

# CHELTENHAM ACTIVITY CENTRE STRUCTURE PLAN

J U L Y 2 0 1 0



STRATEGIC PLANNING DEPARTMENT



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Figure 1 - Cheltenham Structure Plan Area

# 1. INTRODUCTION

## 1.1 BACKGROUND

The City of Kingston has prepared a draft Structure Plan for the Cheltenham Major Activity Centre to provide an integrated response to the change envisaged for this centre during the coming two decades.

The structure planning process gives Council an opportunity to work with the local community to discuss and carefully plan for the future demographic and economic changes expected over an extended planning period. The plan, once completed, will assist to manage growth within the centre and in so doing, will make Cheltenham a more vibrant, and functional place to visit, work and live.

The development of the Structure Plan follows on from work undertaken by Council through the P.L.A.N project. This earlier project identified the broad parameters for growth in key Activity Centres and provides a platform for managing future development through the individual structure plans. The Structure Plan provides specific details on where, Council working in partnership with the development sector and State Government agencies, provides the necessary direction for future green spaces, improved traffic movement and the fostering of economic growth.

## 1.2 THE STRUCTURE PLANNING AREA

The Cheltenham Structure Plan area is shown in figure 1. The study area is based around the Railway Station and retail and commercial areas of Charman and Station Roads. The boundary of the study area is purposefully limited to within a walking distance of 400 metres from the railway station because this is where the greatest opportunities are anticipated.

## 1.3 POLICY CONTEXT

### **Melbourne 2030**

Released in 2002 by the State Government, Melbourne 2030 is the Metropolitan Planning Strategy for Melbourne. A key outcome of the Strategy was to identify a hierarchy of Activity Centres where change could be directed. Cheltenham is one of 82 higher order Major Activity Centres, which is consistent with earlier Planning Strategies which identified it as one of Melbourne's key District Centers.

An important direction of Melbourne 2030, is its desire to achieve 'A more compact city'. This direction focuses major urban change over the next few decades on 'Activity Centres' to foster more sustainable and vibrant communities. Activity Centres will become focal points for shopping, housing, employment, service concentration, areas for meeting centred around multi-nodal public transportation. Melbourne 2030, the State Government's 30year metropolitan strategy establishes a hierarchy of

Activity Centres.

The challenge set by Melbourne 2030 for Activity Centres is to create vibrant contemporary urban environments. These vibrant environments will provide a clear point of difference from the balance of urban Melbourne while recognising the need to carefully plan for change which enhances a centre's identity and character without eroding a sense of place or public safety. For middle Melbourne areas, including Kingston, the introduction of new forms of housing, the revisiting of early 20th century road networks and the ability to create 21st century 'meeting spaces' are all part of the structure planning process.

### **Melbourne @ 5 Million**

Melbourne @ 5 Million is the State Government's planning update to Melbourne 2030. It outlines the implications of the Victoria in Future 2008 population growth projections for metropolitan Melbourne and provides a context for the Victorian Transport Plan. Melbourne's population is expected to reach 5 million substantially faster than previously anticipated. The growth is being driven by high levels of natural increase (i.e. births), a decrease in losses due to interstate migration and an increase in overseas migration.

Melbourne @ 5 million projects that an additional 600,000 dwellings will be needed in metropolitan Melbourne between 2006 and 2026 which is substantially more than the 620,000 originally predicted over a 30year period. An additional 1.58 million people will need to be accommodated in Victoria, with housing to be provided for 1.26 million people in metropolitan Melbourne, projections which are now substantially higher than previously identified in Melbourne 2030 over a 30year time horizon. 53% percent of the growth for urban Melbourne is predicted to occur in established areas, including Activity Centres.

The Victoria in Future Projections has indicated that at a local level, the City of Kingston (one of 31 metropolitan municipalities) will accommodate approximately 23,776 people or almost 2% of the 1.26 million additional people expected for Melbourne.

## 2. CONTEXT

### 2.1 PHYSICAL AND LAND USE CONTEXT

Cheltenham is a vibrant Activity Centre that has a mix of uses based on the traditional strip shopping centre setting. The main shopping strip is located along Charman Road while a concentration of office/café activities dominates Station and Park Roads. Some peripheral retailing exists on the east side of Nepean Highway. Access to the Activity Centre is from Nepean Highway via Charman, Park and Station Roads. The railway line and Nepean Highway fragment the centre, separating retailing along Charman Road and the shops located on the east side of Nepean Highway.

The centre is well serviced by public transport concentrated around the railway station on Charman Road where buses and taxis are also available. Cheltenham currently provides a wider transport role in connecting rail users with the Southland Shopping Centre and retailing activities at Moorabbin Airport.

The Activity Centre performs a strong civic role with the presence of City of Kingston offices on Nepean Highway and the Cheltenham Library in Stanley Avenue. The Nepean Highway also provides frontage to a number of offices/service facilities of varying scales.

The Cheltenham Park, despite its immediate presence from various vantage points in or approaching the centre, is separated by the train line. A new local play facility is being provided next to the Cheltenham Library in Stanley Avenue.

### 2.2 SOCIO-ECONOMIC CONTEXT

As Kingston's most populated suburb, Cheltenham was home to 16,387 people at the 2006 census and unlike other parts of Kingston grew only marginally with an additional 174 people since the previous census, five years earlier. Cheltenham is also noticeably older than the Kingston average with 19.4% of the suburb aged over 65 when compared with a Kingston wide average of 15.4%.

Interestingly between these two census periods the number of residents aged over 85 grew by 149, whilst at the other end of the age spectrum Cheltenham only gained 21 people aged 17 years or under. Despite the marginal increase in population over the same five year period an additional 147 dwellings were created throughout the suburb.

The economic analysis which was undertaken as part of structure plan indicates that the Primary Trade Area servicing Cheltenham will grow by approximately 931 people between 2009 and 2031. Much of this population growth is likely to occur within the structure planning area. A significant economic strength identified in the analysis was the 2,400 approximate jobs which exist in the Cheltenham area.

With significant commercial competition from Southland and Mentone and physical constraints, including the golf courses and parkland to the west, Cheltenham only provides approximately 10,000m<sup>2</sup> of retail floorspace. Its retail effectiveness is also impacted by the lack of a full-line supermarket necessary to anchor an expanded range of retailers.

