

The background of the entire page is a photograph of a large, modern swing set with a curved metal frame and multiple swings. The swing set is situated on a wooden pier or boardwalk that extends into the ocean. The sky is a vibrant orange and yellow, indicating a sunset or sunrise. The water is calm, and the overall atmosphere is serene and scenic.

Frankston Metropolitan Activity Centre

Draft Structure Plan

October 2022

Prepared by:
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Boston
Station

any Bus Service

782
783

You must wear
a face mask
while travelling

uisine

PIZZA

A-KEGAS

SPY

hita

Acknowledgment of Country

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

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

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

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Glossary of Terms

ACZ	Activity Centre Zone - A planning zone used to apply land use and built form Controls in Activity Centres.
Activity Centre	An area that provides for shopping, services , employment, housing, transport and social interaction. Activity centres are commonly know as town centres.
DoT	Department of Transport - The State Government department that manages arterial roads and the public transport network.
Equitable Access	An approach where development considers its impact on the amenity of neighbouring sites by limiting overshadowing, overlooking and ensuring outlook and views are maintained. This should consider both existing uses and future development outcomes on neighbouring sites.
ESD	Environmentally Sustainable Design - The purpose of Environmentally Sustainable Design is to reduce impacts in the construction and use of buildings on the natural environment, whilst improving the comfort of the inhabitants.
Fine-grain subdivision	An urban environment where there are relatively narrow shopfronts (generally less than 10 metres in width) providing for a high level of visual interest, and diverse range of uses and experiences within the street.
FMAC	Frankston Metropolitan Activity Centre
Hospitality	Land uses such as restaurants, cafes and hotels that provide food, drink, entertainment and accommodation
Night time economy (NTE)	Refers to retail and hospitality activity occurring after the conclusion of ‘normal’ business hours (around 5 or 6pm). Broadly, most NTE activities occur in the hours before midnight, though in some centres there may be a role for activities beyond midnight, extending to 6am.
Primary Active Frontage	Building frontage which contains uses that promote a high level of activity and interaction with the street. This includes shops, cafes and restaurants.
Principal Pedestrian Network	A strategic network of pedestrian routes that encourage walking for transport. A high level of amenity and priority for pedestrians will be provided along a Principal Pedestrian Network
Retail	Land uses providing for the sale of goods and services to consumers.
Secondary Retail	Retail uses that have limited customer activity
Street Wall	The wall of a building that is closest the street boundary.
Streetscape	The visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, etc, that combine to form the street's character.
WSUD	Water Sensitive Urban Design - An approach to the planning and design of public spaces such as streets and parks to provide for the treatment of stormwater before it enters waterways.

1. Introduction



1.1. Project Background

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

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

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

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

1.2. The Frankston Metropolitan Activity Centre Structure Plan, 2015

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

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

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

With consideration of the above, Frankston City Council have undertaken a 'refresh' of the adopted 2015 Frankston MAC Structure Plan.

1.3. How to use the Draft Structure Plan

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

The Draft Structure Plan comprises the sections outlined opposite.

1. Introduction

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

2. Positioning the FMAC

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

3. The Vision

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

4. The Strategic Response

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

5. The Precincts

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

6. Implementation

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

1.4. The Frankston Metropolitan Activity Centre

1.3.1. The Structure Plan Boundary

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

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

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

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

Chapter 5 outlines detailed recommendations for each of the precincts.

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

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

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

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

- The Frankston Hospital and Monash University are identified in Plan Melbourne as a Health and Education Precinct. Council is proposing to undertake a separate study to that will set the future planning and design framework of this precinct. The study will also cover surrounding areas such as the Leawarra Station and the Power Centre and consider the impacts of the potential electrification of the Baxter Rail Line. As a result the Frankston Hospital and surrounding land, the Monash University and the Power Centre have been removed from the Structure Plan Boundary.
- In 2022, Frankston City Council will commence a Housing Strategy for the entire municipality. This will identify the future vision for housing in Frankston and identify areas of housing change. This Strategy will include the residential areas surrounding the FMAC and set out detailed recommendations for future planning zones and controls to deliver desired housing. As a consequence, the surrounding residential areas have been removed from the Structure Plan Boundary.

Figure Title



Figure 1. Structure Plan Boundary and Precincts

1.5. Key Project Stages

The FMAC Structure Plan is being developed across six key stages as outlined in Figure 2 opposite.

The Preparation of the Draft Structure Plan marks a significant milestone in the project providing an opportunity for the community to give their feedback on the vision and framework outlined in this document.

Following this feedback, the Structure Plan will be finalised and a planning scheme amendment prepared to implement its key land use and development recommendations.



Community engagement for the Emerging Ideas Paper



Figure 2. FMAC Structure Plan Stages

1.6. The Frankston Metropolitan Activity Centre Structure Plan - Emerging Ideas Paper

The Frankston Metropolitan Activity Centre Structure Plan Emerging Ideas Paper was developed to test a range of preliminary ideas for the future planning and development of the FMAC. The Paper included a preliminary Vision, 13 Key Directions and 42 ideas for future land use, built form, public realm and access improvements.

Community engagement was undertaken on the Paper in April and May 2022. Approximately 316 people participated in the engagement program, which was delivered through written and online surveys, community pop-up events, community and stakeholder workshops, walking tours and social media posts. Throughout the consultation program, 856 comments were received and seventeen written submissions.

As part of the Survey, participants were able to express their level of support for the Emerging Ideas. The most supported Ideas are outlined in Figure 3 opposite. Each of these ideas have been carried through into the Draft Structure Plan.



Emerging Idea	Community Support
Idea 3.2 - Additional events and festivals within the FMAC.	90%
Idea 1.1 - Rebuild and support the local retail and hospitality sector.	87%
Idea 6.3 - Upgrade Shannon Mall.	85%
Idea 1.4 - Leverage the broader employment opportunities from Health and Education	85%
Idea 10.4 - Connect Baxter Trail to the station and up to the Dandenong Road East shared path.	85%
Idea 12.2 - Provide real time digital signage for car parking.	85%
Idea 9.4 - Make it safer and easier to cross the rail line.	83%
Idea 9.1 - Create new pathway links through the FMAC that are direct and clear.	83%
Idea 3.1 - Strengthen the arts and entertainment precinct.	82%
Idea 10.5 - Extend the shared path along Dandenong Road East past Cricklewood Avenue, to the station.	82%
Idea 4.1 - Develop clear planning requirements for appropriate building design.	81%
Idea 7.3 - Improve pedestrian connections between Kananook Creek and the City Centre.	81%
Idea 3.3 - Enhance Kananook Creek as an events space.	80%

Figure 3. The Emerging Ideas with the highest community support

1.7. Policy Context and Influencing documents

Figure 4 outlines the key planning policy framework that applies to the FMAC and has influenced the development of the Draft Structure Plan. It also identifies a number of concurrent / previously prepared documents that have informed the Plan as well as technical studies that were prepared as part of this project. The scope of these technical studies is outlined below and the key findings are summarised in Chapter 2.

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

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

Kananook Creek Built Form Review, Tract 2022

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

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

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

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

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

Planning Practice Notes

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

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

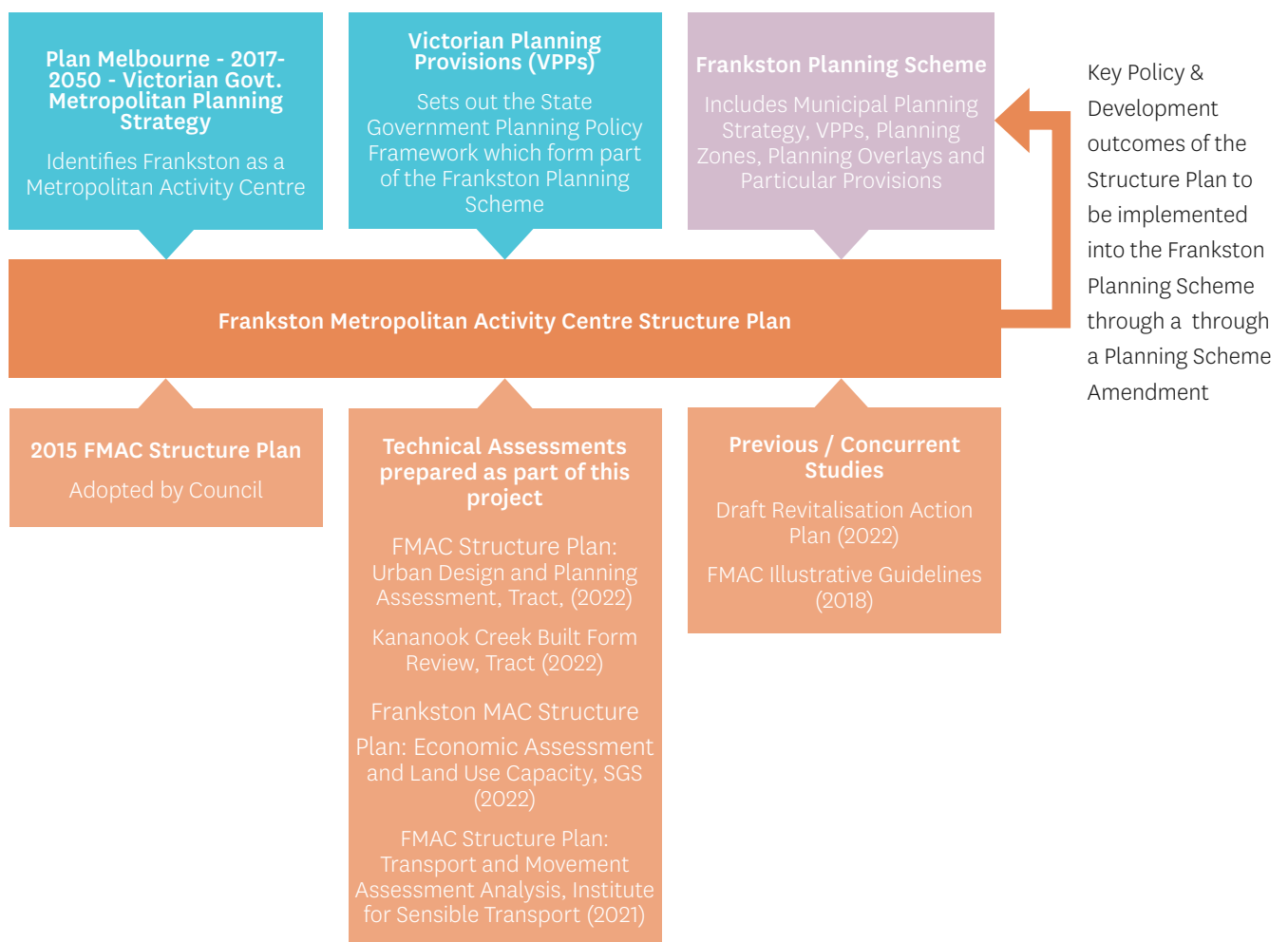
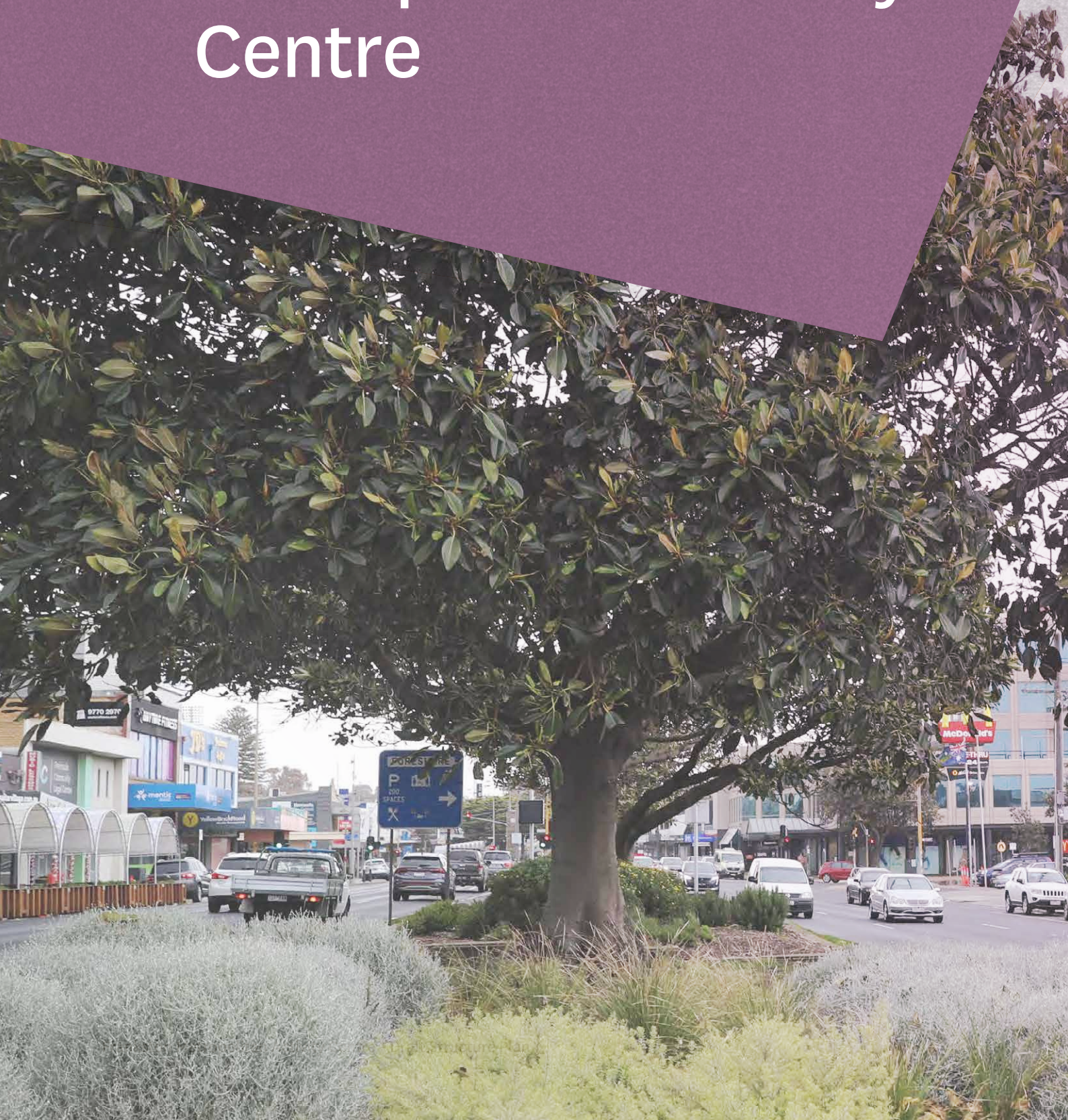


Figure 4. Planning Policy Framework Summary

2. Positioning the Frankston Metropolitan Activity Centre



2.1. Metropolitan Context

2.7.1. Plan Melbourne 2017-2050

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

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

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

Plan Melbourne also identifies Frankston Hospital and the Monash University Precinct (Frankston) as a Health and Education Precinct. These precincts are places of state significance that will be a focus for investment and growth.

2.7.2. Regional Context

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

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

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

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

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

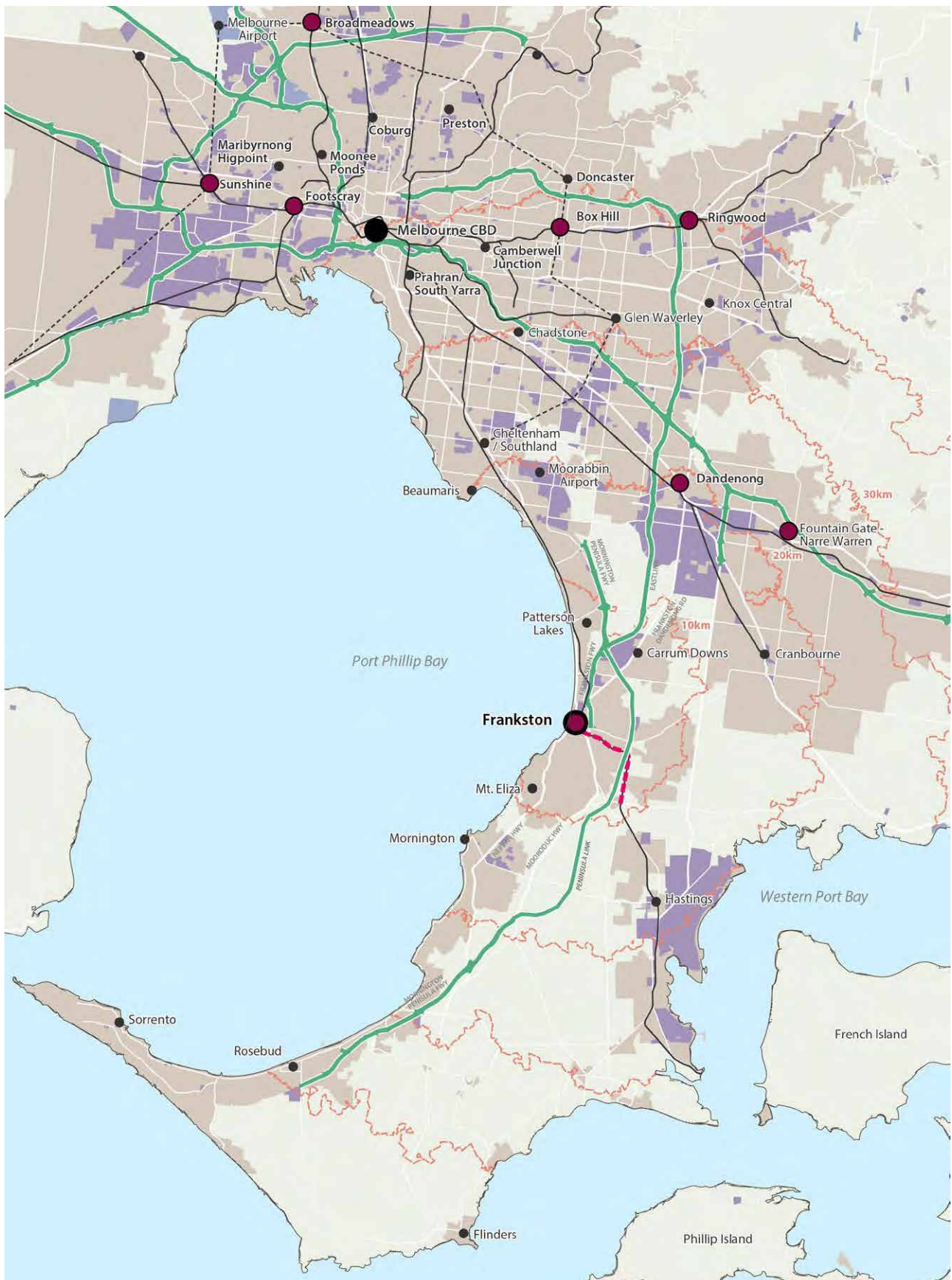


Figure 5. Regional Context Plan

Existing and future urban areas within the Urban Growth Boundary
 Employment Areas
 Metropolitan Activity Centres
 Driving catchment from Frankston
 Metropolitan rail network
 Proposed Frankston to Baxter Electrification
 Proposed Suburban Rail Loop

2.2. Local Context

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

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

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

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

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

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

“Frankston is blessed with an array of unique natural assets- which is at the heart of this exceptional Lifestyle opportunity”

Emerging Ideas Paper
Survey respondent



LEGEND

- FMAC Study Area
- Rail Line and Station
- Walking distances from railway station

- Retail / Hospitality / Residential
- Commercial / Industrial / Office / Bulky Goods / Residential
- Mixed Use
- Education
- Civic / Health
- Open Space

Figure 6. Existing Local Context Plan

2.3. The Frankston Community

The following provides a snapshot from the 2016 Census of the community within the Frankston Central geographic area as identified in the Frankston City Community Profile¹. This area is larger than the Structure Plan Boundary encompassing additional residential areas to the north, east and south.

10,307

Was the usual resident population of Frankston Central in 2016 living in 5,767 dwellings with an average household size of 1.97.

36.0%

Of people were of English ancestry followed by Australian (24.0%) and Irish (9.1%). Each of these proportions is substantially higher than Greater Melbourne.

48.1%

Of dwellings are medium density (attached dwellings like townhouses and 2-storey apartments). This is significantly higher than Greater Melbourne at 22.9%.

