

22.02 FRANKSTON CENTRAL ACTIVITIES DISTRICT POLICY

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This policy applies to all applications in the area shown on the Frankston Central Activities District (CAD) Precinct Plan.

22.02-1 Policy basis

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This policy implements the Frankston Tafe to Bay Structure Plan (2005) and the strategies of Clause 11.04-2 to:

- Support the role of the Central Activities Districts as Metropolitan Melbourne's largest centres of activity with the greatest variety of uses and functions including commercial, retail, housing, highly specialised personal services, education, government and tourism.
- Reinforce Central Activities Districts as the preferred location for activities that have State or national significance, and for activities that generate a significant number of trips from the metropolitan area and beyond.
- Strengthen Central Activities Districts functions and their role as the primary business, retail and entertainment hubs for the metropolitan area.

22.02-2 Operation

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The objectives and policies are based on the following precinct areas:

- Kananook Creek Precinct.
- Transit Interchange Precinct.
- Northern Precinct.
- Central Precinct.
- Southern Precinct.

The Frankston CAD Precinct Plan (Figure 1) and Frankston CAD Public Realm Improvements Plan (Figure 2) form part of this policy.

22.02-3 Frankston CAD

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Objectives

- To encourage high quality, imaginative and visually inspiring redevelopment and deliver high quality civic outcomes throughout the town centre, including public art, landscape works and streetscape design that contributes to the public realm.
- To encourage the revitalisation of Frankston CAD and enhance the identity and sense of place, building on Frankston's bayside location and unique environmental and place specific qualities.
- To encourage large corporate office developments to increase local and regional employment opportunities.
- To improve Frankston CAD's pedestrian access, connections to the foreshore areas and integration of the primary civic, retail, education, entertainment and recreation precincts.
- To redevelop the transport hub to deliver a safe environment, improved streetscapes and to promote growth in public transport patronage.
- To rationalise vehicular access along the Nepean Highway to create a more visually attractive and pedestrian friendly streetscape.
- To focus on Frankston's CAD waterfront assets and create a unique waterfront precinct as a recognised destination for recreation and entertainment.

- To provide medium density housing opportunities within the town centre and on its fringe and to provide a diversity of housing types which cater for different households.
- To encourage the redevelopment of government land in and around the centre for community services including transport facilities, mixed cost housing, local employment and training opportunities.
- To encourage environmentally sustainable patterns of urban development that provide opportunities for employment and residential uses in proximity to public transport, and to encourage the construction of environmentally sustainable buildings.
- To encourage water sensitive urban design features in street and building construction.
- To encourage the reconnection of retail environments to the public realm and the integration of retail, commercial and residential uses.
- To provide safe, pedestrian friendly, visually attractive streetscapes.
- To provide for strategically located green spaces within the town centre.
- To retain sites of heritage significance and ensure that development on adjoining land responds to and respects identified heritage values.

General Policy

It is policy to:

- Require development to respond to or provide new or improved pedestrian connections and linkages, or public open spaces in locations as shown in the Frankston Public Realm Improvements Plan.
- Encourage the redevelopment of strategic sites within the precinct in accordance with the Precinct specific objectives and policy statements set out below.

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Kananook Creek Precinct

Objectives

To create an activated waterfront precinct which becomes a recognised destination for leisure and entertainment, with substantial residential development supported by commercial uses.

Policy

It is policy to encourage:

- New development that integrates with and addresses the public open space and boardwalk along the Creek frontage and capitalises on the environmental, recreational, social and pedestrian focus of the creek frontage.
- Development of the Kananook Creek eastern bank primarily for residential uses with some retail and café/restaurant facilities at ground level or above. Home offices are encouraged within residential development.
- Development of the northern and southern most sites on Nepean Highway as “gateway” sites that provide a marker of arrival to Frankston. Residential or commercial uses are encouraged for the northern site and residential or hotel uses are encouraged for the southern site.
- New development that maintains existing key views of the Bay.
- Restaurant or recreational uses on the Yacht Club site.
- Rationalisation of vehicle access along the creek frontage and provide improved parking at the foreshore.
- Retail or hospitality uses along Wells Street to activate the street frontage.

