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Strategic Planning Department, Frankston City Council
PO Box 490 Frankston VIC 3199
Sent via email: town.planning@frankston.vic.gov.au

Submission to Frankston's DRAFT Industrial Land Strategy Review – November 2019

Dear Frankston Planning Dept

Please accept the following letter and documents as our submission to the draft **Industrial Land Strategy Review, November 2019 – Frankston City Industrial Precincts** currently on public exhibition.

Carrum Downs Industrial Estate

The Carrum Downs Industrial Estate (CDIE), or industrial precinct, has overtaken the Frankston CBD to become the engine room of Frankston City's economy.

CDIE produces more than 30 per cent of our municipality's economic output, employs 8600 people, generates \$3.65 billion in economic activity, and is growing jobs at a rate 13 times higher than the southern region average.

However, Carrum Downs' growth cannot continue without more industrially zoned land.

We make the following points:

- While we applaud the review, we are discouraged that it identifies the core issue of there being **no appropriately zoned industrial zone land remaining but provides absolutely no solutions.**
- Frankston Council has declared a "climate change emergency", which means we need big, bold ideas. Creating local, permanent jobs in sustainable, advanced industries is even more critically important following the economic damage done by the coronavirus pandemic and its attendant lockdowns. Both climate change and jobs need to be tackled together.
The council has a clear choice – either make enough land available to grow our local manufacturing sector or lose future jobs in advanced design and sustainable manufacturing.
- The Committee for Greater Frankston has previously provided best practice examples and case studies of how to develop a sustainable circular economy in Carrum Downs' booming advanced design and manufacturing sector (and we provide them again in this submission).
- Earlier this year, C4GF was actively researching what federal policy changes would be required to develop a region-specific federally funded "agile, lean-manufacturing youth training apprenticeship" in conjunction with TAFE. However, without a future strategy for growing the high-tech manufacturing sector in Frankston, this research has been put on hold indefinitely and is subject to understanding council's appetite for future expansion of Frankston's advanced manufacturing sector.

Draft Industrial Land Strategy Review: The big question was left unanswered

Frankston has “fewer than two years’ supply of industrial zone land left inside the Urban Growth Boundary” (UGB) in Frankston City, and much of it is “heavily restricted and/or encumbered” (Charter Keck Cramer report, Nov 2019).

This industrial land review also acknowledges that the only realistically rezonable site available for an expanded industrial precinct inside Frankston’s UGB would be Long Island or Peninsula Kingswood golf courses. The three courses (Peninsula Kingswood has 36 holes) are publicly accessible, well-maintained conservation land providing an “open green space buffer” between the residential suburbs of Frankston North and Karingal.

It is difficult to see how locating a new industrial precinct here is more socially or environmentally desirable than on a site closer to the main Carrum Downs industrial precinct. (That said, the golf course rezoning idea should not be discounted if it could be made to work.)

Frankston Council has a clear choice:

Grow future local jobs in the sustainable high-tech manufacturing sector – so residents can work locally – by supporting our already successful industrial businesses and making appropriate land available as the sector grows.

OR

Reject the rezoning of any industrial land for the future, in which case the high-tech sustainable manufacturing sector – and its jobs – will depart the municipality, leaving Frankston as just another outer Melbourne, car-dependent dormitory suburb with continued high unemployment.

When addressing Frankston Council’s declared climate emergency, our decision-makers need to consider the bigger picture of where our future population will be living, where they will be working, and in what sectors.

Decision-makers also need to quantify the impact of these explicit strategic choices in terms of local jobs, social liveability and environmental protection.

Climate change needs real solutions, implemented locally by today’s leaders, which together will support a global solution. This conversation must be had openly and honestly.

Climate change will not be solved by political lip service that just assumes parts of our economy, or our future job base, can be relocated to another suburb so it “isn’t tallied as part of Frankston’s environmental footprint”.

Comments on the draft review’s specific recommendations

The Committee for Greater Frankston has provided an itemised response to the industrial land strategy review’s draft recommendations in the following table.

It is clearly noted that this draft review **does not offer any recommended options to address the core issue** of there being **no appropriately zoned industrial zone land remaining** for future sector growth.

Cost of review

The council budgeted and spent \$50,000 on the strategy review and in the 12-14 months since the process started, council staff members have expended 130 to 150 hours on compiling the report so it is **disappointing to see a final report that has not articulated a clear and workable land strategy for our city’s future.**

Please contact us if further clarification or action is required.

Yours sincerely



Ginevra Hosking
CEO
Committee for Greater Frankston

Comments on the draft industrial land review's specific recommendations

The Committee for Greater Frankston makes the following brief comments on the specific draft recommendations provided in the draft *Industrial Land Strategy Review – November 2019*, while also clearly noting that **council has not provided any workable land strategy for continued employment growth** in Frankston's high-tech sustainable manufacturing sector.

On 29 June 2020, the council unanimously agreed to the following recommendations and actions based on the Charter Keck Cramer review:

Proposed recommendation	C4GF response	
a) Review the land use zoning of the Frankston East industrial precinct.	A sensible decision given this is an odd zoning for a "too-small" area that would be better used for commercial, health/education or residential development.	
b) Develop a strategic vision and program of actions to facilitate the renewal of aged industrial stock and ageing precincts.	Basically, any "new strategic vision" would be unimplementable as the municipality's industrial precincts are already fully developed and well-tenanted. It may assist on the periphery of Frankston's four industrial estates – Seaford, Seaford North/Carrum Downs, Frankston and Langwarrin. However, precinct renewal is already occurring here regardless of Council intervention.	
c) Develop urban design guidelines that encompass directions for the management of front setbacks, the improvement of streetscapes, and management of waste and storage.	Again, this is basically unimplementable as these precincts are already fully developed.	
d) Implement the 2009 urban design vision for Lathams Road as a high amenity gateway with extensive landscaping and high-quality cycling and pedestrian infrastructure.	This project is already funded by the Victorian government and is being tendered and constructed by Major Road Projects Victoria, part of the state's Department of Transport.	
e) Engage with Public Transport Victoria and the Department of Transport to advocate for a review of bus service frequencies and routes for buses that service industrial precincts, the provision of new bus stops in the northern portion of Carrum Downs, and more direct public transport connectivity to and from Cranbourne and other suburbs east of the municipality.	Two new bus routes were added in 2018, but if the Carrum Downs industrial precinct isn't expanding, it is difficult to see why PTV would add more bus stops to service its northern end.	
f) Develop a shared cycle route through Lathams Road that connects with the Peninsula Link Trail.	This project is already funded. The design of the east-west bike path takes it along a bridge over Peninsula Link freeway.	
g) Develop east-west cycling connectivity that supports accessibility from Cranbourne.	This project has already been funded by the Victorian government and is being planned by Major Road Projects Victoria.	
h) Investigate the prevalence and impact of non-traditional industrial uses in industrial locations.	Play centres, dance studios and other non-industrial activities operating in the Carrum Downs industrial precinct is a real issue – as they are not complementary to a sustainable, high-tech industry precinct – but it is difficult to see how this can be changed in the existing Carrum Downs precinct as the sites are already leased and the businesses in them have permits and/or historical use rights that allow them to operate.	
i) Address issues of disorderly industrial sites via local law enforcement.	No identifiable economic or jobs benefit.	
j) Ensure that vegetation at the ground [level] at pedestrian access points into and [away] from industrial precincts is maintained to avoid safety risks.	No identifiable economic or jobs benefit.	