45.1%

Of households earned an income of less than \$1,000 per week, compared to 26.7% of households in Greater Melbourne. 9.2% of households in Frankston Central earned an income of \$2,500 or more per week

38.5%

Of households in Frankston were occupied by a lone person, which is substantially higher than Greater Melbourne at 22.0%.

18.0%

Of the workforce works in Health Care and Social Assistance, followed by Retail Trade at 10.9% and Construction at 9.9%

35-49

Is the most common age group comprising 21% of the population followed by young workforce (25 to 34) at 16.4%

69.1%

Of people traveled to work in a private motor car 9.6% took public transport and 5.5% rode a bike or walked.

1. Source: <https://profile.id.com.au/frankston/>

2.4. What are we Planning for?

2.3.1. Forecast growth and change for the FMAC

The FMAC is forecast to experience substantial growth and change over the next 20 years. It is important to plan for this growth so that new development aligns with the FMAC Vision and caters to the future population needs.

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

Employment

Baseline forecasts show employment for non-retail uses in the FMAC growing by around 2,800 jobs between 2021- 41 (1.2% increase per year on average). This converts to approximately 93,000 sq.m of additional of employment floor space. This will be primarily split between population services, knowledge services, and health and education floor space.

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

By 2041...

The FMAC is forecast to provide:

93,000 sq.m

Of additional non-retail employment floor space

65,300 sq.m

Of additional retail and hospitality floor space

1,888

Additional dwellings

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

Retail and hospitality

Retail and hospitality is forecast to grow with demand for additional 65,300 sq.m of floor space by 2041.²

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

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

Housing

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

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

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

A range of forecast scenarios have been developed to understand the amount of housing that will be required in the FMAC by 2041 (refer to Figure 7 below). These scenarios present a range of demand outcomes dependent on the level of transformation that will be observed in the FMAC. If there is transformational change to infrastructure, the public realm and land uses in the FMAC, it would likely achieve a medium scenario, where there will be demand for 1,888 additional dwellings by 2041.

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

Housing Demand Scenario	Additional Dwellings: 2021-2041
Baseline	300
Low	1,595
Medium	1,888
High	2,965

Figure 7. Housing Demand Scenarios for the FMAC²

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

2.3.2. Opportunities for the FMAC

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

Civic, Arts, Entertainment and Culture

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

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

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



The Block Party in Frankston's laneways

Built Form and Design

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

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

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



The Horizon apartment complex (currently under construction)
- Urban DC

“High density housing needs to be high end in design and quality”

Emerging Ideas Paper Survey respondent

Open Space and Streetscapes

The FMAC has great open space assets in its surrounds however it lacks parks and gathering spaces within the heart of the FMAC. Additional public space, and improved streetscapes and public realm would provide new spaces for residents, workers, students and visitors to relax, socialise and participate in community events.

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

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

Emerging Ideas Paper Survey respondent

Walking and Cycling

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

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

“I think that creating more green space and easier walking and cycle opportunities is vital.”

Emerging Ideas Paper Survey respondent

Vehicle Movement

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

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

Car Parking

Car parking is a dominant land use in FMAC, with 8,160 parking bays. This comprises of 2,306 (28.3%) Council owned parking bays, 1,311 (16.1%) State Government owned bays, and 4,543 (55.7%) privately owned bays.³ Much of the car parking is located in the heart of the city centre, drawing thousands of cars into the core each day. This creates unnecessary congestion which reduces public transport efficiency and diminishes the pedestrian environment.

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

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

Public Transport

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

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

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

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

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

The assessment rated each option against 12 criteria outlined in Figure 8 below. The results found that current location on Young Street was the preferred location overall. Specifically, it was a preferred from a user experience and an operational perspective.

Criteria	1 - Young Street (current location)	2 - Fletcher Road	3 - Station car park
Proximity to station platforms	3	1	2
DDA proximity and ease of access	3	1	1
Pedestrian accessibility	3	2	1
Proximity to destinations	3	2	2
Amenity	3	1	1
Passive surveillance	2	1	1
Total User experience	2.8	1.3	1.3
Bus turning	2	1	2
Bus holding points	3	2	2
Bus direction of arrival	2	1	1
Total Operational	2.3	1.3	1.7
Parking spaces lost	3	1	1
Potential for broader amenity improvements	2	3	3
Potential to activate Fletcher Road	1	3	2
Total broader	2	2.3	2
Total	7.1	4.9	5

Figure 8. FMAC Bus Interchange comparison³

2.5. Influencing Projects

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

Frankston Hospital Redevelopment

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

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

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

Chisholm Frankston Expansion

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

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



Frankston Hospital Redevelopment - Victorian Health Building Authority

Frankston Railway Line Level Crossing Removals

Along the Frankston Railway Line, a total of eleven level crossings have been removed. There are seven level crossing removals currently in planning or construction, and an additional two level crossings have been included on the removal list. Although these crossings are located outside of the FMAC boundary, their removal will improve access to Centre.

Suburban Rail Loop

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

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

Frankston to Baxter Rail Electrification

The project will provide for the duplication and electrification of the railway line between Frankston and Baxter.

New stations would be constructed at Frankston East, Langwarrin, and Baxter, and five level crossings would be removed as part of the project.

The Federal Government has committed \$225 million to the electrification project, however it would require additional funding to be delivered and at this stage the State Government hasn't made any funding commitments to the project.

If the project proceeds, it is likely to increase accessibility to the FMAC from parts of the Mornington Peninsula Shire. It would also enable more train stabling to occur at Baxter which would free up land around the existing Frankston Station.

Streetscape Improvement Projects

Council and State Government are working in partnership through the Frankston Revitalisation Program to improve the following Streets in 2022/2023:

- White Street Mall
- Stiebel Place Laneway

N.B. - these are not full streetscape upgrades, only improvements

Key Developments

Horizon Apartments - A nine storey, 79 apartment development located on Plowman Place. Site preparation is in progress and construction will commence in 2022.

12 Balmoral Walk - An eight storey mixed use commercial hub development, with approximately 14,000-square metres of office space. It is located centrally in the FMAC alongside the Bayside Shopping Centre with planned improvements to public space and pedestrian links. This project has planning approval and an extension of time has been granted to develop the design further.

Commuter Car Park - Federal and State funded multi-deck commuter car park to deliver up to 500 spaces. The project is expected to increase the capacity of the park and ride facilities at Frankston Railway Station. This project is expected to start construction in late 2022 and have completed construction by late 2023.



12 Balmoral Walk Design Concept - Vicinity Centres



The Frankston Foreshore

3. The Vision



3.1. The Vision for the Frankston Metropolitan

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

“Frankston is the capital of the South East - a vibrant and diverse city centre boasting a strong beachside character.

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

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

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

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



4. The Strategic Response



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



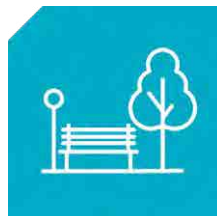
4.1 Activities and Land Use

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



4.2 Built Form and Design

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



4.3 Public Realm

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



4.4 Movement and Transport

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

4.1. Activities and Land Use

4.1.1. Overview

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

Figure 9 reflects the proposed future land use precincts across the FMAC, existing and future land use anchors, and locations for increased hospitality, entertainment and retail activity. An overview of the land use roles of each precinct is outlined below:

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

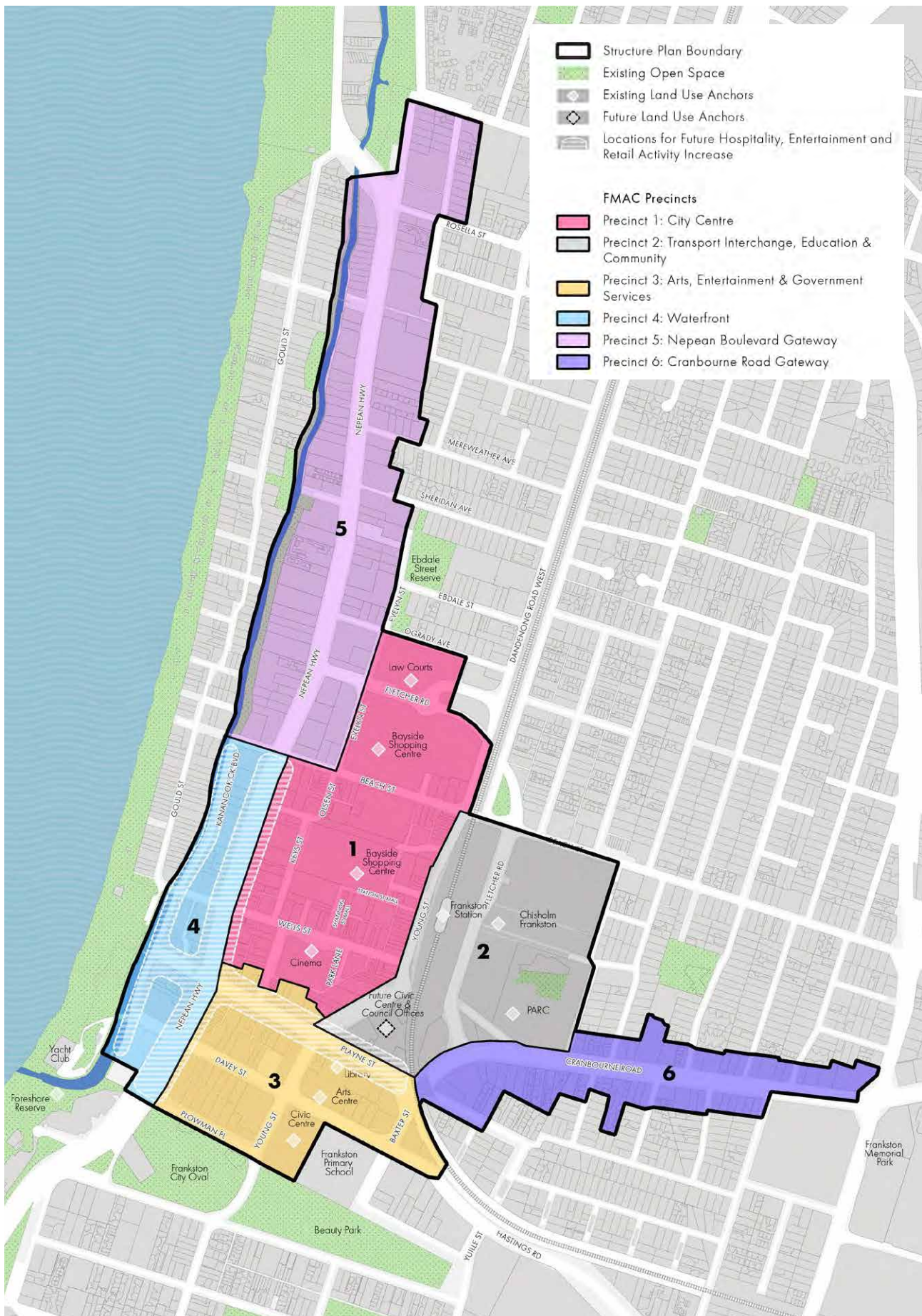


Figure 9. Land Use and Activities Framework Plan



OBJECTIVE 1.

Encourage economic investment in the FMAC.

Strategy 1.1. Deliver a range of public realm and infrastructure improvements to encourage economic investment.

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

Strategy 1.2. Provide a greater level of planning certainty.

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

Actions

Action 1. Development Funding Mechanisms

Review existing funding mechanisms and identify whether or not they require a review and if additional mechanisms need to be explored and developed.

Action 2. Planning Scheme Amendment

Prepare a planning scheme amendment to implement the outcomes of the Structure Plan. This will include:

- Application of the Activity Centre Zone to implement the centre-wide and precinct based recommendations including built form controls.
- Application of the Public Acquisition Overlay to implement identified pedestrian links through private land and public realm widening.
- Application of the Public Park and Recreation Zone to Comprehensive Development Zone 2 land that is located outside of the FMAC boundary.



OBJECTIVE 2.

Strengthen the FMAC as a regional employment hub.

Strategy 1.1. Leverage the broader employment opportunities from Health and Education.

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

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

Strategy 1.2. Attract major new head offices and government departments within the heart of the FMAC.

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

Strategy 1.3. Support development for small scale/co-working office employment.

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

Strategy 1.4. Continue to grow and consolidate public service functions within the FMAC.

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

Actions

Action 3. Health and Education Precinct Strategic Plan

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

- The role and function of the precinct and complimentary land uses.
- Strategic relationships with the FMAC.
- Built form controls to support the projected growth and uses for the precinct.
- Pedestrian and cycling connections between uses and into the FMAC.
- The impact of potential electrification of the Baxter Rail line.
- Innovative public transport solutions that would provide for seamless connection into the FMAC.



Figure 11. Indicative Study Area for future Health and Education Precinct Strategic Plan

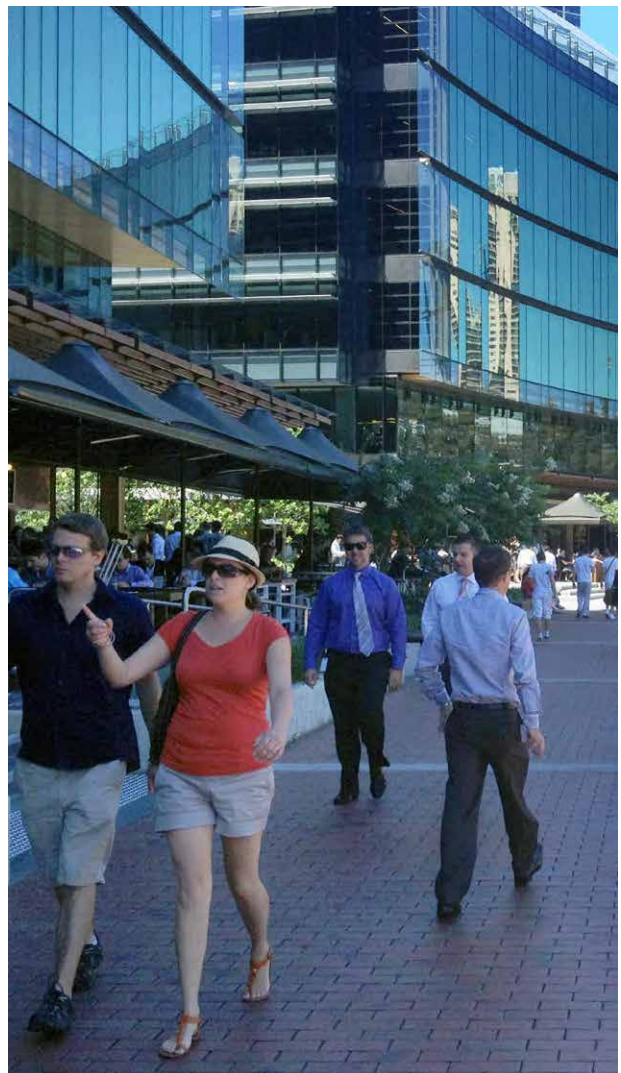
Actions

Action 4. Business Attraction - Major offices

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

Action 5. Smaller office spaces

Engage with land owners to identify underutilised building spaces across the FMAC that could potentially be utilised for smaller office or co-working spaces. Once identified engage with start-ups, creative industries and enterprise to connect them with potential spaces.



High quality office buildings supported by active ground level uses



OBJECTIVE 3.

Strengthen Retail, Arts, Entertainment and Culture.

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

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

Strategy 3.2. Strengthen the arts and entertainment precinct.

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

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

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

Strategy 3.4. Create additional events spaces.

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

Actions

Action 6. Retail and Hospitality Evolution

Work with retailers to develop a branding and marketing strategy for the FMAC and continue to support the Vacant Shopfront Grants Program for the FMAC provided by the State Government.

[Arts Centre and Library Master Plan](#) - Refer to Action P3-3 in Chapter 5 for more details.



The Frankston Waterfront Festival



OBJECTIVE 4.

Provide a diversity of housing to support evolving population needs.

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

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

Strategy 4.2. Encourage mid-scale housing surrounding the city centre

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

Strategy 4.3. Provide more affordable housing

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

Actions

Delivered in Action 2 - Planning Scheme Amendment

Action 7. Affordable Housing

Review Council-owned land holdings within the FMAC and identify appropriate sites for social and affordable housing when redeveloped.

Liaise with affordable housing providers and connect them to developers that are active within the FMAC.



Example of mid-scale housing

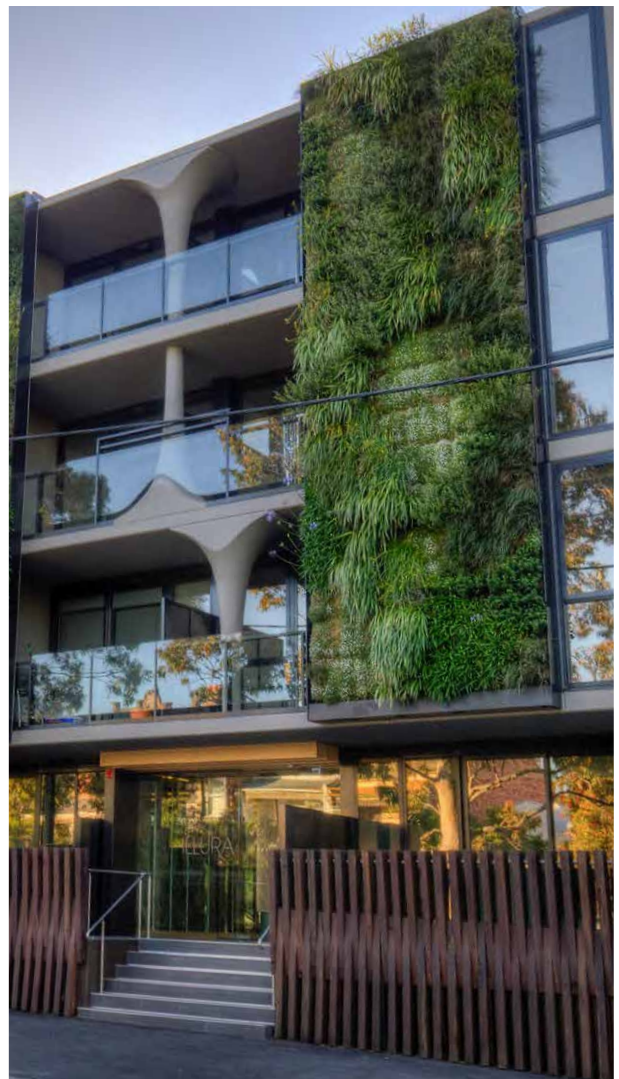
4.2. Built Form and Design

4.2.1. Overview

The Vision promotes high quality architecture that contributes to attractive and engaging streets. This theme outlines initiatives to deliver high quality built form.

Figure 12 identifies the preferred building heights and other key built recommendations across the FMAC.