- Creation of a new public space on the site of the Wells Street Council car park integrated with civic or community uses.
- Commercial and retail uses along the Nepean Highway away from the creek frontage.

22.02-509/08/2012
C65**Transit Interchange Precinct****Objectives**

To create a vibrant, mixed use hub of activity combining commercial, residential, retail and institutional uses, with a strong civic function, focussed around a safe and attractive railway station and public transport interchange, with excellent pedestrian connections to the central precinct and TAFE college.

Policy

It is policy to encourage:

- Institutional and educational uses, and in particular the expansion of the Chisholm Institute of TAFE Campus across and along Fletcher Road and into the town centre.
- The development of civic-oriented facilities in the precinct by providing community and Council uses in the southern end of the precinct including a new aquatic centre, a new public space, and a new pedestrian path with links to the Arts Centre and Library.
- Development of the northern-most development site, adjacent to Beach Street, as a “gateway” site with commercial, retail or residential (student housing or affordable housing) uses that complement the proximity to the TAFE.
- The upgrade of the Transit Interchange facilities and redevelopment of the existing rail corridor land with a podium concealing car parking and with open space and residential and/or commercial uses above.
- Café and restaurant uses at ground level and within the base of residential towers to activate street frontages across the precinct.

22.02-609/08/2012
C65**Northern Precinct****Objectives**

To provide, retain and enhance the existing civic uses (Police and Law Courts), opportunities for higher density housing, and existing and emerging commercial uses.

Policy

It is policy to encourage:

- The activation of Beach Street through retail and hospitality uses and provision of housing development above street level.
- Residential or commercial mixed use development or a commercial car park in the north west of the precinct.
- New commercial and mixed-use residential development in locations adjoining the Nepean Highway.

22.02-709/08/2012
C65**Central Precinct****Objectives**

To create a vibrant heart to the shopping and business district with increased numbers of residents, and with high quality public open spaces and streetscapes.

Policy

It is policy to encourage:

- Mixed use residential and retail development. Commercial and residential uses above ground level is encouraged.
- Retail or hospitality uses that activate the street frontage along Young Street, Wells Street, Beach Street, Playne Street and Park Lane.
- The rationalisation of vehicle movement and access in Young Street to create a pedestrian boulevard on the east side of Young Street.
- The creation of new plazas, courtyards, open air shopping streets, and other public spaces and improvements to existing public spaces.
- Provision of a new public space within the vicinity of Park Lane and on the corner of Shannon Mall and Station Street, and to maintain the public use of the cinema forecourt on Wells Street.

22.02-8 Southern Precinct

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Objectives

To provide an increase in housing densities and encourage the provision of professional office suites and mixed-use premises.

Policy

It is policy to encourage:

- Increased housing densities in multi storey developments.
- Activation of street edges with residential and commercial premises addressing Davey Street, and Young Street.
- The creation of courtyards and other public spaces and improvements to existing public spaces.

22.02-9 Mixed cost housing within the CAD

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It is policy to:

- Encourage the provision of a range of housing for all income levels within the Frankston CAD.
- Encourage high quality and well maintained student housing specifically within, but not exclusively within, the northern and southern most parts of the Transit Interchange Precinct.
- Apply a reduced parking ratio of 0.5 car spaces per dwelling to an application for affordable housing or 0.2 spaces per bed of student accommodation.

22.02-10 Public realm improvements

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It is policy to ensure that a planning application responds to and protects the opportunity for the infrastructure works identified in the Frankston Public Realm Improvements Plan in Figure 2.