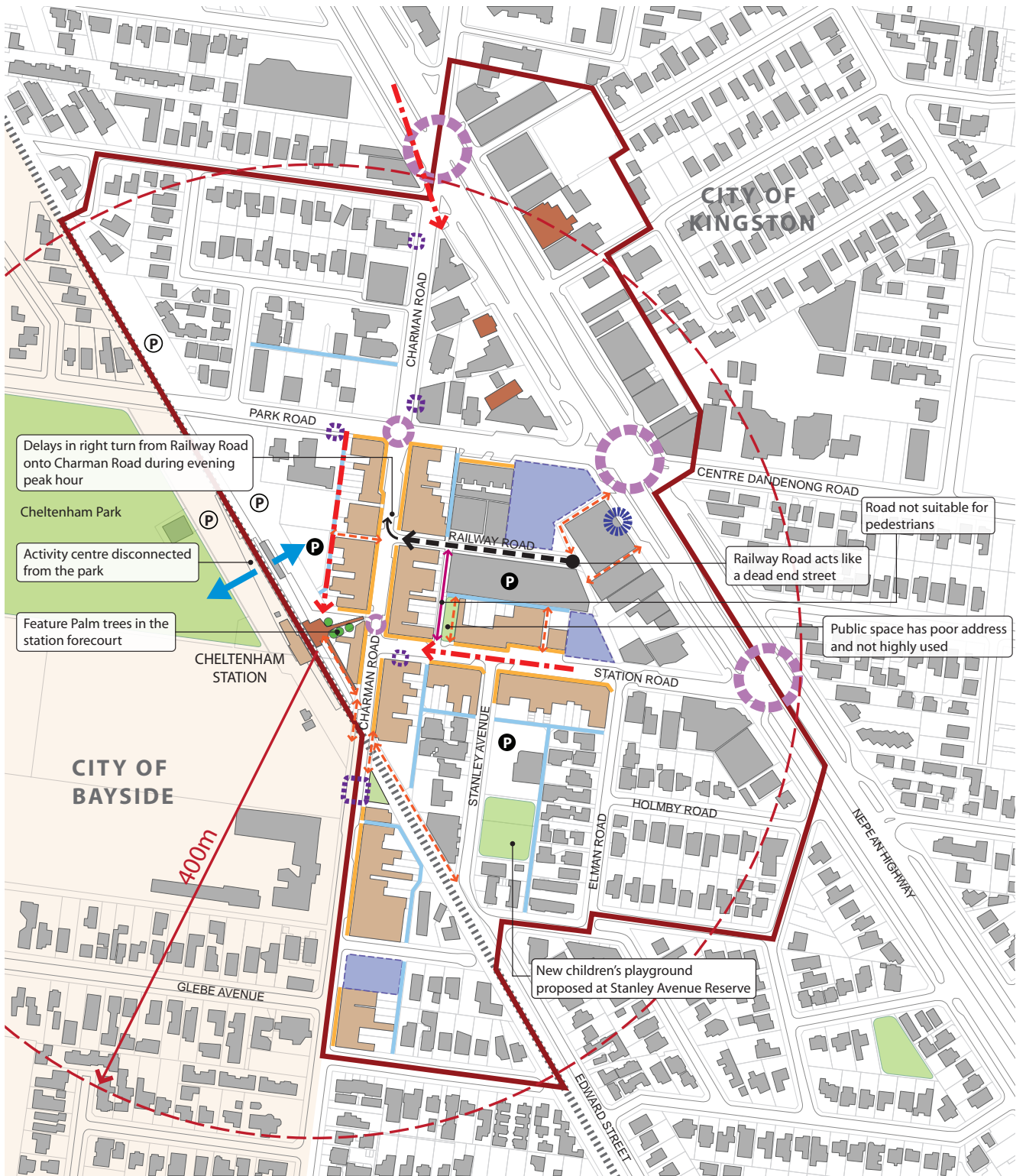
The economic analysis indicates that as a consequence of factors, including population growth and expenditure by workers in the Activity Centre, an increase of approximately 3,400m<sup>2</sup> of retail floorspace can be supported by 2031. Approximately half of this floorspace would be food related businesses with scope to double the size of the existing supermarket.

### 2.3 CONSTRAINTS AND OPPORTUNITIES

Cheltenham Activity Centre is characterised by the strip shopping along Charman Road and Station Road. A detailed analysis of the activity centre was carried out as part of the structure planning process which is presented in the Background Report. Figure 2 summarises the constraints and opportunities identified.

Some of the key constraints and opportunities include:

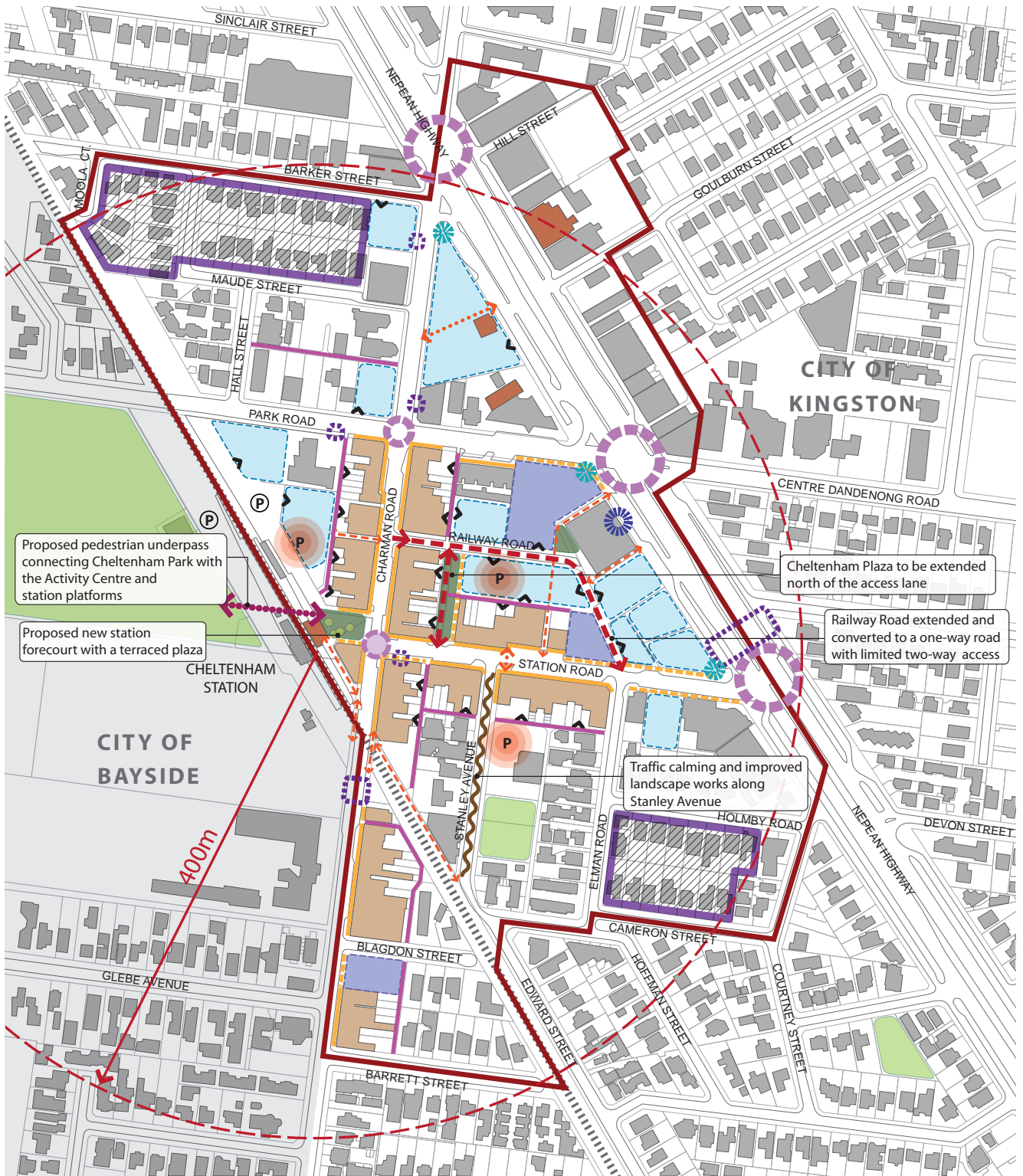
- Railway Road is currently a no through road accessed from Charman Road. Although it is possible to exit through the car park onto Station Road, presently this link is poor. Opportunities need to be created to move traffic along Railway Road efficiently to the recently signalised intersection of Station Road and Nepean Highway.
- Improvements on Railway Road could also assist in addressing congestion during peak periods on Charman Road.
- The Activity Centre is disconnected from Cheltenham Park with the rail line presently appearing as an impenetrable barrier.
- Further scope exists to strengthen the passive recreation and leisure role of the Cheltenham Plaza.
- Cheltenham Station is a charming heritage station but unlike Mentone, the building is not highly visible from the street. The four palm trees in front of the station provide a further strong feature.
- As the largest single parcel of land in the epicentre of Cheltenham the multi-deck car park is on a strategic land parcel.
- Rear laneways are an important feature of the Activity Centre and have the potential to provide rear access to development along Charman and Station Roads.
- Many intact single dwellings remain on large land parcels within the 400 metre radius of the centre which provide scope for greater housing diversity.