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



An articulated and green street wall

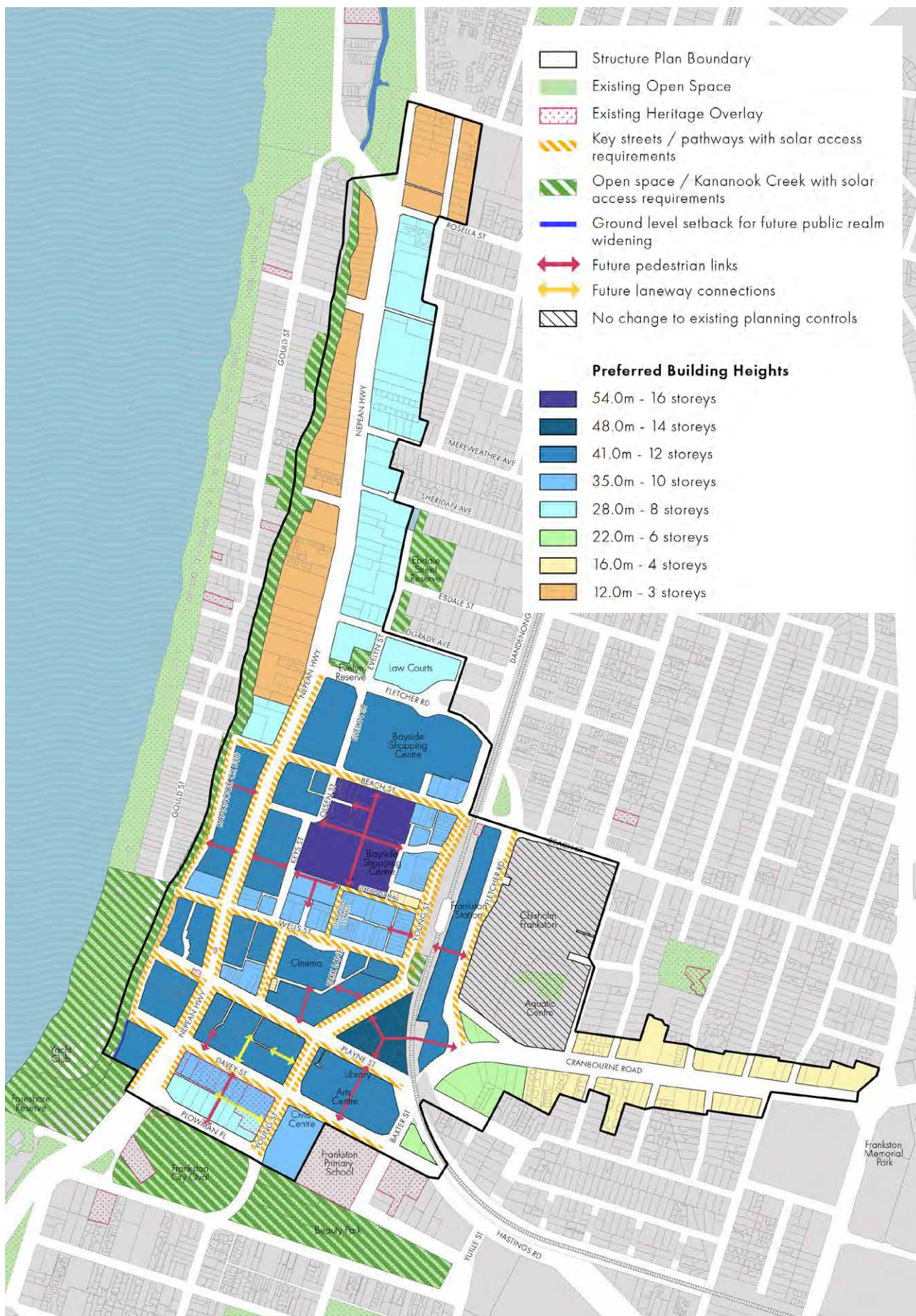


Figure 12. Built Form & Design Framework Plan



OBJECTIVE 5.

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

Strategy 5.1. Implement a range of building heights across the centre that reinforces the city core and responds to sensitive interfaces.

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

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

Strategy 5.2. Set a new standard for architecture and Environmentally Sustainable Design (ESD) that contributes to the creation of exciting and attractive streets in Frankston

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

Actions

Delivered in Action 2 - Planning Scheme Amendment

Action 8. FMAC Illustrative Guidelines Update

Update the 2018 FMAC Design Guidelines to reflect key recommendations of the Draft Structure Plan and best practice ESD outcomes.



High quality building with activated ground level



OBJECTIVE 6.

Strengthen visual and physical connections to the water.

Strategy 6.1. Provide strategic mid-block links to increase pedestrian access to Kananook Creek and the Foreshore.

Better connecting the city centre to the Foreshore and Kananook Creek has been a long held aspiration for planning in Frankston. The Draft Structure Plan proposes additional mid-block pedestrian links between Beach Street and Wells Street to make it easier to access Kananook Creek. These links will also provide for greater visual connection to the creek and foreshore.

Strategy 6.2. Provide visual breaks between upper levels of buildings to maintain views to the sky and reduce visual bulk.

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

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

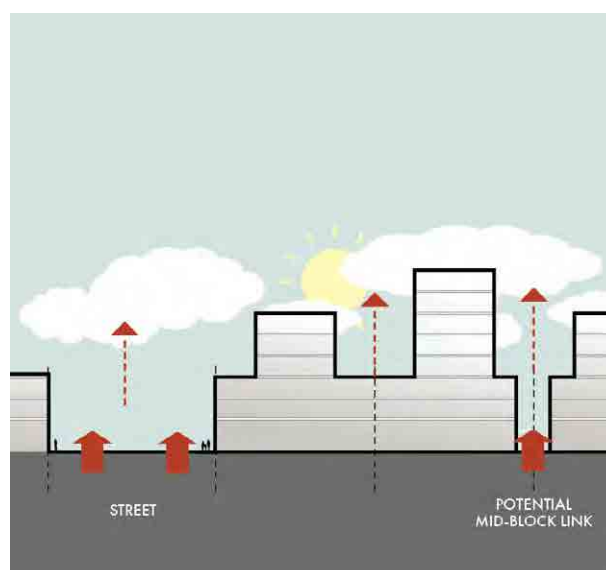


Figure 13. Diagram illustrating the physical and visual connections to the water.

Actions

Delivered in Action 2 - Planning Scheme Amendment

Prepare a Planning Scheme Amendment to implement built form controls that provide for visual breaks and deliver the identified mid-block links.



OBJECTIVE 7.

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

Strategy 7.1. Maintain sunlight to key streets, laneways, parks and public spaces.

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

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

- **For key footpaths:** The Draft Structure Plan recommends that sunlight is retained to southern, eastern and western footpaths between 10am and 2pm at the September 23 Spring equinox. This is a common benchmark used across activity centres in Victoria.
- **For public open space:** A more restrictive control is proposed which requires sunlight to be provided between 10am and 2pm at the June 22 Winter Solstice. This standard has been modified in some locations such as where a property directly abuts an adjoining public open space, in order to support feasible development outcomes.

Strategy 7.2. Reduce the wind impacts of taller buildings.

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

Actions

Delivered in Action 2 - Planning Scheme Amendment

Prepare a Planning Scheme Amendment to implement overshadowing controls and recommendations to mitigate wind impacts.

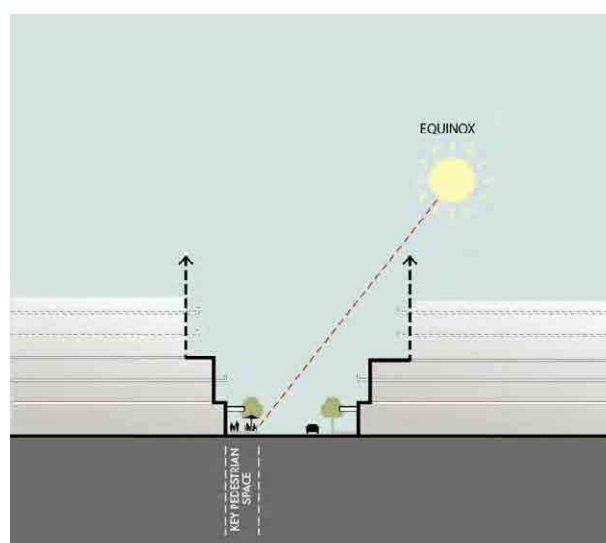


Figure 14. Diagram showing sunlight to footpaths



OBJECTIVE 8.

Ensure built form contributes to active and people focused streets.

Strategy 8.1. Provide development outcomes that contribute to human scaled streets through lower street wall heights and tower setbacks.

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

This approach is not appropriate for all streets and laneways within the FMAC, particularly where there is limited pedestrian activity or where a different character is sought. These areas will have a taller street wall that creates a higher density, more urban character.

Strategy 8.2. Create active city centre streets and laneways through engaging building frontages and weather protection.

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



Examples of open and engaging ground level frontages

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

The narrow shopfronts across the FMAC are an important component providing visual interest and a greater diversity of uses and experiences. Only a small proportion of buildings within the FMAC reflect this character. It is recommended that the fine-grain character is continued through new development. However there is also an opportunity for wider frontages in some areas to create a variety of floor plates that support a diversity of land uses.

Actions

Delivered in Action 2 - Planning Scheme Amendment



Example of fine-grain built form



OBJECTIVE 9.

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

Strategy 9.1. Enhance the built form interface to Kananook Creek, the foreshore and other public open spaces.

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

Strategy 9.2. Strategy 9.2 - Provide appropriate building scale at existing residential interfaces

There are limited locations within the FMAC where commercial uses directly interface with low scale residential areas. A key location is the Long Island Residential area, situated on the west side of Kananook Creek. Development along Kananook Creek Boulevard will be visible from this area and will need to be designed to so that its visual dominance is minimised to residents. The proposed building heights of 10 storeys, significant upper-level setbacks from the edge of the building podium and visual breaks between buildings will provide for an appropriate interface to this area.

Strategy 9.3. Provide for equitable access to amenity

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

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

Actions

Delivered in Action 2 - Planning Scheme Amendment

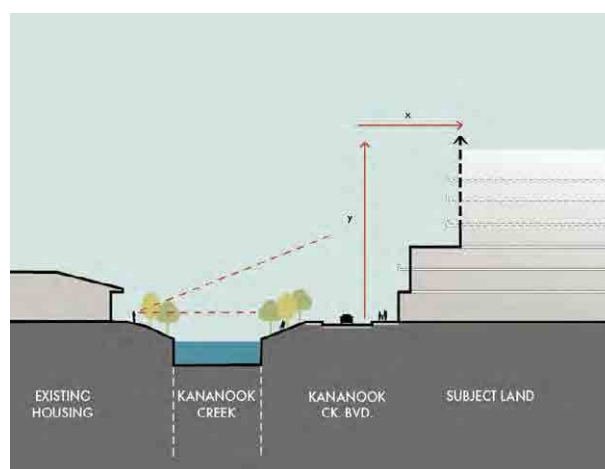


Figure 15. Diagram identifying Kananook Creek interface

4.3. Public Realm

4.3.1. Overview

The Vision aims to provide streets and public spaces that are inspiring and people oriented. This theme provides initiatives and identifies key projects for delivering the Vision.

Figure 16 reflects the future public realm framework for the FMAC identifying streetscape types, open space opportunities and key gateways.

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



Recently upgraded Station Street Mall



Figure 16. Public Realm Framework Plan



OBJECTIVE 10.

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

Strategy 10.1. Deliver new public spaces within the heart of the FMAC

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

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

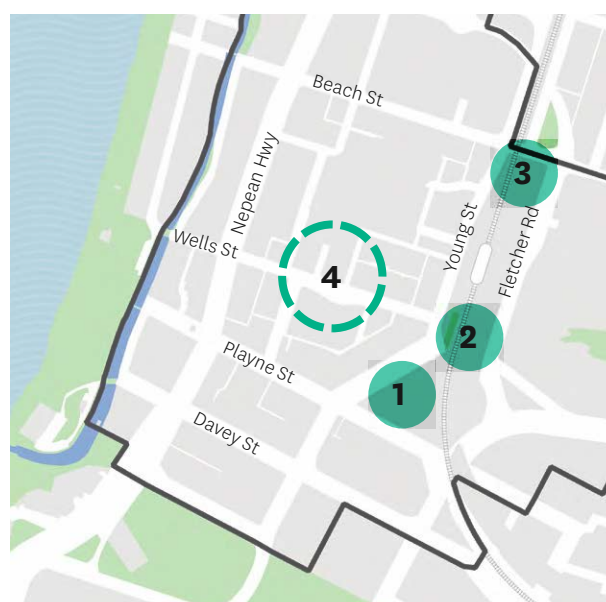
Actions

Sherlock and Hay's Park - Refer to Action P2-1 in Chapter 5 for further Details.

City Park Extension - Refer to Action P2-2 in Chapter 5 for further Details.

Signal Box Park - Refer to Actions P2-3 in Chapter 5 for further Details.

Wells Street Plaza / Square investigation - Refer to Actions P1-5 in Chapter 5 for further Details.



- Potential new / expanded open space
- Investigation area for new public space

Figure 17. Potential locations for new open space within the centre of the FMAC



Opportunity to extend City Park



Communal green spaces in Sydney's Central Park



OBJECTIVE 11.

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

Strategy 11.1. Upgrade key city centre streets.

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

- **Playne Street** - Create a spine for the arts and entertainment precinct. See Strategy 11.2.
- **Shannon Street Mall** - Reinforce its role as a key public plaza.
- **Thompson Street** - Enhance its convenience role and better connect Playne Street and Wells Street.
- **Young Street South of Wells Street** - Complete the streetscape upgrades along Young Street and enhance the connection between the station and the arts precinct.

Strategy 11.2. Develop Playne Street as the arts and entertainment spine.

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

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

Strategy 11.3. Transform the Nepean Highway into an Iconic Boulevard.

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



- City Centre Precinct Street upgrades
- Playne Street upgrade
- Nepean Boulevard Upgrade
- Kananook Creek Boulevard & Promenade upgrade

Figure 18. Proposed Streetscape Upgrades across the FMAC



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



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

Strategy 11.4. Create a thriving Kananook Creek promenade.

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

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

Strategy 11.5. Enhance and activate the laneways

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



Provide opportunities to better engage with the creek edge.



Artistic lighting opportunities in the laneways.

Strategy 11.6. Better integrate the Bayside Shopping Centre into the surrounding streets.

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

Actions

[Shannon Street Mall Upgrade](#) - Refer to Action P1-1 in Chapter 5 for further Details.

[Thompson Street Upgrades](#) - Refer to Action P1-2 in Chapter 5 for further Details.

[Young Street Upgrades](#) - Refer to Action P2-4 in Chapter 5 for further Details.

[Playne Street Upgrade](#) - Refer to Action P3-1 in Chapter 5 for further Details.

[Nepean Boulevard Upgrade](#) - Refer to Actions P4-1 and P5-1 in Chapter 5 for further Details.

[Kananook Creek Improvements](#) - Refer to Actions P4-2, P4-3 and P4-4 in Chapter 5 for further Details.

[Laneway Activation](#) - Refer to action P1-4 in Chapter 5 for further Details.

[Bayside Shopping Centre Integration](#) - Refer to action P1-6 in Chapter 5 for further Details.



Activated spaces at a shopping centre entry.

4.4. Movement and Transport

4.4.1. Overview

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

Figure 19 reflects the future Movement and Transport Framework for the FMAC. It identifies a range of network and intersection improvements for walking and cycling along with public transport, vehicle movement and car parking improvements.

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



Example of a pedestrian priority street

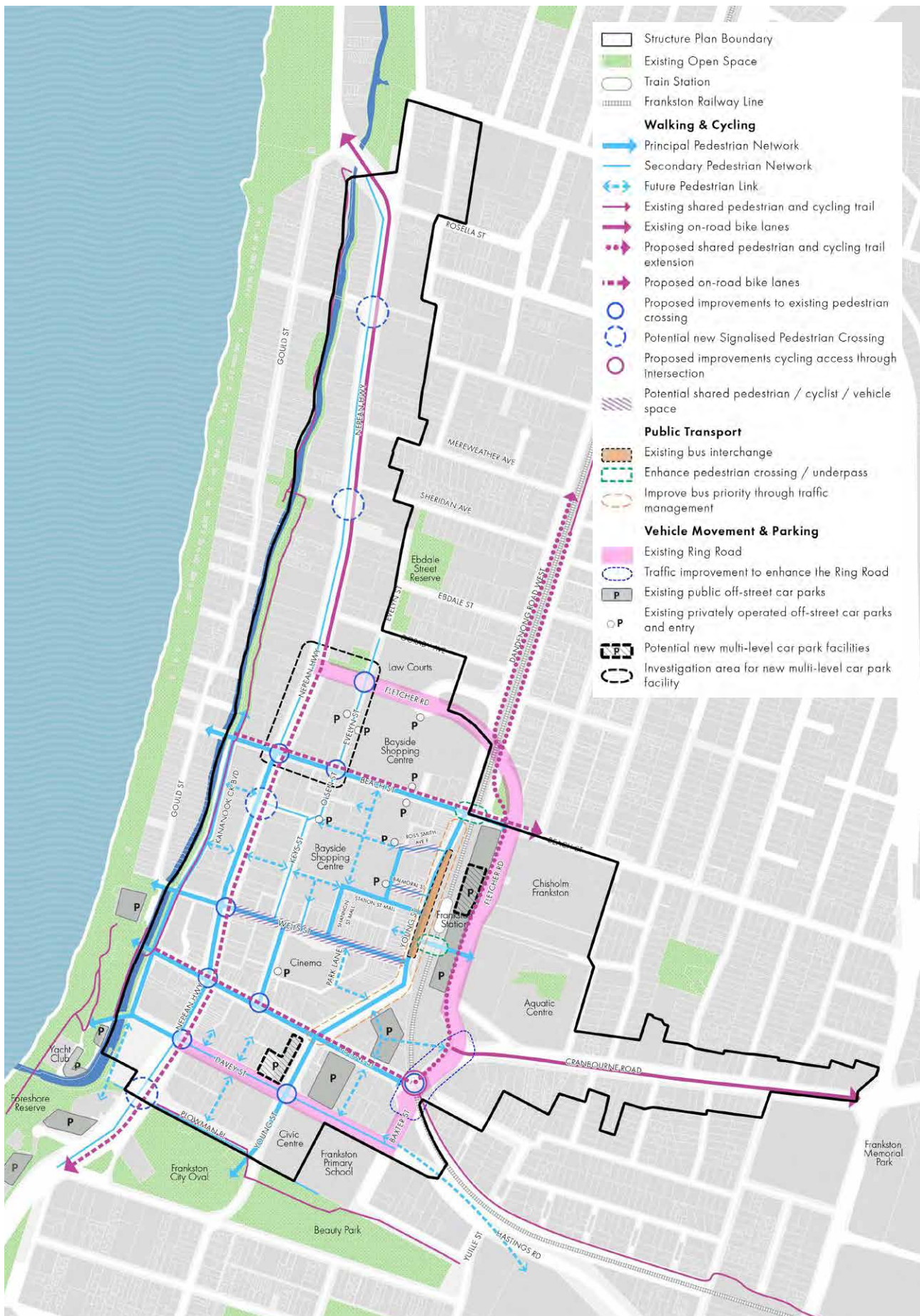


Figure 19. Movement and Transport Framework Plan



OBJECTIVE 12.

Prioritise walking across the FMAC.

Strategy 12.1. Develop a network of priority pedestrian routes.

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

Strategy 12.2. Increase the permeability of the walking network

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

Strategy 12.3. Create shared pedestrian, cyclist and motor vehicle zones in areas of high pedestrian activity

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



— Existing pedestrian links

- - - New pedestrian links

Figure 20. Existing and proposed walking links



Example of a shared street

Strategy 12.4. Enhance pedestrian priority and safety at key intersections

Key intersections across the FMAC will be upgraded to make it easier and safer for people to get around. Providing longer crossing times, installing zebra crossings where possible, and reducing crossing distances will all help make it safer to cross the street. Figure 17 identifies a number of intersections where improvements are proposed.

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

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



Example of a safe pedestrian crossing

Actions

Action 9. Principal Pedestrian Network

Undertake an audit of the identified Principal Pedestrian Network to assess the condition of the walking environment, intersection priority and activation from adjoining land uses. This should take into account proposed streetscape upgrades across the FMAC.

New Pedestrian Links - Refer to Actions P2-1, P3-4 and relevant Precinct Development Requirements in Chapter 5 for further Details.

Shared Pedestrian, Cyclist and Motor Vehicle Zones - Refer to Action P1-3 in Chapter 5 for further details.

Intersection Improvements - Refer to Actions P4-6 and P5-2 in Chapter 5 for further Details.

Railway Line Crossing Improvements - Refer to Actions P2-6 and P2-7 in Chapter 5 for further Details.



OBJECTIVE 13.

Create a safe and convenient cycling network.

Strategy 13.1. Develop a network of connected cycling routes

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



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

Actions

Action 10. New Cycling Links

Prepare preliminary designs and assess the feasibility of providing new bike lanes / shared user paths along the following routes:

- **Playne Street** - On-road bike lanes in each direction to connect the Baxter Trail to the foreshore
- **Nepean Highway** - On-road bike lanes in each direction to connect into existing on-road bike lanes.
- **Beach Street** - On-road bike lanes in each direction to provide for an east-west cycle route in the norther part of the FMAC.
- **Dandenong Road West** - Shared user path along railway reserve side of the road to service existing employment areas.

This work will need to be undertaken in conjunction with the Department of Transport for roads that they manage.

[Baxter Trail Extension](#) - Refer to Action P2-5 in Chapter 5 for further Details.



OBJECTIVE 14.

Increase the use of the Ring Road and reduce traffic on city centre streets.

