



**SUBURBAN
RAIL LOOP
EAST**



Artist's impression

SRL East Structure Plan Cheltenham



**More Homes
For Victorians**



VICTORIA
State
Government

Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the Suburban Rail Loop project.



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Cheltenham Structure Plan

Melbourne and Victoria's population is growing. By the 2050s, Melbourne will be home to almost 9 million people – a city the size of London today.

To accommodate this growth, the Victorian Government has launched its *Housing Statement* and a program of initiatives that will increase housing supply in new and established suburbs.

As Australia's biggest housing project, Suburban Rail Loop (SRL) will deliver more transport as well as more homes in Melbourne's middle suburbs where many people want to live – on the doorstep of world-class public transport, jobs, services and opportunities.

SRL will transform how people move around Melbourne and local areas. Coordinated and thoughtful planning in the neighbourhoods surrounding the SRL stations will support thriving and well-connected communities, fit for the future.

Cheltenham is already experiencing significant change and this will continue with the delivery of SRL. The resident and worker populations surrounding the new station at Cheltenham are forecast to more than double by 2041.

A greater supply of quality and diverse housing choices are needed, with more workspaces to attract and retain businesses, and diversify the local economy.

This Structure Plan sets objectives, strategies and actions to properly manage future growth so it is appropriate and sustainable.

Consultation with local residents, businesses, councils and others over several years guided the preparation of this Structure Plan. Additional community feedback as part of the planning process, via submissions and public hearings, informed the final Structure Plan and associated Planning Scheme Amendment.

The Structure Plan will pave the way for future development and investment in the right places, enhancing the liveability and amenity of local neighbourhoods, while maintaining Cheltenham's distinctive character and making sure the full potential of SRL is realised.

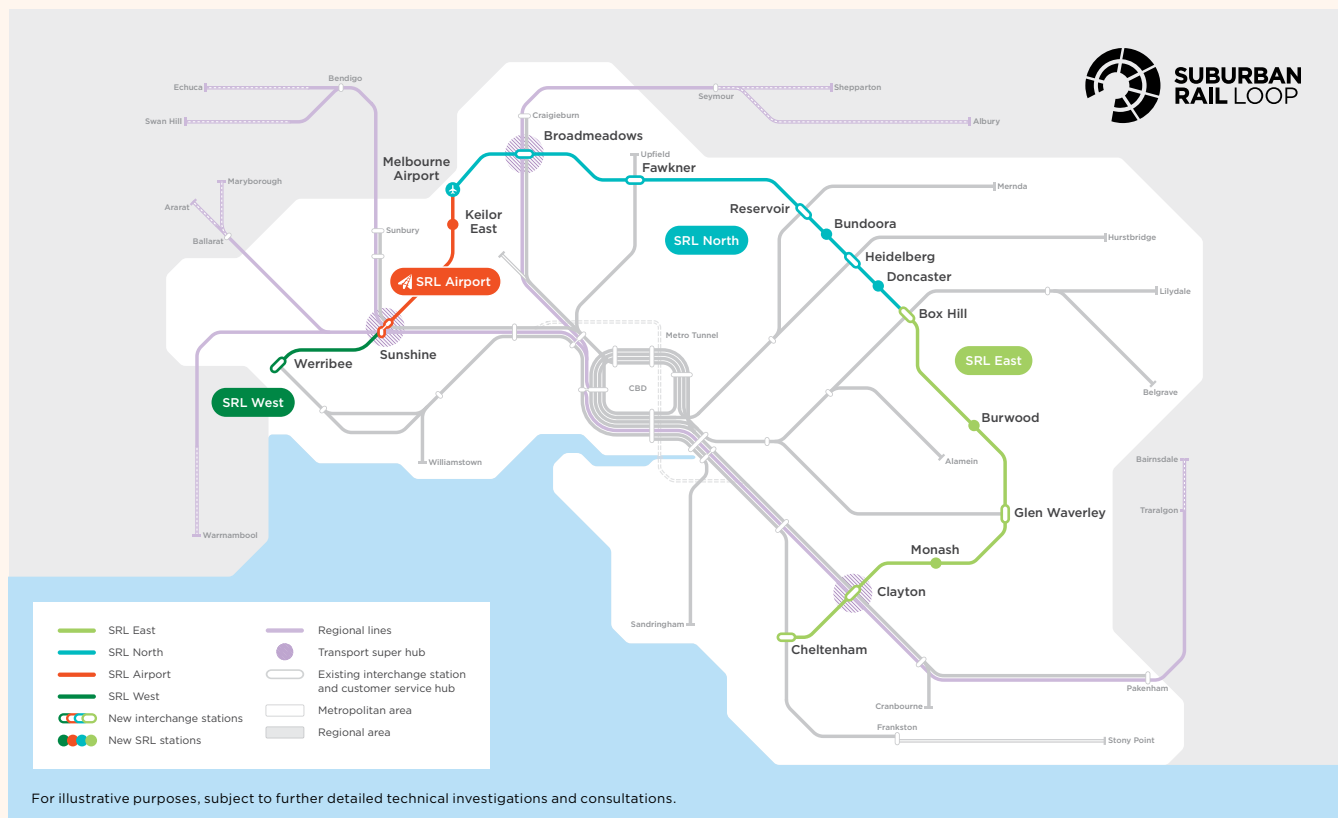


Figure 1: Suburban Rail Loop



Figure 2: Suburban Rail Loop - SRL East

The Vision for Cheltenham

A true transit-oriented community where increased connectivity leads to more housing choices, new jobs and lifestyle experiences for everyone.

Cheltenham will be a place of increased creative energy and economic opportunity, with expanded retail, dining, recreation and entertainment options. The new station will become a hub of activity that connects to the enhanced Sir William Fry Reserve – creating a green heart for the precinct that supports local wellbeing and togetherness.

This will be an active and healthy community in the future, where you do not need to use a car for every trip. New and enhanced green corridors and shadier, more activated streets will connect the mosaic of open spaces and natural habitats – making it safer and more enjoyable for people to walk and cycle.

Cheltenham will become a southern gateway, connecting Melbourne's middle suburbs in the east with the south of Melbourne and the Bay.

More high-quality homes will support a diverse community and ensure that Cheltenham builds on its enduring inclusivity as it welcomes more people into the area. Apartments, in places well supported by local amenity and public space, will provide increased housing diversity and lifestyle choice.

Cheltenham will be a vibrant economic hub. The intensified Moorabbin Industrial Area and Bayside Business District will be home to the next generation of makers, creators and specialist manufacturers – bringing future jobs and boosting the local economy.



The Vision for Cheltenham was developed with local communities to set a clear aspiration for how Cheltenham will look in the years ahead. The Vision comprises this vision statement, a Conceptual Plan and an outline of how the Vision will be realised under the five themes of Enriching Community, Boosting the Economy, Enhancing Place, Better Connections and Empowering Sustainability. The Vision for Cheltenham was published in December 2024 and is available at suburbanrailloop.vic.gov.au/final-visions.

Conversations with the community

This Structure Plan reflects ongoing conversations with the community about how to make the most of SRL East and achieve the Vision for Cheltenham.

Suburban Rail Loop Authority (SRLA) adopted an ‘inform and involve’ approach to SRL East’s development, seeking the views of residents, businesses, institutions, community organisations, local councils and others.

The engagement and consultations helped identify specific economic and employment opportunities in Cheltenham and to determine current and future community needs for housing, services and community infrastructure. It also helped determine where and when development should occur in the neighbourhoods surrounding the SRL station and in ways that respond to community expectations, values and needs as Cheltenham grows and changes over time.



Overview of the Structure Plan

Structure Plan highlights

To achieve the Vision for Cheltenham, the Structure Plan sets objectives and strategies to guide the future form and function of the neighbourhoods around the SRL station. The objectives are set out under five themes: Enriching Community, Boosting the Economy, Enhancing Place, Better Connections and Empowering Sustainability.



NEW HOMES AND MORE HOUSING CHOICES IN HIGH AMENITY LOCATIONS

More homes to support a growing population in well-designed, well-connected and high amenity areas close to the SRL station neighbourhoods

More housing types and sizes, including more social and affordable housing

New community infrastructure to support the growing population and meet the daily needs of residents and workers

Access for all residents to new and improved public open spaces.



BETTER CONNECTIONS AND STREETS THAT SUPPORT WALKING, CYCLING AND LIVELY PLACES

Faster and easier connections within Cheltenham and beyond through a new public transport interchange at the SRL station and an improved local bus network

Lively streets that encourage walking and support economic activity

A network of cycling routes, including a new north-south active transport path in line with the Frankston rail line, making Cheltenham a much easier and safer place for cycling

Low-traffic neighbourhoods that are quieter, safer and more attractive places to live.



MORE HIGH VALUE JOBS CLOSE TO WHERE PEOPLE LIVE

A revitalised and more diverse local economy

A Southland neighbourhood that is a major regional economic hub, with new offices, retail, dining and entertainment options, and a vibrant night-time economy

An intensified Bayside Business District that is home to small and medium enterprises, creative industries and new types of manufacturing, bringing more high-value jobs to Cheltenham.



BUILDING CLIMATE RESILIENCE AND SUPPORTING A SUSTAINABLE COMMUNITY

Higher building design standards, including requiring a 5-star Green Star Buildings rating for large new buildings in the Structure Plan Area

Innovative Integrated Water Management (IWM) prioritised in new developments and the public realm to support greening, reducing urban heat, and enhancing liveability

A cooler, greener Cheltenham with more open spaces, shadier local streets, green corridors supported by IWM, more canopy trees, and building materials and green-blue infrastructure that support urban cooling.

Preparing the Structure Plan

This Structure Plan is based on a comprehensive program of research, engagement and consultation over several years.

This Structure Plan adopts a holistic approach to promote positive environmental, social, cultural and economic outcomes including consideration of transit oriented design, safer design, accessibility, sustainability and gender sensitive planning.

1.1 Purpose of SRL East Structure Plans

Structure Plans are an important part of Victoria's planning system.

A Structure Plan is a blueprint to guide how an area develops and changes over time. It sets out a vision, with objectives, strategies and actions to achieve the vision.

The vision considers community aspirations for a local area. This includes things the community would like to improve, as well as the characteristics people value and want to retain.

A Structure Plan describes how land use planning, growth and development will be managed in an appropriate and sustainable way. Matters covered include transport connections and car parking, housing and commercial development, community infrastructure, urban design, open space, water and energy management, climate resilience and sustainability.

A Structure Plan provides certainty for residents, businesses and developers by identifying the preferred locations and timing of future land uses, development and new infrastructure.

Statutory actions such as Planning Scheme Amendments are required to implement a Structure Plan. Planning Scheme Amendments will be needed to implement the Cheltenham Structure Plan through the Kingston and Bayside Planning Schemes.

Strategic actions such as partnerships with local councils and other authorities are also important for implementing a Structure Plan.

An integrated program

SRL is an integrated transport and land use program of works that will extend over 30 years. In addition to the rail line and stations, the SRL program includes planning guidance, new community infrastructure and partnerships across all levels of government and with the private sector to make sure the full benefits of SRL are realised. By integrating and staging transport, planning and infrastructure initiatives, SRL will support urban centres across Melbourne that offer high-quality lifestyles, housing and jobs close to public transport, services and other amenities. The Cheltenham Structure Plan is one component in this multi-decade, integrated program of investment.

STRUCTURE PLAN PRIORITIES

While each Structure Plan for SRL East is tailored to its local area, the plans share main strategic priorities.

More homes and greater housing choice	Structure planning for SRL East has a core focus on increasing the supply of housing to accommodate projected population growth in areas surrounding the SRL East stations. Housing provisions in the SRL East Structure Plans will also support the <i>Victorian Housing Statement</i> and contribute to the Victorian Government's target of building 800,000 homes in Victoria over the next decade.
More jobs closer to where people live	Access to convenient, reliable and frequent transport links underpins investment and economic activity. Each centre with an SRL East station already has thriving businesses and institutions that will continue to flourish with SRL's increased accessibility. As these areas evolve, they will attract new kinds of businesses and jobs.
Liveable and sustainable communities	SRL will revitalise Melbourne's middle corridor, catalysing centres of activity outside of the central city. Structure planning for SRL East has a strong focus on making sure these areas remain liveable, sustainable and attractive places and that they are enriched and enlivened by the addition of SRL infrastructure. This includes providing opportunities to develop walkable neighbourhoods where people can access most of their daily needs locally.

1.2 Structure Plan Area

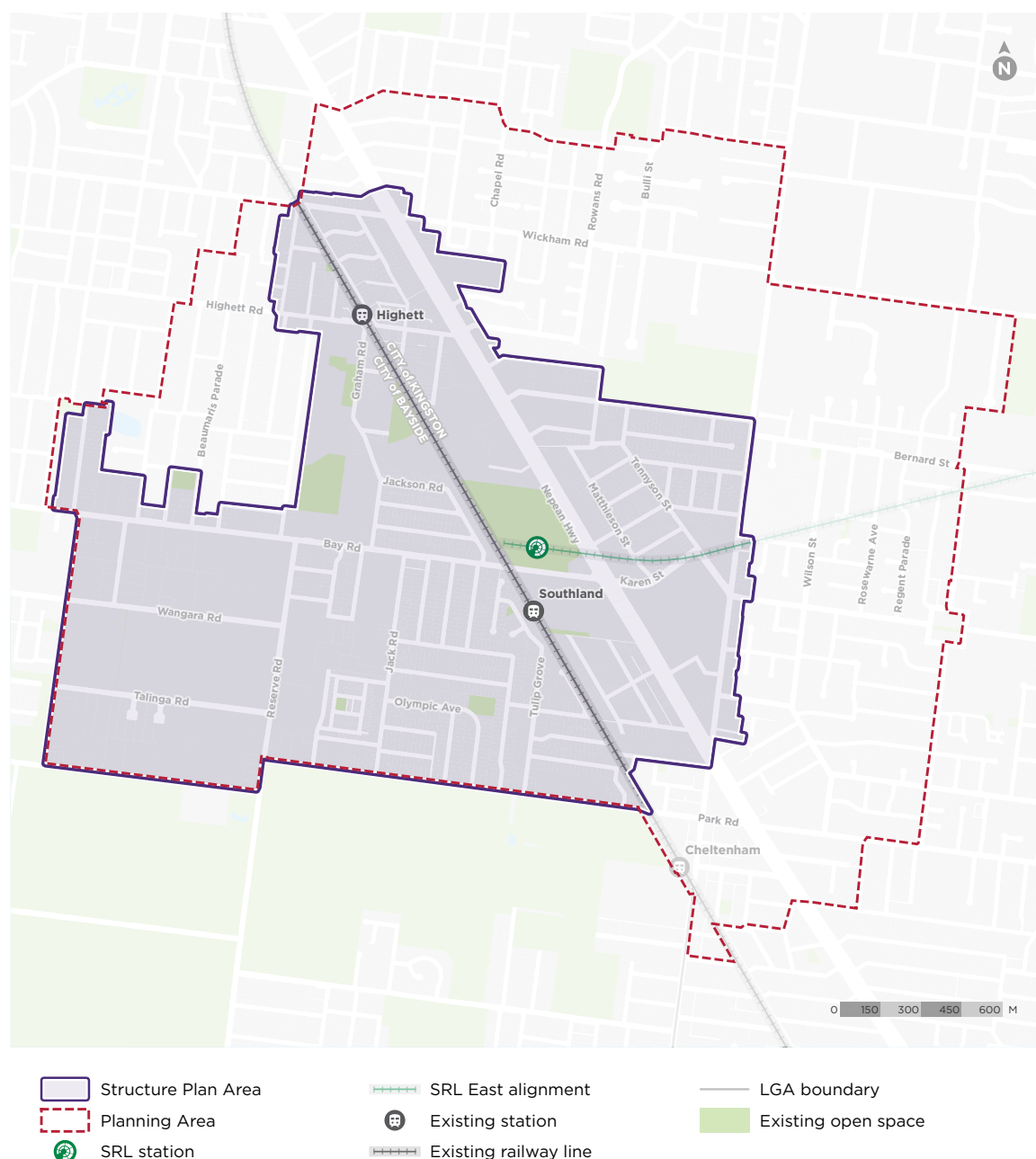
This Structure Plan covers a clearly defined area around the SRL station at Cheltenham.

