrin 3910	To construct two (2) shipping containers and to undertake buildings and works outside of the building envelope	Application Refused	1/06/2017
701/2015/P	North-East	74-76 Hall Road, Carrum Downs 3201	- Construction of ten dwellings in the General Residential Zone, Schedule 1. - Construction of a building and carrying out works in the Special Building Overlay. - Alteration of access to a Road Zone, Category 1. - Reduction in the car parking requirements of clause 52.06	Permit Approved	5/06/2017
113/2017/P	North-East	9 Coaldrake Street, Carrum Downs	To construct one (1) single storey dwelling in the Significant Landscape Overlay Schedule 5	Permit Approved	5/06/2017
145/2017/P	North-East	29 Hafey Way, Langwarrin 3910	The construction and use of one (1) single storey dwelling and ancillary outbuilding in the Rural Conservation Zone (Schedule 4)	Permit Approved	7/06/2017
730/2015/P	North-East	724 Frankston-Dandenong Road & 2 Boundary Road, Carrum Downs 3201	To use and develop the land for a place of worship, one guest dwelling, one caretakers house and to alter access to a Road Zone	Permit Approved	8/06/2017
480/2016/P	North-East	40 Hall Road, Carrum Downs 3201	To construct eight (8) double storey dwellings, create access to and carry out works in a Road Zone, Category 1.	Notice of Decision	9/06/2017
16/2017/VS	North-East	7 Ash Grove South, Langwarrin 3910	Two (2) lot subdivision	Permit Approved	13/06/2017
159/2017/P	North-East	41 Hafey Way, Langwarrin 3910	To construct one (1) single storey dwelling	Permit Approved	14/06/2017
218/2016/P	North-East	564B Frankston-Dandenong Road, Carrum Downs 3201	To use the existing factory as an office and waiver the car parking requirement	Permit Approved	14/06/2017
465/2016/P	North-East	870 Thompsons Road, Skye 3977	The use and development of a primary school and place of worship, vegetation removal and alter access to a road in a Road Zone Category 1	Application Refused	19/06/2017
193/2017/P	North-East	39 Hafey Way Langwarrin 3910	To construct one (1) single storey dwelling	Permit Approved	21/06/2017
194/2017/P	North-East	33 Hafey Way, Langwarrin 3910	To construct one (1) single storey dwelling	Permit Approved	22/06/2017

Progress Report – Planning Application Decisions					
For The Application Date: From 1/06/2017 To 30/06/2017					
Application	Ward	Property Address	Application Description	Status	Date
234/2017/P	North-East	129 Sandhurst Road, Sandhurst 3977	To construct one (1) single storey dwelling	Permit Not Required	22/06/2017
175/2017/P	North-East	2 Barnett Avenue, Carrum Downs 3201	Vegetation removal	Application Lapsed	28/06/2017
North-East Ward Total = 14					
623/2016/P	North-West	3/2 Martin Street, Seaford 3198	To construct alterations and additions to the existing dwelling and one (1) carport	Permit Approved	1/06/2017
588/2016/P	North-West	13 Poplar Street, Frankston North 3200	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Permit Approved	1/06/2017
26/2017/P	North-West	62 Kananook Avenue, Seaford 3198	To construct one (1) outbuilding	Permit Approved	2/06/2017
648/2016/P	North-West	2 Roberta Grove, Frankston 3199	Construction of three (3) double storey dwellings	Notice of Decision	13/06/2017
6/2017/VS	North-West	7 Phillip Street, Frankston 3199	Two (2) lot subdivision	Permit Approved	13/06/2017
215/2017/P	North-West	Broughton Reserve 6R Broughton Street, Seaford 3198	business identification signage	Permit Approved	14/06/2017
184/2017/P	North-West	22 Kananook Avenue, Seaford 3198	To construct a fence	Permit Approved	16/06/2017
490/2016/P	North-West	5 Nabilla Avenue, Seaford 3198	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Permit Approved	16/06/2017
301/2016/P	North-West	200 Karingal Drive, Frankston 3199	Building and works to modify the existing building for a Medical centre and reduction of car parking requirement	Notice of Decision	19/06/2017
209/2017/P	North-West	29 Manorwoods Drive, Frankston 3199	To undertake buildings and works within the Tree Protection Zone of a native tree in the Environmental Significance Overlay Schedule 1	Permit Approved	22/06/2017
17/2017/VS	North-West	5 Neville Avenue, Seaford 3198	Two (2) lot subdivision	Permit Approved	28/06/2017
North-West Ward Total = 11					
535/2016/P	South	671 Nepean Highway, Frankston South	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings) and create access (vehicle crossover) to a road in Road Zone Category 1	Permit Approved	2/06/2017
106/2017/P	South	26 Flame Robin Drive, Langwarrin 3910	Vegetation removal	Permit Approved	6/06/2017

Progress Report – Planning Application Decisions					
For The Application Date: From 1/06/2017 To 30/06/2017					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
153/2017/P	South	159 Gould Street, Frankston 3199	To construct buildings and works (balcony) in a Land Subject to Inundation Overlay	Permit Approved	7/06/2017
104/2017/P	South	20-24 Davey Street, Frankston 3199	Vegetation removal	Application Lapsed	7/06/2017
14/2017/VS	South	33 Dell Road, Frankston 3199	To construct a bungalow	Permit Approved	8/06/2017
601/2016/P	South	46 Bondi Avenue, Frankston 3199	Two (2) lot subdivision	Permit Approved	8/06/2017
105/2017/P	South	65 Victoria Road, Langwarrin South	Building and works to an existing dwelling	Withdrawn	9/06/2017
174/2017/P	South	260 North Road, Langwarrin 3910	Earthworks for the purposes of constructing a dam	Permit Approved	9/06/2017
497/2016/P	South	33 Culburra Avenue & 251-265 Cranbourne Road, Frankston	To construct a car park including alteration to existing staff carpark	Notice of Decision	9/06/2017
45/2017/P	South	23 Bembridge Avenue, Frankston South	Additions and alterations to the existing dwelling and a domestic swimming pool	Permit Approved	14/06/2017
20/2017/VS	South	55 McMahons Road, Frankston 3199	To construct one (1) double storey dwelling in a special building overlay	Permit Approved	14/06/2017
18/2017/VS	South	28 Young Street, Frankston 3199	To reduce the car parking requirement for an Internet Cafe pursuant to Clause 52.06-3 of the Frankston Planning Scheme	Permit Approved	14/06/2017
629/2016/P	South	72 Cliff Road, Frankston South 3199	To construct one (1) double storey dwelling, swimming pool and remove native vegetation	Permit Approved	20/06/2017
55/2017/P	South	157 Humphries Road, Frankston South 3199	Extension to an existing dwelling, removal of one (1) substantial tree and works within the tree protection zone of a substantial tree	Permit Approved	21/06/2017
21/2017/VS	South	2 Fernery Lane, Frankston 3199	Buildings and works in excess of 7 metres in height in the Design and Development Overlay Schedule 6	Permit Approved	22/06/2017
27/2017/P	South	32B Sibyl Avenue, Frankston South	Extension to an existing dwelling	Permit Approved	26/06/2017
300/2016/P	South	Vacant Land Next to Daveys Bar 510N Nepean Highway, Frankston 3199	To use and develop the land for a exhibition centre for sand sculpting and a waiver in the car parking requirements	Application Lapsed	26/06/2017
92/2017/P	South	3 Kandy Court, Frankston 3199	Two (2) lot subdivision	Permit Approved	26/06/2017
3/2017/COMP	South	1 Elizabeth Street, Frankston 3199	Certificate of Compliance	No Permit Required	27/06/2017

Attachment A: Town Planning Progress Report - June 2017

Progress Report – Planning Application Decisions					
For The Application Date: From 1/06/2017 To 30/06/2017					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
559/2016/P	South	3 Wattle Tree Lane, Frankston 3199	Use and development of the land for a medical centre and business identification sign	Permit Approved	28/06/2017
219/2017/P	South	53 Cliff Road Frankston South 3199	To construct an open alfresco area at the rear of the dwelling	Permit Not Required	28/06/2017
21/2017/P	South	22 Bayview Road, Frankston 3199	Construction of Two (2) double storey dwellings	Permit Approved	29/06/2017
526/2016/P	South	42 Margate Avenue, Frankston 3199	To construct three (3) double storey dwellings	Notice of Decision	29/06/2017
South Ward Total = 23					

Progress Report – Amendments to Planning Application Decisions					
For The Application Date: From 1/06/2017 To 30/06/2017					
Application	Ward	Property Address	Application Description	Status	Date
297/2010/P/C	North-East	648-656 Frankston-Dandenong Road, Carrum Downs 3201	Extension of time - To construct five (5) double storey dwellings	Extension of Time Approved	29/06/2017
267/2016/P/B	North-East	87 Clifton Grove, Carrum Downs	Section 72 Amendment - The use and construction of twenty-six (26) warehouses with ancillary offices and the use and construction of a takeaway food premises (cafe)	Permit Approved	6/06/2017
17/2015/P/C	North-East	22 Edward Street, Langwarrin 3910	Secondary consent - To construct two (2) dwellings to the rear of an existing dwelling (three (3) dwellings) and three (3) lot subdivision	Secondary Consent Approved	13/06/2017
56/2017/P/B	North-East	12 Woodland Mews, Langwarrin	Secondary consent - The construction of one (1) double storey dwelling	Secondary Consent Approved	19/06/2017
267/2016/P/B	North-East	87 Clifton Grove, Carrum Downs 3201	Section 72 Amendment - The use and construction of twenty-six (26) warehouses with ancillary offices and the use and construction of a takeaway food premises (cafe)	Permit Approved	22/06/2017
631/2001/P/A	North-East	100 Aqueduct Road, Langwarrin	Secondary consent - Extensions to existing Education Centre	Secondary Consent Approved	23/06/2017
166/2016/P/B	North-East	21 Yazaki Way, Carrum Downs 3201	Secondary consent - To construct fourteen (14) warehouses/offices	Secondary Consent Approved	23/06/2017
67/2015/P/B	North-East	42 William Road, Carrum Downs	Secondary consent - To construct four (4) double storey dwellings	Secondary Consent Approved	26/06/2017
53/2014/P/B	North-East	40 Anthony Street, Langwarrin 3910	Secondary Consent - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Secondary Consent Approved	26/06/2017
34/2016/P/B	North-East	118A Colemans Road, Carrum Downs	Secondary consent - To display an illuminated business identification signage	Application Withdrawn	27/06/2017
510/2016/P/A	North-East	89 Boundary Road, Carrum Downs	Section 72 Amendment - Thirty eight (38) lot subdivision	Decision to Issue	30/06/2017
646/2015/P/D	North-East	89 Boundary Road, Carrum Downs	Section 72 amendment - To construct buildings and works in association with industry in two (2) stages and a reduction in carparking requirements	Decision to Issue	30/06/2017
North-East Ward Total = 12					
482/2014/P/A	North-West	53 Sassafras Drive, Frankston 3199	Extension of time - To construct two (2) single storey dwellings	Extension of Time Approved	5/06/2017

Progress Report – Amendments to Planning Application Decisions					
For The Application Date: From 1/06/2017 To 30/06/2017					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
554/2011/P/C	North-West	4 Francis Street, Seaford 3198	Extension of time - Construction of two (2) double storey dwellings in accordance with the endorsed plans	Extension of Time Approved	6/06/2017
438/2010/P/E	North-West	1 Royle Street, Frankston 3199	Secondary consent - Construction of one single storey dwelling to the rear of the existing dwelling	Secondary Consent Approved	8/06/2017
2/2017/VS	North-West	53 Kananook Avenue, Seaford 3198	Secondary consent - The construction of one (1) single storey dwelling	Permit Approved	8/06/2017
418/2016/P/A	North-West	85 Centenary Street, Seaford 3198	Section 72 Amendment - To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings), alterations to the existing dwelling, two (2) lot subdivision, and removal of an easement	Permit Approved	8/06/2017
707/2010/P/D	North-West	65 Armstrongs Road, Seaford 3198	Extension of time - Construct two (2) double storey dwellings	Extension of Time Approved	13/06/2017
242/2016/P/B	North-West	32-33 Wells Road, Seaford 3198	Secondary consent - The use of land for motor vehicle sales, associated buildings and works and to display advertising signage	Secondary Consent Approved	15/06/2017
662/2015/P/C	North-West	68 Skye Road, Frankston 3199	Secondary consent - To construct two (2) double storey dwellings and one (1) single storey dwelling (three (3) dwellings)	Secondary Consent Approved	15/06/2017
249/2016/P/B	North-West	1 Kananook Avenue, Seaford 3198	Section 72 Amendment - The construction of two (2) double storey dwellings	Permit Approved	16/06/2017
543/2014/P/B	North-West	36 Kirkwood Avenue, Seaford 3198	Extension of time - To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Extension of Time Approved	22/06/2017
517/2010/P/D	North-West	41 Norfolk Crescent, Frankston North 3200	Extension of time - The construction of a single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Extension of Time Refused	26/06/2017
413/2015/P/A	North-West	29 Manorwoods Drive, Frankston	Extension of time - To remove a tree stump from the land	Extension of Time Refused	26/06/2017
466/2012/P/B	North-West	4 Glen Alvie Street, Seaford 3198	Extension of time - To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Extension of Time Approved	28/06/2017

Progress Report – Amendments to Planning Application Decisions For The Application Date: From 1/06/2017 To 30/06/2017					
<u>Application</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
648/2012/P/D	North-West	58 Nepean Highway, Seaford 3198	Section 72 Amendment - Construction of eight (8) three (3) storey dwellings and alter access to a road in a Road Zone Category 1	Permit Approved	29/06/2017
North-West Ward Total = 14					
264/2015/P/B	South	433-435 Nepean Highway, Frankston	Section 72 Amendment - Erection and display of an Electronic Major Promotion Sign	Permit Approved	6/06/2017
648/2011/P/D	South	30 Denbigh Street, Frankston 3199	Extension of time - To construct four (4) double storey dwellings	Extension of Time Approved	16/06/2017
205/2016/P/B	South	53 Nolan Street, Frankston 3199	Section 72 Amendment - To construct two (2) double storey dwellings	Permit Approved	22/06/2017
74/2014/P/B	South	616 Nepean Highway, Frankston South 3199	Extension of time - Six (6) lot subdivision (re-alignment of boundaries) in accordance with the Oliver's Hill Restructure Plan (Planning Scheme Amendment C46 Part 1) and variation to easements.	Extension of Time Approved	27/06/2017
South Ward Total = 4					

Progress Report – Subdivision Application Received				
For The Application Date: From 1/06/2017 To 30/06/2017				
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Date</u>
63/2017/S	North-East	7 Ash Grove South, Langwarrin 3910	Two (2) lot subdivision	1/06/2017
65/2017/S	North-East	291 North Road, Langwarrin 3910	Two (2) lot subdivision	2/06/2017
68/2017/S	North-East	7 Silkwood Rise, Carrum Downs 3201	Four (4) lot subdivision	27/06/2017
64/2017/S	North-West	5 Neville Avenue, Seaford 3198	Two (2) lot subdivision	2/06/2017
67/2017/S	South	16 Clyde Street Mall, Frankston 3199	Sixty-Eight (68) lot subdivision	13/06/2017

Progress Report – Subdivision Decisions					
For The Application Date: From 1/06/2017 To 30/06/2017					
<u>Application No</u>	<u>Ward</u>	<u>Property Address</u>	<u>Application Description</u>	<u>Status</u>	<u>Date</u>
55/2017/S	South	1 Bunarong Drive, Frankston 3199	Covenant variation certification	Certification and SOC Issued	29/06/2017

Town Planning Applications – Direction To Advertise Issued For The Application Date: From 1/06/2017 To 30/06/2017				
Application No	Property Address	Ward	Application Description	Date
18/2017/P	3 Brighton Street Frankston South	South	Extension to an existing dwelling within the Design & Development Overlay (Schedule 9)	5 June 2017 - 19 June 2017
246/2017/P	31 Bellbird Court Langwarrin	North-East	To construct a shed	8 June 2017 - 22 June 2017
242/2017/P	1 Maria Drive Langwarrin	North-East	To construct one (1) dwelling to the rear of the existing dwelling	8 June 2017 - 22 June 2017
666/2016/P	91 Dandenong Road East Frankston	North-West	To construct five (5) double storey dwellings	8 June 2017 - 22 June 2017
452/2016/P	35 Victory Road Langwarrin	South	To construct one (1) outbuilding and remove native vegetation	12 June 2017 - 26 June 2017
205/2017/P	17 Windoo Street Frankston North	North-West	To construct one (1) single dwelling to the rear of the existing dwelling (two (2) dwellings)	12 June 2017 - 26 June 2017
91/2017/P	151 Nepean Highway Seaford	North-East	Alterations to an existing dwelling to include a lift, a roof deck and garage extension on a lot less than 300m ²	12 June 2017 – 26 June 2017
247/2017/P	14 Sandalwood Grove Carrum Downs	North-West	Variation of restrictive covenant contained in Instrument of Transfer AB617876L dated 10 October 2002 to remove the restriction denying the building, construction, erection or retention of a dwelling house within 2 metres of the side boundary abutting a street (associated with a proposal to extend the house to the southern boundary on Lucy Place)	12 June 2017 – 26 June 2017
171/2016/P	6 Dianella Court Frankston	South	To use the site for a swim school (private swimming lessons)	15 June 2017 – 29 June 2017
10/2017/P	5-7 Sunderland Court Seaford	North-East	To construct a childcare centre and reduction in car parking requirements	19 June 2017 - 3 July 2017
481/2016/P	634A & 634B Nepean Highway Frankston South	South	To undertake a two (2) lot subdivision and the creation of a road	26 June 2017 – 10 July 2017
129/2017/P	21 The Close, Frankston South	South	To construct one (1) single storey dwelling to the rear of the existing dwelling (two (2) dwellings)	26 June 2017 – 10 July 2017
53/2017/P	605 Dandenong-Hastings Road, Skye	North-East	To undertake Earthworks	26 June 2017 – 10 July 2017

Town Planning Applications – Direction To Advertise Issued				
For The Application Date: From 1/06/2017 To 30/06/2017				
<u>Application No</u>	<u>Property Address</u>	<u>Ward</u>	<u>Application Description</u>	<u>Date</u>
232/2017/P	1/5 Villiers Street Frankston South	South	Extension to existing dwellings	26 June 2017 – 10 July 2017
531/2016/P	179 Nepean Highway Seaford	North-East	To construct four (4) triple storey dwellings and to create access to a Road Zone (Category 1)	26 June 2017 – 10 July 2017

Progress Report – Current VCAT Appeals JUNE 2017								
<u>Appeal No</u>	<u>Application Number</u>	<u>Address (Ward)</u>	<u>Proposal</u>	<u>Council Decision</u>	<u>Appeal Type</u>	<u>Date of Appeal</u>	<u>VCAT Decision</u>	<u>Date of VCAT Decision</u>
P1955/2016	701/2015/P	74-76 Hall road Carrum Downs	To construct ten (10) triple storey dwellings reduce the number of car parking spaces required and alter access to a road Zone Category 1	Refusal	Refusal to grant a permit	29-May-17	Permit Granted	05-Jun-17
P2203/2016	579/2015/P	13 Ebdale Street Frankston	To construct five (5) three storey dwellings	Refusal	Refusal to grant a permit	09-Jun-17		
P2180/2016	725/2015/P	7 Huon Court Frankston North	To construct two (2) double storey dwellings	Refusal	Refusal to grant a permit	17-Jun-17		
P2354/2016	254/2015/P	22-24 Sheridan Avenue Frankston	To construct twenty-three (23) dwellings in an apartment building	Refusal	Refusal to grant a permit	05-Jul-17		
P2365/2016	209/2016/P	13 George Street Frankston	To construct one (1) double storey dwelling to the rear of the existing four (4) single storey dwellings	Refusal	Refusal to grant a permit	18-May-17	Permit Granted	22-Jun-17
P50/2017	200/2016/P	115 & 119 Union Road Langwarrin	Five (5) lot subdivision	Approval	Appeal against conditions	06-Jul-17		
P190/2017	356/2016/P	50 Frankston-Flinders Rd Frankston	To construct five (5) double storey dwellings and reduction of carparking requirements and removal of vegetation.	Refusal	Refusal to grant a permit	07-Aug-17		
P26/2017	310/2016/P	114 Kirkwood Avenue Seaford	To subdivide the land into two (2) lots	Refusal	Refusal to grant a permit	11-Aug-17		
P2654/2016	352/2016/P	13 John Street Langwarrin	To construct two (2) double storey and one (1) single storey dwellings (three (3) dwellings)	Approval	Appeal against conditions	18-May-17	Varied	09-Jun-17

Attachment A: Town Planning Progress Report - June 2017

<u>Appeal No</u>	<u>Application Number</u>	<u>Address (Ward)</u>	<u>Proposal</u>	<u>Council Decision</u>	<u>Appeal Type</u>	<u>Date of Appeal</u>	<u>VCAT Decision</u>	<u>Date of VCAT Decision</u>
P152/2017	701/20105/P	37 Nepean Highway Seaford	To construct one (1) three (3) storey building containing ten (10) apartments and basement carparking	Refusal	Refusal to grant a permit	11-Aug-17		
P310/2017	419/2015/P	134 Cadles Road Carrum Downs	To construct sixteen (16) dwellings and to remove native vegetation	Refusal	Refusal to grant a permit	18-Aug-17		
P353/2017	93/2016/P	54 Roberts Street Frankston	To construct two (2) double storey dwellings & one (1) single story dwelling (three (3) dwellings)	Refusal	Refusal to grant a permit	25-Aug-17		
P502/2017	355/2016/P	15 Luxton Terrace Seaford	To construct (2) two double storey dwelling	Approval	Appeal against conditions	10-Jul-17	Varied	26-Jun-17
P643/2017	668/2016/P	35-37 Sheridan Avenue Frankston	To construct fourteen (14) three (3) storey dwellings in two buildings	Not yet Determined	Failure to determine	03-Aug-17		
P610/2017	501/2016/P	17-21 Mereweather Avenue Frankston	To construct twenty three (23) double storey dwellings, a reduction in the car parking requirements of Clause 52.06 of the Frankston Planning Scheme and variations to the Design and Development Overlay Schedule 6	Not yet Determined	Failure to determine	21-Sep-17		
P171/2017	607/2014/P	616 Nepean Highway Frankston South	To subdivide the site into six (6) lots in accordance with the Oliver's Hill Restructure Plan (Planning Scheme Amendment C46 Part 1) and addition of easements.	Not yet Determined	Failure to determine	28-Aug-17		
P457/2017	68/2015/P	151 Hall Road Carrum Downs	To construct fourteen (14) dwellings and to alter access to a Road in a Road Zone Category 1	Refusal	Refusal to grant a permit	05-Sep-17		
P2354/2016	254/2015/P	22-24 Sheridan Avenue Frankston	To construct twenty-three (23) dwellings in an apartment building	Refusal	Refusal to grant a permit	05-Jul-17		

Attachment A: Town Planning Progress Report - June 2017

<u>Appeal No</u>	<u>Application Number</u>	<u>Address (Ward)</u>	<u>Proposal</u>	<u>Council Decision</u>	<u>Appeal Type</u>	<u>Date of Appeal</u>	<u>VCAT Decision</u>	<u>Date of VCAT Decision</u>
P2140/2016	44/2016/P	56 High Street Frankston	To construct four (4) double storey and four (4) three storey dwellings (eight (8) dwellings), one (1) building for common use and a reduction in car parking.	Refusal	Refusal to grant a permit	24-May-17	Permit Granted	23-Jun-17
P1071/2017	627/2016/P	29 Athol Court Langwarrin	To construct sixteen (16) dwellings (eight (8) single storey and eight (8) double storey) and removal of native vegetation	Not yet Determined	Failure to determine	21-Sep-17		
P664/2017	430/2005/P/A	325-335 Nepean Highway Frankston	Development and use of the land for 110 dwellings and office(s), reduction in the carparking requirements at Clause 52.05 of the Frankston Planning Scheme, alteration of access to the Nepean Highway, and waiver of the requirement for loading/unloading bay, in accordance with the endorsed plan/s	Refusal	Refusal to grant an Amendment to permit	06-Jul-17		
P659/2017	378/2016/P	63 Greenwood Drive Carrum Downs	To construct one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	NOD	Decision to grant a permit	20-Sep-17		
P1071/2017	627/2016/P	29 Athol Court Langwarrin	To construct sixteen (16) dwellings (eight (8) single storey and eight (8) double storey) and removal of native vegetation		Failure to Determine	21-Sep-17		
P458/2017	261/2016/P	9 Sefaord Road, Seaford	To construct three (3) double storey dwellings (three (3) dwellings) and create access to a road in a Road Zone Category 1	Approval	Appeal against conditions	12-Oct-17		
P824/2017	460/2016/P	41 Violet Street Frankston South	To construct additions to an existing dwelling	NOD	Decision to grant a permit	06-Oct-17		

Attachment A: Town Planning Progress Report - June 2017

<u>Appeal No</u>	<u>Application Number</u>	<u>Address (Ward)</u>	<u>Proposal</u>	<u>Council Decision</u>	<u>Appeal Type</u>	<u>Date of Appeal</u>	<u>VCAT Decision</u>	<u>Date of VCAT Decision</u>
P887/2017	392/2016/P	66A Cliff Road Frankston South	To construct two (2) double storey dwellings and to construct buildings and works.	Refusal	Refusal to grant a permit	18-Oct-17		
P977/2017	379/2016/P	1 Helvetia Court Frankston	To construct two (2) single storey dwellings	Approval	Appeal against conditions	18-Oct-17		
P691/2017	366/2016/P	5 Melville Avenue Frankston	To construct three (3) double storey dwellings	Refusal	Refusal to grant a permit	02-Nov-17		
P1033/2017	144/2013/P	315 North Road Langwarrin	To subdivide the land, remove vegetation and construct and carry out works within a Road Zone, Category 2	Approval	Appeal against conditions	11-Nov-17		
P1045/2017	348/2016/P	14 Sandpiper Place Frankston	Change of use of the existing building into forty-four dwellings through internal works and a reduction of carparking	Refusal	Refusal to grant a permit	03-Nov-17		
P1198/2017	439/2016/P	6 Denbigh Street Frankston	To construct four (4) double storey dwellings	Refusal	Refusal to grant a permit	28-Nov-17		
P902/2017	493/2016/P	25 Nepean Highway Seaford	To construct two (2) triple storey dwellings, a two (2) lot subdivision, to create or alter access to a Road Zone Category 1 and variations to the Design and Development Overlay Schedule 6	Refusal	Refusal to grant a permit	16-Oct-17		
P1204/2017	610/2016/P	27 Kirkwood Avenue Seaford	The construction of one (1) double storey dwelling to the rear of the existing dwelling (two (2) dwellings)	Refusal	Refusal to grant a permit	15-Nov-17		

Progress Report – VCAT Determination – Policy Implications			
JUNE 2017			
<u>Appeal No</u>	<u>Application No</u>	<u>Address (Ward)</u>	<u>VCAT Determination – Policy Implications</u>
	701/2015/P	74-76 Hall Road, Carrum Downs	<p>This was an appeal against a refusal by officers to grant a permit for the construction of 10 dwellings.</p> <p>Summary of decision</p> <p>The VCAT determined that the proposed development was appropriate having regard to the planning controls applying to the land. The VCAT gave oral reasons and did not publish its considerations of the planning merits.</p>
	209/2016/P	13 George Street, Frankston	<p>This was an appeal against a refusal by officers to grant a permit for the construction of an additional dwelling behind four existing dwellings</p> <p>Summary of decision</p> <p>The VCAT determined that the development of an additional dwelling was supported by State and Local Planning Policies as it provided additional affordable housing, was an acceptable response to the neighbourhood character of the area, (with changes) would not result in unacceptable amenity impacts, would provide acceptable amenity for future residents, and provides adequate car parking.</p>
	352/2016/P	13 John Street, Langwarrin	<p>This was an appeal against conditions imposed by officers on a planning permit for 3 dwellings.</p> <p>Summary of decision</p> <p>The VCAT was persuaded that some of the conditions imposed were not required to achieve an adequate amenity outcome, and that other conditions could be varied to address issues raised by the applicant.</p>
	355/2016/P	15 Luxton Terrace, Seaford	<p>This was an appeal against conditions imposed by officers on a planning permit for 2 dwellings.</p> <p>Summary of decision</p> <p>Prior to the hearing, the applicant and officers agreed to variation of the permit, and this matter was then resolved by consent at the VCAT.</p>

	44/2016/P	56 High Street, Frankston	<p>This was an appeal against a refusal by Council to grant a permit for the construction of 8 dwellings and one common building.</p> <p>Summary of decision</p> <p>Prior to the hearing the applicant substituted amended plans which deleted a third storey form and other changes to improve the amenity of the dwellings.</p> <p>The VCAT determined that the amended proposal was an appropriate outcome which would not unreasonably affect the amenity of neighbouring properties, and would provide an appropriate level of amenity to the occupants. I observed that the revised proposal results in an improved design response that addressed the Council's original grounds of refusal.</p>
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Strategic Unit - Planning Scheme Amendments – JUNE 2017				
<u>Amendment</u>	<u>Address</u>	<u>Description</u>	<u>Status</u>	<u>Status Date</u>
C100	City Wide	MSS Review	Amendment submitted to Minister for approval.	30 June 2017
C103	160 Potts Road	Changing the DPO	Authorisation denied	30 June 2017
C105		Student Accommodation Policy	On hold	30 June 2017
C111	Frankston City Car Parking Overlay	Implement a parking overlay over the FMAC	Exhibition completed	30 June 2017
C112	City wide	Introduces permit requirement for earthworks within GWZ, RCZ, FZ and DDO4.	Adopted and gazetted	30 June 2017
C113	City wide	Native Vegetation Review	Adopted and gazetted	30 June 2017
C114	Residential zones	Multi-Unit parking guidelines	Authorisation denied.	30 June 2017
C115	EMO 2 review	Clarifies and simplifies location of properties affected by the EMO in the Sweetwater Creek Valley.	Approved by Minister.	30 June 2017
C123	Frankston MAC	Implements the recommendations of the Frankston MAC Structure Plan	Panel hearing conducted 16/11/16. Panel report received 7/12/16. Panel recommended approval of amendment. To be considered by Council at September meeting.	30 June 2017
C124	Frankston MAC (balance)	Implements the recommendations of the Frankston MAC Structure Plan for areas other than city centre.	Amendment documentation being prepared. Exhibition July 2017.	30 June 2017

Executive Summary

12.1 Frankston Rail Planning - Grade Separation - proposed Kananook Stabling

Enquiries: (Kate Jewell: CAA Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.1 Community Infrastructure
Priority Action	1.1.6 Ensure community infrastructure and services match community need

Purpose

To brief Council on the Frankston Rail Planning – Grade Separation in-depth submission on the stabling facilities proposed at Seaford.

Recommendation (CAA Development)

That Council notes the submission and endorses the transmittal to required parties.

Key Points / Issues

- This report has been prepared in response to a resolution from OM 298.
- Frankston Rail Planning – Grade Separation report presented 14 March 2017 – resolution item 4 – Prepares an in-depth submission to the Premier of Victoria, the Hon. Daniel Andrews, MP, the Minister for Public Transport, the Hon. Jacinta Allan, MP and the opposition Leader, the Hon. Matthew Guy opposing the placement of stabling facilities from Carrum to Seaford. The submission should consider the impact from noise pollution, amenity and community safety concerns on the residents and businesses that are living and working in the proposed area where the stabling yard will go. Also, the submission should highlight the impact on the Frankston municipality due to the loss of Seaford businesses that occupy the land identified for the proposed stabling (which could lead to hundreds of job losses). Finally, the submission should consider the economic, social and environmental consequences of moving the stabling yard from its present commercial location in Carrum to the mixed zoning of Seaford.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Consultation

1. External Stakeholders

Officers have continued to participate in stakeholder discussions and workshops with LXRA.

12.1 Frankston Rail Planning - Grade Separation - proposed Kananook Stabling**Executive Summary****2. Other Stakeholders**

Council was briefed on the matter on Monday 10 July 2017 by Council Officers.

Internal Council departments including recreation, infrastructure, drainage, biodiversity, vegetation protection and traffic have been consulted in the formulation of upgrades and improvements in the vicinity of the Seaford Road level crossing removal.

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

LXRA have engaged specialist consultants to provide input regarding environmental matters.

Council has requested full copies of the resultant reports, but is yet to receive the information.

Nonetheless, officers have scrutinised the plans and reports that are available, and have provided information to LXRA.

Economic

The Kananook stabling facility will have a quantifiable deleterious impact on the City, with the loss of over 200 jobs and a number of key businesses. Due to the shortage of industrial land within the municipality, and the specialised needs of a number of the businesses, it is doubtful that relocation within the municipality can occur.

Social

Stabling has been moved from Carrum, in part, to appease residents who expressed dissatisfaction with the numerous amenity impacts associated with the stabling, including noise, anti-social behaviour, light spill and visual blight.

With a residential area being located within 20 metres of the north western boundary of the Kananook site, undoubtedly these impacts will be experienced by residents in that location.

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

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

Legal

There are no legal ramifications arising from this report.

Policy Impacts

There are no policy impacts as a result of this report.

Officer's Declaration of Interests

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

12.1 Frankston Rail Planning - Grade Separation - proposed Kananook Stabling**Executive Summary****Risk Mitigation**

Negative community sentiment is expected to be strong with the loss of jobs and amenity impacts.

Conclusion

This report provides the response to a resolution of Council from the Ordinary meeting of 14 March 2017 that required, amongst other matters, that a submission be prepared to consider the impacts of the proposed stabling facility at Kananook. This submission is attached as attachment A.

ATTACHMENTS

Attachment A: Submission opposing proposed Kananook rail stabling facility - prepared July 2017

**12.1 Frankston Rail Planning - Grade Separation - proposed Kananook Stabling
Officers' Assessment****Background**

The attachment to this report have been prepared in response to the requirements of a Council resolution within the constraints of the current work plan of the Revitalisation department.

Issues and Discussion

The Kananook Stabling facility was planned without any prior consultation with Council, the community and affected landholders and occupiers.

Stabling has been relocated from Carrum to Kananook to appease Carrum residents who expressed dissatisfaction with the existing situation when the Carrum level crossing removal proposals were subject to community consultation.

The proposal will see the compulsory acquisition of land occupied by a number of key employers within the municipality, with a subsequent loss of 200 jobs.

The largest of these businesses, Page Bros Caravans, has been a long time Frankston business, and is to date unable to find a satisfactory alternate site within our municipality. This business is now looking to relocate to Dandenong South.

Importantly there is significant concern on the negative impact on the amenity of residents, some of whom are within 35 metres of the north western boundary of the stabling yard.

Further, the visual blight that will be created by a large stabling and maintenance yard is of significant concern.

The unfortunate situation has transpired that Carrum's gain is Frankston's loss.

Council has been assured by the Minister for Public Transport that the Kananook project will not impact upon the timing for the electrification to Baxter, but it is hard to understand why the State Government would spend \$178m establishing the Kananook stabling facility when that investment would have covered around a third of the cost for the electrification to Baxter.

The submission that was required by a resolution of Council at the Ordinary Meeting of 14 March 2017 is attached to this report.

Financial Implications

There are no current resources included within the Annual Budget to prepare documents more detailed than those appended to this report. Consideration for funding will need to be referred to the either the Mid-year Budget Review or next Annual Budget process.

Submission opposing proposed Kananook rail stabling facility



Prepared July 2017

opportunity » growth » lifestyle

Frankston City Council welcomes the commitments that the Andrews' Government has made towards the redevelopment of the Frankston Station Precinct and the removal of eleven dangerous level crossings on the Frankston line. At Council's meeting 19 December 2016, Council confirmed its position of its preferred grade separation for Council's three sites.

In doing so, not only will hundreds of jobs be spared, but other benefits realised. Key benefits that the continuation of an electrified line to Baxter will deliver is the creation of sustainable transport options for the communities south and south east of Frankston, and the creation of additional car parking at stations along the Frankston line, which currently is severely oversubscribed.

The announcement of the grade separation proposals within Frankston and Carrum in March 2017, however, included an element that had not been included in any of the advertised options. That proposal was the relocation of the stabling at Carrum, as well as the provision of stabling for an additional 30+ train sets to a large parcel of prime employment land in Kananook.

Accordingly, Council requests that the proposal to create the Kananook stabling facility be reconsidered, and replaced by the electrification of the line to Baxter.

Council would say that the decision to create a large stabling facility on prime employment land at Kananook has been undertaken contrary to current network planning policy and sound economic, environmental and social considerations. Further, this proposal was not subject to any scrutiny or analysis prior to its announcement as part of a package of level crossing removal solutions.

Economic Development

A new train storage facility proposed by the Level Crossing Removal Authority (LXRA) is the Kananook Train Storage Facility (see image below and larger version on page 5) is to be constructed in Seaford. The site nominated is 16 acres of industrial land. The proposed facility will be located in Seaford, approximately 200 metres from Kananook Station.

PTV's 2012 Network Development Plan includes the electrification of the Frankston Rail Line to Baxter to be completed before 2027. Council submits that this project should be brought forward to replace the need to have the Kananook stabling yard. The Federal Government has committed \$4M towards a business plan for the electrification to Baxter in addition to improved services on the Frankston line.



Council is extremely disappointed with the LXRA's lack of consideration of Council's adopted position on behalf of its Community on the three grade separation sites in the Frankston Municipality. It is further disappointed that the grade separation proposal for Eel Race Road and Station Street Carrum requires the relocation of train stabling in Carrum to industrial land in Kananook.

The use of industrial land in Kananook for a stabling facility is a detrimental move that will result in the loss of vital businesses and potentially over 200 jobs from Frankston City. This figure is much greater if local supply chains are factored in. Total economic output losses are calculated at \$36.5 million per annum.

This will include the compulsory acquisition of properties that house Frankston City businesses as well as Council land. The removal of prime industrial land off Wells Road, Seaford, for stabling requirements is certainly not the best use of the land and will impact on job growth opportunities or economic growth of businesses. Also it is understood that the stabling can cater for additional train stabling to increase the service. This will also have impact on when the electrification to Baxter will occur.

The largest employer in the area is Page Bros, who currently occupy 7 acres of land and employ 50 staff. At the moment, there are very limited options for relocation within Frankston City due to constrained land availability. The business will either need to move to another municipality or close. Several others face similar scenarios.

To date, there has been no communication with the businesses by LXRA or the Victorian Government about compensation, relocation packages or the public acquisition process. This is incredibly disappointing.

Frankston City's unemployment rate from the December 2016 quarter was 6.1% (Victoria was

5.8%, Australia was 5.7%). The future of Frankston City's resident labour force is reliant upon the creation of sustainable local employment opportunities. Currently, Frankston City has a job to population ratio of less than 1:3.

The loss of up to 200 jobs (plus supply-chains) through the proposed land acquisition is contrary to both Council and Victorian Government policy. Enormous effort has been placed on mitigating the closure of Victoria's automotive manufacturing sector and the impact on its supply chains.

Melbourne's south and east represent over 43% of people working in the automotive industry. 831 Frankston City residents work in the industry. If all of these people lose their jobs, Frankston City's unemployment rate will increase by 1.5%.

The Victorian Government is pumping tens of millions of dollars in funding to grow jobs in areas most impacted by automotive closures through programs such as Local Industries Fund for Transition (LIFT).

The decision to remove hundreds of jobs from the Frankston City and Victorian economies does not align with these policies and programs. The Level Crossing Removal Project itself has been spruiked as an employment creation exercise. However, from Frankston City's perspective the short-term provision of construction jobs will not offset the long-term loss of high value/high employment industrial businesses.

Frankston City Council objects to the compulsory acquisition of valuable employment land. There has been no plan communicated to offset these job losses or to fund/implement alternative local economic development initiatives.

Council is pleased that the Federal Government has committed a total of \$4M to allow for the

preparation of business cases for the electrification and duplication of the rail line from Frankston to Baxter, and the consideration of a Frankston flyer third track to enable a dedicated express train service between Frankston and Melbourne CBD.

Council calls on the Victorian Government to commit to delivering the electrification of the Frankston railway line to Baxter as this would complete the work along the entire line and deliver greater outcomes for Frankston and the entire region. This would also resolve the stabling issues along the Frankston Line.

It is imperative that all three levels of government work together to ensure that Frankston rail corridor projects are delivered as a complete piece of work to realise their full potential.

Council believes that work needs to commence immediately on the Federal Government’s business case in order to future proof the Frankston rail corridor. However, it is Council’s understanding that this work is not planned to commence on these projects until early-2018.

Amenity

The proposed facility is required to provide accommodation for train sets that are currently being stabled at Carrum. A degree of opposition to the current stabling situation at Carrum was expressed by residents in and around the Carrum Station during the consultation periods of the proposed level crossing removals in that area. Amenity impacts were at the heart of the opposition to the continuation of the current stabling arrangements in Carrum.

It is Frankston City’s assertion that, by appeasing a small number of residents of Carrum, residents, businesses and employees within Frankston City will be subjected to significantly greater impact by the proposed relocation of the stabling yards to Kananook. This impact crosses not only economic considerations, but also social and environmental

issues that will result from this ill-conceived decision to create a stabling waste land so close to sensitive land uses. These land uses include residential areas, one located within 20 metres of the north western boundary of the site, and the RAMSAR protected Seaford Wetlands, which are a short distance north of the proposed stabling facility.

The images below (larger versions on page 5 and 6) show the close proximity of sensitive land uses to the stabling site.



To date, no analysis has been conducted by LXRA of the flow-on social, economic and environmental impacts to our municipality, which is very concerning. Large stabling yards in the wider metropolitan area present a visual blight that encourages anti-social activities such as graffiti. External treatments that would soften the visual detriment are virtually impossible to blend with security requirements. **This situation should not be allowed to occur.**

The detrimental impacts associated with stabling facilities include train whistles, air-conditioning units running continuously, maintenance and repair tool noise, and light spill. Council is not aware if any modelling was undertaken prior to the decision being made to locate the facility in the chosen location. Further, no details of mitigation treatments have been released.

It is Council's submission that immediate and detailed analysis of economic, social and environmental impacts of the proposed stabling facility at Kananook be undertaken prior to any further consideration of the proposal.

Alternatives

As discussed above, it appears that the decision to relocate the stabling from Carrum to the proposed Kananook site has been made without due consideration of the impacts, and outside of the PTV Network Development Plan.

It appears that no clear program has been devised that will determine if and when the remainder of the acquired site will be developed for additional stabling. This will result in the balance land lying vacant until such a stabling program is devised and implemented.

There has been no rationale presented that would justify this ill-conceived, ad hoc decision given the

impacts that the facility will create. Importantly, community consultation was not conducted prior to the announcement of the proposal.

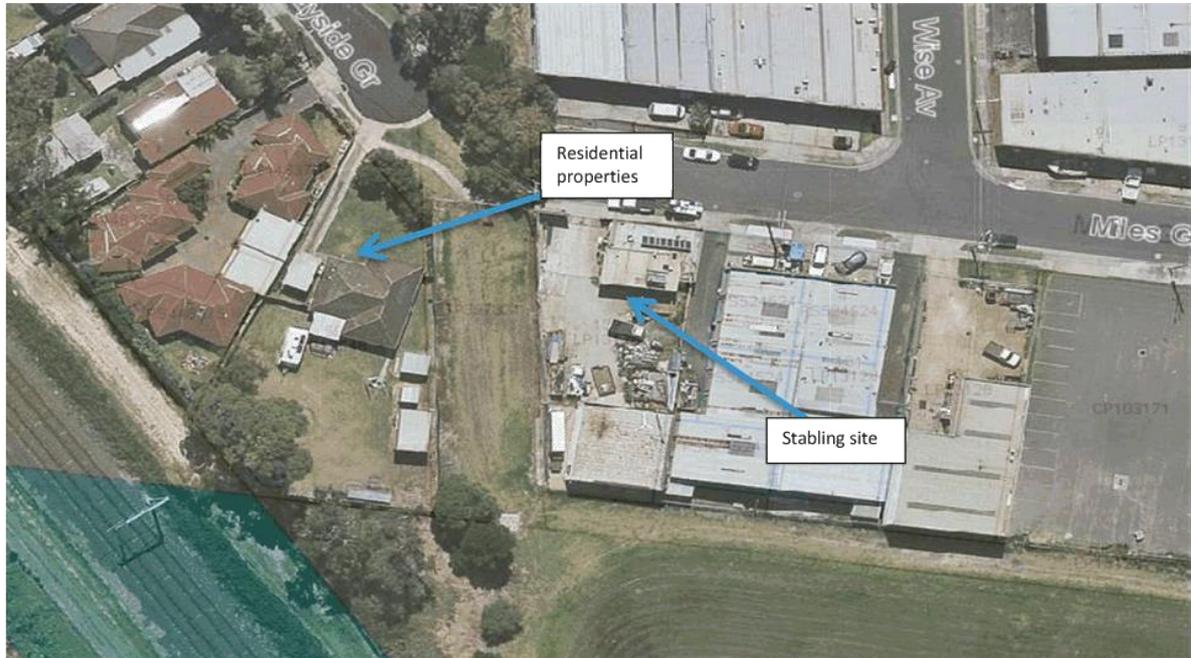
Frankston City would advance the following alternatives:

1. Electrification of the line from Frankston to Baxter, enabling stabling and additional car parking at Baxter, *or*
2. Electrification of the line from Frankston to Langwarrin, enabling stabling and additional car parking at Langwarrin, *or*
3. Retention of the stabling at Carrum, with additional measures to alleviate safety and amenity impacts associated with the stabling, *or*
4. Retention of the stabling at Carrum, with additional measures to alleviate safety and amenity impacts associated with the stabling until such time that comprehensive environmental, economic and social impact assessments, including an EES, be undertaken, *or*
5. Relocation of the Carrum stabling to the smallest possible footprint in Kananook, thereby allowing the land that is not immediately required for stabling purposes to be allowed to be used and developed for employment generating activities. By doing this, the significant job losses and amenity considerations will be partially alleviated until such time that the remainder of the site is required for increased levels of stabling.

Larger scale version – Kananook Train Storage Facility to be constructed in Seaford



Larger scale version – image shows the close proximity of sensitive land uses to the stabling site



Executive Summary**12.2 Draft Frankston Community Plan and Local Area Plans 2017-2021**

Enquiries: (Liz Daley: Community Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.3 Engage the Community in shaping the services and future of the city and their local area
Priority Action	2.3.4 Achieve the Community Plan and local area community plans

Purpose

To brief Council on the draft Frankston Community Plan 2017-2021 and to outline the community engagement process that was undertaken in order to develop the draft Plan.

Recommendation (Director Community Development)

That Council:

1. Endorses the attached draft Frankston Community Plan 2017-2021 for community consultation on Council's website for a period of four (4) weeks;
2. Notes that following consultation, appropriate adjustments will be made to the Plan and represented to Council for adoption.

Key Points / Issues

- The draft Community Plan and Local Area Plans outlines the community's aspirations for Frankston, and is a key Council plan that informs Council's decision making processes.
- The draft Frankston Community Plan 2017-2021 is based on information gathered via numerous community engagement activities undertaken through the 'Think Big Frankston City' initiative, which ran from October 2016 to March 2017. Think Big Frankston City informed both the Community Plan and the Council Plan, to ensure synergies between the Council and Community priorities for Frankston.
- Council's focus in the implementation of these Plans will be on working along with the community on projects that will bring their aspirations to life.
- It is now recommended that the draft Frankston Community Plan 2017-2021 is placed on Council's website for further consultation for a period of four (4) weeks.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

12.2 Draft Frankston Community Plan and Local Area Plans 2017-2021**Executive Summary**

The Frankston Community Plan aims to operate within existing Council resources. Council may consider allocating additional financial resources to enable implementation of priorities in line with the annual budget cycle.

Consultation**1. External Stakeholders**

The Think Big project was open to the Frankston community, including residents, visitors and employees.

2. Other Stakeholders

Internal departments impacted by the draft Community Plan have been consulted throughout the Plan's development.

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

The Frankston community have told us that the looking after and improving the environment is very important. Therefore, the draft Community Plan has a strong emphasis on initiatives that will support the environment and build upon the work already being done by Local Area environmental groups and Council.

Economic:

During the Think Big project, the community expressed a strong desire for wide range of jobs and shops that were locally available. The draft Community Plan aims to build upon the work already being done by Council and its partner agencies in attracting businesses to the Frankston municipality, and encouraging small business and start-up enterprises.

Social:

One of the most dominant themes during the Think Big project was centred on a strong, connected and resilient community. The draft Community Plan aims to build upon Frankston's existing strong sense of community.

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

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

Legal

There are no statutory or legal implications involved in developing the draft Community Plan and Local Area Plans as these represent proactive engagement to enable community input into shaping the municipality and Council decisions.

Policy Impacts

The Community Plan is linked to the Community Engagement Policy 2015-2017 and Community Engagement Toolkit (May 2016).

Officer's Declaration of Interests

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

12.2 Draft Frankston Community Plan and Local Area Plans 2017-2021**Executive Summary****Risk Mitigation**

There is an inherent risk to Council of community dissatisfaction when the community receives no response as to if or how their feedback has been used in Council's planning framework. This risk has been mitigated through the production and alignment of the planning processes for the draft Community Plan and Local Area Plans, Council Plan and the Health and Wellbeing Plan, and by the recommendation of this report to consult further with the community by placing the draft Community Plan on Council's website for a period of four (4) weeks.

Conclusion

The draft Community Plan outlines the community's aspirations for Frankston, and is a key Council strategic document that informs Council's decision making processes. The draft Plan is based on information gathered via numerous community engagement activities undertaken through the 'Think Big Frankston City' initiative, which ran from October 2016 to March 2017. Think Big Frankston City informed both the Community Plan and the Council Plan, to ensure synergies between the Council and Community vision for Frankston. Further consultation on the draft is now recommending for a period of four (4) weeks.

ATTACHMENTS

Attachment A: Draft Frankston City Community Plan 2017-2021

12.2 Draft Frankston Community Plan and Local Area Plans 2017-2021**Officers' Assessment****Background**

The Think Big project commenced in October 2016, as a way of seeking community input into the statutory Council and Health and Wellbeing Plans, as well as the draft Community Plan and Local Area Plans. OurSay were contracted by Council to run an online forum for the community to discuss their ideas, and to facilitate a Community Conference, which was held on 3 December 2016.

The first stage of the project ran from October to December 2016, and encouraged residents to put forward their ideas for consideration. Over 434 people were engaged through this process, which included an online forum, face to face discussions at a number of community events, and culminating in the Community Conference held on 3 December 2016, with over 50 attendees.

The information obtained from this stage of the project primarily helped to shape the Council, Health and Wellbeing and Community Plans.

The second stage of the project ran in February and March 2017, and asked residents to prioritise projects and think about a vision for their Local Area. For the purposes of Local Area Planning, the Frankston municipality is divided into seven Local Communities being:

- Carrum Downs/Skye/Sandhurst
- Frankston Central/Heights
- Frankston North
- Frankston South
- Karingal
- Langwarrin/Langwarrin South
- Seaford

This stage involved online forums and face to face consultations targeting each Local Area. Further consultation also occurred alongside this stage to further inform the Health and Wellbeing Plan. This stage engaged over 230 participants.

Issues and Discussion

All of the ideas developed by the community in Stage One of the Think Big project were voted on by the community. The authors of the ten ideas with the most votes during this process were invited to attend the Community Conference and present their ideas. Attendees at the conference then discussed the strengths and challenges with these ideas, and how these ideas might be progressed (and by whom).