Strategy 14.1. Implement traffic measures to increase the use of the ring road

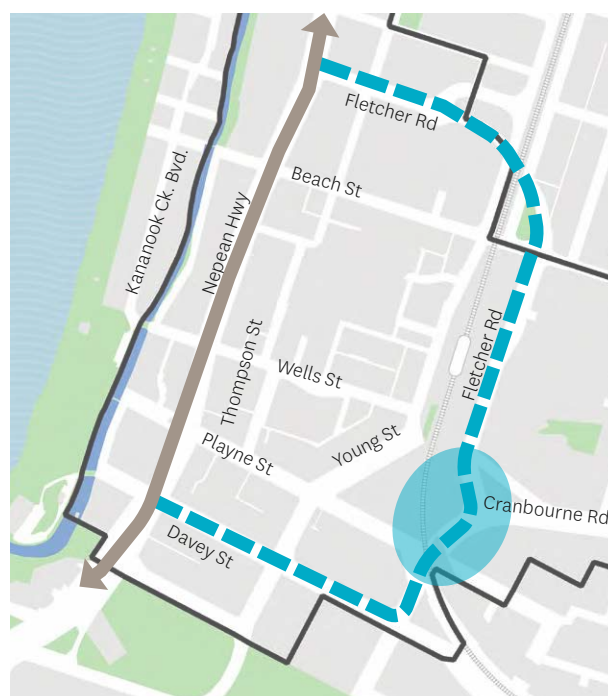
A range of traffic measures will be developed and implemented over time to increase the use of the Ring Road. This will reduce traffic on the city centre streets and the Nepean Highway making these places better for people.

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

Actions

Action 11. Ring Road Enhancements

Work with the Department of Transport to develop options to improve the efficiency of the Ring Road with a focus on the Cranbourne Road, Fletcher Road, Baxter Street and Playne Street junction. The options should consider potential road realignments and signal improvements whilst facilitating the Baxter Rail trail extension through the area.



Existing Ring Road

Location for Traffic Management improvements

Figure 21. Existing Ring Road & Location for Traffic Management Improvements



OBJECTIVE 15.

Provide car parking that is easy to locate and access.

Strategy 15.1. Provide car parking facilities at the edge of the FMAC.

Future car parking facilities will be provided in locations that are easily accessed from the Ring Road. This will reduce the number of cars accessing the central streets, making them safer and more inviting for pedestrians. Walking connections between the new car parks and key destinations will be enhanced to improve safety. Figure 19 identifies the existing at-grade car park at the corner of Davey Street and Young Street as a potential location and identifies an investigation area north of Beach Street for another facility.

Strategy 15.2. Provide real time signage for car parking.

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

Strategy 15.3. Provide a consistent approach to parking time limits and costs.

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

Actions

Action 12. New car park facility identification

Undertake investigations to identify and assess sites near the Ring Road for their suitability for a multi-level car parking facility. This will include Council owned land and privately owned land. Focus areas should include the northern and southern extents of the City Centre.

Refer to Action P3-4 in Chapter 5 for further details.

Action 13. Real time signage assessment

Undertake an audit of existing Council owned parks to assess their suitability for real time signage. Implement signage where appropriate.

Action 14. Parking time limit and cost assessment

Undertake an audit of existing car parking time limits and costs across the FMAC. Develop and implement a consistent framework for costs and time limits.



Example of real-time car parking signage.



OBJECTIVE 16.

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

Strategy 16.1. Improve bus priority along key city centre streets

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

Strategy 16.2. Support the Baxter rail line electrification

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

Actions

Action 15. Bus network efficiency improvements

Work with the Department of Transport to develop traffic management measures for improving the efficiency of the bus network with a focus on Young Street and Playne Street. Community, trader and other stakeholder engagement should be undertaken as part of the project.

Action 16. Baxter Rail Line Electrification

Continue to advocate to State and Federal Governments for the electrification of the Baxter Rail Line. As part of the advocacy, develop material that succinctly outlines the benefits of electrification.



The existing bus interchange in Young Street

5. The Precincts



5.1. Overview

The Precincts section provides details on key actions and the Built Form and Design requirements that will help to achieve the Vision for the FMAC

Six precincts have been delineated as outlined in Figure 22 and are described in the following pages.



Figure 22. FMAC Precinct Plan

5.2. Precinct 1: City Centre

5.1.1. Precinct 1 - Overview

Activities and Land Use

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

Built Form and Design

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

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

Public Realm and Open Space

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

Movement and Transport

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

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

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

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

5.2.1. Precinct 1 - Actions

Figure 23 identifies key actions and improvement across Precinct 1. These actions are outlined in the following pages.

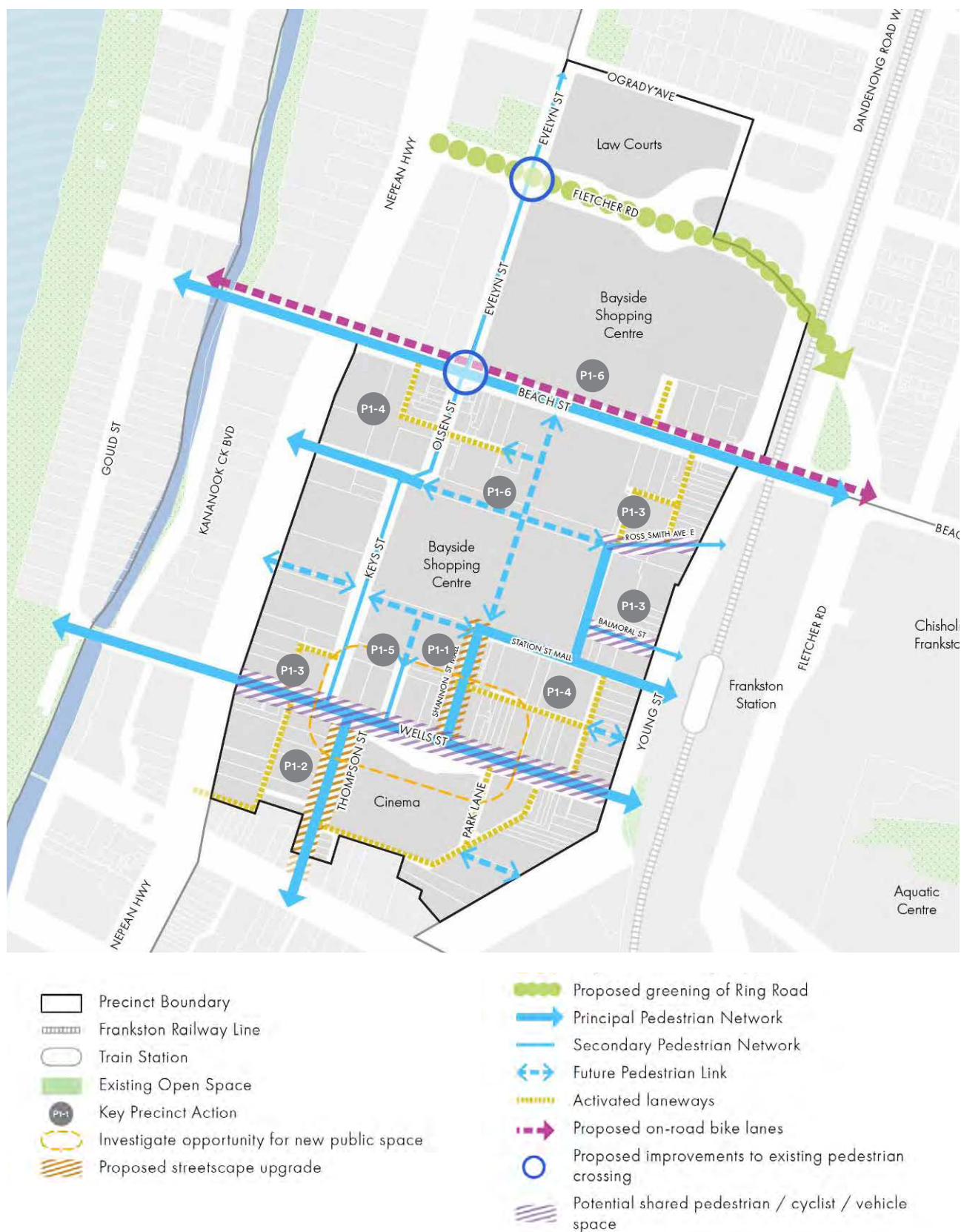


Figure 23. Precinct 1 - Key Actions

Precinct 1 - Key Actions

Action P1-1: Shannon Street Mall Upgrades

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

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

Action P1-2: Thompson Street Upgrades

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

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



Example of an activated and pedestrian focused plaza.



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

Precinct 1 - Key Actions

Action P1-3: Wells Street, Balmoral Walk and Ross Smith Avenue Shared Zones

Develop concepts for the creation of Wells Street, Balmoral Street and Ross Smith Avenue as shared zones. Key components of the design should include:

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

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

Action P1-4: Laneway Activation

Implement the Frankston Laneways Action Plan, July 2021.



Shared zone examples.

Precinct 1 - Key Actions

Action P1-5: Wells Street Plaza / Square investigation

Undertake investigations to identify a new public plaza / town square in the heart of the Wells Street retail strip. The investigation should consider:

- Acquisition of private land in close proximity to Shannon Mall to provide for the space.
- Potential closure of Wells Street to vehicle traffic between Park Lane and Thompson Street to create a pedestrianised plaza space. Westbound vehicle access along Wells Street would be maintained via Park Lane and Thompson Street. This could be trialled on a temporary basis to assess its success.

Action P1-6: Bayside Shopping Centre Enhancements

Explore opportunities with Bayside Shopping Centre to achieve better integration of the shopping centre with the surrounding street. Key initiatives should focus on:

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



Example of an activated square.



Example of a shopping centre with externalised spaces.

5.2.2. Precinct 1 - Development Framework

Development Objectives

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

Precinct Development Requirements

Refer to Figure 24 for Sub-Precinct boundaries and other built form requirements for Precinct 1.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> • Sub-Precinct 1A – Preferred Maximum Building Height is 54.0m (16 storeys) above natural ground level. • Sub-Precinct 1B – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. • Sub-Precinct 1C – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level. • Sub-Precinct 1D – Preferred Maximum Building Height is 16.0m (4 storeys) above natural ground level. • Sub-Precinct 1E – Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> • Sub-Precinct 1A,1B,1C,1D,1E – Preferred street wall height to Young Street, Wells Street, White Street Mall, Thompson Street, Beach Street, Nepean Highway, Fletcher Road, Keys Street, Olsen Street, Ross Smith Avenue East and West, Balmoral Street, Evelyn Street, O’Grady Avenue, Home Street and all laneways is 12.0m (3 storeys). • Sub-Precinct 1A,1B,1C,1D – Preferred street wall height to Shannon Mall and Station Street Mall is 8.0m (2 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> • Sub-Precinct 1A,1B,1C, 1D – 0.0m to all streets • Sub-Precinct 1A, 1C – Pedestrian links through the Bayside Shopping Centre: location and width of setback to be determined through future master planning. • Sub-Precinct 1B – Future mid-block link between Keys Street and Nepean Highway - 4.5m ground level setback to the following: <ul style="list-style-type: none"> • Northern property boundary of 433 Nepean Highway • Southern property boundary of 431 Nepean Highway • Sub-Precinct 1B – Pedestrian link through 76-78 Young Street: Ground level setback to provide a 4.0m wide laneway aligning with Stiebel Place. • Sub-Precinct 1C – Pedestrian link through 122-124 Young Street: location and width of setback to be determined through future master planning. • Sub-Precinct 1E – 3.0m to all streets to provide for landscaping.

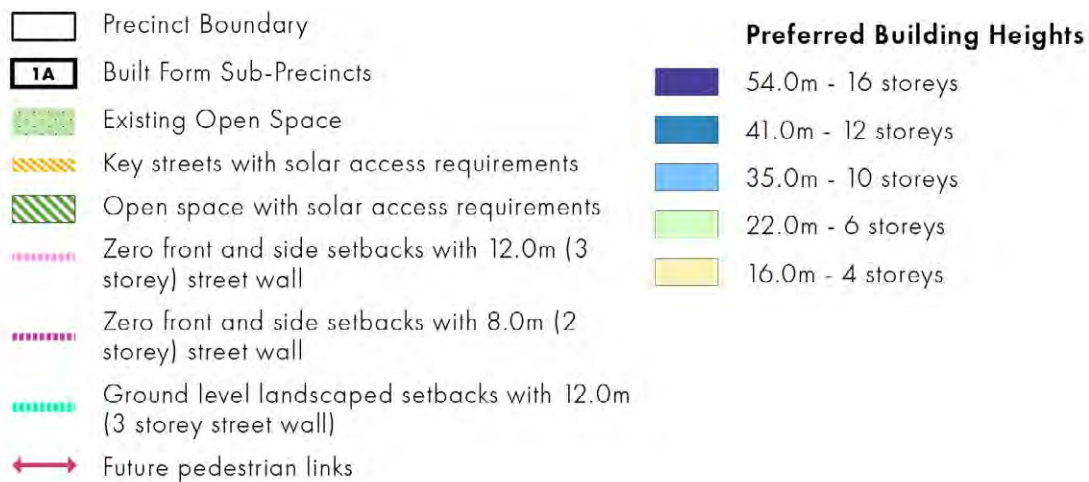
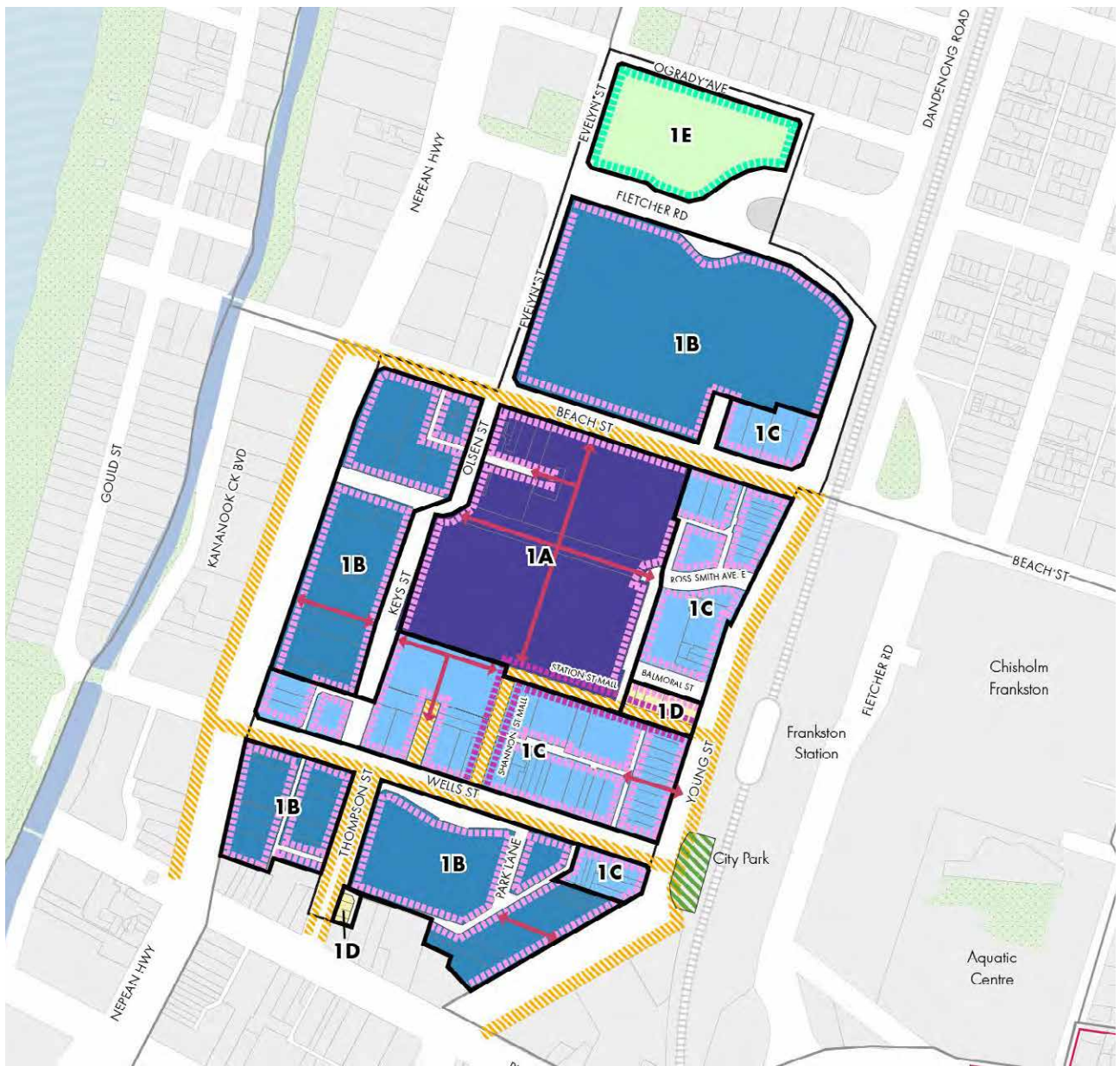


Figure 24. Precinct 1 - Built Form & Development Framework

Element	Development Requirements
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> • Sub-Precinct 1A, 1B, 1C, 1E - 5.0m setback from the street wall. • Sub-Precinct 1A, 1B, 1C, 1D - Upper level setbacks provided to maintain solar access as outlined below. • Refer to 5.8 Centre-Wide Guidelines for additional upper level setback requirements.
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> • Within 7.0m of the western property boundary of Nepean Highway between 10am and 2pm at the equinox (September 23). This measurement accounts for future widening of the Nepean Highway footpath. • The entire southern footpath of Wells Street and Beach Street between 10am and 2pm at the spring equinox (September 23). • The entire eastern and western footpaths of Thompson Street between 10am and 2pm at the spring equinox (September 23). • The entire eastern footpath of Young Street between 10am and 2pm at the spring equinox (September 23). • City Park from 10am-1pm at the winter solstice (June 22). • Shannon Mall - No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall between 10am and 1pm at the spring equinox (September 23). • Station Street Mall - No additional shadow beyond what would be cast by an 8.0m (2 storey) street wall at 10am at the spring equinox (September 23). • White Street Mall - No additional shadow beyond what would be cast by an 12.0m (3 storey) street wall between 10am and 1pm at the spring equinox (September 23).

Precinct Development Guidelines

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

- Buildings should be designed to reinforce the pedestrian scale to with fine-grain building articulation and tenancies at ground and upper podium levels.
- Encourage architectural elements that assist in creating an interesting and varied skyline.
- Address existing laneways with active uses at ground level and provide surveillance of the laneway from upper levels of development.
- Encourage the consolidation of Bayside Shopping Centre car parks and loading areas to surrounding streets to enhance the pedestrian environment
- Provide publicly accessible and open to the air links through the Bayside Shopping Centre if redeveloped.
- Encourage the sleeving of existing and future car parks across the precinct with active uses.
- Provide Primary Active Frontages to Wells Street, Thompson Street, Young Street, Nepean Highway, and Beach Street. Refer to Centre-wide guidelines for details.
- Provide Active Frontages to Olsen Street, Keys Street, Evelyn Street, Fletcher Road, O'Grady Avenue, Evelyn Street and Home Street. Refer to Centre-wide guidelines for details.
- Provide vehicle access to loading areas and car parking from existing laneways or secondary streets. Where this is not possible, minimise the width of vehicle crossovers to primary active frontage streets.

5.3. Precinct 2:

Transport Interchange, Community and Education

5.3.1. Precinct 2 - Overview

Activities and Land Use

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

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

Built Form and Design

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

Public Realm and Open Space

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

Movement and Transport

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

5.3.2. Precinct 2 - Actions

Figure 25 identifies key actions and improvement across Precinct 2. These actions are outlined in the following pages.