This is the area where most change and development will occur over the next decades.

The Structure Plan Area is within a wider Planning Area. The Planning Area was declared by the Minister for the SRL under the *Suburban Rail Loop Act 2021* (Vic).

Suburban Rail Loop Authority (SRLA) is a planning authority under the *Planning and Environment Act 1987* (Vic) in the Planning Area. SRLA can make Planning Scheme Amendments in the Planning Area, including in the Structure Plan Area.

The Planning Area and the Structure Plan Area are shown in Figure 3.



1.3 Guide to Structure Plan documents

This Structure Plan provides the framework to guide growth and change in Cheltenham for the next 15 years, and establish a pattern for longer-term change.

The **Structure Plan** sets objectives, strategies and actions to achieve the Vision for Cheltenham. It is supported by an Implementation Plan and Planning Scheme Amendment.

The **Implementation Plan** provides the timing, pathways and responsibilities for delivering the actions in the Structure Plan. This includes key projects planned for the Structure Plan Area.

The **Planning Scheme Amendment** to the Kingston and Bayside Planning Schemes is required to allow the actions set in the Structure Plan.

The **Cheltenham Background Report** summarises a suite of expert technical assessments that informed the preparation of the Structure Plan. The technical assessments cover matters including but not limited to housing, open space and community facilities, transport networks, water and energy management, and climate resilience.

Technical Reports set out the detailed findings of the expert technical assessments summarised in the Cheltenham Background Report.

This Structure Plan provides a framework for land use planning and development in Cheltenham:

- Section 1** Describes the process for preparing the Cheltenham Structure Plan.
- Section 2** Describes the context and existing conditions of Cheltenham.
- Section 3** Describes the opportunities and challenges for Cheltenham.
- Section 4** Provides the Vision for Cheltenham developed with community input.
- Section 5** Sets objectives, strategies and actions under five key themes to achieve the Vision for Cheltenham.
- Section 6** Defines the neighbourhoods in Cheltenham and their roles in achieving the Vision for Cheltenham.
- Section 7** Sets out the steps to finalise and implement the Cheltenham Structure Plan.

1.4 Involving the community

Extensive engagement to inform SRL East structure planning has been underway since 2019.

Engagement has occurred with the community and businesses, local councils and others on how to make the most of the opportunities that SRL East will generate. Engagement sought to reach a broad range of people, with a specific effort to seek out diverse views.

Activities included community information sessions, online surveys and submissions and face-to-face discussions, which were held at a variety of times to make events as accessible as possible.

Traditional Owners

SRL East is located on the traditional lands of the Wurundjeri Woi Wurrung people to the north and the Bunurong people to the south.

The Bunurong people of the Kulin Nation are the Traditional Owners and custodians of the Country covered by the Cheltenham Structure Plan Area. We acknowledge their deep spiritual connection to the land, waterways and stories of this Country.

The Bunurong people are significant stakeholders in the planning of SRL East and preparation of the Cheltenham Structure Plan. Consultation with Bunurong Land Council Aboriginal Corporation has included the preparation of Cultural Values Assessments to reflect Aboriginal culture and connections to Country in SRL's overall urban design, and in the design of SRL East stations, plazas and open spaces.

Opportunities will be sought to represent Aboriginal cultural values, heritage and language in the Structure Plan Area. This includes in the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes.

There will be ongoing engagement with the Aboriginal community living, working and learning in Cheltenham, and Traditional Owner knowledge and insights will continue to be embedded into all aspects of the design and delivery of SRL.



SRL stall at Kingston Market

✓	SRL BUSINESS AND INVESTMENT CASE	2021
	The SRL Business and Investment Case set broad ambitions for each SRL station and its surrounding area. The Business and Investment Case provided a platform for early community discussions on how SRL East could generate positive change and development in local communities.	
✓	SRL EAST ENVIRONMENT EFFECTS STATEMENT	2022
	The SRL East Environment Effects Statement (EES) identified potential benefits and impacts during the construction and operation of SRL East rail infrastructure and proposed ways to avoid, minimise, offset or manage any significant effects. Community views were sought during preparation of the EES and formal submissions were received as part of the EES public exhibition and public hearings.	
✓	SRL PRECINCTS: DISCUSSION PAPER	August 2023
	The <i>SRL Precincts: Discussion Paper</i> sought community views on the aspirations for the areas surrounding the SRL East stations. Feedback was sought on the ambitions and priority outcomes set in the SRL Business and Investment Case.	
✓	DRAFT VISION	December 2023
	Community feedback on the <i>SRL Precincts: Discussion Paper</i> informed the development of a Draft Vision for Cheltenham. The Draft Vision identified what the community would like to improve in the local area and the characteristics people value and want to protect and maintain.	
✓	KEY DIRECTIONS	April 2024
	Key Directions for the area surrounding the SRL East station at Cheltenham were developed. These were based on the Draft Vision and were tested with community groups, local councils and other stakeholders.	
✓	FINAL VISION	December 2024
	The final Vision for Cheltenham was prepared. The Final Vision incorporates feedback from the community, local councils and others during preparation of the Draft Vision, Key Directions, Background Report and Technical Reports.	
✓	DRAFT STRUCTURE PLAN	March to December 2025
	The Draft Structure Plan, accompanied by the Draft Implementation Plan, Draft Planning Scheme Amendment and associated background and technical reports, was released for public exhibition. Public submissions were invited in respect of these documents, with further opportunities for local councils, community groups and others to present submissions on referred matters at public hearings.	
✓	STRUCTURE PLAN	February to June 2026
	Community and stakeholder input provided through the planning process informed preparation of the final Structure Plan and associated documents.	

Introducing Cheltenham

The Bunurong people of the Kulin Nation are the Traditional Owners of the Country the Cheltenham Structure Plan Area covers.

The Cheltenham Structure Plan Area is within the cities of Bayside and Kingston, about 18 kilometres south east of Melbourne's CBD and 4 kilometres east of Port Phillip Bay.

2.1 Historical context

The Bunurong people of the Kulin Nation occupied Country the Cheltenham Structure Plan Area is located on for more than 65,000 years before contact with Europeans.

The Bunurong way of life in this area saw family groups travelling through Country for ceremonial gatherings, marriage, trade and the settling of disputes. Natural landscape features served an important function as markers of clan boundaries and locations for gatherings and ceremonies. Movement of Aboriginal people through Country also occurred seasonally in response to the availability of resources.

Cheltenham's urban structure and character reflects its evolution from agricultural estates in the mid-19th century to suburban development accompanying the expansion of Melbourne's rail network after World War II. It follows the construction of large commercial

and industrial anchors from the 1930s to the 1960s such as Highett Gasworks, the CSIRO site and Southland Shopping Centre.

From 1990 to the early 2000s, major land use changes included the decommissioning of the Highett Gasworks facility and the establishment of Sir William Fry Reserve, as well as redevelopment of the Southland Shopping Centre over the highway and onto the site of the former Lucas Factory.

In recent years, parts of Cheltenham have seen incremental development densification in areas around the Cheltenham, Southland and Highett activity centres and close to the Nepean Highway.

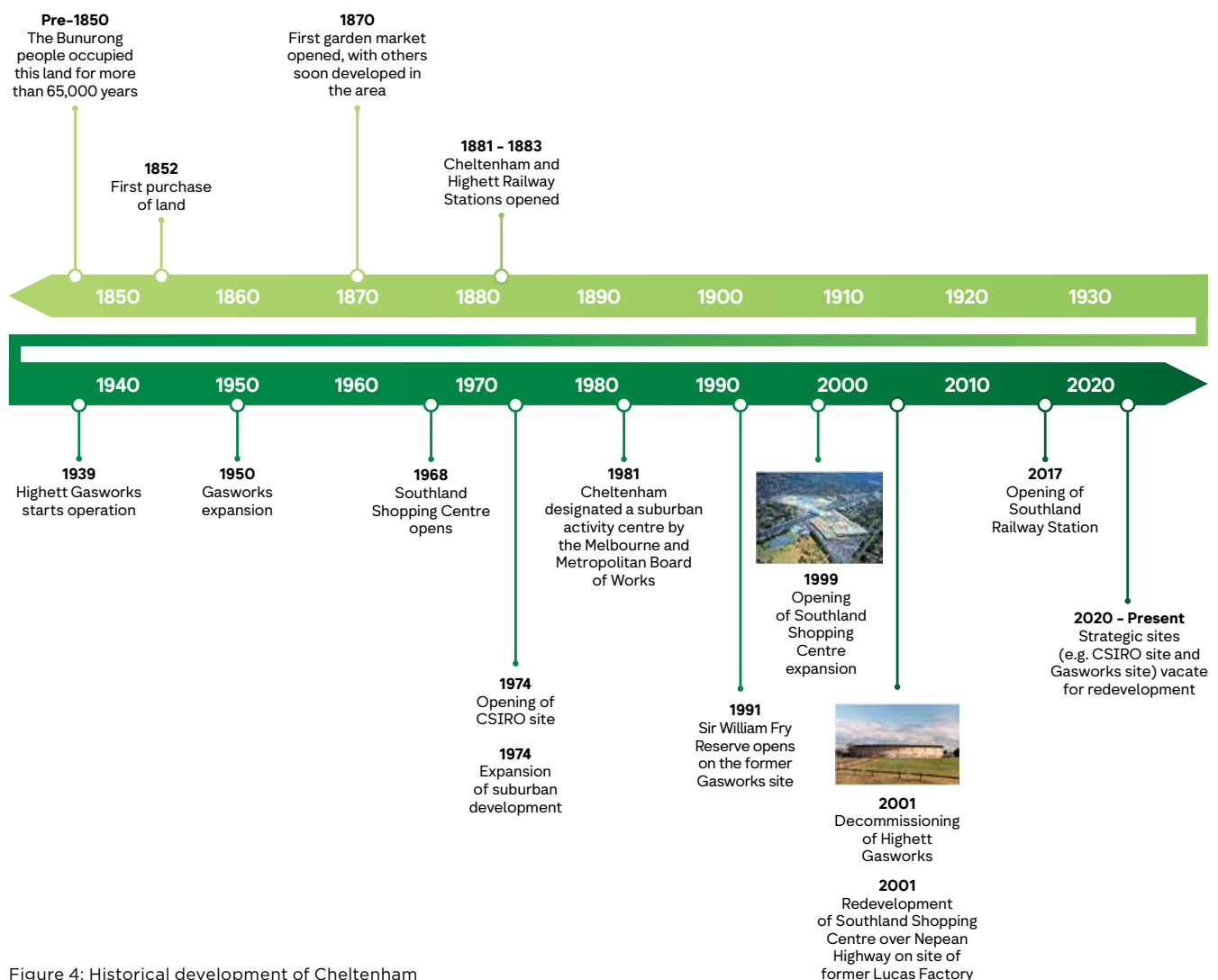


Figure 4: Historical development of Cheltenham

Image source: 'The concrete base of a Highett gasometer, 1987. Courtesy Peter Dack. Aerial view of Westfield 2000. Courtesy of Westfield Management.

2.2 Context

Cheltenham is part of a chain of suburban centres along the Frankston rail line that includes Moorabbin, Highett and Mentone. The Frankston rail line connects the Melbourne CBD and the southern suburbs. Nepean Highway runs parallel to the rail line.

Cheltenham supports significant commercial activity, and it plays an increasingly important economic and retail role for Melbourne's southern suburbs.

The Cheltenham Structure Plan Area includes the Highett Neighbourhood Activity Centre and the Southland Shopping Centre, a major regional entertainment and shopping destination and one of the largest shopping centres in Australia.

The Cheltenham Structure Plan Area is connected to Sandringham and Port Phillip Bay along Bay Road. This important corridor links several key destinations.

The Bayside Business District includes large business and industrial districts with regional significance. Moorabbin Airport is located approximately 3 kilometres south east of the Cheltenham Structure Plan Area and is a busy aviation and training facility.

Figure 5 shows the location of the Cheltenham Structure Plan Area and the SRL East alignment.

Figure 6 shows key transport routes, land uses and community facilities in the Structure Plan Area.