Many ideas received a smaller number of votes, but had a similar theme (for example, the environment). These recurring themes that are important to the community have also been reflected in the draft Community Plan.

The ideas raised through the Think Big project were varied and positive, and indicate a great willingness by the community to build upon Frankston's strengths and strive for a great future. Council will have a number of roles in progressing these ideas, including as a provider of services and infrastructure, facilitating partnerships and advocating to responsible agencies for some initiatives.

12.2 Draft Frankston Community Plan and Local Area Plans 2017-2021**Officers' Assessment****Options Available including Financial Implications**

There are two options available to Council in relation to the information provided in this report:

1. Place the draft Community Plan and Local Area Plans on public exhibition for a period of four (4) weeks (recommended)

An extensive community engagement process has been undertaken to help to shape this draft Plan. It is recommended to now place the draft Plan on public exhibition for four weeks to confirm that the draft Plan is consistent with the vision of the community.

The draft Plan aims to operate within existing Council resources. Council may consider allocating additional financial resources to enable implementation of priorities in line with the annual budget cycle.

2. Don't place the draft Community Plan and Local Area Plans on public exhibition for a period of four (4) weeks (not recommended)

As the draft Plan has been developed after an extensive community engagement process, it is important to now confirm with the community that the draft Plan reflects their vision for the future of Frankston. A period of public exhibition would allow the community to provide input into the draft Plan prior to it being adopted by Council.

To ensure that the draft Community Plan and Local Area Plans reflect the community's vision for the future of Frankston, it is recommended that the draft Plans be placed on public exhibition for a period of four (4) weeks prior to seeking adoption by Council.

Thinking Big for Frankston's Future

Frankston City Community Plan 2017-2021



Contents

Our Frankston will be:.....	3
Introduction	3
Think Big Top Ten Ideas	4
Frankston Stories	7
How This Plan Works	8
Our Community.....	9
Our People	10
Action Area 1 – Community Infrastructure.....	12
Action Area 2 – Development and Housing.....	15
Action Area 3 – Natural, Sustainable Environment	18
Action Area 4 – Employment, Education, Economy	22
Action Area 5 – Vibrant and Engaged	25
Action Area 6 – Health and Wellbeing	29
Local Community Plans	32
Carrum Downs/Skye/Sandhurst	32
Frankston Central/Heights	36
Frankston North	40
Frankston South	44
Karingal	48
Langwarrin/Langwarrin South	52
Seaford	56
Implementation and Evaluation	60
Community’s Role	60
Council’s Role	60
Monitoring and Evaluation	60
Appendices.....	61
Integrating Community Planning	61
Council Plan.....	61

Our Frankston will be:

“A vibrant, resilient seaside City that is transforming. Our local economy is becoming more diverse, and provides our people with great opportunities for employment and learning. Community assets are versatile, and provide spaces for a range of services and activities that improve the health, wellbeing and connectedness of our community. Our natural open space, including wetlands, bushland reserves, rivers and beaches, is treasured by residents and visitors alike.”

Introduction

The Frankston Community Plan 2017-2021 reflects the commitment and enthusiasm that our community has to make Frankston an even better place to be. This Community Plan builds upon the journey that the Frankston community and Council have embarked on since 2010, when the first community plans were developed.

From October 2016 to March 2017, Frankston City ran ‘Think Big Frankston’ - an innovative online community engagement program to gain information from residents, businesses and local groups to inform the Council, Community and Health & Wellbeing plans. The response was overwhelming, and has provided clear direction for this Plan. We now have a strong sense of the community’s hopes and dreams for our future, along with what we need to keep doing and what we need to change in order to achieve these aspirations.

A Community Reference Group, which comprised of community members from across the municipality, informed our approach by providing advice to strengthen the proposed process, as well as promoting Think Big through their community connections. Frankston City Council acknowledges and appreciates the support of the Community Reference Group.

The first stage of Think Big ran from late October to early December 2016, and involved the creation of an online forum that enabled community members to contribute, comment on and support ideas (with a maximum 7 votes per person) for Frankston’s future. People submitting ideas could then share their ideas with their networks and encourage voting for their idea. In total, 133 ideas were voted on 2,022 times, with votes being received from as far away as Port Hedland, Western Australia. Over 430 people were engaged through this process, which included interactive sessions with the community at 17 community events, and culminated in the Community Conference held on 3 December 2016.

The Community Conference saw over 50 members of the community, along with Frankston City Council staff, meeting to discuss the top issues posted on the online forum with a view to informing Council’s strategic direction for the next four years. The authors of the 10 ideas with the most votes

during this process were invited to attend the Community Conference and present their ideas. The following are the Top 10 ideas which were presented at the Community Conference:

Think Big Top Ten Ideas

1. Kindred Clubhouse (Author: Michael Sillekens) – 333 online votes

“Kindred Clubhouse recently opened its doors in Frankston..... This evidenced based model helps people with mental illness recover. It is a safe and welcoming place where people can come for a meal, mix with others, participate in work and find pathways back to things like employment.....Our vision is for Kindred to have its own location and be able to open every day of the week.....”

2. Downs Estate (Author: Maureen Griffin) – 257 online votes

“DOWNS ESTATE COMMUNITY PROJECT (DECP) is an exciting project with great opportunities to strengthen our Frankston/Seaford community.....Down’s Estate is 50 acres along Old Wells Road in Seaford, across the road from the Motorbike Club. It was last used as a farm by Harry Down, and now DECP is applying for a licence from Council to use this iconic site beside the Seaford Wetlands for the community’s benefit..... WHAT IS PLANNED? Picnic tables and seats, walking trails, revegetation programs, planting food gardens, an orchard, environmental education and training, all built with a base of community skill sharing. We will tell the stories of this site with the Indigenous connections to the land and its stewardship and also the white settler and ecological history of the area, to enrich our community identity now and into the future..... With strong themes of building community resilience, care for environment and creating food security and sustainable living options - our kids, their families, youth, older residents and visitors will have a special place to relax, learn, play and connect.....”

3. Child and Family Services Hub (Author: Jo Cavanagh) – 205 online votes

“.....Creating a community centre which includes for example maternal and child health, parenting programs, play groups, elderly citizen groups, education and learning opportunities, general practitioner, legal advice, and with specialist family violence, trauma informed services (for example) to gently engage when problems and vulnerability are identified, would be non stigmatizing and more welcoming.....”

4. Virtual Reality Concept (Author: Wade Angelo) – 130 online votes

*“.....Imagine being able to view an online interactive map and directory from anywhere in the world that would virtually transport a person to that business or location and view that space like they were actually there. Stimulating our local economy and changing the unwarranted stigma and perceptions attached to our awesome city!
.....Encourage outer suburb, interstate and international visitors to physically visit, shop or holiday in the City of Frankston”*

5. Outdoor Cinema in Monterey Park (Author: Richard Harris) – 162 online votes

“Free outdoor cinema in Monterey Community Park, use the giant pavilion that is going to waste”

6. Environmental and Sustainability Initiatives (11 individual ideas from online forum related to this theme with combined votes making this a Top Ten idea)

- *“Planning for our future, long-term challenges like climate change, increasing population and how we can be more sustainable, such as more green and efficient buildings, great public transport with connected walking and bicycle paths, incentives for businesses and local jobs creation, solar on roofs and rainwater tanks, affordable housing, diverse open spaces for people as well for local wildlife.....”*
- *“.....Maximising the amount of annual hard waste collected that is recycled or reused (to minimise the amount that goes into landfill - currently many items that could potentially be reused / recycled and generate a revenue are crushed and put into landfill)”*
- *“Allowing residents to donate saleable items to the Frankston Recycling and Recovery Centre Treasure Chest Shop directly and without charging them a fee at the gate to do so! This could be a potential employment opportunity via a social enterprise - here is a great example from another municipality: <https://outlookvic.org.au/environmental/mornington-resource-recovery-centre-and-outlook-market-shop/>”*
- *“Green walls, green roofs, combat urban heat island effect and make a visually stimulating town centre with functional street art. Install green walls that make international headlines.”*
- *“Increase the number of green spaces and bike lanes (protected bike lanes where possible) and ensure future planning maximises walkability.”*
- *“Follow the footsteps of Moreland, Randwick and Sydney councils and #Divest from fossil fuels <https://www.theguardian.com/environment/2016/sep/06/city-of-sydney-council-divest-fossil-fuels-regardless-electionresult>”*
- *“The way we are all living is not sustainable long term. We need to be thinking about our children and our children's children and setting a good example for them in how we live.”*
- *“...composting food scraps is something we all should be doing. This reduces waste greatly.”*
- *“Council should advocate to the Victorian Government for a Victoria-wide ban on plastic bags and for a container deposit scheme.”*

7. Art project by Young People at Frankston North Skate Park (Author: Keery Gibson) – 91 votes

“Frankston North Skate Park at Monterey Reserve: Frankston North young people leading an 'Art Project' using the skate park as the canvas. Community focused project to engage our young people in the community in which they live. This would be an Awesome project”

8. Changing Places Toilet (Author: Dee Davey) –84 online votes

“A ‘Changing Places’ facility (adult change room and toilet for people with severe physical disabilities and their carers can use) on the Frankston Waterfront, somewhere near the park and information centre and at the Frankston Train Station. If these are factored into the planning stages, it does not cost anything extra and would create more opportunities for sustainable employment for people of all ability levels as well as sustainable accessible tourism. Please have a look at this link to help you understand what I am talking about. <http://changingplaces.org.au/>”

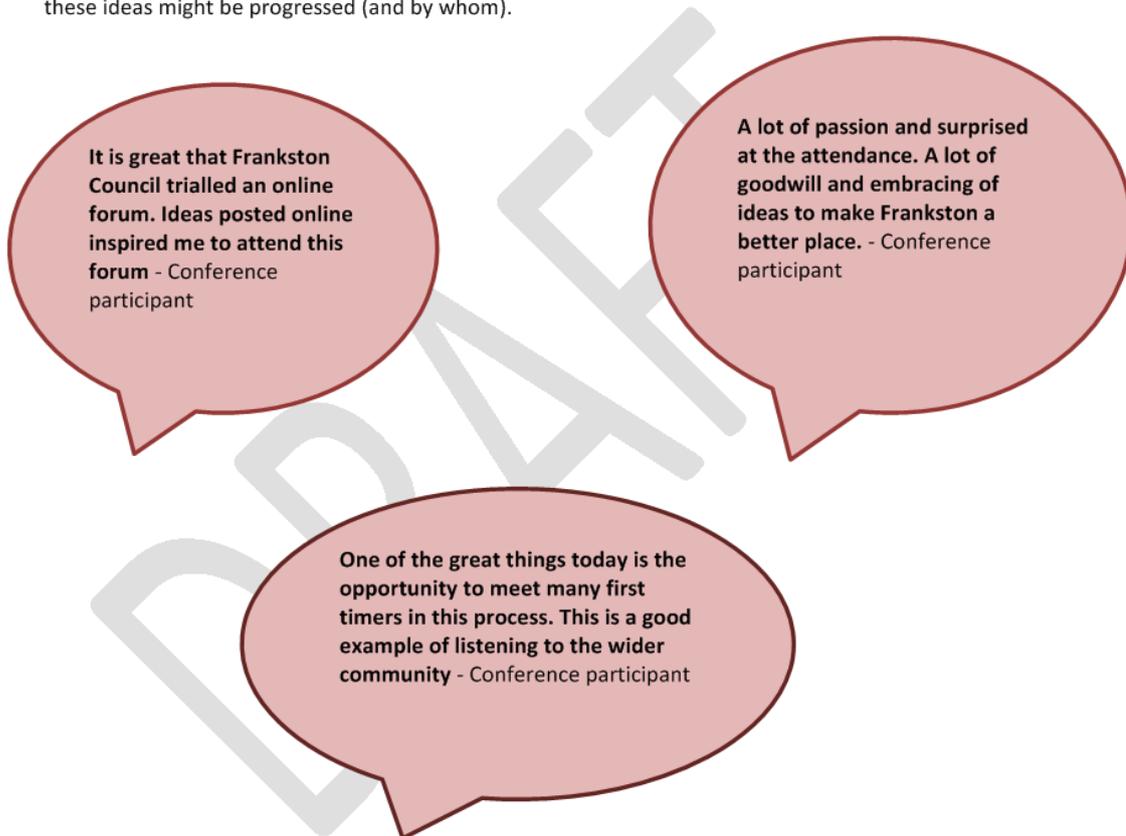
9. Dog Off-Leash areas (9 individual ideas on forum related to this theme with combined votes making this a Top 10 idea)

"More dog friendly and leash free areas that are appropriately signed and are safe for dogs. A fenced dog park with proper dog disposal areas"

10. Closure of Citylife (Author: Katina) –60 online votes

"The closure of citylife and the breakfast club has affected so many. 3000 meals a month have been lost. It has affected homeless people as well as people who need company. It was like a family."

Attendees at the conference then discussed the strengths and challenges with these ideas, and how these ideas might be progressed (and by whom).



The second stage of the project ran in February and March 2017, and asked residents to prioritise projects and think about a vision for their local community. For the purposes of Local Community Planning, the Frankston municipality is divided into seven Local Communities, being:

- Carrum Downs/Skye/Sandhurst
- Frankston Central/Heights
- Frankston North
- Frankston South
- Karingal

- Langwarrin/Langwarrin South
- Seaford

This stage involved online forums and face to face consultations targeting each local community. Further consultation also occurred alongside the Local Community planning to further inform the Health and Wellbeing Plan. This stage of the Think Big project engaged over 230 participants.

The ideas generated by the Frankston community during the Think Big project were positive and showed a strong commitment by the community to work together with Council towards an even more prosperous future for Frankston. All ideas provided by the community have helped to shape the development of not only this Community Plan, but also the Council Plan and Health and Wellbeing Plan.

Frankston Stories

As part of the Think Big initiative, a range of community members shared their stories and vision for Frankston City through a series of 'Frankston Stories'. These stories featured in promotions for Think Big, and a few stories are also shared throughout this Community Plan. Frankston City Council thanks these participants for sharing their stories.



Frankston Stories – THANK YOU!

Top L-R: Andrea Staunton and family, Sara Catena, Milton Parr, Lisa Harry

Middle L-R: Jeremy Nikora, James Brown, Aine McKenna, Louise Holtzinger

Bottom L-R: David Cross, Clyde Aspinall, Scout Ross, John Albiston, Maureen Wainwright

Not pictured: Susan Levkovski, Jacqui Kirkland, Sandi Walters, Tony Sambell, Sharyn Cassano, Peter Orton, Alan Wallis

How This Plan Works

This Plan takes the information that the community told us through the Think Big consultation and groups them according to action areas that the community and Council can work on together. There are two components to this document:

1. Community Plan

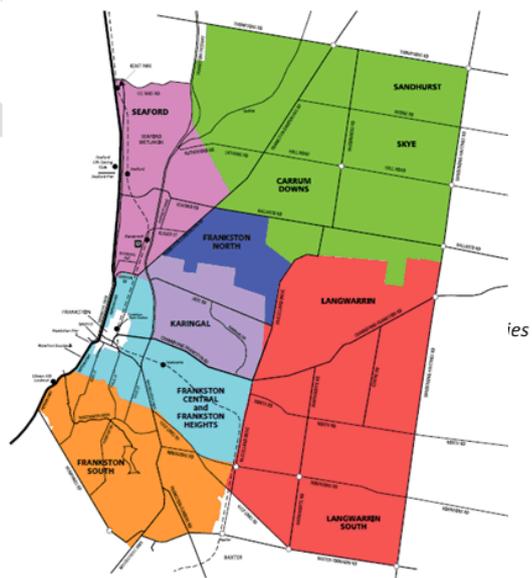
The Community Plan provides direction for the Frankston City community to work alongside Council and other stakeholders to achieve the community's aspirations. Six action areas, which have been aligned with the Council Plan themes, provide areas for future investigation.

2. Local Area Community Plans

Local Area Planning allows for a place-based approach for Council and the community to work together on community-identified projects in a local area setting. The Local Community Plans sit within this Community Plan.

For the purposes of Local Area Planning, there are seven Local Areas within Frankston City, each with unique identities and assets. This approach allows for collaboration and ownership by the community whilst also allowing Council to consider the priorities of the local areas during its decision making processes. The seven Local Communities are:

- Carrum Downs/Skye/Sandhurst
- Frankston Central/Heights
- Frankston North
- Frankston South
- Karingal
- Langwarrin/Langwarrin South
- Seaford



In working with the community to achieve the actions outlined in this Plan at both a city-wide and Local Community level, Council may take one of three different types of roles:

- **Provider:** Council will directly provide the service or infrastructure required to achieve the action
- **Facilitator:** Council will facilitate an outcome to achieve the action, working with key partners and relevant agencies if the action is outside the jurisdiction of Council's responsibilities
- **Advocacy:** Council will advocate with and on behalf of the community to the relevant agency or body in order to achieve the action.

Council has committed funding in its 2017-2018 budget to a number of initiatives that will help to meet the community's aspirations. These are identified under each action area.

This Community Plan also provides suggestions on how the community can get involved in key activities to bring the aspirations of the community to life.

Our Community

Our Location

The Frankston City municipality, located on the eastern shore of Port Phillip Bay approximately 45 kilometres south-east of Melbourne, is known for its beautiful coastline, award-winning beaches and natural bushland, vibrant lifestyle, diverse community and growing business, arts, education and health facilities.

The city is also host to venues, events and attractions such as Frankston Arts Centre; McClelland Sculpture Park + Gallery; Frankston Waterfront; and the annual Sand Sculpting event, making Frankston City an even more desirable place to live, work, learn, visit and invest.

Our History

The traditional owners of land in and around Frankston are the Boon Wurrung/Bunurong people. The country of the traditional owners extends from the Werribee Creek to the Tarwin River and Wilson's Promontory. It is estimated that the traditional owners lived in the area from as far back as 40,000 years ago.

The traditional owners were hunter-gathers, living on the natural produce existing in the area. Women gathered plants and men hunted. People ate local animals, plants, fish and shellfish. They did not use boats, but fished from shallow waters using nets.

Life was seasonal, with the availability of different plants and animals varying throughout the year. The Frankston foreshore and Kananook Creek area provided an ideal place to fish and hunt as it had seafood and saltwater plants as well as freshwater fish and eels. The Kananook Creek also provided drinking water, encouraged animals to the area and nourished other plants and trees.

The traditional culture of Aboriginal and Torres Strait Islander people is resilient and is characterised by strong recognition and valuing of the roles of elders and traditional customs, such as reciprocity and a shared vision of community. The strength and resilience of the Aboriginal and Torres Strait Islander culture provides a sound basis for developing a sustainable community in the long-term.

The township of Frankston was established in the 1850s. The establishment of the rail line from Melbourne in the 1880s (which was then electrified in the 1920's), saw Frankston emerge as a seaside holiday town, popular with residents of Melbourne. Formerly known as Frankston Shire, the Frankston City was formed in 1966 when city status was declared. From this time, Frankston experienced significant residential growth, particularly in the Frankston Heights, Karingal and Seaford areas. Frankston City in its current form was proclaimed in 1994.

Our People

Frankston is a thriving and growing community. Latest estimates (2015) show that the current population of Frankston is estimated at 135,971, which is expected to increase to 160,000 by 2050.

With our wide open spaces, beautiful beaches and range of services, many people choose to raise families here. Compared to the Greater Melbourne average, Frankston City is home to slightly more young people with 23.3% of the population being aged between 0 and 17.

Our access to beautiful open space and health services also makes Frankston City a place that people in their later years enjoy living in. Compared to the Greater Melbourne average, Frankston City is home to a higher percentage of people aged over 60 people. Almost half (45.1%) of people aged 75 years old and older live alone in our community.

Our community is diverse and vibrant. One in 10 people in Frankston City speak a language other than English at home. Also contributing to the strength and vibrancy of our community is that Frankston City has a larger percentage of the population that identify as Aboriginal and/or Torres Strait Islander population compared to Greater Melbourne.

We are a community that enjoy being active and getting out and about in our community. One in five Frankston residents engages in physical activity for four or more days per week, which is slightly higher than the Victorian average. We are home to 103 sporting clubs that provide social and fitness hubs in our local areas. We also have five community gardens that support healthy and locally grown produce. More people in Frankston City report that their health is either excellent or very good as compared to the Southern Metropolitan Region of Melbourne.

There are 12 hectares of open space for every 1,000 people in Frankston City. We do not just passively enjoy our open space though – we actively seek to improve our environment. In 2015-16, there were 14,190 volunteer hours recorded for local environment groups.

The Frankston economy is growing. In 2014, the gross regional product for the municipality was \$5.011 Billion. There are currently 36,631 people employed in Frankston City.

Frankston City has a significantly lower percentage of people holding a bachelor or higher degree compared to Greater Melbourne - 11.9% in Frankston City compared to 23.6% in Greater Melbourne.

Frankston Story - Sandi Walters



"I am the Manager of SASI Home and Community Care. We provide in-home care to a range of clients including the elderly, new mums, people recovering from surgery, transport and Work Cover accidents.

We are now also branching out into disability, which is something close to my heart.

I have a daughter with some medical problems. She has a hearing impairment so I was unable to work for a while.

As soon as you have a child with a disability, it doesn't matter what it is, the parents go through a very similar scenario. She needed me to be at home, so working was quite difficult.

During that time I decided rather than just be at home I would volunteer my services to the local community, and by chance, I ended up at the Frankston Toy Library — which was headed for closure.

We have now grown the Library into the largest toy library in the country and also introduced a special needs section, which is the first of its kind.

We have developed a hearing support group to support parents of children with a hearing impairment 'Hear Together', as well as a community driven domestic violence prevention campaign known as 'Sisterhood FMP'.

I don't think I'm special. There are so many amazing people giving up their own time to make the Toy Library a better place for everyone."

My vision for Frankston City is a place where everyone feels safe to visit, live, work or raise a family. I would like to see a city that is innovative, proactive and recognised for its incredible community spirit."

Action Area 1 – Community Infrastructure

Our Frankston will be:

“a city with a range of community facilities and services that meet the needs of residents and visitors.”

*“More community centres in each suburb and more activities at each community centre”
- Think Big Participant*

Our community has said accessible and multi-use community facilities are important! Whilst we have four multi-disciplinary community hubs in the municipality in Karingal, Frankston North, Frankston Central and Langwarrin that integrate Community Centres, Youth Services, Maternal & Child Health, adult learning, seniors group, community development and family support agencies; a Top 10 idea from the Think Big online forums was to create more of these.

There are eight community centres within Frankston City, located in Carrum Downs, Frankston North, Frankston South, Langwarrin, Karingal, Orwill Street, Ebdale Hub and Belvedere. These centres provide a community ‘hub’ in local areas, and offer a wide range of services and activities in response to community articulated needs and desires.

Changing Places toilets..... will create more opportunities for sustainable employment..... as well as sustainable tourism – Think Big Participant

Our community strongly supported a Top 10 idea from the Think Big online forums to provide additional Changing Places facilities within Frankston. There are three Changing Places facilities within Frankston City, in Bayside Shopping Centre, at Peninsula Aquatic and Recreation Centre (PARC) and at George Pentland Botanic Gardens. Changing Places toilets provide safe and accessible change room and toilet facilities for adults with a disability and their carers; enhancing opportunities for people to enjoy community activities and social connections.

Our community is not just made up of people, but of our pets too! One of the Top 10 ideas from the Think Big online forums was to create safe, fenced in dog parks. The community would like to see our furry friends have a safe place to exercise, and for dog owners to socialise.

And, in Langwarrin, our community articulated they would like a library in their suburb, to allow the community to enjoy all of the services library offers, whilst also providing a community meeting place.



The community said we need to....

- *Consider Changing Places facilities in building works*
- *Explore opportunities for safe dog exercise areas*
- *Consider a library in Langwarrin*
- *Provide active and flexible community facilities*

To achieve these goals, we need to involve residents, community groups, State Government agencies, Frankston Disability Access and Inclusion Committee; sports and recreation clubs; Community Centres Committees of Management and Council.

What's already happening (or about to happen)?

- There are over 30 free roam areas in Frankston City for our dogs (check Council's website for the park nearest you!)
- Council's 2017-18 budget includes funding for the investigation of an off leash dog area
- Funding has been included in Council's 2017-18 budget to commence planning for a Langwarrin Community and Library Hub

- Council provides infrastructure and funding for five community centres as well as directly managing Frankston North Community Centre, Frankston South Community and Recreation Centre, and Ebdale Hub Community and Learning Centre.

In the meantime you can

- Get involved at the Annual Pet's Day Out! This is a great day to socialise with your pets – it's usually held in October and advertised in Frankston City News and on Council's website.
- Check Council's website for the location of your local community centre.
- Join a local sporting club! Our sports clubs provide a range of activities for all ages and abilities. You can find a group that suits your needs on Council's website. Open and Registration Days are often advertised in local media and at local venues
- Join other like-minded community members and help implement this Community Plan – contact Council for more information!

DRAFT

Action Area 2 – Development and Housing

Our Frankston will be:

“a city that more people choose to live in due the diverse range of housing options and lifestyle assets locally. Sustainable development is important to us.”

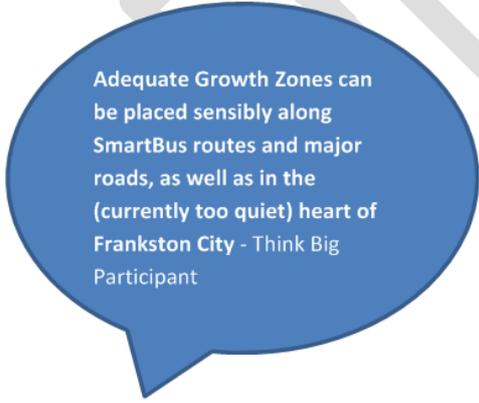


Appropriate planning throughout Frankston in particular the Central Activity Area and in sensitive areas such as Green Wedge”- Think Big Participant

Our community has identified development and growth is a key issue facing the Frankston community. Residents have expressed a desire to grow the Frankston City Centre, also known as the Frankston Metropolitan Activity Centre (MAC) to provide a mix of housing, employment and recreational options.

Whilst generally supportive of new development, our community believes that it is vital that development is appropriate and sustainable, particularly in the City Centre and sensitive areas such as the Green Wedge. Protection of heritage buildings and homes is also important to our community.

Public transport services, particularly bus services, often do not meet the needs of our community. A greater span of hours and improved service frequency is required.



Adequate Growth Zones can be placed sensibly along SmartBus routes and major roads, as well as in the (currently too quiet) heart of Frankston City - Think Big Participant



Continue to actively collaborate and advocate to ensure community need is met with regard to public transport – Think Big Participant

The community said we need to.....

- *Work together to ensure that our community grows in a sustainable and appropriate way*
- *Advocate for improved public transport that meets our needs and reduces our reliance on cars*
- *Advocate for more affordable housing options and to support our homeless community members*

To achieve these goals, residents, community groups, State Government agencies and Council will need to work together.

What's already happening (or about to happen)?

- Council has committed to working with the community to develop the Green Wedge Management Plan to protect this sensitive and vital asset
- Attracting higher density residential and mixed use developments will continue to be a focus for Council, including affordable housing in and around the Frankston Metropolitan Activity Centre (FMAC)
- Council will continue its advocacy to Public Transport Victoria for a Bus Services Review for Frankston City, to ensure that bus services meet the needs of our community
- Adopting the Housing Strategy will be a priority for Council, to ensure that future growth is adequately planned for, and that housing stock meets the needs of current and future residents
- Frankston City libraries will continue to be welcoming places for everyone with free memberships, access to computers and Wi-Fi and shelter

In the meantime you can....

- Keep an eye on Council's website and local newspapers for opportunities to have your say on new developments and plans
- Get involved in the community engagement process that will inform the development of the Green Wedge Management Plan. Details will be advertised in local papers as well as Council's e-News and social media pages

Frankston Story – David Cross



"I grew up in the bush and I suppose I've always enjoyed the outdoors.

I've been living in Frankston 25 years and have been involved with several environmental friends groups who help take care of our many wonderful reserves.

Last year the environmental friends groups contributed over 8,000 hours of volunteer work looking after our reserves and foreshore."

Action Area 3 – Natural, Sustainable Environment

Our Frankston will be:

“a city that values and protects our natural environment. We will plan carefully to ensure that the needs of current and future generations are met. Sustainability will be at the forefront of decision making.”



Locals are connected with nature, perhaps more than those close to the City and we have community groups who are working on issues of environment and sustainability. - Think Big Participant

We are fortunate that Frankston City is home to large open spaces, including foreshores, bushland areas, rivers, creeks and sporting grounds. There are 12 hectares of open space for every 1,000 residents of Frankston. There were so many ideas relating to sustainability and the environment during the Think Big online forums, that when combined, they became a Top 10 idea/theme.

We love our environment, and actively get involved in making sure that it is protected for current and future generations. In 2015-16, volunteers in local environment groups recorded an amazing 14,190 hours of environmental protection work!



Clean and green. Safe wildlife crossings for our remaining koalas and wallabies. Rich, diverse and healthy bushland. – Think Big Participant

Our community has said there is a need for information and support as to how we can all contribute to a better environment for our current and future generations. Being a coastal area, climate change and sea level rise is of concern to our community.

Our community has overwhelmingly supported the idea that Downs Estate in Seaford be open for community benefit, with a focus on sustainability. This was the second most-voted on idea during the Think Big online forum.



We (the Downs Estate Community Project Inc) will continue to work with community members, groups, organisations, schools, businesses in collaboration with our partners at Frankston Council, to bring the Downs Estate Community Project alive. – Think Big Participant

The community said we need to....

- *Consider the environment and sustainability in all decision making*
- *Get involved in community environmental projects that will ensure the needs of current and future generations are met*
- *Utilise alternative energy sources*

Residents, community groups, schools, State Government agencies and Council will need to work together to achieve these goals.

What's already happening (or about to happen)?

- In April 2017, a licence agreement was signed with Downs Estate Community Project Inc. (DECPI), which allows the group to conduct community activities on the land at Downs Estate!
- In 2017-18, Council will review its *Carbon Neutral Action Plan* and develop a new energy and emissions reduction plan to progress towards a sustainable city
- Council has an Urban Forest Policy that will ensure that our streetscapes enhance the liveability of our City and provide an opportunity for the community to connect to nature
- Council will continue to implement its *ESD Standards for Council Buildings* policy to improve environmental outcomes in the built environment
- The 'Environment and Waste' webpages on Council's website will continue to include comprehensive information on living sustainably.
- In 2017-18, local food premises in the Frankston city centre will be engaged in the *Bay Friendly Businesses* project funded through Council and the Victorian Government to reduce litter and stormwater pollution entering Port Phillip Bay
- Local schools will continue to be supported by Council with funded environmental programs and initiatives, and facilitation of the Teachers Environmental Network (e.g. professional development for teachers, environmental leadership activities for students)

- With support from Council, Frankston City's first community-led *Boomerang Bags* initiative has started with monthly sewing bees by volunteers to make reusable bags and reduce plastic bag waste
- Council will continue to educate and engage the community through its annual *Greening Our Future* community events program, and encourage community involvement in annual events and initiatives such as Plastic Free July, National Tree Day, Detox your Home, Clean Up Australia Day, Buy Nothing New Month
- Council's 2017-18 budget includes funding for the installation of solar panels on 11 Council owned sports pavilions

In the meantime you can....

- Get involved in your local environmental or Friends group! Frankston is lucky enough to be home to many Friends groups, Beach Patrols and other community environmental groups. Head to Council's website to find out more about these groups and how you can get involved
- Get involved in Greening Our Future events! Council's website and local papers will advertise upcoming events
- The Frankston Regional Recycling and Recovery Centre (FRRRC) in Skye is the place to head for your recycling needs. Council encourages all residents to dispose of their rubbish in a sustainable way
- Community Environmental Groups can apply to Council's Community Grants for projects that bring the community together
- Keep an eye out for environmental tips and advice in Frankston City News and sign up to EnviroNews, Council's e-newsletter for ongoing information on local environmental projects and initiatives. Find out more on Council's website!

FRANKSTON STORY – LOUISE HOLTZINGER



“I’ve been a part of Frankston Youth Council for five years. A teacher at school thought I would be great at it and said I should give it a try.

It’s been wonderful. I’ve made new friends, gained new skills and had many fun experiences, including creating our own event – Frankston Stands for Change: Zero Tolerance for Bullying.

This anti-bullying event raises awareness about how bullying is just not on, and that there’s lots of support out there for young people to help get through difficult times.

As I was leaving school, I was thinking about what I was going to do for the rest of my life. I thought to myself, who do I want to be?

The people I admire are youth workers. And so, I think it’s the right path I’ve chosen. I’m currently studying at Frankston Chisholm Institute, Diploma of Youth Work. I know it’s what I want to do.”

Action Area 4 – Employment, Education, Economy

Our Frankston will be:

“a city that boasts a diverse and innovative range of education and employment opportunities that allows both our people and our economy to prosper. We support our young people to learn and grow, which will create a bright and strong future for the City.”

There was a lot of support in the Think Big online forums to create opportunities for young people in local businesses. Frankston City has higher youth disengagement than the metropolitan Melbourne average. Some local areas have significantly higher than average rates of youth disengagement.

Frankston City has a lower percentage of people holding a bachelor or higher degree – 11.9% compared to 23.6% in Greater Melbourne. We have more people employed in trades and other skilled labour positions.



Attracting government departments to set up offices in Frankston and boosting local jobs should be a top priority for the city.- Think Big Participant

Ideas shared on the Think Big forum showed that our community is aware that technology is changing the way that we work. Opportunities to obtain skills in new technologies, and to support our changing workforce were raised as considerations to strengthen Frankston’s economy. In fact, one of the Top 10 ideas from Think Big was a 360 degree virtual reality experience. Our community values being able to share and promote our community with visitors, which drives our economy and creates a sense of pride in our community.

The community said we need to....

- *Attract a range of economic and tourism opportunities to Frankston City to boost our economy and provide employment opportunities for our residents*
- *Support our young people into education and employment*

The community, Local Businesses, Business Chambers, education providers including Frankston Mornington Peninsula Local Learning and Employment Network and Council will need to work together to achieve these goals.

What's already happening (or about to happen)?

- The Events Attraction Program managed by Council assists in growing our reputation for hosting major events of a national and international standard, including: the annual Sand Sculpting exhibition, the Frankston Waterfront Festival, Christmas Festival of Lights and Festival of Rugby!
- The Training Café at Frankston North Community Centre supports local youth employment. Planning is underway for a new Training Café at Frankston South Community Centre to further support employment
- Council's Commercial Use of Public Open Space program provides individuals and organisations with opportunities to run commercial activities over summer in our parks and foreshore areas. Find out how to apply by visiting Council's website
- The Splash Card program run by Council offers young people discounts at local shops as well as information about local employment.
- The Frankston Arts Centre (FAC) offers mentorship programs and connections to industry professionals to support education and employment outcomes
- The FAC also offers work experience placements and Victorian Certificate of Applied Learning (VCAL) internships for young people to get involved in all areas of theatre – from backstage technicians, programming, marketing and box office roles
- EDGE arts is an online arts space for the arts community of Frankston City and beyond to connect online, share ideas, promote events and showcase work
- FAC's Hip Cat Circus program educates and supports the employment of circus professionals that extend from weekly circus program

In the meantime you can....

- Visit your local library! To find out more about your local library and the activities they offer, visit <https://library.frankston.vic.gov.au>
- Support local events and attractions to grow our tourism businesses and support our economy and employment!
- Students can receive a SplashCard, for discounts at local shops and information about local jobs! Visit www.splashcard.com.au to find out more!

Frankston Story – Aine McKenna



"I'm originally from Ireland but I've been living in Frankston for nearly 34 years. I think Frankston is one day going to be a big city – it has lots of potential.

To keep myself busy I volunteer at the RSPCA Op Shop on the corner of Playne and Young Streets. I love it because I really enjoy meeting and communicating with people.

The shop sells lots of different things and all profits go to the RSPCA. Many people come in for a chat, to tell us their problems or make suggestions. We're always here to listen.

I'm also part of the Positive Ageing Network but at 76 I don't always feel positive, however I always try to look at the positive side of things.

In our community some people are loud and always manage to have their say. We need to make sure that the "little man" also has the opportunity to have their say.

My vision for Frankston City is that we continue travelling in the right direction, be strong about keeping our green wedges and remember to support those less fortunate in our community."

Action Area 5 – Vibrant and Engaged

Our Frankston will be:

“a city that people love living in and visiting due to its abundance of events, activities and tourism destinations. We are engaged in our local area, which strengthens our community and creates a strong sense of pride amongst residents.”

Residents want a say in decisions that affect their lives. The number of people involved in Think Big demonstrated that Frankston is a community ready to get involved in shaping the future.



It's important for Frankston to showcase ourselves. Change perceptions and being proud of our city.- Think Big participant

We like to live here and we like to share our community and assets with visitors. We get involved in activities such as Think Big so that we can have our say in shaping our community.

Statistics show that the proportion of Frankston residents that agreed that people in their neighbourhood are willing to help each other out was 71.3% compared to Victorian estimate of 74.1%.

A strong theme coming through on the Think Big online forums was that people would like to see more opportunities to come together as a community. They want more music, restaurants, events and chances to connect, socialise and enjoy community life.



More support is needed for LOCAL LIVE MUSIC. - Think Big participant



Community members need to follow through and attend community consultation forums. - Think Big participant



Our young people do not know their neighbours as we did when growing up - Think Big participant

The community said we need to....

- *Build a sense of place, belonging and connection*
- *Get involved in community events and activities*

To achieve these goals, the community, tourism providers, events providers, community groups and agencies and Council will need work together.

What's already happening (or about to happen)?

- Council runs six major community events every year, attracting tens of thousands of residents and visitors.
- Council supports community events through funding and support – get in touch with Council if there's an event you'd like to see!
- Evaluation surveys consistently find that the community are proud of events held in our community – something we always try to build upon!
- The Frankston Arts Centre provides a large number of performances, workshops and education programs every year!
- Council and community events celebrate different cultures including:
 - Ventana Fiesta
 - Blessing of the Waters
 - Isoli Isoli
- Council is proud to have strong relationships with our two sister cities – Susono (Japan) and Wuxi (China)
- The Aboriginal and Torres Strait Islander community and their traditions are supported and celebrated by Council through NAIDOC week celebrations as well as exhibitions and performances at the Frankston Arts Centre

In the meantime you can....

- Attend one of the many local events in Frankston City! Find out more about upcoming local events on Council's website or www.visitfrankston.com
- Give back to your local community and feel amazing by volunteering! Find out more about local volunteering activities at www.impactvolunteering.org.au
- The Frankston Visitor Information Centre hosts a Residents Morning Tea for new and old residents who want to find out more about the services and activities found in Frankston. Find out more at www.visitfrankston.com
- Visit the Frankston Arts Centre! See what's on at www.thefac.com.au
- Get involved in local decision making. Council has regular meetings that the community can attend. Council also regularly encourages input on a range of strategies and projects, which will be advertised through Council's website, social media pages and the local newspapers.
- Celebrate the diversity of the Frankston community! Get involved in Harmony Day, NAIDOC Week, International Day Against Homophobia, Biphobia and Transphobia (IDAHOBIT) and other celebrations of diversity throughout the year

- Get to know your neighbours and local community a bit better by celebrating Neighbour Day each year! Host a celebration or look out for local events!
- Look out for the annual Seniors Week! There are always plenty of activities held in Frankston as part of this state-wide initiative!
- Community Groups can apply to Council's Community Grants for projects that bring the community together.
- Encourage and welcome visitors! Spruik Frankston everywhere you go, be proud and let everyone know how great we are!

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Frankston Story - James Brown



"I'm a Community Transport Officer, so essentially you might say I'm a bus driver, but there's a lot more to it than just driving a bus. I pick up clients from their homes, and I also help plan activities and the routes we take.

Most clients don't have their own transport and many don't have partners because they have passed away. They love the outings and the social activity.

The regular clients who I pick up weekly have become my friends. To me it's an honour and a privilege to be able to serve these people because they are the ones who've built this country.

I love the feeling of dropping someone off after a day out, and seeing them smiling and laughing because they've had a great day. Everyone is so appreciative and they always say a big thank you.

'Think Big' is a chance for the community to dream it, think it and talk about it.

My vision for Frankston City is to become Melbourne's version of Coney Island, a seaside paradise."

Action Area 6 – Health and Wellbeing

Our Frankston will be:

“a city where individuals strive to be as healthy as possible, and are supported by a range of services and infrastructure that support optimal health and wellbeing. As well as looking after our own health, we also support vulnerable members of our community.”

Frankston is an active and vibrant community! This is a proven fact given that Frankston residents are more likely than the State average to participate in physical activity on four or more days per week.



We want to live in a healthy community by promoting healthy attitudes, safety and general wellbeing for all.- Think Big Participant



Encourage fruit and veg shops in local areas - Think Big Participant

Nearly 8% of Frankston residents reported meeting the vegetable guidelines, which is slightly higher than the State average. We love our community gardens, and have five already within the municipality. Residents would like to see more in our local areas to support healthy food habits and community connectedness.

One in five residents living within Frankston reported that their health as poor or very poor, which is slightly higher than the average for the Southern Metropolitan Region. We are fortunate to have a range of health and community services within Frankston, including three hospitals and many medical specialists to assist.

The most-voted idea from the Think Big online forums was support for Kindred Clubhouse, an organisation that provides support to people with mental illness. Another of the Top 10 ideas from Think Big was regarding the impact of the closure of Citylife, which was an agency that provided social inclusion activities, including meals, to vulnerable community members. Such a high level of support for these ideas shows that the Frankston community support those who disadvantaged or vulnerable.

Our community is an inclusive community, and this is something that we value and want to further enhance. Providing further support to our GLBTIQ community, through ideas such as painting the

Kananook Creek bridge at Frankston Waterfront rainbow, and establishing a GLBTIQ café in Frankston have been suggested by our community during Think Big as ways to promote inclusion.



The community said we need to....

- *Establish more community gardens in our local areas*
- *Support our vulnerable community members*
- *For our local Community Centres to respond to the needs of all community members – from disadvantage to advantage*

What's already happening (or about to happen)?

- The Frankston Arts Centre offers a weekly program 'Artwell' for community members to work on mental wellness through the practice of arts
- Council's Community Centres provide a range of services and programs for all community members regardless of age or ability
- The Arts Access program, run by the Frankston Arts Centre, supports the health and wellbeing of community members with diverse access needs
- Council offers a range of free or low cost events and education programs to encourage learning and community participation
- Council operates the Frantastic Food Business Award Program and Domestic Waste Water Management Program to improve environmental health outcomes in Frankston
- Frankston Libraries run the E-Smart Digital Literacy Program to help our community to stay cyber-safe

In the meantime you can....

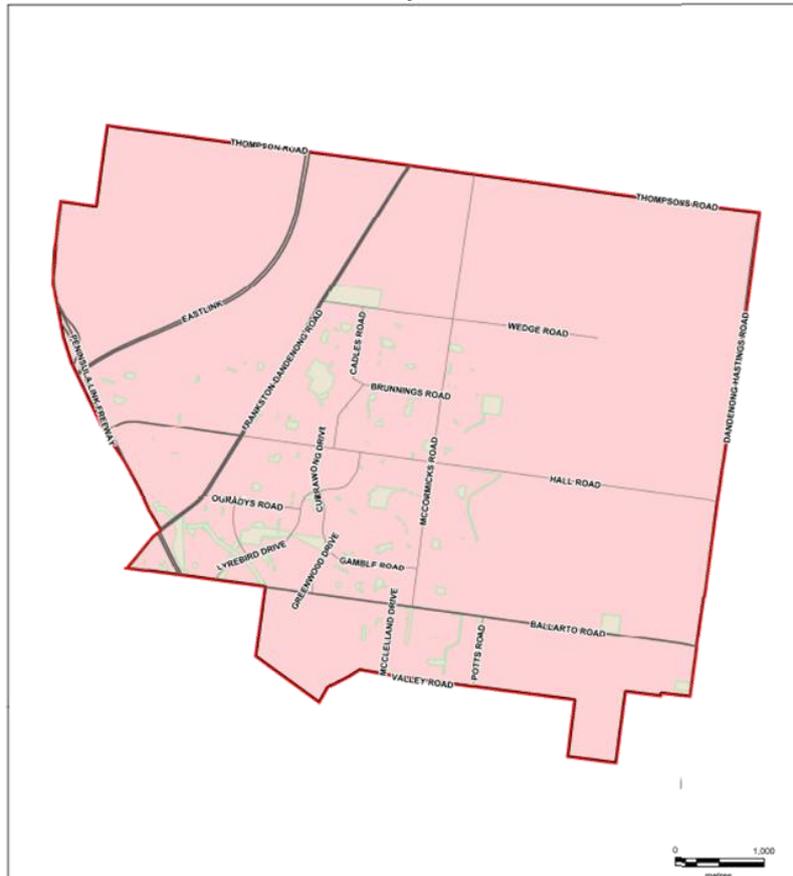
- Get active! Walk and cycle for short trips, and consider joining a sporting or social club. Frankston City has a range of walking and cycling paths, and over 100 sporting clubs. Check out Council's website to find something that suits you!
- Established Community Gardens are found in many local areas in Frankston. Call Council on 1300 322 322 if you would like to know more about these gardens or explore the possibility of establishing a garden in your local area
- Donate time or money to a local charity. Frankston Charitable Fund and Community Support Frankston and many other local charities make a big difference to the health and wellbeing of the Frankston community. Find out more about the Frankston Charitable Fund on Council's website. More information about Community Support Frankston can be found at <http://frankston.net/>
- Visit your local Community Centre and see if there's an activity that suits you! Chat to the friendly team at the Centre if you'd like to suggest an activity
- Get involved in supporting local services that support our vulnerable community members, such as Kindred Clubhouse, Community Support Frankston and others

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Local Community Plans

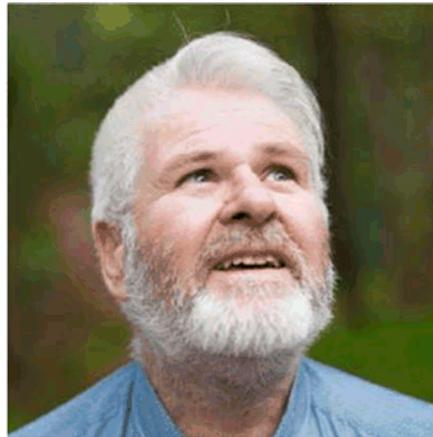
Carrum Downs/Skye/Sandhurst

Local Area Plan Carrum Downs - Skye - Sandhurst



Our community will be:

“a community with strong spirit with access to a range of services and facilities that support us to be healthy, educated and connected to each other.”



The Carrum Downs/Skye/Sandhurst area has a strong community spirit. Residents are grateful for the growth in health services in the area, which along with a range of education and transport services as well as a Police Station, makes this Local Community an attractive area to live in.

Transport on the weekends needs to be better – Think Big Participant

The population of the Carrum Downs/Skye/Sandhurst Local Community has grown significantly since the 1990's. Sandhurst is a relatively new development in the north of this Local Community. This is reflected in the fact that over 75% of Sandhurst residents have moved house in the past five years, compared to 41% of residents in the rest of the Local Community.

Its mix of housing, including townhouses, units and houses provides a home for a diverse range of residents. In 2015, the Carrum Downs/Skye/Sandhurst Local Community had an Estimated Resident Population of 34,241.

Community spirit with strong community, good interaction – Think Big Participant

This local area is predominately made up of young families, with couples with children being the most common family type in this area. Over 26.8% of the population are under 18 years of age, and nearly half of all residents are aged between 18 and 50. A greater proportion of people living in Carrum Downs were born overseas when compared with Frankston. The Hindu Society of Victoria is situated



**Carrum Downs/Skye/
Sandhurst really needs
some good local facilities**
- Think Big Participant

in Carrum Downs, with the largest temple in the Southern Hemisphere, which attracts people to live in and visit this Local Community.

This Local Community is served by four primary schools, four kindergarten/preschool/childcare centres and one secondary school. Compared to the rest of Frankston City, residents in this area are slightly more likely to have a vocational qualification, and less likely to have a bachelor or higher degree. The top three occupations in this area are technical and trade roles (18%), clerical and administration (16%) and professional (12.3%). Over 11% of 15-24 year olds in this Local Community are not engaged in education or employment, which is slightly higher than the average for the rest of Frankston City. Carrum Downs Library and Lyrebird Community Centre support residents with opportunities for learning and social connections.

Access to public transport differs dramatically across this Local Community, with 92.1% of residents in Carrum Downs living near public transport, dropping to 31.4% in Skye and 6.5% in Sandhurst. Residents have told us that bus services to Carrum and Cranbourne are needed, as are improved frequency and span of hours for bus services on the weekends.

There are four supermarkets and two greengrocers in this Local Community. Residents have told us that a more diverse and modern range of shops and services is important to grow and develop this area.

This Local Community is well serviced by open space, with many parks, sporting grounds and playgrounds, as well as the Sandhurst Golf Club. Ten sporting clubs call this Local Community home.

The Carrum Downs/Skye/Sandhurst community said we need to....

- Improve and promote local infrastructure to encourage the community to utilise the open space, social and entertainment facilities located within the area
- Work towards more planned and incidental opportunities for community members to come together
- Improve and modernise the public space within Carrum Downs/Skye and Sandhurst
- Increase opportunities for recreation across all ages, including exploring opportunities for a swimming pool and adult exercise equipment in parks
- Advocate for improved public transport in and around this local area, including a new bus service from Sandhurst to Carrum Station

What's already happening (or about to happen)?

- Work is underway in the construction of a new multi-use pavilion at Carrum Downs Recreation Reserve
- Council's 2017-18 budget includes funding for the installation of a new playground in Clifton Grove, Carrum Downs

- Council will continue its advocacy to Public Transport Victoria for a Bus Services Review for Frankston City

In the meantime you can....

- Stay tuned to Council's website and local newspapers to find out about events and activities in your local community.
- Community Groups can apply to Council's Community Grants for projects that bring the community together
- Pines Pool in Frankston North is conveniently located for residents in Carrum Downs, Skye and Sandhurst and is open each year from November to March
- Get involved in activities at Lyrebird Community Centre! More information can be found at www.lyrebird.org.au

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Frankston Central/Heights

Local Area Plan Frankston Heights - Central



Our community will be:

“an active community that values its natural environment, with an abundance of parks and gardens and the foreshore. It is a community with opportunities for employment, education and investment. It may be the end of the train line, but it is the start of something new.”



The township of Frankston was established in the 1850s, and experienced significant growth in the 1880s with the construction of the train line from Melbourne. Initially Frankston was a resort town, with residential development commencing in earnest from the 1920s.

Development in Frankston Heights occurred in two stages, with the first stage occurring in the 1940s and 1950s with development in the Lakewood estate occurring predominately in the 1970s and 1980s.

In 2015, the Estimated Resident Population of the Frankston Central/Heights Local Community was 23,123.

Make the streets interesting and inviting – so people will use them – Think Big Participant

Beach and foreshore connections for the community to interact– Think Big Participant

Compared to the rest of Frankston City, this area has a significantly lower number of households with couples with families, and a slightly higher percentage of one parent families. The mix of housing and proximity to the Frankston Metropolitan Activity Centre, Monash University Peninsula Campus and Chisholm Institute attracts a large number of lone person households and share houses, as well as a more transient population than the rest of the municipality, as people move in and out of the area for study and employment opportunities.