**Legend**

- |            |                         |                      |                  |
|------------|-------------------------|----------------------|------------------|
| Study Area | Existing traffic lights | Retail core          | Pedestrian links |
| Open Space | Bus stops               | Heritage buildings   | Active frontage  |
|            | Existing landmark       | Proposed development | View corridor    |
|            | Public parking          | Landscape feature    | Rear lanes       |
|            | Commuter parking        |                      |                  |

**Figure 2 – Constraints and Opportunities**



**Legend**

- |                       |                           |                      |                           |
|-----------------------|---------------------------|----------------------|---------------------------|
| Study Area            | Existing traffic lights   | Parking              | Increase housing density  |
| Existing open space   | New traffic lights        | Commuter parking     | Existing pedestrian link  |
| Proposed open space   | Bus stops                 | Preferred car access | Proposed pedestrian link  |
| Key development sites | Existing landmark         | Retail core          | Existing active frontage  |
| Proposed development  | New gateway opportunities | Heritage buildings   | Proposed active frontage  |
|                       |                           |                      | Access through Rear Lanes |

**Figure 3 – Concept Strategy**



## 3. FRAMEWORK PLAN

### 3.1 VISION

The vision for Cheltenham Activity Centre is:

*'To create a contemporary employment centre that sits within a thriving retail strip happily blossoming with community life.'*

### 3.2 OBJECTIVES

The key objectives for the Cheltenham Activity Centre are:

- To build on the existing significant commercial role of Cheltenham while improving the quality of the public area;
- To accommodate a mixture of land uses throughout the Activity Centre to support the strengthening of its employment role;
- To meaningfully connect the Activity Centre to the adjacent open spaces;
- To make safety and accessibility for those of all ages paramount in all changes planned for Cheltenham;
- To place greater emphasis on walking, cycling and use of public transport to gain access to the centre;
- To improve traffic circulation and rationalise car parking;
- To continue to diversify Cheltenham's retail mix by providing an anchor supermarket and supporting the emerging trend towards night time dining options;
- To provide a range of contemporary outdoor places for those working, living or shopping in Cheltenham to meet;
- To recognise the increasing role multi-level buildings will play in providing new employment and housing while being mindful of the transition to established residential areas adjoining the Activity Centre; and
- To facilitate development which is able to demonstrate the highest of architectural and environmental standards.

## 3.3 OVERALL STRATEGIES

The Concept Strategy in Figure 3 brings together the ideas presented in the Structure Plan for Cheltenham. The concepts are explained in the following sections.

### 3.3.1 TRAFFIC MOVEMENT AND PARKING

The key proposed changes to traffic and parking are identified in Figure 4. Key initiatives include:

- Facilitating the extension of Railway Road through to Station Road behind the properties along Nepean Highway providing a new road to manage the increasing demands in a rapidly changing area.
- Railway Road will become one way eastbound (with limited two way access via Station Road), entry will primarily be via Charman Road and Cheltenham Plaza accessed from Station Road. Egress will be onto Station Road only, via Cheltenham Plaza and via limited two way access from the extension of Railway Road. The laneway next to the existing Foodworks Supermarket will give priority to pedestrians, with vehicle access limited to loading only. These changes will reinforce Railway Road's role as a major connector recognising that improvements can be made for pedestrians moving through this area too.
- Marginally relocate the pedestrian lights in front of the Railway Station to the intersection of Station Road to create a fully signalised intersection with benefits to pedestrian and bus movements.
- Encourage the rationalisation of commuter parking on the east side of the rail line by seeking to facilitate the redevelopment of this area for a multi-deck car park and in so doing 'free up' land for redevelopment. The new car park could increase the number of spaces available by up to 150.
- Provide dedicated locations for car share and for future requirements for electric car charge stations.



Figure 4 – Traffic movement and Parking

### 3.3.2 PEDESTRIAN AND BIKE MOVEMENT

It is recognised that the road network needs to not only provide for vehicles, but also improve the number of trips to the Centre by pedestrians and cyclists that will require infrastructure and creative urban enhancements. Figure 5 illustrates the following opportunities:

- Strengthen bicycle connections between Activity Centres by linking to the north-south path connecting Cheltenham to Mentone via Station Road and Stanley Avenue.
- Improve the on-road bike path along Charman Road on the south side of the rail line to extend and connect with the bike path at the Cheltenham Railway Station through shared markings. This path would provide a direct connection to the expansive Bay Trail network.
- Support the creation of an enhanced walkway from the Nepean Highway through the redevelopment of the former Arnos Site to provide a strong east/west pedestrian connection through Cheltenham.
- Improve the main access roads for cycling to and within the centre. These roads should enhance safety and quality of access.
- Ensure future buildings are designed to provide for the needs of cyclists for both recreational and commuter purposes.

### 3.3.3 QUALITY PUBLIC SPACE

Expand the opportunities for people to meet and relax in new public spaces within the Centre.

#### Station Forecourt

As with the community driven initiatives at Mentone and Mordialloc, create a new meeting place on the ‘door step’ of the Cheltenham Station. This central community space will become the ‘meeting point’ of Cheltenham anchored centrally adjacent to the railway station and highly visible from both Charman Road and Station Road.

The topography of this area will provide for a terraced design integrating steps that will act as informal seating, while showcasing the historic station building.

Opportunities created through a new Station Forecourt include:

- Pedestrian and Cycling – A network of paths will link to the new forecourt immediately adjacent to the café and retail areas of Charman Road. A new pedestrian underpass would provide direct access to the station platforms and Cheltenham Park across the rail line. Due to the topography the underpass will be at-grade to the forecourt providing good surveillance and security. Lifts and stairs would provide access to all the platforms and Cheltenham Park. The improvements for pedestrians using the train would be substantive, eliminating the need to cross at the level crossing.