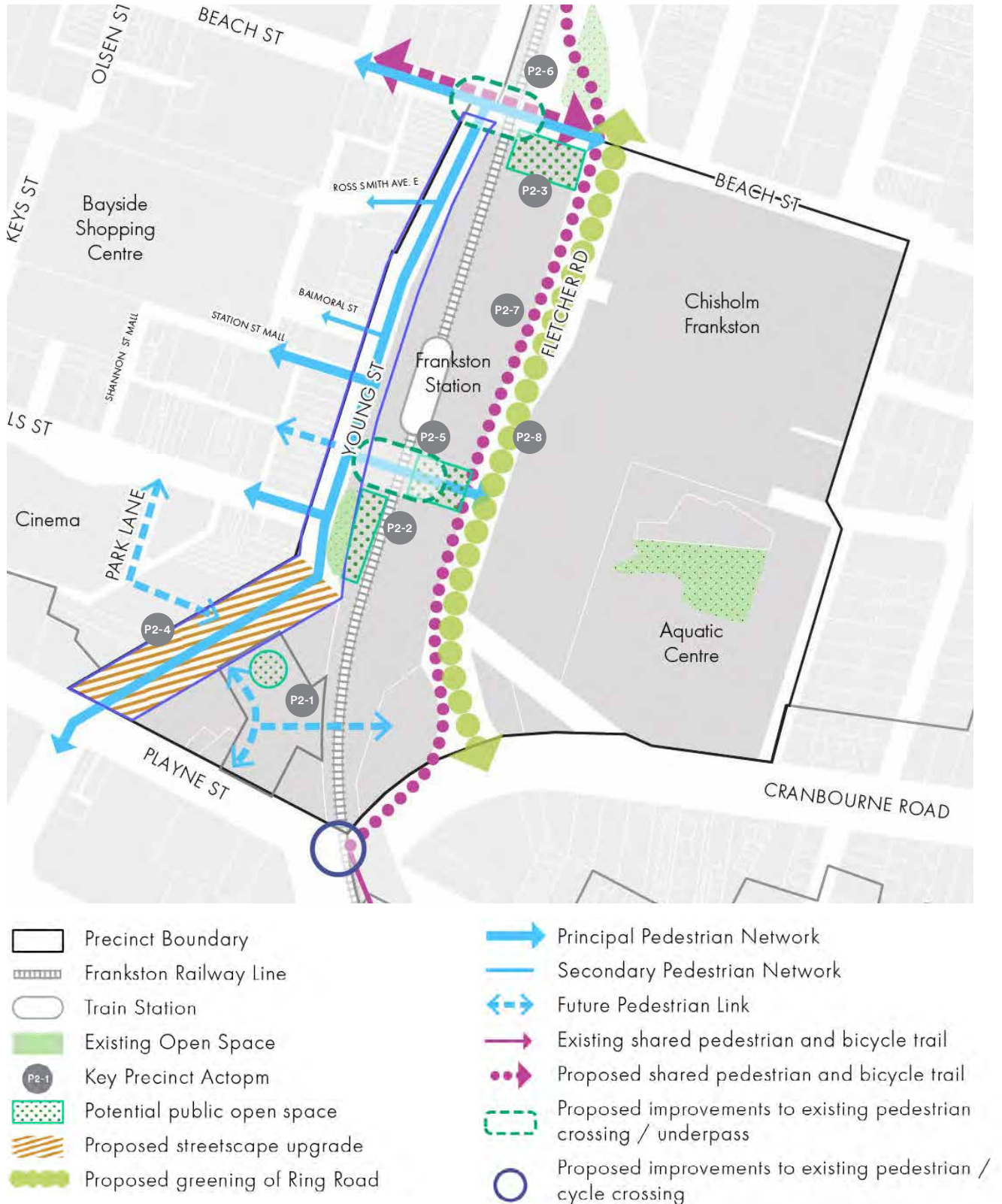


Figure 25. Precinct 2 - Key Actions

Precinct 2 - Key Actions

Action P2-1: Sherlock and Hay's Site

Explore options for the redevelopment of the Sherlock and Hay's Site. Options should explore the following on the site:

- New Council Offices, Civic Centre and other community facilities.
- A mix of land across the site including retail, hospitality and civic uses at ground level to activate the streets and new public spaces.
- Offices, institutional, accommodation or affordable housing on upper levels of development.
- A new civic focused open space that is accessible from ground level or upper levels.
- Potential connections through the site and across the railway line.
- A north-south pedestrian link to connect Young Street through to Playne Street and the Arts Centre.
- Integration with adjacent land holdings to form part of the development.



Opportunity for community gathering space.



High quality entry experience to a civic building



Community gathering spaces within the building.

Precinct 2 - Key Actions

Action P2-2: City Park Extension

The existing City Park space at the junction of Young Street and Wells Street is optimally located however it is limited in its function due to its size. There is an opportunity to expand into underutilised land within railway reserve to create a 1,600sq.m park. An additional space could be provided on the eastern side of the railway line adjacent to the existing underpass. This could connect across to Fletcher Road.

Work with VicTrack to plan for the extension of City Park into underutilised land within the rail reserve to provide:

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



Activation of a public space.

Action P2-3: Signal Box Park

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

Work with VicTrack and the Department of Transport to develop a concept for the conversion of the existing car park space in front of the existing signal box as a park. The park should provide:

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



Opportunity for lawn spaces and canopy tree planting.

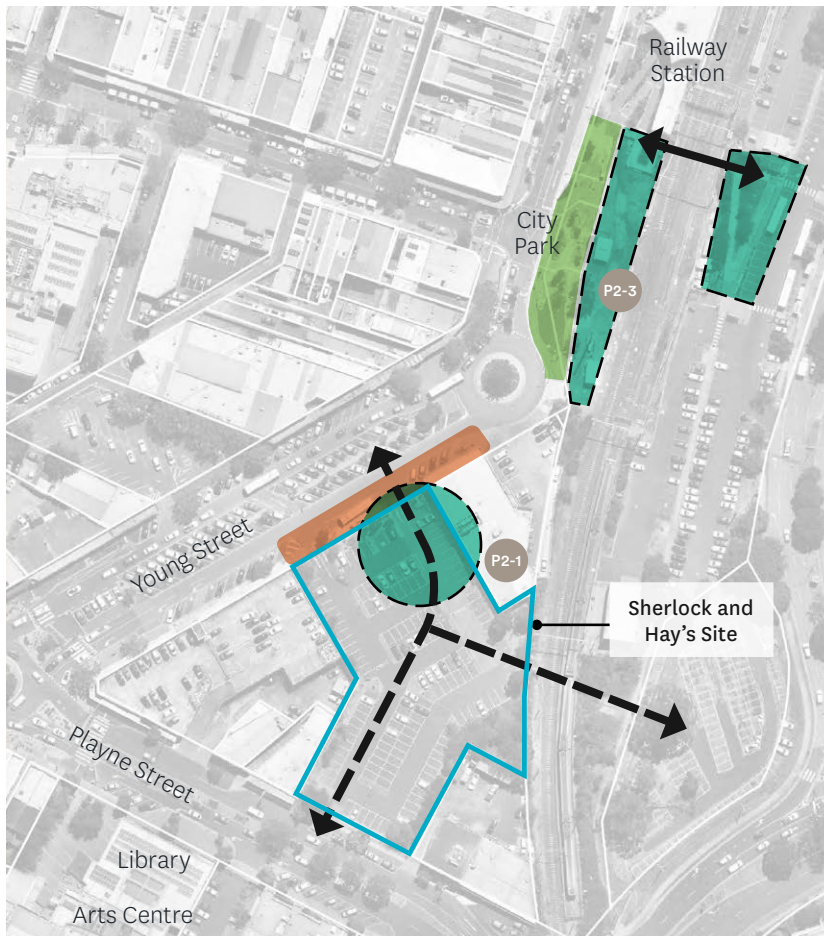


Figure 26. Sherlock and Hay's Site & City Park Plan

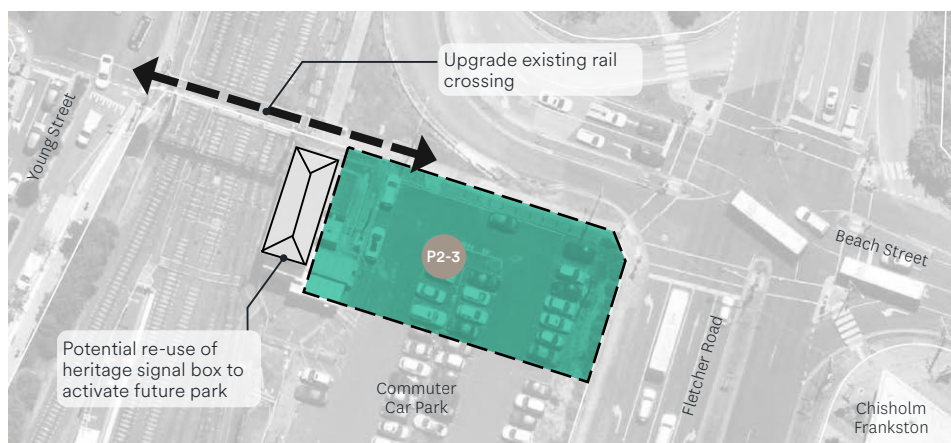


Figure 27. Signal Box Park Plan

Precinct 2 - Key Actions

Action P2-4: Young Street Upgrade (between Wells Street and Playne Street)

Young Street between Wells and Playne Street provides a key connection between the Arts, Entertainment and Government Services Precinct and the station. A future streetscape upgrade will re-balance the road space to create additional greenery and wider footpaths. Future detailed work will explore an opportunity to widen the public realm on the southern side of the street to integrate with a potential future open space on the Sherlock and Hay's site.

Undertake streetscape upgrade to Young Street to provide:

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

Action P2-5: Baxter Trail Extension

Complete the missing link between the Baxter Trail and the shared pedestrian and cycle path along Dandenong Road East. The design of the trail should seek to:

- Utilise the Fletcher Road reserve where possible.
- Minimise conflict points between pedestrian / cyclists and vehicles.
- Provide for safe and convenient cycling connection across Cranbourne Road.
- Optimise passive surveillance from adjoining land uses.



Streetscape with generous footpaths and canopy trees.



An example of a shared user path.

Precinct 2 - Key Actions

Action P2-6: Rail underpass upgrade

Work with VicTrack and the Department of Transport to improve the safety and amenity of the existing rail underpass. Improvements should provide:

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

Action P2-7: Beach Street Rail Crossing

Work with VicTrack and the Department of Transport to develop options for improving the safety and amenity of the Beach Street at-grade rail crossing. Options should consider:

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

Action P2-8: Fletcher Road Greening

Implement additional canopy tree and understorey planting along Fletcher Road to create a green edge to the FMAC.

5.3.3. Precinct 2 - Development Framework

Development Objectives

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

Development Requirements

Refer to Figure 28 for Sub-Precinct boundaries and other built form requirements for Precinct 2.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 2A – Preferred Maximum Building Height is 48.0m (14 storeys) above natural ground level. Sub-Precinct 2B – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub Precinct 2C - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 2A - Preferred street wall height to Young Street and Playne Street is 12.0m (3 storeys). Sub-Precinct 2B, 2C - Preferred street wall height to Fletcher Road and Cranbourne Road 19.0m (5 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 2A - Pedestrian Link through the Sherlock and Hay's Site: 9.0m ground level setback within 79R - 83R Young Street (location to be determined through future master planning). Sub-Precinct 2A - 0.0m to Playne Street and Young Street. Sub-Precinct 2B, 2C - Provide a mix of setbacks to Fletcher Road to provide opportunities for landscaping and tree retention.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 2A, 2B, 2C - 5.0m upper level setback from the street wall Sub-Precinct 2A, 2B - Upper level setbacks provided to maintain solar access as outlined below
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> The entire southern footpath Playne Street between 10am and 2pm at the spring equinox (September 23). The entire eastern footpath of Fletcher Road between 10am and 2pm at the spring equinox (September 23). The entire eastern and western footpath of Young Street between 10am and 2pm at the spring equinox (September 23). City Park including proposed expansion area between 10am and 1pm at the winter solstice (June 22). The platforms of Frankston Station between 10am and 2pm at the spring equinox (September 23).

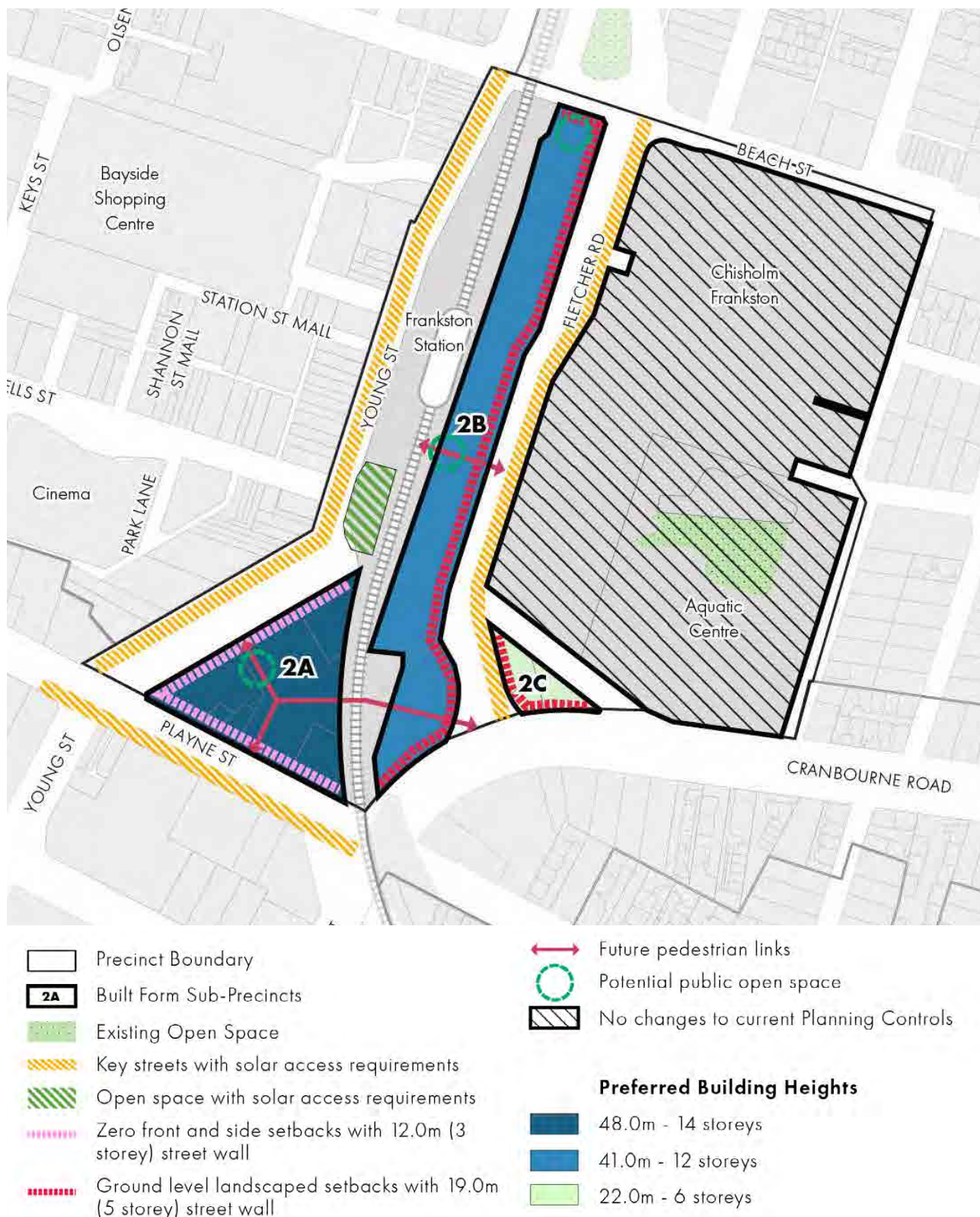


Figure 28. Precinct 2 - Built Form and Design Framework

Precinct Development Guidelines

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

- Enhance the eastern gateway to the FMAC along Cranbourne Road with development of exemplary architectural quality with forms that create an interesting skyline.
- Provide for a substantial east-west pedestrian link through the station car park to connect the existing underpass to the existing pedestrian crossing on Fletcher Road.
- Provide for a public space on the east side of the railway line near the entrance to the existing underpass to create a welcoming space for
Ensure all new pedestrian links are enhanced with active ground level uses.
- Provide for a public space adjacent to the existing signal box and ensure activation from adjoining uses.
- Provide a new public open space on the Sherlock and Hay's site as part of its redevelopment.
- Multi-deck car parks should be sleeved with uses to the first two levels of the building to activate Fletcher Road and other key pedestrian and cycling links.
- Provide for a mix of setbacks to Fletcher Road to support landscaping and courtyard opportunities for development.
- Ensure buildings along Fletcher Road are no greater than 45m in length and provide substantial gaps between each building form.
- Primary Active Frontages to be provided to Young Street and Playne Street, the future pedestrian link through the Sherlock and Hay's Site and future pedestrian connections between the railway line and Fletcher Road. Refer to Centre-wide guidelines for details.
- Active Frontages to be provided to other streets and spaces across the precinct. Refer to Centre-wide guidelines for details.
- Seek to retain existing canopy trees where practical.

5.4. Precinct 3: Arts, Entertainment and Government Services

5.4.1. Precinct 3 - Overview

Activities and Land Use

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

Built Form and Design

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

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

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

Streetscapes and Open Space

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

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

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

Movement and Transport

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

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

5.4.2. Precinct 3 - Actions

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

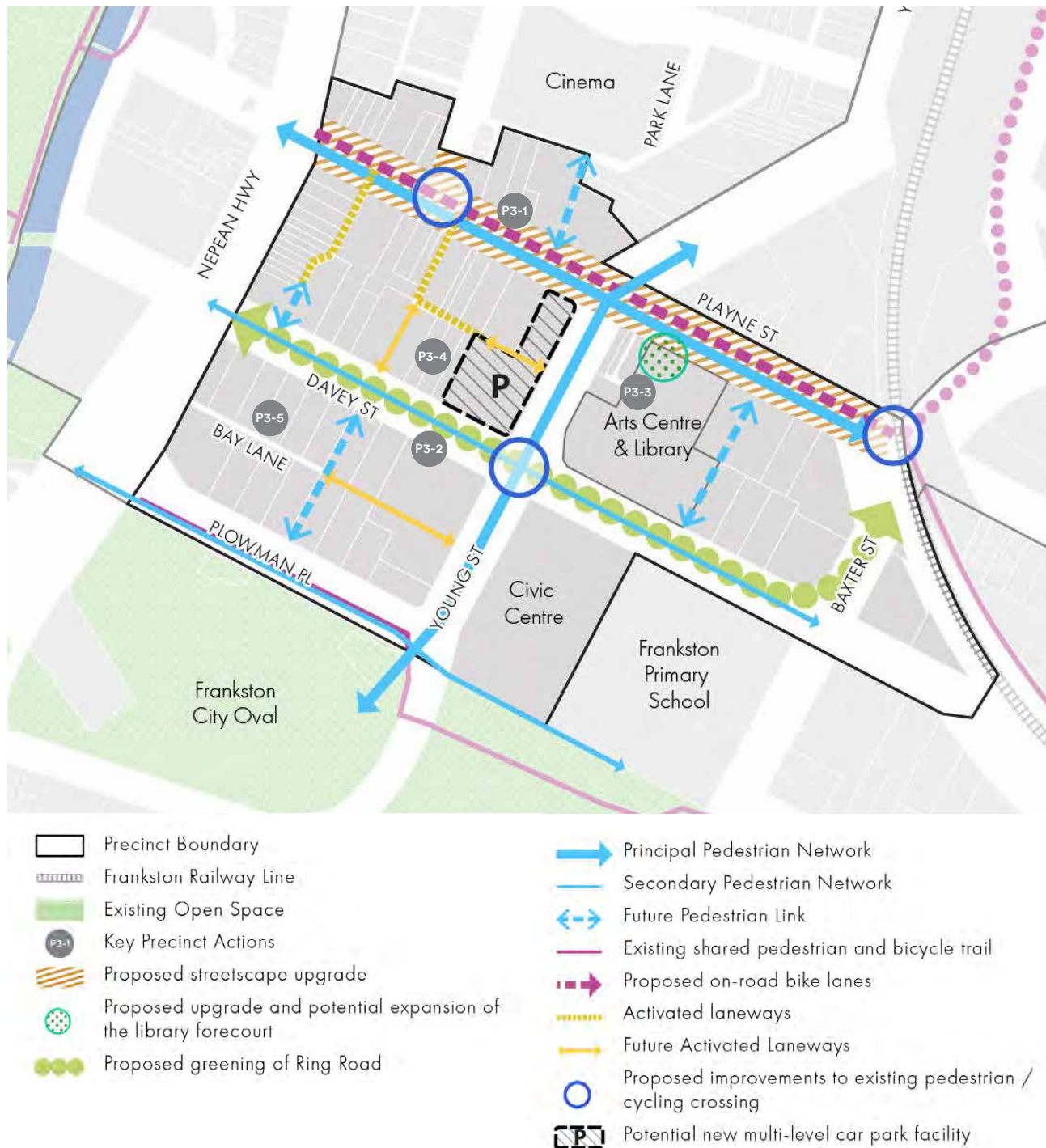


Figure 29. Precinct 3 - Key Actions

Precinct 3 - Key Actions

Action P3-1: Playne Street Upgrades

Upgrade Playne Street to create a spacious, green street providing an artistic journey connecting the arts centre to the foreshore. The upgrade should provide:

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

Action P3-2: Davey Street Greening

Implement additional canopy tree and understorey planting along the northern side of Davey Street to create a lush and green edge to the FMAC.