A slightly higher percentage of people had a bachelor or higher degree at 13.1% compared to 11.9% for the municipality. The top three occupations of residents in this community are Professionals (18.2%), Technical and Trade workers (17%), Clerical and Admin (14.5%). The area has large proportion of highly skilled workers compared to the rest of the municipality.

Due to its proximity to the Frankston Metropolitan Activity Centre, this community is well served by essential services, shops, educational facilities and transport links. Residents told us during Think Big that they value the easy access provided by the area, and not needing a car to get around.



Easy access – being able to walk to everything. Don't need to have a car, easy to get around – Think Big Participant

The Frankston foreshore provides residents and visitors with natural open space that is utilised for a range of leisure activities. Residents told us that they would like to see more cafes, shops and markets along the foreshore, to encourage people to use the area all year round.

As the Frankston Heights area is so close to the Frankston Activity Centre, it is experiencing growth through subdivision. Residents have told us that there is a need for the growth to be sustainable, and for future developments to be appropriate for the existing neighbourhood character. We've also heard that car parking and traffic is becoming a problem as more people move into the area. Sustainable transport, such as walking, cycling and public transport, should be encouraged in this area.

The Frankston Central/Heights Community said we need to....

- *Ensure sustainable development in residential areas as well as the Frankston Metropolitan Activity Centre*
- *Explore opportunities to attract people to our City Centre, Waterfront and other attractions*
- *Provide infrastructure that supports health and wellbeing*
- *Connect the footpath outside the Frankston Yacht Club to the boardwalk*

Residents, community groups, health and community service providers, State Government and Council will need to work together to achieve these goals.

What's already happening (or about to happen)?

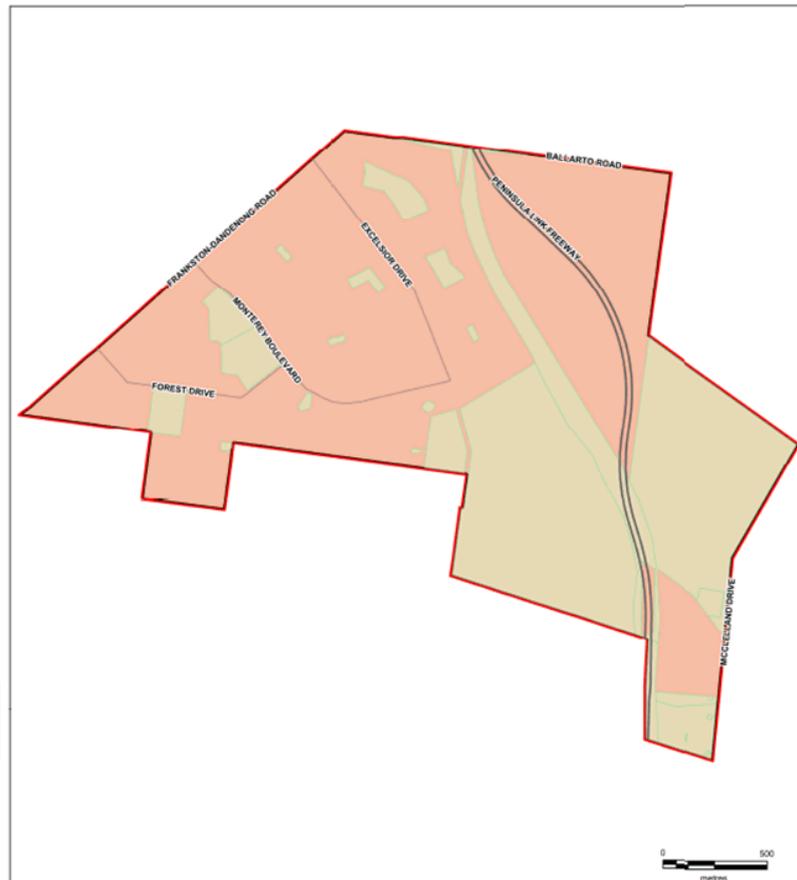
- Council and the community will advocate for improved public transport services that meet the needs of residents and help to reduce reliance on private vehicles, making our streets more vibrant and less congested
- Council's 2017-18 budget includes funding for the upgrade of Station Street Mall, Nepean Highway Boulevard (from Beach St to Davey St), Shannon Mall and Clyde Street Mall, to make these places safer and more attractive for users and businesses
- Council's 2017-18 Budget includes funding for the upgrades to Jubilee Park Netball Centre
- Council will consider the proposal to connect the footpath between the Frankston Yacht Club and the boardwalk during its annual Capital Works Program development.

In the meantime you can....

- Check out the range of activities and classes at Orwil Street Community House and Ebdale Community Hub! More information about these centres can be found at www.orwilst.org.au and on Council's website
- Get involved in the Joy of the Earth Community Garden in Joy Street, Frankston. Find out more about the Garden by searching for 'Joy of the Earth' on Facebook
- Council's website and local newspapers are the places to find out about opportunities to have your say on new developments and plans
- Visit the Frankston City Centre. Aside from the wide range of shops, cafes and restaurants, there is always something on!
- Keep an eye on local newspapers and Council's website for details on other events and activities!

Frankston North

Local Area Plan Frankston North



Our community will be:

“a community with a strong sense of identity, connection and pride, with easily accessible facilities and clean and green outdoors areas which encourage the community to connect to each other.”



The area of Frankston North was established in the late 1950s after a fire destroyed part of the pine plantation that previously occupied the land. This explains why the area is often referred to as 'The Pines'. In 2015, the Estimated Resident Population of the Frankston North Local Community was 5,759.

Community members have a strong identity to the location of Frankston North. The community is very welcoming. There is a strong community feeling and people stay for generations – Think Big Participant

In line with the age of the area, Frankston North has a higher proportion of people over 60 living in Frankston North compared to the rest of Frankston City, 23.8% compared to 19.2%. Additionally, the area has a high percentage of households (29.7%) that are lone person households (25.1% for Frankston City). Frankston North has over twice the rate of one parent families as Metro Melbourne (22.3%, compared to 13.7% for Frankston city, 10.4% for Metro Melbourne).

Frankston North is a resilient community with a strong sense of community connectedness which may explain why people who move to the area stay in the area. In fact, the area has the lowest rate of people having recently moved house in the municipality (33.1% in Frankston North compared to 38.1% in the Frankston municipality). Residents have told us that there are already opportunities for the community to come together, but they would like to see more opportunities, including open air movies at Monterey Reserve (a Top 10 idea from Think Big), as well as dances and events at the Frankston North Community Centre.

Frankston North has a higher rate of open space per 1,000 people than the rest of the Frankston municipality. It is fortunate to be situated alongside the open space of the Pines Flora and Fauna Reserve, Long Island Country Club and Peninsula Country Golf Club. Eleven sporting clubs call Frankston North home. Pines Pool is a well-utilised outdoor aquatic centre in Frankston North.

In comparison with the rest of Frankston City, Frankston North has poor provision of health and human services; however it has a strong level of aged care provision.



The consensus is that we really like it (Frankston North) – good community pride. It's a lovely place to live! – Think Big Participant

A significantly higher rate of residents live close to public transport in Frankston North (91%) compared to the overall municipality (80.1%). Residents told us that they value the great public transport and access to shops, facilities and services that they have in Frankston North. An arts project for young people at the local skate park was one of the Top 10 Think Big ideas, and was seen by the community as an opportunity to bring the young people of the community together to improve an existing community facility.

Frankston North has the highest rate of unemployment in Frankston City (11.6% in June 2016 compared to 6% for Frankston City). Only 3.2% of Frankston North population hold a bachelor degree or higher, compared to 11.9% for Frankston City. 57.7% had no qualifications (Frankston City 46.7%).

The Frankston North Community said we need to....

- *Trial an outdoor cinema at Monterey Reserve over the 2018 Summer*
- *Explore new events and initiatives to bring the community together*
- *Investigate the possibility of improved lighting at Monterey Reserve*
- *Value the input and perspective of young people in Frankston North. Explore opportunities for young people to continue to be involved in their community, including an arts project at Frankston North Skate Park and then see what other initiatives young people would like to be involved in*
- *Explore opportunities for new activities and initiatives at Frankston North Community Centre, including dances, seniors' activities and youth activities*

Residents, community groups, Frankston North Community Centre, Youth Service Providers and Council will need to work together to achieve these goals.

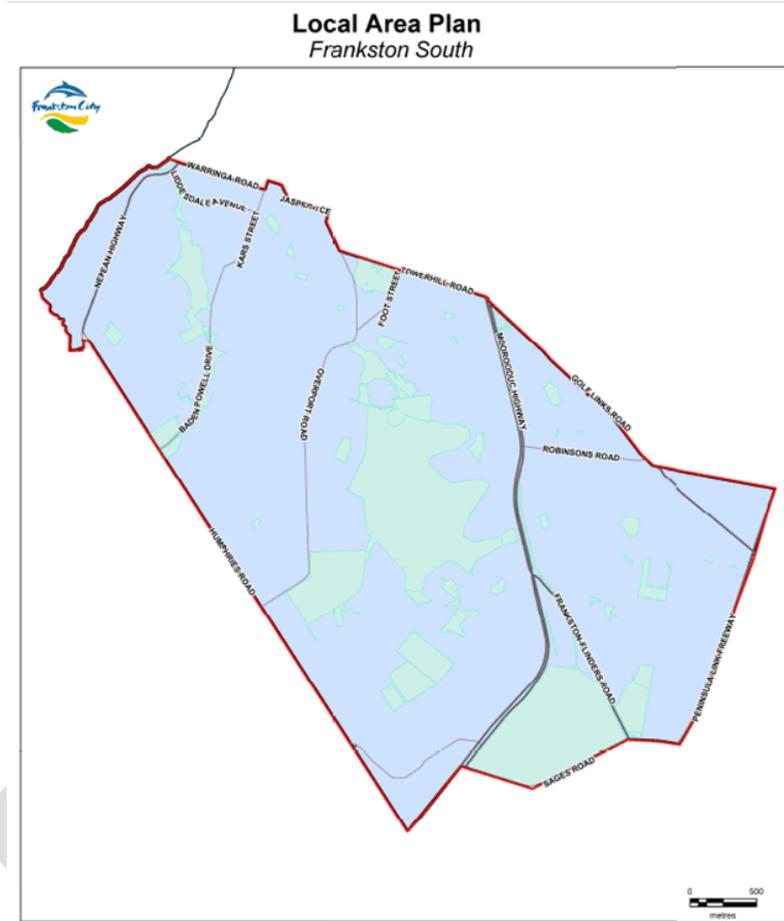
What's already happening (or about to happen)?

- All ideas for new activities and initiatives at Frankston North Community Centre that were identified by residents through Think Big have been passed on to the management of the Frankston North Community Centre for consideration
- Existing groups such as the Youth Leadership Program and Monterey Secondary College Rotaract (youth Rotarians) program support the engagement of young people in Frankston North
- Council will consider the lighting of Monterey Reserve as part of its annual Capital Works Program development

In the meantime you can....

- Visit Frankston North Community Centre! There are activities for everyone! Learn more about the classes and activities held at Frankston North Community Centre on Council's website or search Facebook for the Frankston North Community Centre page
- Get a working group together to make the trial outdoor cinema at Monterey Reserve a reality
- Get involved in local community groups who do a fantastic job of bringing the community together
- Got an idea for a project or activity that will bring the community together? Consider applying for a Community Grant! More information is available on Council's website
- Any more ideas on how to get young people involved in community projects? Let Council know by calling the Community Strengthening department.

Frankston South



Our community will be:

“a safe and peaceful community that values its open green spaces and foreshore and sense of neighbourhood. It has strong transport links providing connection to the Frankston city centre and beyond.”



Frankston South is the southernmost Local Community of the Frankston municipality. The area grew significantly after World War II, and again in the 1980s with the Mount Erin estate. Due to the age of the area, almost 20% of the population in Frankston South are over 65.

Recent growth has focused on subdivisions of the large blocks that are typical of the area. In 2015, the Estimated Resident Population of the Frankston South Local Community was 18,574.

Sense of neighbourhood. Active environment community groups. You feel welcome coming through Frankston South. Close to the beach. Good access to Peninsula Link –
Think Big Participant

Being an area dominated by low density housing, 94.8% of Frankston South lacks access to fresh food produce outlets within 1 kilometre. However, this community has good transport links, with 78.1% of the population within 800m walk to train and 400m walk to bus in Frankston South, compared to 73.1% for the rest of the Frankston municipality. Frankston South has good access to essential services, both within the municipality and also due to its proximity to the Frankston Metropolitan Activity Centre (FMAC). However, residents have noticed that some shops, including butchers, have shut down and residents would like to see these shops back in the community.

Frankston South is home to many pockets of open space, including the foreshore and Oliver's Hill, Sweetwater Creek Reserve and Baxter Park. Residents value the leafy neighbourhoods and numerous walking tracks in the area.

Over 36% of Frankston South residents are employed in managerial or professional roles. Frankston South residents are more likely to hold a Bachelor Degree than residents in other parts of the municipality, and are less likely to hold a vocational qualification.



People are very active outdoors, clean area and established street trees –
Think Big Participant

The Frankston South Community said we need to.....

- *Explore new events and initiatives to bring the community together*
- *Ensure sustainable development*
- *Work with bus service providers to improve bus services – improved frequency and span of hours, as well as seats and/or shelters at more bus stops*
- *Get involved in the huge range of activities and classes available at Frankston South Community Centre*
- *Build a new playground at Baxter Park*
- *Explore opportunities, such as new infrastructure and a dog park, at Eliza Heights Reserve, Frankston South*
- *Continue to develop a safe and accessible pathway network*

Residents, community groups, State Government and Council will need to work together to achieve these goals.

What's already happening (or about to happen)?

- Council has committed funding in its 2017-18 budget for the establishment of a training café at the Frankston South Community and Recreation Centre
- Funding to commence additional car parking and designs for a landscaped hub at Baxter Reserve
- Council will consider opportunities to improve the infrastructure at Eliza Heights Reserve as part of its annual Capital Works Program development.
- Council's 2017-18 budget contains funding for the construction of a footpath on Seaview Road

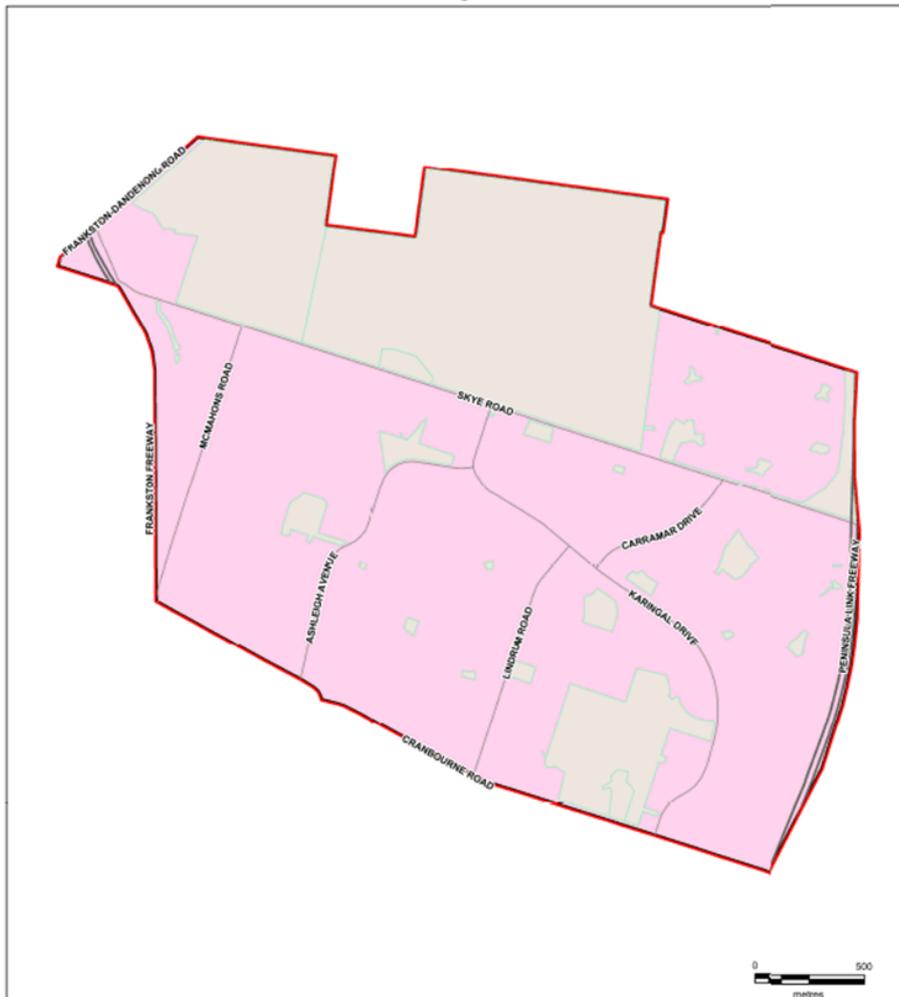
In the meantime you can....

- Consider applying for a Community Grant for projects that bring the community together
- Council's website and local newspapers are the places to find out about opportunities to have your say on new developments and plans
- If you would like a bus shelter at your local bus stop, contact Council on 1300 322 322 and Council will investigate and pass on the request to Public Transport Victoria
- Get involved in the huge range of activities and classes available at Frankston South Community Centre. More information can be found on Council's website
- Know an area that needs a footpath, or have seen a footpath that needs an upgrade? Let Council know so it can be investigated!

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Karingal

Local Area Plan Karingal



Our community will be:

“a local area with a strong sense of community. It is affordable to live in, and has a great range of facilities. Karingal is well connected by road and path linkages to central Frankston and beyond.”



European settlement of Karingal commenced in the 1840s, and the land was used for farming. Residential settlement of the area grew in the 1950s and 60s. In 2015, the Estimated Resident Population of the Karingal Local Community was 13,643 (2015).

As one of Frankston City's longer established suburbs and as such, having a relatively older population with many retirees and 'empty nesters' than the Frankston average, the most common household types are lone person households, and couples living without children. An ageing population contributes to the fact that 5.8% of people in Karingal need assistance with everyday activities, such as communication, body movement or self-care compared with 4.5% for Frankston City.

Community connectedness and a strong sense of community. - Think Big Participant

There are strong transport links in Karingal. Eight bus services travel through the Karingal area, providing the area with a good access to public transport. The area has an abundance of footpaths and access to open space including Ballam Park allowing members of the community to enjoy their natural environment. There is an on-road bike lane along the entire length of Cranbourne Road through Karingal, as well as off-road paths down Skye Rd and McClelland Drive.

Public transport connectedness could be increased - Think Big Participant

A lower proportion of Karingal residents have completed year 12 and/or a bachelor or higher degree compared to the Frankston municipality. Almost one-third of workers are employed in either retail or manufacturing.

Karingal has pockets of green space, and the large open space area of Ballam Park, which provides passive and active recreation spaces. There are seven sporting clubs in Karingal.

Karingal Hub Shopping Centre, along with other local shopping precincts, provide the area with employment and access to shops and services. However, Karingal has significantly more fast food and takeaway outlets than supermarkets and greengrocers, with 78% of Karingal to be considered to be in a 'fresh food' food desert, with the majority of households over 500m from a fresh food outlet.

Youth disengagement in the Karingal Local Community is high, with 17.2% of 15-24 year olds not in employment or in education, compared to the municipal average of 10.4%. The area also has a higher proportion of children entering school that are vulnerable with regards to their communication skills and general knowledge, language & cognitive skills, and physical health and wellbeing.

Karingal is a culturally diverse Local Community, with 23% of the population born overseas, compared with the municipal average of 20%. People from Germany, Netherlands, Ireland, Greece and Italy are long established in the Karingal community while emerging populations in the area come from Sri Lanka and the Philippines. Compared to the municipal average, the Karingal Local Community also has a higher proportion of Aboriginal and Torres Strait Islander residents.

The Karingal community said we need to....

- *Increase the use of open space, through events and activities*
- *Support the most vulnerable members of our community*
- *Explore opportunities to establish a community garden and other pockets of green space*

Residents, community groups, entertainment providers, health and community service providers and Council will need to work together to achieve these goals.

What's already happening (or about to happen)?

- Council has committed funding in its 2017-18 budget for the construction of a new Ballam Park East pavilion
- A number of health and welfare services can be found in Karingal. Call Council to find out more about these services
- Council's 2017-18 budget includes funding for a new playground at Karingal PLACE
- Council is working with the Karingal Local Area Planning group at Gretana Crescent Park

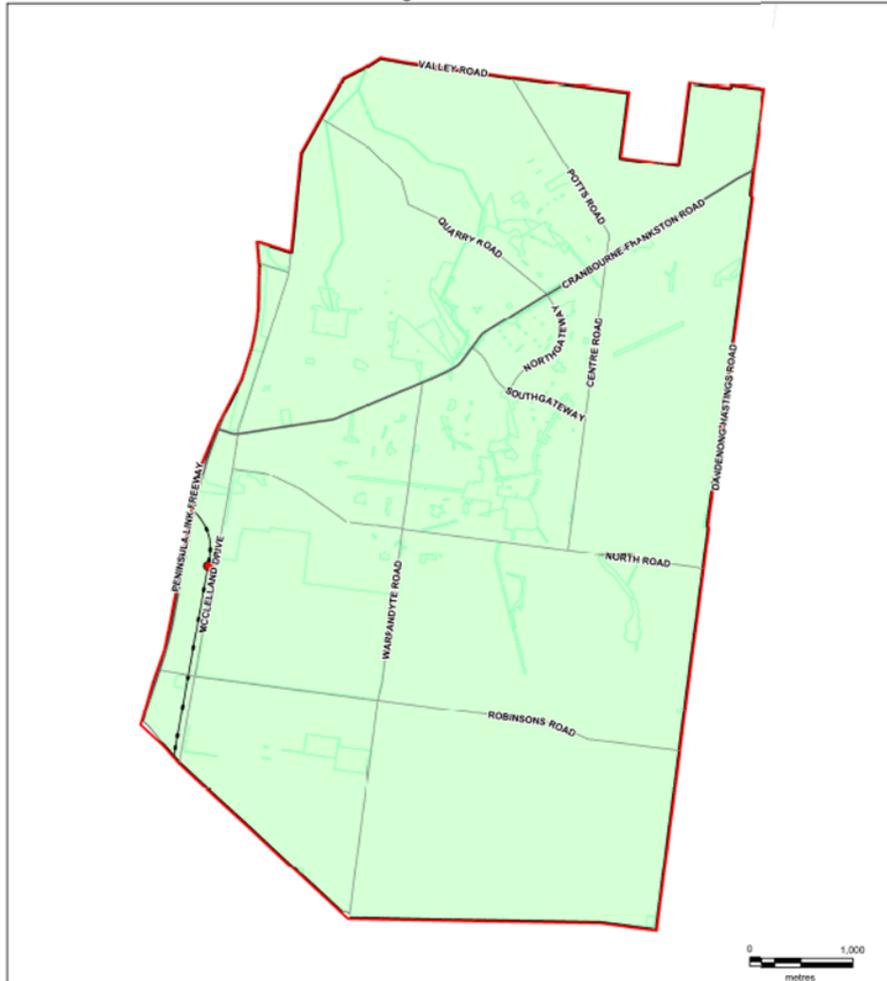
In the meantime you can....

- Visit Karingal PLACE! There are a wide range of activities and courses on offer. Find out more on Council's website
- Support Coffee on Kareela, a café in Kareela Street who aim to provide 'a place of refreshment and hope'
- Get a Community Garden working group established to work on developing a Community Garden in Karingal! A suggestion by a community member has been made that Peninsula Reserve on Frank Street might be a good location for a Community Garden

DRAFT

Langwarrin/Langwarrin South

Local Area Plan Langwarrin



Our community will be:

“a community with an abundance of parks, gardens and bushland. It is home to attractions including McClelland Gallery, Cruden Farm and Mulberry Hill. These assets are so valued by the community that many people choose to stay in the area for a lifetime.”



The Langwarrin Local Community includes the residential suburb of Langwarrin and the rural suburb of Langwarrin South. The Langwarrin residential population has grown substantially from the 1960s, with new developments still underway today. The Langwarrin South population has grown significantly since the 1980s, mainly due to the subdivision of the large blocks that are common in the area. In 2015, the Estimated Resident Population of the Langwarrin Local Community was 23,635 (2015).

Community values – long rich history of families staying in the area - Think Big Participant

Langwarrin is a relatively young residential area. Over 25% of the population is under 18 years of age, and 45% aged between 18 and 50. Compared to the municipal average there is a larger proportion of two parent families with a child/children, and a slightly smaller proportion of one parent families. Residents have told us that they value the community feel and spirit in Langwarrin/Langwarrin South. There are many active community groups and sporting clubs that help to create this sense of community.

Australian-born residents make up 80% of the population of this Local Community. The other 20% are small communities of people born in countries including the United Kingdom, New Zealand, The Netherlands and Germany. There is a high proportion of Australian-born residents compared to the overall Frankston municipality which is 72.6% Australian-born.

The area is well served by educational and medical facilities, including Peninsula Private Hospital which was expanded in 2016 to include an emergency department. Compared to the municipal average, this Local Community has lower levels of youth disengagement from work and study and children who are developmentally vulnerable. Residents have told us that Langwarrin would benefit from a central hub, and that a library would support community connectedness and learning.



Langwarrin doesn't have a central hub - Think Big Participant

Access to public transport differs dramatically across the Local Community, with 49.4% of Langwarrin (suburb) residents living near public transport, but only 13.4% of residents in Langwarrin South. This Local Community has poor access to fresh food, with only 2.5% of households within 500 metres of a fresh food outlet.

Langwarrin/Langwarrin South residents value their access to open space, parkland and remnant bushland. Nearly 15% of Langwarrin remains conservation or natural land. The area is home to places of interest such as McClelland Gallery + Sculpture Park, Cruden Farm and Mulberry Hill, which attract large numbers of locals as well as providing a tourism drawcard to the area. The area is home to Lloyd Park and Lawton Reserve, which provide sporting facilities for the community. Ten sports clubs call the area home.

The top three industries that Langwarrin/Langwarrin South residents work in are Construction (15.1%), Manufacturing (12.9%) and Retail Trade (12.7%). Over 25% of Langwarrin workers have obtained a vocational qualification, compared to the municipal average of 21.7%.

The Langwarrin/Langwarrin South community said we need to....

- *Increase provision of footpaths and public transport services*
- *Explore opportunities for a 'Community Hub' and library to promote community connections and learning*
- *Attract services, shops and eateries to Langwarrin*
- *Support Cruden Farm to continue to be a valued community space*
- *Continue to provide infrastructure that supports the needs of residents*

Residents, community groups, local businesses, State Government and Council will need to work together to achieve these goals.

What's already happening (or about to happen)?

- Funding has been included in Council's 2017-18 budget to commence planning for a Langwarrin Community and Library Hub
- Council is planning on constructing a new footpath in Centre Road, Langwarrin during the 2017-18 financial year

In the meantime you can....

- Get involved in a class or activity at Langwarrin Community Centre! Find an activity or class that suits you at www.langwarrincc.org.au
- Keep a look out in the local media regarding open days and events at Cruden Farm
- Council's 2017-18 budget includes funding to commence planning for a new playground at Lawton Reserve

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Following European settlement, Seaford became a popular seaside resort village in the early 1900s. Residential growth in the Seaford area grew significantly in the 1960s, and then steadied over the following decades. In recent years, growth has increased again with subdivision of large blocks and mid to high density living occurring throughout the area. In 2015, the Estimated Resident Population of the Seaford Local Community was 16,996.

As a long established suburb, the population is relatively older than other parts of Frankston City and has a higher proportion of households with older lone persons. Seaford also has more single parent families in the eastern side and empty nesters on the western (coastal) side.

There is a sense of belonging in Seaford. It has a village feel – Think Big Participant

Seaford has plentiful open space – almost double the proportion of open space of the rest of the municipality. This space includes the Seaford Foreshore, Kananook Creek Reserve, Seaford Wetlands, Belvedere Bushland Reserve and numerous passive and active open spaces scattered through the suburb which support the 22 sporting clubs that call Seaford home.



Seaford has lots of open space, parks, reserves and the beach. The beaches are beautiful – Think Big Participant

Seaford Village provides a hub for the community and hosts a monthly Farmer's Market as well as a craft market. Residents have told us they value opportunities to shop locally and make use of the local cafés on offer. There is a desire for more fresh food outlets within the Local Community.

Residents of Seaford are slightly more likely than other Frankston City residents to work as managers or professionals or hold a bachelor or higher degree.

Seaford has strong transport links, with 78.5% of Seaford residents living near public transport. The Melbourne-Frankston train line includes two stations within the Seaford Local Community at Seaford and Kananook.

Seaford residents have good access to essential services and educational facilities, but residents aged 15-24 years are slightly more likely than young residents in other areas in the municipality to not be in employment or in education.

The Seaford community said we need to....

- *Protect and promote our natural assets*
- *Establish the Down's Estate as a community venture*
- *Provide and promote opportunities for community connectedness and a sense of community pride*
- *Improve playgrounds in the area for the many young children living in the area*

Residents, community groups, State Government and Council will need to work together to achieve these goals.

What's already happening (or about to happen)?

- Planning for a Community Garden in the Kananook area is now underway! Contact Council to get involved
- A new play space is being planned for the Seaford Community Centre!
- Council has committed funding in its 2017-18 budget for the planning of a new playground at Wisewould Reserve
- Council's 2017-18 Budget includes funding for Stage 2 detailed design for the upgrade and expansion of Seaford Community Centre
- State Government has committed \$10MIL investment in the rail corridor through Seaford as part of crossing removal works
- Council is working with the BMX Club to develop an international standard track

In the meantime you can....

- Seaford Beach Patrol 3198 welcomes enthusiastic residents to join their group and protect the Seaford foreshore! Find out more at <https://www.beachpatrol.com.au/BeachGroups/3198>
- The Downs Estate Community Project Inc encourages interested residents to get involved in the group! Search Facebook for the group and find out how to get involved!
- Visit Seaford Community Centre and Belvedere Community Centre and get involved in the range of activities and classes on offer! More information about what is available can be found on Council's website or www.belvedere.org.au
- Consider applying for a Community Grant for projects that bring the community together

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Implementation and Evaluation

Community's Role

This Plan belongs to the community – it reflects community ideas and desires for a better future. Community involvement is imperative to achieve this Community Plan.

The community is encouraged to join with like-minded residents to achieve priorities of interest. Council will provide support with opportunities for learning and networking to these groups. Groups may consider applying to Council's community grants program for assistance in undertaking community projects.

Information on Council supported events and activities will be advertised on Council's website – www.frankston.vic.gov.au, in local papers and on Council's social media pages. To sign up for Council's e-News and stay up to date with Council News, visit Council's website.

Council's Role

Council is fortunate to possess strong partnerships all the way from the local level with community members and groups right through to state and federal governments and agencies. Council is therefore well placed to work with key stakeholders to achieve the actions outlined in this Plan.

As outlined earlier in this Plan, Council's role in working with the community to achieve the actions outlined in this Plan may include any of the following roles:

- **Provider:** Council will directly provide the service or infrastructure required to achieve the action
- **Facilitator:** Council will facilitate an outcome to achieve the action, working with key partners
- **Advocacy:** Council will advocate with and on behalf of the community to the relevant agency or body in order to achieve the action

Monitoring and Evaluation

Council will monitor progress of the actions identified in this Plan, recognising that these needs may change over the life of the Plan. This could be due to a number of reasons, including due to new and

emerging issues taking priority or actions in the Plan being achieved, either as a direct result of the Plan, or due to other external influences.

Council will monitor further issues and needs arising from the community through formal and informal consultations and discussions to ensure that current priorities are being addressed.

Appendices

Integrating Community Planning

There is a strong relationship between Council’s planning processes and engaging the community in shaping the future of the City. Community engagement enhances public participation, good governance and social trust.

For these reasons, the community’s ideas and desires that were expressed as part of the ‘Think Big’ community engagement project, which ran from October 2016 to March 2017, have been considered in the development of the Council Plan, as well as other Council strategies including this Community Plan, and Council’s Health and Wellbeing Plan. Information provided by the community influences all levels of Council planning, and there is strong interplay between all Council planning processes.



Council Plan

The Council Plan is a legislative requirement and outlines Council's direction for the next four years. The Frankston City Council Plan 2017-2021 is based around four key themes which will help Council to achieve its vision of being the 'Lifestyle Capital of Victoria':

- **A Planned City** *'A vibrant city providing affordable housing'*
- **A Liveable City** *'An active and healthy community'*
- **A Well Governed City** *'An elected Council that is driven by the privilege of serving its community'*
- **A Well Managed City** *'Proudly delivering services to improve our community's lifestyle'*

This Community Plan groups the ideas provided to Council during the Think Big project under the same domains to ensure clear alignment between the Council Plan and the Community Plan.

'A Well Managed City' relates to the internal workings of Council, including its systems, services, people and resources that contribute to a strong and vibrant community. As responsibility for delivering on this theme relates solely with Council, this theme is explored further in the Council Plan.

DRAFT

12.3 Minutes of the Frankston Arts Board - 20 June 2017

Enquiries: (Andrew Moon: Community Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.1 Activate the city centre and encourage more housing, leisure and retail options
Priority Action	2.1.3 Improve the street front amenity and appeal of the city centre through design, landscaping and quality street furniture

Purpose

To provide Council with the minutes of the Frankston Arts Board meeting held on 20 June 2017.

Recommendation (Director Community Development)

That Council receives the Minutes of the Frankston Arts Board meeting of 20 June 2017.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Report**Frankston Arts Board Minutes – 20 June 2017**

The meetings were convened with members of the Frankston Arts Board to discuss the agenda and make recommendations where appropriate to Council for endorsement.

Highlights of the 20 June meeting included:

- Finalisation of the FAB self-evaluation document/questionnaire
- Discussion for the September Councillor Briefing

ATTACHMENTS

Attachment A: Frankston Arts Board - 20 June 2017 - Minutes

AGENDA ITEM 1.5



FRANKSTON ARTS & CULTURE

FRANKSTON ARTS BOARD
Board MeetingMINUTES OF THE MEETING
Tuesday 20th June 2017
6.00 – 7.00pm
Teleconference

ITEM		
1	Governance: General	
1.1	Welcome, apologies and introductions	<p>Present</p> <p>Ms Barbara Crook (Chairperson) Mr Douglas Spencer Roy Ms Jenni Colwill Mr Michael Malignaggi Ms Sonia Turnbull Ms Gillian Kay Mr Andrew Moon</p> <p>Apologies</p> <p>Cr Michael O'Reilly Cr Sandra Mayer Mr Dennis Hovenden Ms Mish Eisen – granted special leave</p>
1.2	Determination of quorum	Confirmed
1.3	Declaration of conflicts of interest	Doug as a sponsor.
1.4	Confirmation of Agenda	Andrew requested two additions to the agenda, discussion regarding: <ul style="list-style-type: none"> the Councillor Briefing in September 'Zesty Corner' proposed artwork (corner of Shannon Mall & Stiebel Place)
1.5*	Approval of minutes.	Previous meetings Minutes approved by FAB via email
1.6*	Action items/Matters arising (refer to schedule)	Updated Notes/Approved
1.7	Public Art Sub Committee Report	
2	Management Updates	
2.1*	Arts & Culture Monthly Report	Noted.
2.2	Arts & Culture KPI's	
2.3*	Arts & Culture Financials	Noted.
2.4	Trust Fund Account Update	
3	Capital Works	
3.1	Function Analysis Update	<ul style="list-style-type: none"> McClelland lounge lift close to completion – slight delay due to the requirement to install a phone line

AGENDA ITEM 1.5

		<ul style="list-style-type: none"> • Cube 37 amenities last of upgrades completed
4	Strategy	
4.2	Street Art Masterplan	
5	Any Other Business	
5.2	FAB – Self Assessment	Some minor changes to be made. Once changes have been made, self-assessment will be distributed to FAB members for completion.
5.4	Councillor Briefing	Discussed approach for the September Councillor Briefing.
5.5	Email – Zesty Corner	<p>Discussed:</p> <ul style="list-style-type: none"> - that the proposed style and examples of previous artworks by the artist are of an acceptable standard - as long as artwork is not offensive the approver needs to be the building owner not FAB or Council - providing the shop owner with a copy of the Street Art Master plan to inform them of the program and the standards we are aspiring to
6	Next Board Meeting and forward agenda	
6.1		<p><u>Next Meeting</u> Tuesday 18th July 2017</p> <p><u>Forward Agenda</u></p> <ul style="list-style-type: none"> • Ventana, Arts Projects Officer to attend a future FAB meeting • September Councillor Briefing • McClelland Gallery Board changes <p><u>Meeting Closed</u> 6:40pm</p>

Confirmed as a Correct Record

Chairperson: (Barbara Crook)

Executive Summary**12.4 Major Community Event Grant Program - Draft Guidelines**

Enquiries: (Andrew Moon: Community Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.4 Improve the health and wellbeing of residents
Priority Action	2.4.5 Increase social inclusion and community participation in leisure activities including libraries, arts and culture

Purpose

To brief Council on a new Grant program that supports community initiatives to deliver Major Local Community Events.

Recommendation (Director Community Development)

That Council:

1. Notes that this report responds to the resolution arising from a Notice of Motion 1261 regarding the Long Lazy Lunch event
2. Notes Council endorsed \$30K commitment to supporting a grants program for community initiated events at the Ordinary Meeting 301, 23 May 2017
3. Adopts the guidelines for the new Major Local Community Events - Grant program.

Key Points / Issues

- In December 2016 Notice of Motion 1261 at OM 296 sought:
"A report be provided to Council on the annual 'Long Lazy Lunch' event conducted by Frankston based Rotary Clubs and the 'Proudly Frankston' community group. The report is to consider the following:
 1. *Improved future advertising for the event*
 2. *Improved future funding for the event*
 3. *Improved co-operation and communication between the aforementioned organisers and council's marketing and events staff*
 4. *Reduced red tape and / or council assistance to the organisers in mitigating time spent on administrative prepping and*
 5. *Annual debrief between the organisers and council on the successes and failures of the event."*
- Subsequently a report was presented to OM301 and council resolved:
"That Council:
 1. *Notes the responses to issues realised in NOM 1261 relating to the Long Lazy Lunch*
 2. *Notes the feedback from the debrief presented to Councillors by representatives of the Long Lazy Lunch committee*
 3. *Notes the current Council support for major events initiated and run by members of the community is approximately \$40,000 p.a. based on current expenditure, endorses the establishment of a \$30K p.a. grants program for community groups wishing to initiate and manage their own community events*
 4. *Should the recommendation to establish a grants program be endorsed the draft guidelines will be submitted to Council in July 2017"*

12.4 Major Community Event Grant Program - Draft Guidelines**Executive Summary**

- The establishment of the grants program will consolidate current ad hoc support to community groups and will provide a framework with clarity regarding Council's commitment from an individual event perspective and a whole of Council annual budget commitment.
- The program will provide community event organisers with clarity and understanding of Council's role and policy on the support provided to their events.
- Good planning and lead time is essential as failure of event managers to meet their regulatory requirements will transfer the risk and liability to Council.
- While Council has existing grant programs including, Economic Development's Event Attraction Program and Community Strengthening's Annual Community Grants, neither provide a category for major, community initiated events.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

The establishment of the grants program represents a \$30K cost that was endorsed by Council at OM 301 23 May 2017 which will be funded from existing budgets.

Consultation**1. External Stakeholders**

A number of Local Government grant guidelines were examined in the preparation of the draft guidelines these included the Cities of: Hobson's Bay, Boroondara, Maribyrnong, Yarra, Melbourne, Greater Dandenong and Casey

2. Other Stakeholders

Major Events Team, Manager Community Strengthening, Manager Arts & Culture, Coordinator Operations Arts & Culture, Coordinator Programming Arts & Culture.

Analysis (Environmental / Economic / Social Implications)

Providing support to the local community to manage their own major community events, in order for them to build a model that results in establishing themselves as self-sustaining will have positive social, environmental and economic impacts for the municipality.

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

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

12.4 Major Community Event Grant Program - Draft Guidelines**Executive Summary**Legal

There are a range of statutory obligations relating to the delivery of public events. Grant recipients will be required to adhere to these systems and processes that are designed to minimise risk to the public, event organisers and Council.

Policy Impacts

The grants program and consequent assessment process for major community events will provide transparency, fairness and a sound structure as to which groups receive event funding.

Officer's Declaration of Interests

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

Risk Mitigation

The current event approval process, managed by Major Events, will apply to grant recipients under this program. Ensuring the planning of the proposed events are robust and compliant with regulatory obligations is essential as, current resources do not provide for every community event to be monitored by Council officers during the set up and operation of the events.

Conclusion

Both Council and community organisations will benefit from implementing the new Major Local Community Events grant program. It will consolidate unsolicited requests and provide a formal equitable process that provides clarity both to the event organisers and to Council on each party's role, responsibilities and funding expectations.

ATTACHMENTS

Attachment A: Major Local Community Events - Draft Guidelines



Major Local Community Events Grant Program Guidelines



Introduction

Frankston City Council is proud to support the Major Local Community Events Grants Program in recognition of the significant contribution by the community to events in the City.

This grant program provides funding to support local community initiated large scale events that significantly benefit Frankston City residents and build local capacity for participation in, celebratory, cultural and artistic activities. The events funded will primarily attract local audiences that enhance the quality of life of residents; celebrate local identity and culture; and provide a range of community benefits including participation, wellbeing and community connections.

Objectives

The Major Local Community Events Grant Program has the following objectives:

- Support community organisations to develop and deliver successful and safe large scale community events that can have both a local or broader appeal and aim to attract 5
- 00+ visitors and/or residents of Frankston
- Encourage the sustainability and longevity of major local community events
- Provide opportunities for arts and cultural enrichment, social interaction and active participation in activities in a community setting
- Encourage partnerships between local organisations and development of local community networks
- Encourage and support the principles of access and equity
- Identify those organisations that are willing to contribute to their own vision, programs and sustainability.

Procedural Guidelines

The Arts & Culture Department is responsible for administering the Major Community Events Grant Program. The process will include:

- The program will be advertised on Friday 1 September, 2017 and close on Friday 13 October 2017, with grant recipients notified of the outcome by Friday 1 December. The funds will be provided on 1 July 2018, and events must take place by 30 June 2019.
- Known local community Event organisers will be notified and details will appear in public newspapers, on Council's website and through Council's communication channels.
- Details of available funding, eligibility criteria and application forms will be available on Council's website.
- When an application is received, an acknowledgement email or letter will be sent.
- Applications will be assessed for eligibility by the relevant Council officer and ineligible organisations will be notified.
- An Advisory Panel will be established to provide advice and input into the decision making process and to ensure the grant program objectives and criteria are fully assessed. Members will include a Councillor, Frankston Arts Board representative and Council officers with relevant expertise

- The Advisory Panel may seek further information from applicants. The Advisory Panel will determine successful applicants
- Applicants will be notified of the outcome within 6 weeks of the closing date for applications.
- Results will be published on Council's website.
- The decision is final and no appeals will be accepted
- A Funding Agreement will be issued.

Eligibility

Applicants may be eligible if:

- They are not-for-profit.
- They are a community group or organisation.
- They are incorporated under the *Associations Incorporation Reform Act 2012* or commenced the process of incorporation (evidence required).
- They are auspiced (sponsored or supported) by a group that is incorporated. If not incorporated, the auspicing organisation must meet eligibility requirements and take responsibility for the funds and acquittal.
- The applying community group and proposed event must be located within the geographical boundaries of Frankston City municipality.
- Event is held within Frankston City municipality and has the ability to meet all requirements of Council's Major Event application, approval and permit process, which forms Step 2 of the process.
- Events are for the general community without discrimination or restriction and are socially, economically and physically accessible to the community.
- They provide a level of financial contribution to the event that can be demonstrated (may include financial or in-kind assistance that might be obtained from other parties in the form of support or sponsorship). It is not Council's intention to fully fund activities, programs, projects and events.

Applicants will be ineligible if:

- The event is a private event or function, or the proposed event will be held for members of a community or business organisation exclusively.
- The proposed event is of a commercial nature or for-profit.
- The proposed event is an Educational event, sporting event, training activity, tradeshow, conference, expos, product launch or business event.
- The event is a School fete, fair, market or similar activity including programs and events which take place on a weekly or monthly basis
- The event is of a political or religious nature or hosting any particular political party or religion.
- The event is the responsibility of another level of government (such as education, health); or are the responsibility of a group under their incorporation or lease/license agreement
- The event is receiving other Council funding for the activity.
- The event is being hosted or presented outside of the Frankston municipality.

- They are seeking retrospective funding for activities, programs, projects and events that have already started or have been completed.
- The application is for capital works and capital expenses.
- The applicant is in financial debt with Council or has not previously complied with grant conditions (including unable to properly account for prior funds; have not spent funds for the agreed purpose; or have not returned a detailed accountability form for previous years Community Grants).
- Unable to meet the requirements outlined in Council's Major Event Application (Step 2)
- They do not have adequate public liability insurance statement for proposed activities.
- The applicant is a staff member, Councillor or contractor to Frankston City Council.

Note: If you are ineligible under this grants program please refer to Council's other grants programs that are available on FCC's website:

Community and Miscellaneous Grants - [www.frankston.vic.gov.au/Our Community/Community Grants](http://www.frankston.vic.gov.au/Our_Community/Community_Grants)
Event Attraction - [www.frankston.vic.gov.au/Things To Do/Events/Event Attraction Program](http://www.frankston.vic.gov.au/Things_To_Do/Events/Event_Attraction_Program)

Assessment Criteria

Assessment Criteria

The following criteria and weighting are considered essential and are listed in order of importance:

	Criteria	Weighting
Event objectives	<p>Demonstrate how your event will contribute towards Frankston City Council's vision to be the Lifestyle capital of Victoria.</p> <p>Demonstrate how your event aligns with or complements the strategic priorities and Long Term Outcome of <i>A Liveable City</i> in Council's Plan 2017-2021.</p> <p>http://www.frankston.vic.gov.au/Your_Council/Media_and_Publications/Council_Plan</p>	30%
Capacity and capability	<p>Provide evidence that the organisation has the expertise and capacity to successfully manage and evaluate the event over the funded period.</p> <p>Demonstrate the capacity, capability, experience and skills of the event organisers, including how you will comply with Council and other authority requirements.</p> <p>Demonstrate a sufficient lead time to plan, deliver and promote the event, including timelines.</p> <p>Provide evidence of a business plan for the event or festival including timelines (<u>for triennial funding applicants only</u>).</p> <p>Provide a realistic budget demonstrating the event has multiple sources of revenue (for example, sponsorship or other fundraising) and is not solely dependent on Council funding.</p> <p>Demonstrate how you will build ongoing beneficial partnerships within the community.</p>	25%
Community impacts and benefits	<p>Demonstrate how the event will celebrate, attract and engage the local community.</p> <p>Demonstrate how the event will artistically or culturally benefit Frankston City residents.</p>	20%
Demand and Relevance	<p>Have an appropriate location and fit within the community?</p> <p>Does the event timing and its impact align within the municipality and its existing event calendar?</p> <p><u>For Triennial applications</u>, provide a clear rationale for the service or program being provided over a three-year period.</p>	15%
General	Does the event	10%

	<ul style="list-style-type: none"> • Recognise, celebrate and commemorate occasions or places of significance? • Provide free or low cost entertainment and participation options? • Adhere to social justice principles including accessibility and inclusion? • Have potential for long term sustainability following Council’s support including the level of innovation, creativity and change within the event? 	
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Applicants should address the essential assessment criteria in their applications to be considered for funding under this program.

Funding

Available as one-off seed funding or as triennial funding to new, emerging or established annual events (organisers must be able to demonstrate longevity and sustainability via business plans or similar for triennial requests). Grant amounts are determined by the scope and capacity of the event.

Seed Funding	One off funding allocated per group/organisation for this category is available at either \$5,000 or \$10,000.
Triennial Funding	<p>Funding allocated per group/organisation for this category is available at either \$10,000 or \$7,500 in Year 1. Funding is available on a sliding scale, reduced at \$2,500 increments over a three-year period:</p> <p>Year 1 \$10,000 Year 2 \$7,500 Year 3 \$5,000</p> <p>Year 1 \$7,500 Year 2 \$5,000 Year 3 \$2,500</p> <p>Triennial applications are subject to annual evaluation and review, successful grant recipients are expected to be financially self-sufficient by the end of year three.</p>

Application Process

Step 1: Completed applications need to be lodged via Council's webpage by the advertised closing date. Applications received after this date will not be eligible for consideration and there is no appeal process for late applications.
The application form for this program can be obtained online at: <insert link>

Step 2: If you are successful in receiving a grant you will notified by 1 December, at which time you will be required to complete Council's Major Event Application form that will address your event program, logistics and other compliance aspects of your event in more detail. This form can be viewed anytime at: www.frankston.vic.gov.au/Things_To_Do/Events/Running_an_Event/Event_Application_Forms

The Frankston City Council Community Grants Policy guides the conduct of the Grants Program. Copies are available from Council's website www.frankston.vic.gov.au or on request from the Major Events Team.

Conditions of the Grant

The Major Local Community Events Grants Program is limited to the amount of funds allocated in Council's annual budget. The total funding in each category will be allocated by Council on a year to year basis.

- The number of organisations supported and the level of funding provided will be at Council's discretion and will reflect the available budget, the quality of the applications, the outcomes achievable and the needs of the community.
- Allocation of funds to an applicant for any purpose in any year must not be taken as a commitment by Council for funding in a subsequent year. Triennial grant recipients' performance will be reviewed annually; continued funding is subject to satisfactory achievement against agreed targets and no guarantee of funding beyond three years is provided.
- Only one application per applicant group or organisation will be accepted.
- Council's contribution will be limited to the amount granted. All other costs associated with the proposed project/activity will be covered by the applicant. Council is not responsible for underestimate of costs by applicants.
- Council reserves the right to publicise any aspect of activity associated with its Community Grants Program. Recipients must assist Council with publicity as required including attendance.
- Council must be acknowledged in any promotional material or publicity. This includes:
 - Prominent placement of Council's logo on all promotional material preceded by the text 'proudly supported by'.
 - Verbal acknowledgement during opening/closing proceedings and as appropriate at other

significant events relating to the event.

- Opportunity for the Mayor or ward Councillor to participate in the festival or event in an official capacity if this is required
 - Opportunity for Council to take up a presence at the festival or event, with no charge to Council.
- Successful applicants will be expected to spend and acquit their funding by the agreed date in the Funding Agreement.
 - Organisers must ensure compliance with Council's Major Community Event Guidelines, including timely submission of detailed event and traffic and safety plans as specified in the funding agreement.
 - Council may make funding conditional on other specific conditions being met.
 - All funding provided by Council will require an evaluation report and financial acquittal. Specific evaluation requirements will be outlined in individual funding agreements and will depend on the nature and size of the grant.
 - If Council's grant funds are not spent, all remaining funds must be returned to Council.
 - Council's decision is final and will not be reviewed. No further correspondence will be entered into.

Community Grants Policy - Available on request, or from www.frankston.vic.gov.au

Further Information

If you require further information please contact **Major Events** on 1300 322 322 or email frankstonevents@frankston.vic.gov.au

Feedback about the Major Community Events Grants Program and its process is always welcomed.