Figure 5 – Major Pedestrian and bike routes



Figure 6 – Key Public Spaces

- Palm trees - The existing palms trees will be retained and showcased as key features of the new Station Forecourt.
- Infrastructure – By realigning the traffic signals at Station Road, pedestrians will be directly channelled into the Station Forecourt. Cars (other than taxis) would be prevented from exiting onto Charman Road from the car park, to ensure a safe pedestrian environment. Park Road will continue to be the major exit point of the rail commuter car park.

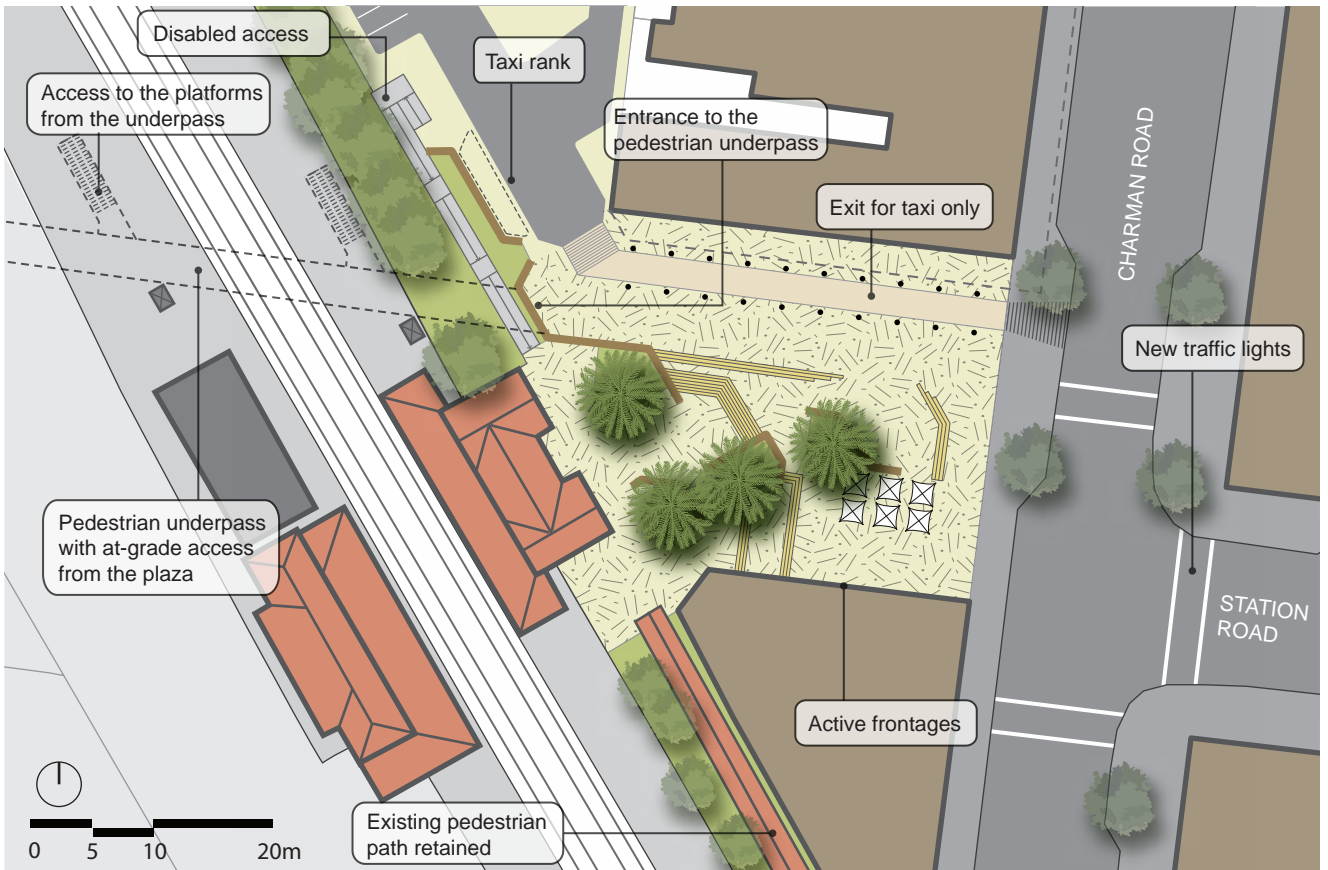


Figure 7 – Station Forecourt Concept Plan



Figure 8 – Station Forecourt view from Station Road

**Cheltenham Plaza Extension**

Support the reconfiguration and extension of the Cheltenham Plaza recognising that it is critical to create an active frontage that links to the Cheltenham Central Project described in the plan.

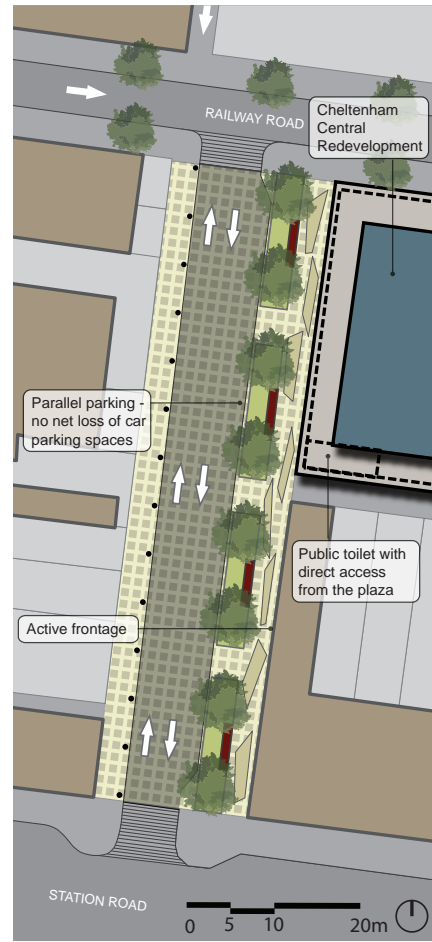
The additional space created will provide for further enhancements to the Plaza and improved access to sunlight. Pedestrian safety and amenity will be improved by a dedicated pedestrian footpath at the rear of Charman Road shops. Landscaping and opportunities for public art will further enhance the appearance of this area. Redevelopment of the Plaza will integrate the public amenities within the redevelopment of the carpark with direct access from the Plaza (Figure 9).