22.02-11 Subdivision

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It is policy to:

- Encourage land assembly and the consolidation of sites to provide for integrated redevelopment, particularly, but not exclusively for the following sites:
 - Sherlock and Hay site, Young Street
 - The old Police and Law Courts site, Davey Street

- No 8 Cranbourne Road
 - The car park site on Wells Street, Kananook Creek Precinct
 - Railway land adjacent to Fletcher Road
 - Potential air rights over the rail corridor.
- Discourage the subdivision and strata titling of land parcels.

22.02-12 Policy references

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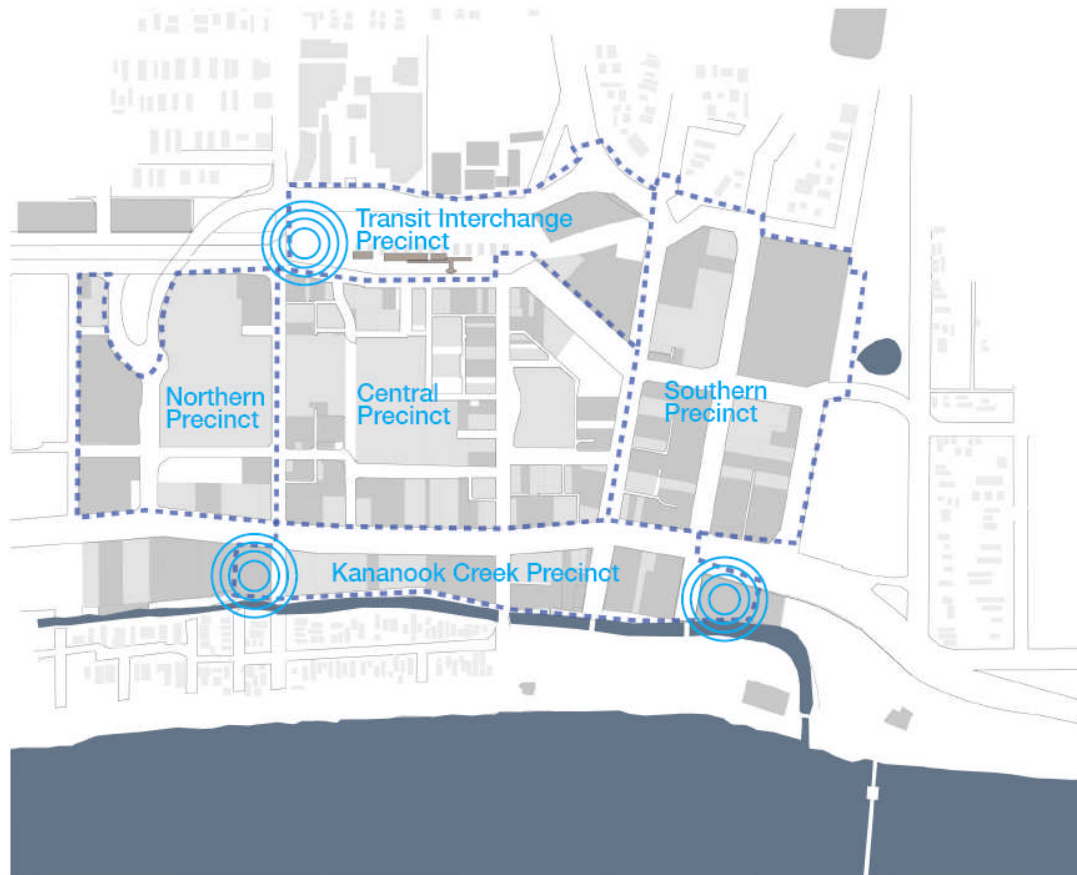
Frankston 2025
Frankston Tafe to Bay Structure Plan, 2005
Parking Study, 2004
Frankston Central Activities District Heritage Review, 2010
Traffic and Mobility Study – Travel Survey Report, 2003
CAD Streetscape Master Plan, 1999
Kananook Creek Environment Effects Statement, 1997
Kananook Creek Corridor Management Plan, 2009
City of Frankston Heritage Study, 1995

22.02-13 Expiry

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This policy expires on 31 October 2012.