APPLICATIONS WILL ONLY BE ACCEPTED ONLINE

LATE APPLICATIONS WILL BE DEEMED INELIGIBLE

Executive Summary**12.5 Proposal to re name a street and establish a commemorative garden after Frankston's sister city "Susono"**

Enquiries: (Michael Craighead: Corporate Development)

Council Plan

Community Outcome:	3. Sustainable City
Strategy:	3.3 Ensure good governance and management of Council resources
Priority Action	3.3.2 Implement a schedule of reviews of services, plans, policies and protocols to ensure good governance

Purpose

To consider commencing the formal process, including public consultation with the wider community to name a section of a service road located on the corner of Moorooduc Highway, Foot Street and Hastings Road and to establish a commemorative garden in recognition of Frankston's Sister City relationship.

Recommendation (Director Corporate Development)

That the formal process to:

1. Name a section of Moorooduc Highway Service Lane located directly in front of the Frankston Private Hospital to "Susono Way" including public consultation be commenced.
2. Establish a commemorative garden in the parcel of land opposite Frankston Private Hospital located on the corner of Hasting Road, Foot Street and Moorooduc Highway be commenced.

Background

- On 18 July 2015, Frankston Susono Friendship Association made a request to Council to consider renaming another street or location within the Frankston area after its sister city, this was due to the construction of South East Water building making the once open "Susono Way" into a dark laneway, and therefore the street no longer reflected the original intent. The Association also requested that it include a suitable location where a garden can be established or an existing garden can accommodate the commemorative rock and plaque.
- Officers investigated various locations within the municipality and consulted with various community groups. Any locations that were considered appropriate and conformed with the Office Geographic Naming Guides were short listed and presented to EMT for consideration ([Attachment A of this report](#)).
- The Associate Planner from APP Corporation acting for Frankston Private Hospital approached Frankston Council in 2016 requesting name the small service lane located outside the hospital to better identify the access points to the hospital and reduce the amount of frustration patients and visitors to the area have trying to find the street entrance from Moorooduc highway. Support for the service road renaming was provided by the Office Geographic Name on condition it was given a unique name. Frankston Private Hospital were given an opportunity to propose a suitable name, however the proposed name "Pentland" is not a "unique" name to the area, is already in use nearby and was therefore not suitable.

12.5 Proposal to re name a street and establish a commemorative garden after Frankston's sister city "Susono"**Executive Summary**

- The parcel of Vic Roads land opposite the Frankston Private Hospital, on the Corner of Hastings Road, Foot Street and Moorooduc Highway does provide an opportunity to establish a commemorative garden on the land which has until recently being largely un-kept and underutilised.
- Under the *Road Management Act 2004*, Council is the responsible authority for the service lane (section of road between the parcel of land and the Frankston Private hospital registered as Moorooduc Highway Service Lane) located on the corner of Hastings Road, Foot Street and Moorooduc Highway.
- The Frankston Private Hospital and a service station on the corner of Moorooduc Highway Service Lane and Winifred Street are addressed to the service lane.
- Officers met with Peter Patterson from Frankston Susono Friendship Association to discuss the preferred short listed options. It was agreed that from the short listed options, the parcel of land opposite the Frankston Private hospital would be the most suitable location and the inclusion of renaming the service road to "Susono Way" would be a positive outcome.
- Frankston Susono Friendship Association has indicated that they would be keen to be involved in the project and would contribute some funding. AAPL-Yazaki, which was a significant contributor to Frankston Sister City Relationship, have also been approached to contribute to the project which will include a small garden, a commemorative rock, plaque and possibly a small seated area on the land.
- Vic Roads has provided a lease agreement and a draft is attached (**Attachment B**) to this report for consideration. The Lease arrangement on offer is a 5 year lease with a further option to extend with a fee of \$1,000.00 per annum plus GST to cover administration costs and two site inspections per year.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

There are some financial implications with this project as follows:

- Cost to establish and maintain a commemorative garden will need to be considered.
- Cost of the proposed lease arrangement \$1000 pa plus CPI will need to be factored into the ongoing costs.

Consultation**1. Internal**

The Executive Management Team has been extensively consulted and staff in Open Spaces and Leisure, IT (GIS), Commercial Services – Contracts, and Asset Management areas have all been involved at various stages.

12.5 Proposal to re name a street and establish a commemorative garden after Frankston's sister city "Susono"**Executive Summary****2. External**

The following external bodies have been consulted:

- The Office of Geographic Names (OGN)
- Frankston Private Hospital
- Frankston Susono Friendship Association
- Vic Roads
- Various Community Groups and some interested residents

Analysis (Environmental / Economic / Social Implications)

Public safety is paramount and wherever possible, the Office of Geographic Names are encouraging Councils to adopt a risk minimisation strategy by taking action to modify addresses to comply with the principles in the Naming Rules.

The Sister City Relationship between Frankston and Susono was established back in February 1982. Since this time numerous activities to promote and celebrate Japanese Culture, travel, business and experiences have taken place to establish a strong relationship. It would therefore be appropriate that the commemorative garden be re-established and or a location be named within the Frankston CBD and or surrounding area to acknowledge their contribution.

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

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

Legal

The Naming Rules for Places in Victoria are provided for under Section 5 of the *Geographic Place Names Act 1998*.

These mandatory rules set out the legislative processes to be followed and the requirements for consultation before a name of a road, locality or feature is selected, assigned or amended.

Policy Impacts

The Naming Rules for Places in Victoria was updated and released in February 2017. The Council's Naming Policy is currently being reviewed so that it will be consistent with the Naming Rules.

Officer's Declaration of Interests

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

Risk Mitigation

Vic Roads not renewing the lease in future years or insisting on less favourable terms. The existing road (highway) structure and or land in this area being altered.

12.5 Proposal to re name a street and establish a commemorative garden after Frankston's sister city "Susono"**Executive Summary****Conclusion**

The Frankston City Council has a long established 34 relationship with Frankston Susono Friendship Association. Naming a road and establishing a commemorate garden would be an honourable way to publicly recognise this relationship and demonstrate an ongoing commitment by the Frankston City Council.

ATTACHMENTS

- Attachment A: Shortlisted road names and locations considered
- Attachment B: VicRoads letter of offer leasing agreement for parcel of land - Opposite Frankston Private Hospital
- Attachment C: Location of proposed parcel of land opposite Frankston Private hospital and road proposed to be renamed

Short listed of road names and locations considered

Name/Location Considered	Suitable/Not suitable	Detail
Red brick pathway – Kananook Creek	X	Historical significance
Unnamed walking track near Waves restaurant	X	Not supported
Unnamed walking track – Long Island Reserve	X	Cultural significance (known aboriginal middens)
Yazaki Industrial Estate – Seaford	X	Not supported – industrial area and not close to CBD
Walking track Frankston Waterfront Reserve	X	Not supported – too close to Wuxi Way and a smaller track
Commemorative Garden placed in Esplanade Reserve	X	Although highly supported - Cultural significance (known aboriginal middens)
Unnamed walking track – Bay St South, Frankston	√	Not highly supported
Unnamed Reserve – Bay St South, Frankston	√	option - supported, could name reserve and establish a commemorative garden, permission to establish a garden has been provided by DELWP
Commemorative Japanese Garden George Pentland Botanical Gardens	√	option - highly supported by community groups, establish a native style Commemorative Garden
Frankston Private Hospital – Rename Service Lane and establish a garden in the parcel of Land opposite the hospital	√	Preferred option, highly supported by FSFA. Could establish a Japanese style commemorative garden and an opportunity to rename a section of the service lane to Susono Way, VicRoads have granted permission to use the land, however a lease is required. OGN have provided written support to rename this section of road.
Unnamed walkway in Railway Station Precinct	X	Not supported
Bridge leading to the Frankston Yacht Club	X	Not highly supported – too close to other cultural and significant memorial sites
Commemorative Japanese Garden in Ballam Park		Not highly supported
Rotary Park, Carrum Downs	X	Not supported
Beauty Park	X	War memorial established in park – not considered appropriate
Foreshore boardwalk	X	Already known as “Dunes Boardwalk”
Playground /BBQ area foreshore	X	Not supported - considered in-appropriate
Victoria Park	X	Not supported
Montague Park	X	Not Supported

Refer to preferred options on the maps attached to this report.



Agent corporate details

Date 16/06/2017

Via email: Annie.Flynn@frankston.vic.gov.au**Subject to VicRoads Board / Delegate approval.**

Dear Annie,

Re: Road Reserve Lease Agreement
Parties: Roads Corporation (VicRoads) Frankston City Council
Identifier Number: Nil/Road Reserve
Property: Moorooduc Highway, Hasting Rd and Foot Street Intersection -
Treed land in front of Frankston Private Hospital

We refer to previous communications and confirm your proposal to enter into an Agreement with VicRoads in respect of the above property.

We act on behalf of VicRoads and confirm that VicRoads will consider a proposal to enter into an Agreement which includes the terms and conditions set out below:

Licensor	Roads Corporation trading as VicRoads
Licensee	Frankston City Council
ABN	TBA
Premises	Moorooduc Highway, Hasting Rd and Foot Street Intersection - Treed land in front of Frankston Private Hospital
Leasable Area	1 x parcel of land- 4792.83m2 approx As per Locality Plan attached.
Permitted Use	A small garden area established within the existing landscape where a commemorative rock/plaque can be placed along with a park bench for the public to use.
Term	5 years

Commencement Date	TBA
Expiry Date	TBA
Licence Fee	\$ 1,000 per annum plus gst
Rent Review	5% fixed annually on the anniversary of the Commencement Date.
Maintenance	The Licensee shall be responsible for the maintenance of the property and to keep it in good repair throughout the term of the Agreement.
Further Term	1 x Five (5) Years: The Lessee has the right to excise the option for a further term not more than six (6) months and not less than three (3) months prior to Lease Agreement expiry date
Outgoings	The Licensee shall be responsible to pay or reimburse to the Licensor any Statutory Outgoings which may be charged or levied against the property.
Utilities	The Licensee shall be responsible for the cost and charges of any utilities separately metered or consumed within the premises/property by the Lessee/Licensee, not limited to water, power, gas, and phone.
Insurance/ Public Liability	The Licensee shall take out and maintain Insurance for its fittings, fixture and chattels for full reinstatement or replacement value plus any other insurances required by law or which, in the Licensor's reasonable opinion, a prudent tenant of the Premises would take out. The Lessee/Licensee shall take out and maintain a current policy of Insurance for \$20 million Public Liability Insurance cover which notes VicRoads as the interested party in the Certificate of Currency which must be produced with the acceptance of this letter;
Reversion Clause	VicRoads may terminate the Licence at any time by giving Twelve (12) X months' notice;
Permits	All necessary permits, consents and approvals to be obtained by the Lessee/Licensee from all relevant authorities for all proposed improvements and usage the costs which are to be borne by the Licensee;
Survey Plan	An up to date survey plan of the area to be licensed, including precise measurements of the area to be licensed, must be obtained and supplied to VicRoads at the cost of the Licensee;

Signage	Any signage proposed by the Licensee must comply with all relevant statutory provisions and must be approved by VicRoads.
Security Deposit/Bank Guarantee	A security deposit of \$ 0 / Undated and Irrevocable Bank Guarantee for \$ 0
Reinstatement/Make Good	The Licensee must within 7 days of the expiry or sooner determination of this Lease/Licence remove all the Licensee's property, including all fixtures or other works constructed or brought onto the Property by the Licensee, and make good any damage caused by their removal and leave the Property in a clean and tidy state to the reasonable satisfaction of the Licensor.
Guarantors	To be advised if Lessee/Licensee is a company.
Non-refundable Application Fee	N/A
Legal Costs	The Lessee/Licensee shall pay or reimburse the Licensor's reasonable legal costs for the preparation of the Lease/Licence. The Lessee/Licensee may apply the Application Fee towards the Legal Costs.
Conditions Precedent	These terms are subject to: <ul style="list-style-type: none"> - VicRoads Board/Delegate Approval - Licensee approval - A formal agreement being executed
Lease/Licence Document	The Licence will be prepared using VicRoads' standard document with reasonable amendments only.

Notwithstanding the above, both parties will be legally bound by the agreement once a Licence has been signed by the Licensee.

Should these terms and conditions be acceptable to you, then VicRoads will require the following to be returned to VicRoads / our office within fourteen (14) days of the date of this letter:

1. The attached Letter of Offer with the below Acceptance section completed, signed and dated by you;
2. A Certificate of Currency for \$20 million public liability with VicRoads noted as the interested party; and

Please note that if we do not receive your formal acceptance of this letter of offer within fourteen (14) days, then the above terms and conditions may be withdrawn at VicRoads' sole discretion.

Should you have any queries, please do not hesitate to contact our office.

Yours faithfully,

Nickie Poulos
Property Manager
Commercial Enterprises and Business Development
VicRoads
60Denmark Street, Kew, 3101
T 03 9854 1964

I/We,.....Of
Frankston City Council - ABN - accept the above terms and conditions to enter into an Agreement with VicRoads in respect of property known as Moorooduc Highway, Hasting Rd and Foot Street Intersection - Treed land in front of Frankston Private Hospital
.....
Frankston City Council
Date: / / 2017
.....
Director (or company secretary)

Executive Summary

12.6 Resolution Progress Report

Enquiries: (Michael Craighead: Corporate Development)

Council Plan

Community Outcome:	3. Sustainable City
Strategy:	3.3 Ensure good governance and management of Council resources
Priority Action	3.3.2 Implement a schedule of reviews of services, plans, policies and protocols to ensure good governance

Purpose

To respond to Council on the status of resolutions to be implemented that have been delayed and the reasons for their delay.

Recommendation (Director Corporate Development)

That Council notes the referral of the matters regarding the Procurement Policy 2017/18 to the Audit and Risk Committee for consideration and a report will be presented to the October meeting following the Committees' consideration at its September meeting.

Introduction

From time to time it is necessary to formally advise Council of the status of work it has resolved to be undertaken. As such this report represents a divisional status update against those resolutions that are underway but not yet completed.

Key Points / Issues

- *Procurement Policy 2017/2018*
Notes that at the councillor briefing it was agreed to refer the matters to the Audit and Risk Committee for consideration. A report will be presented back to Council at a future meeting following the Committees' consideration.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Consultation

1. External Stakeholders

N/A

2. Other Stakeholders

N/A

12.6 Resolution Progress Report**Executive Summary****Analysis (Environmental / Economic / Social Implications)**

N/A

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

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

Legal

N/A

Policy Impacts

N/A

Officer's Declaration of Interests

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

Risk Mitigation

There is no risk associated with this report.

Conclusion

Council officers are continuously working to implement a range of Council resolutions. The purpose of this report is to update Council on the implementation status of the resolutions.

ATTACHMENTS

Nil

Executive Summary**12.7 Progress of Council Resolutions resulting from Notice of Motions**

Enquiries: (Michael Craighead: Corporate Development)

Council Plan

Community Outcome:	3. Sustainable City
Strategy:	3.3 Ensure good governance and management of Council resources
Priority Action	3.3.3 Continue to build organisational capability and a customer service culture

Purpose

To brief Council on the current status of Notice of Motion Resolutions.

Recommendation (Director Corporate Development)

1. Receives the Notice of Motion Report as at 24 July 2017.
2. Notes that the following Notices of Motion be archived from the Notice of Motion Report:
 - NOM 1277 – Strategy for advocacy for next State Election
 - NOM 1320 – 360 Degrees Video Platform
 - NOM 1248 – Gretana Park Karingal
 - NOM 1269 – Self Funded Retirees Eligibility for 'concession' discount on/for Frankston City Council Rates.

Key Points / Issues

- At the Ordinary Council Meeting OM295 held on 19 December 2016, Council resolved that;
“That the Chief Executive Officer is directed to provide regular updates to Council on the progress or status of Council’s resolutions resulting from Notices of Motion raised by Councillors. In order to facilitate this, a brief progress report (detailing the status of each outstanding resolution) is required to be presented to Council at each of its Ordinary Meetings in future commencing with Ordinary Meeting 296 (scheduled for the 30 January 2017).”
- The Notice of Motion Report as at 24 July 2017 is attached and will continue to be updated and reported at each Ordinary Council Meeting.
- Four (4) Notice of Motion actions are reported ‘complete’ and will be archived from the document. The Notice of Motion’s relating to NOM 1277 – Strategy for advocacy for next State Election, NOM 1320 – 360 Degrees Video Platform, NOM 1248 – Gretana Park Karingal and NOM 1269 – Self Funded Retirees Eligibility for 'concession' discount on/for Frankston City Council Rates

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

12.6 Resolution Progress Report**Executive Summary**

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Consultation**1. External Stakeholders**

Nil.

2. Other Stakeholders

Nil.

Analysis (Environmental / Economic / Social Implications)

Making the written records available may provide some confidence in transparency in decision making and is in keeping with best practice advice from the Office of the local Government Inspectorate.

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

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

Legal

Nil.

Policy Impacts

There is no impact on Council Policies.

Officer's Declaration of Interests

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

Risk Mitigation

There are no significant risks.

Conclusion

It is recommended that the Notices of Motion as listed be archived.

ATTACHMENTS

Attachment A: Notice of Motion Cost Summary at 24 July 2017

Attachment B: Notice of Motion at 24 July 2017

Attachment C: Notice of Motion Confidential at 24 July 2017 (*Under Separate Cover*)

**Notice of Motions Estimated Costs
 By Councillor
 2016 – 2020 Term**

Table 1

Councillor	Number	Primary Cost	Ongoing Cost	Outcome Cost
Cr Cunial	5	\$4,649	\$500	\$190,500
Cr McCormack	9	\$3,735	\$0	\$0
Cr Toms	17	\$7,898	\$0	\$0
Cr Aitken	14	\$8,979	\$0	\$55,000
Cr Bolam	37	\$71,782	\$0	\$149,000
Cr O'Connor	15	\$5,491	\$0	\$0
Cr Mayer	3	\$2,896	\$0	\$0
Cr Hampton	8	\$47,064	\$1,050	\$0
Cr O'Reilly	0	\$0	\$0	\$0
TOTAL	108	\$ 152,493	\$ 1,550	\$ 394,500

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
28-Nov-16	13.4	NOM 1232 - Additions to Domestic Animal Plan Cr Mayer	Moved: Mayer Seconded: Bolam That the Chief Executive Officer arrange for officers to investigate the following additions and associated costs to the Domestic Animal Management Plan: <ul style="list-style-type: none"> When owners pay for their cats and dogs registration fees, Council staff do a complimentary check to see if microchip details are up to date. All registered and chipped dogs/cats are returned to their owners by vets and/or rangers FREE of charge. All health card holders can register their animal for minimal fee or free. Council shouldn't spend any money on Pets Day Out but all funding should come from sponsorship and be outsourced to an event organisation company. Monies raised should pay for the event. Leash free fencing zones should be built and funded in place of Pets Day Out. Council should create an allocated section on their website to post lost and found dogs. Dead animals cats or dogs should be scanned and reported to the owner. Animal owners should get a discounted registration fee if they take an online test outlining responsible animal ownership welfare. A committee should be formed to assist in implementing these ideas made up of residents. Initiate a campaign (e.g. go fund me) to raise funds for a day holding facility for lost animals such as Bayside City Council currently run. An exemption from desexing for select breeds with an additional registration charge such as neighbouring Councils. These issues be raised with animal welfare and interest groups to request their feedback, including local facebook forums. CARRIED UNANIMOUSLY	Leonie Reints	10 July 2017 - Report was scheduled to go to Council 3/7/17 for approval to go out for public consultation. However it was requested that it go to a Councillor Briefing first which is now scheduled for 31/07/2017. 20 June 2017 - A report is scheduled to be presented back to Council on the 3 July 2017. 13 June 2017 - A report is scheduled to be presented back to Council on 3 July 2017 for the approval to go out for public consultation.	Primary Cost: Officers investigations and reporting - \$450
28-Nov-16	13.8	NOM 1236 - Support to Traders CAA Development Cr Toms	Moved: Toms Seconded: Mayer That the Chief Executive Officer request officers to brief Councillors on how disruption to traders is being minimised during works in Wells Street and Young Street, detailing lessons learnt and plans/recommendations for the future on how Council can be more effective in this area. Following this the Mayor meet with the State MP, Mr Paul Edbrooke to relay findings from the Council Briefing. CARRIED	Kate Jewell	10 July 2017: Officers continue to raise with the State Government the need for the next phase of Business Resilience 13 June 2017 - Discussions continue with individual traders.	Primary Cost: Officers time preparing and presenting - \$300
19-Dec-16	13.2	NOM 1241 - Centenary Park Golf Course Committee Cr Hampton	Moved: Hampton Seconded: Toms That: <ol style="list-style-type: none"> Council notes that the pro shop and golf course at Centenary Park remain as separate entities to the Centenary Park sporting complex. A Committee of interested Councillors and appropriate officers be appointed to develop a future 10 year business plan for the Centenary Park Golf Course. Regular reports be provided to Council on the development of the draft business plan including consultation undertaken with key stakeholders. The final draft business plan be presented to Council for consideration and adoption by the end of 2017 at the latest. Council notes that D&S Golf have previously been advised that their current contract will not be extended. Notwithstanding the previous advice to D&S Golf, Council now advises D&S Golf that their current contract (expiry 30 June 2017) will now be extended to the 30 June 2018. This will allow for the development of the draft business plan for Centenary Park Golf Course and guarantee no interruption to the management and viability of the golf course. CARRIED UNANIMOUSLY	Liz Daley	10 July 2017 - 1) Noted 2) Committee established 3) Consultant is undertaking research following initial meetings with key stakeholders. 4) Noted 5) Noted 6) Complete 20 June 2017 - A report is scheduled to be presented back to Council on 27 July 2017	Primary Cost: \$2,350 (please note: an additional cost of \$226 has been added to the total figure of the Primary Cost)
19-Dec-16	13.4	NOM 1243 - Pedestrian Crossing Fletcher Road Cr Aitken	Moved: Aitken Seconded: Mayer That Council make representation to VicRoads to formalise a pedestrian crossing on Fletcher Road between the Police Station and Law Courts and Bayside Shopping Centre and that Council request Mr Paul Edbrooke MP, Member for Frankston to make appropriate representation on our behalf. CARRIED UNANIMOUSLY	Gill Kay	10 July 2017 - Council is still awaiting a response from VicRoads 13 June 2017 - No change to the status.	Primary Cost: \$75
19-Dec-16	13.5	NOM 1244 - Criminal Asset Forfeitures Cr Bolam	Moved: Bolam Seconded: Aitken That Council writes to the Federal MP for Dunkley, Mr Chris Crewther, Federal Minister for Justice The Hon. Michael Keenan, State MP Mr Paul Edbrooke and State Minister for Justice The Hon. Martin Pakula, advocating that asset forfeitures for/from criminal proceeds be better channelled into the local communities (crime prevention programs, victim support programs, etc) where the proceeds of crime were claimed. CARRIED UNANIMOUSLY	Gill Kay	10 July 2017 - Comment left on behalf of Gill Kay: 1) A response from MP Paul Edbrooke on behalf of Hon Martin Pakula regarding asset for futures has been received. 2) The letter advises finding is available through a grants program administered by the Community Crime Prevention Unit within the Department Justice and Regulation. 20 June 2017 - Still waiting for a response from the Federal Minister for Justice and the Federal MP Dunkley. 22 May 2017 - No change to the status.	Primary Cost: \$75

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
19-Dec-16	13.6	NOM 1245 - Frankston Volunteer Coastguard Cr Bolam	That a report be provided to Council at the May 2017 Ordinary Meeting on non-marina / non-safe boat harbour options for the Frankston Volunteer Coastguard headquarters (HQ). These options should include: · Retrofitting of existing HQ; · Wholesale reconstruction of existing HQ; · Permanent and secure Mooring for the Coastguard's primary rescue vessel; · Relocation of existing HQ to an existing venue; and/or · Relocation of existing HQ to a newly constructed venue. The report should consider local, state, federal and philanthropic funding routes for any of the above options plus total anticipated costs for the most viable long-term option. Consultation should take place with the Executive of the Frankston Volunteer Coastguard, and the "most viable long-term option" explored within the context of this report must have the support of the organisation. The Frankston Volunteer Coastguard organisation plays a crucial role in maritime rescues in our municipality and deserves the full ongoing support of council. CARRIED UNANIMOUSLY	Gill Kay	10 July 2017 - Comment left on behalf of Gill Kay: Significant consultation has been undertaken with the Coastguard and Marine engineering experts. In respect of the building fitness for purpose is now understood and iterates the need for a new purpose built facility. A more detailed report and briefing is being prepared. With regard to the breakwater an application has been submitted an application has been to Federal Government and RFQ has been prepared to enable hydrographic work and plans. 22 June 2017 - A meeting with Councillor Bolam has been requested to discuss further as more preliminary work is required to inform the report 20 June 2017 - A further report to Council is subject to further consultation and consideration of technical information and will be presented to the September OM. 13 June 2017 - Further consultation with the coastguard is required re. spatial requirements. Hydrographic information is being confirmed to better inform the report and briefing of Councillors prior to a report being presented to the August Ordinary Meeting.	Primary Cost: \$750
19-Dec-16	13.9	NOM 1248 - Gretana Park Karingal Cr Aitken	Moved: Aitken Secoded: Bolam That Council make a formal submission to the State Government in relation to the restoration of the hard surface playing area at Gretana Park with a view to some form of assistance in funding and that a communication to Mr Paul Edbrooke MP, Member for Frankston be sent accordingly seeking his support. That Council investigates the option of the sale of a portion of the site with the view of proceeds of the sale be reinvested into the Gretana Park. CARRIED UNANIMOUSLY	Jo Cross	18 July 2017 - Request to archive as report was presented back to Council at the 3 July 2017 OM. 10 July 2017 - Report was submitted to the 3 July 2017 OM. 20 June 2017 - Currently seeking further information.	Primary Cost: \$1,700
19-Dec-16	13.1	NOM 1249 - Police Station in Langwarrin or Frankston North Cr Bolam	Moved: Bolam Secoded: O'Connor That Council writes to the (state) Minister for Police and the Victoria Police Commissioner vigorously advocating for increased police resources in both Langwarrin and Frankston North on the basis of geographical displacement from Central Frankston and increased localised crime. CARRIED UNANIMOUSLY	Gill Kay	10 July 2017 - Meeting scheduled on 05/07/2017 with Manager, Councillor Bolam and Director with Local Area Commander VicPol (or delegate) was cancelled and will be re-scheduled. 22 June 2017 - Response has been received 14/3/17 from Minister of Police. Still awaiting response from Police Commissioner. 13 June 2017 - No change to the status. 22 May 2017 - No change to the status. 1 May 2017 - No change to the status. 3 April 2017 No change to the status. 14 Mar 2017 - 11:58 AM - No response received. 10 Feb 2017 - 12:04 PM - Member for Frankston has written letters to Minister and Police Commissioner. No other response. 05 Jan 2017 - 2:02 PM - Letters have been written (A3271494 and A3271361). Awaiting response.	Primary Cost: \$75
30-Jan-17	13.3	NOM 1258 - Civic Reception for CFA Volunteers Cr O'Connor	Moved: Hampton Secoded: Toms That letters under seal be presented to all emergency services congratulating them on the wonderful work they do in our community and these letters be presented at the 2017 mayoral picnic. CARRIED UNANIMOUSLY	Leonie Reints	10 July 2017 - Letters have been drafted and will be presented to OM 24/7 for endorsement and available for the Mayor's Picnic in September 2017. 22 June 2017 - Letters will be drafted and presented to OM 24/7 for endorsement and available for the Mayor's Picnic in September 2017. 22 May 2017 - No change to the status 3 April 2017 - No change to the status. 214 Mar 2017 - 1:53 PM - No further action until September 2017. 21 Feb 2017 - 2:29 PM - Letters will be available for the Mayor's Picnic in September 2017.	Primary Cost: Nil

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
30-Jan-17	13.7	NOM 1264 - Frankston History taught in Local Schools Cr Bolam	Moved: Bolam Secinded: Aitken That a report be provided to Council at the May Ordinary Meeting in relation to the introduction of local (Frankston) history as curriculum for primary school students. The report should consider: 1. Council's capacity with local community groups and historians to put together a yearly curriculum package (including any recurrent costings such as research, subsidies and paperwork); 2. The inclusion of history in a potential curriculum package which spans from Frankston's initial indigenous inhabitants (the Boonerwung and Bunurong people) to Frankston's modern European settlement; 3. The receptiveness of the Department of Education and public, private and denominational schools within the Frankston LGA to embrace such curriculum; and 4. The introduction of a resource portal / website section on the Frankston City Council website for residents (beyond primary school students) interested in learning more about diverse Frankston's history CARRIED	Gill Kay	10 July 2017 - A meeting was held on 29 June with Cr Bolam, Gill Kay, Andrew Moon, Kim Kearsey, representatives from the Department of Education and Early Childhood Development and the Frankston Historical Society. There is support from the Department to develop a teaching resource aimed at primary school students which will meet the criteria of the Victorian Curriculum. A project plan for this will be developed for inclusion in the NOM report due in September along with a discussion of online publishing options. To ensure the local history component of the curriculum will be available for the wider community. 21 June 2017 - Councillor Bolam has been invited to the meeting scheduled for 29/6. 20 June 2017 - A meeting has been organised between Frankston Historical Society and Department of Education and Training to further explore this opportunity. A report has been scheduled for September OM. 13 June 2017 - At the meeting held on 8 May 2017 the Regional Director DET was open to involvement and was to confirm in writing. No correspondence to date received and follow up has occurred. A report to August Ordinary Meeting has been scheduled. 01 June 2017 - Action reassigned to Gillian Kay by Andrea Gaynor 22 May 2017 - Meeting with the Department of Education representatives was held on 8 May 2017. As per Community Development Division Resolution Progress Report dated 22 May 2017, a report will be presented to the 13 June 2017 Ordinary Meeting. 1 May 2017 - Council Report will be provided to 22 May 2017. 3 April 2017 A meeting has been scheduled with the Department of Education on 8 May 2017. 23 March 2017 - No response has been received. 21 Feb 2017 - 2:32 PM - A letter has been sent by the Mayor to the Regional Director, South East Region of the Department of Education and Training on 7 February 2017. Council is now awaiting advice.	Primary Cost: \$175
30-Jan-17	13.8	NOM 1265 - Cleanliness of Frankston City Cr Bolam	Moved: Bolam Secinded: Aitken To ensure the cleanliness of our streets, parks and reserves – Council resolves that the following measures occur: 1. That the CEO reviews the management of the cleaning maintenance of all council land and presents a maintenance model to Council's satisfaction in May 2017. The model must ensure Council land is maintained to an agreed service level which also includes random audits against the service levels. 2. That a letter be sent to Frankston MP, Mr Paul Edbrooke and the relevant government Ministers expressing concern about the presentation and cleanliness of land belonging to VicRoads in the Frankston LGA. The letter outline the proposal of a pilot project between Council and VicRoads to implement a cleaning maintenance program at an appropriate and similar service level to that endorsed by Council as a consequence of the maintenance service review and further, the council undertake maintenance works on their behalf on the proviso that VicRoads be invoiced for services rendered. 3. That a letter be sent to Frankston MP Paul Edbrooke and the relevant government Ministers expressing concern about the presentation and cleanliness of VicTrack land and that Council, should there be no improvements by May 2017, considers it option to pursue issuing infringement notices for unsightly land under the General Local Law No. 8. 4. That the outcome of the responses from VicRoads, VicTrack and the State Government be included in the report to council in May 2017. If the responses are not to the satisfaction of council it considers options including a public campaign to State Government to compel VicRoads and or VicTrack to improve its cleaning regime on the land for which they are responsible. 5. That a 'rapid response' team be established to improve responsiveness to community requests for maintenance of a reactive nature. Such a team would be able to respond to reactive requests quickly, which in turn would ensure programmed maintenance activities remain on track. The team also report any unsightly private land to Council's Authorised Officers for follow up investigation and infringement. 6. It be noted that council formally impounds abandoned trolleys found on council/common land under the appropriate subject to General Local Law Number 8. Council officers are to seek formal Australian Tax Office advice to assess Council's ability to 'donate' a proportion of shopping trolley impound and or release fees to the Frankston Charitable Fund and include the advice in the May 2017 report to Council. 7. That state legislative provisions to curtail rubbish dumping outside private properties are included in the May 2017 report. If considered necessary recommendations regarding the need for further legislative change also be included. 8. That a detailed letter be prepared and included in the next rates notice to all property owners on the rates register to remind them of the council's expectations that they ensure no rubbish is placed the nature strip outside of the provisions for hard waste collections. 9. That officers improve and provide a supportive customer service response to public reports of dumped rubbish and abandoned shopping trolleys and this also be considered in the May 2017 report. 10. The document titled "Possible Initiatives to Rid the City of Trolleys and Rubbish" (Seiffert, B. 2017) also be considered in the May 2017 report to Council. CARRIED UNANIMOUSLY	Gill Kay	19 July 2017 - Additional staff member has been appointed to address the trolley issues. Outcome cost added. 10 July 2017 - A meeting has been scheduled on 13/07/2017 with Councillor Bolam and Mr Seiffert to discuss his recommended initiatives. 21 June 2017 - A meeting has been sought with VicTrack and VicRoads to discuss maintenance. A separate meeting has been arranged with Councillor Bolam and Mr Seiffert to discuss his recommended initiatives. 20 June 2017 - A report was provided to 22 May OM and deferred until September for further information 13 June 2017 - Report deferred for further discussion with Cr Bolam. 01 June 2017 - Action reassigned to Gillian Kay by Andrea Gaynor 22 May 2017 - Report submitted to this meeting. 1 May 2017 - Council Report will be provided to 22 May 2017. 3 April 2017 Council report will be provided to May 2017 meeting. 21 Feb 2017 - 1. Noted - a report will be prepared 2. A letter has been sent. 3. A letter has been sent. 4. Noted 5. A Rapid Response Team had been established by the time of the January OM. 6. Advice from the ATO has been sought. 7. Noted 8. Finance Department has been requested to include a reminder in the next rates notices. 9. Officers have been requested to revise advice to customers. 10. A copy of the document has been requested.	Primary Cost: \$63,462 (additional \$63,000 added to the primary cost of \$462)

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
30-Jan-17	13.12	NOM 1269 - Self Funded Retirees Eligibility for 'concession' discount on/for Frankston City Council Rates Cr O'Connor	Moved: O'Connor Seconded: O'Reilly: That the matter be deferred pending further investigations. CARRIED	Kim Jaensch	06 July 2017 - NOM 1269 was deferred and NOM 1296 was then adopted by Council at the OM 03 April 2017. Officers will continue to update comments as per NOM 1296. Request to archive NOM 1269. 20 June 2017 - No change to the status 13 June 2017 - No change to the status. 22 May 2017 - No response received. 1 May 2017 - Refer to NOM 1296 - Support for Self-Funded Retirees which was passed by Council at 3 April 2017 OM299 Council Meeting. Letters written and forwarded to State Government. 3 April 2017 - A new Notice of Motion is being considered. 21 Feb 2017 - 2:44 PM - Tracee Hall-davis Deferred	Primary Cost: \$100
30-Jan-17	13.13	NOM 1270 - Funding for Life Saving Clubs Cr Toms	Moved: Aitken Seconded: Hampton: That Council consider the best and most reasonable means to acknowledge volunteers in the city. CARRIED UNANIMOUSLY	Gill Kay	10 July 2017 - Letters have been drafted for approval for presentation at the Mayors picnic in September. 22 June 2017 - A meeting has been requested with Councillor Aitken and Chairperson Impact Volunteering to discuss acknowledgement of all volunteers at the Mayors Family Picnic 13 June 2017 - No change to the status. 22 May 2017 - No change to the status. 3 April 2017 - No change to the status.	Primary Cost: \$100
30-Jan-17	13.15	NOM 1272 - Acknowledgement of Traditional Owners Cr McCormack	Moved: McCormack Seconded: Hampton That Council ensure forthwith that an acknowledgement of Traditional Owners is included in all printed itineraries advertising for events and festivals co-ordinated by Council and that Traditional Owners are invited to perform a Welcome to Country at events such as, but not limited to, the Lighting of the Tree and Waterfront Festivals. CARRIED UNANIMOUSLY	Andrew Moon	10 July 2017 - A meeting has been scheduled in early July with Frankston City Council Events team and Coordinator Programming to discuss this NOM. 13 June 2017 - Council has been advised of spelling change for the Boonwurrung. A clear outcome of the meeting was we remain committed to acknowledge both groups Bunurong and Boonwurrung. 22 May 2017 - Meetings with the traditional owners, respected elders were held on 20 April and 27 April 2017. 3 April 2017 - Arrangements for a meeting are underway. Discussion with Councillors scheduled on Monday 27 March 2017. 23 March 2017 - A meeting has been scheduled with officers and elders for 13/4/17. A briefing has been scheduled for 27/3/17. 21 Feb 2017 - 2:35 PM - Acknowledgement of traditional owners will be incorporated into written material. Meeting with traditional owners, respected elders being arranged.	Primary Cost: \$300 Meeting Cost \$2,000
30-Jan-17	13.17	NOM 1274 - Procurement Policies and Contracts Cr McCormack	Moved: McCormack Seconded: Mayer That a review be undertaken of all procurement policies and contracts for goods and service provision to Council and a report be provided to Council within 12 weeks detailing where efficiencies could be achieved and where further local investment can be promoted. CARRIED UNANIMOUSLY	Jo Cross	13 July 2017 - As the report was deferred to include further changes these will need to be referred to Council's Audit and Risk Committee for the 22 September 2017. The report will go back to Council at the Ordinary Meeting for 16 October 2017. 10 July 2017 - As per last note, changes to this request will be submitted at the Audit and Risk Committee. 20 June 2017 - Reponse to this NOM was submitted to Council Meeting in May but was deferred to include further changes. These changes will need to be referred to Council's Audit and Risk Committee. The report will go to Council in October 2017. 22 May 2017 - Report submitted to this meeting. 1 May 2017 - Council Report will be provided to 22 May 2017.	Primary Cost: \$400

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
30-Jan-17	13.18	NOM 1275 - Support to Traders in CAD Cr Toms	Moved: Toms Seconded: Aitken Businesses within the city centre are currently experiencing significant impacts from the construction phase of the Young Street streetscape works. Given the impact of this and other imminent major public infrastructure projects, e.g. Frankston Interchange Project, Council seeking ongoing commitment from the State Government for: 1. Improved communications of disruptions to the broader community. 2. The development and ongoing rollout of an "Open for Business" campaign. 3. The development and implementation of two further stages of the Business resilience program (that focus on maintaining a business through the works and leveraging the completed works). CARRIED UNANIMOUSLY	Sam Jackson	06 July 2017 - 1. Council officers continue to provide advice and support to the State Government (VicRoads) on the communications about disruptions. While there has been some slight improvement of communications to the business community, the broader community have received very little information (other than that provided by Council). Therefore, to assist our community, officers are now taking a lead in communicating how to traverse the disruptions of a wide range of construction projects throughout the city centre (not just the Young Street Improvement Project). 2. Officers are also now ensuring adverts communicating the Business as Usual campaign are being placed in the four neighbouring local papers. Discussions are underway with the State Government about Council taking a lead in management of this campaign to ensure timely delivery. 3. Advice and potential costings have been provided to the state government on the recommended structure of Round 2 of the Business Resilience program. To date this has not been implemented. 20 June 2017 - 1. Council officers continue to provide advice and support to the State Government (VicRoads) on the communications about disruptions. While there has been some slight improvement of communications to the business community, the broader community have received very little information (other than that provided by Council). Therefore, to assist our community, officers are now taking a lead in communicating how to traverse the disruptions of a wide range of construction projects throughout the city centre (not just the Young Street Improvement Project). 2. Officers continue to urge VicRoads to deliver a strategic Business as Usual campaign to the broader catchment. There appears to be some very belated action with the launch of the "Frankston Business as Usual" campaign over the Queens Birthday weekend, which is being promoted via four local newspapers within the catchment, social media and radio (digital). Officers will continue to work with the state government to ensure that this is ongoing throughout the Young Street Improvement Project. 3. Advice and potential costings have been provided to the state government on the recommended structure of Round 2 of the Business Resilience program. To date this has not been implemented. Officers have identified that the type of support needed now needs to be expanded. 22 May 2017 - Ongoing	Primary Cost: \$1,400
20-Feb-17	13.2	NOM 1277 – Strategy for advocacy for next State Election Cr Hampton	Moved: Hampton Seconded: Mayer That the Council form a sub-committee consisting of a Councillor from each ward, the CEO and appropriate officers to overview a strategy for this Council to advocate for funding in the next state election and report back to the full Council with its outcomes and a report for ratification at every Ordinary Meeting. That the first meeting of this sub-committee be held before the next ordinary meeting. CARRIED UNANIMOUSLY	Sam Jackson	19 July 2017 - The sub-committee has been formed and has met twice. A draft Advocacy Strategy is being presented to Councillors at a briefing on 31 July 2017, with a recommendation to incorporate any feedback and presentation to a Council meeting for adoption. The actions from this NOM are now being reported on in separate reports - therefore for the purpose of reporting on this NOM it is believed that this action may now be closed. 20 June 2017 - A sub-committee of Councillors has been formed - with Cr Cunial (the Mayor), and Crs Aitken and Hampton being the members. This sub-committee met on 1 March 2017. Seven priority advocacy projects were identified and the sub-committee were alerted that the Agenda Group had been appointed to assist with the development of an advocacy strategy (NB/ this appointment had occurred prior to the NOM being submitted). A Councillor Briefing to confirm these seven priorities was held on 6 March 2017, subsequently resulting in slightly amended priorities being incorporated into the Council Plan (adopted) and the draft advocacy Strategy (to be presented to a Cr Briefing 10 July 2017). 13 June 2017 - Ongoing 22 May 2017 - Ongoing 1 May 2017 - Ongoing advocacy and reports to Council. 3 April 2017 Council report provided. 14 Mar 2017 - 2:14 PM - Ongoing costs Sub Committee meeting booked for 1 March 2017. First Council report will be provided to April 2017 meeting.	Primary Cost: \$43,213.91 (additional \$43,063.91 added to the primary cost of \$150)

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
20-Feb-17	13.4	NOM 1279 – Local Government/State Government Financial Arrangements Cr Hampton	Moved: Hampton Seconded: Mayer That: 1. The Council write to the Premier of Victoria, the Treasurer of Victoria and the Minister for Local Government, to again highlight the future loss of revenue to Local Government as a result of the introduction of Rate Capping and that it will diminish Council's capacity to provide services and major projects. 2. The Council call upon the Premier of Victoria and the Treasurer of Victoria, to undertake an urgent review of all current legislation that imposes financial burdens on Local Government in having to pay levies to the State Government eg, Waste Levy, Building Levy, Dog and Cat Registration Levy due to the impact of the Rate Capping legislation and that support for the legislative review be sought from the Minister for Local Government on the basis of the commitment to the State/Local Government Accord. 3. The Premier of Victoria be requested to review the legislation whereby Local Government is required to pay annually for Fire Plug Maintenance on the basis that the Fire Services Levy pool of funding is significantly higher now due to it being linked to Local Government rate bases and the Fire Plug Maintenance could be funded from this fund and the Minister for Local Government be requested to support this request in the spirit of the State/Local Government Accord and recognising the impact of Rate Capping on Councils. 4. The Premier of Victoria and the Treasurer of Victoria be requested to urgently review the prohibition placed upon Local Government to not be able to apply rates charges on State Government property in recognition of the impact rate capping and amend legislation to allow for rates to be levied on State Government properties. 5. The Member for Frankston and the Member for Carrum be called upon to support Council in its efforts to address the imbalances and requirements that the current legislation imposes on Local Government in having to pay levies to the State Government and not being able to impose charges on State Government. 6. Council writes to all members of State Parliament representing the municipality raising its concerns and seeking support for legislative change to address the imbalance. 7. Council reconsider its membership with the VLGA so as to have a vehicle to promote these recommendations within the Local Government forum and also with the State Government. 8. A decision be made at the next Ordinary Meeting on our VLGA membership. CARRIED UNANIMOUSLY	Michael Craighead	13 June 2017 - No change to status. Council voted against rejoining the VLGA at 22 May 2017 OM301. 22 May 2017 - No change on State Government matters. Letter received from VLGA dated 5 May 2017 (A3349018). VLGA report submitted to this meeting. 1 May 2017 - Councillor Briefing on VLGA membership held on 18 April 2017. No response to report to 1 May 2017 from letters sent. Additional Cost \$150. 3 April 2017 - Working towards a briefing to Council by VLGA. Report will be provided following the Councillor Briefing. 14 Mar 2017 - 2:18 PM - Letters have been written to all nominated in the various recommendations.	Primary Cost: \$600
14-Mar-17	13.4	NOM 1289 – Female Participation in Sports Cr O'Connor	Moved: Councillor O'Connor Seconded: Councillor Hampton That a report be provided at the June Ordinary Meeting outlining Frankston City Council and intergovernmental options (i.e. funding, grants etc) to further encourage female participation in sporting endeavours and/or sporting activities, including those that are traditionally dominated by the opposite sex. CARRIED UNANIMOUSLY	Liz Daley	13 July 2017 - This report will be going to OM 24 July 2017 as per the resolution. 06 July 2017 - At the request of Councillor O'Connor, report will be submitted to OM 14/08/2017 20 June 2017 - The report has been delayed due to further consultation and direction required from Councillor. 13 June 2017 - A report will be submitted to this meeting. 22 May 2017 - Report is being prepared 1 May 2017 - Report is being prepared. 3 April 2017 A report will be submitted to OM 13/6/17.	Primary Cost: \$287.21
14-Mar-17	13.5	NOM 1290 – New Closed Council Rules Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Aitken 1. That Council works towards achieving no less than 90% (i.e. an 18% improvement) of all decisions being made in Open Council, and the Chief Executive Officer highlight this annual result in future LGPRF reports to Council, and in future annual reports. 2. In the public meeting agenda and minutes section relating to Closed Council Items, in addition to the existing description field describing the Closed Council items, a new section be created summarising the exact reasoning for referral under LGA Sec. 89 (h) (2). 3. That the matter return to (open) council with recommendation/s for implementation in the next three months. CARRIED	Michael Craighead	3 July 2017 - A report is being prepared to be presented to Council 24 July 2017. 20 June 2017 - A report was present to Council at its June meeting. It was deferred pending further work and will now be brought to Council in August 2017. 13 June 2017 - A report will be submitted to this meeting. 22 May 2017 - Report is being prepared 1 May 2017 - Report is being prepared. 3 April 2017 Report will be prepared for the June 2017 meeting.	Primary Cost: \$715
14-Mar-17	13.6	NOM 1291 – Frankston & Seaford Piers – Use of Water Illumination Technology Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Aitken That a report be provided to Council at the May Ordinary Meeting exploring the use of water illumination technology at either, or both, Frankston and Seaford piers. The report should consider: 1. The use of underwater illumination lighting such as LED and fish lighting. This is to include costings, maintenance and installation; 2. The use of intermittent multi-coloured lighting on the external facade of the piers. This is to include costings, maintenance and installation; and 3. Include maritime and touristic funding opportunities from other levels of government if council so wishes to formally pursue grant opportunities. CARRIED UNANIMOUSLY	Gill Kay	10 July 2017 - A meeting with Cr Bolam and the external expert has been held and officers are now awaiting options and costs prior to preparing a report. 22 June 2017 - The report was deferred for a meeting with Councillor Bolam and an external expert to qualify options. 20 June 2017 - Report has been deferred until further consultation has been held with consultants. Report to be presented to July OM 13 June 2017 - This report has been deferred to review Mornington Peninsula operation of pier lighting. 22 May 2017 - Report submitted to this meeting. 1 May 2017 - Report is being prepared. 3 April 2017 Report will be prepared for the May 2017 meeting. 23 March 2017 – A report will be prepared.	Primary Cost: \$2,349.96

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
3-Apr-17	13.1	NOM 1295 - Mental Health Cr O'Connor	Moved: Councillor O'Connor Seconded: Councillor Toms That Frankston City Council writes to both the (State) Minister for Mental Health, The Hon. Martin Foley, and the (Federal) Minister for Health, the Hon. Greg Hunt, advocating for improved local mental health services and increased local mental health awareness. Prior to this occurring, the CEO is to instruct officers to identify specific service shortfalls in Frankston which require rectification. This should be reflected in the letter to the relevant ministers. The final draft of this letter is to be provided at the May Council meeting for consideration. This letter should form the basis of Frankston City Council's future advocacy relating to mental health based outcomes in the Frankston municipality. Carried Unanimously	Liz Daley	10 July 2017 - Awaiting on response to letters sent to relevant Ministers on 14 June 2017. 21 June 2017 - The letter was submitted to Council for endorsement OM 22/5 and sent to the relevant Ministers. 13 June 2017 - Letter approved by Council and sent to all intended recipients. Primary cost of \$1,580 added. 22 May 2017 - No change to the status. 1 May 2017 - Letters being prepared along with report.	Primary Cost: \$1,580
3-Apr-17	13.2	NOM 1296 - Support for Self-Funded Retirees	Moved: Councillor O'Connor Seconded: Councillor Toms Council writes to the State Government formally seeking their support for a discount scheme for self-funded retirees relative to municipal rates. Council's support for this advocacy measure would allow self-funded retirees access to the same discounts that pensioners receive on their annual council rates. The Minister, in potentially allowing self-funded retirees a discount on their annual council rates, should devise a mechanism which prevents self-funded retirees with exceptional liquidity / assets from having access to the proposed discount. CARRIED	Kim Jaensch	14 July 2017 - Letter sent 14 July 2014 20 June 2016 - No change to the status 22 May 2017 - No change to the status. 1 May 2017 - Letters being sent.	Primary Cost: \$100
3-Apr-17	13.3	NOM 1297 - Frankston Hall of Fame Resumption Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Aitken That a report be provided to Council on the resumption of the 'Frankston Hall of Fame' (HoF) to recognise people and organisations that have indelibly impacted upon the Frankston municipality - both internally and externally. The report should consider: 1. The regularity of any rejuvenated HoF process; 2. Costings and staff resourcing associated with any rejuvenated HoF (ie. plaques, ceremony etc); 3. Strength of the potential recipient pool relative to any rejuvenated HoF; and 4. Potentially partnering with the Frankston business community to administer aspects of any rejuvenated HoF model. The report should return for consideration in June. CARRIED	Sam Jackson	20 June 2017 - While research is being undertaken by Officers, the status of actioning this resolution for reporting purposes remains unchanged at this stage. 13 June 2017 - This matter is still being investigated and will be report to Council at 24 July Council Meeting. 22 May 2017 - Report will be submitted to the June 2017 Ordinary meeting. 1 May 2017 - Report being prepared.	Primary Cost: \$855.52
3-Apr-17	13.4	NOM 1298 - Food Security in Frankston Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Aitken 1. That Council continues to adhere to 53D and 53E of the Victorian Food Act 1984 – all local food premises convicted of food safety contraventions be put on the Victorian Department of Health's 'Convictions Register'; 2. That all food premises be informed (in writing) of this process and be encouraged to practice adequate food practices; 3. Furthermore, all Councillors are to be supplied with the outcome of food businesses inspections (including any breaches and fines issued) in the form of either a report or briefing annually; and 4. The total number of convictions, breaches and fines be released publicly annually. Carried Unanimously	Leonie Reints	10 July 2017 - Council is continuing to put all food safety contraventions on the Victorian Department of Health Convictions Register. Letters will be sent out to all food premise proprietors with their Food Act Renewal in October 2017. Councillors will be provided with a high level summary of all statutory food inspections and their outcomes through the quarterly performance reporting process. 20 June 2017 - 1. Environmental Health Officers currently adhere to Sections 53D and 53E of the Victoria Food Act and all local food premises convicted of food safety contraventions will be put on the Victorian Department of Health's 'Convictions Register'. 2. All food premise proprietors will be reminded in writing of their obligations under the Food Act in October when they receive their Food Act renewal application. 3. Councillors will be provided with a high level summary of all statutory food inspections and their outcomes. 4. Due to privacy laws it is only possible to disclose information regarding convicted food premise proprietors which is available on the DHHS Convictions Register (public site). 1 May 2017 - Letters being sent . Actions to be undertaken at appropriate time.	Primary Cost: \$100
3-Apr-17	13.5	NOM 1299 - Level Crossing Removal Cr McCormack	Moved: Councillor McCormack Seconded: Councillor Bolam 1. Requests from the Level Crossing Removal Authority and the Hon Jacinta Allen MP, Minister for Transport, as a matter of urgency, the release of all technical reports and associated information to the Council and community, which provides justification for the chosen options for treatments at the Frankston railway line grade separations located within the Frankston municipality. 2. Notes that the State Government has failed to provide all of the information as requested previously by Council to date. 3. Technical information also be sought on the proposed – and council opposed – Seaford/Kananook train stabling yard. Carried Unanimously	Kate Jewell	10 July 2017 - Awaiting response from Level Crossing Removal Authority and the Hon Jacinta Allan MP, Minister for Public Transport. 13 June 2017 - No change to the status. 22 May 2017 - No change to the status. 1 May 2017 - Letters have been sent.	Primary Cost: \$100