**3.3.4 BUILT FORM AND STREETScape**

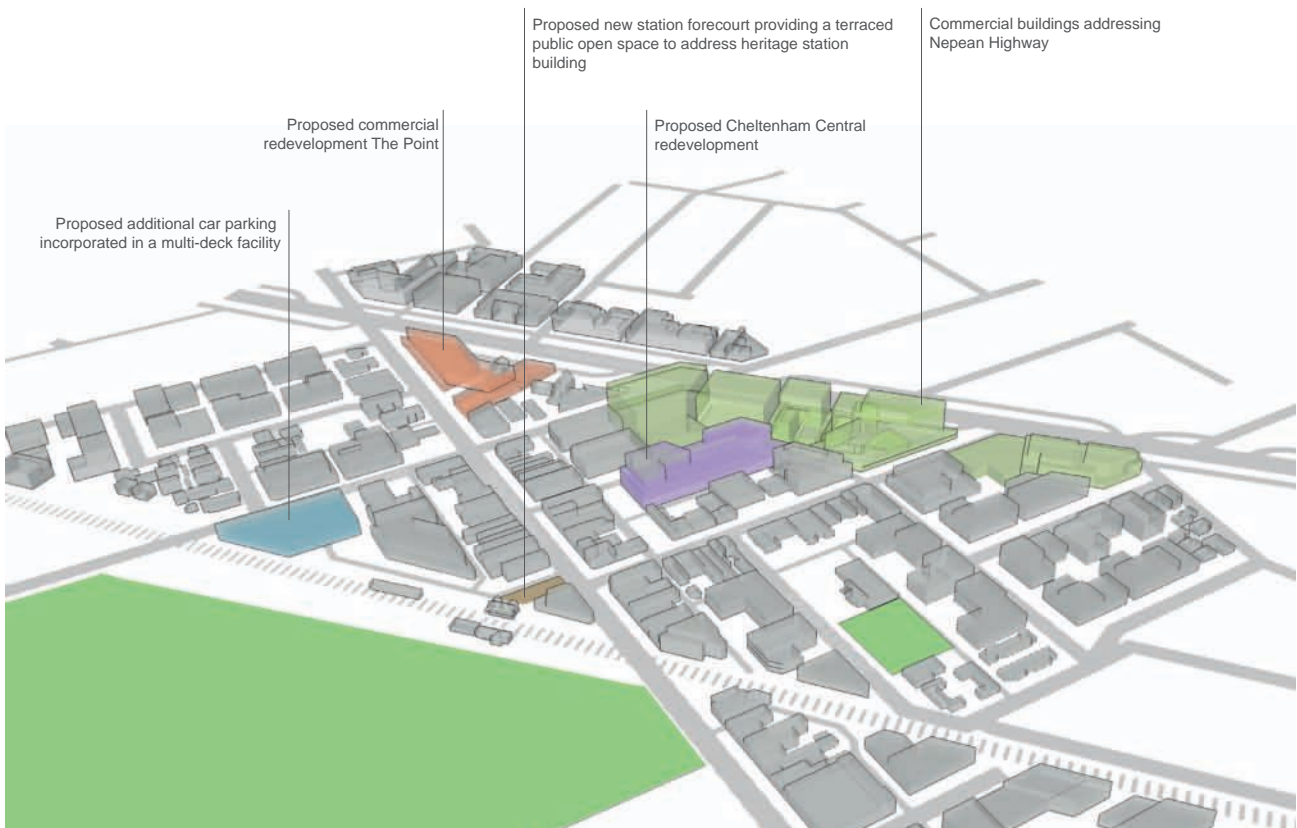
Development in the Cheltenham Major Activity Centre will demonstrate innovative contemporary architectural approaches that meaningfully interact with the public realm by activating the streetscape at a scale appropriate to location. It will be vital that development change in Cheltenham makes efficient use of the land resources available and in doing so responds to the directions set within this Structure Plan. The proposed built form of Cheltenham Activity Centre is shown in Figure 10.

Key strategies include:

- Actively pursuing contemporary built form outcomes throughout the centre through the use of strong articulation and materiality to provide for architecture that is visionary and environmentally responsive.



**Figure 9 – Cheltenham Plaza Plan**



**Figure 10 Proposed built form**

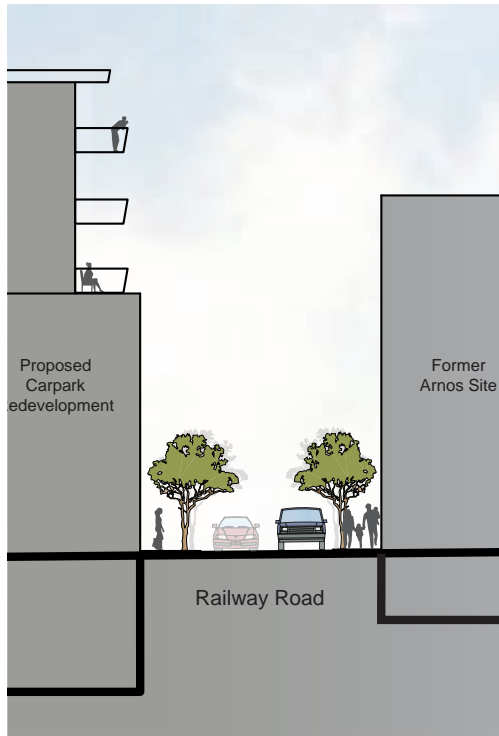


Figure 11 – Railway Road Cross Section

Contemporary architecture will build on the Centre's character while providing a clear distinction between old and new.

- Reinforce building heights along the Nepean Highway frontage to strengthen the Centre's commercial role.
- Encourage consolidation of 1234 and 1236 Nepean Highway to provide for improved design outcomes for future development across the site.
- Introduce road treatments and landscaping along Stanley Avenue to create an improved visual connection between the Cheltenham Library/Stanley Avenue Reserve and the Activity Centre.
- Facilitate the extension of Railway Road through to Station Road and in so doing create a more appealing streetscape with generous footpaths with parking on one side.
- Ensure the Cheltenham Central Project provides active frontages to Railway Road (Figure 11).
- Enhance the two storey character and charm of the Retail Core Precinct through active street frontages, and limit non-active uses to upper levels. Provide for new paving treatments and landscaping to facilitate improvements to the visual amenity of the Centre. Ensure new development creates cohesion across the different scales of change identified throughout the Centre (Figure 12).
- Recognise the critical role played by built form controls to mitigate against the impacts of shadowing.



Figure 12 – Charman Road Artist Impression

### 3.3.5 PRECINCTS

The Precincts in Cheltenham Activity Centre are shown in Figure 13.

#### Precinct A – Retail core

- Maximum 4 storeys with levels beyond a robust 2 storey commercial edge to the street to be setback a minimum of 5 metres from Charman and Station Roads. Additional 3 metre setback to levels beyond 2nd storey taken from ground floor setback rear lanes.
- All buildings to address the enhanced Station Forecourt and Cheltenham Plaza from rear and side where an immediate interface exists. Upper levels to be setback from a laneway edge a minimum of 3 metres.
- Reveal and enhance vistas to railway station buildings and palm trees.
- At upper levels encourage the use of lightweight materials, articulation and detailing to maintain the traditional shopfront appearance.
- Encourage active ground floor retail/service uses and secondary office or residential uses in upper levels.
- Ensure interface with established residential area is setback consistently with ResCode.
- Ensure development adjoining rear laneways is setback to allow a 6m access way.
- Ensure development above three storeys is setback 9m where sites directly abut established residential areas.
- Limit the building height on the north side of the Railway Forecourt to 3 storeys to ensure maximum solar penetration.

#### Precinct B – Mixed Use

- Encourage secondary retail and commercial uses at ground floor with residential uses in upper storeys.
- Maximum 4 storeys north of railway line stepping down to 3 storeys adjoining residential areas.
- Maximum 3 storeys south of the railway line.
- Provide a robust 3 storey hard edge to Nepean Highway with setback to 4th storey.
- Extend the 2 storey commercial hard edge established in Precinct A throughout this precinct ensuring that levels above are setback 5 metre to Charman/Park Roads.
- Vehicle access is encouraged from side streets and rear laneways .
- Encourage contemporary architectural responses.