A civic forecourt extending into the street



Pedestrian priority in the street

Precinct 3 - Key Actions

Action P3-3: Arts Centre and Library Master planning

Develop a masterplan for the Arts Centre and the Library to enhance it is as the premier arts and entertainment destination in the south east region and provide for better integration into the City Centre Precinct. The masterplan should consider:

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

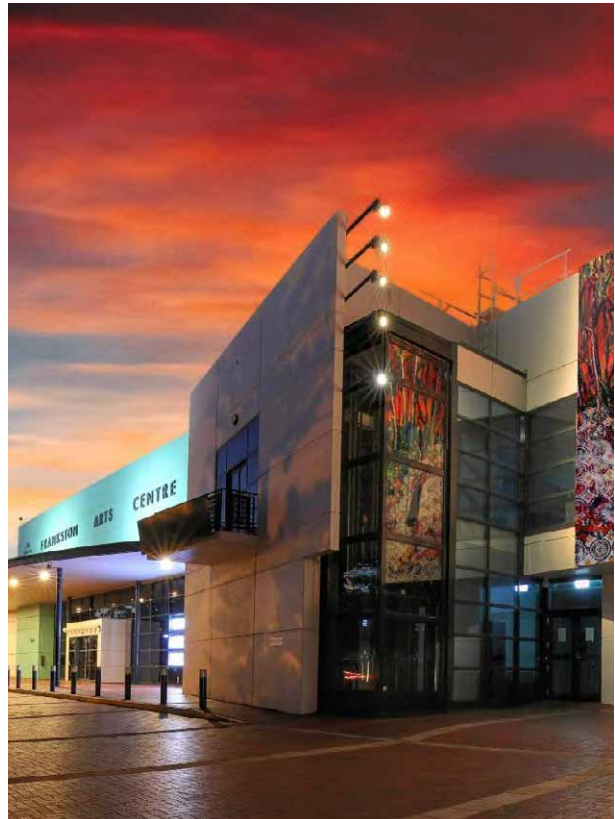
Action P3-4: Multi-Deck Car Park

Develop concepts for the delivery of a multi-deck car park on 170R Young Street. Key components should include:

- Primary access from the Car park from Davey Street
- Ground level activation to Young Street and Playne Street
- Potential for offices or affordable housing on the upper levels of development

Action P3-5: Widen Bay Lane

Prepare a planning scheme amendment to apply a Public Acquisition Overlay to achieve the widening of Bay Lane.



The Frankston Arts Centre

5.4.3. Precinct 3- Development Framework

Development Objectives

- To activate Playne Street with retail, restaurants, cafes, arts and entertainment uses during the day and night.
- To provide for employment, community, government services and residential uses along Davey Street and Plowman Place
- To provide residential, accommodation and office uses on upper levels of buildings across the precinct.
- To better integrate the Frankston Arts Centre and Library with Playne Street and Davey Street.
- To protect and enhance heritage places along Davey Street
- To encourage exemplary built form that reflects the arts character of the Precinct.
- To ensure built form south of Davey Street is not visually dominant and enhances the backdrop when viewed from surrounding areas.
- To provide landscaped front setbacks south of Davey Street to provide a built form transition into the adjoining residential areas.
- To maintain adequate sunlight to the southern footpaths of Playne Street and Davey Street, Frankston Oval and Beauty Park at key times of the year.
- To reinforce the green edge to the FMAC south of Davey Street.
- To provide design responses that retain and integrate existing significant trees.
- To minimise impacts of development on the Davey Street Norfolk Island Pines.
- To ensure development can be adequately serviced from Bay Lane.
- To minimise the disruption of footpaths along Playne Street with vehicle crossovers.

Development Requirements

Refer to Figure 30 for Sub-Precinct boundaries and other built form requirements for Precinct 3.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 3A – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub-Precinct 3B – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level. Sub-Precinct 3C – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level. Sub Precinct 3D - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 3A, 3B, 3D - Preferred street wall height is 12.0m (3 storeys). Sub-Precinct 3C - Preferred street wall height is 8.0m (2 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 3A, 3B, 3D - 0.0m to all streets. Sub-Precinct 3A - Laneway extensions - 3.0m ground level setback to 15-17 Davey Street and 170R Young Street to provide for 3.0m wide laneway. Sub-Precinct 3A - Pedestrian Links - 6.0m ground level setback to the following sites to provide for the new links: Frankston Arts Centre, 62-66 Playne Street, 35 Playne Street and 499 Nepean Highway Sub-Precinct 3C - 4.0m street setback Young Street and Plowman Place. 0.0m street setback to Nepean Highway. Sub-Precinct 3C - Ground level setback of at least 7.0m to Davey Street to respect heritage places. Sub-Precinct 3C – Bay Lane Widening - 3.0m rear setback to 1N,1R,1,2 Bay Lane. Sub-Precinct 3C – Bay Lane Extension - 3.0m rear setback to 16 & 18 Davey Street & 3.0m rear setback to 3 & 4 Plowman Place to provide for 6.0m wide laneway. Sub-Precinct 3C – Bay Lane Extension - Setback to provide for 6.0m wide laneway through 20-24 Davey Street. Alignment of Laneway to be determined through future master planning. Sub-Precinct 3C – Civic Centre Site - 10.0m rear setback. Ground level setbacks to avoid the tree protection zones of Significant Trees identified in Figure 30.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 3A, 3B, 3C, 3D - 5.0m upper level setback from the street wall. All Precincts - Provide upper-level setbacks as required to achieve the solar access requirements outlined below.

Element	Development Requirements
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> • Within 7.0m of the western property boundary of Nepean Highway between 10am and 2pm at the equinox (September 23). This measurement accounts for future widening of the Nepean Highway footpath. • The entire southern footpath Playne Street between 10am and 2pm at the spring equinox (September 23). • The entire southern footpath of Davey Street between 10am and 2pm at the spring equinox (September 23). • The entire eastern and western footpath of Young Street between 10am and 2pm at the spring equinox (September 23). • Beauty Park beyond northern edge of the existing shared path park between 10am and 2pm at the winter solstice (June 22). • Frankston Oval beyond a distance of 30m from the northern property boundary between 10am and 2pm at the winter solstice (June 22).

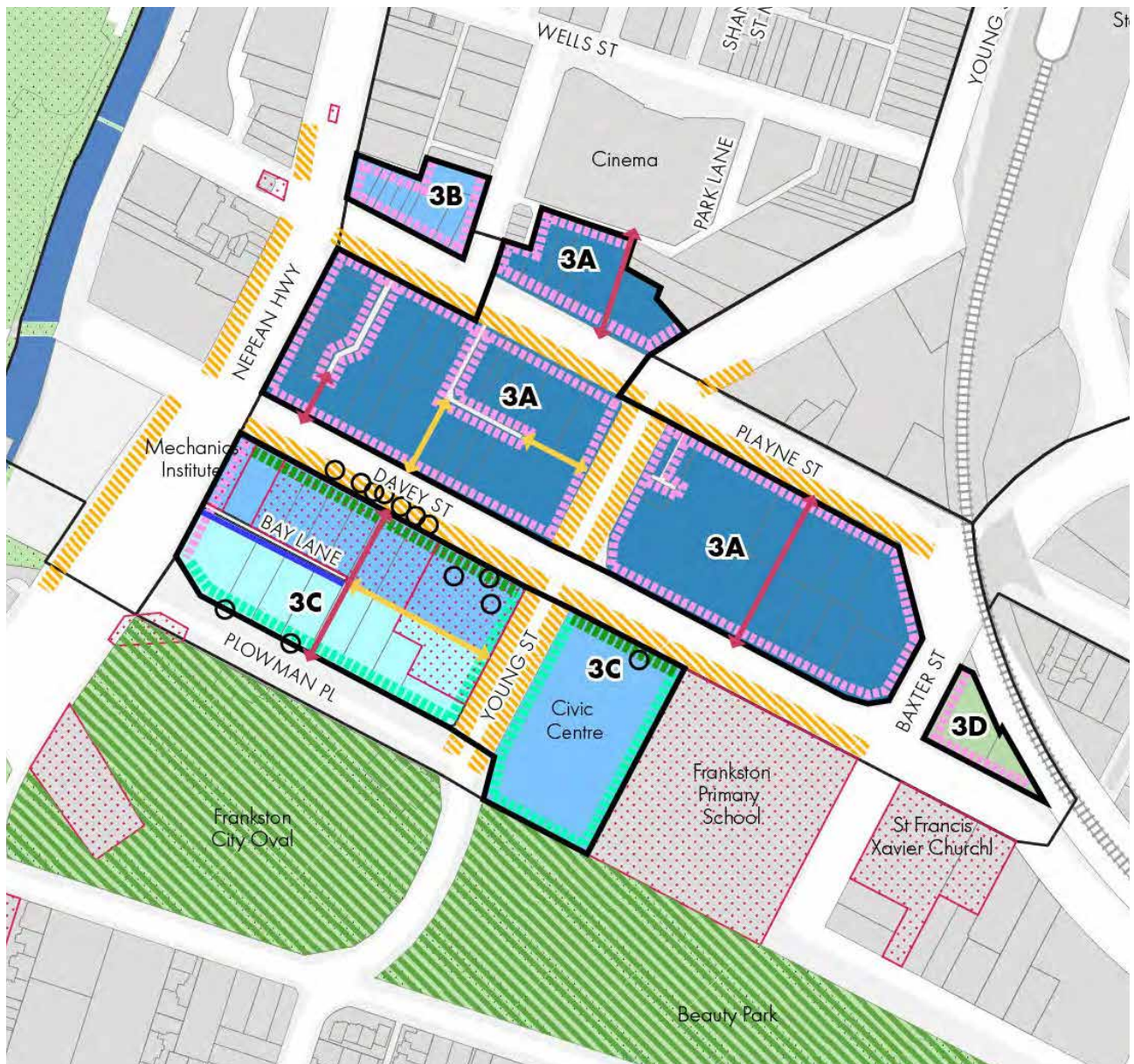


Figure 30. Precinct 3 - Built Form and Design Framework

Development Guidelines

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

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

5.5. Precinct 4: Waterfront

5.5.1. Precinct 4 - Overview

Activities and Land Use

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

Built Form and Design

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

Public Realm

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

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

Movement and Transport

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

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

5.5.2. Precinct 4 - Actions

Figure 31 identifies key actions and improvement across Precinct 3. These actions are outlined in the following pages.

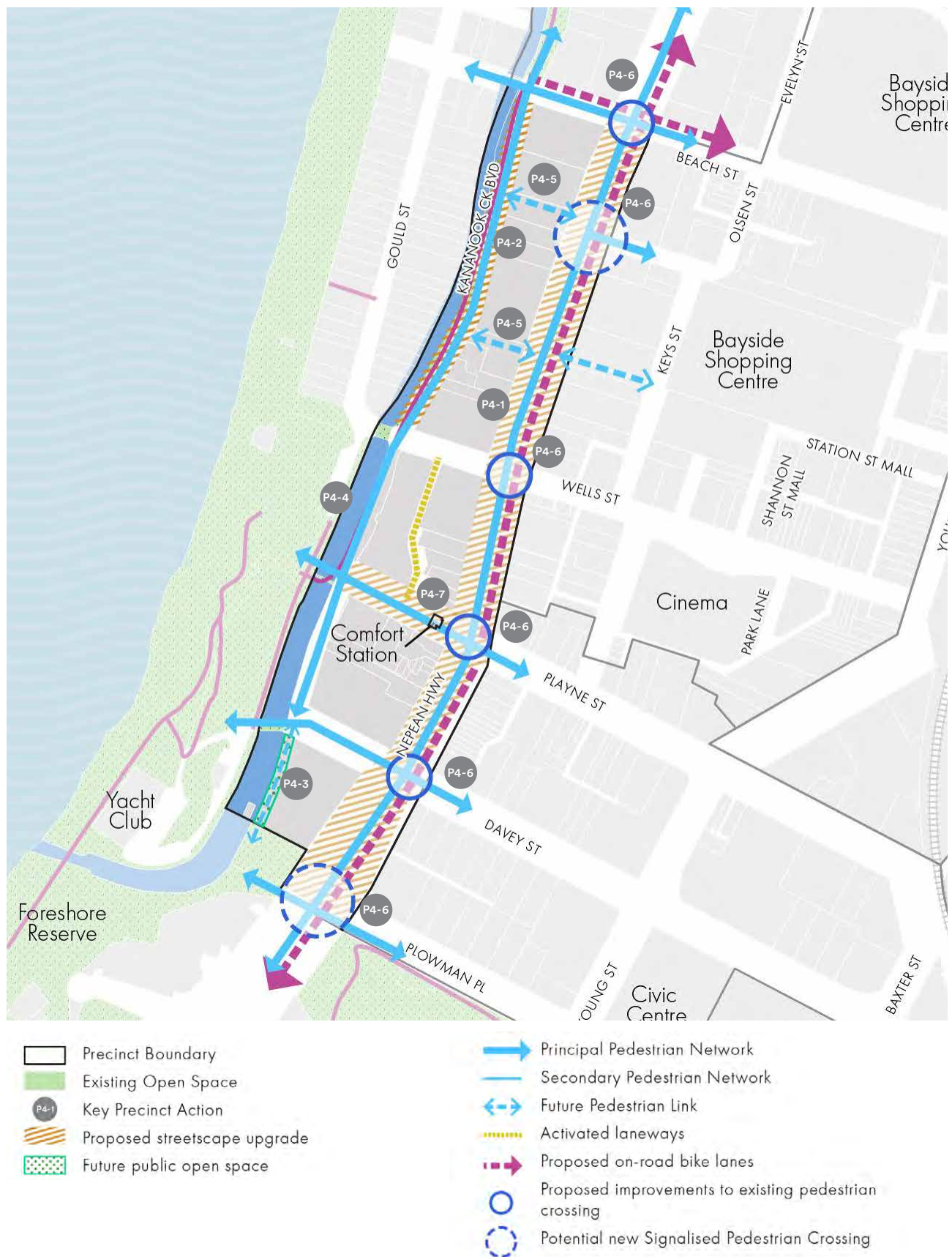


Figure 31. Precinct 4 - Key Actions

Precinct 4 - Key Actions

Action P4-1: Nepean Boulevard Upgrade

Transform Nepean Boulevard to become a vibrant pedestrian focused precinct. The upgrade should provide:

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

Figures 32 and 33 provide an impression of how Nepean Highway could be transformed. Key elements include widened footpaths supporting outdoor dining, additional street tree planting, water sensitive urban design treatments and bike lanes. The median and existing fig trees remain in their current location.

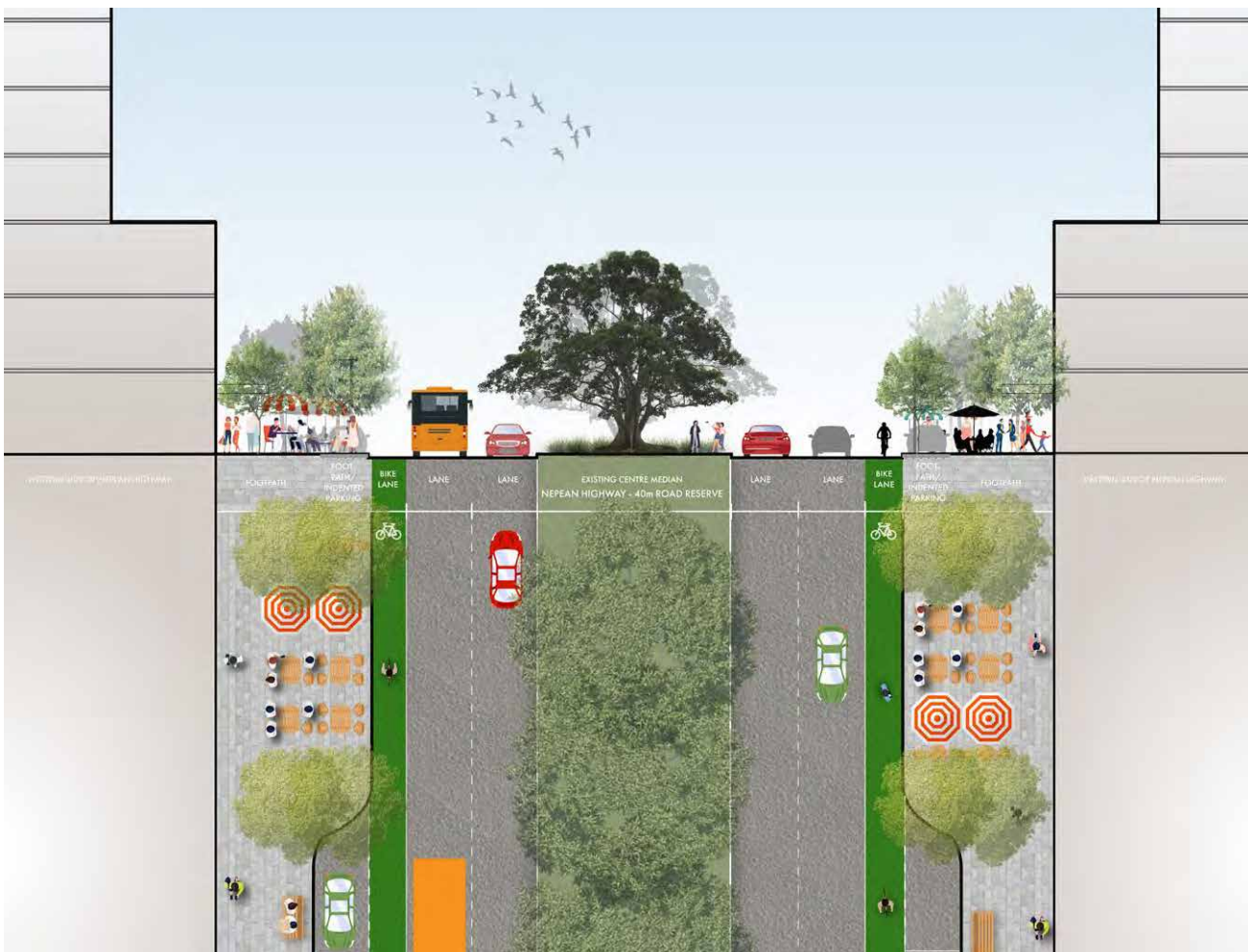


Figure 32. Example plan and cross section showing how Nepean Highway could be transformed



Figure 33. An artists impression of the Nepean Highway Boulevard



Precinct 4 - Key Actions

Action P4-2: Kananook Creek Boulevard Upgrade

Develop Kananook Creek Boulevard to become a pedestrian focused street that capitalises on its unique position adjacent to Kananook Creek. The road reserve maintain its current width however a 3.0m ground level setback for development will provide for outdoor dining space clear of the footpath. The upgrade will provide:

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

Figures 34 and 35 provide an impression of how Kananook Creek Boulevard could be transformed. Key elements include widened footpaths through kerb outstands, outdoor dining spaces within the development setback, a shared vehicle and pedestrian space allowing people to move comfortably across the road and additional street tree planting. The shared path remains in its current location.