FIGURE 1
FRANKSTON CENTRAL ACTIVITIES DISTRICT PRECINCT PLAN

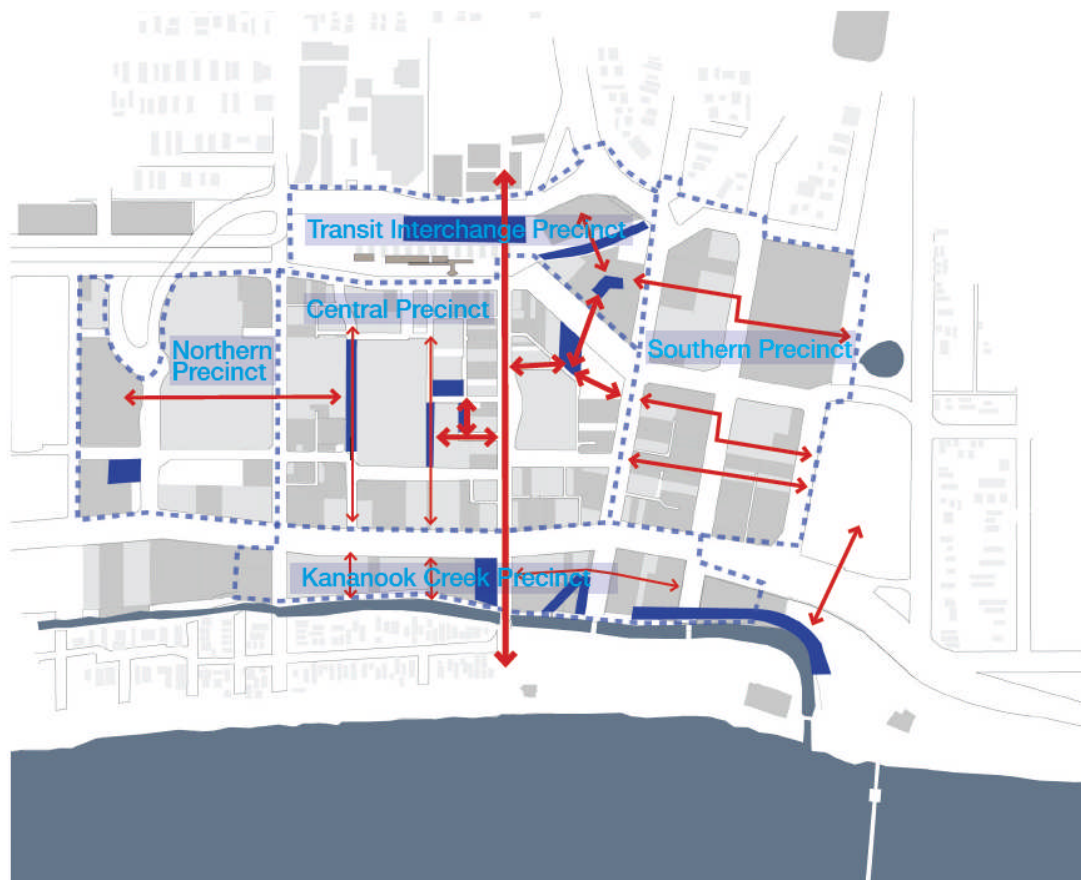


Frankston CAD: precinct plan

- Frankston CAD Precinct Boundary
- ⊙ Gateway sites



FIGURE 2
FRANKSTON CENTRAL ACTIVITIES DISTRICT PUBLIC REALM IMPROVEMENTS PLAN



Frankston CAD: public realm improvements

-  Short Term Priority Linkages
-  Long Term Priority Linkages
-  Public Realm - open space
-  Frankston CAD Precinct Boundary