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
1-May-17	13.1	NOM 1300 - Reinstatement of Full Voting Rights for Frankston City Council Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Aitken That Frankston City Council writes to the Australian Local Government Association (ALGA) in relation to the Association bylaw which requires municipal member councils in Victoria to also be a member of the Municipal Association of Victoria (MAV). Municipal councils in Victoria that are not members of the MAV are currently prevented from voting at all ALGA conferences. As Frankston City Council is not presently a member of the MAV, this bylaw effectively leaves Frankston City Council - and its 137,000 residents - disenfranchised. Therefore, the Council formally requests that this bylaw be amended to allow all municipal councils throughout Australia to partake in voting on national matters under the ALGA umbrella regardless of state-based membership/s. Carried Unanimously	Michael Craighead	18 July 2017 - No change in status as no response received from ALGA 22 May 2017 Letter prepared and sent (A3349749)	Primary Cost: \$100
1-May-17	13.2	NOM 1301 - Eel Race Road Closure Opposition Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Aitken That Frankston City Council writes to LXRA, the Premier of Victoria (The Hon. Daniel Andrews), the Opposition Leader of Victoria (The Hon. Matthew Guy), the Minister for Transport (The Hon. Jacinta Allan) and the State Member for Carrum (Ms. Sonya Kilkenny), expressing concern of the closure of Eel Race Road. Much like the recent decisions relating to Overton Road (Seaford), Seaford Road (Seaford) and the sudden announcement of a train stabling facility at the Kananook Railway Station (Seaford), the process has once again failed Frankston residents in that no consultation and no justification was evident in arriving at this decision. Frankston City Council formally opposes the closure of Eel Race Road on a number of grounds including the increase of congestion, particularly on Railway Parade (Seaford), Armstrongs Road (Seaford) and Station St (Seaford); and the impact that this will have on the amenity/character of Seaford and pedestrian safety. Council commits to this new position given contemporary community feedback. Carried Unanimously	Kate Jewell	10 July 2017 - Awaiting a response from LXRA, the Premier of Victoria, the Hon Daniel Andrews, the opposition leader of Victoria, the Hon Matthew Guy, the Minister for Transport, the Hon Jacinta Allen MP and the State Member for Carrum, Ms Sonya Kilkenny MP. 22 May 2017 Letters prepared and sent (A3349564, A3349536, A3349544).	Primary Cost: \$100
1-May-17	13.3	NOM 1302 - Financial Literacy Classes Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Aitken That a report be provided to Council at the July Ordinary Meeting detailing the use of financial literacy classes/workshops to allow interested residents to consider methods to gain better control and understanding of their finances. The report is to consider providers – Governmental, private and Not for Profit – who are able to appeal to residents of varying ages and societal circumstances. The report should consider areas of the municipality in high need of these classes/workshops; and how to attract residents to such classes/workshops. The report is to also consider subsidies (by Council and local businesses such as community banks) to support such classes/workshops occurring within the municipality on a consistent basis. That a section be made available on the FCC Website with a list of existing financial literacy programs in Frankston. Carried	Gill Kay	19 July 2017 - 1) & 3) Stakeholders consulted and have arranged pilot workshop at the Frankston Library in September within existing budget. 4) Information on financial literacy support readily available online and not recommended to add to Council's website. 10 July 2017 - A report has been prepared for Council's consideration 20 June 2017 - A meeting of Managers has been held. A report has been scheduled for OM 24/7. 22 May 2017 - Report will be prepared Estimated Completion Date changed by: Tracee Hall-davis From: 22 May 2017 To: 15/6/2017 10 May 2017 - A meeting of Managers who have potential involvement in the funding, promotion or delivery of the classes has been arranged to inform the report.	Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
1-May-17	13.4	NOM 1303 - Quality of Life / Anti Social Behaviour in the Frankston LGA Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Toms 1. Council officers identify the scope and costs of commissioning the preparation of a formal 'white paper' to both tiers of government detailing particulars on the type of crimes most prevalent in Frankston. The White Paper should explore potential legislative and Local Law reforms and what new funding options might be available to improve the municipality's liveability. Interested Councillors, key groups and individuals would also form a consultative group for the preparation of the paper which should include but not be limited to: <ul style="list-style-type: none"> The status of the once successful Neighbourhood Watch program. An analysis of the types of crime and crime rates currently committed in Frankston and the capacity of state legislation and local laws to respond effectively. The Victorian Police regime of monitoring CCTV cameras and their consideration of the CCTV network's shortfalls. A review the graffiti clauses in General Local Law Number 8 to consider potential enhancements to the Local Law and opportunities for state government grants funding. Consideration of existing e referral systems and opportunities for Council's field staff, in their day to day work, to refer vulnerable people to services. The cost of the 'white paper' should be included in the Community Development Progress report to Council's June Ordinary Meeting. 2. Council authorises the Mayor to write to the Victorian Attorney General, the Honourable Martin Pakula, congratulating him and the Government for the prohibition of synthetic psychoactive drugs such as Kronic and further seek prohibition of selling glue with mind altering effects to children under the age of 18 years using Council's Local Law Number 8, Clause 3.3 as an analogy. This would reflect the existing regulatory requirement regarding the refusal of sale of aerosol/spray canisters to those under the age of eighteen in Victoria. ('Graffiti Prevention Act 2007'). 3. That Council encourages residents and ratepayers of the municipality to promote downloading (free of charge) the official 'Crime Stoppers Victoria' smartphone and the 'MyFrankston' apps which will improve reporting suspected offences to Police. Increased use of both smartphone apps will assist the Police in growing intelligence gathering and holdings. Opportunities to promote the app include council's website, Facebook webpage and in the 'What's On' printed advertisements as well as through University of the Third Age, community centres and the library. Carried Unanimously	Gill Kay	10 July 2017 - 1) The costs and scope have been provided to Council. 2) Letters have been sent to State Government. 3) Media and Communications are including this advice in statements, stories and social media. Work is underway to set up a Consultative Committee to address some of the issues raised in this NOM. Officers are also planning to meet with a member of Victoria Police and Cr Bolam to clarify some of these issues. 21 June 2017 - A consultative community of 6 chaired by the Deputy Mayor is being organised together with an RFQ for the development of the white paper. A report is anticipated for January 2018 20 June 2017 - The Mayor has written to the Victorian Attorney General seeking prohibition of glue that has mind altering effects. Officers are also working on an approach to encouraging residents to promote use of 'MyFrankston' app and Crime Stoppers to report suspected offenders. A university has provided indicative feedback on the scope of the research and the number of days (55) required to complete it (@ \$1,200 per day). 13 June 2017 - An update has been included in the Resolution Progress report for 13 June highlighting the time and cost of preparing the 'white paper'. 22 May 2017 - Report will be prepared for June 2017 Ordinary Meeting. Estimated Completion Date changed by: Tracee Hall-davis From: 22 May 2017 To: 30/6/2017 10 May 2017 - A letter has been drafted for the Mayor's signature to the Attorney General seeking the prohibition of selling glue with mind altering effects to children under 18 year of age. The scope for the 'white paper' is under consideration to enable the costs to be reported back to Council. A digital and print format to promote the use of reporting applications is being prepared.	Primary Cost:
1-May-17	13.7	NOM 1307 - Bullying in Frankston Cr O'Connor	Moved: Councillor O'Connor Seconded: Councillor Mayer That Council requests that the Frankston Youth Council consider a package of recommendations to present to both tiers of government on methods to decrease bullying. All forms of bullying – particularly 'cyber bullying' – is having a catastrophic impact on our youth. The suite of suggestions by the Frankston Youth Council return to Frankston City Council in the form of a report at the July Ordinary Meeting. Carried Unanimously	Gill Kay	13 July 2017 - This report will be going to OM 24 July 2017 as per the resolution. 10 July 2017 - A meeting held with Cr O'Connor to discuss options 06 July 2017 - At the request of Councillor O'Connor, report will be submitted to OM 14/08/2017 21 June 2017 - A meeting has been requested with Councillor Bolam, Manager Community Strengthening and Chair of Youth Council. 20 June 2017 - A report is currently scheduled to come back to Council OM 24/7. 13 June 2017 - The Youth Council has been asked to consider an approach to this issue. Remains scheduled for July 2017 Ordinary Meeting. 10 May 2017 10 May 2017 - This item has been included on the Agenda for the next meeting of the Youth Council scheduled for 30/5/2017. Estimated Completion Date changed by: Tracee Hall-davis From: 22 May 2017 To: 5/6/2017	Primary Cost: \$539.95
22-May-17	13.2	NOM 1312 - Unemployment in Frankston Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Hampton In light of unsatisfactory unemployment statistics which put Frankston in the upper tier of municipalities with significant local unemployment, a report be provided at the September Ordinary Meeting in relation to the following: 1. How the Frankston City Council could increase apprenticeships, pre-vocational work experience, traineeships, cadetships and tertiary work experience; 2. How the Council could lobby other major local employers (i.e. Peninsula Health, South East Water etc) to consider additional apprenticeships, pre-vocational work experience, traineeships, cadetships and tertiary work experience; 3. How the Council could work with local media, local businesses and the Frankston Business Network to encourage businesses and industries to consider additional apprenticeships, pre-vocational work experience, traineeships, cadetships and tertiary work experience; and 4. Identify employment programmes currently not in effect in Frankston – new and existing – which would be beneficial; and prepare a letter (for adoption in September) to relevant state and federal ministers requesting the implementation of such programmes. The report is to provide specific options including costings and resourcing considerations, particularly in relation to Frankston City Council's potential to increase placements. Carried Unanimously	Sam Jackson	06 July 2017 - While research is being undertaken by Officers, the status of actioning this resolution for reporting purposes remains unchanged at this stage. 20 June 2017 - While research is being undertaken by Officers, the status of actioning this resolution for reporting purposes remains unchanged at this stage. 13 June 2017 - A report will be prepared.	Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
22-May-17	13.3	NOM 1313 - Solar Panels Installation on Civic Centre Cr Mayer	Moved: Councillor Mayer Seconded: Councillor Aitken That Council: 1. Receive a report at its June 2017 Council meeting on the options available to install solar panels on the roof of the Civic Centre in line with the Carbon Neutral Action Plan. The report is to consider updated information on previous reports presented to Council on solar panels including new technologies and Council's ability to fund the installation of the solar panels in the 2017/18 financial year if the project proceeds; 2. The Chief Executive Officer be requested to have a staff member, as a matter of priority, review and monitor Council's energy bills to ensure that Council are not being over charged; and 3. The findings are to be reported to Council at a briefing every six months. Carried Unanimously	Craig Dinsdale	19 July 2017 - Report prepared for the 24 July 2017 Ordinary Meeting. 06 July 2017 - Report is due to be presented at 24 July 2017 Ordinary Meeting 27 June 2017 - Report being prepared for Ordinary Meeting OM304 - 24 July 2017 13 June 2017 - A report will be prepared.	Primary Cost: \$445.70 (expected estimated cost if seen through is for \$2,205,900.00)
22-May-17	13.4	NOM 1314 - Seaford Road Level Crossing Funding Cr O'Connor	Moved: Councillor O'Connor Seconded: Councillor Toms 1. a) That a report be provided to Council at the July Ordinary Meeting identifying potential projects, concepts, designs and plans, including upgrades to the RF Miles Reserve, to revitalise the Seaford community as part of the State Government's Seaford Road Level Crossing Removal Project. The report should also consider projects and funding not currently earmarked by the State Government which could be greatly assisted by further funding within the Seaford Road proximity; b) That Council write to the Victorian Minister for Transport, Hon Jacinta Allan MP and State Member for Carrum, Sonya Kilkenny MP seeking additional funding, on top of the current amount earmarked by the State Government, to revitalise the Seaford community as part of the Level Crossing Removal Project at Seaford Road. Once the Council resolves what additional monies and projects should be considered, this be properly articulated in the funding request letter. 2. a) In light of the State Government's decision to seal Eel Race Road, and the subsequent fiscal savings that undertaking no level crossing removal works at Eel Race Road will achieve, Frankston City Council formally requests that the State Government commit to new funding opportunities for Seaford based projects within proximity of Eel Race Road, such as Riviera Reserve and ageing sport facilities; b) Notwithstanding Council's opposition to the proposed Eel Race Road closure, a report be provided to Council (which may be the same report stipulated in 1(a) at the July Ordinary Meeting) identifying potential projects, concepts, designs and plans, which should be considered given the State Government's decision to not contribute to level crossing removal works at Eel Race Road; and the sealing of Eel Race Road, which will create various access and egress implications for both pedestrians and commuters; c) That Council write to the Victorian Minister for Transport, Hon Jacinta Allan MP and State Member for Carrum, Sonya Kilkenny MP seeking new funding, based on the Eel Race Road decision, to revitalise the Seaford community. Once the Council resolves what additional monies and projects should be considered, this be properly articulated in the funding request letter. 3. That for both Items 1 and 2 of this recommendation, the building of a new facility for 1st Seaford Scouts be heralded by Frankston City Council. This advocacy must occur given the dismal conditions at 1st Seaford Scouts' existing Station Street site. The relocation of the 1st Seaford Scouts site is to be factored into the report back to Council (per Items 1 and 2) with the preferred location being the RF Miles Reserve. Council should in advocating for the relocation, relay to the State Government that the relocation of the 1st Seaford Scouts facility from the car park of the Seaford Railway Station has the potential to unlock multiple car parking spaces for an area severely lacking in car park spaces. 4. That Council carries out a survey of the height from the flood level in the creek to the railway line. Carried Unanimously	Kate Jewell	06 July 2017 - Council Officers have currently listed item for briefing on Monday 10 July 2017 followed by Council Ordinary meeting report on Monday 24 July 2017 to seek Council's endorsement 13 June 2017 - Report will go to July 2017 Meeting.	Primary Cost: \$1,533.54
22-May-17	13.5	NOM 1315 - Police Numbers in Frankston Cr Toms	Moved: Councillor Toms Seconded: Councillor Aitken That Council writes to the Premier of Victoria The Hon Daniel Andrews, Minister for Police The Hon Lisa Neville, Police Commissioner Graham Ashton AM, Shadow Minister for Police The Hon Edward O'Donohue, Leader of the Opposition The Hon Matthew Guy and State Member for Frankston Paul Edbrooke, to advocate for an increase in police officers in the Frankston municipality. The Labor Government announced a \$2 billion boost for Police which will allow 3,135 new police officers to be delivered over a five (5) year period. Additional police officers at Frankston and Carrum Downs stations would ensure they are adequately resourced to provide a safe place for our community. Carried Unanimously	Gill Kay	06 July 2017 - Letter of response received from Edward O'Donohue. Still awaiting respons from the Premier of Vistoria The Hon Daniel Andrews, Minister for Police The Hon Lisa Neville, Police Commissioner Graham Ashton AM, Leader of the Opposition The Hon Matthew Guy and State Menber for Frankston Paul Edbrooke. 22 June 2017 - Letters have been prepared and were sent 12/6/2017 13 June 2017 - Letters have been prepared. Primary Cost added \$75.00	Primary Cost: \$75.00

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
22-May-17	13.6	NOM 1317 - Frankston Nature Conservation Reserve Cr Bolam	Moved: Councillor Bolam Seconded: Councillor Aitken That in light of the State Government's precipitous decision, without Council and community consultation, to discontinue the Frankston Nature Conservation Reserve Committee: 1. Council writes to Frankston MP, Paul Edbrooke and the Victorian Minister for the Environment, Lily D'Ambrosio MP seeking confirmation that the Frankston Reservoir will remain open to the public as per existing access arrangements upon the transfer of reserve stewardship to Parks Victoria; and 2. Letters of Appreciation be presented to members of the Frankston Nature Conservation Reserve Committee appointed in March 2014 and its volunteers, expressing appreciation for their tireless dedication to the Frankston Reservoir. Letters of appreciation be presented to the committee members and volunteers at the next 'Mayor's Picnic' event (in the spirit of NOM 1258). 3. That Council writes to the State Government and asks that the volunteers that are currently preserving the Frankston Nature Conservation Reserve be part of the future management of the reserve. Carried Unanimously	Michael Papageorgiou	19 July 2017 - Letter sent back to Paul Edbrooke indicating Council does not wish to take over the reserve. 22 June 2017 - The letter to the Ministers have been prepared and will be mailed by 23/6. 13 June 2017 - Letters have been prepared. Primary Cost added \$75.00 Letter from Mr Paul Edbrooke received (A3363269).	Primary Cost: \$150.00 (additional \$75 added to the primary cost of \$75)
22-May-17	13.7	NOM 1318 - Metropolitan Waste and Resource Recovery Group Cr Hampton	Moved: Councillor Hampton Seconded: Councillor Aitken That Council formally endorse the Notice of Motion carried at last meeting of the Metropolitan Waste and Resource and Recovery Group (MWRRG) which read as follows: "That the MWRRG write to the Minister for Energy, Environment and Climate Change and Shadow Minister for Energy and Resources requesting that funding generated through the collection of the Municipal and Industrial Landfill Levy be constrained to the purpose for which the Levy was introduced and raising concerns with the Levy funds being allocated to supplement Park Victoria initiatives not related to the purpose of the Levy" Also forward to the MWRRG this endorsement along with all the amounts of money collected by this Council and which has been passed on to the State Government over the last 10 years from the Levy and what this Council has received back from the Government in programs associated directly with this Levy over this same period." Carried Unanimously	Bruce Howden	10 July 2017 - Letter from Mayor has been sent to MWRRG. 20 June 2017 - The letter to MWRRG has been drafted and provided to Cr Hampton for any additional changes/inclusions. The letter will be finalised and sent out week commencing 19/6/17. 13 June 2017 - Letters have been prepared. Primary Cost added \$75.00 (A3365636 and A3367373)	Primary Cost: \$75.00
22-May-17	13.8	NOM 1319 - Access to Hindu Temple via Boundary Lane Cr Hampton	Moved: Councillor Hampton Seconded: Councillor Mayer That the CEO investigates the cost required to open Boundary Lane to one way vehicular traffic as an alternate entry into the Hindu temple on Boundary Road and that a report be provided to the 13 June Ordinary Meeting. Carried Unanimously	Michael Rathbone	10 July 2017 - Officers have met with Councillor Hampton who indicated gravel access may be appropriate. Officers are investigating existing conditions and low cost improvements to facilitate access. 20 June 2017 - A meeting has been arranged with Councillor Hampton to explore options further. 13 June 2017 - An update has been included in the Resolution Progress report for 13 June indicating costs for the investigation to occur.	
22-May-17	13.9	NOM 1320 - 360 Degrees Video Platform Cr Toms	Moved: Councillor Toms Seconded: Councillor Aitken That Council Officers prepare a report into the options available to install a 360 degree video platform to showcase Frankston City whilst enhancing the tourism market and local economy. That the report be presented to Council at its July 2017 meeting. Carried Unanimously	Sam Jackson	19 July 2017 - A report addressing this NOM is being considered by Council at its Ordinary Council Meeting of 24 July. This matter is now deemed complete for reporting purposes. 20 June 2017 - While research is being undertaken by Officers, the status of actioning this resolution for reporting purposes remains unchanged at this stage. 13 June 2017 - Report will be prepared for July 2017 Council meeting.	Primary Cost: \$752
22-May-17	13.1	NOM 1321 - Wells Street Lighting Cr Aitken	Moved: Councillor Aitken Seconded: Councillor Toms That the Chief Executive Officer oversee the works required to ensure all lighting in Wells Street is made fully operational and that this be completed within four weeks of this motion being adopted by Council. Carried Unanimously	Michael Rathbone	22 June 2017 - The original installer of the lights has been contacted. He is available second week of July to advise on rectification 13 June 2017 - In order to effectively action an electrical engineer is required to assess the cause of persistent problems. Identifying of remaining issues occurring.	
22-May-17	13.11	NOM 1323 - Young Street Precinct Cr McCormack	Moved: Councillor McCormack Seconded: Councillor Aitken That Council writes to the Member for Frankston, Paul Edbrooke MP and the Minister for Transport, the Hon Jacinta Allen MP requesting updated information with respect to expected completion of the works affecting traffic movement in Young Street; expressing Council's dissatisfaction with the ongoing state of construction which has had and will continue to have disastrous impacts on businesses in the affected Young Street precinct; and seeking financial assistance from the State Government for those affected businesses Carried Unanimously	Kate Jewell	10 July 2017 - Awaiting for a reply from both Minister for Public Transport and Member for Frankston 13 June 2017 - Letters have been prepared and sent (A3355696 and A3355663). Primary Cost added \$75.00	Primary Cost: \$75.00
22-May-17	C.7	NOM 1311 - St Kilda Football Club Withdrawal Cr Bolam	Under Separate Cover	Tim Frederico	10 July 2017 - St Kilda has not formally advised its proposed movements. Staff considering options for the briefing recommend input from Sports Victoria. 13 June 2017 - Report will be prepared for August 2017 Council meeting.	
22-May-17	C.8	NOM 1322 - Peninsula Leisure Core Obligations Cr Hampton	Moved: Councillor Hampton Seconded: Councillor Aitken That Council write to the Chairman and Directors of Peninsula Leisure Pty Ltd instructing them not to enter into or tender for projects outside of their core obligation, that being management of PARC and the Pines Pool. Carried	Tim Frederico	13 June 2017 - Letters have been prepared. Primary Cost added \$75.00	Primary Cost: \$75.00

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
13-Jun-17	13.1	NOM 1309 - New signature event for Frankston Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Aitken That: 1. Officers continue to pursue opportunities to expand the calendar of tourism events within the City through attracting a new signature event. In accordance with Council's Destination Development Plan any additional event should, where practical: <ul style="list-style-type: none"> • be delivered outside of peak event season (December – March); • give consideration to utilising other venues / locations throughout the municipality; • complement Frankston City's visitor offering locations; • provide demonstrated economic benefit through increased visitation; and uniquely designed and executed - outside of the mainstream of what other municipalities do. 2. Officers bring a report to the August 2017 Ordinary meeting of Council outlining the process required to seek market interest in holding an event that meets the above objectives. Carried Unanimously	Sam Jackson	06 July 2017 - Officers are preparing a report on this NOM for consideration at the Ordinary Council Meeting on 14 August 2017. 20 June 2017 - While research is being undertaken by Officers, the status of actioning this resolution for reporting purposes remains unchanged at this stage.	Primary Cost:
13-Jun-17	13.2	NOM 1316 - Frankston Ambassador Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Toms That the following be actioned in regards to the Frankston Ambassador site: 1 A quarterly report to councillors and relevant officers highlighting the numbers of Notices to Comply and Infringements issued relating to unsightly and dilapidated building be prepared. 3 Subject to credible advice and reasonable cause, Authorised Officers inspect accommodation units at the Ambassador to ensure all compliance codes are being met. The findings from the initial audit of this site be provided to Councillors and relevant officers. 4 Council officers survey residents in the vicinity of the Ambassador about their perceptions of safety, amenity and quality of life as neighbours of the Ambassador. The results of the survey should contribute to exploration of 'eminent domain' (compulsory acquisition) of the Ambassador site with the local MP and relevant Ministers. 5 Council officers source examples of unsightly and dilapidated clauses in other municipal local laws to determine if improvements can be made to Frankston general local law No. 8. 7 All directives are to be responded to in the form of a report no later than November 2017. Carried Council Decision Moved: Councillor Bolam Seconded: Councillor Toms That the following be actioned in regards to the Frankston Ambassador site: 2 Council officers meet with the new owner of the vacant land at the Ambassador site to enable an understanding of their plans for redeveloping the site and any short term options to improve the appearance of the site. 6 Council officers investigate and infringe dumped rubbish and also explore opportunities to work with Victoria Police and Sherriff's office to address anti-social and criminal behaviour in and around the Ambassador site. Carried Unanimously	Leonie Reints	10 July 2017 - 1) Unsightly and dilapidated NTC and infringement will be included in a quarterly report. 3) Noted 4) A survey will be designed and distributed. 5) Other examples are being reviewed by Council's Local laws prosecutor. 7) Noted 2) Manager Planning & Environment has met with the new owners. 6) Exploration of this issue will be included on the agenda for a meeting with VicPol. This meeting was scheduled and cancelled at short notice due to the Councillors unavailability. 20 June 2017 - A report will be scheduled for November OM addressing issues raised.	Primary Cost:
13-Jun-17	13.3	NOM 1325 - Student Action Grants Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Aitken That a report be provided to Council at the September 2017 Ordinary Meeting on the introduction of a new grants route for primary and secondary student representative councils and/or local youth movements (i.e. Scouts) designed for such groups to identify local advocacy campaigns to bring about positive improvements. Grant inclusions are to include minor funding for appropriate projects and/or in-kind support by officers to assist in progressing appropriate projects (i.e. assisting with submission writing / advocacy / advertising / hiring of facilities). Any grant considered must be deemed appropriate and should be accompanied with sufficient information to demonstrate the need basis, as well as forward planning (i.e. 'action plan'). The model to base this report upon should be the work done by the Student Representative Council of Karingal Park Secondary College in the early 2000's to bring about the creation of 'Nats Track' in Karingal. This was a community-wide beneficial project and greatly enhanced students feelings of belonging in the area (i.e. they felt they were listened to). The report should consider the overall grants mechanism (i.e. grants vs. in-kind support vs. hybrid), the monetary amount that a fiscal grant amount will carry per representative council/association, and the role the Frankston Youth Council could perform in either authorising such grants or referring such grants to Council for approval. Carried Unanimously	Liz Daley	06 July 2017 - Meeting requested with Councillor to seek direction. 20 June 2017 - A report has been scheduled to come to 25/9 OM	Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
13-Jun-17	13.4	NOM 1326 - Creation of Frankston Junior / Youth Mayor Cr O'Connor	Council Decision Moved: Councillor O'Connor Seconded: Councillor Toms That Council investigates the establishment of a 'Junior / Youth Mayor' position. The voluntary role is to have civic and ceremonial precedence. The position is to be term limited at a single twelve month term. The occupant of the role is to be determined by a majority vote of the Frankston Youth Council; and then re-affirmed by a majority vote of the Frankston City Council. A report be provided at the August Ordinary Meeting with full scope of what the role should entail, the formal name of the role, expected behaviours to be exhibited by those who serve in the position and any nominal costings (ie. name tag, honour board, medallion/robes and ceremonial roles etc). Carried Unanimously	Michael Craighead	10 July 2017 - A report is being prepared for August OM 22 June 2017 - A meeting has been requested with Councillor O'Connor and the Chairperson to explore this NOM further. 20 June 2017 - A meeting has been requested with Cr Bolam and officers Liz Daley, Ken Liddicoat and Michael Craighead to explore the options and issues to inform a report back to Council	Primary Cost: \$150
13-Jun-17	13.5	NOM 1327 - Support for new and existing Planned Activity Groups Cr O'Connor	Council Decision Moved: Councillor O'Connor Seconded: Councillor Aitken That Council considers additional resourcing, advertising, advocacy and funding for planned activity groups – new and existing – in the Frankston municipality. A report is to be provided at the August Ordinary Meeting with suggestions on how to support such groups with in-kind support, advertising, state-federal advocacy and financial assistance. The report is to also consider the need for any new planned activity groups based on demographics and other empirical demands. Finally, the report is to consider the following: 1. The creation or enhancement of a social group for young people with disabilities and/or may be socially isolated; 2. The creation or enhancement of a social group for middle aged people with disabilities and/or may be socially isolated; 3. The creation or enhancement of a social group for senior citizens who may be socially isolated, disabled or have difficulties with mobility; and 4. Improved advertising and regularity of council mandated bus services for senior citizens and people with disabilities wishing to access library services in either Carrum Downs or Frankston. Carried Unanimously	Frances Thompson	10 July 2017 - A meeting held with Cr O'Connor on 29 June to discuss services, Councillor suggested a Council briefing report, prior to submitting to council. Briefing time will be held. 20 June 2017 - A meeting has been requested with Councillor O'Connor to explore options further. This meeting has been scheduled for 29/6.	Primary Cost:
13-Jun-17	13.6	NOM 1328 - Consultants Register Cr Hampton	Council Decision Moved: Councillor Hampton Seconded: Councillor Aitken That: 1. Council produce a register of consultants and or any companies which have invoiced Council for services provided and the amounts invoiced for the work they have undertaken; 2. A brief description of the services and the name of the officer(s) who initiated the consultancy and or services, also the department(s) who used them, be included in the register; 3. This is to include any legal advice obtained; 4. This register be updated on a monthly basis and be made available to Councillors. 5. Tenders that have come before Council for approval are to be included in this register. Carried Unanimously	Jo Cross	10 July 2017 - Investigating request for report information inclusion re: officer and department raising invoice. 20 June 2017 - A register of payments made to companies for services delivered to Council will be made available monthly in the Councillors lounge area for perusal.	Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
13-Jun-17	13.7	NOM 1329 - Quality of Life / Anti Social Behaviour II Cr Bolam	<p>Council Decision Moved: Councillor Bolam Seconded: Councillor Aitken That:</p> <ol style="list-style-type: none"> 1. The additional items be added to the purview of the consultative group assisting with the proposed Community Safety 'White Paper' per NOM 1303: <ol style="list-style-type: none"> a. The prospect of the Minister for Gaming authorising a moratorium / covenant (ban) on any further gaming machines within the municipality; b. Exploring the establishment of 'Police Beats' (semi-manned shopfronts for specific localities within a municipality) as is practiced in Queensland. Given the Council's past concern with the lack of physical law enforcement presence in the Frankston town centre, Frankston North and Langwarrin; this course of action would be consistent with previous council resolutions, and a more cost effective alternative for the State Government than the present approach of building central command structures (i.e. fully fledged police stations); c. Exploration of bylaws practiced by other municipalities outside of Frankston, as well as bylaws not currently practiced in Australia but if (potentially) incorporated could have beneficial value; d. Determine whether Frankston Police require any specific bylaws to enable them (via delegation) to have the means to infringe in the absence of legislative and/or statutory powers; and e. The role of Frankston City Council in deterring family / domestic violence; and considering what advocacy and funding routes Frankston City Council may have available to assist in mitigating family / domestic violence. 2. A report be provided to Council in relation to the introduction of increased Local Laws Authorising Officers during peak day-time hours. This includes the Frankston town centre, the Seaford town centre; and other locations within the municipality where there is either significant public traffic and/or low perceptions of public safety. The report is to also consider the use of authorised officers insofar patrolling in groups and engaging with local stakeholders (ie. public, traders etc.) to improve both perceptions and realities of community safety. Local Laws vehicle patrols are to also increase in isolated areas of the municipality with a view to increasing visibility. This report return for consideration in September. The report must contain total costings for additional staff and resources. 3. The same a report be provided to Council on the number of infringement notices cancelled prior to progression to the Magistrates Court and Infringements Court. The report should consider the number of infringement notices issued (and then cancelled) per department, the types of infringements issued (and then cancelled) per department including the accrued penalty amounts rescinded, the general reasons for the cancellation of infringements and the officer/s responsible for approving infringement revocations. 4. In the same report, officers devise a strategy/campaign for council's consideration to encourage local traders (and their staff) to report criminal activities / anti-social behaviours. The strategy / campaign should contribute to an increase in police and local laws intelligence holdings courtesy of the intelligence gathering by local traders. Methods for local traders (and their staff) to relay such information should also be considered in the report. 5. The Deputy Mayor, Cr Steve Toms be appointed as the chairperson of the aforementioned consultative committee. As well as contributing to the proposed 'White Paper', each item referred to the consultative committee must return to Council for consideration upon the dissolution of the consultative committee. This can be done as an 'en masse' report which incorporates all the topics referred to the consultative committee. Carried Unanimously 	Leonie Reints	<p>10 July 2017 - 1) A meeting of Cr Bolam, the police and officers was scheduled morning 5 July. However, it was cancelled at short notice due to Cr Bolam's unavailability. The meeting will be rescheduled to also include other interested councillor. The draft Term of Reference have been prepared and consultative representatives identified for confirmation at the rescheduled meeting date TBA. The RFQ for quotes is also being prepared for approval subject to timing and other items being agreed to above meeting. 2) A report is being prepared in consultation with Police, for September meeting. 3) This information will be included in the September report. 20 June 2017 - Work is currently being undertaken to address items in this NOM. Report to be returned to Council in September</p>	Primary Cost:
13-Jun-17	13.10	NOM 1333 - Enquiry to Wells Street Lighting Cr Aitken	<p>Council Decision Moved: Councillor Aitken Seconded: Councillor Toms That an immediate and a full enquiry be made into the special effect lighting in Wells Street and that a working party be established comprising the Mayor, CEO and interested Councillors who will work harmoniously together to oversee the project to achieve a satisfactory outcome. Carried</p>	Gillian Kay	<p>19 July 2017 - Meeting held with Councillors and updated on the action take to get the lights to work. 20 June 2017 - A meeting with interested Councillors and CEO will be organised</p>	Primary Cost: \$150

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
13-Jun-17	13.11	NOM 1334 - Recognition of Indigenous Australians in Frankston and Australia-Wide Cr McCormack	Council Decision Moved: Councillor McCormack Seconded: Councillor Hampton 1. That a report be provided at the September Ordinary Meeting providing a road map for the introduction and implementation of a Frankston City 'Reconciliation Action Plan'. The report should explore costs, the prioritisation of tasks within any 'action plan', comparisons to/of other similar 'action plans' in effect throughout Victoria and how to better improve dialogue with Indigenous Australians within the Frankston municipality; 2. That Frankston City Council writes to the Prime Minister of Australia, The Hon. Malcolm Turnbull, Opposition Leader, The Hon. Bill Shorten, Dunkley MP, Chris Crewther, Isaacs MP The Hon. Mark Dreyfus QC, as well as Victoria's twelve federal senators, formally expressing support for the recognition of Aboriginal and Torres Strait Islander people in the Australian Constitution. Frankston City Council calls on the Parliament of Australia to allow a national referendum to be conducted to determine nation-wide sentiments on this matter; and 3. That Frankston City Council writes to the Premier of Victoria, The Hon. Daniel Andrews, Opposition Leader of Victoria, The Hon. Matthew Guy, Frankston MP Paul Edbrooke, Carrum MP Sonya Kilkeny and Hastings MP Neale Burgess requesting them to join Frankston City Council in lobbying their federal counterparts in relation to the previous directive (support for the recognition of Aboriginal and Torres Strait Islander people in the Australian Constitution) Carried Unanimously	Liz Daley	10 July 2017 - 2) Letters have been signed by Mayor and sent to relevant Ministers. 3) As 2) above. 22 June 2017 - A meeting with Councillor McCormack and idenally Aboriginal Elders has been requested to explore road map for plan further. 20 June 2017 - A meeting to discuss with Councillor will be scheduled. Report scheduled for September OM has been noted. Letters have been drafted for Mayor's signature.	Primary Cost:
3-Jul-17	13.6	NOM 1340 - Frankston Homelessness Count Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Toms That recurrent funding, of no more than \$20,000 pa, be formally earmarked for the creation of an 'Annual Frankston Homelessness Count'. With the exception of the given year where homeless counts are actively conducted by the Australian Bureau of Statistics, the 'count' is to be performed each year by the Frankston City Council. Funding will be sourced from the 2017/2018 (and vice versa thereafter). In the interim, a report is to be provided to Council on how the 'Annual Frankston Homelessness Count' will be conducted. The report should seek to duplicate the refined model used by the City of Parramatta which utilises few volunteers but relies on strong partnerships with local PBIs, NFPs, local support services, governmental agencies and volunteer organisations in gathering relevant data prior to the actual 'count' occurring. The purpose of the 'count' is to get an accurate depiction of those sleeping 'rough' in the City; as well as those in emergency crisis accommodation (temporary housing). This raw data, combined with existing data from non-government organisations and government service providers on other forms of homelessness (i.e. 'couch surfers', 'hotel dwellers' etc.), is to be collated together and presented annually to both tiers of government to seek improved funding for addressing homelessness and borderline homelessness in the Frankston LGA. In addition, the report is to also consider how Council can encourage increases in donations to the 'Frankston Homeless Fund'. This report is to be presented to Council in September.	Liz Daley		Primary Cost:
3-Jul-17	13.11	NOM 1345 - Interim meal arrangements for City Life clients Cr Toms	Council Decision Moved: Councillor Toms Seconded: Councillor Aitken That an urgent briefing be held with Councillors on the recommendations of the DHHS (Department of Health and Human Services) consultancy investigation into the future service supports for people accessing the interim meals arrangements for City Life clients. Carried Unanimously	Liz Daley		Primary Cost:
3-Jul-17	13.13	NOM 1347 - Budget addition for Pre-Schools Cr McCormack	Council Decision Moved: Councillor McCormack Seconded: Councillor Toms That the sum of \$5,000 be made available to each parent association of pre-schools within the municipality to assist with renewal works, maintenance, three year old kindergarten programs, advertising, children's necessities and the like. This funding is to be made available in this current year budget (from the operating surplus of Frankston City Council's 2017/2018 Budget) and each association be notified of the funding allocation and its purpose. Carried	Joanne Ferrie	19 July 2017 - Correspondence is being prepared to send to all pre-schools with a parent association with a view to this action being completed by the end of the 31 July 2017	Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
3-Jul-17	13.4	NOM 1338 - Young Street Traders Assistance Package Cr Toms	Council Decision Moved: Councillor Toms Seconded: Councillor Aitken To assist the Young Street, Station Street, Balmoral Street and Wells Street East traders who are facing severe financial difficulties as a result of ongoing works in Young Street, (now expected to finish in late October), that Council: <ul style="list-style-type: none"> • Advocates to South East Water and energy companies to put in place utility payment plans. • Contacts owners of the properties in the affected areas, where possible meeting with them to discuss how they may be able to provide assistance to their tenants. • Requests a meeting with the State Member of Frankston, Mr Paul Edbrooke MP to brief Councillors on the current Young Street works situation. • Put in place an action plan to directly help traders in the affected areas of our City Centre. • Requests the State Government to provide an immediate emergency rescue package to Local Traders. That a report be provided to Council on the impact of waiving rates or other options for assistance for businesses adversely affected by the Young Street works in 2017/2018 including developing eligibility criteria. Carried Unanimously	Sam Jackson	19 July 2017 - A report responding to this Notice of Motion has been prepared for consideration by Council at the Ordinary Council Meeting of 24 July 2017.	Primary Cost: \$4,321.39
3-Jul-17	13.1	NOM 1335 - Annual Audit of Roads and Footpaths in the Frankston Municipality Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Aitken That a report be provided to Council on either a staff position or the external workforce undertaking increased audits of all Council footpaths and roads throughout the entire Frankston City Council municipal district. This may include a combination of existing resources as well as new funding. The report be provided in September 2017. Carried	Craig Dinsdale	19 July 2017 - Report to be presented to Council in September 2017.	Primary Cost:
3-Jul-17	13.2	NOM 1336 - Green Infrastructure Cr Toms	Council Decision Moved: Councillor Toms Seconded: Councillor Aitken That a report be prepared for the October Council meeting detailing options for Frankston City Council to become a leader in Urban Forest / green initiatives. The report should consider: <ol style="list-style-type: none"> 1. Current and future green initiatives within the Frankston municipality including the delivery of a boulevard program; 2. Current initiatives run by State Government or other municipalities and the possibility of these programs being initiated within Frankston, for example Melbourne City Council's Green Infrastructure fund; 3. Opportunities to replicate successful funding models for green initiatives elsewhere; 4. Opportunities to ensure green infrastructure, other than tree canopies, is incorporated into the fabric of the city, including, but not limited to green walls and roofs; and 5. The timing and resources required for preparation of an Urban Forest Action Plan and how such a plan could incorporate green infrastructure other than tree canopy, including but not limited to green walls and roofs. 6. That Council officers explore and research the practice of resident and commercial rebates for the use of green friendly products and practices (City of Whitehorse) and consider them for the City of Frankston where it is demonstrated to be practicable and beneficial. Carried	Michael Papageorgiou		Primary Cost:
3-Jul-17	13.3	NOM 1337 - MAV Membership Cr Toms	Council Decision Moved: Councillor Toms Seconded: Councillor Bolam <ol style="list-style-type: none"> 1. That the President of MAV, Mary Lalios be invited to brief Councillors on the merits of re-joining the Municipal Association of Victoria. 2. That the Chief Executive Officer request officers to prepare a report for the next Council meeting. Carried	Dennis Hovenden	19 July 2017 - Letter to Cr Lalio, President, MAV has been prepared (A3394308).	Primary Cost:
3-Jul-17	13.5	NOM 1339 - Supporting LGBTI (Lesbian, Gay, Bisexual and Transgender) Community Cr O'Connor	Council Decision Moved: Councillor O'Connor Seconded: Councillor Hampton That the: <ol style="list-style-type: none"> 1. LGBT (Lesbian, Gay, Bisexual and Transgender) 'Rainbow' flag be flown alongside other ceremonial and non-ceremonial flags outside the Frankston City Council Civic Centre to demonstrate Council's position that Frankston City is an inclusive municipality where all are welcomed regardless of race, creed, disability and sexual/gender persuasion. 2. Cost to procure the flag, and any spares/additions, should be absorbed by the relevant FCC department. The flag is only to be removed on occasions where it is not compliant with ceremonial code / occasions. Carried Unanimously	Dennis Hovenden		Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
3-Jul-17	13.7	NOM 1341 - Anti-Truancy Strategy Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Aitken That Frankston City Council works with local schools, politicians and (state and federal) Department of Education officials, to crackdown on instances of truancy in local secondary schools. In order to facilitate this, the following actions should be undertaken: 1. Frankston City Council devises a strategy with local school principals and local politicians to curtail truancy and/or better detection of truants; 2. That the strategy includes what role council bylaws officers and Victoria Police could perform in identifying and mitigating truancy; 3. That the strategy includes views from the Frankston Youth Council insofar creative options to identify and curtail local truancy; 4. Advocacy to the Victorian Department of Education and Training (including the relevant minister and Frankston MP Paul Edbrooke), and the Australian Department of Education and Training (including the relevant minister and Dunkley MP Chris Crewther) to consider models, such as the 'Show Up, Standout' initiative currently operating in the United States, which pro-actively seek to decrease unexcused school absences; and 5. That progress on all directives be reported back to Council in November 2017. Carried Unanimously	Kim Kearsey		Primary Cost:
3-Jul-17	13.8	NOM 1342 - Mayor's Role of Speaking in Ordinary Meetings of Council Cr Aitken	Council Decision Moved: Councillor Aitken Seconded: Councillor Bolam That Council give consideration to amending the Governance Local Law when it is next reviewed; to require any Mayor who wishes to speak at an ordinary meeting (when it has been established that Councillors wish to speak to a motion), to speak immediately after the mover and seconder have spoken and where the seconder defers, then the Mayor is to speak in the space the seconder would normally have occupied. Carried Unanimously	Michael Craighead	19 July 2017 - Noted. The proposal will be discussed with councillor in the Local Law workshop to be held on Monday 17 July and incorporated into the proposed revised Local Law to be adopted by Council in due course.	Primary Cost:
3-Jul-17	13.9	NOM 1343 - Use of Microphones in Council Meetings Cr Aitken	Council Decision Moved: Councillor Aitken Seconded: Councillor Bolam That all Councillors be required to turn their microphones on at Ordinary meetings of Council for the purpose of transparency and accountability. Carried Unanimously	Michael Craighead	19 July 2017 - A requirement for all Councillors to use the microphone provided in the Council Chambers when in a Council Meeting will be incorporated into the revised draft Local Law to be adopted by Council.	Primary Cost:
3-Jul-17	13.10	NOM 1344 - Access Friendly Frankston Cr O'Connor	Council Decision Moved: Councillor O'Connor Seconded: Councillor Bolam That: 1. A review be conducted that would allow access and egress to the area around Seaford pier for both the disabled and elderly. This access to enable both the disabled and elderly the ability to enter the water by means of a disability chair as is currently used at the Frankston pier; 2. A review be conducted of all prominent foreshore access-egress points including Seaford Road and Keast Park to determine sufficient accessibility for both the disabled and the elderly; 3. A further review be conducted of all prominent (public) landmarks to determine sufficient accessibility for both the disabled and the elderly; 4. Officers investigate available State/Federal funding and grants that could be accessed to address any detected deficiencies; and 5. A report be provided to Council in September with findings, as well as recommendations to address any detected deficiencies. Carried Unanimously	Liz Daley		Primary Cost:
3-Jul-17	13.12	NOM 1346 - My Frankston App and Crime Stoppers Cr Bolam	Council Decision Moved: Councillor Bolam Seconded: Councillor Toms In addition to the street and park signage designed to increase awareness of the 'myFrankston' app and Crime Stoppers (per 'Hoon Driving Report'), the following should also be implemented: • \$9,000 be referred to the 2017/2018 Mid-Year Budget Review for the strategic placement of durable footpath/walking path street decals throughout the municipality, advertising the 'MyFrankston' app and Crime Stoppers. Council should also seek permission to have decals installed outside major shopping centres (i.e. Karingal Hub, The Gateway etc.) where footpaths are not owned by Frankston City Council. Carried Unanimously	Chris Pocock		Primary Cost:

Notice of Motion Report

Meeting Date	Item No	NOM Title and Councillor	Council Resolution	Responsibility	Comments	Cost Summary
3-Jul-17	13.14	NOM 1348 - Southern Metropolitan Partnership Cr McCormack	Council Decision Moved: Councillor McCormack Seconded: Councillor Bolam That: 1. In light of the decision of the State Government to appoint unelected representatives to a group –Southern Metropolitan Partnership- to discuss issues pertaining to Frankston, Frankston City Council writes to the responsible Ministers, the Hon Lily D'Ambrosio and the Hon Gavin Jennings expressing concern at the undemocratic appointment of such a group, the lack of inclusion of publicly elected and scrutinised Councils and the cost to tax payers to facilitate such an unelected group. 2. An urgent briefing to be held Wednesday, 26 July 2017 surrounding the cost, purpose and involvement of Frankston City Council be convened and Frankston City Council reserves any involvement with the Partnership until full particulars are known. Carried Unanimously	Dennis Hovenden		Primary Cost:
3-Jul-17	13.15	NOM 1350 – Community Bus Service Cr O'Connor	Council Decision Moved: Councillor O'Connor Seconded: Councillor Bolam That: 1. A review be undertaken of the present practice of providing a community bus service for the elderly, disabled and disadvantaged; how the frequency could be improved, how patronage could be increased and the potential inclusion of other integral destinations that may be difficult for such clients to traverse to/from (i.e. libraries, aquatic facilities, health and wellbeing hubs, NGOs etc.). 2. The findings be presented back to Council at the 16 October 2017 Council Meeting. Carried Unanimously	Joanne Ferrie	19 July 2017 - This is report is due to OM October 2017	Primary Cost:

Executive Summary**12.8 Response to Petition - Alexandra Mews**

Enquiries: (Michael Rathbone: Community Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.1 Community Infrastructure
Priority Action	1.1.6 Ensure community infrastructure and services match community need

Purpose

To resolve Council's response to the petition tabled at Council's Ordinary Meeting on 1 May 2017 regarding removal of stop signs from Alexandra Mews, Langwarrin.

Recommendation (Director Community Development)

That Council:

1. Notes the petition
2. Notes the outcome of the on-site meeting with residents
3. Advises the head petitioner that the two No Stopping signs will remain in their current locations.

Key Points / Issues

- Following discussions, with Local Laws and Victoria Police, the existing No Standing signs were installed to reinforce the Road Safety Act. The signs were installed on 24 January 2017.
- A petition containing 14 signatures from residents in support of the removal of stop signs from Alexandra Mews was tabled at the Ordinary Meeting on 1 May 2017.
- The petition asked Council to relocate two No Stopping signs outside 23 and 32 Alexandra Mews, Langwarrin to the west sides of 23 and 32 Alexandra Mews, Langwarrin.
- This report was previously tabled at Council's meeting OM131 on 22 May 2017. Council carried a Deferral Motion to another Council Meeting '*subject to an on-site meeting be held with the petitioners and appropriate officers of Council*'.
- Consequently, Council officers conducted on-site meeting with residents and petitioners from Alexandra Mews on 20th June 2017. The residents' concerns were discussed and considered.
- The properties of 23, 25, 32 and 34 Alexandra Mews are located at the end of Alexandra Mews. Alexandra Mews has been constructed as a court with a 'hammer head' to allow for vehicles to turn around at the end of Alexandra Mews.
- Consistent with the Road Safety Road Rules 2009, vehicles parking in the 'hammer head' is considered unlawful given they block access to property driveways as per Rule 198: '*Obstructing access to and from a footpath, driveway*' (refer to Attachment A).
- Relocation of the signs to the locations requested by the petitioners would logically allow vehicles to be parked in an unlawful manner leaving Council with a liability exposure.

12.8 Response to Petition - Alexandra Mews**Executive Summary**

- In principle, parking for residents is part of every statutory planning requirement for residential developments. Under *Frankston's Planning Scheme*, all dwellings are required to make provision for their own designated off-street parking.
- Accordingly, resident parking should primarily occur off-street within designated garages or carports while visitors may choose to park off-street within driveways or along other sections of road where it is safe and legal to do so.
- In general, it is reasonable to note that not every dwelling in the municipality is entitled to park at its house frontage. Many dwellings have existing parking restrictions or site conditions which do not allow parking, such as along road bends, narrow roads, court bowls, crossings and intersections.
- Alternatively, property owners with demand for additional parking over and above minimum requirements within garages and carports, can submit an application to Council to convert their nature strip to indent parking spaces. However, this project is at the residents' cost and is assessed on a case-by-case basis subject to infrastructure assets and safety considerations.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

No financial impact associated with the recommendation.

Consultation**1. External Stakeholders**

Council officers met with residents and petitioners of Alexandra Mews on 20th June 2017 to discuss their concerns.

2. Other Stakeholders

No internal stakeholders were required to be consulted as part of formulating the proposed recommendation.

Analysis (Environmental / Economic / Social Implications)

No environmental and economic implications resulting from the recommendation.

Relocating the No Stopping signs as per the petitioners request would lead to a congested road reserve and infer unlawful vehicle parking.

Leaving the No Stopping signs as they are currently located may cause the petitioners to feel disgruntled.

12.8 Response to Petition - Alexandra Mews**Executive Summary****Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities

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

Legal

There are no legal implications associated with this report.