#### Precinct C – Increased Residential

- On sites of 1,000sqm or less and with a frontage of 30 metres or less buildings and works should not exceed a maximum 2 storeys and development should be limited to additions to existing detached dwellings.
- On sites (comprising one or more lots) of greater than 1,000sqm and with a frontage of greater than 30 metres buildings and works cannot exceed a maximum height of 3 storeys. Development should provide a mix of dwelling options in an apartment format rather than villa units or townhouses.
- Development must be setback a minimum of 5 metres from the front property boundary which should be landscaped.
- All habitable room windows and balconies of development above ground level must be setback 4.5 metres from side or rear boundaries.
- Car parking spaces be provided optimally in basements rather than at ground level, accessed via a single entry onto the site, in order to maximize the opportunity to use ground level areas for landscaping, and open space.
- Architecture will be contemporary with attention paid to articulation and materiality.
- New development should be designed to address street edge with direct pedestrian access from the street for ground floor apartments.
- Design of buildings to maximise natural lighting and ventilation through use of sustainable design principles.

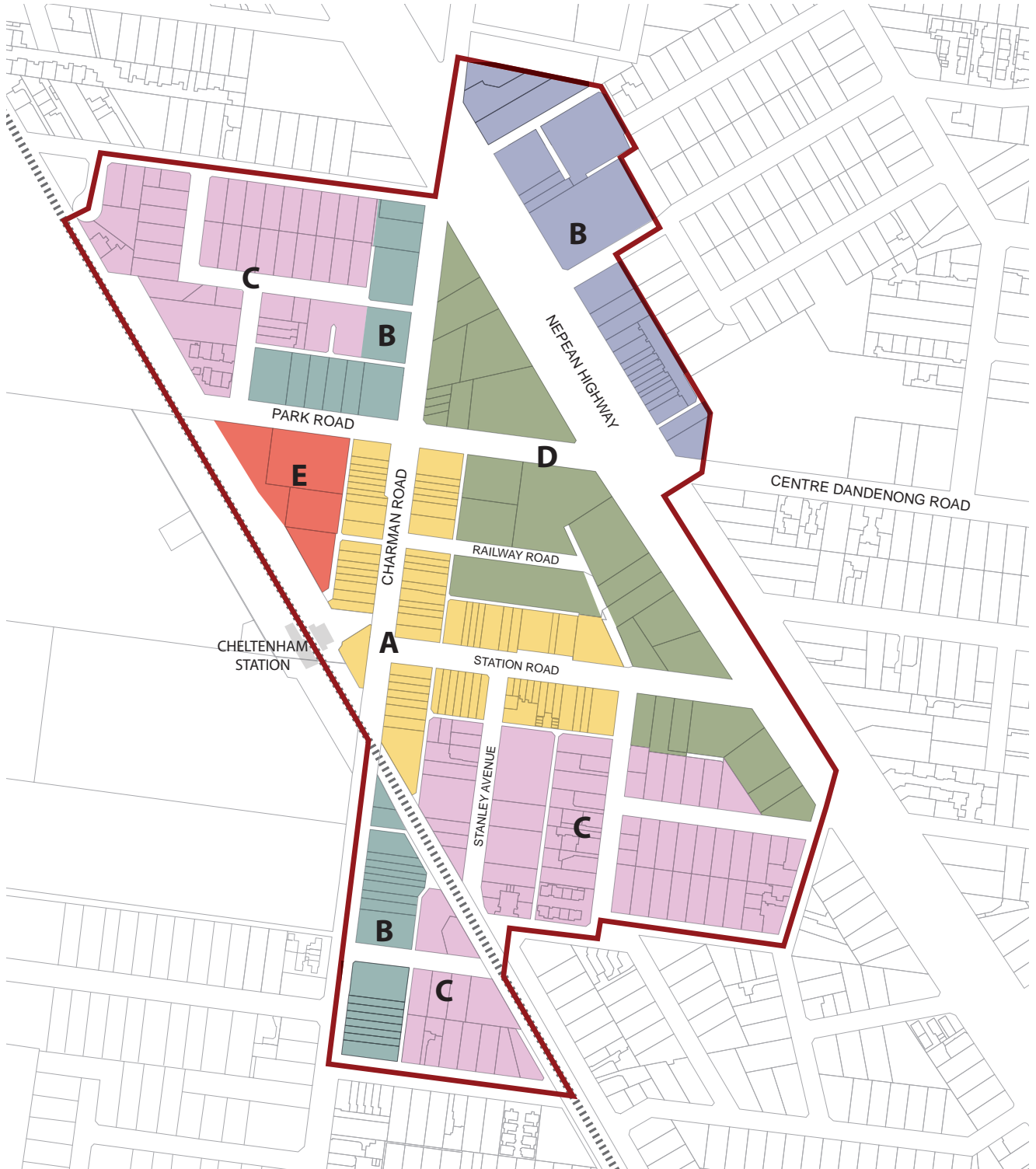
#### Precinct D – Business Edge

- Create a unified contemporary building height along the Nepean Hwy between Park Road and Station Road of 6-7 commercial storeys in height and 4 storeys in height south of Station Road
- Ensure the interface with the established residential area is setback consistently with Res Code.
- Ensure development above three storeys is setback 9m where sites directly abut established residential areas
- Where existing residential areas or heritage features adjoin the precinct transition down building heights to 3-4 storeys, and provide adequate setbacks to heritage features
- Ensure all development along the highway provides a strong commercial podium of a couple of levels to reinforce the commercial nature of the precinct.
- Ensure a consistent building edge to the Nepean Highway by preventing vehicle access except for sites north of Park Road where access is encouraged from the Nepean Hwy service lane.
- Protect and enhance heritage places.

- Maximise opportunities for on-site renewable energy generation, alternative energy and sharing of energy resources, as well as water capture and re-use.
- Minimum 5 star/green star.
- High quality, contemporary architecture responsive to the role played by the precinct as a gateway to Cheltenham .

**Precinct E – Railway Parking Precinct**

- Monitor the implications of any future station at Southland on the likely demand for commuter car parking at the Cheltenham Station.
- Depending on demand construct a new multi-deck carpark to rationalise car parking in proximity to Park Road and the railway line designed with careful



**Legend**

- |   |   |
|---|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Precinct A - Retail Core         | <span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black;"></span> Precinct D - Business Edge          |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: teal; border: 1px solid black;"></span> Precinct B - Mixed Use             | <span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> Precinct E - Railway Parking Precinct |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: pink; border: 1px solid black;"></span> Precinct C - Increased Residential |   |

**Figure 13 – Precinct Plan**

attention given to the material used to 'clad' the carpark in its high profile location.

- Facilitate the use of historic railway siding buildings for new commercial ventures to improve the presentation of this precinct.
- Following the construction of the multi-deck car park utilise the mortuary car park to create a 4 storey re-development of this precinct to provide improved surveillance and activity.

### 3.4 KEY DEVELOPMENT INITIATIVES

#### 3.4.1 CHELTENHAM CENTRAL

Further investigate the potential to utilise the airspace of the car park along Railway Road. Re-development proposals should address the following:

- The provision of an improved supermarket for Cheltenham to reduce lost spending to other centres
- The retention of the required office parking.