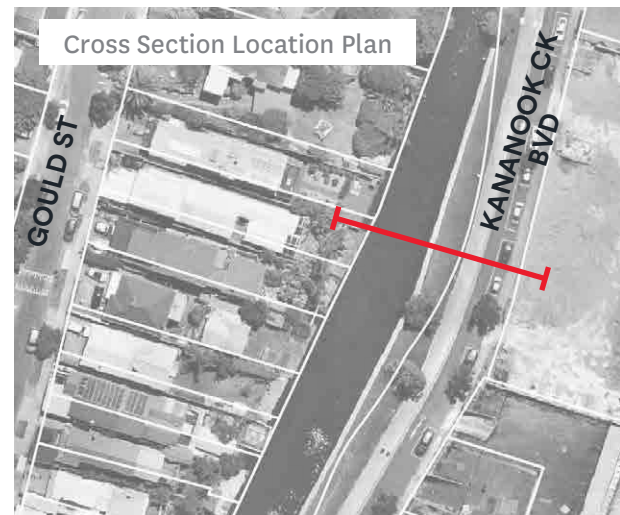


Figure 34. Example plans and cross sections showing how Kananook Creek could be enhanced



Figure 35. An artists impression of Kananook Creek Boulevard



Precinct 4 - Key Actions

Action P4-3: Kananook Creek Promenade continuation

Prepare a planning scheme amendment to implement a Public Acquisition Overlay for the continuation of the Kananook Creek Promenade through 510 Nepean Highway. This promenade continuation will provide:

- A total promenade width of approximately 12.0m. This includes the existing 3.0m creek reserve and a 9.0m ground level setback to 510 Nepean Highway.
- Paved surfaces of sufficient width to allow for outdoor dining, seating and observation locations adjacent to the creek and movement of pedestrians.
- Canopy tree planting
- Water sensitive urban design treatments.
- Locations with stairs or viewing platforms to provide greater engagement with the creek.
- Activation from uses on the adjoining site.

Figures 36 provide an impression of how the Kananook Creek promenade could be extended further south to connect to the Melbourne Water owned land. It shows a wide promenade with space for outdoor dining, pedestrian movement and tree planting.

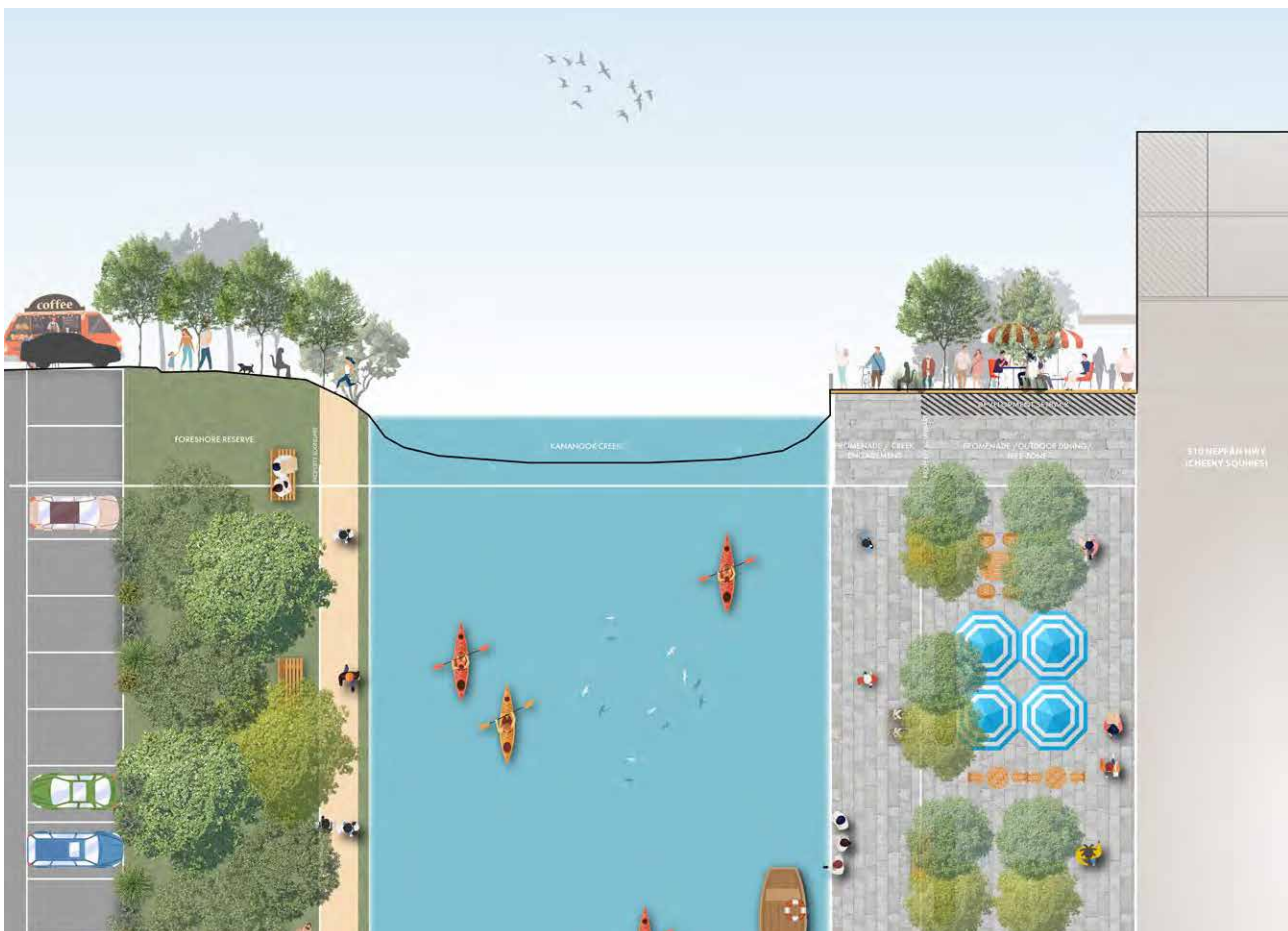


Figure 36. Example plans and cross sections showing how Kananook Creek Promenade could be extended

Precinct 4 - Key Actions

Action P4-4: Kananook Creek Corridor Masterplan

Develop a masterplan for the Creek corridor between Mile Bridge and the Foreshore. The masterplan should be developed in partnership with the Traditional Owners and provide:

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

Action P4-5: New mid-block Links

Deliver two public mid-block links between Beach Street and Wells Street that provide a connection between Nepean Highway and Kananook Creek Boulevard. The links will be a total of 9.0m in width and provide:

- 24 hour public accessibility
 - Open to the air connection with weather protection adjacent to the building.
 - Activation along the majority of the link from adjoining ground level uses. The focus for activity will be provided closer to the Nepean Highway and Kananook Creek Boulevard Frontages
 - Vertical landscaping to soften unarticulated walls, where non-active frontages are proposed.
 - Stair access to address the changes in levels between Nepean Highway and Kananook Creek Boulevard
 - Passive surveillance will be provide from upper levels of development
-

Action P4-6: Nepean Boulevard Crossing Improvements

Work with Department of Transport to improve pedestrian crossing opportunities along Nepean Highway. This should focus on:

- Reducing crossing waiting times for pedestrians at existing signalised intersections
 - Providing additional signalised crossing(s) between Beach Street and Wells Street that generally align with existing and proposed links.
-

Action P4-7: Comfort Station Activation

Work with the community and businesses to explore options for activating the Comfort Station building. This should consider alternative uses for the which will activate the building and adjoining footpath spaces.

5.5.3. Precinct 4 - Development Framework

Development Objectives

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

Development Requirements

Refer to Figure 37 for Sub-Precinct boundaries and other built form requirements for Precinct 4.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 4A, 4C, 4D – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level. Sub-Precinct 4B – Preferred Maximum Building Height is 35.0m (10 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B, 4C, 4D – Preferred street wall height is 12.0m (3 storeys).
Mandatory Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B – 3.0m ground level setback to Kananook Creek Boulevard to provide an outdoor dining / activation zone for new development. Sub-Precinct 4D – Extension of Kananook Creek Promenade at 510 Nepean Highway – 9.0m ground level setback to the western property boundary to create the future public open space. Sub-Precinct 4A – Future pedestrian links between Nepean Highway and Kananook Creek Boulevard – 4.5m ground level setback to the following: <ul style="list-style-type: none"> Northern property boundary of 446 Nepean Highway Southern property boundary of 438 – 444 Nepean Highway Northern property boundary of 432 Nepean Highway Southern property boundary of 428-430 Nepean Highway
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B, 4C, 4D – 0.0m to Nepean Highway, Beach Street, Wells Street, Playne Street, Davey Street, Kananook Creek Boulevard South and Kananook Creek promenade.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 4A, 4B, 4C, 4D – Kananook Creek interface – 10.0m setback for upper-level development from the street wall. Sub-Precinct 4A – Development above 35m (10 storeys) should be set back so it has minimal visibility from the opposite Gould Street properties. The level of visibility should be measured from a distance of 10.0m from the rear boundary of the Gould Street properties. Sub-Precinct 4A – Future pedestrian links – 3.0m setback for upper-level development from the future laneway street wall to create a total of 15.0m building separation. Sub-Precinct 4C – McCombs Reserve Interface – 10.0m setback for upper-level development from the street wall. Sub-Precinct 4C, 4D – Development above 35m (10 storeys) should be set back so it has minimal visibility from the Kananook Creek trail within the foreshore reserve opposite. Sub-Precinct 4A, 4B, 4C, 4D – 5.0m setback upper-level development from the street wall to Beach Street, Wells Street, Playne Street, Davey Street and Nepean Highway. Sub-Precinct 4A, 4B, 4C, 4D – Provide upper-level setbacks as required to achieve the solar access requirements outlined below.

Element	Development Requirements
Solar Access	<p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> • The eastern edge of Kananook Creek and the entire foreshore reserve between 10am and 2pm at the winter solstice (June 22). • The Kananook Creek trail between 10am and 2pm at the spring equinox (September 23). • Kananook Creek Boulevard South - Beyond a distance of 9.0m from the eastern boundary of the road reserve between 10am and 2pm at the spring equinox (September 23). • Future Kananook Creek Promenade (510 Nepean Highway) - Beyond a distance of 7.0m from the eastern edge of the future promenade between 10am and 2pm at the spring equinox (September 23). • McCombs Reserve - Beyond a distance of 20.0m from the northern property boundary of the reserve between 10am and 2pm at the spring equinox (September 23). • Within 7.0m of the eastern property boundary of Nepean Highway between 10am and 2pm at the spring equinox (September 23). This measurement accounts for future widening of the Nepean Highway footpath. • The entire southern footpath of Wells, Playne Street and Davey Street between 10am and 2pm at the spring equinox (September 23).

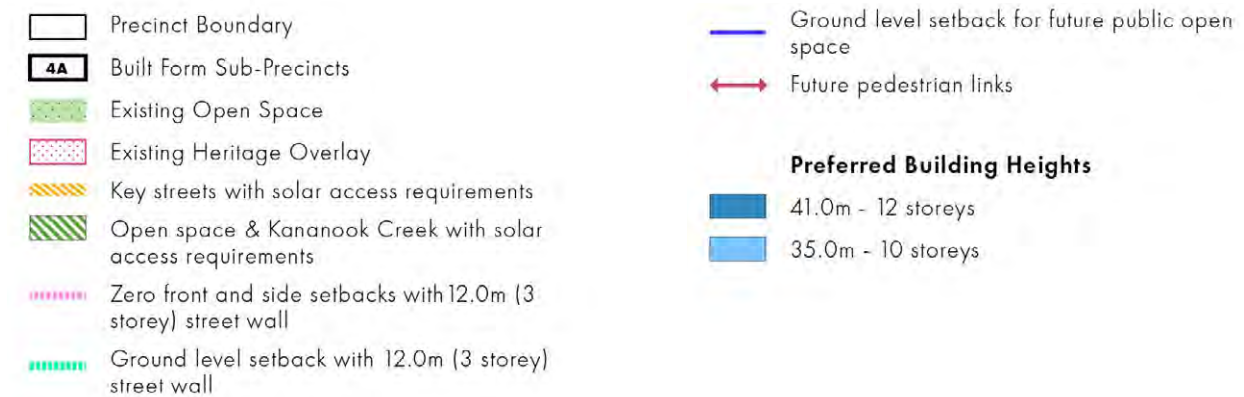
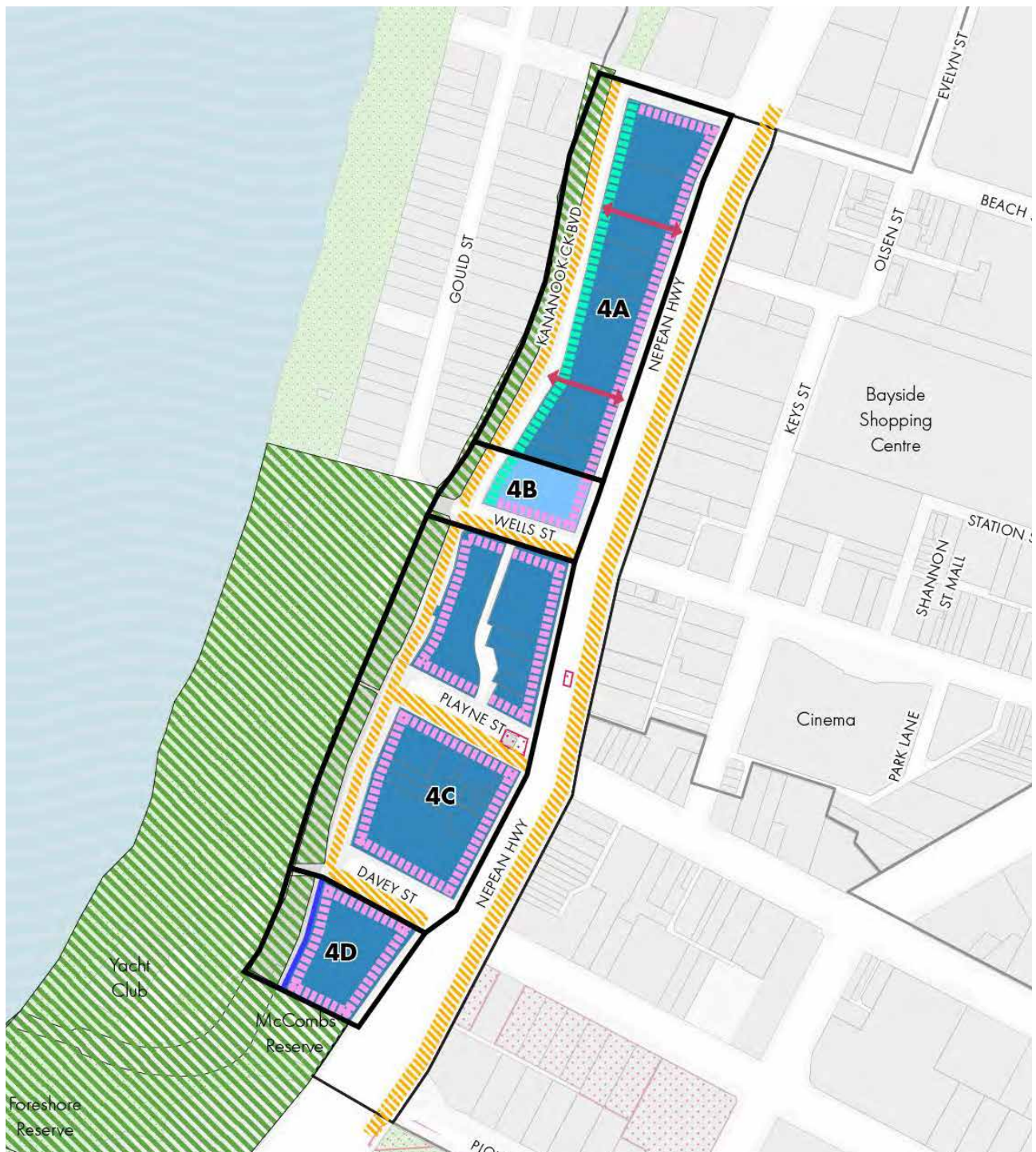


Figure 37. Precinct 4 - Built Form and Design Framework

Development Guidelines

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

- Enhance the southern gateway to the FMAC along Nepean Highway with development of exemplary architectural quality with forms that create an interesting skyline.
- Buildings should be designed to enhance views from Kananook Creek and Foreshore Reserve.
- Encourage architectural elements that assist in creating an interesting and varied skyline
- Towers should be designed with slender forms with bulk minimised to the sensitive interfaces including of the foreshore reserve and Gould Street.
- Design buildings to respond to the topography so that ground level of the buildings meets the existing footpath level at both the Kananook Creek and Nepean Highway frontages.
- Development should provide a mix of fine-grain and wider tenancies along Nepean Highway to support a variety of land uses.
- Primary Active Frontage to be provided all streets within the precinct. Refer to Centre-wide guidelines for details.
- Provide plaza spaces along the Kananook Creek frontage to provide high quality space for pedestrian amenity and outdoor dining and assist in reducing wind speeds.
- Provide embedded balcony spaces within the podium of developments to enhance surveillance and provide for landscaping opportunities.
- Provide landscaping and planting that relates to the native habitat planting within the Kananook Creek Corridor
- Provide vehicle access to basement car parks from Beach Street, Wells Street, Playne Street and Davey Street rather than from Nepean Highway and Kananook Creek Boulevard. Where this is not possible, minimise the width of the car park entries and impact on street trees.

5.6. Precinct 5: Nepean Boulevard Gateway

5.6.1. Precinct 5 - Overview

Activities and Land Use

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

Built Form and Design

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

Streetscapes and Open Space

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

Movement and Transport

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

5.6.2. Precinct 5 - Actions

Figure 38 identifies key actions and improvement across Precinct 5. These actions are outlined in the following pages.

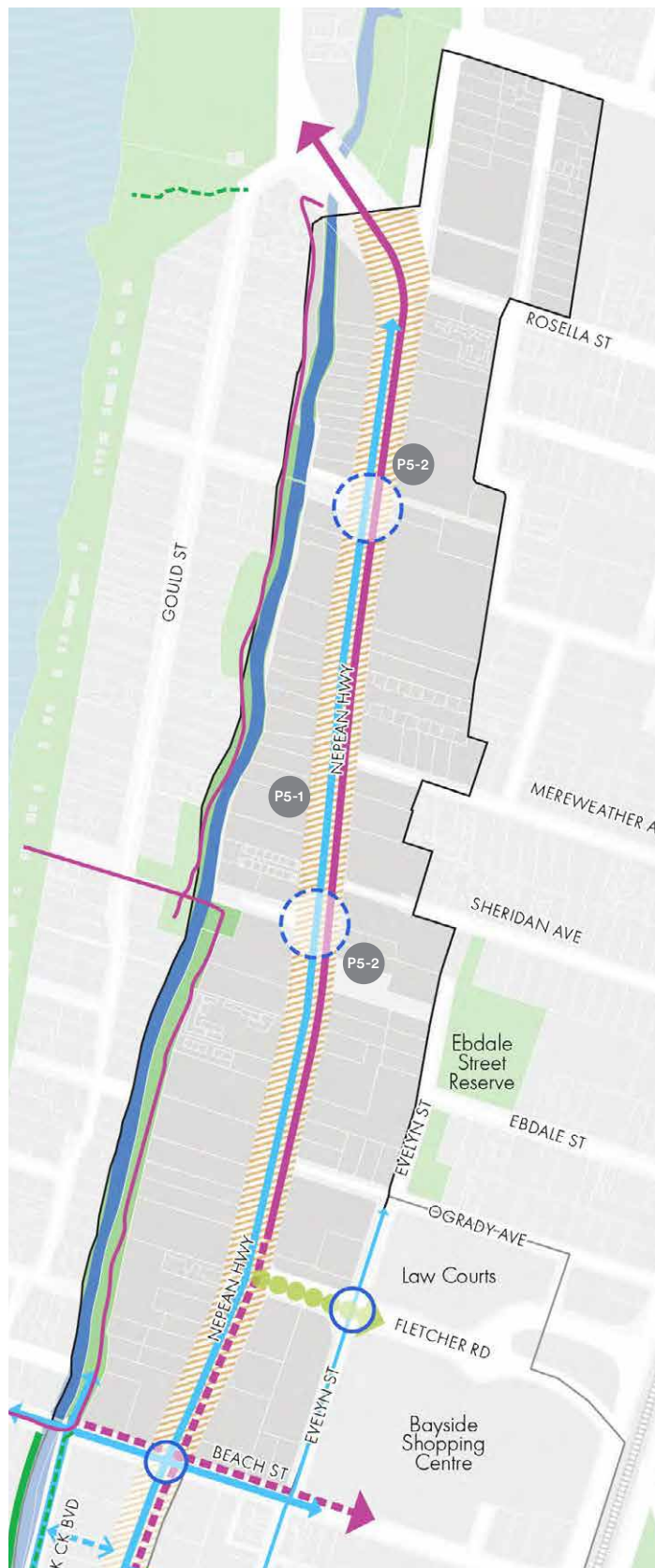


Figure 38. Precinct 5 - Key Actions

Precinct 5 - Key Actions

Action P5-1: Nepean Boulevard Upgrade

Upgrade the Nepean Highway to create a green boulevard providing a highly engaging environment for people. Key components should include:

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

Action P5-2: Nepean Highway pedestrian crossings

Work with the Department of Transport to provide for two new additional signalised pedestrian crossings along the Nepean Highway. These crossings will align with existing beach access points.