Policy Impacts

There are no policies or protocols that affect the decision of this report or are relevant to this report.

Officer's Declaration of Interests

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

Risk Mitigation

Lawful usage of the road reserve by vehicles, vehicle accidents, road reserve obstruction and the advice of Victoria Police have all been considered in the formulation of the proposed recommendation.

Conclusion

Following discussion and subsequent meetings with the residents, it is recommended that the two No Stopping signs, that are the subject of the submitter's petition, should remain in their current locations.

ATTACHMENTS

Attachment A: Road Safety Road Rules 198

Excerpt from:

Road Safety Road Rules 2009

- **Rule 198**

Obstructing access to and from a footpath, driveway etc.

(1) A driver must not stop on a road in a position that obstructs access by vehicles or pedestrians to or from a footpath ramp or a similar way of access to a footpath, or a bicycle path or passageway unless—

(a) the driver is driving a public bus that is dropping off, or picking up, passengers; or

(b) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under these Rules.

(2) A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land unless—

(a) the driver—

- (i) is dropping off, or picking up, passengers; and
- (ii) does not leave the vehicle unattended; and
- (iii) completes the dropping off, or picking up, of the passengers, and drives on, as soon as possible and, in any case, within 2 minutes after stopping; or

Executive Summary**12.9 Further Response to NOM 1285 - Pop-up Vans/Stalls**

Enquiries: (Sam Jackson: Corporate Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.2 Improve the municipality's safety, image and pride
Priority Action	2.2.1 Promote the natural attributes and family friendly lifestyle qualities of Frankston locally, nationally and internationally

Purpose

To respond to the alternate recommendation to Notice of Motion (NOM) 1285 – Pop-up Vans/Stalls. Officers recommend the development of a Pop-Up Business Protocol to better guide how to support and manage temporary business operations (such as markets, boot camps, food vans, visitor experiences) on public land prior to the conducting of any expression of interest process.

Recommendation (Director Corporate Development)

That Council:

1. Notes this report.
2. Supports the development of a Pop-Up Business Protocol to support and manage temporary business operations on public land.
3. The undertaking of an expression of interest process at Ballam Park be considered a trial to inform the development of the Pop-Up Business Protocol.

Key Points / Issues

- At the Ordinary Council Meeting of 22 May Council considered the Officer's recommendations in relation to Councillor Bolam's NOM 1285 – Pop-up Vans/Stalls. This NOM required consideration of the establishment of Pop-up Vans/Stalls and activation on the Frankston Waterfront. Officers recommended not to pursue this due to the level of activity already occurring on the waterfront and perceived competition with other businesses in the vicinity.
- Councillor Bolam moved an alternate recommendation that added a further item for consideration at the meeting, being:

8. That a further report be provided at the July Ordinary Meeting regarding the trial of a food van precinct in/on non-foreshore proximity. The trial is to take place at Ballam Park and a simple EOI process (administered by staff and not consultants) replace the need for a 'feasibility study'. The report back to council ought to consider the composition of the trial.
- It is recommended that a protocol for the management of pop-up businesses be developed, and that a summer trial of food stalls and vans at Ballam Park may assist with the development of this strategic framework.
- Working with our neighbouring Councils on aligned protocols means that there is greater regional consistency, which in turns can aid in seeking expressions of interest and enforcement.

12.9 Further Response to NOM 1285 - Pop-up Vans/Stalls**Executive Summary****Financial Impact**

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Other than officer time, there is no cost at this stage for the development of a Pop-Up Business Protocol.

The operation of a trial program at Ballam Park may have some minor (>\$1,000) promotional/Public Notice expenses.

Consultation**1. External Stakeholders**

Mornington Peninsula Shire Council is about to commence a review of their Itinerant and Occasional Trader Policy. They have expressed willingness to work together on this to ensure greater consistency throughout the region.

Officers have also contacted other Councils – especially in relation to mobile food vans. This research will need to be broadened to cover all forms of pop-up business.

2. Other Stakeholders

Officers have had consultation with the following departments that have an interest in some aspect of pop-up businesses:

- Community Relations – with regards to business support, visitor experience opportunities, provision of a better customer experience, potential conflict with the tourism event attraction program
- Community Safety – with regards to enforcement of parking and environmental health considerations
- Community Development – with regards to management of the trial commercial use of public open space expression of interest program in 2016-2017
- Arts and Culture – with regards to event logistics and resourcing
- Planning and Environment – with regards to compliance of activities with the Frankston Planning Scheme
- Commercial Services – with regards to occupancy of public land and appropriate procurement provisions
- Operations Centre – with regards to presentation of public land before and after a pop-up business has utilised the space.

12.9 Further Response to NOM 1285 - Pop-up Vans/Stalls**Executive Summary****Analysis (Environmental / Economic / Social Implications)**

Enabling pop-up businesses can, in some instances, positively contribute to the community's experience and enjoyment of an area. However, this needs to be managed in a way that does not negatively impact on the area (eg compete with existing businesses, affect the amenity of an area). Any Protocol that is developed will need to balance these considerations.

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

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

Legal

There are no legal implications from this report. Officers will consider all relevant legislation in the development of the protocols.

Policy Impacts

A new protocol relating to the management and encouragement of pop-up businesses needs to be developed.

Officer's Declaration of Interests

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

Risk Mitigation

Due to the potentially highly competitive nature of some types of pop-up business operators some anti-social behaviour has been observed by other Councils. Currently these types of operators are prohibited from trading within Frankston City. It would be a risk to enter into an ongoing operation without having a trial to gauge interest and the protocol to support management of their operations.

Failure to develop and implement a Protocol means that Council continues to risk providing poor customer service and/or inconsistent information.

Conclusion

It is recommended that a trial expression of interest process for a pop-up food business at Ballam Park be undertaken and that this inform the development of a protocol for future evaluation and management of pop-up businesses.

ATTACHMENTS

Nil

Executive Summary**12.10 Response to NOM 1289 - Female participation in sports**

Enquiries: (Liz Daley: Community Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.4 Improve the health and wellbeing of residents
Priority Action	2.4.5 Increase social inclusion and community participation in leisure activities including libraries, arts and culture

Purpose

To respond to Notice of Motion 1289 that was presented to Council at its meeting on Tuesday 14 March 2017 regarding female participation in sports.

Recommendation (Director Community Development)

That Council notes the report outlining progress in encouraging female participation in sport endeavours and activities.

Key Points / Issues

- At its Ordinary Meeting 298 (14 March 2017) the following Notice of Motion 1289 was unanimously endorsed:
“That a report be provided at the June Ordinary Meeting outlining Frankston City Council and intergovernmental options (i.e. funding, grants etc) to further encourage female participation in sporting endeavours and/or sporting activities, including those that are traditionally dominated by the opposite sex.
- A meeting to clarify the intention and purpose of NOM298 was sought but delayed until 29 June 2017. A progress report indicating this delay was provided at the June 2017 Ordinary Meeting.
- Working collaboratively with all levels of government is critical to supporting female participation in sport, particularly in traditionally male dominated activities. In addition to undertaking community consultation and local studies, Council is able to draw on research initiated by Government and peak bodies to understand the sporting preferences of women. This information can guide new and refurbished infrastructure; assist to target grant applications to State and Federal Government; and guide club development and training opportunities. Officers forge strong relationships with their counterparts in State and Federal Government as well as with peak sporting bodies and local clubs.
- In December 2016, the Australian Sports Commission launched “AusPlay - Participation data for the sport sector”, a summary of key national findings. Overall this research indicates there are some differences in the choices and motivations of sport or physical activity pursuits between adult women and men as well as childhood girls and boys. Sport clubs are not the main choice for participation in sport or physical activity for adults aged 18 years and over however they are the main mechanism for activities for boys (55%) compared with girls (33%).

12.10 Response to NOM 1289 - Female participation in sports**Executive Summary**

- In Frankston City there is very high female participation in traditional women's sports such as netball, softball and gymnastics; (although Gymnastics is limited in growth without the provision of dedicated facilities). Women and girls participate in high levels in tennis, hockey, basketball and lawn bowls. Croquet, sailing and golf have high female participation but are lower in overall numbers. Females also remain active through a range of nontraditional exercise options including yoga, fitness gyms, Pilates and walking.
- However with increasing participation in traditional male sports including football, cricket and soccer there has been a focus on improving Council facilities to increase female participation. This approach is also being supported by other levels of government as well as peak sporting bodies through funding and other initiatives.
- Over the past five years Council has invested significantly in facility upgrades to support the demand for female participation in traditionally male oriented sports. This demand is increasing particularly influenced because of the increased focus on women's sport such as the launch of the AFL Women's Football League. This has created rapid growth in female football teams nationwide, including in Frankston. For Council this is creating pressure as traditional male sports often do not include appropriate unisex facilities or other amenity that increases ground capacity, such as lighting.
- In response, Council is actively working with Sport and Recreation Victoria and Peak Sporting Bodies, to pursue funding opportunities to contribute to capital works investment to improve facilities and amenities for women to participate in these sports. An example is a current grant round with Sport and Recreation Victoria (closing 7 June) and Council will again make the maximum application allowed to improve female facilities at three clubs. However, as the maximum grant per facility is \$100,000 there is still a heavy reliance on Council investment to achieve female facilities in traditional male sports pavilions.
- Council is also continuing to work with the more traditional female sport clubs to secure and / or upgrade facilities such as netball and gymnastics. In these cases, grant opportunities are pursued through peak sporting bodies; Sport and Recreation Victoria and Federal Government for capital investment as well as assistance with functional design, business development and other practical assistance.
- It is also essential to understand and plan for future needs. Council has received funding from Sport and Recreation Victoria to develop a Leisure Strategy. This important strategic work will provide a detailed analysis of current and emerging sport and leisure needs, including for women and girls. A critical component of this work will be to engage communities and identify barriers to participation; which could be attitudinal, cultural or physical. The development of a Leisure Strategy over the next 12 months will provide a strategic framework to understand future directions; identify and prioritise leisure activities and corresponding infrastructure, programs or policies in Frankston for presentation to Council.
- Once developed, the Leisure Strategy will provide a platform for Council to inform and influence other levels of government to support the needs and aspirations of the Frankston community, including women and girls in sporting endeavours and activities.

12.10 Response to NOM 1289 - Female participation in sports**Executive Summary****Financial Impact**

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Council has received funding of \$300k from the SRV grant fund for female friendly amenities over the past two years.

Council will receive funding through the Community Development Grants Program for seven infrastructure improvement projects that support female sporting participation. The total grant funding to be received by Frankston City for female amenities through this program is \$1,631,000.

Matched funding is often a requirement in grant applications for sports infrastructure investment and, as such, are considered as part of Council's annual capital works budget planning.

Consultation**1. External Stakeholders**

AFL South East; Cricket Victoria; Football Federation Victoria; Netball Victoria

2. Other Stakeholders

Community Strengthening Department (Recreation Unit)

Analysis (Environmental / Economic / Social Implications)

Equitable opportunities for sports participation and greater overall participation in physical activity will have a range of positive mental, physical and social well-being outcomes. Growth of female participation in sport is likely to have positive economic impacts on clubs and progress gender equity. Club viability will be stronger with more players, more paying members and broader cultures.

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

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

Legal

There are no legal implications in this report.

Policy Impacts

Council does not have a policy position around female participation in sport. This could be developed as part of, or following on from, the Leisure Strategy.

Officer's Declaration of Interests

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

12.10 Response to NOM 1289 - Female participation in sports**Executive Summary****Risk Mitigation**

There is no risks associated with this report however continued investment in women's sport will progress gender equality and social inclusion.

Conclusion

A number of initiatives currently exist at federal, state and local government levels to increase female participation in sport. This is further supported by initiatives of some non-profit organisations for women and peak sporting bodies. The development of Frankston City Council's Leisure Strategy will identify local barriers to female sporting participation with the goal of providing locally based solutions that will draw and build on initiatives from other sectors of government and the sporting community.

ATTACHMENTS

Attachment A: Overview of initiatives supporting females in sport

**12.10 Response to NOM 1289 - Female participation in sports
Officers' Assessment****Background**

- OM298 (14 March 2017) resolved: At its Ordinary Meeting 298 (14 March 2017) the following Notice of Motion 1289 was unanimously endorsed:
“That a report be provided at the June Ordinary Meeting outlining Frankston City Council and intergovernmental options (i.e. funding, grants etc) to further encourage female participation in sporting endeavours and/or sporting activities, including those that are traditionally dominated by the opposite sex.
- In December 2016, the Australian Sports Commission launched “AusPlay - Participation data for the sport sector”, a summary of key national findings. The research showed women are more likely to participate in sport or physical activity for physical and mental health reasons and to lose or maintain weight than men. Whereas it found men are more motivated by fun, enjoyment and social reasons than women to participate in sport or physical activity.
- The research highlights a difference in the type of sport activities preferred by adult women and men. At that time, the top 10 activities preferred by women were walking (recreational) at 52.3%; fitness/gym 35.4%; swimming 16%; athletics, track and field (includes jogging and running) 13.9%; cycling 9.2%; yoga 7.4%; netball 5.6%; bushwalking 5.4%; Pilates 4.4% and tennis 4.1%.
- By contrast, the same study showed the top 10 activities preferred by adult men were walking (recreational) 32.8%; fitness/gym 28.6%; athletics track and Field (includes jogging and running) 17.8%; cycling 14.3%; swimming 13.0%; football 9.1%; golf 8.6%; cricket 5.9%; tennis 5.5% bush walking 5.3%.
- Findings indicate sport clubs are not the main choice for participation in sport or physical activity for adults aged 18 years and over. However for childhood girls and boys, sports clubs are the main mechanism for physical activities although boys are more likely to be active in club sport (55%) compared with girls (33%).
- The national research findings by the Australian Sports Commission reflect the known trends in Frankston City where there is very high female participation in traditional women’s sports such as netball, softball and gymnastics; (although Gymnastics is limited in growth without the provision of dedicated facilities). Women and girls participate in high levels in tennis, hockey, basketball and lawn bowls. Croquet, sailing and golf have high female participation but are lower in overall numbers. Females also remain active through a range of nontraditional exercise options including yoga, fitness gyms, Pilates and walking.
- Council works with other levels of government to increase sporting participation and access for all community members, including women and girls. The approach is multi-faceted and includes: updating facilities to provide female amenities for greater participation in traditionally male sports endeavours; continuing to support women in the sports where there is high female participation; and strategic planning work to understand the sporting and recreational preferences of the whole community, including females and devise strategies as to how these can be delivered now and into the future. In all of these approaches there is strong collaboration with other levels of government around community needs and potential funding avenues. Peak sporting bodies provide technical requirements and governance support.

**12.10 Response to NOM 1289 - Female participation in sports
Officers' Assessment****Issues and Discussion**

- There is currently a strong emphasis on encouraging and supporting female participation in sporting endeavours at all levels of government through campaigns, funding and grants, provision of suitable facilities and other programs. A brief overview of these is as follows and further information is attached:
 - *Girls make your move* campaign - Department of Health, Australian Federal Government (ongoing)
 - Women Leaders in Sport Program (WLIS) – A Federal Government initiative managed by the Australian Sports Commission (ASC) in partnership with the Office for Women. (Closed for applications. New dates not released)
 - Community Development Grants Program - Department of Infrastructure and Regional Development (DIRD), Australian Federal Government
 - Active Club Grants – VicHealth (2016/17 – new dates not released)
 - Community Sports Infrastructure Fund, Female Friendly Facilities - Sport and Recreation Victoria (2018/19 grant round currently open)
 - Mentoring program - Women Sport Australia (WSA)
- Peak sporting bodies are focusing on recruitment of female players to grow sports participation in traditionally male dominated sports. The Australian Football League (AFL), Football Federation Australia (FFA) and Cricket Australia are providing guidance to local clubs through club guides, promotional activities and development of female participation pathways for all levels of play. Very quick growth in female participation in these sports is putting pressure on facilities. Many do not cater for unisex facilities, or have other amenity that increases ground capacity.
- Council has invested significantly over the past five years in facility upgrades to support female participation in traditionally male oriented sports. Examples include upgrading of female amenities or provision of unisex facilities at: McClelland Reserve Soccer Pavilion; Ballam Park East Oval Pavilion (football & Cricket); Baxter Park Oval 1 Pavilion (cricket, soccer & football); Belvedere Reserve Jamie Richardson Pavilion (Cricket & football); Robinson's Park Sports Pavilion (softball & baseball). A current State Government grants round is available and Council will again make the maximum application allowed to improve female facilities at three clubs. However, as the maximum grant per facility is \$100,000 there is still a heavy reliance on Council investment to achieve female facilities in traditional male sports pavilions.
- In addition, netball courts have been provided at Eric Bell Reserve, Baxter Park and Ballam Park to support football netball clubs to increase female participation. Council has also significantly invested in the redevelopment of 13 netball courts at Jubilee Park (\$2.2M) that supports predominantly female sporting participation.
- Currently there is a great deal of emphasis on increasing female participation in traditional male sports including football, cricket and soccer. The launch of the AFL Women's Football League is contributing to the popularity and rapid growth of female football teams nationwide.

**12.10 Response to NOM 1289 - Female participation in sports
Officers' Assessment**

- The growth in female sporting participation in traditionally male oriented sports in Frankston City can be seen in the following ways:
 - The number of girl only Junior Football teams based in Frankston has grown from 7 in 2015 to 12 in 2017. This is an approximate increase in participation of 140 female players.
 - The Frankston Dolphins Junior Football Club has gone from having a few girl's spread across a couple of mixed teams playing junior footy to fielding two girl's teams (U18 & U13) last year. This year they will field three girl's teams (Under 18, Under 15 and Under 12) and an inaugural senior women's team which will play in the newly formed South East Women's Development League. This gives the club girls teams across the whole spread of age groups.
 - The Seaford Football Netball Club have four senior women's football teams and four netball teams and have approximately 145 female participants.
 - Southern United Soccer Club takes part in the National Premier Leagues Women's (NPLW) competition, which is the highest level for women in Victoria below the Westfield W-League. The presence of a NPLW team in the area shines the spotlight on women and girls and adds significant value to the game by highlighting female football to prospective players.
 - 22.4 percent of all soccer players in Frankston City are female which is higher than the state average of 18.3 percent.
 - For the first time Rugby League ran a women's touch football competition over summer at Peninsula Reserve but are yet to run a female only team during the normal season.
 - Mornington Peninsula Cricket Association ran its first ever girls only cricket league in 2016/17 and fielded 14 girls' teams in the region.
- At the same time, there continues to be demand for more female traditional sports such as gymnastics, netball, softball and others.
- With funding support from Sport and Recreation Victoria, Frankston City is about to develop a Leisure Strategy. This will enable Council to identify local priorities for motivating and activating the community and to better understand and address barriers that may affect particular groups including females. The Leisure Strategy will have the capacity to investigate options to improve participation through a range of potential initiatives. Examples may include: discounts to club facility fees for greater female participation; come and try days; and mentor and training programs.

Options Available including Financial Implications

Continue to pursue funding opportunities to contribute to capital works investment to improve facilities and amenities for women to participate sport clubs as these become available. Council has received funding of \$300k from the SRV grant fund for female friendly amenities over the past two years.

Council will receive funding through the Community Development Grants Program for seven infrastructure improvement projects that support female sporting participation. The total grant funding to be received by Frankston City for female amenities through this program is \$1,631,000.

12.10 Response to NOM 1289 - Female participation in sports**Officers' Assessment**

In addition Council has received a grant enabling a review of the leisure Strategy which will investigate options to improve female participation.

OVERVIEW OF INITIATIVES SUPPORTING FEMALES IN SPORT

AUSTRALIAN FEDERAL GOVERNMENT:

- **Girls make your move campaign - Department of Health (ongoing)**

This campaign aims to encourage and support young women aged 12-19 to be more active and reinforce the benefits of an active life, whether through recreation, sport or other physical activity.

The campaign primarily targets young women aged 15-18 to generate intentions to participate in a wide range of physical activities and sport.

A range of sport and physical activity options in a variety of settings and skill levels is provided to encourage young women to choose something that interests them, and reflects popular sports as well as physical activities that might be surprising or unexpected.

Parents of young women are encouraged to provide support, be active themselves, and encourage family activity.

- **Women Leaders in Sport Program (WLIS)** – A Federal Government initiative managed by the Australian Sports Commission (ASC) in partnership with the Office for Women. (Closed for applications. New dates not released)

The objective of the WLIS program is to provide women with development opportunities to reach their leadership potential in the sports industry. It includes:

- Individual Development Grants of up to \$3,000 to fund a course/training.
- Organisation Leadership Development Grants - local clubs, state sporting bodies or national sporting bodies can apply for up to \$20,000 to fund a women's leadership development project.
- Leadership workshops for women in sport.

- **Community Development Grants Program - Department of Infrastructure and Regional Development (DIRD)**

These grants are provided to projects identified by the Australian Government. The grants are aimed at the construction and upgrade of facilities to provide long term improvements in social and economic viability of local communities. Frankston City is to receive funding through this program for seven infrastructure improvement projects that support female sporting participation. The total grant funding to be received by Frankston City for female amenities through this program is \$1,631,000

VICTORIAN STATE GOVERNMENT

- **Community Sports Infrastructure Fund - Sport and Recreation Victoria**

These grants are for planning, building new, and improving existing facilities where communities conduct, organise and participate in sport and recreation.

Female Friendly Facilities is an annual category of the Community Sports Infrastructure Fund that commenced in 2016/17. Grants of up to \$100,000 are available to build new and upgrade existing, outdated change facilities at sports clubs around the state that cater for female sport, with a focus on promoting female and family friendly environments. Frankston City has received funding of \$300k from this grant fund for female friendly amenities over the past two years.

- **Active Club Grants – VicHealth (2016/17)**

Funding is awarded to clubs looking to establish new female teams or to deliver new activities, programs or competitions, to get more women and girls involved in sport.

Grants are available in two categories of either up to \$3,000 or \$10,000 for clubs to implement new sport participation opportunities specifically for women and girls, with the intention that these activities can continue into future years. This includes costs to establish new teams, activities, programs or competitions.

LOCAL GOVERNMENT

- **Female Friendly Infrastructure investment – Frankston City Council**

Frankston City has invested significantly in facility upgrades to support female participation in traditionally male oriented sports over the past five years. This investment has included upgrading of female amenities or provision of unisex facilities at a number of sporting pavilions.

NOT FOR PROFIT

- **Mentoring program - Women Sport Australia (WSA)**

Women Sport Australia (WSA) is a national not-for-profit organisation that advocates for and provides leadership to women and girls in sport, physical activity and active recreation.

WSA plays a role in informing, influencing and advocating for change in the media, government, sport and business to allow women to play and lead in sport.

WSA's Mentoring Program is designed to assist women in middle management in sport to make the next step in their careers. Over the past three years, WSA's Mentoring Program has provided opportunities for over 100 women to form mentoring partnerships with female and male senior sports leaders.

NATIONAL AND STATE PEAK SPORT BODIES FOR NON TRADITIONAL FEMALE SPORTS PARTICIPATION

- **Australian Football League (AFL)**

The AFL has developed the *AFL Female Club Guide*. It is available online to provide tips to clubs that want to set up a new female team. The AFL also has a *Female Participation Pathway* that addresses female participation at all ages and levels of play. An online club finder assists interested players to find clubs to play with.

- **Football Federation Australia (FFA)**

Female Football Week is an annual nationwide initiative to drive female participation at all levels of the game, with a key focus on increasing female player participation. In addition, Football Federation Australia (FFA) aims to drive promotion for women's football and celebrate women involved in the game. Throughout the week all Member Federations, as well as Associations and clubs are actively involved in the delivery of female football events including: Female football festivals, female coaching and refereeing courses MiniRoos for Girls Kick-Off programs Westfield W-league and Westfield Matildas signing sessions.

Women's Football Development Guide has been created for community football clubs to develop women's football and increase the number of females participating in the game at all levels. It contains examples of strategies, initiatives and real life situations to assist clubs in developing programs aimed at servicing and growing the women's game.

- **Football Federation Victoria FFV**

ALDI MiniRoos Kick-off for Girls Programs is an introductory program to football. The weekly sessions allow young girls to build confidence while learning the basic skills of the game without the added pressure of performing in games against other teams. Parents can search for Girls Only sites using the advanced search feature in the program locator. Girls can continue to play in girls only teams through the *ALDI MiniRoos Club Football*.

- **Cricket Australia**

The Growing Cricket for Girls (GCG) Fund has been established by Cricket Australia in partnership with The Commonwealth Bank to support the access to, and development of, girls competitions at a community cricket level across Australia. The program aims to deliver new girls competitions and grow established competitions, providing a clear playing pathway to grow sustainable female participation.

Organisations can submit one application to develop and deliver recognised girls competitions with funding of up to \$5,000 per year over a two year period. Cricket clubs and secondary schools can submit one application for up to \$2,000.

Executive Summary**12.11 Further Response to NOM 1290 - New Rule for Closed Council Decisions**

Enquiries: (Michael Craighead: Corporate Development)

Council Plan

Community Outcome:	3. Sustainable City
Strategy:	3.3 Ensure good governance and management of Council resources
Priority Action	3.3.2 Implement a schedule of reviews of services, plans, policies and protocols to ensure good governance

Purpose

To brief Council on additional options to increase the percentage of decisions being made in open council, and demonstrate Council's commitment to transparency.

Recommendation (Director Corporate Development)

That Council endorses the following changes to the existing agenda processes:

1. Introducing a requirement for a specific reason to be given in the officer's report when any matter is considered in closed council on the basis of the section 89 (h) exception (ie '*any other matter which the Council or Special Committee considers would prejudice the Council or any other person*');
2. Reinforcing the preference for matters to be considered in open council wherever possible;
3. Introducing a specific requirement at agenda review meetings for Councillors and Council's Executive Management Team to discuss the reasons why each item in the closed section of the agenda has been listed in closed council, and to enable Councillors to express a preference for any particular item to instead be listed in the open section of the agenda (noting that the Chief Executive Officer is ultimately responsible for the council meeting agenda, and further noting that Council already has the ability to move an item that has been listed in the closed council agenda into the open section of the council meeting, by resolution);
4. Implementing a system whereby closed council decisions are routinely released in the open minutes of that meeting, unless the particular circumstances prevent this from occurring and/or Council resolves otherwise;
5. Reporting officers' delegations and authorisations in open council, unless the particular circumstances prevent this from occurring.

Key Points / Issues

- At Ordinary Meeting OM 298 on 14 March 2017, Council considered Notice of Motion 1290 which stated:
 1. *That Council works towards achieving no less than 90% (i.e. an 18% improvement) of all decisions being made in Open Council, and the Chief Executive Officer highlight this annual result in future LGPRF reports to Council, and in future annual reports.*
 2. *That the Audit and Ethics Committee considers quarterly, the appropriateness of matters referred to Closed Council. Where the Audit and Ethics Committee believes an item has been inappropriately put to Closed Council, or conditions within any outcomes could be deemed*

12.11 Further Response to NOM 1290 - New Rule for Closed Council Decisions**Executive Summary**

questionable, the matter (where practicable) must return to council for reconsideration with appropriate justification; and

3. *In the public meeting agenda and minutes section relating to Closed Council items, in addition to the existing description field describing the Closed Council items, a new section be created explaining the FCC policy and/or state legislative justification for referral of given items.*
- Following consideration of the Notice of Motion, Council made the following resolution (note that points two and three of Council's resolution differ from the Notice of Motion):
 1. *That Council works towards achieving no less than 90% (i.e. an 18% improvement) of all decisions being made in Open Council, and the Chief Executive Officer highlight this annual result in future LGPRF reports to Council, and in future annual reports.*
 2. *In the public meeting agenda and minutes section relating to Closed Council Items, in addition to the existing description field describing the Closed Council items, a new section be created summarising the exact reasoning for referral under LGA Sec. 89 (h) (2).*
 3. *That the matter return to (open) council with recommendation/s for implementation in the next three months.*
 - A report was presented to Council at Ordinary Meeting OM302 on 13 June 2017. The officer's recommendation was:

That Council:

 1. *Notes that the 2015/16 transparency result of 27.53% is within the 'expected range' set by the Victorian Government;*
 2. *Notes that 57% of all closed council decisions were considered in closed council due to the 'contractual matters' exception; and that this figure could be improved by increasing delegations including the CEO's financial delegation.*
 3. *Endorses the following improvements to the existing Council agenda processes:*
 - A. *Introducing a requirement for a specific reason to be given when any matter is considered in closed council on the basis of the section 89 (h) exception (ie 'any other matter which the Council or Special Committee considers would prejudice the Council or any other person'); and*
 - B. *Reinforcing the preference for matters to be considered in open council wherever possible.*
 - During discussion and debate it became clear that Council was opposed to the idea of increasing delegations. Instead, Council resolved as follows:

That:

 1. *The matter be deferred until the 24 July 2017 Ordinary Meeting due to the report not addressing aspects of NOM 1290; and failing to provide meaningful options to Council.*
 2. *The recommendation 3. be retained and put to councillors, with other options, at the 24 July 2017 Ordinary Meeting;*

12.11 Further Response to NOM 1290 - New Rule for Closed Council Decisions**Executive Summary**

3. *Endorses the following improvements to the existing Council agenda processes:*
 - A. *Introducing a requirement for a specific reason to be given when any matter is considered in closed council on the basis of the section 89 (h) exception (ie 'any other matter which the Council or Special Committee considers would prejudice the Council or any other person');* and
 - B. *Reinforcing the preference for matters to be considered in open council wherever possible.*
- A meeting was arranged in response to Council's resolution in order to clarify expectations and identify suitable options that could be developed for presentation to Council. The meeting was attended by Councillors Bolam and Aitken, and the Director Corporate Development and Manager Administration and Corporate Projects.
- Various options were discussed at the meeting, and it was agreed that the following changes would be presented for Council's consideration:
 - Introducing a requirement for a specific reason to be given in the officer's report when any matter is considered in closed council on the basis of the section 89 (h) exception (ie 'any other matter which the Council or Special Committee considers would prejudice the Council or any other person');
 - Reinforcing the preference for matters to be considered in open council wherever possible;
 - Introducing a specific requirement at agenda review meetings for Councillors and Council's Executive Management Team to discuss the reasons why each item in the closed section of the agenda has been listed in closed council, and to enable Councillors to express a preference for any particular item to instead be listed in the open section of the agenda (noting that the Chief Executive Officer is ultimately responsible for the council meeting agenda, and further noting that Council already has the ability to move an item that has been listed in the closed council agenda into the open section of the council meeting, by resolution);
 - Implementing a system whereby closed council decisions are routinely released in the open minutes of that meeting, unless the particular circumstances prevent this from occurring and/or Council resolves otherwise;
 - Commencing a practice in which reports regarding officers' delegations and authorisations are routinely presented to open council unless the particular circumstances prevent this from occurring.
- It is important for Council to recognise 'the complexity of the transparency picture' (Victorian Ombudsman, *Investigation into the transparency of local government decision making*, December 2016, www.ombudsman.vic.gov.au page 4) and to be mindful of the full spectrum of risks to prudent and transparent local government decision making, which includes:

12.11 Further Response to NOM 1290 - New Rule for Closed Council Decisions**Executive Summary**

- Eliminating unseen influences on council decision making, including undeclared personal interests, intimidating Councillor behaviour, undeclared external influences and factions and Councillors influencing officer reports (see Ombudsman's report, paragraphs 293 to 294);
- Avoiding agreements being reached outside meetings, eg. during pre-agenda reviews, Councillor briefing sessions and councillor only meetings (see Ombudsman's report, paragraphs 295 to 383);
- Reducing the potential for notices of motion to be used inappropriately, resulting in decisions being made without appropriate background information or officer advice (see Ombudsman's report, paragraphs 109 to 129).

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Consultation**1. External Stakeholders**

Not applicable.

2. Other Stakeholders

Not applicable.

Analysis (Environmental / Economic / Social Implications)

The Victorian Ombudsman recently made the following comments:

'Every decision to close a council meeting to protect a specific interest comes, to some degree, at the expense of the broader public interest in being able to hold elected representatives to account. Meeting closures can therefore decrease public trust in council decisions – particularly those which are already controversial.'

...

'Transparent decision making ... supports accountability, encourages high performance and builds public confidence in councils and their processes. Individuals will not always agree with their council's decisions, but transparent decision making allows them to understand their council's reasoning and it can address any suspicions of impropriety.'

(Victorian Ombudsman, *Investigation into the transparency of local government decision making*, December 2016, www.ombudsman.vic.gov.au – paragraphs 3 & 4)

12.11 Further Response to NOM 1290 - New Rule for Closed Council Decisions**Executive Summary****Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities

Decisions about whether to consider a matter in open or closed council must be made in a manner that is compatible with the Victorian *Charter of Human Rights and Responsibilities Act 2006* ('the Charter'). For example, the public's right to 'take part in public life' (section 18(1) of the Charter) and to 'freedom of expression' (section 15(2) of the Charter) must be balanced against the obligation to respect the 'right to privacy and reputation' (section 13 of the Charter).

Legal

Section 89 of the *Local Government Act 1989* ('the Act') requires Council meetings to be open to members of the public, unless the meeting is considering matters that are subject to one of the exceptions set out in subsection (2), as follows:

- (a) *personnel matters;*
- (b) *the personal hardship of any resident or ratepayer;*
- (c) *industrial matters;*
- (d) *contractual matters;*
- (e) *proposed developments;*
- (f) *legal advice;*
- (g) *matters affecting the security of Council property;*
- (h) *any other matter which the Council considers would prejudice the Council or any person;*
- (i) *a resolution to close the meeting to members of the public.*

However, section 89 should be read in the context of section 3C of the Act, which sets out the objectives of a council as follows:

- (1) *The primary objective of a Council is to endeavour to achieve the best outcomes for the local community having regard to the long term and cumulative effects of decisions.*
- (2) *In seeking to achieve its primary objective, a Council must have regard to the following facilitating objectives –*
 - ...
 - (g) *to ensure transparency and accountability in Council decision making.*

Where a meeting is closed to the public, the reason for the closure must be recorded in the meeting minutes (section 89(3) of the Act).

Policy Impacts

Not applicable.

Officer's Declaration of Interests

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

12.11 Further Response to NOM 1290 - New Rule for Closed Council Decisions**Executive Summary****Risk Mitigation**

Every decision about whether a matter should be considered in open or closed council must be made following consideration of Council's obligations to protect individuals' rights to privacy and reputation, the integrity of confidential processes and commercially sensitive information, against the competing requirement of transparency.

Conclusion

Notwithstanding Council's obligations to protect individuals' rights to privacy and reputation, the integrity of confidential processes and commercially sensitive information, there is scope to reduce the percentage of Council's decisions that are made in closed council meetings. This could be achieved through the proposed changes to the Council meeting agenda process which are set out above in this report and in the recommendation.

ATTACHMENTS

Nil

Executive Summary**12.12 Response to NOM 1291 - Frankston and Seaford Piers - use of water illumination technology**

Enquiries: (Gillian Kay: Community Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.2 Vibrant and Engaged
Priority Action	2.2.5 Improve the presentation and cleanliness of Frankston City

Purpose

To brief Council on the use of illumination technology in water environments including the Frankston and Seaford piers and the Kananook bridges

Recommendation (Director Community Development)

That Council:

1. Notes options for illumination include, Frankston Pier, Seaford Pier, up to 5 bridges on Kananook Creek adjacent to the city centre, buildings such as St Pauls on Bay Street South or the Sentinel sculpture on the Esplanade
2. Notes costs of illumination will depend on specific lighting designs undertaken by specialists. Indicative costs only are included in the report.
3. Notes that currently no grants have been identified. However, as this potential project has the ability to improve economic activity it may be included in Council's advocacy program.

Key Points / Issues

- At its Ordinary Meeting on 14 March 2017, Councillor Bolam tabled a Notice of Motion (NOM) in relation to Frankston and Seaford Piers and the use of water illumination technology:
"That a report be provided to Council at the May Ordinary Meeting exploring the use of water illumination technology at either, or both, Frankston and Seaford piers.
The report should consider:
 1. *The use of underwater illumination lighting such as LED and fish lighting. This is to include costings, maintenance and installation;*
 2. *The use of intermittent multi-coloured lighting on the external facade of the piers. This is to include costings, maintenance and installation; and*
 3. *Include maritime and touristic funding opportunities from other levels of government if council so wishes to formally pursue grant opportunities."*

This report responds to this NOM.
- To respond to this Notice of Motion external expertise in illumination, particularly salt water environments was sought.
- The pier infrastructure is owned by Parks Victoria. Works undertaken on the pier structures is typically required to be undertaken and maintained by Parks Victoria contractors however, this would be at Council's cost as would the ongoing maintenance.

12.12 Response to NOM 1291 - Frankston and Seaford Piers - use of water illumination technology**Executive Summary**

- There is a significant cost associated with illuminating structures particularly in salt water environments. Lighting mounted underwater was presented as more costly due to corrosion, maintaining water tight fittings and accessibility of the fittings, however, illumination fitted to above ground infrastructure was seen as just as effective. This includes both traditional forms of public lighting using specific lux and colours as well as programmed LED coloured lighting.
- Lighting luminaires options:
 - Fitted along the side of the pier at approximately \$900 per unit at 5 – 10 metres apart and / or
 - Fitted underneath the pier at approximately \$2,000 per unit at 10 metres apart; and
 - Mounted to the handrails of the bridges at \$900 per unit every 5 – 10 metres
 - Underneath the bridges at approximately \$1,500 per unit for each abutment.

The above reflects the indicative cost of the LED luminaires the number of which would need to increase or decrease based on the lighting design and importantly does not reflect the electrical contractor's costs, associated building works, site allowances, structural rail replacements or upgrades, professional design services, replacement switchboards or public lighting upgrades or documentation; all of which would be fully determined as part of a procurement process.

The Frankston Pier is approximately 310 metres and the Seaford Pier 144 metres. Based on an all-inclusive indicative cost a lighting project is likely to be up to \$500K for Frankston Pier and \$300K for Seaford Pier.

- Examination of the options also identified the Kananook bridges adjacent to the city centre as an alternative that has the capacity to encourage businesses to turn around towards Kananook Boulevard and encourage tourist and trade activity in Kananook Boulevard and into the Waterfront. The bridges have the added advantage of being owned by Council in terms of construction work and maintenance control and also more protected than the piers from heavy weather. Illumination of the bridges would use the same type of luminaires at the unit costs indicated above.
- Land based illumination is also an alternative. Frankston in particular has cliff faces and structures that would stand out significantly with illumination. These might include St Pauls, the relocated sentinel sculpture on the esplanade. A photographic example is also attached. Currently no indicative costs have been received for this.

12.12 Response to NOM 1291 - Frankston and Seaford Piers - use of water illumination technology**Executive Summary**

- To date no grants have been identified to support funding a large scale illumination project of this sort. However, it may be possible to include illumination as part of a larger scale project and include other key stakeholders such as those along Kananook Boulevard.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Currently, the cost of illumination of structures is not included in the current budget. It should be noted that the cost elements to be considered include the initial capital cost, ongoing infrastructure maintenance as well as the utility costs, which are difficult to quantify. Indicative cost estimates range would be based on an agreed lighting design.

Consultation**1. External Stakeholders**

External specialists were contacted to discuss illumination options and indicative costs.

2. Other Stakeholders

To date no other stakeholders have been involved, however, should Council endorse illumination as a project and the piers be identified as preferred structures Parks Victoria's approval would be required.

Analysis (Environmental / Economic / Social Implications)

Illumination of external structures with coloured LED lighting has the capacity to enhance the appearance of any precinct or structure and create a festival like ambience. This in turn will attract more people and business and generally provide an economic uplift especially if Kananook Boulevard becomes more activated. Lighting, however, while it attracts people also attracts bird life, which has been a challenge in Frankston with regard to cleaning and general maintenance /costs.

Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities**

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

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

Legal

There are no legal consequences of this information report.

12.12 Response to NOM 1291 - Frankston and Seaford Piers - use of water illumination technology**Executive Summary**Policy Impacts

There are no policy consequences of this information report.

Officer's Declaration of Interests

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

Risk Mitigation

Illumination in general terms requires considerable maintenance and ongoing energy costs. Establishing underwater lighting is achieved at a higher capital and maintenance cost while above ground / water line LED lighting is more manageable but not currently funded.

Conclusion

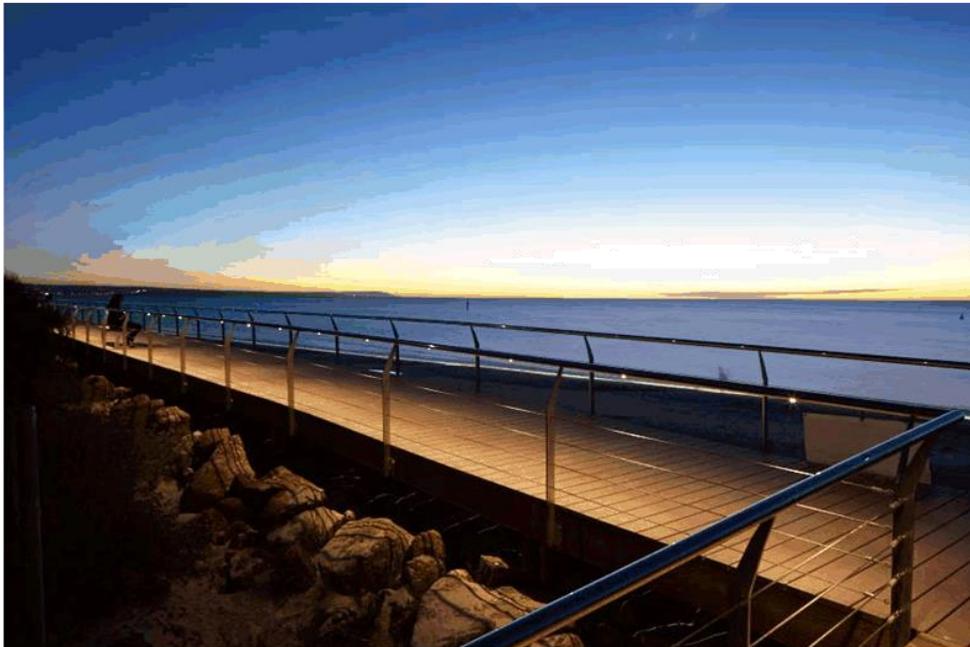
Illumination offers an opportunity to significantly enhance an area/s which act as an attractor for residents, visitors and economic activity. This can be achieved, however, the level of investment will be dictated by an agreed scope and specific lighting designs. As an indication the Frankston Pier installation is likely to be up to \$500K, the Seaford pier up to \$300K and the Kananook bridges approximately \$40K each (4 bridges are adjacent to the city centre excluding the bridge at the mouth of the creek). Should Council may also wish to consider structures such as St Pauls on Bay Street South and /or the Sentinel on the Esplanade the cost would be less.

ATTACHMENTS

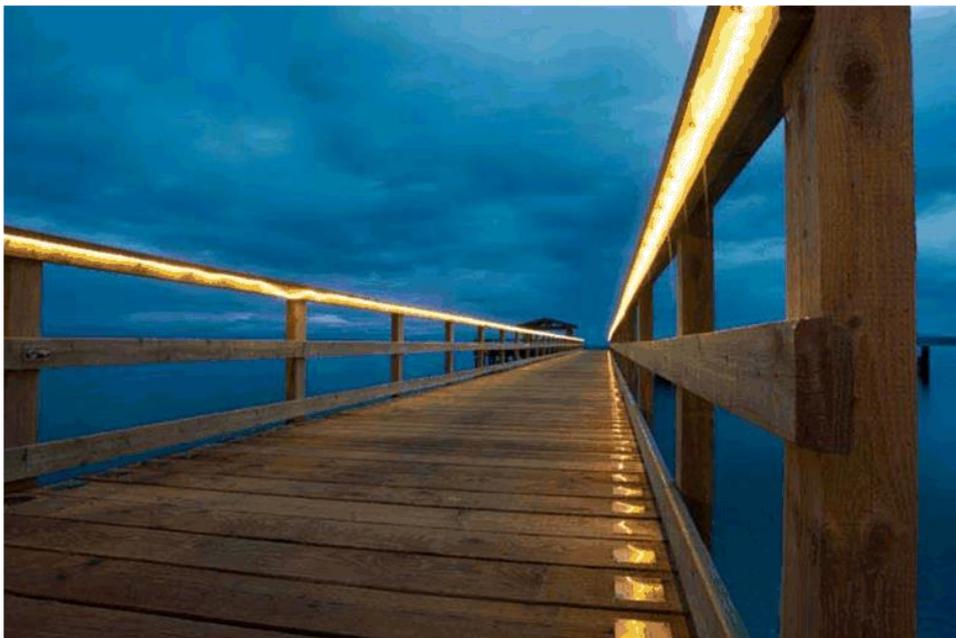
Attachment A: Illumination of Piers - Images

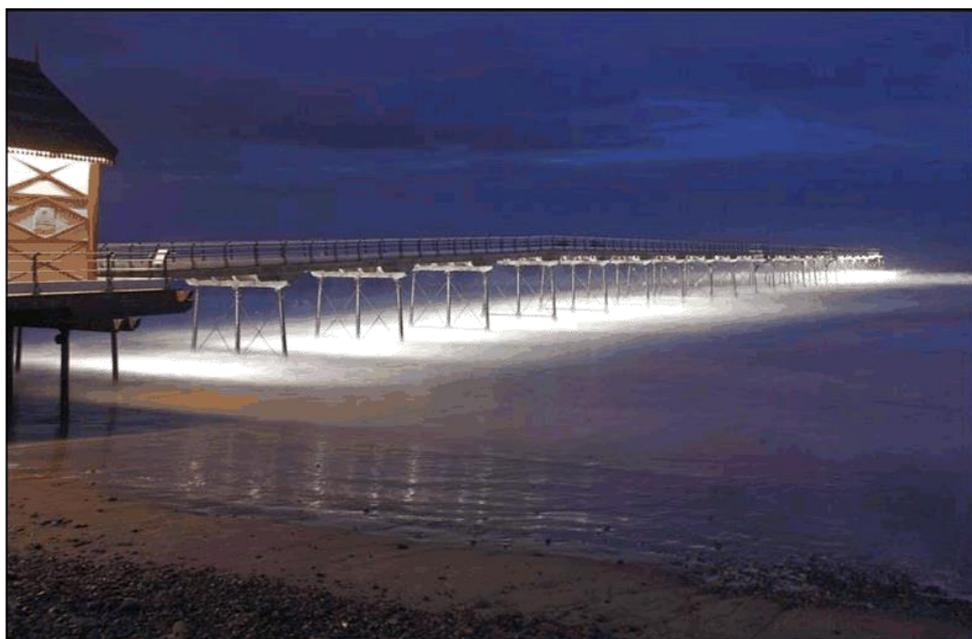
CONCEPT LIGHTING SCHEME IMAGES

UPGRADE/REPLACE PIER PUBLIC LIGHTING

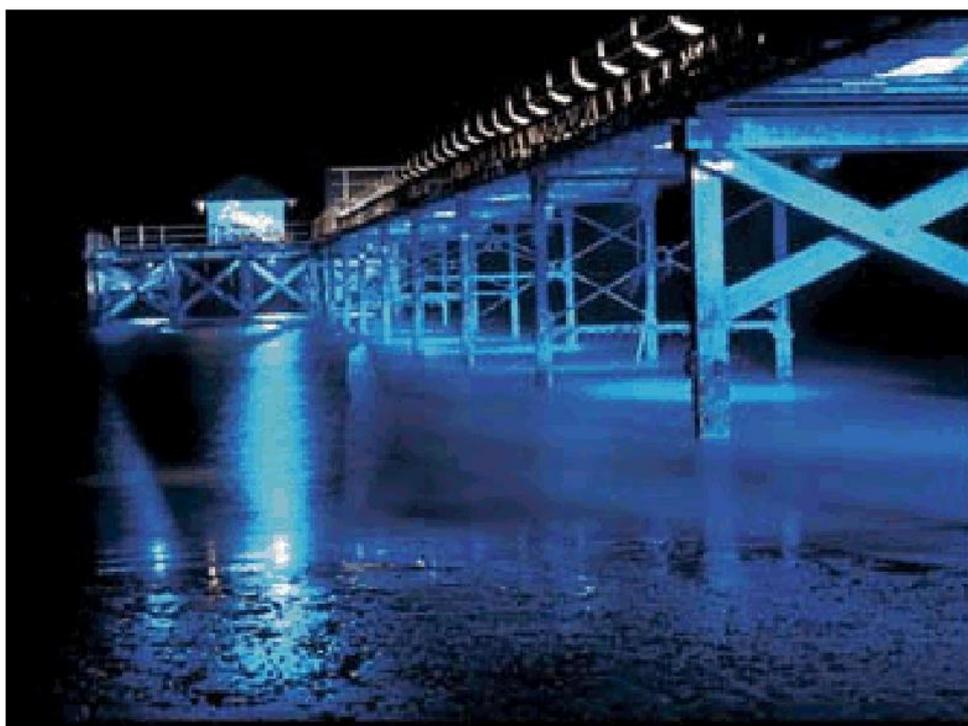


LOW LEVEL CONTINUOUS HAND RAIL ILLUMINATION





BELOW DECK/WALKWAY DOWNLIGHTING

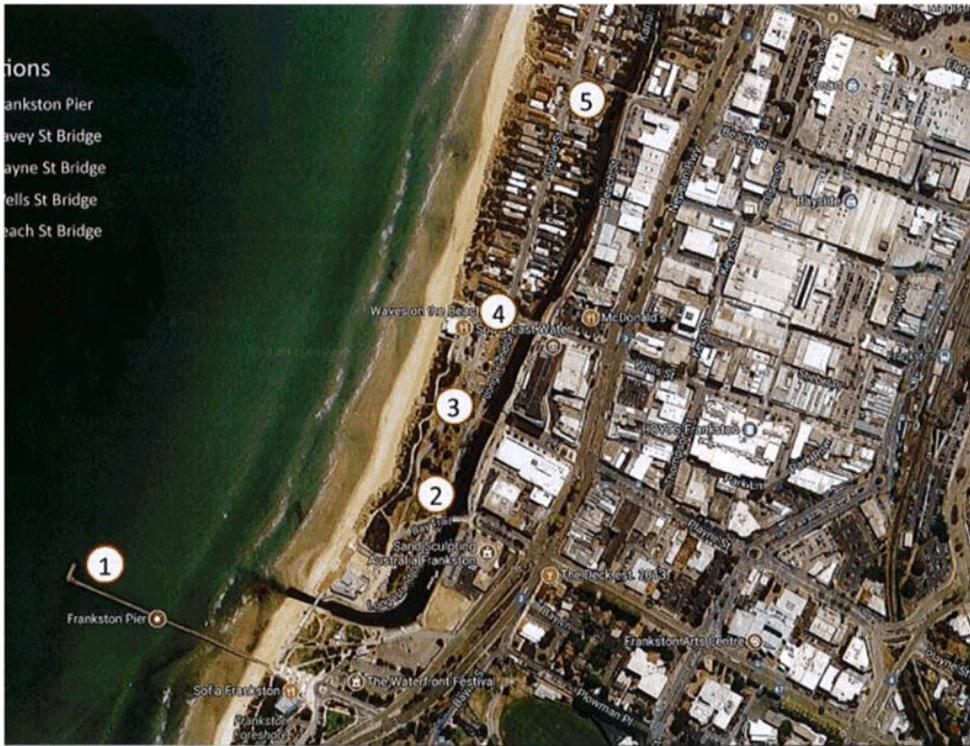




POST TOP FIXTURES ILLUMINATE WALKWAY, DOWNLIGHTING (COLOUR) TO BELOW WALKWAY



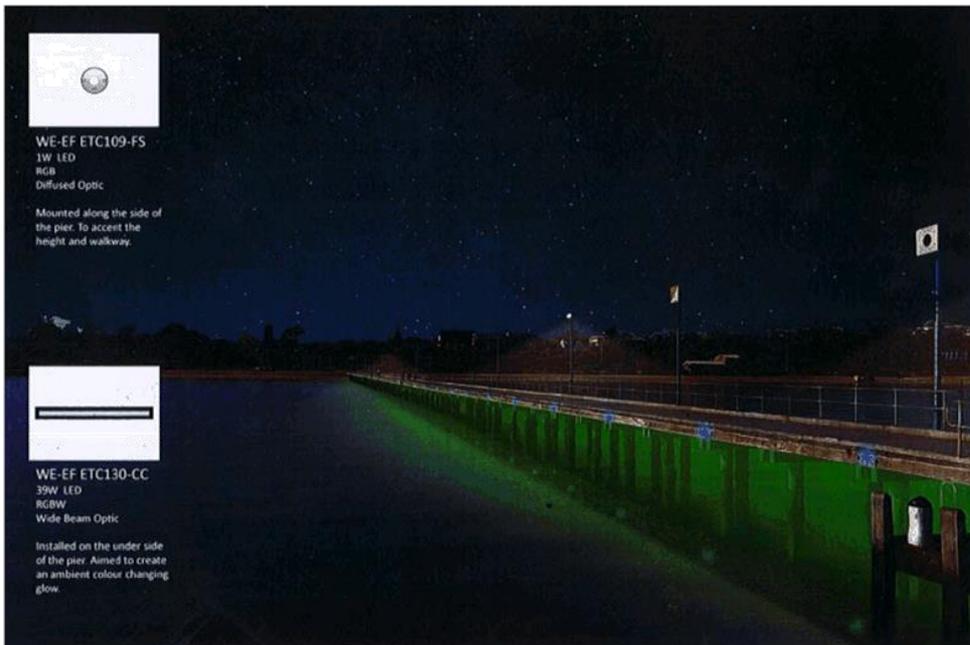
Attachment A: Illumination of Piers - Images



Attachment A: Illumination of Piers - Images



Attachment A: Illumination of Piers - Images



Attachment A: Illumination of Piers - Images





Executive Summary**12.13 Response to NOM 1297 - Frankston Hall of Fame Resumption**

Enquiries: (Sam Jackson: Corporate Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.2 Improve the municipality's safety, image and pride
Priority Action	2.2.1 Promote the natural attributes and family friendly lifestyle qualities of Frankston locally, nationally and internationally

Purpose

To respond to NOM 1297 - Frankston Hall of Fame resumption. The previous Frankston Hall of Fame (HoF) recognised local people who have achieved national or international recognition in their field of expertise.