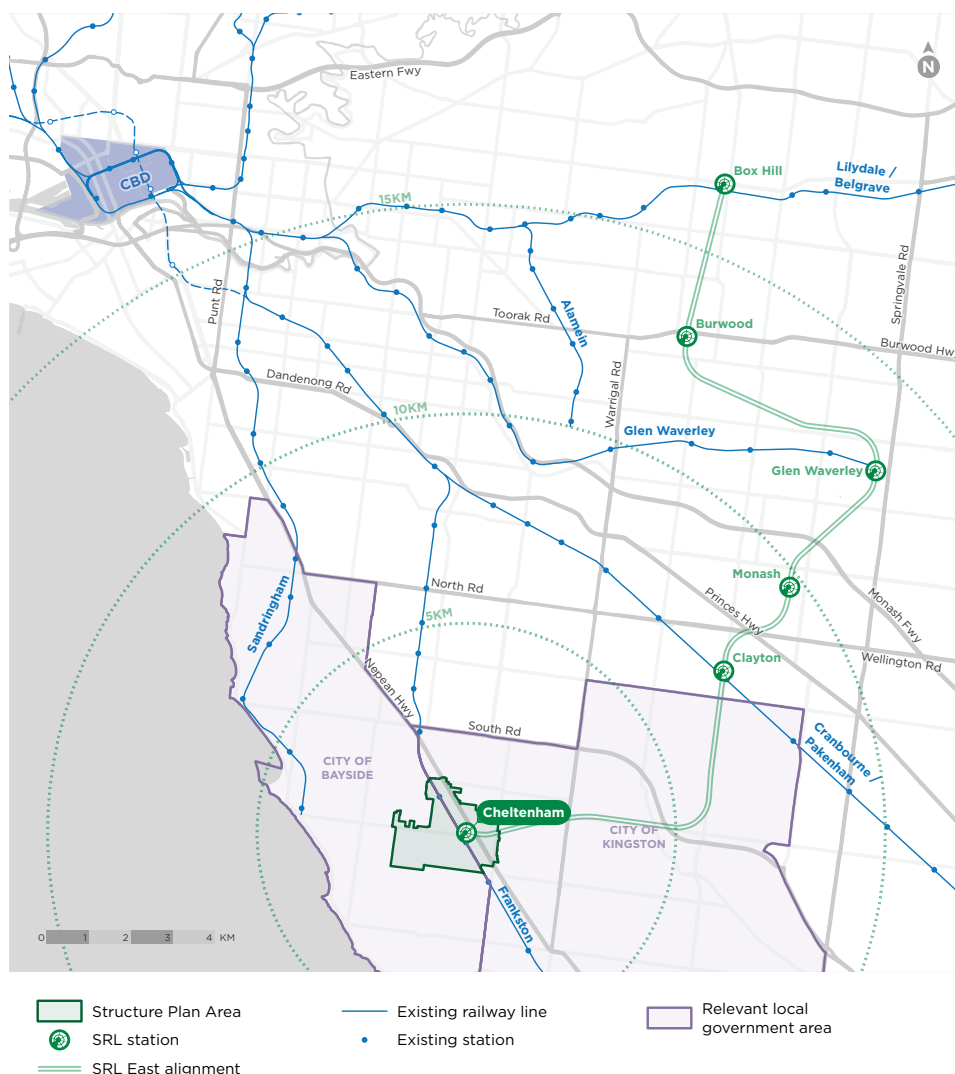


Figure 5: Location of Cheltenham Structure Plan Area

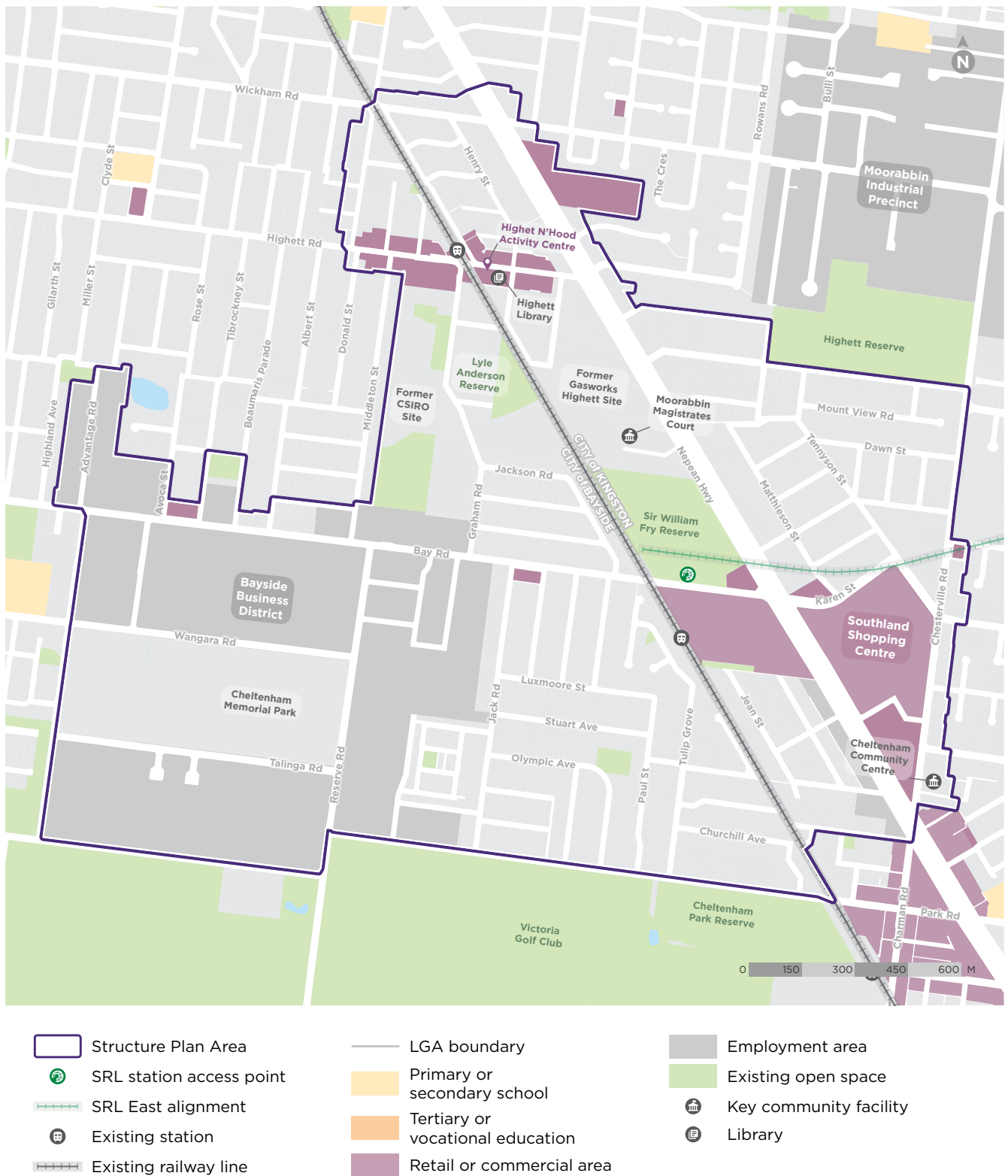


Figure 6: Local context plan

2.3 Community snapshot

Cheltenham has a fast-growing population, with the area's distinctive natural character and lifestyle options driving its appeal as a place where Victorians want to live.

The Structure Plan Area has a lower proportion (40 per cent) of low density housing (separate houses) compared to Greater Melbourne (66 per cent), and higher proportions of medium and higher density housing. Recent developments have replaced some low density housing with medium and higher density housing, especially in places where large single house lots are redeveloped for two to three townhouse units or amalgamated for apartment developments.

Most people in Cheltenham (67 per cent) own their house outright or have a mortgage.

The retail sector in Cheltenham provides 25 per cent of the area's jobs. The retail sector has grown over the past decade, along with the health and education sectors and knowledge-intensive industries, while industrial sectors such as manufacturing have declined.



9,400
Structure Plan
Area residents
(2021)



25-39 years
Median age



30%
Lone person
households



25%
Couple
households



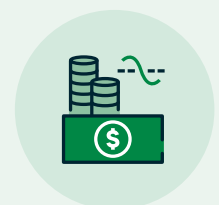
27%
Families with
children



18%
Other family
group and other
households



33%
Born overseas



\$125,166
Household
average
annual income

Planning for a growing and changing Cheltenham

SRL East will generate substantial change in Cheltenham over future decades.

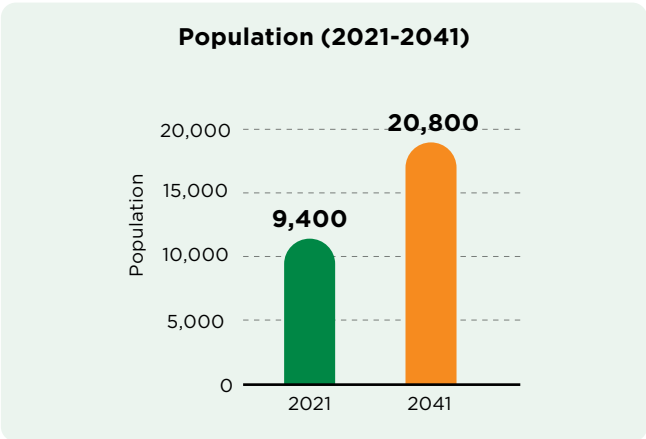
This Structure Plan seeks to manage the change in an appropriate and sustainable way.

3.1 More homes and greater housing choice

The resident population of the Cheltenham Structure Plan Area is forecast to more than double by 2041. More housing and more housing choices are needed to meet this demand.

More people

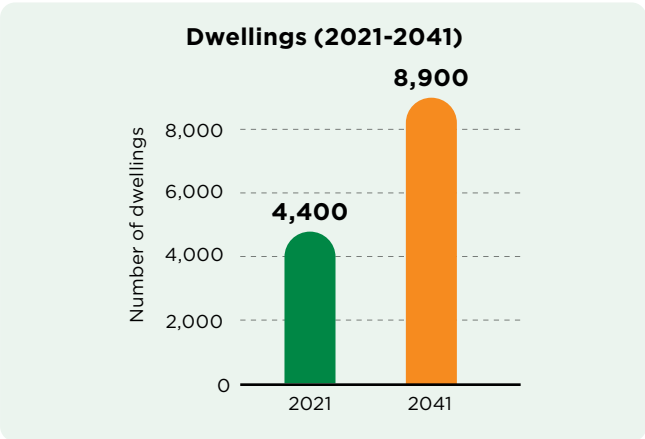
The population in the Structure Plan Area is forecast to grow from 9,400 in 2021 to 20,800 by 2041.



Sources: ABS Census of Population and Housing (2021) and SRL Business and Investment Case 2021 (2041 estimate).

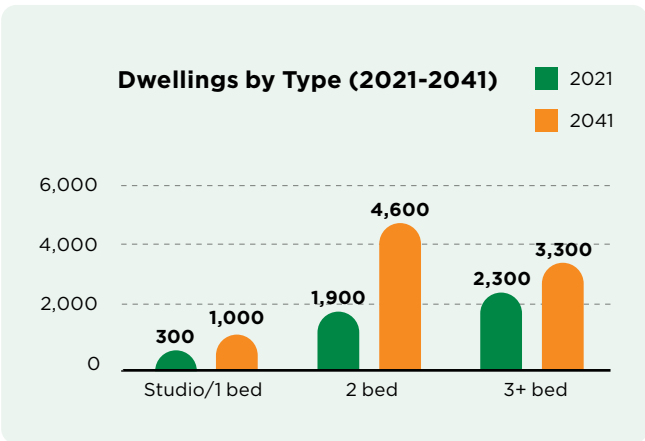
More homes

An extra 4,500 new dwellings are needed to support this growth. The proportion of apartments in the Structure Plan Area will need to more than double, from 21.2 per cent in 2021 to 52.8 per cent in 2041. An ageing population will require suitable housing, including residential aged care and retirement living.



More diversity

In 2041, two-bedroom dwellings will be the most common dwelling size in Cheltenham, with projected growth to around 4,600 dwellings. An increased supply of all dwelling sizes across a range of housing types, including apartments and townhouses, is expected to be required to meet the needs of the future community.



Source: Cheltenham Housing Needs Assessment 2025.



A core focus on housing

Access to diverse, high-quality and affordable housing is essential for Melbourne's continuing productivity, liveability and social equity. However, housing is in short supply. Planning for SRL East provides a unique opportunity to improve housing affordability and increase housing choice in well-connected locations throughout Melbourne.

To meet the housing targets outlined in *Victoria's Housing Statement*, the Victorian Government has proposed specific housing targets for each local government area. The four municipalities along the SRL East rail line have a combined target of 227,500 new homes by 2051. The Structure Plans for SRL East provide for 24,500 new homes by 2041, and more than 70,000 new homes over the next 30 years.

This increase in housing supply will provide more quality homes near transport, jobs and services and deliver more affordable housing in Melbourne's established middle suburbs. This reduces outer suburban sprawl, relieves pressure on roads and ensures services (such as jobs, health care, education and recreation activities) are only a short walk or bike ride from home.

More information about *Victoria's Housing Statement* is provided at vic.gov.au/more-homes.

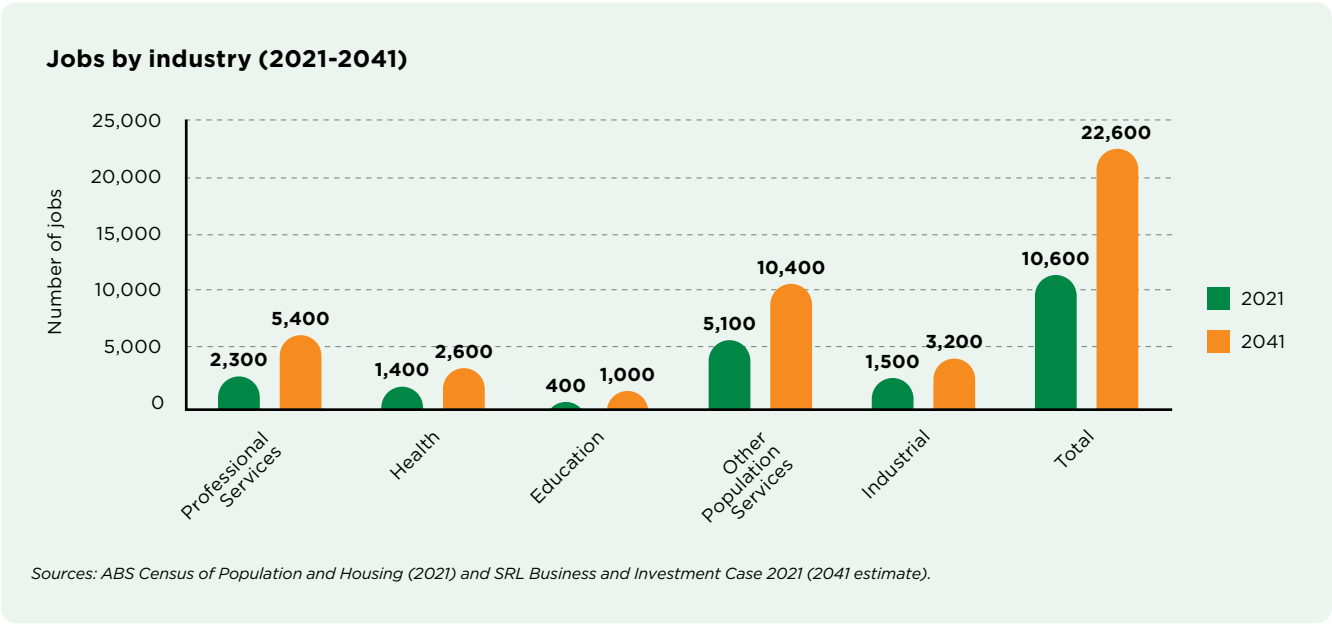
3.2 More jobs closer to where people live

The SRL station at Cheltenham will be a catalyst for jobs growth.

Retail will continue as a major part of Cheltenham’s economy, growing 5 to 6 per cent each year to 2041, providing at least an extra 3,670 jobs. This growth demands more retail space in the Structure Plan Area. Growth in professional services will increase demand for office space.

Jobs in the Structure Plan Area are forecast to more than double from 10,600 in 2021 to 22,600 by 2041.

This demands more office space, education and retail space, as well as accommodation for workers in these sectors.



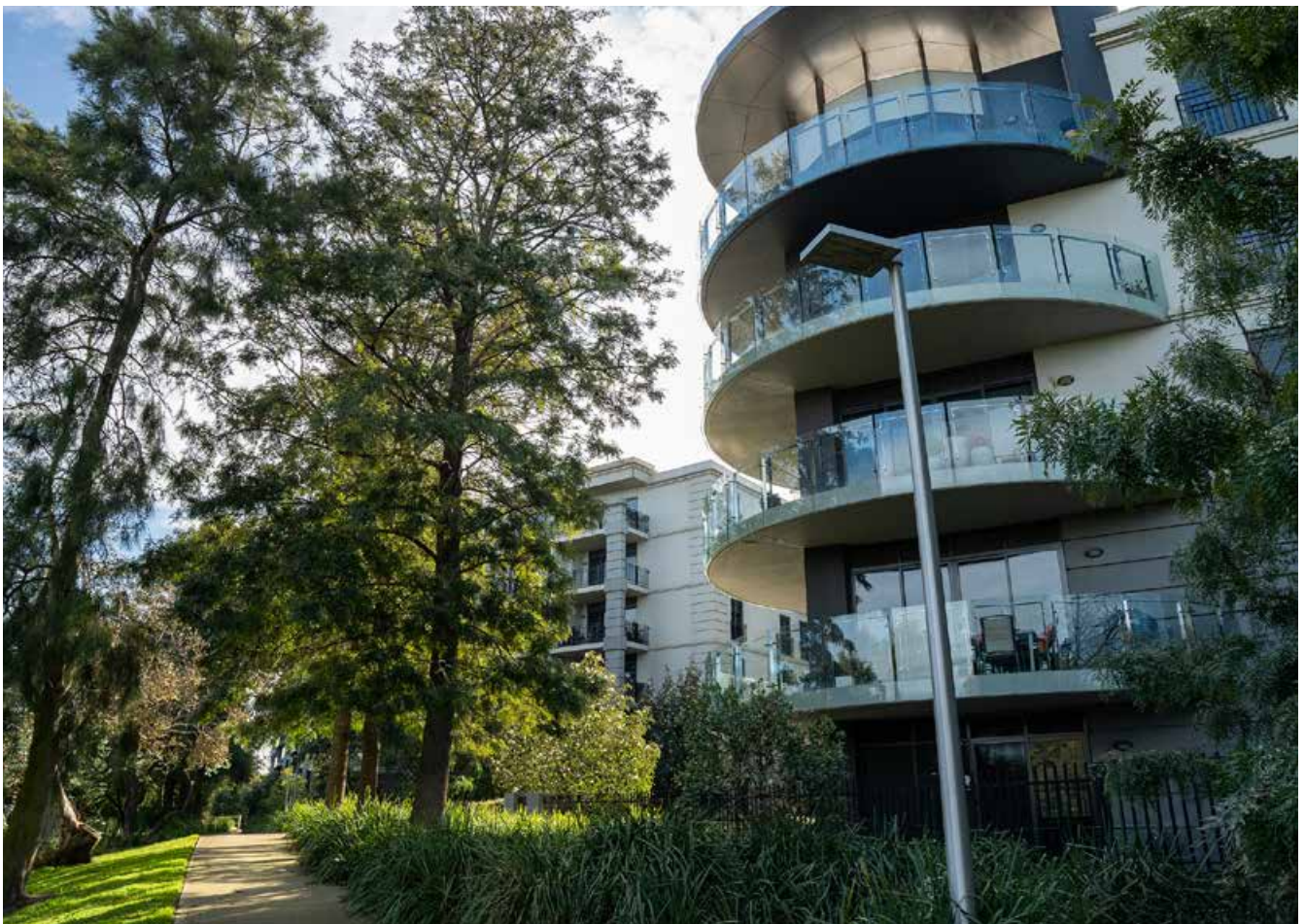
3.3 Liveable and sustainable communities

Cheltenham will need new community facilities and a central area that is walkable, well-connected and less car-dominated.