5.6.3. Precinct 5 - Development Framework

Development Objectives

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

Development Requirements

Refer to Figure 40 for Sub-Precinct boundaries and other built form requirements for Precinct 5.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 5A, 5F – Preferred Maximum Building Height is 12.0m (3 storeys) above natural ground level. Sub-Precinct 5B, 5D, 5E – Preferred Maximum Building Height is 28.0m (8 storeys) above natural ground level. Sub-Precinct 5C – Preferred Maximum Building Height is 41.0m (12 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 5A, 5B, 5C, 5D, 5E, 5F – Preferred street wall height is 12.0m (3 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 5A, 5E, 5F – 5.0m ground level setback Nepean Highway. 3.0m ground level setback to all other streets. Sub-Precinct 5D – 3.0m ground level setback to all streets. Sub-Precinct 5B, 5C – 0.0m ground level setback to Nepean Highway, Beach Street, Fletcher Road and Evelyn Street Sub-Precinct 5B – Where properties abut Kananook Creek Reserve: 5.0m from the rear boundary or to a surface level above the 1.7m AHD contour, whichever is greater.
Mandatory Rear Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 5A – Where properties abut Kananook Creek Reserve: Minimum 5.0m from the rear boundary or to a surface level above the 1.7m AHD contour, whichever is greater. Sub-Precinct 5A – Where properties abut Kananook Creek: Minimum 10.0m from the 1.15m AHD contour (2 year Annual Recurrence Interval) or to a surface level above the 1.7m AHD contour, whichever is greater.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 5B, 5C, 5D, 5E – 5.0m upper-level setback for development above 12.0m. Sub-Precinct 5A – Where a site abuts Kananook Creek or Kananook Creek Reserve, the second and third levels should be set back 3.0m from the level below. Private open space is permitted within this setback.
Solar Access	<ul style="list-style-type: none"> Design and site buildings at 383-389 Nepean Highway to minimise overshadowing to Evelyn Reserve. <p>Ensure solar access is maintained to the following:</p> <ul style="list-style-type: none"> The eastern edge of Kananook Creek between 10am and 2pm at the winter solstice (June 22). The eastern and western footpaths of Nepean Highway south of Fletcher Road between 10am and 2pm at the spring equinox (September 23). Ebdale Street Reserve between 10am and 2pm at the winter solstice (June 22).

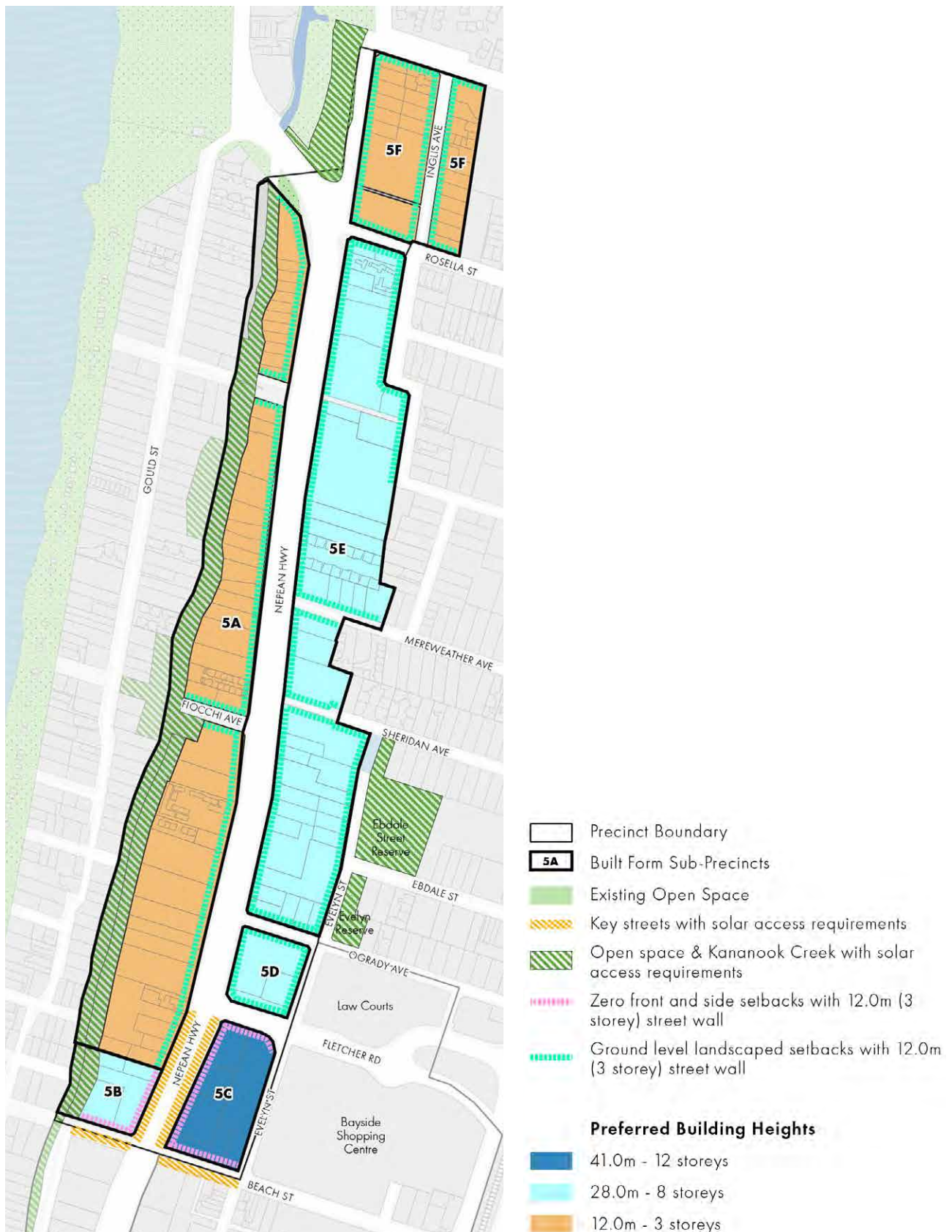


Figure 39. Precinct 5 - Built Form and Design Framework

Development Guidelines

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

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

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



Example of positive street interface with canopy tree planting



Example of large trees retained and incorporated into open space.

5.7. Precinct 6: Cranbourne Road Gateway

5.7.1. Precinct 6 - Overview

Activities and Land Use

The Cranbourne Road Gateway will provide for a mix of medical, office, commercial and complimentary residential uses. Businesses will benefit from convenient access to the Moorooduc Highway, the Frankston Hospital and the FMAC.

Built Form and Design

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

Streetscapes and Open Space

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

Movement and Transport

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

5.7.2. Precinct 6 - Actions

Figure 40 identifies key actions and improvement across Precinct 6. These actions are outlined in the following pages.



Figure 40. Precinct 6 - Key Actions

Key Projects - Precinct 6

Action P6-1: Cranbourne Road Greening

Implement understorey planting along Fletcher Road to complement recent tree planting and create a green edge to the FMAC.

5.7.3. Precinct 6 - Development Framework

Precinct Objectives

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

Development Requirements

Refer to Figure 41 for Sub-Precinct boundaries and other built form requirements for Precinct 6.

Element	Development Requirements
Preferred Building Heights	<ul style="list-style-type: none"> Sub-Precinct 6A - Preferred Maximum Building Height is 22.0m (6 storeys) above natural ground level. Sub-Precinct 6B - Preferred Maximum Building Height is 16.0m (4 storeys) above natural ground level.
Preferred Street Wall Heights	<ul style="list-style-type: none"> Sub-Precinct 6A, 6B - Preferred street wall height is 12.0m (3 storeys).
Preferred Street & Ground Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 6A, 6B - 3.0m ground level setback to Cranbourne Road.
Preferred Upper-Level Setbacks	<ul style="list-style-type: none"> Sub-Precinct 6A - 5.0m upper-level setback for development above 12.0m.

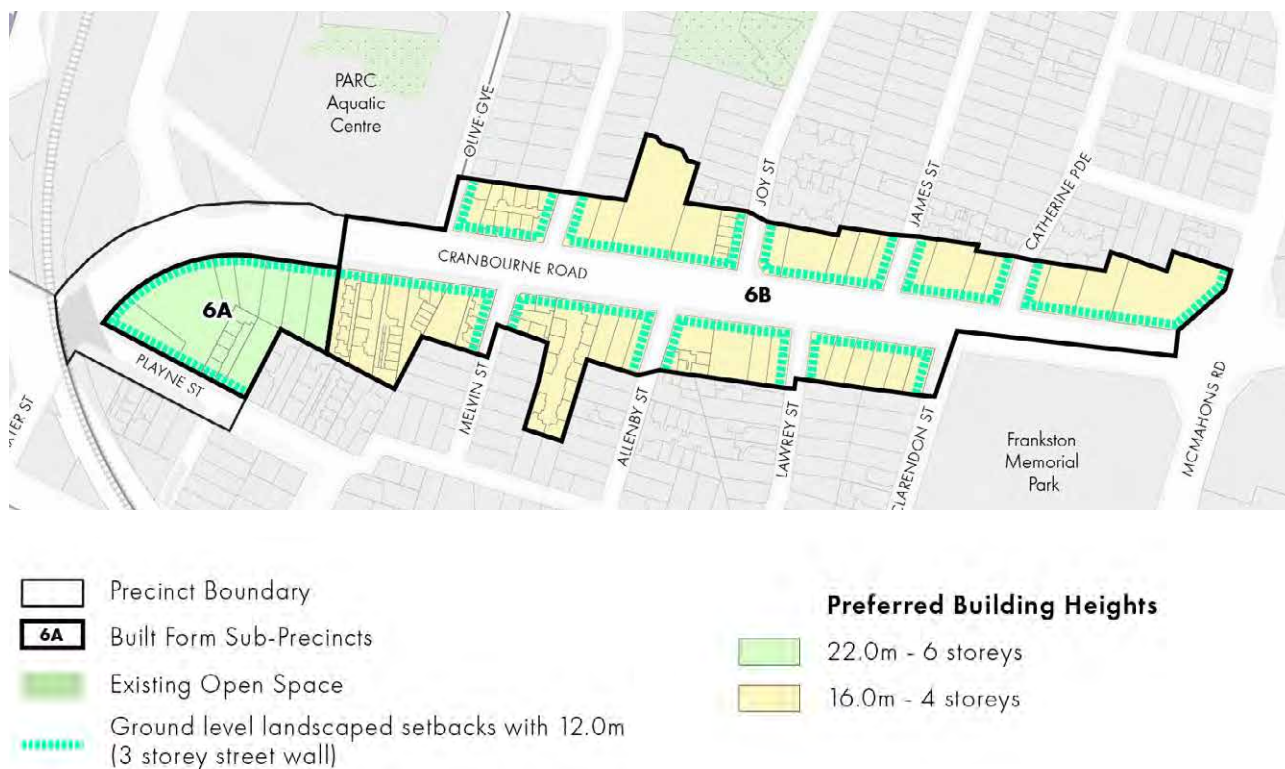


Figure 41. Precinct 6 - Built Form and Design Framework

Development Guidelines

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

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

5.8. Centre-wide Design Guidelines

5.8.1. Centre-wide Objectives

- To develop Frankston Metropolitan Activity Centre as the commercial, civic, cultural, creative, community and entertainment destination for the South Eastern metropolitan area.
- To encourage high quality built form that contributes to safe, engaging and attractive streets.
- To facilitate development at a scale that accommodates a mix of uses while respecting the coastal character of Frankston and sensitive interfaces.
- To provide visual breaks between buildings that allows for views to the sky and supports sharing of views.
- To encourage a diverse range of housing choices that provide for on and off site amenity including affordable housing options.
- To encourage environmentally sustainable development.
- To encourage building interfaces that promote the safety of adjoining streets through activated frontages and surveillance at upper levels.
- To ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.

5.8.2. Centre-wide Design Guidelines

Building heights & Setbacks

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

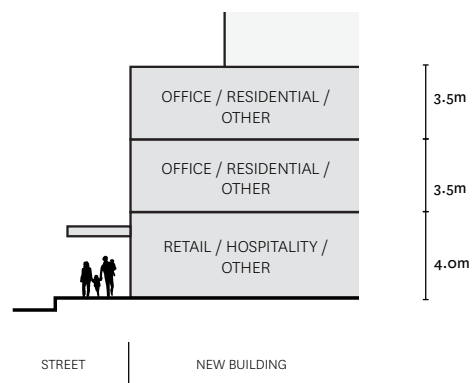


Diagram showing the minimum floor to floor heights for the podium levels of buildings.

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

Setbacks and Building separation

- Projections such as balconies, building services and architectural features should not intrude into the preferred ground level and upper-level setbacks.
- Development should avoid repetitive stepped building forms by providing a common street and rear setback for the majority of the upper levels above street wall.
- Where development shares a common boundary and no interface treatment is identified in the Precinct Requirements, the following side and rear setbacks should be provided to achieve adequate sunlight, outlook and privacy for habitable rooms and reduce the visual bulk of development:
 - Where the common boundary is a laneway, the setback is applied from the centre of the laneway.

Overall Building Height	Preferred minimum side and rear setback above the street wall
Up to 28.0m	4.5m
Between 28.0m and 42.0m	6.0m
Above 42.0m	10.0m

Building form and design

- Building facades should be articulated through the design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements.
- Building facades should not rely on excessive use of materials to achieve visual interest.
- Where buildings that includes a tower component that is separated from adjoining boundaries, ensure the building is designed to be read 'in the round' with articulated facades to each interface.
- Upper levels above the podium and roof forms should be integrated with the overall building design.
- Building design should minimise the visual bulk of large buildings through significant breaks and recesses in building massing.
- Buildings should have a maximum tower length of 45 metres to reduce visual bulk and allow for sharing of views.
- Buildings should utilise materials that do not generate glare, and can withstand the effects of weathering.
- Where fine-grain subdivision patterns are recommend, development should narrow shopfronts within the shopping strip by incorporating separate ground floor tenancies and vertically and horizontally modulated forms that integrate with the streetscape context.

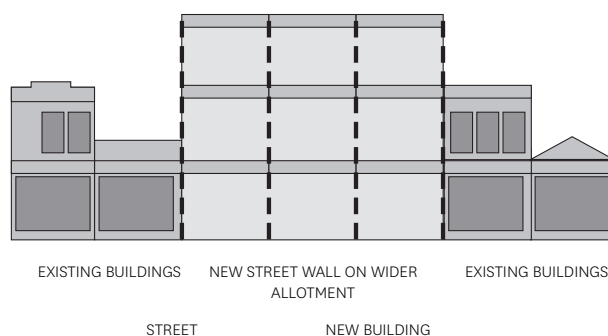


Diagram demonstrating fine-grain articulation on wider allotments.

Street interface

- **For Primary Active Frontage Areas** - A minimum of 75% of the ground level frontage should incorporate clear glazing or building entries. Provide ground level uses that engage with the adjoining public realm.
- **For Active Frontage Areas** - A minimum of 40% of the ground level frontage should incorporate clear glazing or building entries. Provide ground level uses that support surveillance of the adjoining public realm.
- Materials within podium levels should be tactile and visually interesting to reinforce the human scale. Avoid long expanses of floor to ceiling glazing.
- Buildings on corner sites should be designed to actively address both frontages at both the street and upper levels.
- Upper levels of buildings should be designed to provide habitable rooms with windows or balconies that overlook the public realm.
- Avoid the presentation of blank walls to the public realm. Wall on boundaries that will eventually be built out should still have some form of articulation while awaiting adjoining development - i.e. art, pre-cast patterned concrete etc.
- Provide embedded balconies within the podium levels above ground floor to support surveillance of the streets and adjoining public spaces.
- Provide basement car parking where possible to avoid inactive building frontages. Where this not possible and parking needs to be provided above ground in the podium level, ensure parking levels are sleeved with active uses.
- Building entries should directly front the street and be clearly defined and legible from the public realm.



Examples of Primary Active Frontages

Weather protection

- Provide verandahs on all buildings located in the Primary Active Frontage Areas and Active Frontage Areas.
- Verandahs should be at an appropriate height above the footpath to avoid damage whilst still providing effective weather protection, generally between 3.0 and 4.0m and consistent with adjoining sites.
- Verandahs should be designed to mitigate the potential for visual clutter effects from light fittings, service cables and under awning signage.
- Undertake a wind assessment for buildings over 20 metres in height to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces.

Access and services

- Pedestrian entries to buildings should be clearly visible and easily identifiable from the street and accessible for all abilities.
- Residential entries should be distinguished from retail and commercial entries.
- Loading, service access and car park access should be provided from laneways and secondary streets. Where this not possible, vehicle crossovers should be minimised to reduce disruption to the footpaths and located to avoid street trees if present.
- Provide appropriate setbacks at the rear of the building to laneways ensure adequate space for car park access and servicing. Further details at Clause 52.06 of the Frankston Planning Scheme.
- Screen air conditioning services, antennas and other utilities from public view using balcony treatments / roof structures / architectural elements. Avoid using walls to screen services.
- Avoid and minimise building services and utilities at ground floor street frontages to prioritise active frontages at these locations. Integrate services and utilities with the building design.

Landscaping

- Communal garden spaces should be provided at podium and rooftop levels where appropriate to create amenity for residents, workers and visitors. The gardens should take into consideration, aspect, materials and solar orientation.
- Utilising green roofs, walls and balconies to provide additional landscaping and soften the visual impact of buildings.



Examples of green balconies

Environmental Sustainable Design

- All new buildings are to incorporate best practice Environmentally Sustainable Development (ESD) principles. Refer to the Frankston Ecologically Sustainable Development Design Guide - Buildings, 2009.

6. Implementation



6.1. Next Steps

6.1.1. Draft Structure Plan Consultation

The Draft Structure Plan will be available for public comment for a six week period. During this period there will be a range of ways to provide comment on the contents of the document.

6.1.2. Finalisation of the Structure Plan

Following the consultation period comments and feedback on the Draft Structure Plan will be collated and considered in the finalisation of the Structure Plan

6.1.3. Implementation Plan

An implementation plan will be developed following the finalisation of the Structure Plan.

The Implementation Plan will outline the steps required to implement each of the actions in this document including implementation responsibilities, priorities and timing. This will ensure that the aspirations of the Vision will be realised through projects on the ground.

6.1.4. Council Adoption

The Final Structure Plan and Implementation Plan will be issued to Council for formal adoption.

6.1.5. Planning Scheme Amendment

Once the final Structure Plan is adopted by Council, a planning scheme amendment will be prepared to implement elements of the Structure Plan into the Frankston Planning Scheme. This will undergo an additional phase of consultation.

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

6.2. Statutory Implementation

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

6.2.1. Frankston Planning Scheme

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

Activity Centre Zone

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

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

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

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

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

Mandatory or Discretionary Controls

It is recommended that the objectives and directions of the Frankston Structure be implemented via discretionary controls.

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

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

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

When taking into account the strategic vision for the FMAC and the role of Metropolitan Activity Centres outlined by Plan Melbourne 2017-2050 it is considered that mandatory provisions are not appropriate. In particular Plan Melbourne 2017-2050 identifies that: Plans for metropolitan activity centres will need to accommodate significant growth and infrastructure, while increasing amenity and connectivity for a regional catchment.

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

Funding Mechanisms

It is recommended funding mechanisms are explored in order to deliver the required physical infrastructure to achieve the FMAC Vision and Actions that are proposed. This will include a review existing funding mechanisms and identify whether or not they require a review, and if additional mechanisms need to be explored and developed.

Public Acquisition Overlay

It is recommended that the Public Acquisition Overlay be applied to give effect to actions in this Structure Plan relating to road widenings and the creation of mid-block access.

The purpose of the Public Acquisition Overlay is:

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

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

6.3. Monitoring and Review

As part of the implementation process, Frankston City Council will provide a progress report on the implementation of the Structure Plan. The Structure Plan review process will occur every five years. This will identify and analyse:

- The actions and projects that have been undertaken or underway.
- The success of key actions or projects.
Consistency of all projects with the vision for the FMAC.
- Any blockages preventing successful implementation.

This process will allow Council to measure the success of the program and allocated future resources as necessary and allow for the implementation program to be adjusted to ensure the vision is being achieved



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