Recommendation (Director Corporate Development)

That Council:

1. Notes that:
 - a. there has been little community interest in the Hall of Fame in the six years since it was last held
 - b. it was recognised when the Hall of Fame was ceased that there was a diminishing pool of 'draw card' inductees and that the previous inductees were the result of reviewing notable Frankston City identities from the past 100 years.
 - c. the previous Hall of Fame program had relatively limited business community involvement
2. Acknowledges that the way of recognising and showcasing our locals has changed, with programs that recognise 'everyday locals' as well as our Citizens and Volunteer of the Year programs.
3. Resolves not to resume the Hall of Fame.
4. Resolves to recognise Frankston City locals through:
 - a. Allocating \$12,000 towards the current Faces of Frankston campaign which celebrates everyday locals, to enable the campaign to attract a greater level of mainstream media attention.
 - b. Greater acknowledgement of the Frankston City Citizen of the Year, Senior Citizen of the Year and Junior Citizen of the Year.

Key Points / Issues

- At its Ordinary Meeting on 3 April 2017, Councillor Bolam tabled a Notice of Motion in relation to the Frankston Hall of Fame resumption and Council resolved:

That a report be provided to Council on the resumption of the 'Frankston Hall of Fame' (HoF) to recognise people and organisations that have indelibly impacted upon the Frankston municipality - both internally and externally.

The report should consider:

1. *The regularity of any rejuvenated HoF process;*
2. *Costings and staff resourcing associated with any rejuvenated HoF (ie. plaques, ceremony etc);*

12.13 Response to NOM 1297 - Frankston Hall of Fame Resumption**Executive Summary**

3. *Strength of the potential recipient pool relative to any rejuvenated HoF; and*
4. *Potentially partnering with the Frankston business community to administer aspects of any rejuvenated HoF model.*

The report should return for consideration in June.

- In May 2011, Council resolved not to further conduct the HoF due to the diminishing pool of 'draw card' inductees and resulting decreased media coverage, as well as the ongoing cost.
- The original intent of the HoF was to conduct the nomination process and induction event for three years only (2008, 2009 and 2010) as it was of the Steering Committee's opinion that it has taken 50 to 100 years to obtain the calibre of the current HoF inductees.
- The HoF was created to recognise and pay tribute to individuals with a strong link to the City, who have made a lasting and significant impact in business, education, science, sport, the arts, entertainment, literature, politics, medicine or humanitarian work.
- While HoF inductees were invited to attend VIP functions, they were not asked to make any formal commitment to representing Frankston City and were often unavailable to attend such events. As such the HoF inductees were underutilised as champions of Frankston. There is an opportunity to better recognise the Frankston Citizens of the Year as ambassadors for Frankston by inviting their attendance at VIP functions.
- Despite the media attention it achieved locally at the time, the HoF doesn't appear to have had the desired effect of shifting the long-held perception of Frankston, as the negative stereotypes persist.
- At the same time as Council held their HoF, Karingal Star Zone launched their walk of fame, which also recognised local community members. This program of stars in the pavement outside the cinemas has now concluded.
- Council has received no suggestions from the community of potential new inductees in recent years, nor requests to repair/replace the HoF name plaques installed along Kananook Creek, indicating low community interest.
- An alternate scenario may be to enhance the Faces of Frankston campaign, which similarly aims to celebrate remarkable local people and to dispel the negative stereotypes.
- This Council-led campaign is a partnership with the State Government and the local business community, Chisholm TAFE, Monash University and Young Street traders, at minimal cost to Council. While only having commenced on 26 June 2017 this campaign has already achieved local news coverage through a media partnership with the Frankston Standard Leader.

12.13 Response to NOM 1297 - Frankston Hall of Fame Resumption**Executive Summary**

- The Faces of Frankston campaign presents a snapshot of Frankston's diverse community through portrait photos featured in an on-board exhibition on the Frankston train line, and projected on the Frankston Arts Centre fly-tower (refer to Attachment A). Whereas the HoF was exclusive in its membership, the Faces of Frankston enables greater campaign ownership, participation and enthusiasm in the community through celebrating relatable 'everyday' people. By showcasing the stories of accessible local people, the campaign is fostering community pride while promoting Frankston City as a destination to be discovered.
- Council also recognises local community members through the Frankston City Citizen of the Year, Senior Citizen of the Year, Junior Citizen of the Year. There may be the opportunity to utilise these individuals as ambassadors for the City.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

It is estimated that if the HoF is to resume, on the basis of previous resourcing requirements (plus inflation) the costs would be in the order of \$90,000. This price factors in fixed external costs (for example MC, plaques, videography, catering, etc),

Council could dedicate additional funds to leveraging the current Faces of Frankston campaign through an on-board train event/performance during August at a cost of \$1500, in a bid to attract mainstream media coverage, as well as commercial radio advertising at a cost of \$10,500.

Consultation**1. External Stakeholders**

Faces of Frankston campaign partners have demonstrated interest in conducting an on-board train performance and commercial radio advertising.

Chisholm TAFE and the State Government are involved in the Faces of Frankston campaign through the provision of images of students and local business operators.

2. Other Stakeholders

The Communications Unit (Community Relations) and Tourism & Visitor Services Unit (Community Relations) were consulted in the development of this report with regards to the previous HoF in 2008-2010.

The City Works Unit (Operations) were consulted in relation to the maintenance of the Hall of Fame name plaques along Kananook Creek.

Analysis (Environmental / Economic / Social Implications)

The HoF provides the local community and visitors with local history of Frankston's famous and most outstanding residents and contributes to the development of local pride in Frankston.

12.13 Response to NOM 1297 - Frankston Hall of Fame Resumption**Executive Summary****Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities

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

Legal

The resumption of Frankston HoF is regarded to have no legal implications.

Council has obtained all required consents to feature the local people photographed in the current Faces of Frankston campaign.

Policy Impacts

There is no impact to Council Policies.

Officer's Declaration of Interests

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

Risk Mitigation

The key risk is of reputational damage if Council allocates significant budget to resuming a historical program, whose success was unproven in the past.

Conclusion

On the basis of a questionable ongoing return on investment and limited further draw card inductees it is believed that the cost of resuming the HoF is unsustainable. However, if there is a desire to celebrate locals, this could be achieved through supporting the Faces of Frankston campaign.

ATTACHMENTS

Attachment A: Faces of Frankston Campaign

**12.13 Response to NOM 1297 - Frankston Hall of Fame Resumption
Officers' Assessment****Background**

The HoF was originally developed as a specific marketing tool from the 2006-2010 Marketing Strategy to help instil local community pride and improve perceptions of Frankston from visitors.

Between 2008 and 2010, Frankston City Council inducted 23 people of significance into Frankston City's HoF.

Previous inductees are:

- Dr Ruth Bishop AO
- John Famechon
- Robert Harvey
- Graham Kennedy AO
- Lady Joan Lindsay
- Sir Daryl Lindsay
- Dame Elisabeth Murdoch AC, DBE
- Bill Pratt AM
- Dame Beryl Beaurepaire AC, DBE
- Don Charlwood AM
- Sir Laurence Hartnett Kt cr CBE
- Nevil Shute Norway
- Desmond Piper
- Mal Walden
- Jacquie Woodburne
- Harry Wragge AM
- Lord Stanley Melbourne Bruce
- Ellie Cole
- Debbie Flintoff-King OAM
- Graeme Miller MBBS FRACS
- Peter Mitchell
- Blake Williams

In May 2011, Councillors resolved not to conduct the HoF in 2011, due to the diminishing pool of 'draw card' inductees and resulting decreased media interest, as well as the ongoing cost.

The HoF's intent was to blend a combination of identifiable local identities and members of the community who had made significant achievements on both the national and/or international arenas in order to achieve the level of media coverage that would assist in promoting Frankston positively in mainstream media, not just locally.

**12.13 Response to NOM 1297 - Frankston Hall of Fame Resumption
Officers' Assessment****Issues and Discussion**

The key issue is that the strength of the potential pool of inductees for a rejuvenated HoF is currently unknown, and without sufficient 'draw card' inductees, the program would fail to attract significant media coverage.

Options Available including Financial Implications

1. Resume conducting the HoF event annually or biennially at a cost of \$90,000. (*not recommended*)
2. Do not resume the HoF event, and instead monitor and assess whether the new Faces of Frankston campaign achieves the same aim. (*recommended*)
3. Allocate additional funds to the Faces of Frankston campaign to attract mainstream media attention. (*recommended*)

There are no current resources included within the Annual Budget for this purpose. Consideration for funding will need to be referred to the Mid-Year Budget Review.

Frankston City eNews



Celebrating the heart of our city

The Faces of Frankston

Even with works underway and cranes in the sky, our city continues to thrive with fantastic shopping, dining and visitor experiences. This is in many parts thanks to the tens of thousands of people who live work and study here.

We are delighted to bring you the Faces of Frankston, a collection of candid photographs and stories of the people you may pass on the street everyday.

[Read more](#)



 **Frankston City Council** updated their cover photo.
Published by Frank Stone [?] · June 27 at 10:36am · 🌐

Council is delighted to present Faces of Frankston - a collection of remarkable photographs and the stories of the people you may pass on the street every day.

Even with works underway and cranes in the sky, our city continues to thrive with fantastic shopping, dining and visitor experiences. This is in in many parts thanks to the tens of thousands of people who live work and study here.

Keep an eye out for these friendly faces or visit <http://bit.ly/2ubj5CO> to find out more. #frankstonfaces



2,704 people reached **Boost Post**

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 **Frankston City Council**
Published by Frank Stone [?] · June 29 at 11:21am · 🌐

Despite the works it's #businessasusual in #FrankstonCity — just ask Kylie and Parry from Peter Oram Shoes.

Council is proud to present Faces of Frankston, celebrating the people who make our city great. Discover their stories at www.frankstonfaces.com
#FrankstonFaces



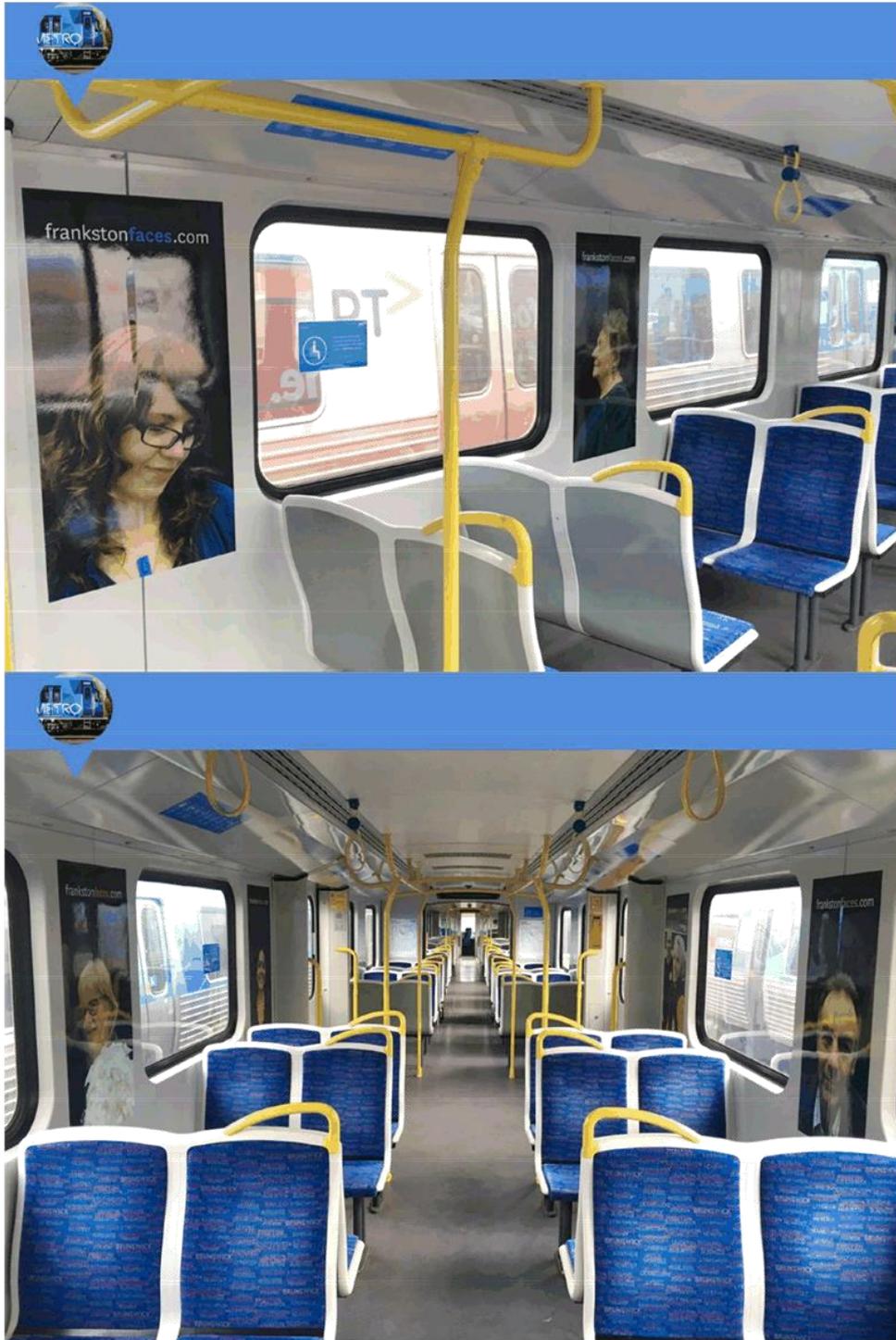
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Faces of Frankston

Even with works underway and cranes in the sky, our city continues to thrive with fantastic shopping, dining and visitor experiences. This is in many parts thanks to the tens of thousands of people who live work and study here.

By combining a series of campaigns and exhibitions, we are delighted to bring you The Faces of Frankston, a collection of remarkable photographs and the stories of the people you may pass on the street everyday.

Visit the 'Locals of Frankston' page to find out about international photographer Richard Simpkin's exhibition at the Frankston Arts Centre, the 'Business as Usual' page for great local shopping incentives and the 'Building a Bright Future' page for inspiring local student stories.

Or read on below to find out more about some of these people who help to make our city great.

And help share and add to these stories, using the hashtag #frankstonfaces.

All Aboard

If you catch a train you may have noticed some friendly faces looking at you on your commute.



John, former Frankston High School Teacher

A former science teacher at Frankston High School (1968 – 1992).

"I have run into many ex-students, and even crossed paths with one in Cooper Pedy. One bloke always greets me with 'Hello Mr Higgs'. We then have a chat and I mention that he really should call me John. He always replies with 'No, it will always be Mr Higgs.'" John features in Richard Simpkin's Locals of Frankston exhibition, now showing at The Frankston Arts Centre.



Kylie, Wholefoods Melbourne

"We sell specialty organic and wholefoods. People who want specific food will seek us out. There is a real demand for the food we offer in Frankston."

Wholefoods Melbourne on Wells Street is part of the VicRoads' 'It's Business As Usual' campaign.



Gail, former journalist, Councillor and Arts Centre Board Member

Gail has travelled the world and lived in Germany for seven years, where she wrote for Woman's Day Magazine. She returned in 1976 to live in Frankston City and considers her involvement in building the Frankston Arts Centre, being a member of its Board of Management and Chairperson for the Friends of the Frankston Arts Centre, among her greatest life achievements. Gail features in Richard Simpkin's Locals of Frankston exhibition, now showing at The Frankston Arts Centre.



Joan, Frankston retiree

After living on a little farm on the Mornington Peninsula and working in the medical area for a few years, we decided Frankston would be the ideal place to retire. It's been our home since 1998 and we have witnessed a great many improvements and changes during that time.

Upcoming Events

4th July

Guided Ranger Walk - Frankston Foreshore / Kananook Creek
[read more...](#)

4th July

Astronomy Talk - Baxter Park
[read more...](#)

5th July

Junior Explorers - Belvedere Bushland Reserve
[read more...](#)

11th July

Guided Ranger Walk - Kananook Creek
[read more...](#)

11th July

Spotlight Walk - Stringybark Bushland Reserve
[read more...](#)

12th July

Junior Explorers - Upper Sweetwater Creek
[read more...](#)

Business As Usual

[BACK TO SEARCH RESULTS](#) [ADD TO TRIP PLANNER](#)

Point of Difference

VicRoads is running a campaign 'It's Business as Usual', featuring a variety of special offers from local traders. We are delighted to share their special offers (and friendly faces).

OVERVIEW

Even with construction works on the Victorian Government's Young Street Improvement Project well underway, Frankston's city centre is a great place to visit. Local traders not only continue to open their doors to welcome customers every day – they have made a huge number of special offers available, to entice locals and visitors alike.

Featuring a variety of specialty shops, cafes and restaurants, clothing, jewellery stores, gift stores, services – and a fantastic selection of recycled clothing options – Frankston's city centre has something for every style of shopper.

Make sure that you stay up to date with what's on offer, by visiting www.facebook.com/frankstonbau

And please pop down to take a wander and meet these friendly faces for yourself.



#visitfrankston   

Visit Frankston
Published by Visit Frankston [?!] · June 30 at 12:32pm · 🌐

Don't be fooled by the works, #Frankston is #openforbusiness – thanks to the thousands of people who live, work and study here. And we're happy to introduce you to some of them at frankstonfaces.com. Like Kristine, who runs the Oriental Grocer #MicMacs on #BalmoralSt. She's always got a smile (and some amazing dumplings). #frankstonfaces #visitfrankston #shoplocal #businessasusual #frankstoncity



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👤 Danica Rose, Allira Moniz and 125 others Top Comments

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Liam Wild Thanks for the heads up. Didn't know this shop existed.
Like · Reply · Message · 🌐 1 · June 30 at 9:59pm

Danica Rose Love Kristine - her service and supplies are the best in this area!
Like · Reply · Message · 🌐 1 · June 30 at 10:20pm

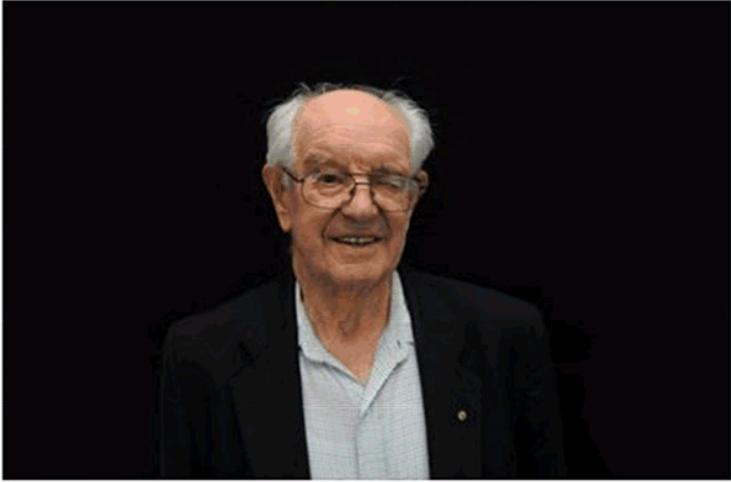
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Visit Frankston

Published by Visit Frankston [?] · June 30 at 9:07am · 🌐

Don't be fooled by his cheeky smile, this Seaford local and former Frankston Yacht Club Commodore has achieved a long list of accolades and was admitted to the membership of the Order of Australia in the Australia Day honours of 1989. We're proud to bring you frankstonfaces.com – which celebrates the thousands of people who live, work and study here. Visit the website to find out more about Harry's, and a number of other local stories. Or visit [@thefac](https://www.facebook.com/thefac) to see [#RichardSimpkin's](#) photographic exhibition, which Harry Wragge AM features in. [#frankstonfaces](#) [#visitfrankston](#) [#thefac](#) [#LocalsofFrankston](#) [#frankstoncity](#) [#findyourwaymoringtonpeninsula](#)



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Executive Summary**12.14 Response to NOM 1302 – Financial Literacy Classes**

Enquiries: (Kim Kearsey: Community Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.2 Vibrant and Engaged
Priority Action	2.2.3 Engage and support Frankston City's local areas and diverse communities to optimise facility usage and enhance equitable access to services

Purpose

To respond to Notice of Motion 1302 – Financial Literacy Classes that was considered by Council at its meeting on 1 May 2017.

Recommendation (Director Community Development)

That Council:

1. Notes free workshops are available to residents;
2. Supports a Frankston Library invitation to a funded service provider of the free workshops to offer this service in the library as a trial, noting also the in-kind cost to the library of \$87.70; and
3. Notes that Community Centre and Neighbourhood House programs are based on community engagement and, at times, these include financial literacy programs.

Key Points / Issues

- At its Ordinary Meeting on 1 May 2017, Councillor Bolam tabled a Notice of Motion in relation to Financial Literacy Classes and Council resolved:
*“That a report be provided to Council at the July Ordinary Meeting detailing the use of financial literacy classes/workshops to allow interested residents to consider methods to gain better control and understanding of their finances.
The report is to consider providers – Governmental, private and Not for Profit – who are able to appeal to residents of varying ages and societal circumstances.
The report should consider areas of the municipality in high need of these classes/workshops; and how to attract residents to such classes/workshops.
The report is to also consider subsidies (by Council and local businesses such as community banks) to support such classes/workshops occurring within the municipality on a consistent basis.
That a section be made available on the FCC Website with a list of existing financial literacy programs in Frankston.”*
- There are a range of providers working in the Financial Literacy field from Australian Government departments to not-for-profit agencies (see Officer's Report). These organisations currently provide services targeted to disadvantaged communities which includes specific areas of Frankston Central and Frankston North.
- Public workshops are currently offered by FMC Mediation and Counselling Victoria (FMC) at several local Community Centres on a range of financial topics. This can be expanded to Council's Libraries depending on resources and availability.

12.14 Response to NOM 1302 – Financial Literacy Classes**Executive Summary**

- Provision of information and support for education are core functions of public libraries and workshop attendees can then develop their knowledge further through utilising the Library's Collection. Self-directed learning is available through online programs and through borrowing print resources. Of the 45 titles provided in this category of managing a budget, financial investment and saving for a home loan, there have been 1,636 loans made to date.
- External funding for delivery of financial literacy programs is available from Financial Literacy Australia Limited (FLA) or the R.E. Ross Trust which provides grants to a range of academic institutions, not-for-profit organizations and local government.
- The range, complexity and rate of change of information in the financial sector cannot be underestimated. Including this as a new section on the Council website would require significant investment in resources to understand the sector and monitor website updates of the range of organizations operating in this sector. Many people use Google as a first option to locate the information they seek and even with limited search capacity people can still locate relevant websites.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

There are currently limited resources for programming at Community Centres and Libraries and which is tailored on an annual or school term basis to the wide variety of needs of the community. Many programs are provided in partnership with external organizations in order to effectively use available resources from several sources. Council is able to provide venues for the delivery of programs and utilize external organizations to provide an expert trainer. While this is successful for some programs, it is subject to these organizations receiving consistent and ongoing funding from their funding bodies which cannot be fully relied upon for Council to regularly provide these programs.

As there are limited resources in the current budget, grant funding could be sought to provide a short term program of workshops. The Library could explore options to partner with an organisation working in this field to apply for a grant to Financial Literacy Australia when their next round of funding opens in 2018. Based on the selection criteria and the projects which have been previously funded it is unlikely that a series of public workshops would be successful and this is not currently recommended.

A pilot workshop with FMC will cost the Library \$87.70 of in kind support and can be accommodated within existing resources. Depending on its success and demand for the workshop, a series of workshops can be delivered in partnership with FMC and within existing resources.

12.14 Response to NOM 1302 – Financial Literacy Classes**Executive Summary****Consultation****1. External Stakeholders**

Community Support Frankston and FMC Mediation and Counselling Victoria have been directly consulted and their expert advice on how to provide successful programs incorporated into this report.

2. Other Stakeholders

Frankston North Community Centre and Frankston City Libraries have been consulted as to their planning processes for learning programs and the resources available. Financial and Corporate Planning were consulted on the potential risks of offering workshops in this area and this was incorporated into the Risk Mitigation section of this report. Media and Communications were consulted as to the requirements to maintain Council's current website and this was factored into the report.

Analysis (Environmental / Economic / Social Implications)

Adoption of the recommendations will enable the community to access periodic workshops provided by expert organizations on financial literacy at some Community Centres and Libraries. This will benefit those people who feel comfortable attending public workshops by providing expert advice on specific topics in budget and debt management, planning for retirement and/or financial issues when separating from a partner. Outcomes are not tracked but it is expected that those attending will be able to utilize any advice in their daily lives which will improve their economic wellbeing and enable them to feel connected to their local community facility.

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

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

Legal

Nil

Policy Impacts

Nil

Officer's Declaration of Interests

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

Risk Mitigation

There are inherent risks with offering financial literacy education workshops that participants misuse information provided and make poor decisions which then impact their finances. This could be addressed through disclaimers provided at each workshop around the information provided is a guide only and by offering information on free financial counselling advice services in the area.

Another consideration is that the information provided is incorrect or out of date. This can be addressed through partnering with organizations who are expert in this area and who are staffed by qualified Financial Capability Officers.

12.14 Response to NOM 1302 – Financial Literacy Classes**Executive Summary**

As people can be reluctant to discuss money, there is a risk that any general workshops would be poorly attended. This can be addressed through wide promotion throughout the community including to local not-for-profit agencies, targeted promotion through flyers in the relevant library collection area and by presenting them in welcoming community spaces.

Conclusion

Managing finances is a key skill required by the community and in high demand in for some people. Currently there are a wide variety of providers in this sector operating from physical locations and providing online information and services. Provision of Financial Literacy workshops and information can be pursued by Community Centres and Libraries as part of their ongoing programming when a specific need is identified in their communities. Funding is available from some philanthropic organisations however success in these applications is doubtful based on the selection criteria. Online services provided by expert organizations are readily located by the general public through searches and there is no need to provide this via the Council's website.

ATTACHMENTS

Nil

**12.14 Response to NOM 1302 – Financial Literacy Classes
Officers' Assessment****Background**

On 1 May 2017 Councillor Bolam gave notice of his intention to move the following motion:

That a report be provided to Council at the July Ordinary Meeting detailing the use of financial literacy classes/workshops to allow interested residents to consider methods to gain better control and understanding of their finances.

The report is to consider providers – Governmental, private and Not for Profit – who are able to appeal to residents of varying ages and societal circumstances. The report should consider areas of the municipality in high need of these classes/workshops; and how to attract residents to such classes/workshops.

The report is to also consider subsidies (by Council and local businesses such as community banks) to support such classes/workshops occurring within the municipality on a consistent basis.

That a section be made available on the FCC Website with a list of existing financial literacy programs in Frankston.

Issues and Discussion

There are a range of providers working in the Financial Literacy field from Australian Government departments to not-for-profit agencies (see Environmental Scan). These organizations provide services targeted to disadvantaged communities which includes the specific areas of Frankston Central and Frankston North.

Understanding of financial matters is an identified need within the community and the most effective way to engage with individuals is on a one on one basis. This is due to the variance in specific issues that individuals face including family violence, elder abuse and/or addiction issues. Some organizations will also provide training for other agency workers to be able to assist their clients with financial issues (MoneyMatters from Brotherhood of St Laurence).

Community Centres and Council's Libraries develop a range of programming for their communities to meet their needs which will vary over time. General information workshops for the public are currently offered by FMC Mediation and Counselling Victoria (FMC) at several local Community Centres on a range of financial topics. They are freely provided as the organisation is funded by the Commonwealth Government however are sporadic and limited in number due to the resources available. They are currently offered at some Community Centres within Frankston.

It is recommended that an agreement can be made with FMC to provide a trial public workshop at the Frankston Library which will require a meeting room, IT resources and minimal staff involvement, all of which can be accommodated in the current budget and available resources. The program can then be expanded or withdrawn based on attendance and feedback with limited risk to Council from a financial or reputational viewpoint.

Small group programs to build capacity to manage finances are offered by FMC based on their knowledge of the needs of the area i.e. Frankston North and Frankston Central. Family violence issues may be addressed through targeted classes on how to deal with financial abuse how to gain financial independence. FMC has delivered a session on this topic recently at Orwil Street Community House.

12.14 Response to NOM 1302 – Financial Literacy Classes**Officers' Assessment**

Also available in the local area, the Australian Government through Centrelink have delivered public workshops at Chisholm TAFE Frankston on specific topics in relation to retirement planning. Centrelink has a Financial Information Service who provide these workshops as it ties in with their responsibility area.

Self-directed learning is available through online programs and through borrowing print resources from the Library. Of the 45 titles provided in the area of managing a budget, financial investment and saving for a home loan, there have been 1,636 loans made to date. The popularity of the subject is demonstrated by 60 people waiting to borrow the new book by Scott Pape. This is an attractive option for many people as they can improve their skills without having to attend a public workshop which many are reluctant to do as talking about money or admitting to a problem in this area is anathema for them. Resources are selected which are written by authoritative experts and reputable publishing houses.

Environment scan

The following information provides a guide to the programs and services which are available to residents of Frankston. It also includes a range of online information and services.

Financial literacy education programs:

- The FMC Financial Counselling and Capability program funded by the Australian Government also offers free Community Education Workshops on a number of financial topics including around family violence. These are currently regularly offered at Frankston North Community Centre and on an ad hoc basis at other Community Centres within Frankston as well as some secondary schools.
- The Salvation Army offers “Moneycare” which is a financial literacy education program for individuals and small groups. Along with online information they offer organizations a series of small group workshops for a fee.
- Moneyminded workshops offered by the Brotherhood of St Laurence are targeted at social workers to develop their skills to offer financial guidance to their clients.

Free individual financial counselling in the Frankston area:

- Bayside and Peninsula Financial Counselling Service (free to all residents, workers and students in Frankston);
- Good Shepherd (not-for-profit; counselling to customers of South East Water and must meet one of three other criteria); and
- FMC Financial Counsellor and Financial Capability Service (funded by Commonwealth of Australia).

Other financial information for individuals can be found through the 60 commercial services located in the Frankston and Mornington Peninsula area. Some, such as Frankston Financial Services, will provide a free financial health check-up.

Financial counselling resources, hotlines and websites:

- Centrelink’s Financial Information Service provided by the Australian Government’s Department of Human Services offers online tools and resources. They also provide ad hoc free seminars for the over 55s on understanding pensions, superannuation and retirement income streams, these are offered at Chisholm TAFE in Frankston.

12.14 Response to NOM 1302 – Financial Literacy Classes**Officers' Assessment**

- Frankston Community Support provides extensive information in the area of financial counselling, financial support and referrals to other specific services for those in need. They have developed brochures available online for Financial Counselling; Bill and School Payments and No Interest and Low Interest Loans.
- National Debt Helpline is a not-for-profit service provided by Financial Counsellors Australia and supported by the Department of Social Services and the state governments of Victoria and NSW and provides a free financial counselling phone service and website;
- MoneyHelp is a free, confidential and independent financial information to Victorians experiencing difficulty paying their rent or mortgage or facing job loss;
- Gamblers Help is provided by the Victorian Responsible Gambling Foundation Victorian which is a statutory authority and provides telephone, face-to-face, online and financial counselling, advice and information;
- Moneysmart is provided by Commonwealth of Australia offers tools and resources to understand and manage money; and
- Women's Information and Referral Exchange Inc provides information sheets on building their financial capacity and managing finances when separating from a partner.

More consumer related information is provided by:

- Consumer Affairs Victoria investigates complaints about fraudulent, illegal or unfair trade or commercial practices regarding goods and services;
- Consumer Action Law Centre (Legal Advice Line) gives free legal advice and representation to vulnerable and disadvantaged consumers across Victoria. They also operate the MoneyHelp website. Free advice and referrals on consumer credit matters such as contracts, hire purchase and other consumer finance matters;
- Infochoice provides a comparison of credit cards;
- The Financial Ombudsman Service Australia is a not-for-profit, non-government organisation providing assistance to resolve disputes quickly. It offers free services for applicants and the costs are funded by their members (banks, insurers, credit providers, financial advisers and planners, debt collection agencies and other businesses that provide financial products and services);
- The Credit Ombudsman service provides a free, impartial dispute resolution scheme to assist consumers to resolve complaints with participating financial services providers. It operates as an external dispute resolution (EDR) scheme approved by the Australian Securities and Investment Commission (ASIC); and
- Peninsula Legal Centre runs a Fines Clinic at their Frankston office twice a week in order to assist with a range of fines and contain cost escalation.

Grants and subsidies

Funding for delivery of financial literacy programs is provided by:

- Financial Literacy Australia Limited (FLA) which provides grants to a range of academic institutions, not-for-profit organizations and local government. Projects are funded on the basis of specific projects that will have identifiable outcomes which can be evaluated and benefit a significant number of people.

12.14 Response to NOM 1302 – Financial Literacy Classes**Officers' Assessment**

- Community banks such as Bendigo Bank Carrum Downs provide grants to not-for-profit organizations however the criteria is restrictive as they must also not receive funding from any other organization which restricts the availability of this option to Council or other local not-for-profits.
- The R. E. Ross Trust offers grants to libraries and not-for-profit organizations to address issues of disadvantage and inequity through improved access to public education.

Frankston City Council Website

The range, complexity and rate of change of information in the financial sector should not be underestimated. Including this as a new section on the Council website would require significant investment in resources to understand the sector and monitor website updates of the range of organizations listed above and is not recommended.

Brief information is provided on Council's "Support services" page which lists local organizations that can provide assistance to the community. This includes the major not-for-profits who are operating in the financial support area including Community Support Frankston which maintains a detailed referral page for financial support services for vulnerable people in need. This is considered sufficient information as Council doesn't generally publicise other organization's programs on its website. In general the public would use Google as a first option to locate the information they seek rather than using the Council website as a referral site. Even with limited search capacity people can still locate a minimum of seven reputable websites on the first page of a Google results page.

Options Available including Financial Implications

- Council is eligible to apply for grant funding from Financial Literacy Australia Limited (FLA) to deliver a financial literacy program. The current round has closed and it is doubtful that an application would be successful based on the selection criteria and past programs which received funding.
- Community banks such as Bendigo Bank Carrum Downs provide grants to not-for-profit organizations however the criteria is restrictive as they must also not receive funding from any other organization which restricts the availability of this option to Council or other local not-for-profits.
- The R. E. Ross Trust offers grants to libraries and not-for-profit organizations to address issues of disadvantage and inequity through improved access to public education. A grant could be pursued if the scope of the workshops needed to expand beyond the available resources.

The resource requirements associated with this report are estimated at \$88 for the trial workshop which is the opportunity and in kind costs compared to the annual budget allocation of \$14,746 for Library Programming. This does not include the costs incurred by the partnering organization to deliver the trial workshop.

Executive Summary**12.15 Response to NOM 1307 - Bullying in Frankston**

Enquiries: (Liz Daley: Community Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.4 Improve the health and wellbeing of residents
Priority Action	2.4.2 Increase participation in 0-12 years health, education and care services to enable all young people to fulfill their potential

Purpose

To respond to Notice of Motion 1307 – Bullying in Frankston that was considered by Council at its meeting on 1 May 2017.

Recommendation (Director Community Development)

That Council:

1. Notes feedback from Youth Council in relation to NOM 1307.
2. Lobby both tiers of Government for funding to implement a suite of recommendations including:
 - a. Accredited age appropriate change program developed and implemented by qualified counsellors and included as part of the Department of Education curriculum;
 - b. An awareness resource to be funded and developed by trained psychologists for Years 5, 6, 7 to increase understanding of bullying behaviours and included as part of the Department of Education curriculum;
 - c. Distribution of the “Anti-bullying event pack” that will be developed in the next 12 months by volunteer Youth Councillors.
 - d. Include “role playing” scenarios for bullying into the Grade 6 and Year 7 transition program administered by Youth Workers.

Key Points / Issues

- At its Ordinary Meeting on 1 May 2017, Councillor O'Connor tabled a Notice of Motion in relation to Bullying in Frankston and Council resolved:

“That Council requests that the Frankston Youth Council consider a package of recommendations to present to both tiers of government on methods to decrease bullying. All forms of bullying – particularly ‘cyber bullying’ – is having a catastrophic impact on our youth. The suite of suggestions by the Frankston Youth Council return to Frankston City Council in the form of a report at the July Ordinary Meeting.”
- Frankston Youth Council considered NOM 1307 at their meeting on 30 May 2017 pursuing a robust discussion about the complexity of approaching and resolving bullying. In particular Youth Council acknowledged resolving bullying requires a multi-faceted approach and unique response specific to the situation (see attached notes of meeting).

12.15 Response to NOM 1307 - Bullying in Frankston**Executive Summary**

- Youth Councillor discussion focused on changing the “culture” of bullying to allow open dialogue; remove shame victims may feel; and changing the approach in managing perpetrators from a punitive to a proactive one that includes counselling and recognises bullies often have their own issues. Providing a perpetrator counselling support to enable them to talk about their feelings may result in behaviour change. It was also highlighted that punishment of a perpetrator, particularly where it involves scolding or detention, can lead to further consequences.
- Youth Councillors recognised cyber bullying as even more complex and harder to deal with suggesting programs and strategies that improve individual resilience and self-love may be useful. They also expressed a new emphasis on talking through the issue rather than ‘telling on a bully’ may be helpful.
- Youth Councillors highlighted the need for education particularly targeting Years 5, 6 and 7; but also working with students in younger years to increase awareness and enhance empathy. Youth Councillors recently won \$1,000 and event training by the FRANK team to create an “Anti-Bullying event” resource pack. The overall purpose is to develop a resource so that interested groups, organisations, schools and others can run events that raise awareness and prevention of bullying.
- Whilst the “Anti-Bullying event” resource pack is yet to be created (FRANK training is being scheduled to fit in with Youth Councillors diaries) Youth Councillors indicate this will be a tangible and useful education resource to present to both tiers of government to meet the intent of the NOM.
- As a result of feedback from Youth Council it is proposed a suite of recommendations be referred to State and Federal Government comprising:
 - An accredited age appropriate behaviour change program for bullies implemented by qualified Counsellors that is included as part of the Department of Education curriculum in schools. This will require State and Federal Government to resource the development and implementation of the program by qualified social workers or psychologists.
 - An awareness resource for Years 5, 6, 7 to increase understanding of bully behaviours and ways in which to respond; this will include dealing with repercussions of ‘telling’ on bullies. This resource pack will require adequate Government funding to develop and implement by qualified psychologists as part of the Department of Education curriculum.
 - An “Anti-Bullying event” resource pack created by Youth Councillors to provide an easy to follow guide so that others can implement events to deter bullying. It should be noted this may take some time to develop given volunteer Youth Councillors will be developing this whilst pursuing their study, work and leisure commitments.
 - In school Terms 1 and 4, youth workers administer transition programs for students to build their readiness and confidence for high school. The program comprises working with Grade 6 students in Term 4 and is then continued in the following Term 1 with the Year 7 high school students to assist their transition to senior school life. This program can be adjusted to include ‘role playing’ scenarios for bullying.

12.15 Response to NOM 1307 - Bullying in Frankston**Executive Summary****Financial Impact**

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Youth Councillors won \$1000 to assist the development of an "Anti-Bullying event pack".

Consultation**1. External Stakeholders**

Frankston Youth Council

2. Other Stakeholders

Youth workers

Analysis (Environmental / Economic / Social Implications)

Youth Council provides an opportunity for young people to contribute to debate and have a voice in decisions as well as to envisage and shape a preferred future; this experience contributes to personal and professional development.

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

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

Legal

There are no legal implications in this report.

Policy Impacts

There are no policy implications in this report.

Officer's Declaration of Interests

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

Risk Mitigation

Youth Councillors volunteer their time to provide an important conduit between young people and Frankston Council requiring them to often juggle busy schedules of study, work and social activities. As volunteers there is a risk the development of the 'anti-bullying event' resource pack for Council to present to both tiers of government may take some time to develop. In accordance with Youth Council Terms of Reference, Youth Council is receiving nominations for new members that may further delay or risk delivery of the resource pack. Although this risk will be mitigated through regular working meetings it may not be completely diminished.

12.15 Response to NOM 1307 - Bullying in Frankston**Executive Summary****Conclusion**

Youth Council has considered NOM 1307 and discussed complexity of bullying and the need for diverse responses indicating a resource pack they will be developing in future may be useful. This resource pack represents a whole of community approach to a complex problem experienced in diverse formats.

ATTACHMENTS

Attachment A: Response to NOM 1307 - Bullying in Frankston - Youth Council Notes

NOM – Bullying in Frankston – 1 May 2017

Frankston Youth Council Recommendations

Frankston Youth Council met on Tuesday 30th May at Youth Central. At this meeting the youth council members discussed ways to decrease bullying amongst youth. Recommendations and suggestions were collated are presented below.

- [Frankston Youth Council's] FRANK [funded] resource pack should help address potential issues.
- Change the culture! Encourage talking. We don't always need a solution, sometimes we just need someone to listen (both children and parents).
- Address the complexity of the issue of bullying/cyber bullying
 - Sometimes the only one who can help you is you
 - The social complexity of dealing with bullying isn't black and white
 - Teaching resilience in bullying, self-reliance and self-love
- Changing the way bullies are "punished"
 - Look at punishment from a different perspective. Enhance the use of counselling in a way to use it as a new way of punishment for the bullies. Having them talk about their feelings in that environment can change the behaviour.
 - Punishment that involves scolding or detention can result in catastrophic consequences
- Educate
 - Change the way it is educated by making the issue not so black and white.
 - Bullying education must be more sentimental, realistic and personal!!
 - Add substance to the learning, make it memorable, not hollow!!
 - Anti-bullying workshops for Grade 5 and 6 helping to educate them about the issue.
 - Workshops for year 7s about how to deal with bullying/ to help recognise bullying.
- Increase bullying awareness/enhance empathy
 - at a younger age (primary schools) – the younger we discuss the wonders of empathy the better.
- The difficulty of bullying
 - Cannot be resolved by simply "telling an adult" or "ignoring it"
 - Talk not tell (someone) - change the language

Executive Summary**12.16 Response to NOM 1314 - Seaford Road Level Crossing Removal**

Enquiries: (Kate Jewell: CAA Development)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.1 Community Infrastructure
Priority Action	1.1.6 Ensure community infrastructure and services match community need

Purpose

To brief Council on the Frankston Rail Planning relating to the Seaford Road Level Crossing Removal funding opportunities to be presented to the Victorian Government.

Recommendation (Director CAA Development)

That Council:

1. Notes the priority list and endorses the transmittal to required parties.
2. Authorises the CEO or a delegate to participate on the LXRA Community Reference Group.

Key Points / Issues

- At its Ordinary Meeting on 22 May 2017, Councillor O'Connor tabled a Notice of Motion (NOM) in relation to the Seaford Road Level Crossing and Council resolved:
 - “1. a) *That a report be provided to Council at the July Ordinary Meeting identifying potential projects, concepts, designs and plans, including upgrades to the RF Miles Reserve, to revitalise the Seaford community as part of the State Government's Seaford Road Level Crossing Removal Project. The report should also consider projects and funding not currently earmarked by the State Government which could be greatly assisted by further funding within the Seaford Road proximity;*
 - b) *That Council write to the Victorian Minister for Transport, Hon Jacinta Allan MP and State Member for Carrum, Sonya Kilkeny MP seeking additional funding, on top of the current amount earmarked by the State Government, to revitalise the Seaford community as part of the Level Crossing Removal Project at Seaford Road. Once the Council resolves what additional monies and projects should be considered, this be properly articulated in the funding request letter.*
- 2. a) *In light of the State Government's decision to seal Eel Race Road, and the subsequent fiscal savings that undertaking no level crossing removal works at Eel Race Road will achieve, Frankston City Council formally requests that the State Government commit to new funding opportunities for Seaford based projects within proximity of Eel Race Road, such as Riviera Reserve and ageing sport facilities;*

12.16 Response to NOM 1314 - Seaford Road Level Crossing Removal**Executive Summary**

- b) *Notwithstanding Council's opposition to the proposed Eel Race Road closure, a report be provided to Council (which may be the same report stipulated in 1(a) at the July Ordinary Meeting) identifying potential projects, concepts, designs and plans, which should be considered given the State Government's decision to not contribute to level crossing removal works at Eel Race Road; and the sealing of Eel Race Road, which will create various access and egress implications for both pedestrians and commuters;*
- c) *That Council write to the Victorian Minister for Transport, Hon Jacinta Allan MP and State Member for Carrum, Sonya Kilkenny MP seeking new funding, based on the Eel Race Road decision, to revitalise the Seaford community. Once the Council resolves what additional monies and projects should be considered, this be properly articulated in the funding request letter.*
3. *That for both Items 1 and 2 of this recommendation, the building of a new facility for 1st Seaford Scouts be heralded by Frankston City Council. This advocacy must occur given the dismal conditions at 1st Seaford Scouts' existing Station Street site. The relocation of the 1st Seaford Scouts site is to be factored into the report back to Council (per Items 1 and 2) with the preferred location being the RF Miles Reserve. Council should in advocating for the relocation, relay to the State Government that the relocation of the 1st Seaford Scouts facility from the car park of the Seaford Railway Station has the potential to unlock multiple car parking spaces for an area severely lacking in car park spaces.*
4. *That Council carries out a survey of the height from the flood level in the creek to the railway line.*

This report has been prepared in response to this NOM.

- Council will be required to submit to the LXRA a list of preferred outcomes prior to the close of business on 24 July, 2017.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Consultation**1. External Stakeholders**

Officers have continued to participate in stakeholder discussions and workshops with LXRA.

A letter has been sent to 1st Seaford Scouts regarding their requirements for a new facility that may be located within the R.F. Miles Reserve curtilage.

12.16 Response to NOM 1314 - Seaford Road Level Crossing Removal**Executive Summary**

LXRA have undertaken detailed engagement activities to establish what the Seaford community wanted to see out of the level crossing removal project. Outcomes will be discussed later in this report.

2. Other Stakeholders

Council was briefed on the matter on Monday 10 July 2017 by Council Officers.

Internal Council departments including recreation, infrastructure, drainage, biodiversity, vegetation protection and traffic have been consulted in the formulation of upgrades and improvements in the vicinity of the Seaford Road level crossing removal.

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

LXRA have engaged specialist consultants to provide input regarding environmental matters.

Council has requested full copies of the resultant reports, but is yet to receive the information.

Nonetheless, officers have scrutinised the plans and reports that are available, and have provided information to LXRA regarding matters including vegetation retention, offsets and provision of wildlife crossing tunnels within the over rail structures.

Economic

Some of the projects promoted within Council's preferred works submission are projects that otherwise would have had to be undertaken as capital works projects by Council, thereby resulting in a savings to Council.

Social

The program of works and facilities replacements/upgrades at the R.F. Miles Reserve includes a redevelopment of the existing pavilion and the incorporation of shared use community facilities into this new structure. This will result in the Seaford community having access to superior shared space for leisure, cultural, service and educational pursuits.

The promoted improvements align with the community's vision for the area, articulated through past consultation conducted by LXRA.

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

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

Legal

There are no legal ramifications arising from this report.

Policy Impacts

There are no policy impacts as a result of this report.

Officer's Declaration of Interests

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

12.16 Response to NOM 1314 - Seaford Road Level Crossing Removal**Executive Summary****Risk Mitigation**

If Council fails to submit to the LXRA a realistic and targeted set of preferred outcomes, the situation will arise that the community will not receive the best possible results from the \$10m of promised investment.

Conclusion

This report provides a response to NOM 1314 from the Ordinary Meeting of 22 May 2017, which tasked officers with preparing a list of potential projects, concepts and plans as part of the Seaford Road level crossing removal.

This report is attached as attachment A.

In addition, the required flood levels are provided later in this report.

ATTACHMENTS

Attachment A: Level Crossing Removal - Seaford Road - List of potential projects

Attachment B: Level Crossing Removal letter for participation request to Seaford Community Reference group

**12.16 Response to NOM 1314 - Seaford Road Level Crossing Removal
Officers' Assessment****Background**

The attachment to this report have been prepared in response to the requirements of a Notice of Motion within the constraints of the current work plan of the Revitalisation department.

Issues and Discussion**Seaford Road level crossing removal.**

Council officers have continued to actively participate in meetings and workshops conducted around the crossing removal sites, and continue to advocate for the best possible outcomes for our communities, particularly those in close proximity to the removal sites.

The Seaford Road removal solution was accompanied by a commitment by the State Government of an additional \$10m for 'revitalisation works'.

Through subsequent discussions with senior LXRA staff, Council officers have been working to establish what elements would be delivered as part of the scope of works for the crossing removal projects, and define those initiatives that would be out of scope but could be included within the list to be considered for the \$10m commitment.

It appears that projects that fall within the immediate vicinity of the Seaford Road crossing site, or that are complementary to 'in scope' projects will be considered for funding within the committed \$10m spend. The most obvious 'in scope' project is the shared use path that will be provided along the rail corridor.