Upgrades to existing facilities will be needed, along with new facilities and more open spaces.

Most trips in the Cheltenham Structure Plan Area are currently by private car. Improving and better integrating public and active transport connections will make the most of the increased accessibility that SRL East will deliver.

Cheltenham will need to build its resilience to a changing climate and support more sustainable urban lifestyles and communities. Challenges include managing the heat from hard surfaces and optimising energy and water resources. Strategies for resilience should involve supporting active and zero emissions transport, innovative water sensitive design, protecting and increasing tree canopy coverage, and powering more buildings with renewable energy.



Existing mid-rise apartments adjacent to Sir William Fry Reserve

The Vision for Cheltenham

A Vision for Cheltenham underpins this Structure Plan.

The Vision was developed in consultation with the community, the cities of Kingston and Bayside and others.

4.1 Vision

A true transit-oriented community where increased connectivity leads to more housing choices, new jobs and lifestyle experiences for everyone.

Cheltenham will be a place of increased creative energy and economic opportunity, with expanded retail, dining, recreation and entertainment options. The new station will become a hub of activity that connects to the enhanced Sir William Fry Reserve – creating a green heart for the precinct that supports local wellbeing and togetherness.

This will be an active and healthy community in the future, where you do not need to use a car for every trip. New and enhanced green corridors and shadier, more activated streets will connect the mosaic of open spaces and natural habitats – making it safer and more enjoyable for people to walk and cycle. Cheltenham will become a southern gateway,

connecting Melbourne’s middle suburbs in the east with the south of Melbourne and the Bay.

More high-quality homes will support a diverse community and ensure that Cheltenham builds on its enduring inclusivity as it welcomes more people into the area. Apartments, in places well supported by local amenity and public space, will provide increased housing diversity and lifestyle choice.

Cheltenham will be a vibrant economic hub. The intensified Moorabbin Industrial Area and Bayside Business District will be home to the next generation of makers, creators and specialist manufacturers – bringing future jobs and boosting the local economy.



Figure 7: Artist's impression of Cheltenham Structure Plan Area. Indicative for illustrative purposes

4.2 Realising the Vision

The Vision sets the longer-term aspiration for Cheltenham.

The Vision is represented conceptually in Figure 8. This Conceptual Plan shows the main land uses and their locations in the Structure Plan Area, and where the most significant change is expected.

More work may be needed to plan for change outside the Structure Plan Area, but within the broader Planning Area, to achieve the Vision for Cheltenham.

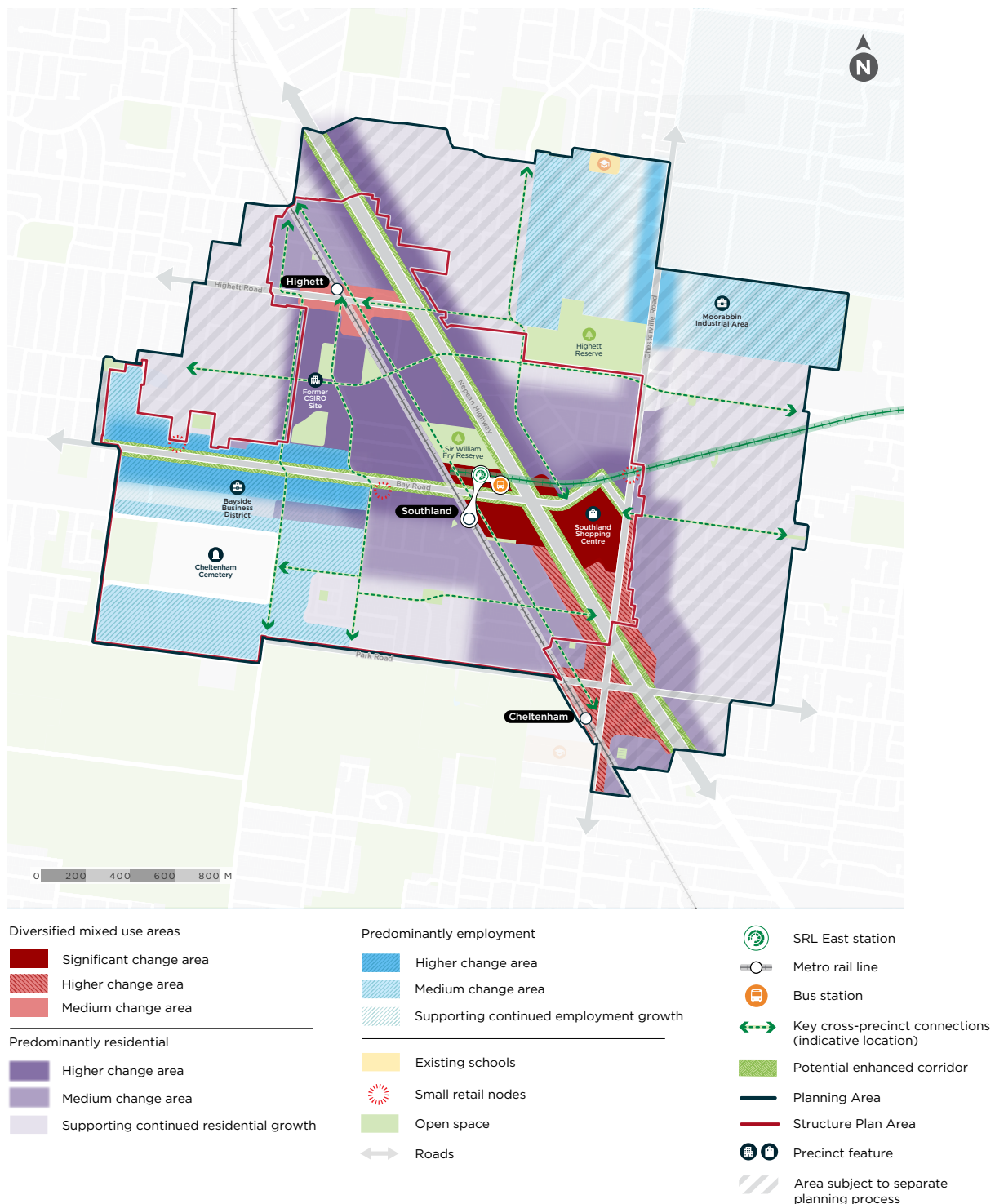


Figure 8: Cheltenham Conceptual Precinct Plan

4.3 Distinct neighbourhoods, tailored approaches

The Cheltenham Structure Plan Area is divided into five distinct neighbourhoods defined by their unique characteristics and attributes.

Each neighbourhood is described below and its location shown in Figure 9.

Section 6 of this Structure Plan sets out tailored planning approaches to guide the development and character of these neighbourhoods.

A. Southland

Vibrant mixed-use urban neighbourhood, economic hub and gateway with more higher density housing options and offices, and easy access to shops, dining, entertainment, community and health facilities, and public transport services.

B. Highett

Re-energised neighbourhood with more retail, dining and entertainment options and mid-rise housing in a walkable, leafy setting with green streets and open spaces.

D. Pennydale

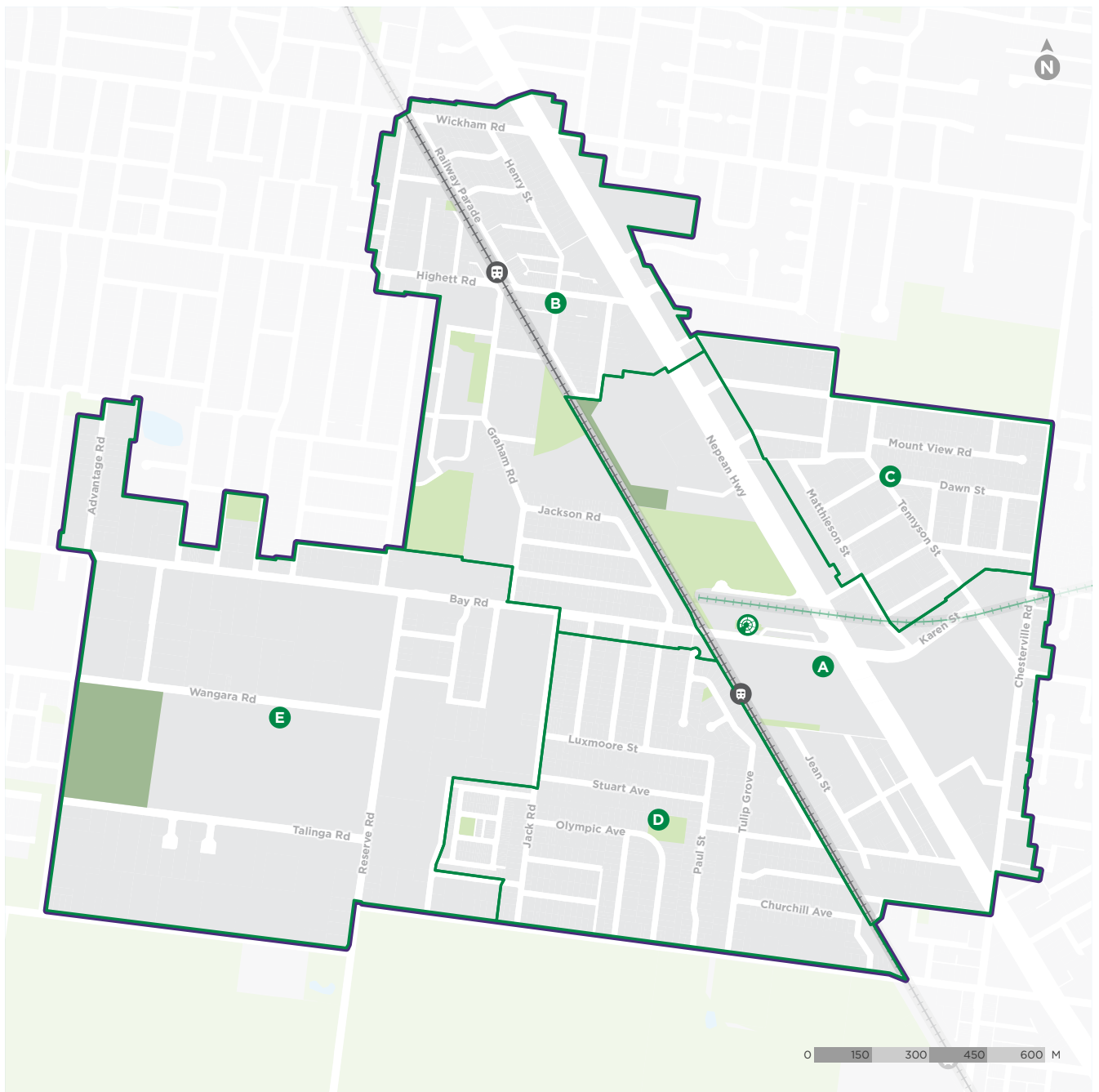
A great place to live locally, retaining its garden setting while accommodating new low- and mid-rise apartments and townhouses in a highly walkable community.

C. Nepean Highway East

Low-traffic residential neighbourhood that takes advantage of its proximity to Southland and the SRL station to provide more mid-rise apartment buildings and townhouses in a garden setting.

E. Bayside Business District

Employment hub and home to the next generation of makers, creators and specialist manufacturers, providing more diverse and high-value local jobs.



- | | | |
|--|---|---|
|  Structure Plan Area |  SRL East alignment |  Existing open space |
|  Neighbourhood |  Existing station |  Planned open space |
|  SRL station access point |  Existing railway line | |

Figure 9: Cheltenham neighbourhoods

Strategic response

This Structure Plan sets objectives, strategies and actions under five key themes to achieve the Vision for Cheltenham.

5.1 Land Use Plan

Encouraging the right land use will support growth and development in the Structure Plan Area.

The Land Use Plan shown in Figure 10 identifies priority land uses and their locations across the Structure Plan Area. The roles of each land use are described in the table.

While land uses in addition to those shown in Figure 10 will be supported, the planning settings will encourage the priority land uses.

LAND USE	FUTURE ROLE
Commercial	A range of uses including retail, hospitality, commercial, entertainment and residential will be located around the SRL station and Southland Shopping Centre to create a vibrant commercial centre. Highett Road will continue as a local node for community and retail uses, with commercial offices and residential uses encouraged at upper levels.
Mixed use	Areas along Nepean Highway, Chesterville Road and parts of Bay Road will support housing growth and a mix of complementary uses, including health and medical services along Chesterville Road.
Housing	Housing growth will be encouraged in Cheltenham's residential neighbourhoods, with the highest growth near to the amenity and accessibility of the Southland neighbourhood and along key movement corridors. Some community and local population-serving uses will be supported, particularly along key movement corridors.
Enterprise	Bayside Business District will diversify by encouraging more knowledge-based industries and commercial offices along Bay Road. Other supporting uses such as retail, hospitality and some limited residential development will encourage more activity, vibrancy and amenity to support investment and employment growth.
Employment	Bayside Business District will support continued employment growth while transitioning to accommodate a greater mix of businesses including advanced manufacturing, creative industries, warehousing and office spaces.
Civic, community and cultural	Highett Library, Cheltenham Cemetery and Moorabbin Magistrates Court will continue to provide community and public services.
Public open space	Public open spaces provide for recreation and leisure activities for the community. Key public open spaces include Sir William Fry Reserve, Lyle Anderson Reserve, Pennydale Park and the Golf Driving Range.