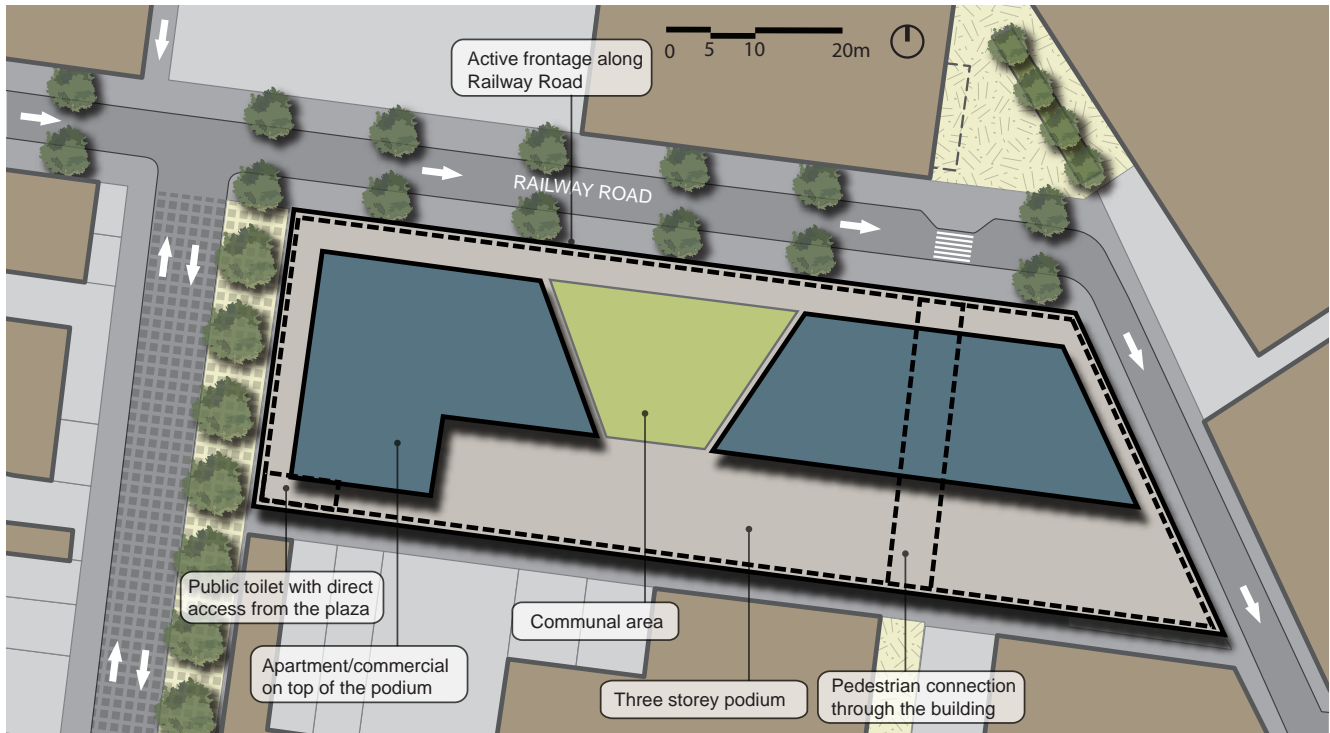


Figure 14 – Cheltenham Central Concept Plan

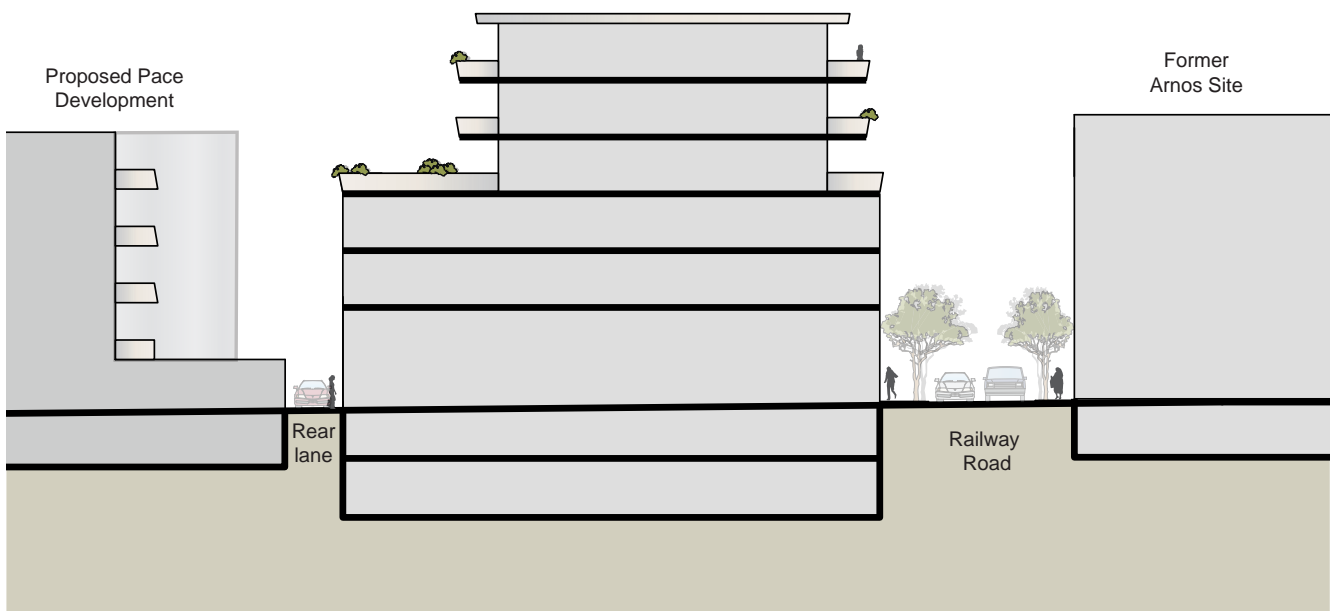
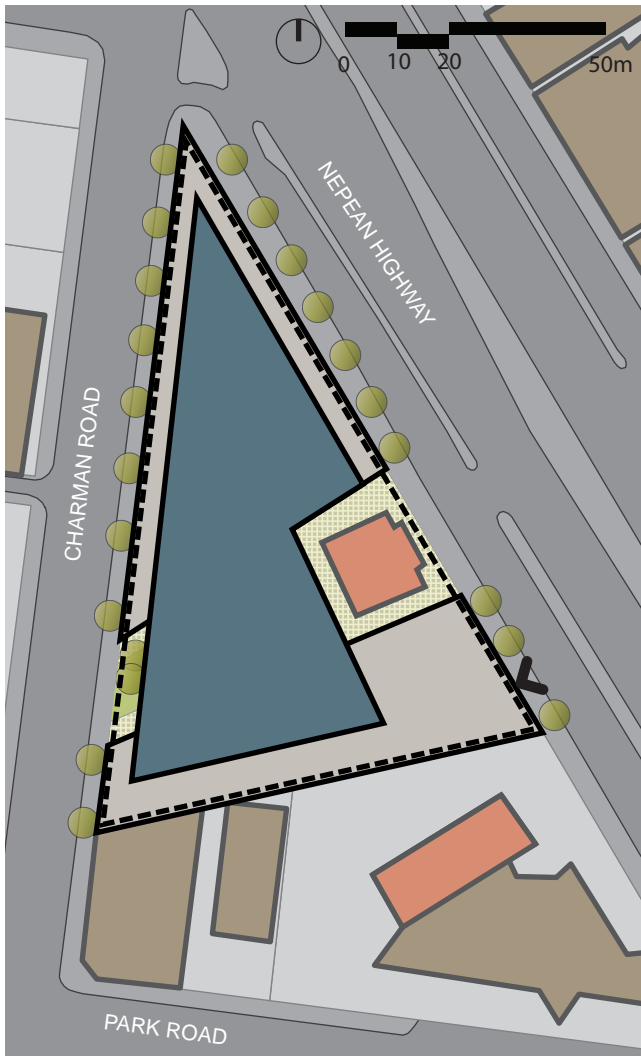