LXRA has committed to providing a shared bicycle/pedestrian path for the extent of the crossing removal project area (typically 400m either side of the actual crossing location). This will create gaps in the path that LXRA will not construct. However, it has been suggested that part of the \$10m spend could be directed to the construction of the missing links, thereby providing a continuous trail from Eel Race Road to Frankston Station.

The concept of this shared use path found high levels of community support in the engagement processes. The benefits of the path as a commuter and recreational asset are considerable.

Officers were able to cross check recommendations formulated by the Revitalisation Team against the community 'wants', as articulated to LXRA through engagement activities and have achieved a high degree of parity with the recommendations, which is pleasing.

Another project that has received strong support from the community and by Council officers is a redevelopment of the sporting surface and buildings at RF Miles Reserve. The existing buildings are in poor repair, and it is envisaged these could be replaced by a new multi-use sporting/community space. In addition, the relocation of the 1st Seaford Scouts could be promoted, to be accommodated within a shared use structure within the Reserve.

The full list of recommendations forms attachment A to this report. Council is advised that these projects have been costed with contingencies.

The other crossing projects have also had improvements lists provided in this attachment.

**12.16 Response to NOM 1314 - Seaford Road Level Crossing Removal
Officers' Assessment****Flood levels**

The resolution from OM 298 required:

“That Council carries out a survey of the height from the flood level in the creek to the railway line”.

As the information was available within Council’s records a survey was not required.

The results are as follows;

- Height of 100 year flood where Seaford Road bridges Kananook Creek 2.0m approximately; and
- Height of rail crossing on Seaford Road 3.8 metres.

Community Reference Group (CRG)

By letter from LXRA dated 20 June 2017, Council has been notified of the formulation of a community reference group. The letter is attached to this report as attachment B.

The group will be independently facilitated and will include representation from the member for Carrum, Ms Sonia Kilkenny, the LXRA project delivery team, local stakeholders and nominated community members.

Council has been invited to recommend a Council officer to participate in the CRG.

It has been recommended that Council authorise the CEO or delegate in response to the LXRA invitation. Selection to the CRG will be decided by a panel comprising representatives from the LXRA and the Minister for Public Transport.

Nominations from community members are open until 24 July 2017.

Financial Implications

The response to the Notice of Motion has been undertaken as part of the Revitalisation unit’s work program. Should additional investigations be required, consideration for funding will need to be referred to either the Mid-year Budget Review or next Annual Budget process.

List of potential projects



Seaford Road Grade Separation – prepared July 2017

opportunity » growth » lifestyle

WORKS FUNDED BY SEAFORD ROAD CROSSING REMOVAL PROJECT (assumed) (Zone Green)

1.1	Shared path parallel to railway line (500m either side of intersection)
1.2	Shared path on Seaford Road within vicinity of intersections
1.3	Footpath/shared path on Railway Parade (Seaford Rd-Johnstone St)
1.4	Indented parking on Railway Parade
1.5	Vehicle access to cricket nets
1.6	Parking beside access road
1.7	Improvements to currently sealed parking area and adjacent land beside southeast quarter of Oval
1.8	Picnic area
1.9	Playground : or Upgraded parking area
1.10	Lighting Replacement (west side of Oval)
1.11	Fencing replacement (west side of Oval)
1.12	Expansion of west side of Oval
1.13	Replacement of gate shelter
1.14	Landscaping (west side of Oval)
1.15	Signage

LOCAL WORKS TO BE CONSIDERED WITHIN FUNDING PACKAGE (potential for \$10M funding) (Zone Amber)

1.1	New Pavilion / Community Centre
1.2	Replacement of existing Reserve toilet block
1.3	Improvements to clubrooms access and parking area
1.4	Shared Scout/Services Hall
1.5	Shared path on Seaford Road : from Kananook Creek to Nepean Highway
1.6	Cycle connection to east
1.7	Upgrade of Kananook Creek path
1.8	Foreshore Toilet upgrade
1.9	Replacement of fencing outside Project vicinity
1.10	Oval Lighting Upgrade
1.11	Play and Picnic Space
1.12	Canoe launching pontoon at rear of new pavilion
1.13	Park Furniture Allowance
1.14	Landscaping outside Project vicinity
1.15	Precinct Way finding
1.16	Public Art

WORKS FUNDED BY SEAFORD ROAD CROSSING REMOVAL PROJECT (Zone Blue)

Incorporating Overton/Skye Road, Nepean Hwy/Overton Road intersection

1.1	Shared path parallel to railway line (500m either side of intersection)
1.2	Parking under elevated rail – approximately 40 spaces
1.3	Open space under elevated rail incorporating unstructured sporting (Parcour)
1.4	Provision of walking and cycling connections from Frankston - Dandenong Road and Skye Road
1.5	Additional on street parking (Skye Road)
1.6	Vegetation and feature cladding to soften batters and reduce graffiti
1.7	Public art/gateway treatments
1.8	Feature lighting
1.9	Clear east – west crossing locations under structure

WORKS FUNDED BY SEAFORD ROAD CROSSING REMOVAL PROJECT (Zone Red)

Incorporating Kananook Stabling (proposed) and Kananook Station

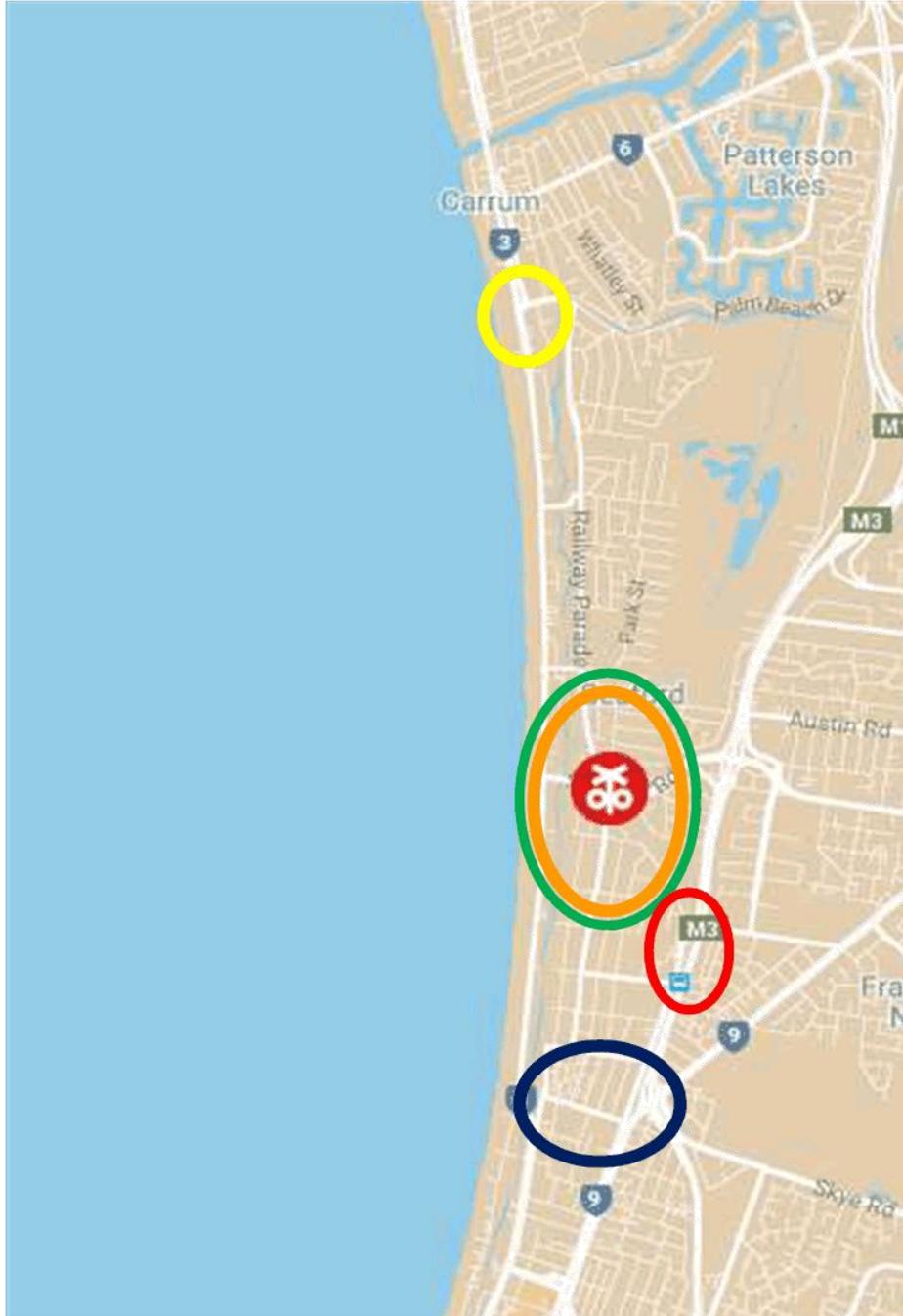
1.1	Shared path parallel to railway line (500m either side of intersection)
1.2	Acoustic screening
1.3	Baffled lighting
1.4	Improved shared use path through to station

WORKS FUNDED BY SEAFORD ROAD CROSSING REMOVAL PROJECT (Zone Yellow)

Incorporating Eel Race Road

1.1	Shared path parallel to railway line (500m either side of intersection)
1.2	Inviting, safe underpass for pedestrians and cyclists
1.3	Controlled pedestrian crossing to Keast Park
1.4	Protection of significant vegetation (Banksias)
1.5	Addition of sympathetic planting
1.6	Landmark gateway treatment/sculpture
1.7	Gateway signage and feature lighting

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TRIM: DOC/17/379784

Dennis Hovenden
Chief Executive Officer
Frankston City Council
30 Davey Street
Frankston VIC 3199

Dear Dennis, *Dennis*

I am writing to invite Frankston City Council to participate in the Community Reference Group (CRG) that is being established by the Level Crossing Removal Authority (LXRA) for the Seaford Road level crossing removal project.

The Victorian Government is removing 50 of the most dangerous and congested level crossings across Melbourne, including at Seaford Road in Seaford.

LXRA is overseeing the delivery of this key infrastructure project, with construction due to begin next year. As one of our key stakeholders, we would like to notify you that we are now calling for nominations and would like you to recommend a Council Officer to join the Seaford CRG to bring local knowledge. The CRG will be a valuable forum to discuss the project and provide insight and feedback, and will enable you to share updates with your networks.

The CRG will be independently facilitated and include representation from the Member for Carrum, Ms Sonya Kilkenny, the LXRA project delivery team, local stakeholders and nominated community members.

Included in this letter is the Terms of Reference and Code of Conduct to help provide guidance on who you believe would be best suited to participate in the Seaford CRG.

The first meeting is scheduled for August, and CRG meetings will continue until construction begins, at which point, it will evolve into a Stakeholder Liaison Group with a focus on construction impacts. To confirm a Council Officer, or should you need more information, please contact Tara Buckley on 9027 5595 or tara.buckley@levelcrossings.vic.gov.au.

I look forward to continuing to work closely with Frankston City Council on this transformative project.

Yours sincerely,

[Signature]
Adam Maguire
Project Director – Southern Program

30 / 6 / 17.

Executive Summary**12.17 Response to NOM 1320 - 360 Degrees Video Platform**

Enquiries: (Sam Jackson: Corporate Development)

Council Plan

Community Outcome:	2. Liveable City
Strategy:	2.2 Improve the municipality's safety, image and pride
Priority Action	2.2.1 Promote the natural attributes and family friendly lifestyle qualities of Frankston locally, nationally and internationally

Purpose

To provide Council with a response to the Notice of Motion 1320 – 360 Degrees Video Platform which was presented to Council on 23 May 2017.

Recommendation (Director Corporate Development)

That Council:

1. Notes this report.
2. Advises individual businesses (especially tourism members) and industry associations of the opportunity to further supplement their online marketing content with imagery – including 360 degree videos.
3. Commits to utilising social media to share and link with footage that promotes tourism businesses and/or Frankston City more broadly.
4. Encourages individuals and local businesses to utilise social media to share the existing imagery (360 degree footage, drone footage, videos and photos) that are on the Visit Frankston Facebook page.
5. Ensures that the benefit of using imagery on social media by local businesses is factored into the Marketing 101 (tourism) session in the 2018 Build Your Business Program.
6. Notes that should Council resolve to pursue a 360 degree platform, Officers will undertake a more detailed investigation into the resources required to expand on the current imagery library. This will be referred to the Mid-Year Budget Review for consideration.

Key Points / Issues

- At its Ordinary Meeting on 23 May 2017, Councillor Toms tabled a Notice of Motion in relation to a 360 degree video platform and Council resolved:

“That Council Officers prepare a report into the options available to install a 360 degree video platform to showcase Frankston City whilst enhancing the tourism market and local economy.

That the report be presented to Council at its July 2017 meeting.”

This report responds to this NOM.

- Council already has a good library of tourism related imagery (videos and photos - including one 360 degree video of Frankston Waterfront/Olivers Hill) which it utilises in its online media (particularly the Visit Frankston Facebook page) to showcase Frankston.

12.17 Response to NOM 1320 - 360 Degrees Video Platform**Executive Summary**

- Currently there is a promotional gap in that Council lacks quality promotional imagery of private sector businesses and attractions. Council should work with the business community to encourage them to strengthen their own marketing collateral. It should not be incumbent on Council to actually provide this. However, any imagery provided by tourism businesses could be cross promoted by Council using our social media platforms – specifically the Visit Frankston Facebook page. This approach supports the implementation of the Frankston Destination Development Plan and contributes to local economic development.
- Facebook now provides the opportunity for individuals (visitors, businesses and Council) to film and upload 360 degree (latitudinal) footage at no cost. While this footage does not have the longitudinal aspect – it does address a large proportion of the objective of the NOM and has the added benefit of being user driven content which has greater impact due to the perception of being more authentic.
- Should Council will to proceed with this program, Officers will need to undertake a more detailed investigation into the resources required to expand our imagery library. Any costs incurred for procurement of additional videos would need to be referred to the Mid-Year Budget Review.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

This is currently an unbudgeted program.

However, if this NOM were to proceed, based on preliminary market research a 360 degree video utilising drone footage and ground level imagery could be produced for \$1,300 - \$2,900 each. This would need to be referred to the Mid-Year Budget Review should Council resolve to pursue this.

Total officer time to project manage (ie define brief, seek quotes from the market, review content, upload to Council's online platforms) is approximately \$1,800.

Consultation**1. External Stakeholders**

It is understood that this NOM has stemmed from submissions by a local provider of 360 degree videos to both the 'Think Big' process and the 2017-2018 Council Budget process. The 360 degree video proposal (in addition to the general concept of promoting Frankston to an external audience) was received positively by the attendees of the 'Think Big' forum.

Frankston Tourism Inc Board have raised the concept with Officers and are now considering how their members can take advantage of the benefits of this technology. The Board will be further researching opportunities.

12.17 Response to NOM 1320 - 360 Degrees Video Platform

Executive Summary**2. Other Stakeholders**

Community Relations Officers have been consulted with in relation to the alignment with the Tourism Destination Development Plan, use and promotion of this sort of tool online and their capacity to deliver this.

Analysis (Environmental / Economic / Social Implications)

The Frankston Destination Development Plan has four pillars:

1. Destination marketing and communications
2. Industry engagement and capacity building
3. Product and experience development
4. Visitor services

Consideration of this NOM affects the implementation of the first two points.

Destination marketing and communication

Marketing of a destination needs to be undertaken in a cohesive and planned manner. The development of marketing tools in isolation of a marketing strategy can confuse and dilute messaging.

There is no current marketing campaign that this type of concept would fit into (other than the Visit Frankston Facebook page), which therefore means it would be a tool that is purchased without a clear mechanism to distribute and maximise return on investment.

Council already has a range of videos of external locations – drone/ground level and a 360 degree video - to complement the suite of photos that it uses to market Frankston City as a visitor destination. In the last 12 months a sizable proportion of this has been provided by residents and visitors who are showcasing aspects of the City that they have loved and enjoyed. This has been achieved through competitions on social media in addition to individuals voluntarily uploading their own images.

User generated content generally has greater traction than Council generated content as it is deemed to be more authentic and is more likely to have a greater reach through community sharing.

The appeal of user generated images can be demonstrated by the statistics comparing community provided images (user generated content) and the current 360 degree video:

Image / Video	Date Uploaded	Reach	Reactions, comments & shares
Waterfront / Olivers Hill (360 degree video)	20/5/2016	9.3K	304
Photo of Frankston Beach (User generated photo)	21/5/2016	11.5K	732
Drone photos of the Frankston Yacht Club (User generated photo)	29/5/2016	7.6K	508
Drone photos of Olivers Hill / Frankston Waterfront (User generated photo)	29/6/2016	14.1K	1K

12.17 Response to NOM 1320 - 360 Degrees Video Platform**Executive Summary**

Additionally, Facebook have recently upgraded their functionality for free uploading of imagery. This includes 360 degree (latitudinal) photography (viewer driven). This means that visitors can record and upload their own footage, which can then be shared via the Visit Frankston Facebook page.

Industry engagement and capacity building

The gap within Council's marketing collateral is around imagery of private sector facilities and attractions. It should not be incumbent upon Council to provide this at the expense of the ratepayer.

Council should be encouraging the business community and industry associations to strengthen their own marketing collateral. One way of doing this is supporting them to investigate the benefits of developing their own image library (comprised of photos and videos).

To this end, Officers have encouraged Frankston Tourism Inc to pursue research into 360 degree video products to promote to their members.

To further supplement this, Council holds an annual Build Your Business program which features training programs for businesses on a range of topics. The 2018 Marketing 101 (Tourism) program could be strengthened to further increase awareness in the business community of the benefit of using photos and videos (including 360 degree video) for promotion.

Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities**

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

Legal

There are no legal implications stemming from this NOM or the Officer recommendations.

If Council pursues the development of 360 degree video platforms it will need to ensure that all privacy legislation is complied with (as per normal photography and video footage).

Policy Impacts

There are no policy impacts of this NOM.

Officer's Declaration of Interests

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

Risk Mitigation

The following are risks of Council pursuing the development of 360 degree videos itself:

- As this is not a budgeted or programmed activity, other marketing activities would need to be deferred or cancelled as there is no budget allocation or available officer time.
- The marketing gap of private sector facilities and attractions will not be overcome, and it may further exacerbate the expectation that Council will undertake future marketing on their behalf.

12.17 Response to NOM 1320 - 360 Degrees Video Platform**Executive Summary****Conclusion**

Officers have been asked to consider the options available to install a 360 degree video platform to showcase Frankston City as a tourism destination and strengthen the local economy.

Council already has a substantial library of imagery (photos and videos) to promote Frankston. The main gap in marketing imagery is that of the private sector facilities and attractions.

This report recommends that the local business community will be best supported by Council increasing their knowledge of the benefits of strengthening their imagery library (including 360 degree video platforms) to promote their business. Council should support this promotion by sharing links and imagery on social media.

ATTACHMENTS

Nil

Executive Summary**12.18 Response to NOM 1338 - Young Street Traders Assistance Package**

Enquiries: (Sam Jackson: Corporate Development)

Council Plan

Community Outcome:	4. A Well Managed City
Strategy:	4.3 Resources
Priority Action	4.3.2 Undertake an ongoing review of Council's assets to ensure they meet community needs

Purpose

To provide a response to Notice of Motion 1338 – Young Street Traders Assistance Package.

Recommendation (Director Corporate Development)

That Council:

1. Defines businesses affected by the Young Street Improvement Project as those within the following geographical area (“Affected Area”):
 - a. Young Street (between Playne and Beach Streets)
 - b. Beach Street (between Young Street and the Myer entrance)
 - c. Ross Smith Avenue East
 - d. Balmoral Street
 - e. Station Street
 - f. Wells Street (Young Street - Park Lane on south side and Young Street - Shannon Street Mall on north side)
2. Endorses Officers advocating to utility providers on behalf of the collective business community in the affected area to support requests for payment plans
 - a. Water retailers – South East Water
 - b. Electricity retailers – 15
 - c. Gas retailers - 13
3. Endorses officers contacting the property owners and/or agents within the affected area to advocate on behalf of the business tenants.
4. Notes that a request for State Member for Frankston, Mr Paul Edbrooke (MP) to meet with Councillors on the current Young Street Improvement Project will be made after this Council meeting, with the details of Council’s endorsed business support package included.
5. Notes that a request for the State Government to provide an immediate emergency rescue package to local traders will be made after this Council meeting, with the details of Council’s endorsed business support package included.

Financial Assistance to Traders

6. Endorses the allocation of up to \$50,000 to establish a one-off emergency relief grant (grant) program to provide immediate support directly to business operators in the affected.
7. Endorses that these grants may only be accessed by the businesses through an application process.

12.18 Response to NOM 1338 - Young Street Traders Assistance Package**Executive Summary**

8. Endorses that grants will be awarded on a 'first-in, best dressed' scenario
9. Endorses that maximum grant to an individual business is \$750.
10. Endorses the following eligibility criteria:
 - a. The business has experienced a >30 percent reduction in turnover (current year on previous year)
 - b. The business demonstrates a viable 12 month projected cash-flow
 - c. The business must have been operating in the affected area for more than 12 months
 - d. The business must have a minimum future lease in the affected area for more than six months
 - e. The business must not have received another business grant directly from or auspiced by Council in the previous 12 months.

The applicant must provide satisfactory evidence to demonstrate each of these criteria.

11. Endorses the Mayor, Chief Executive Officer and Manager Community Relations as the panel to assess all applications for these grants.
12. Endorses that the application period for these grants expires on 1 November 2017
13. Acknowledges that this grant process may establish a precedent for future public realm works.

Car Parking

14. Does not apply the 2017-2018 budgeted increase in car parking fees at the Sherlock and Hay (Young Street East) carpark and the Young Street/Former Law Court (Playne Street) car park for a period of six months.
15. Amends parking enforcement in the Sherlock and Hay (Young Street East) carpark and the Young Street/Former Law Court (Playne Street) car park to enable current Frankston City Council Resident Foreshore Parking Permit holders to park for free for up to 2 hours.
16. Amends the 2017-2018 projected car parking income down by \$48,216.
17. Refers up to \$5,000 to the mid-year budget review to update signage and machines in the car parks to enable enforcement.

Action Plan – Business Support

18. Advocates to DEDTJR (State Government) for a further two rounds of business resilience program with the following foci:
 - i. Surviving the streetscape works (July – October 2017)
 - ii. How to maximise the business benefits of the streetscape works (September – December 2017)
19. Notes the implementation of the Kerbside Trading Guidelines for those businesses in the affected area as follows:
 - a. No fees are applicable in 2017-2018
 - b. All other provisions of the Guidelines are complied with (eg. location on footpath, minimum setbacks, approved items etc) and the appropriate permissions gained.

12.18 Response to NOM 1338 - Young Street Traders Assistance Package

Executive Summary

20. Notes the following work being undertaken by Officers in partnership with the State Government to support the business community in the affected area:
- a. Development and implementation of the Kerbside Dining Encouragement Package (due September 2017- July 2019)
 - b. Continued promotion and facilitation of the Eat Street Grants (due July 2017 – June 2018)
 - c. Continued promotion and facilitation of the Space Innovators Grant Program to fill vacant shops (due July 2017 – June 2019)
 - d. Increased activation within the city centre through:
 - i. The Faces of Frankston Campaign (refer to Council Report on Response to NOM 1297 – Hall of Fame Resumption also being considered at this Ordinary Meeting of Council)
 - ii. Implementation of the Street Art Masterplan
 - iii. VicRoads and DEDTJR place activation campaigns (July 2017 – December 2017)

Action Plan – Marketing and Communications

21. Writes to the State Government to officially request that:
- a. The *Business as Usual* Campaign to encourage the broader community to shop at the businesses in the affected area be officially handed over to Frankston City Council to manage,
 - b. A minimum of \$20,000 be provided to Council to assist with the implementation of this campaign for the duration of the Young Street Improvement Project
 - c. Further funding be provided to support this campaign for when the Skye/Overton Road level crossing removal and Frankston train station upgrade occur.
22. Supports Frankston City Council taking the lead in communications relating to the private and public sector projects that may impact on the city centre.
23. Refers \$10,000 for city centre communications during 2017-2018 to enable Council to communicate to the community anticipated impacts of construction projects.

Key Points / Issues

- At its Ordinary Meeting of 3rd, 5th, and 10th July 2017, Councillor Toms tabled a Notice of Motion in relation to Young Street Traders Assistance Package and Council resolved:

To assist the Young Street, Station Street, Balmoral Street and Wells Street East traders who are facing severe financial difficulties as a result of ongoing works in Young Street, (now expected to finish in late October), that Council:

- *Advocates to South East Water and energy companies to put in place utility payment plans.*

12.18 Response to NOM 1338 - Young Street Traders Assistance Package**Executive Summary**

- *Contacts owners of the properties in the affected areas, where possible meeting with them to discuss how they may be able to provide assistance to their tenants.*
- *Requests a meeting with the State Member of Frankston, Mr Paul Edbrooke MP to brief Councillors on the current Young Street works situation.*
- *Put in place an action plan to directly help traders in the affected areas of our City Centre.*
- *Requests the State Government to provide an immediate emergency rescue package to Local Traders*

That a report be provided to Council on the impact of waiving rates or other options for assistance for businesses adversely affected by the Young Street works in 2017-2018 including developing eligibility criteria.

- There are a number of adopted NOMs that Officers are implementing, including:
 - NOM 1275 - Support to Traders in CAD (30 January 2017)
 - NOM 1323 – Young Street Precinct (22 May 2017)

This NOM builds upon existing work already being undertaken by Officers as well as the implementation of these NOMs.

- The cost of waiving the rates in the affected area would be \$186,683 for 2017-2018. This would have significant impact on Council's ability to deliver other projects and services across the municipality.
- The waiving of Council Rates does not attract customers to the city centre and would set a dangerous precedent for all public authorities that are undertaking works that they are expected (and legislated) to do on behalf of their community. Should Council agree to this, there may be requests for retrospective rates waivers.
- The deferral of rates may assist with short-term cash flow problems for the businesses, however Council rates are levied against the property owner. In most instances the business operator is not the property owner, therefore it is challenging to ensure that it is the business that benefits from any variation to rates considered in response to this NOM.
- Council may be able to provide some immediate financial relief to the business community through the establishment of a one-off emergency relief fund which could be allocated directly to businesses upon application. Eligibility criteria would need to be confirmed to ensure that businesses seeking the support are negatively affected by the streetscape works and are intending to continue trading within the affected area. Such a fund is not within the adopted 2017-2018 Budget.
- Council is best able to support businesses affected by the Young Street Improvement Project by undertaking a range of activities that encourage customers to return to the city centre.

12.18 Response to NOM 1338 - Young Street Traders Assistance Package**Executive Summary**

- The occurrence of a programmed and budgeted increase in the car parking fees has been received negatively and has been perceived by some as Council not wanting to support the affected business community. Given that the fee structure of other privately provided parking within the city centre has been reviewed during the time of the streetscape works, this may be an option for Council to consider to assist with encouraging people to come to the city centre.
- Improved marketing and communications about the city centre is required to provide potential customers with the confidence that they can access the city centre. To date, this has largely been undertaken by VicRoads as the project manager. However, Council has had to repeatedly request increased communications. In some instances Council has had to undertake some of the marketing to ensure that it is done in a timely manner (eg. the Business as Usual Campaign placement in local newspapers). A more coordinated and strategic approach (that responds to city centre wide issues and that has longevity beyond the Young Street Improvement Project) is required. It is recommended that Council take responsibility for this.
- Other areas where Council can support the business community is through reduction of car parking fees for the duration of the works and waiving of kerbside trading fees for 2017-2018.
- Council, in partnership with the State Government has a range of programs that are being implemented that will assist the local business community and make the city centre a more appealing place to visit.

Financial Impact

For the 2017-2018 financial year, the State Government Minister for Local Government has announced a limit on the amount Victorian councils may increase rates. The cap for the 2017-2018 financial year is 2%. The cap is based on the Consumer Price Index expected for the financial year.

This cap has a significant effect on Council's current Long Term Financial Planning, with rate revenue being \$9 million less than anticipated over the first four years, growing to \$17 million over five years. This reduction will have a severe impact on Council's financial capacity to maintain service levels and deliver key capital projects.

Parking Fees:

Waiving the annual budgeted increase of parking fees at two city centre car parks for six months has a projected negative impact on the 2017-2018 budget of approximately \$24,108.

The provision of free two hour parking for customers displaying current Frankston City Council residential parking permits at two city centre carparks for six months has a projected negative impact on the 2017-2018 budget of approximately \$24,108

(Refer to Officers' Assessment for further detail on these calculations).

It is estimated that a maximum of \$5,000 will be required to update all signage to ensure enforceability.

Financial Assistance for Traders

The proposal is for up to \$50,000 of unbudgeted funding to be made available for an emergency relief grant grants program.

12.18 Response to NOM 1338 - Young Street Traders Assistance Package**Executive Summary****Kerbside Trading**

The proposal not to charge kerbside trading fees to the businesses in the affected area could have a negative impact on the budget through the loss of \$8,148 forecast budget.

Communications

Officers are seeking \$10,000 to be referred to the mid-year budget review for communications activities that may impact on users of the city centre. Having a pool of funds that can be drawn upon for this work enables Council to better negotiate with stakeholders to co-contribute.

There are no current resources included within the 2017-2018 Annual Budget for any projects that either result in reduced income or increased expenditure. Therefore consideration for funding will need to be referred to the Mid Year Budget Review.

Consultation**1. External Stakeholders**

While no specific consultation has occurred on this specific matter, Council officers continue to work with the affected business community and the State Government to address issues where Council has jurisdiction or influence.

2. Other Stakeholders

The following departments have been consulted with in relation to this report:

- Community Relations (Economic Development) – in relation to business support activities for businesses within the affected area
- Community Relations (Communications) – in relation to communications activities (including the Faces of Frankston campaign) and the Business as Usual campaign
- Future Frankston – in relation to Council's role in the Young Street Improvement Project
- Financial and Corporate Planning (rates) – in relation to application of a rates reduction, waiver or deferral and the *Rates and Charges Hardship Policy*
- Community Safety – in relation to parking within the city centre
- Administration and Corporate Projects – in relation to application of the residential parking permits in the city centre

Analysis (Environmental / Economic / Social Implications)

In recent years the Frankston city centre has seen major infrastructure and public realm upgrades and private sector projects take place. These projects include the recent Wells Street upgrade, Fletcher Road roundabout, office development at 411 Nepean Highway, residential apartment developments at 38 Playne Street and Clyde Street and the recent East/West Wells Street upgrade.

Although favourable for the city in the long run, the short term impacts of these are disruption to traffic flow, closure of roads and car parks and increased congestion in some areas. The disruptions cause inconvenience for visitors and customers, discouraging them from visiting the city.

Recent feedback from businesses suggests reduced business activity has made it hard for them to operate and remain financially viable.

12.18 Response to NOM 1338 - Young Street Traders Assistance Package**Executive Summary****Legal / Policy / Council Plan Impact**Charter of Human Rights and Responsibilities

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

Legal

The application of rates to properties within the municipality is governed by the *Local Government Act, 1989*. The relevant sections of the Act that are relevant to the consideration of this NOM are outlined in the Officers' Assessment.

In the instance of the Young Street Improvement Project, Council has handed authority of the road over to the State Government (VicRoads) for the purpose of undertaking the streetscape works. VicRoads are undertaking the streetscape improvement works under the auspices of the *Road Management Act, 2004* (S34).

Policy Impacts

Council has a 'Rates and Charges Hardship Policy' which enables Council to recognise cases of genuine financial hardship requiring respect and compassion in particular circumstances.

The policy establishes guidelines for assessment of hardship applications based on the principles of fairness, integrity, confidentiality and compliance with statutory requirements. It applies to all applications for waiving or suspending interest and/or other charges, but not to waiving the whole or part of any rate imposed annually.

Financial hardship is a situation where a property owner is reasonably unable, because of illness, unemployment or other reasonable cause, to discharge their financial obligations.

Financial hardship involves an inability of the property owner to meet their commitments (bills), rather than an unwillingness to do so. The Policy outlines causes of hardship, including "Other factors resulting in unforeseen change in the property owner's capacity to meet their payment obligations, whether through a reduction in income or through an increase in non-discretionary expenditure."

It could be argued that the loss of income stemming from the Young Street Improvement Project could meet this criteria for assessment of hardship.

However, it must be noted that the Policy references the property owner as they are liable to pay the rates and charges in accordance with the *Local Government Act, 1989*. In the affected area it is the business that is suffering the hardship.

Section 7.3 of the Policy provides for rate deferral arrangements for commercial properties provided all criteria of hardship are confirmed, there is commitment to pay the deferred rates within a strict timeframe (a maximum of one year) and documented evidence that the applicant (business owner) is liable for payment of rates and charges (eg provision of a lease agreement). However it would be a requirement that the property owner is also party to the agreement, as rates are levied against the owner.

It is recommended that a variation of the application of this Policy could be applied to assist businesses. Specifically that on provision of evidence that the payment of rates is the responsibility of the business operator:

- The deferral period be increased from 12 months to 24 months for rates levied during 2017-2018. If a business operator selects this option they must agree to enter into a payment plan with Council
- An interest free period be established for any rates levied in 2017-2018.

12.18 Response to NOM 1338 - Young Street Traders Assistance Package**Executive Summary**Officer's Declaration of Interests

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

Risk Mitigation

Under the *Local Government Act, 1989* Council has the objective to achieve the best outcomes for the community – having regard to the long term and cumulative effects of decisions. Waiving rates would significantly impact on the available budget that Council can expend on projects across the municipality.

Additionally the waiving or deferral of rates for those businesses affected by these streetscape works and the giving of an emergency relief grants sets an extremely dangerous precedent that would impact on all authorities that are undertaking works on behalf of the community.

Waiving rates, on its own, may not improve the ongoing sustainability of the business community. Therefore it would be more prudent for Council to undertake activities that attract potential customers to the city centre.

There is a risk of non-payment of deferred rates, however the independent assessment of hardship and future capacity to pay by a Council approved assessor should overcome this risk.

There is a risk with rates waiver and deferral that it is the property owner that is the direct beneficiary. Therefore other activities, such as the establishment of an emergency relief grant is proposed to ensure that the direct benefit is immediately provided to the business.

Conclusion

The unplanned delay in the delivery of the Young Street Improvement Project has negatively impacted on the businesses in the immediate vicinity. Council is best able to support businesses affected by the Young Street Improvement Project by undertaking a range of activities that encourage customers to return to the city centre.

ATTACHMENTS

Nil

**12.18 Response to NOM 1338 - Young Street Traders Assistance Package
Officers' Assessment****Background**

In recent years the Frankston city centre has seen major infrastructure and public realm upgrades and private sector projects take place. These projects include the recent Wells Street upgrade, Fletcher Road roundabout, office development at 411 Nepean Highway, residential apartment developments at 38 Playne Street and Clyde Street and the recent East/West Wells Street upgrade.

Although favourable for the city in the long run, the short term impacts of these are disruption to traffic flow, closure of roads and car parks and increased congestion in some areas. The disruptions cause inconvenience for visitors and customers, discouraging them from visiting the city.

Recent feedback from businesses suggests reduced business activity has made it hard for them to operate and remain financially viable.

Councillors have been supportive of the business operators' plight, with the following NOMs already raised:

NOM 1275 – Support to Traders in CAD (3/1)

Businesses within the city centre are currently experiencing significant impacts from the construction phase of the Young Street streetscape works. Given the impact of this and other imminent major public infrastructure projects, e.g. Frankston Interchange Project, Council seeking ongoing commitment from the State Government for:

- 1. Improved communications of disruptions to the broader community.*
- 2. The development and ongoing rollout of an "Open for Business" campaign.*
- 3. The development and implementation of two further stages of the Business resilience program (that focus on maintaining a business through the works and leveraging the completed works).*

NOM 1323 – Young St Precinct (22 May 2017)

That Council writes to the Member for Frankston, Paul Edbrooke MP and the Minister for Transport, the Hon Jacinta Allen MP requesting updated information with respect to expected completion of the works affecting traffic movement in Young Street; expressing Council's dissatisfaction with the ongoing state of construction which has had and will continue to have disastrous impacts on businesses in the affected Young Street precinct; and seeking financial assistance from the State Government for those affected businesses.

Officers are acting upon these NOMs as well as undertaking general business support and investment attraction activities and working with the State Government to:

- Increase promotion of Frankston city centre businesses to attract customers to the businesses affected by the works.
- Improve communications to the affected businesses, commuters and the community more broadly so that they are aware of the significant number of constructions projects underway or about to commence in the city centre. This is particularly critical given private operators and State Government departments only want to communicate about their specific project – which does not provide a whole of city centre perspective

**12.18 Response to NOM 1338 - Young Street Traders Assistance Package
Officers' Assessment**

- Implement the Place Activation Program – for which Council has received a \$497,000 grant. Actions that stem from this include:
 - Kerbside dining encouragement package – grants for businesses to commence providing outdoor dining or upgrade it
 - Space Innovators Grants – grants for property owners to entice them to consider short term tenancies to reduce shopfront vacancies
 - Street Art Masterplan and City Arts Blitz – creation of further locations of inspiration and discovery to attract visitors through more artwork throughout the city centre
 - Eat Street Grants – grants to attract destination dining venues to Station Street
 - Tourism Event Attraction Program (expansion) – grants to attract private sector events to be held in the city centre.
 - Station Street temporary pocket park – to temporarily increase activation in Station Street Mall in early 2017
- Fund and deliver two further rounds of business resilience programs for affected businesses with a specific focus on:
 - Surviving the construction period (this includes one-on-one business mentoring and assistance for those businesses that unfortunately need assistance with selling or closing their business) (July 2017 – October 2017)
 - Maximising the benefits of the improved streetscape (September – December 2017)

Legal Impacts

The following sections of the Local Government Act, 1989 are relevant to the consideration of the NOM.

3C Objectives of a Council

(1) *The primary objective of a Council is to endeavour to achieve the best outcomes for the local community having regard to the long term and cumulative effects of decisions.*

Section 10 (1) Power to construct and maintain roads

A Council may—

- (a) *make, maintain and repair roads; and*
- (b) *fix and alter the level of roads.*

In the instance of the Young Street works, Council has handed authority of the road over to the State Government (VicRoads) for the purpose of undertaking the streetscape works.

12.18 Response to NOM 1338 - Young Street Traders Assistance Package Officers' Assessment

Options Available including Financial Implications

Rates Waiving Options

Officers have been asked to review the options that are available to Council to support the businesses in the affected area in relation to the waiving of rates. Table 1 provides an overview of some options that are available.

The cost of waiving the rates in the affected area would be \$186,683 for 2017-2018. This would have significant impact on Council's ability to deliver other projects and services across the municipality.

The waiving of Council Rates does not attract customers to the city centre and would set a dangerous precedent for all public authorities that are undertaking works that they are expected (and legislated) to do on behalf of their community. Officers were not able to identify any occasion where a Victorian Council has changed the rating system to compensate businesses affected by public infrastructure works.

In addition to establishing a precedent, should Council agree to undertake any variation of the current budgeted rating structure for businesses in the affected zone, there may be requests for retrospective compensation or rates waivers.

While the deferral of rates may assist with short-term cash flow problems for the businesses, Council rates are levied against the property owner. In most instances the business operator is not the property owner, therefore it is challenging to ensure that it is the business that benefits from any variation to rates considered. The \$186,683 in lost rates income provided as a potential financial impact of this NOM, this figure does not take into account the additional officer time that would be required to administer this to ensure that it is the business that receives the benefit.

If Council were to consider a program of deferral of rates, the difficulty of ensuring that the business is the beneficiary prevails. Council's Rates and Charges Hardship Policy would need to be applied differently such that it would require a joint application from the business operator and the property owner. Upon successful application for deferral of rates, the business operator and the property owner must agree to enter into a payment plan with Council.

Table 1: Rates waiving options

Option No & Description*	Value	Difference	Recommended
1. No change to 2017-2018 budgeted rates income	\$373,366	\$0	Yes
2. Six month waiver of 2017-2018 budgeted rates income	\$186,683	-\$186,683	No
3. Deferral of full rates for up to 12 months with no interest payable	\$373,366	\$0	Yes

*Vacant shops and vacant offices from Councils most recent occupancy audit in February 2017 have been removed from this list.

Other property types such as residential dwellings, non-rateable properties and car parks have also been removed.

Total properties assessed are 154.

Figures do not include Fire Service Property Levy

Figures do not include garbage service charges

The savings are compared to 12 months of the Commercial Differential rate

**12.18 Response to NOM 1338 - Young Street Traders Assistance Package
Officers' Assessment*****Car Parking Options***

The occurrence of a programmed and budgeted increase in the car parking fees has been received negatively and has been perceived by some as Council not wanting to support the affected business community. Given that the fee structure of other privately provided parking within the city centre has been reviewed during the time of the streetscape works, this may be an option for Council to consider to assist with encouraging people to come to the city centre.

To assist the business community in the affected area attracting customers is likely to have the greatest impact. One means of doing this is to review the pricing of car parking during the time of the construction works. While Council owns a number of car parks in the city centre there are two Council owned car parks that are abutting or adjacent to the affected area and would provide the greatest impact (Young Street East (Sherlock and Hay) and Playne Street (former law court)).

The image below shows the two car parks, with current three hour allocation highlighted. It is recommended that the three hour spaces be reduced to two hour spaces to maximise the likelihood of customers parking in these spaces. Previously three hour spaces have been occupied by employees and students who move their car throughout the day.

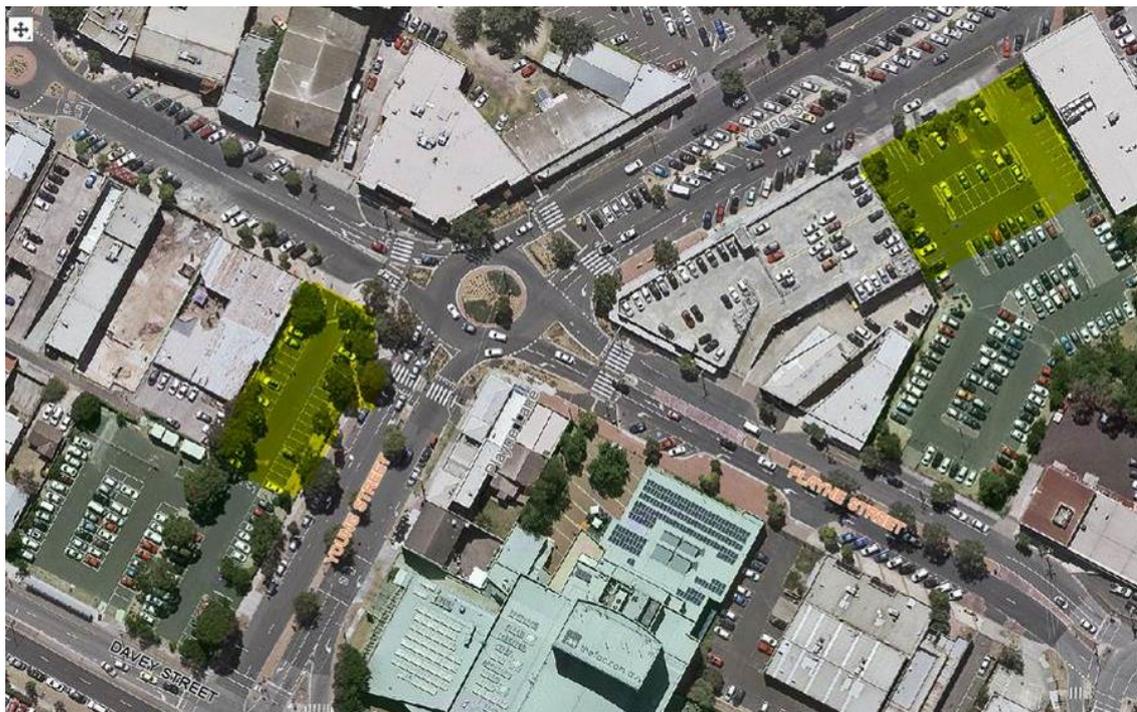


Table 2 highlights a range of options that are available to Councillors. Keeping in mind other budget demands on Council and the fact that works are due to be completed in October 2017, Officers believe that a six month adjustment of fees is the maximum time warranted – enabling the city centre business community to adjust to the streetscape upgrades and enjoy a Christmas period.

12.18 Response to NOM 1338 - Young Street Traders Assistance Package
Officers' Assessment

Table 2: Car parking fee options

Option No & Description*	Young St East	Playne St	TOTAL	Recommended
1. No change to current car parking fees as at 1/7/2017 (incorporate 2017-2018 budgeted price increase)	\$80,596	\$112,262	\$192,858	No
2. Waive 2017-2018 budgeted price increase for 6 months	\$30,224 (-\$10,075)	\$42,099 (-\$14,033)	\$72,323 (-\$24,108)	Yes
3. Waive 2017-2018 budgeted price increase for 12 months	\$60,447 (-\$20,149)	\$84,197 (-\$28,065)	\$144,644 (-\$48,214)	No
4. Free 2 hour parking for residential permit holders (6 months)	\$30,224 (-\$10,075)	\$42,099 (-\$14,033)	\$72,323 (-\$24,108)	Yes
5. Free 2 hour parking for residential permit holders (12 months)	\$60,447 (-\$20,149)	\$84,197 (-\$28,065)	\$144,644 (-\$48,214)	No
6. Make 2 hour parking free parking (6 months)	\$0 (-\$40,298)	\$0 (-\$56,131)	\$0 (-\$96,429)	No
7. Make 2 hour parking free parking (6 months)	\$0 (-\$80,596)	\$0 (-\$112,262)	\$0 (-\$192,858)	No

* Assumptions & notes – base figures are 2016 calendar year takings through ticket machines on the basis of 3 hour parking

Costs and savings are estimates only based on past trends

Parking management in the car parks has been adjusted during this period due to Young Street Improvement Projects

Residential Permit holder calculations are based on spot check in July 2017 that one in four cars parked in the car parks are Frankston City Council residential permit holders

Financial Assistance for Traders

Council may be able to provide some immediate financial relief to the business community through the establishment of a one-off emergency relief fund which could be allocated directly to businesses upon application. Eligibility criteria would need to be confirmed to ensure that businesses seeking the support are negatively affected by the streetscape works and are intending to continue trading within the affected area. Eligible applicants must not have received some other form of grant from (or auspiced by) Council in the previous 12 months.

It is recommended that a maximum pool of funds of \$50,000 be made available, and that each business may apply for up to \$750 on a 'first-in, best dressed' scenario.

**12.18 Response to NOM 1338 - Young Street Traders Assistance Package
Officers' Assessment****Business Support and Communications**

Council is best able to support businesses affected by the Young Street Improvement Project by undertaking a range of activities that encourage customers to return to the city centre. Marketing and communications require a significant improvement, and there is an opportunity for Council to take a lead in this to provide a city centre wide overview of developments, rather than the current comparatively myopic project-by-project perspective. While there is an officer available to support this, there may be some operational costs (for example, development and distribution of a business newsletter). Therefore \$10,000 has been requested.

Other activities that will draw potential customers into the city centre that area already underway or in planning include:

- Implement the Place Activation Program – for which Council has received a \$497,000 grant. Actions that stem from this include:
 - Kerbside dining encouragement package – grants for businesses to commence providing outdoor dining or upgrade it
 - Space Innovators Grants – grants for property owners to entice them to consider short term tenancies to reduce shopfront vacancies
 - Street Art Masterplan and City Arts Blitz – creation of further locations of inspiration and discovery to attract visitors through more artwork throughout the city centre
 - Eat Street Grants – grants to attract destination dining venues to Station Street
 - Tourism Event Attraction Program (expansion) – grants to attract private sector events to be held in the city centre.
 - Station Street temporary pocket park – to temporarily increase activation in Station Street Mall in early 2017

There are no current resources included within the 2017-2018 Annual Budget for any projects that either result in reduced income or increased expenditure. Therefore consideration for funding will need to be referred to the Mid Year Budget Review.

13.1 NOM 1351 - Notice of Rescission - Urgent Business - Independence of Notice of Motion Process and Independent Costings

On Thursday 6 July 2017 Councillors Colin Hampton, Brian Cunial and Michael O'Reilly gave notice of their intention to move the following motion:

We, Councillors Hampton, Cunial and O'Reilly, hereby give notice that at the next appropriate meeting of Council, we will move that the following decision of Council made at Ordinary Meeting OM303 held on Wednesday 5 July 2017 regarding Urgent Business Item Independence of Notice of Motion Process and Independent Costings be rescinded:

1. *The following must occur:*
 - a) *The Council expresses its dissatisfaction with the CEO's new Notice of Motion template and request that the CEO desist from providing advice in this format in the future;*
 - b) *The only exception to this moratorium is if a Notice of Motion is considered legally dubious or 'ultra vires' (refer to the City of Kingston process which is a model the CEO should consider emulating);*
 - c) *The CEO is requested to encourage his staff to raise any material issues with councillors at briefings and pre-agenda meetings where such discussions in many municipalities generally take place; and*
 - d) *The CEO is requested to introduce an ongoing mechanism for interested councillors to have specific costings / quotes 'independently verified'. The mechanics of this are to be presented no later than August at a briefing of Councillors and the CEO.*
2. *Pursuant to Frankston City Council Local Law 1 and Part 4, Section 84 (2A) of the Victorian Local Government Act, the following items be added to the Agenda for the 'Special Meeting' of Council on 28 August 2017 at 6pm:*
 - a) *Readoption of the Frankston City Council Councillor Code of Conduct; and*
 - b) *Final report on the proposed Frankston City Council Meeting Local Law*

Upon the passage of this motion, the CEO is directed to make necessary preparations for the 'Special Meeting'.

Furthermore, the CEO is to ensure that councillors are promptly provided with the final report on the proposed Meeting Local Law revamp as per the work of both councillors and officers on this document over the past few months. The CEO is to also ensure that councillors are promptly provided with a copy of the present Councillor Code of Conduct.

COMMENTS BY DIRECTOR / CEO

Type text here

Signed:
 Cr Colin Hampton Cr Brian Cunial Cr Michael O'Reilly

Date: 06/07/2017 ____ / ____ / ____ ____ / ____ / ____

13.1 NOM 1351 - Notice of Rescission - Urgent Business - Independence of Notice of Motion Process and Independent Costings

ATTACHMENTS

Nil

16. CONFIDENTIAL ITEMS

Section 89(2) of the Local Government Act 1989 enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

Recommendation

That the Ordinary Council Meeting be closed to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the Local Government Act (LGA) 1989 for the reasons indicated:

C.1 2016/17-58 Offsite Storage of Corporate Records

Agenda Item C.1 2016/17-58 Offsite Storage of Corporate Records is designated confidential as it relates to contractual matters (s89 2d)

C.2 Contract for Library Collections, Furniture, Equipment and associated requirements.

Agenda Item C.2 Contract for Library Collections, Furniture, Equipment and associated requirements. is designated confidential as it relates to contractual matters (s89 2d)

C.3 Response to NOM 1313 - Installation of Solar Panels on the Civic Centre and Ongoing Monitoring and Reporting of Water, Energy and Greenhouse Gases Consumption and Expenditure

Agenda Item C.3 Response to NOM 1313 - Installation of Solar Panels on the Civic Centre and Ongoing Monitoring and Reporting of Water, Energy and Greenhouse Gases Consumption and Expenditure is designated confidential as it relates to contractual matters (s89 2d)