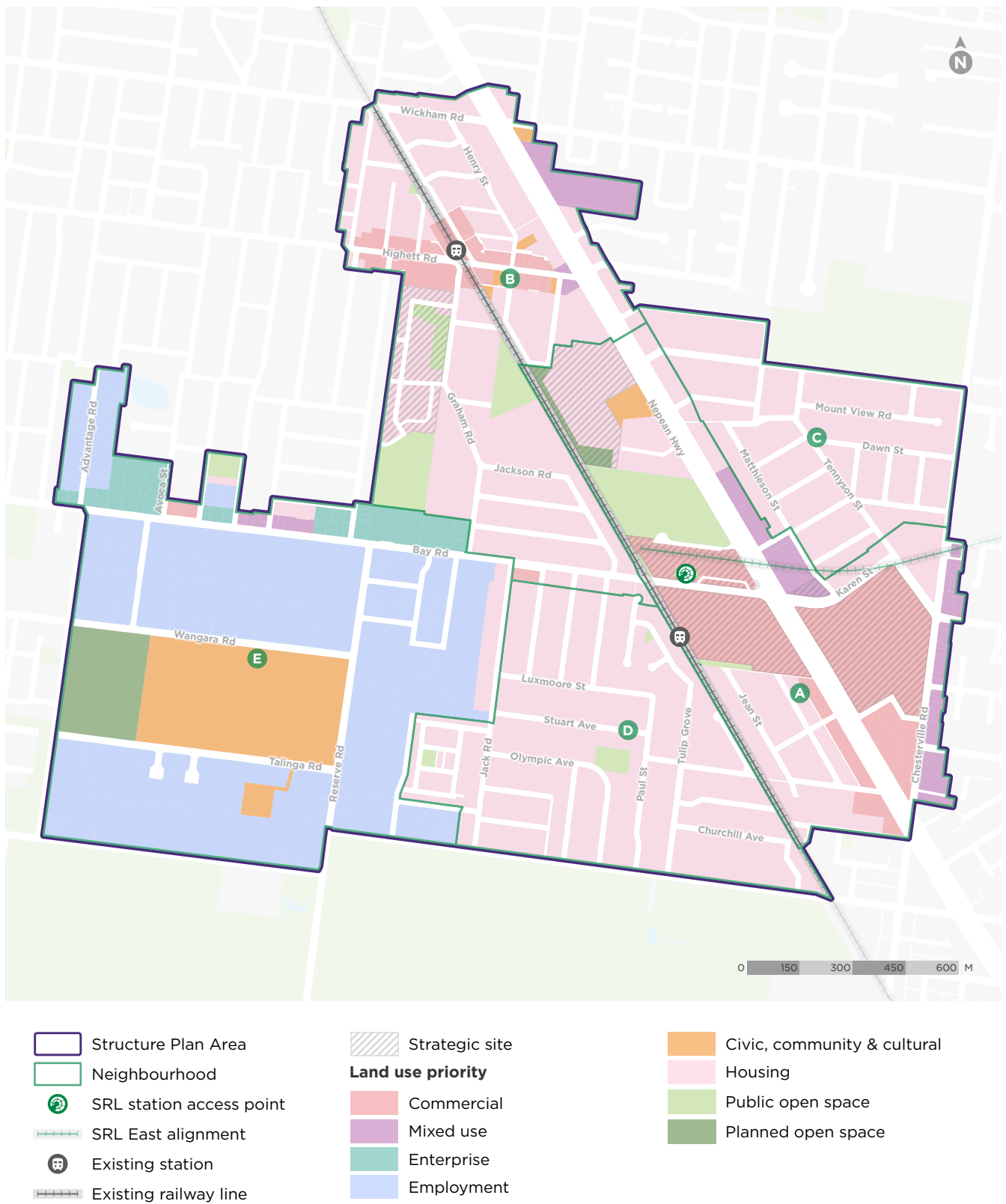


Figure 10: Land Use Plan

5.2 Structure Plan themes

Five themes underpin SRL East structure planning. A set of objectives, strategies and actions under each theme seeks to achieve the Vision for Cheltenham. Each action will implement one or more of the strategies.



Enriching Community

Creating healthy and inclusive neighbourhoods with more housing diversity and choice to support Cheltenham's growing population.

Boosting the Economy

Building on the area's unique assets and strengths to establish Cheltenham as a major hub for Melbourne's south east.



Enhancing Place

Providing high-quality buildings and public spaces for Cheltenham that support community, activity and enterprise.

Better Connections

Delivering public transport, walking and cycling options to support Cheltenham as SRL's southern gateway and connect people to local services, jobs and experiences.



Empowering Sustainability

Giving Cheltenham tools and strategies to adapt to and mitigate the effects of climate change and make the transition to zero net carbon emissions.

5.3 Enriching Community

Cheltenham's accessibility, amenity and liveability will continue to make it an excellent place to live.

Different housing types, sizes and tenures will respond to changing household needs and preferences.

New and upgraded community facilities and open spaces that people can walk to will support a healthy and inclusive population.





Objective 1

Celebrate, protect and interpret Aboriginal cultural values

Structure planning can highlight Cheltenham's rich cultural history and create spaces that support the ongoing interpretation and sharing of cultural values. Celebrating Aboriginal voices, history and culture – and incorporating Caring for Country principles in the

planning, design and development of places – can help shape Cheltenham in ways that honour its Aboriginal heritage and are inclusive of contemporary Aboriginal culture and values.

Strategies

- Recognise, celebrate and interpret cultural heritage and storytelling in the design of public spaces. Use local Aboriginal language and names in public spaces (such as streets, parks and public buildings) in consultation with Traditional Owners who hold language as a non-tangible cultural heritage asset.
- Collaborate with Traditional Owners to identify and restore areas of Country in need of healing, promoting decision-making that respects the principles of self-determination.
- Encourage indigenous planting on public and private land to strengthen Aboriginal cultural connections to place.
- Encourage the consideration of Aboriginal cultural needs in the design of institutional buildings, social and affordable housing, and student accommodation.
- Identify opportunities to improve Aboriginal economic outcomes.
- Improve Aboriginal wellbeing by having culturally safe places to gather. Consider opportunities for these to be integrated with community infrastructure planning.

Actions

1. Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.
2. Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.
3. Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and/or relevant Aboriginal community service providers.
4. Actively work towards achieving Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.
5. Identify opportunities for the advancement of Aboriginal employment outcomes and procurement opportunities when developing an SRL East Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.

Objective 2

Facilitate the growth of high-quality housing

An extra 4,500 dwellings will be needed in the Cheltenham Structure Plan area as the population grows to 20,800 people.

Housing will be encouraged near amenities, jobs and transport. This includes places close to the Southland and Highett neighbourhoods and around the train stations.



Future housing growth

Three relative levels of housing growth are identified: significant, high and medium.

- **Significant housing growth:** Areas identified for significant housing growth are concentrated around the SRL station, the Southland neighbourhood and the former Highett Gasworks site. These areas will generally accommodate the tallest, highest density mixed-use developments.
- **High housing growth:** These areas can accommodate higher density apartment developments. These areas are generally located along key movement corridors, including Nepean Highway, Chesterville Road and Bay Road.
- **Medium housing growth:** These areas will evolve to support medium-scale developments, primarily mid-rise apartments on consolidated lots.

Strategies

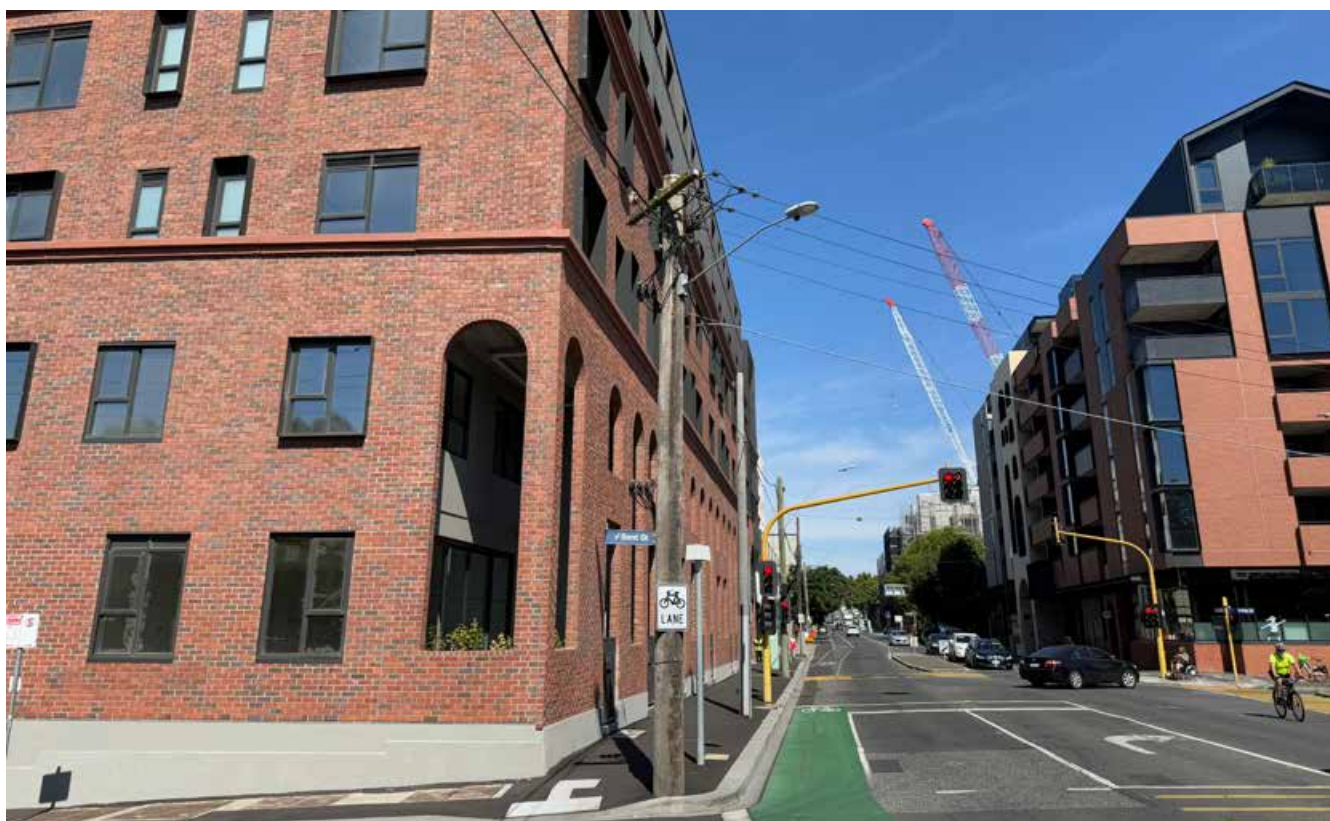
- Distribute housing growth across the Structure Plan Area by:
 - Encouraging significant housing growth to areas with the best access to transport, services and amenities including locations within the Southland neighbourhood (as shown in Figure 11)
 - Encouraging high housing growth along key movement corridors, including Nepean Highway, Chesterville Road and Bay Road (as shown in Figure 11)
 - Encouraging medium housing growth in established residential areas (as shown in Figure 11).
- Discourage the underdevelopment of lots, ensuring that opportunities for new homes are maximised.
- Encourage the redevelopment and intensification of strategic sites (as shown in Figure 11).

Actions

1. Amend the planning scheme to support significant, high and medium housing growth in areas shown in Figure 11.
2. Require landowners to prepare master plans for Southland Shopping Centre and the former Highett Gasworks strategic site.



Apartment development along Nepean Highway



Recent mixed-use developments along Macaulay Road, Kensington

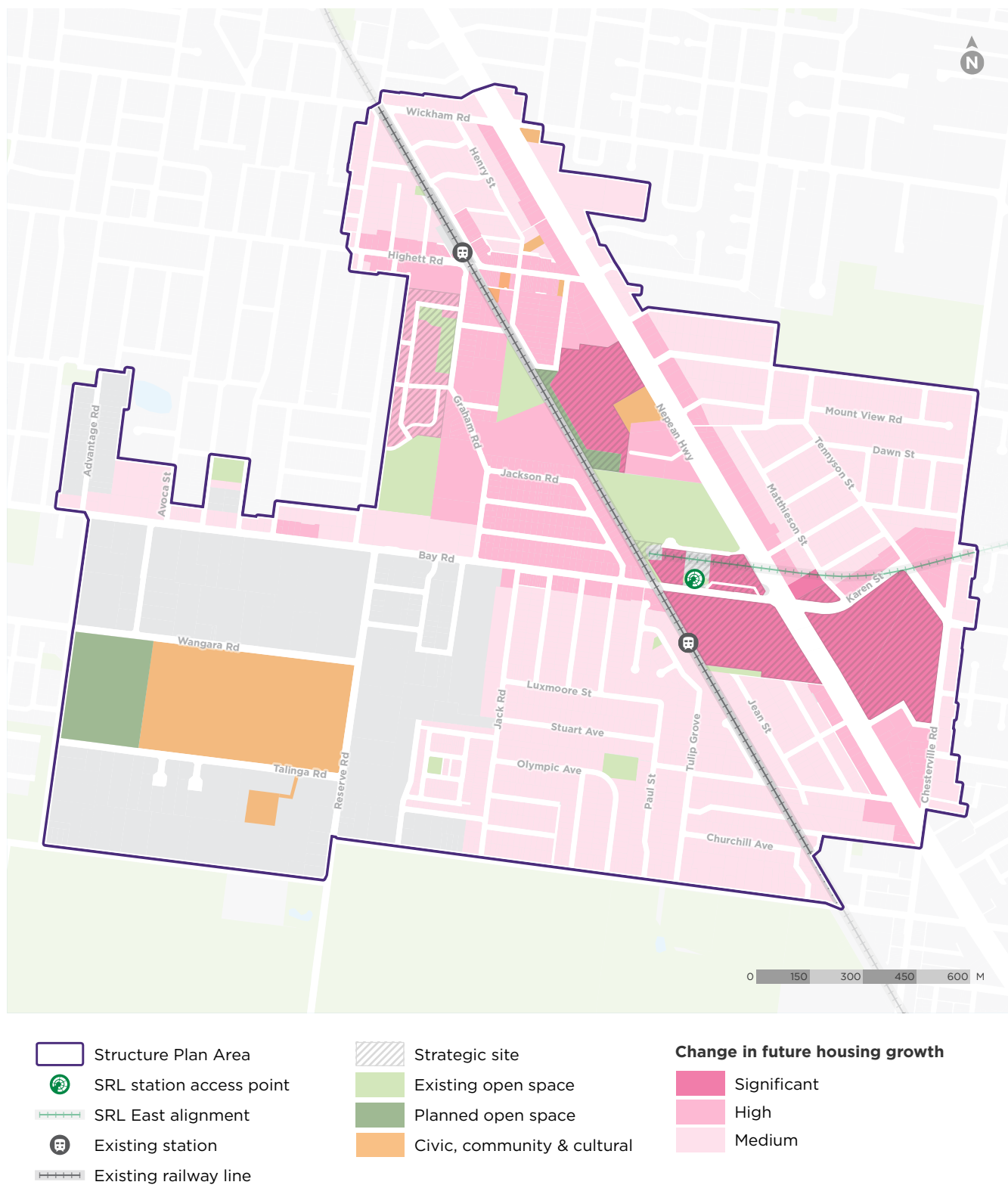


Figure 11: Enriching community plan - Housing



Objective 3

Encourage a range of housing sizes and tenures to meet the needs of future households

Cheltenham's future population will need more housing choices. Household sizes are forecast to be smaller, with more single households, couples without children and people aged over 65 years.

More choice in the size, type, cost and tenure of homes will accommodate the changing population. More people will live in higher density apartments.

Strategies

- Facilitate the delivery of a variety of dwelling sizes and types that provide housing choice for a range of households.
- Create opportunities to deliver residential aged care and independent living facilities within easy walking distance of the Southland neighbourhood and/or Highett Neighbourhood Activity Centre to enable people to age-in-place.
- Encourage the development of inclusive, well-designed and accessible housing to meet the needs of all people.
- Support new and emerging housing models, including built-to-rent, co-living and other innovative responses that can help to foster a diverse housing market.

Actions

1. Amend the planning scheme to encourage a diversity of housing types and sizes across the Structure Plan Area.

Objective 4

Increase the supply of social and affordable housing

There is an unmet and growing need for affordable housing, including social housing. Cheltenham should be a place where people on very low, low and moderate incomes are able to live.

More affordable housing is needed to meet a broad spectrum of housing needs to support a diverse community.

Strategies

- Encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth, in alignment with Victorian Government policy.
- Ensure the diversity (measured by number of bedrooms) of affordable housing reflects the diversity of proposed market housing within the same development.
- Ensure that affordable housing is constructed to the same standard as market housing within the same development.
- Encourage and support the delivery of new, innovative and/or alternative affordable housing models.
- Encourage the provision of social and affordable housing on government-owned land.

Actions

1. Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.
2. Work to understand future redevelopment or renewal opportunities for existing social housing in the area.



New Street, Brighton. Source: Homes Victoria



Objective 5

Provide an enhanced and accessible network of local community infrastructure that meets the needs of the future community

Improving Cheltenham's community infrastructure will help meet diverse individual needs, foster community inclusion and create a great place to live.

New and enhanced community infrastructure will be encouraged in highly accessible locations within easy reach from home. New infrastructure should be adaptive, multi-purpose and co-located with existing facilities where possible.



Site selection principles for new community infrastructure

SRLA has developed the following principles to guide the identification of community infrastructure sites in the Structure Plan Area:

- Priority should be given to sites that are:
 - centrally located and maximise walking, riding and public transport networks that foster healthy communities.
 - located in an activated area, where other community infrastructure, retail or other amenities are provided.
- A site should:
 - contribute to the network of local community infrastructure
 - have capacity to accommodate flexible and vertical building design and meet changing needs over time
 - have, or be anticipated to have, potential to be available and developable for community infrastructure within the structure planning period.
- Council or State Government-owned land should be the priority for community infrastructure sites. Co-locating new community infrastructure with existing infrastructure is encouraged.
- Purchasing land should be considered where other options have been excluded.