Figure 15 – Cheltenham Central Cross-section





**Figure 16 – The Point Concept Plan**

- Utilising upper levels for residential or office accommodation, being mindful to ensure the design provides natural light and reasonable amenity for future users.
- Associated centre and future user parking provision located in basement levels (Figure 14 & Figure 15).

### 3.4.2 THE POINT

Seek to facilitate the re-development of land at the corner of Charman Road and Nepean Highway for commercial purposes. Re-development must be of a high quality and must appropriately respond to the prominent gateway location within the Activity Centre.

The service lane adjacent to Nepean Highway is the most appropriate place to focus access, as part of any redevelopment.

The re-development of the site should provide for the retention of the heritage listed courthouse. Explore opportunities to create an atrium within the re-development to incorporate the former courthouse while providing a pedestrian connection through the site. Buildings should be designed to provide for a 4-5 storey tower above a 2-3 storey podium.

## 4. IMPLEMENTATION

Implementation of the Structure Plan will require a multi-lateral approach led by Council with co-operation and shared responsibility with the State Government, the private sector and the community.

The vision for this Structure Plan will be progressively realised over the next 20 years through a wide range of supporting transport, infrastructure, and public works.

### 4.1 STATUTORY IMPLEMENTATION FRAMEWORK

The PLAN Project together with the urban design analysis as outlined in the Background Report of the Structure Plan have provided for detailed built form and design guidelines for all the precincts within the Activity Centre. This analysis of the built form will ensure not only are the vision, objectives and strategies for the Plan progressed, but immediate conversion into statutory planning controls can occur.

Revise the Local Planning Policy Framework of the Kingston Planning Scheme to reflect the strategic objectives and direction the Structure Plan.

Undertake the following amendments to the Kingston Planning Scheme:

- Zone changes – most of the centre is subject to the Business 1 and 2 Zonings. Upon adoption of the Structure Plan consideration will be given to the appropriateness of using these zones or whether the outcomes sought could be better achieved through the use of a schedule to the Activity Centre Zone.
- Overlay changes – introduce a Design and Development Overlay to all properties located within the activity centre boundary to implement the outcomes of the built form and design guidelines. Examine how development contributions can assist in delivery of the key outcomes identified in the Structure Plan.

Ensure all medium and large scale development applications address Environmentally Sustainable Design considerations through the submission of a Sustainable Design Assessment or EMP (as applicable), as required by Council's Sustainable Design Assessment Policy 2009.

## 4.2 NON-STATUTORY IMPLEMENTATION FRAMEWORK

A detailed implementation plan will need to be prepared, incorporating the actions and key initiatives identified within the Structure Plan and priority actions will require incorporation into the Council Plan.

Commence discussions with key businesses, landowners and investors to activate key strategic sites particularly those which are 'development ready'.

Undertake in collaboration with the relevant Government Agencies where applicable, further development capability analysis of significant land parcels identified within the Structure Plan as being suitable for re-development.

Undertake discussions with the Department of Transport in relation to the relative priority of the pedestrian underpass and any concerns it holds in relation to safety and vandalism issues.

Explore a range of funding mechanisms to deliver the Structure Plan including:

- State Government funding sources such as Creating Better Places;
- Federal Government funding sources such as Black Spot Roads funding;
- Explore the use of Developer Contributions; and
- Public – Private partnerships and joint ventures with the private sector where Council owned land may be available.

As a priority formalise the extension of Railway Road through to Station Road behind the properties along Nepean Highway.

Undertake discussions with the landowner of 43 Station Road as part of the detailed design of the Railway Road extension with the view to allowing continued bi-directional vehicle access from station road to this property.

Prepare detailed masterplans that provide further opportunities for focussed stakeholder and community consultation on the new open spaces identified in the Structure Plans, once land assembly is at an appropriate stage including:

- Development of Station Forecourt and pedestrian underpass is recognised as a predominately staged project. Priority will be development of the Station Forecourt. Development of the pedestrian underpass will be undertaken as part of future stages subject to discussions with the Department of Transport.
- Streetscape improvements to Stanley Avenue
- Improvements to the design of the Cheltenham Plaza

Actively pursue opportunities for participation in the Victorian Government's Zero Emissions Neighbourhood (ZEN) program, or similar.

## 4.3 CAPITAL WORK PROJECTS AND AGENCY DISCUSSIONS

Over the life of the Structure Plan progressively undertake streetscape and public realm improvements to:

- Charman, Park, Station Road and Nepean Highway – new paving treatments, landscaping and cycling infrastructure to facilitate unity and improvements to the visual amenity of the centre.
- Stanley Avenue - road treatments and landscaping.
- Railway Road – paving and landscaping to create an intimate and active laneway.
- Cheltenham Plaza as described in this Structure Plan.

Initiate State Government Department / Agency discussions to facilitate outcomes in accordance with this structure plan, including:

- Discussions with the Department of Transport about opportunities identified in relation to commuter car parking and the Station Forecourt Redevelopment.
- Slightly relocating the pedestrian crossing to the intersection of Charman and Station Roads with VicRoads.

## 4.4 MONITORING AND REVIEW

In order to provide for the monitoring and review of the Cheltenham Structure Plan the following will occur:

1. Reporting undertaken against the Council Plan will include updates on elements of the Structure Plan which have been advanced.
2. Council will continue to discuss the outcomes envisaged in the Structure Plan and the progress of identified projects with the Cheltenham Chamber of Commerce and Cheltenham Village Committee.
3. A review of the demographic changes envisaged as a consequence of the Structure Plan in relation to population growth within the study area will occur after the release of the Census at five (5) yearly intervals.
4. The mapping of development activity within the Activity Centre will occur upon confirmation of significant development proceeding.
5. Where significant development proposals are presented in the Structure Planning Area, reports will be presented to Council analysing the proposals for consistency with the Plan.
6. A complete review of the progress of implementing the Structure Plan will occur on a five (5) yearly cycle. Where significant development proposals are presented in the Structure Planning Area reports, will be presented to Council analysing the proposals for consistency with the plan.

## CONTACT US

If you have any queries with regards to the Structure Plan please contact the City Strategy Department:

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<http://www.kingston.vic.gov.au/link/cheltstructureplan>