Existing Highett Library and its forecourt

Strategies

- Support Cheltenham's need for better social connectedness by providing a new district library, as part of the multi-purpose hub or redevelopment of current co-located services. Site selection should consider locating in the area around the SRL station, which maximises accessibility.
- Enhance Cheltenham's existing network of community facilities, as they continue to age. Work with Bayside and Kingston City Councils to plan for improved facilities, including increased multi-purpose facilities.
- Support sport, recreation and social activities through upgrade and continued provision of the existing sports fields adjoining the Structure Plan Area.
- Support the wellbeing of growing families by enhancing maternal child health services. These should be co-located with the multi-purpose hub.
- Encourage private market investment in recreation facilities in appropriate locations.
- Ensure kindergarten and government primary and secondary school capacity meets the needs of the current and future community in the structure plan and the surrounding areas.

Actions

1. Work collaboratively to:
 - Confirm the form and location of community infrastructure considering:
 - the site selection principles for new community infrastructure
 - the capacity and condition of existing infrastructure
 - the preferred future scale, form and function of the infrastructure, including demand generated by residents, workers and visitors (where visitor numbers are anticipated to be high)
 - the preferred service and infrastructure delivery models, including preferred benchmarks and service catchments, and regional and district opportunities
 - the anticipated demographic profile, community needs and preferences, including participation rates
 - opportunities pertaining to land ownership, development and funding available to delivery leads including an Infrastructure Contributions Plan or other pathways.
 - Identify opportunities to increase the capacity of playing fields that adjoin the Cheltenham Structure Plan Area.
2. Deliver new and enhanced community infrastructure.
3. Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.
4. Consider the need for new government primary school provision and monitor the need for a new government secondary school provision to serve the needs of the current and future community and surrounding areas.
5. Monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision to serve the needs of the current and future Cheltenham community and surrounding areas.
6. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced community infrastructure serving and supporting development in the Structure Plan Area.



Objective 6

Create a connected and accessible open space network for those who live and work in Cheltenham

While Cheltenham has an existing range of open spaces that contribute to its liveability, there are gaps in the open space network that need to be addressed. Open spaces will need to be more accessible and have greater functionality.

Walking access to Sir William Fry Reserve and Lyle Anderson Reserve will be important for people living in higher density developments. New green spaces and parks will also be added in the Structure Plan Area.



Site selection principles for new open spaces

SRLA has developed the following principles to help guide the identification of suitable sites for new open spaces in the Structure Plan Area:

- **Land ownership** – suitability for conversion to public open space, rezoning and/or repurposing existing public land.
- **Condition** – the physical condition of the site is suitable for use as public open space, considering any remediation required to meet a condition for its intended use.
- **Alignment with intended open space classification/typology** – primary function and catchment.
- **Access to public open space** – improves walkable access from anywhere within the Structure Plan Area in accordance with State policy.
- **Access to the site** – more than one entry point, road frontages, topography, accessible for people of all abilities, car parking off- and on-street.
- **Adjoining land use** – considers opportunities to enlarge existing public open spaces, opportunities for co-location with community facilities.
- **Connectivity** – considers links, connections and safe walkable access to existing open space, open space corridors, cycle routes.
- **Size** – suitable for intended purpose and minimum dimensions.
- **Solar access** – the site enjoys good solar access in winter.



Sir William Fry Reserve, Cheltenham



All-ages play area

Strategies

- Provide access to high-quality open spaces within a walkable distance of people living, working and visiting Cheltenham, with greater accessibility in higher density areas (see Figure 12). Locations for these potential new open spaces should align with the open space site selection principles.
- Improve access to open spaces by providing new links in areas of limited walkability that connect existing and future residents and workers with the open space network (as shown in Figure 12).
- Enhance Sir William Fry Reserve and Lyle Anderson Reserve to improve the quality, functionality and capacity of the open space network (as shown in Figure 12).
- Ensure the design and programming of open spaces meets the variety of needs of people in Cheltenham.
- Supplement the open space network through increased public access to large restricted and private open spaces, such as Cheltenham Memorial Park.

Actions

1. Identify the mechanisms by which new public open spaces are to be delivered in the investigation areas for proposed new open spaces shown on Figure 12 of the Structure Plan.
2. Confirm the form, scale and location of new and enhanced public open space as shown in Figure 12 considering:
 - The site selection principles for new public open space and relevant accessibility standards
 - The demand generated by residents, workers and visitors (where visitor numbers are anticipated to be high)
 - Preferred open space level of service and design standards
 - The anticipated demographic profile, community needs and preferences, including for informal recreation and play
 - Opportunities pertaining to land ownership, development and funding available to delivery leads including an Infrastructure Contributions Plan, clause 53.01 or other pathways.
3. Deliver new and enhanced open spaces.
4. Amend the planning scheme to encourage new key links through private landholdings to improve walkable access to open space, where there are reasonable opportunities to fulfil the completion of the link on adjacent land over time (see Figure 12).
5. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced public open space serving and supporting development in the Structure Plan Area.

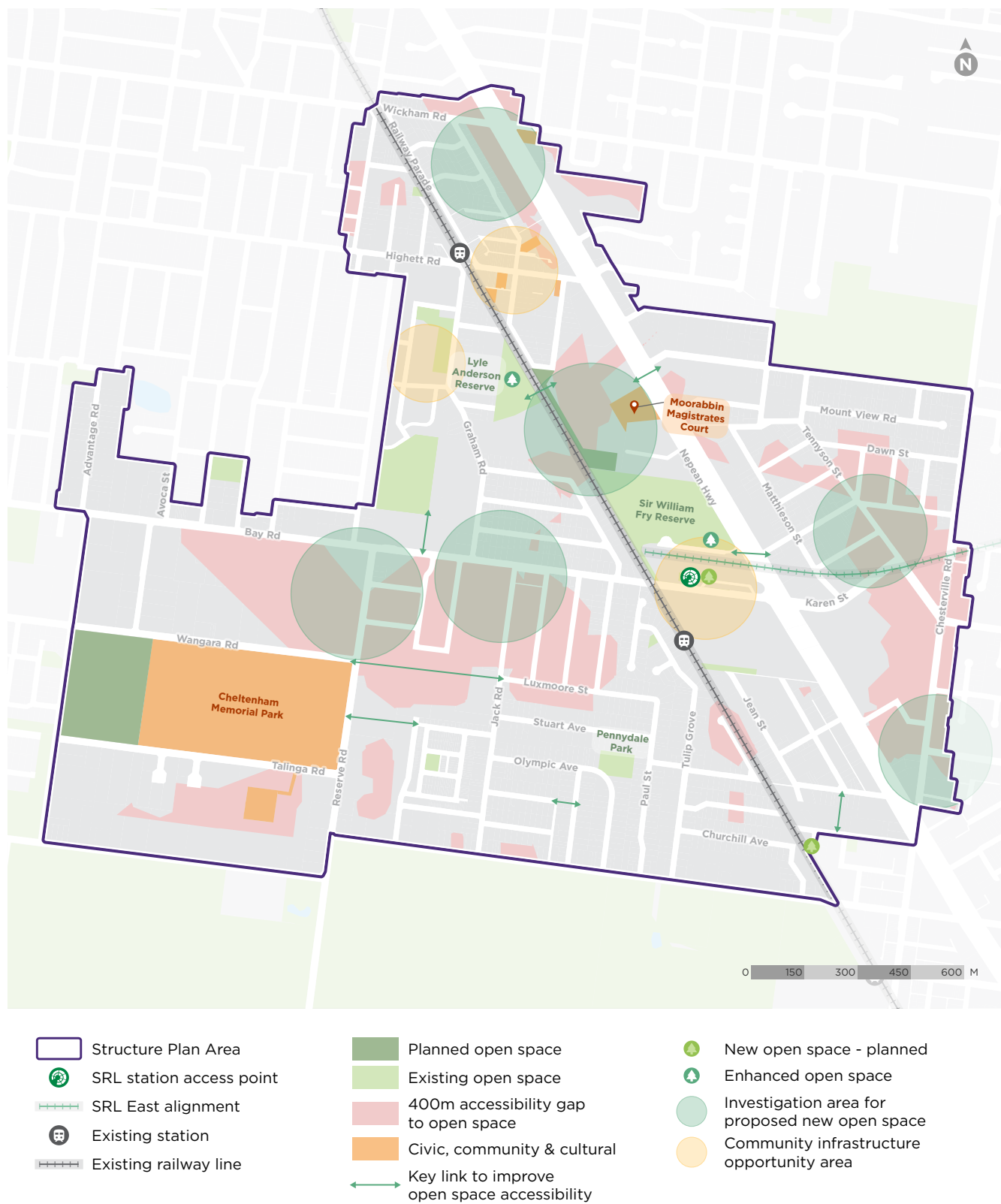


Figure 12: Enriching community plan – Open space and community infrastructure

Objective 7

Reinforce existing neighbourhood activity centres as a focus for local amenities and services

The role of the Southland neighbourhood as the primary location for retail, hospitality and entertainment uses will be supplemented by the Highett Neighbourhood Activity Centre and the two small neighbourhood activity centres along Bay Road.

The Highett Neighbourhood Activity Centre will continue to provide local services, offices, retail,

and hospitality premises that complement the Southland neighbourhood. The small neighbourhood activity centres will continue to provide for a range of daily living needs to support resident and worker amenity. These centres may be suitable locations to provide additional services, such as community and health facilities.

Strategies

- Within the Highett Neighbourhood Activity Centre and other small neighbourhood centres, retain and encourage mixed-use spaces, commercial and retail uses, local entertainment uses and health services and facilities.
- Ensure that within Highett Neighbourhood Activity Centre and other small neighbourhood centres, retail and commercial uses are prioritised at lower levels, and any new housing or mixed-use development is complementary to this primary role.
- Encourage a vibrant Highett Neighbourhood Activity Centre and other small neighbourhood centres with active frontages that attract a mix of local services at ground level and provide a improved public realm.



Highett Road in the Highett Neighbourhood Activity Centre

Actions

1. Amend the planning scheme to support neighbourhood centres and accommodate retail and commercial and upper level residential floorspace within the Highett Neighbourhood Activity Centre and small neighbourhood centres.
2. Deliver streetscape amenity improvements along Highett Road and Bay Road to promote street level activation and enhanced pedestrian access.



Active frontage in Charman Road, Cheltenham

5.4 Boosting the Economy

Cheltenham will continue its significant role as an employment centre in Melbourne's south east region.

New investment and a growing population will generate new and varied job opportunities.

Southland Shopping Centre and the Bayside Business District will remain centres of economic activity and employment.



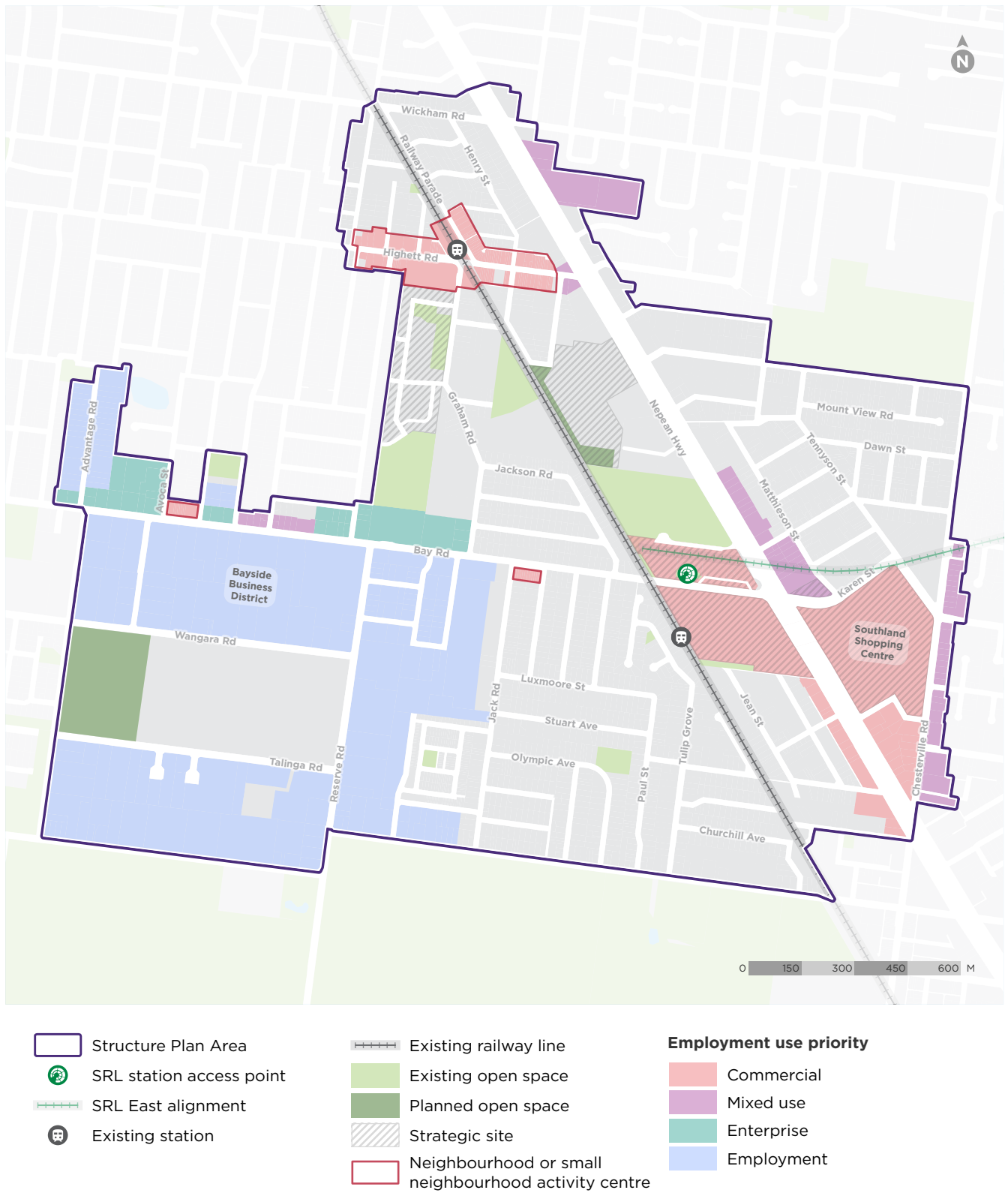


Figure 13: Boosting the economy plan

**Objective 8****Encourage employment growth opportunities across a range of sectors**

Cheltenham will expand its role as a regional employment hub, supported by its vibrant network of activity centres and employment nodes, including the Southland, Hightett and the Bayside Business District neighbourhoods.

Continued technological advances will bring a variety of changes to employment, with a greater demand for higher-skilled workers. Demand will be strong across all industries, but particularly in the professional services and other population serving sectors.

Some growth in health and education services is expected. These industries typically represent different activities such as offices, retail, arts and recreation uses and require a range of building types.

While more traditional industries are not expected to grow significantly, there is still a need to support growth in industrial sector employment, but in more contemporary typologies that will enhance worker amenity.

Strategies

- Encourage commercial land to accommodate a range of new office spaces to support knowledge-based professional services and health sector employment growth.
- Support the growth of population services such as shops, cafes, arts and recreation services targeted within mixed-use and commercial land.

Actions

1. Amend the planning scheme to allow a mix of uses and encourage a proportion of office space to be included as part of new development within the Southland neighbourhood.
2. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.



Aerial image of Bayside Business District viewed from the east along Bay Road

Objective 9

Establish the Southland neighbourhood as the centre of economic activity for Cheltenham

Southland Shopping Centre is currently the largest employment generator in Cheltenham and a regional destination for retail, entertainment and leisure. It will be revitalised as a regional economic hub, expanding to host a range of services – from retail services and public administration to knowledge-intensive industries and health services.

Attracting new businesses to the Southland neighbourhood will be key to creating more diverse

job opportunities and contributing to local economic growth. New and increased development around the SRL station at Cheltenham and Southland Shopping Centre will benefit from a high level of worker amenity, providing an optimal environment to support greater office use and commercial sector growth. This includes residential uses and uses that extend into the evening to bring activity beyond working hours and to create an appealing environment for businesses and workers.

Strategies

- Ensure a mix of non-residential floorspaces to support diverse retail, commercial and hospitality services.
- Support the redevelopment of Southland Shopping Centre to deliver a range of uses including retail, commercial, entertainment and accommodation.
- Direct most of the new retail floorspace to the Southland neighbourhood.
- Encourage the night-time economy and the provision of entertainment options.
- Provide for a high-quality, activated and connected public realm that complements existing and new land use.
- Maintain existing health and medical services in and around Southland Shopping Centre, and along Nepean Highway and Chesterville Road.



Recent office and residential development at the corner of Jamieson Street and Chesterville Road, Cheltenham

Actions

1. Amend the planning scheme to introduce a range of new land uses within key areas of the Southland neighbourhood to increase activity.



Potential commercial building (Photo by Diana Snape)

**Objective 10****Support the Bayside Business District as a regionally significant employment precinct**

The Bayside Business District is a regionally significant employment precinct for the southern and eastern regions of Melbourne. As the Bayside Business District continues to evolve, emerging 'enterprise' and knowledge-based industry sectors that contribute to new job opportunities and the area's broader appeal will need to be supported. These uses include advanced manufacturing, small and medium businesses, start-up companies and other creative industries.

The Bayside Business District will retain its employment focus. Land uses will be curated to support enterprise by allowing a limited amount of

retail and accommodation along the northern side of Bay Road that builds on the existing mixed-use opportunities, supports activation and stimulates investment. Support for a mix of commercial and industrial uses will continue in the remaining areas designated as enterprise, commercial and employment land.

The existing creative industries in Advantage Road will thrive with improved worker amenity and new built form typologies. Existing large-format floor spaces will provide ways to transition sustainably from traditional industry to commercial and knowledge-intensive businesses.

Strategies

- Encourage a mix of offices, industrial units, warehouses and showrooms within employment land for a diverse range of enterprises to support industrial sector employment opportunities.
- Provide for a mix of uses that support enterprise activities within land designated for 'enterprise' (see Figure 13) by:
 - Supporting more mixed-use office and commercial uses to activate the corridor at the street level
 - Allowing for residential uses on upper levels fronting Bay Road that do not undermine the primary economic purpose of the area.
- Encourage affordable and adaptable workspaces to accommodate a range of creative and innovative businesses.
- Expand the Bay Road and Jack Road, and the Bay Road and Avoca Street small neighbourhood activity centres to become local community nodes with expanded local retail, hospitality and services offerings.

Actions

1. Amend the planning scheme to:
 - Signal clear support for a range of employment uses along Bay Road, including office space
 - Allow for a range of supporting worker amenity uses, including retail, entertainment and residential, along the areas of Bay Road identified as 'enterprise' in Figure 13.



Existing industrial buildings in Bayside Business District



Example of mid-rise employment building typologies, Sydney NSW.

5.5 Enhancing Place

Cheltenham will continue to evolve with new residential and commercial buildings.

Buildings will respond to their local context and make a positive contribution to the public realm.

A network of connected and inviting streets with more tree canopy coverage will contribute to the improved urban environment.



Objective 11

Ensure the scale of built form responds to its context

New built form at a scale and intensity to support the forecast resident population and commercial floor space growth will be needed in the Structure Plan Area. It must also respond to its location and context, including the proximity to public transport, jobs and services.

Distinct neighbourhoods can be created by adopting different building heights, siting and setback parameters, and land use mixes. This can enhance the experiences and legibility of the Structure Plan Area and help support a diverse range of housing and businesses, creating a more mixed and balanced community.

Built form change will reinforce the Southland neighbourhood as a highly accessible and vibrant regional hub. The fine-grain traditional form of the Highett Neighbourhood Activity Centre will complement this.

New built form will also provide opportunities for more diverse industries to co-locate within the Bayside Business District, and residential areas will accommodate a mix of low- and mid-rise buildings in a garden setting.



Delivering growth and amenity

Significant population and employment growth is forecast across the Structure Plan Area, and the scale of built form will increase to accommodate this growth and leverage the benefits of the SRL station. Increased residential density will give more people good access to public transport, jobs and services. A substantial increase in workplaces and health services close to the SRL station will also improve access to jobs and services for people living elsewhere on Melbourne's rail network.

The Structure Plan Area has a very high level of accessibility to jobs and public transport. This means it should have a greater level of intensification than surrounding residential areas, other places close to passenger stations or activity centres within Melbourne that are less well served by jobs and public transport.

Generally, building scale will be greater in the centre of the Structure Plan Area and decrease further from the centre. This pattern of intensification creates a cone-shaped gradient responding to proximity to existing and planned employment areas, services and public transport.

While existing character should not act as a constraint on the level of growth proposed, consideration has been given to how the character in each part of the Structure Plan Area transitions over time.

Importantly, built form intensity will be balanced with a high level of amenity.



Strategies

- Promote the greatest level of built form intensity, activity and development scale to the Southland neighbourhood, including the former Highett Gasworks site, to leverage accessibility to public transport and services (see Figure 14).
- Facilitate continuous mid-rise buildings that can support a mix of uses along Bay Road, Nepean Highway and Chesterville Road to strongly frame these wide roads and provide adaptable building typologies (see Figure 14).
- Encourage low- and mid-rise apartment buildings in a garden setting to promote housing diversity in established residential areas.
- Facilitate a mid-rise urban neighbourhood along Graham Road, close to the SRL station and Highett Neighbourhood Activity Centre.
- Ensure built form complements the fine-grain rhythm and low-rise scale of Highett Road.
- Ensure a mix of fine-grain and large lots is available to encourage a range of building types and sizes to support an intensified mix of employment land uses within the Bayside Business District.
- Encourage lot consolidation to facilitate more efficient and sustainable design and to increase the supply of larger sites for residential development.
- Ensure development provides an appropriate interface with adjoining properties, based on the level of change anticipated.

Actions

1. Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.



Higher density development, Langridge Street, Collingwood



Aerial image of recent development along Highett Road with buildings in construction on the Highett Common site in the background.



Strategic sites in Cheltenham

Strategic sites have been identified throughout the Structure Plan Area based on the opportunities they present to accommodate significant growth or their strong potential to help deliver policy objectives or public benefits.

Master plan sites

To capture these opportunities, some strategic sites will be subject to detailed master planning by the landowner in future. The master planning process allows for better management of site-specific and offsite impacts, while providing flexibility to test potential design options and fully consider matters that may only be known closer to the time of the site's development. Bespoke planning controls will apply to master plan sites through specific provisions that provide direction guiding their future development.

The strategic master plan sites identified in the Structure Plan Area are:

- SRL Station Development Area
- Southland Shopping Centre
- Former Highett Gasworks site

Other strategic sites

Strategic sites that contain existing major land uses such as health, education or research have been identified due to the important role they play in the SRL East Structure Plan Areas.

Other strategic sites demonstrate capacity and scale to support growth but do not require bespoke direction or planning controls to realise their potential.

One site has been identified in the Structure Plan Area that does not require a master plan:

- Highett Common.

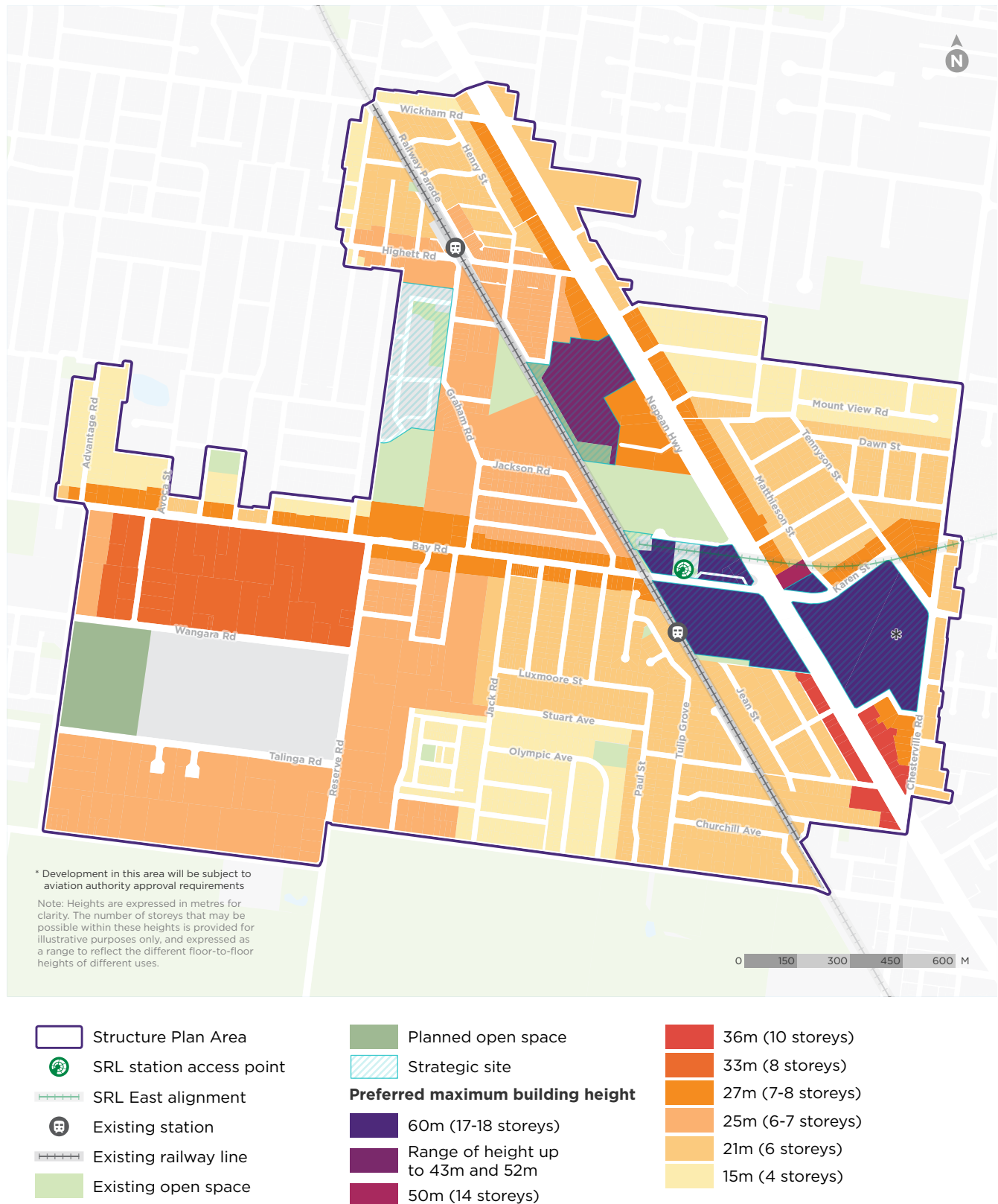


Figure 14: Enhancing place plan - Preferred maximum building heights

Objective 12

Create a network of streets and public spaces that are vibrant, inviting and support growth

Cheltenham's streets will provide safe, attractive and comfortable walking and cycling journeys. A well-connected street network accommodates thriving public street life and activation.

The streets across the Structure Plan Area vary in quality. There is a strong base to build upon, but some upgrades are needed to create a cohesive network of streets to meet the needs of an increasing population, encourage a shift to sustainable modes of travel, and support social interaction and healthy lifestyles.

The new SRL station forecourt will support public life with seamless links from the station entrance to key destinations, Southland Shopping Centre and Sir William Fry Reserve, as well as providing for appealing spaces that enable social interactions and opportunities to linger.

Strategies

- Establish a street hierarchy that supports each street's movement and place function, and place identity.
- Prioritise pedestrian movement and activity on local streets, including Highett Road and lanes identified as Activity Streets, to ensure they provide distinctive and attractive places for public life (see Figure 15).
- Establish Nepean Highway as a Boulevard (see Figure 15) that provides a welcoming pedestrian experience and a vibrant interface to existing and future built form.
- Transform Bay Road as an Avenue, providing a more accessible, high amenity environment for pedestrians that connects a range of activities and uses along its length (see Figure 15).
- Establish a cohesive network of safe and inviting streets that encourages walking and riding to key destinations and social activity, while also accommodating calmer local traffic and buses where necessary (see Green Streets in Figure 15 and Section 6 for further details).

Actions

1. Prepare and implement streetscape master plans for each street type, as required.
2. Deliver streetscape upgrades consistent with each enhanced street type.
3. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of enhanced streetscapes serving and supporting development in the Structure Plan Area.



Why is a network of vibrant, safe and distinct streets important?

A set of complementary street types will form a cohesive network that supports the envisioned growth of the Structure Plan Area, adds to neighbourhood amenity and helps foster desired outcomes for different places:

- **Activity Street**
A highly urbanised street that supports public life and provides an attractive and comfortable pedestrian experience, with generous pedestrian circulation space and streetscape treatments that encourage activation of street frontages and provide durable, high-quality materials.
- **Boulevard**
A wide arterial road that serves multiple transport functions, while still providing strong landscape and pedestrian outcomes, including canopy trees and pedestrian crossing opportunities.
- **Avenue**
A wide and tree-lined street that accommodates active and/or public transport with nodes of pedestrian amenity to create places for people to move and dwell.
- **Green Street**
A broad classification for a collective network of local streets that should be prioritised for ongoing enhancement due to the roles they play in linking key destinations, such as recreational facilities, public transport nodes and employment areas, and/or their ability to deliver environmental outcomes, such as increased canopy cover and water sensitive urban design initiatives.



Example of future Green Street (Wellington Road, Collingwood)



Figure 15: Enhancing place plan – Public realm street typologies



Objective 13

Ensure new development contributes positively to the public realm

New buildings should be designed to contribute to the preferred character of the neighbourhood, balancing the need to provide a sense of address, an appropriate level of public realm surveillance and privacy.

New development in the Bayside Business District will be designed to enhance the street experience and provide amenity for knowledge-intensive jobs.

Streets and open spaces, such as Sir William Fry Reserve and Lyle Anderson Reserve, are important places for people to gather. Limiting overshadowing and wind impacts of new development will help provide a pleasant and comfortable public realm.



Protecting access to sunlight

Protecting key spaces from overshadowing as the height of buildings in the Structure Plan Area increases will be important. Access to sunlight should be protected to:

- To reflect the broader significance of key public spaces
- To align the protection of meeting and movement spaces to reflect the importance and use of the space
- During control period times that respond to the usage of key public spaces and degree of direct sunlight achieved
- Considering the nature of sunlight protection needed, balanced with the strategic role, desired activity and function of the space, street and neighbourhood

New development should allow a good level of solar access to identified public spaces where sunlight is afforded to spaces based on their role, function and use as part of the open space network as follows:

- **Sir William Fry Reserve**, which is a regionally significant open space at the heart of the precinct, will balance the need for activity with a level of access to sunshine.
- **Other public open spaces** including **Lyle Anderson Reserve** and **Pennydale Park** contribute to local amenity, quality of place and pedestrian experience and will have appropriate sunlight protection.
- The existing **Hihett Road shopping strip** will continue to support a high level of street life with outdoor dining and pedestrians walking to shops and services and will allow for sunlight at the spring equinox to the southern footpath.

Strategies

- Ensure new buildings integrate appropriately with the public realm and streetscape by orientating building entries, windows and balconies to face the street and open spaces and ensuring that the locations of vehicle entries and services do not undermine the experience or safety of the public realm.
- Ensure buildings balance street definition and openness and contribute to their surroundings by avoiding unreasonable amenity impacts to the public realm, providing activation to the street and reinforcing the human scale at street level.
- Design and site taller buildings to minimise adverse wind impacts along streets and within public spaces and parks.
- Ensure that development maintains good solar access to key streets, public open spaces and private open spaces.
- Require development in employment areas to incorporate landscaped front setbacks and minimise the amount of land devoted to hard surfaces and car parking.
- Promote activated street frontages in high pedestrian areas.

Actions

1. Amend the planning scheme to ensure that new development provides, as per neighbourhood design guidelines in Section 6:
 - Appropriate setbacks and site coverage to achieve preferred character and landscaping outcomes
 - An appropriate sense of address, surveillance of the public realm and privacy for occupants
 - Active frontages along identified streets.
2. Amend the planning scheme to:
 - Ensure that new development is designed to minimise adverse overshadowing impacts to key streets and public open spaces, and private open space
 - Ensure that new development minimises adverse wind impacts on the public realm.



Example of high-quality built form and public space
(Oxford Street, Collingwood)



Apartment building, Pine Avenue, Elwood



Objective 14

Ensure new buildings provide good amenity for occupants

New buildings in the Structure Plan Area must be functional, comfortable and enjoyable places to live and work in.

Design measures to ensure amenity should include appropriate setbacks to enable access to daylight and outlook, landscaping spaces and communal open spaces.

Buildings should also relate appropriately to neighbouring sites. The Southland neighbourhood and Bayside Business District neighbourhood will play important roles in accommodating significant employment growth, and high amenity workplaces in these areas will support this growth.



Making space: the need for setbacks

New buildings should allow for adequate light and privacy, contribute positively to the public realm and help provide a feeling of openness within neighbourhoods. The impacts of taller buildings (such as wind effects and overshadowing) should be minimised and the future development of neighbouring properties maintained.

Prescribed setback distances from the property line to the front, side or rear of a building can achieve this. Setback distances will vary according to their context.

The broad approach throughout the Structure Plan Area is:

- **Street or front setbacks** are designed to frame the public realm, help to activate the street or maintain a sense of openness and sky views, accommodate canopy trees and allow solar access to the public realm.
- **Side and rear setbacks** are designed to maintain a sense of openness and sky views, allow solar access to the public realm and private open spaces, provide room for canopy trees and maintain equitable development opportunities for neighbouring properties.
- **Upper level or tower setbacks** are designed to distinguish built form at upper levels from the street wall, maintain a sense of openness, manage wind effects, achieve good internal amenity and maintain development opportunities for neighbouring lots. It may be appropriate to relax these setbacks in certain circumstances, such as along Nepean Highway given its broad width, provided that towers are distinguished and wind effects managed in some other way. Upper level setbacks may also be relaxed at the intersection of two major streets to express a gateway or landmark form.

Strategies

- Ensure residential buildings are designed to support internal amenity for residents including providing good daylight and solar access, ventilation, minimised overlooking and appropriate building separation.
- Provide for appropriate building setbacks and separation that:
 - Help to frame the public realm and activate the street in appropriate locations
 - Maintain a sense of openness and sky views, and allow solar access to the public realm and private open spaces
 - Minimise adverse wind effects on the public realm and private open spaces
 - Maintain equitable development opportunities for neighbouring properties
 - In concert with site coverage, support preferred landscape outcomes and increased canopy cover in residential neighbourhoods.
- Ensure new development provides for an appropriate level of amenity, which may include:
 - Providing sufficient on-site landscaping and communal open space opportunities
 - Encouraging outlooks and views to open space and public spaces
 - Avoiding sheer walls to the street
 - Discouraging high front fencing that obstructs interactions.
- Encourage the development of adaptable buildings with adequate floor-to-ceiling heights that allow for changes in use over time.
- Manage the risk of potentially contaminated land through an appropriate environmental assessment process where appropriate.
- Manage the impacts of noise and vibration by ensuring new sensitive development includes appropriate attenuation measures.

Actions

1. Amend the planning scheme to ensure that new buildings offer adequate internal amenity for occupants, including through the provision of good daylight and solar access, ventilation, minimal overlooking and appropriate building separation, attenuation and design measures, as well as equitable development outcomes for adjoining sites.

5.6 Better Connections

SRL East will integrate Cheltenham with surrounding areas and attract more people to live and work in its neighbourhoods.

High-quality public transport integrated with active transport networks will support a shift from the use of cars for journeys.

This will help to reduce the number of vehicles on the road, improving local amenity and reducing environmental impacts.



Objective 15

Create an integrated public transport network connecting the SRL station with key destinations

Cheltenham's public transport network is well serviced by buses and trains. However, public transport services are poorly integrated and the Southland Shopping Centre bus interchange presents several barriers for many users travelling between public transport modes. Bus connectivity and service frequency throughout the Structure Plan Area are insufficient to meet the needs of its future worker and resident populations.

Improved bus movements along Bay Road and Nepean Highway will increase the reliability of the local bus network, so that travel to destinations is quicker and easier. Bus movements will be well integrated with other modes of public and active transport via the new public transport interchange at the SRL station. The new interchange will improve public transport transfers and better connect residents, workers and visitors to and from neighbouring SRL East centres, other stations along the Frankston Line and Central Melbourne.



A network of corridors

The future transport network in the Cheltenham Structure Plan Area will comprise:

- **Strategic corridors** that connect to destinations with metropolitan and regional significance such as employment and designated activity centres. Strategic modal corridors will provide high-quality connections that prioritise the movement of a particular mode, while considering the function of other modes along that corridor.
- **Local corridors** that provide attractive connections for moving within Cheltenham to local destinations and connect to strategic corridors.

Strategic and local corridors provide for a variety of transport modes, including walking, cycling, traffic and public transport, so that residents can meet their daily needs in an easy, equitable and sustainable manner.

Strategies

- Facilitate improvements to the public transport network by connecting the SRL station, existing rail services and existing and proposed bus services, and ensuring they are easy to move between.
- Support the delivery of improved service frequency along strategic bus corridors including Bay Road, Chesterville Road and Nepean Highway (see Figure 16).
- Improve pedestrian connectivity, permeability and wayfinding to better connect pedestrians with the public transport interchange.
- Encourage a useable bus network by planning for bus priority streets, infrastructure improvements, real time information and wayfinding to improve bus service performance along Nepean Highway, Bay Road and Chesterville Road.
- Improve pedestrian connectivity, permeability and wayfinding to better connect the bus interchange, the existing Southland Station and the SRL station.

Actions

1. Establish a network of strategic and local bus corridor routes as shown in Figure 16.
2. Deliver wayfinding improvements between the different modes of public transport within the Structure Plan Area.
3. Plan for improved bus priority along the strategic bus corridors.
4. Investigate the future role of the Southland Shopping Centre bus interchange.



Figure 16: Better connections plan - Public transport

Objective 16

Create a legible and safe active transport network

Cheltenham's active transport network is hindered by highly trafficked major arterial roads, including Bay Road and Nepean Highway. The existing street network is fragmented, with no permeable access between neighbourhoods. Cycling connectivity is also limited, with no separate cycling routes along the road network and fragmented cycle lanes that are often occupied by parked cars.

An enhanced active transport network will provide for more accessible and safer routes for pedestrians and cyclists to move through the Structure Plan Area and support a shift from private car transport. New links and a north-south active transport spine between the Highett and Cheltenham activity centres will provide direct and continuous routes to shops, workplaces, public transport and other community facilities.



Movement interventions

The new movement network for Cheltenham is a sum of its parts. Infrastructure upgrades and enhancements will be needed to promote a shift from private car travel to public and active transport.

Among a range of wider local interventions, the following components form critical parts of the movement network facilitated by the Cheltenham Structure Plan:

- **Critical Key Links** are considered essential connections to achieving the Vision.
- **Important Key Links** provide connection to or between strategic active transport corridors.
- **Local Key Links** aim to improve local active transport connections / permeability and place activation.
- **Strategic walking / cycling corridors** aim to support commuter trips and link up destinations with metropolitan and regional significance, such as employment and activity centres.
- **Strategic general traffic / freight corridors** are movement corridors that will continue to play a strategic role for freight and private vehicle traffic, directing vehicles away from local neighbourhoods.
- **Strategic bus corridors** connect key locations and operate at a higher service frequency compared to the local bus network.

Delivering Key Links

- Critical Key Links will be delivered through a range of planning pathways in Cheltenham, which may include public acquisition, working with landowners and direct delivery by SRLA.
- Important and Local Key Links may be delivered through new planning controls, and via key projects or actions set out in the Implementation Plan.



Creating a shift in mode choice in Cheltenham

Transport interventions set out in this Structure Plan focus on supporting people to walk, cycle and take public transport, creating a shift in journeys.

By 2041, 44 per cent of peak journeys in the Structure Plan Area should be made by sustainable modes, including 28 per cent for active transport and 16 per cent public transport.

Source: Cheltenham Transport Technical Report 2025.



Strategies

- Establish a priority walking and cycling network to fill gaps between neighbourhoods, open spaces and key destinations including the new SRL station, Southland Shopping Centre, Highett Neighbourhood Activity Centre and the Bayside Business District. The cycling network improvements should entail:

For strategic cycling corridors:

- Enhance existing infrastructure as appropriate such as by widening paths and enhancing wayfinding
- Provide new cycling infrastructure where gaps exist, preferably in the form of off-road shared use paths, separated cycling lanes or on-road cycling lanes as appropriate for the link.

For local cycling corridors:

- Enhance existing infrastructure as appropriate such as by reducing speeds on local streets and enhancing wayfinding
 - Provide new cycling infrastructure where gaps exist in the form of off-road shared paths or 'sharrow' treatments (with associated reduced speed limits and other traffic management measures) as appropriate for the link
 - The walking network improvements should entail widened footpaths along strategic walking corridors, amongst other enhancements as considered appropriate for the links. As a guide, minimum effective footpath widths of 1.8m should be provided along all strategic walking corridors, with greater width where warranted by pedestrian volumes or for outdoor dining, on street trading, public street infrastructure, greening, tree planting and other urban design outcomes as appropriate.
- Improve permeability through the provision of more frequent, high-quality and safe crossing points over Nepean Highway and along Bay Road.
 - Create a new north-south strategic movement corridor for pedestrians and cyclists along the Frankston Line corridor.
 - Improve active transport permeability within the Structure Plan Area through the delivery of key links as part of new development.
 - Provide high-quality active transport links between key destinations such as the new SRL station at Cheltenham and Sir William Fry Reserve.
 - Embed universal design into the planning, design and delivery of all streetscape walking improvements.

Actions

1. Amend the planning scheme to:
 - Require the delivery of Critical Key Links to provide for a network of connected, permeable streets across the Structure Plan Area (see Figure 17)
 - Encourage the delivery of Important Key Links and Local Key Links through the future development of private landholdings, generally in accordance with locations (see Figure 17).
2. Progressively plan for and expand and reinforce an active transport network of high-quality strategic and local walking and cycling corridors across the Structure Plan Area (see Figure 17).
3. Deliver new and improved walking and cycling crossings in accordance with the locations shown in Figure 17, prioritising the delivery of crossings associated with strategic walking and/or cycling corridors.
4. Develop bicycle and micro-mobility end-of-trip policy and guidelines.
5. Investigate a new pedestrian and cycling link across the Frankston Line between Highett Grove and the former Gasworks site.
6. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced transport infrastructure serving and supporting development in the Structure Plan Area.
7. Prepare a framework to support the delivery of Important or Local Key Links shown in the Structure Plan, informed by a review of these links having regard to priority and feasibility of delivery. The framework should include delivery mechanisms that have regard to:
 - Principles of fairness, equity and certainty
 - Incentives required to facilitate delivery of links.

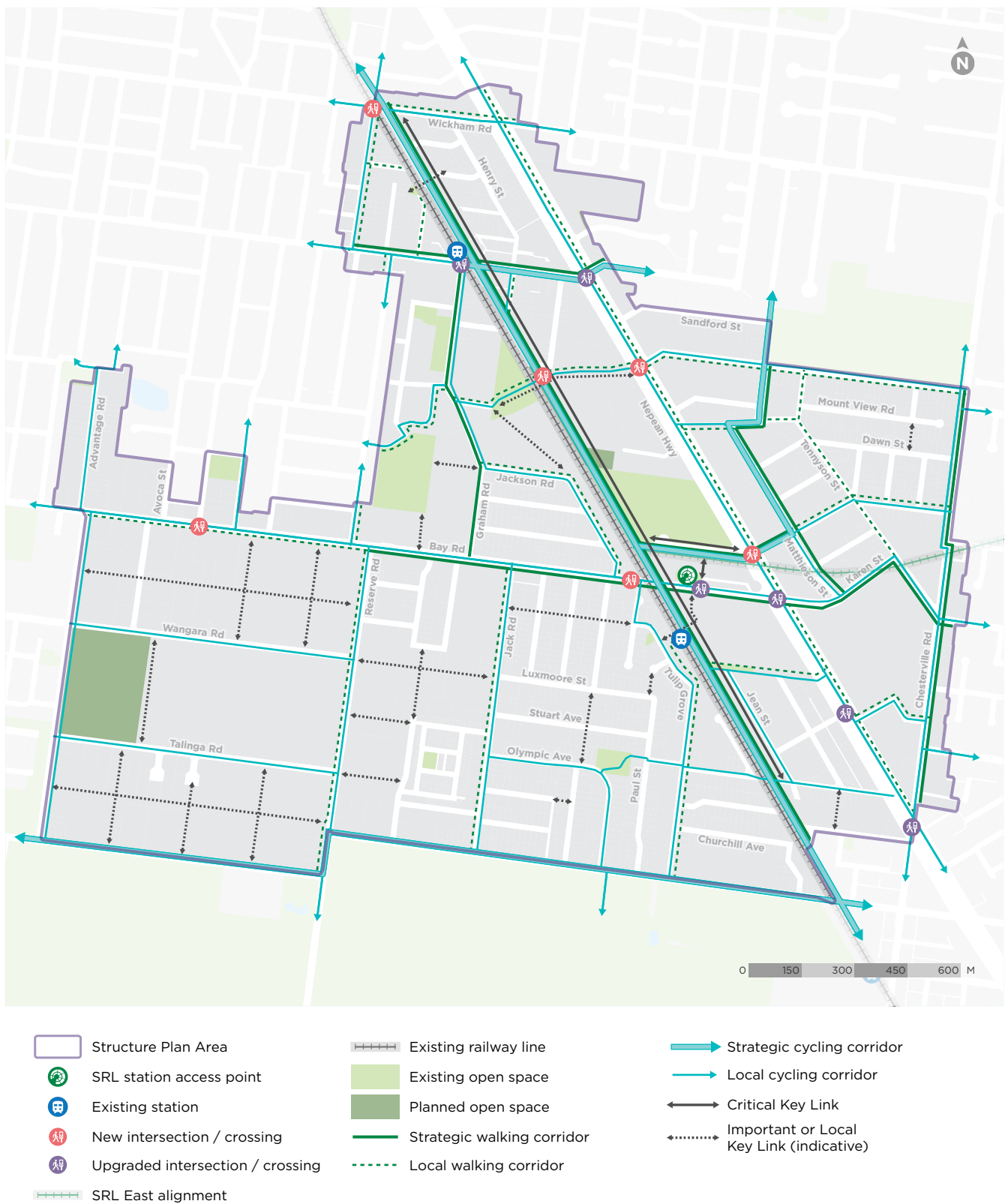


Figure 17: Better connections plan - Active transport



Objective 17

Minimise the impacts of private vehicles and freight on local streets

High levels of traffic along local streets can create an unsafe environment for pedestrians and cyclists. Creating low-traffic neighbourhoods that are quieter and more enjoyable, while maintaining the

strategic function of Bay Road, Nepean Highway and Chesterville Road, will create safer and inclusive streets for active transport use.

Strategies

- Direct private vehicles and freight to the strategic traffic and freight network of Nepean Highway, Bay Road and Chesterville Road – away from priority walking and riding areas, and off local streets.
- Maintain a road network that supports access for essential trips and for people who need to use a car.
- Protect local streets as lower-speed and safe streets, which discourage excessive vehicle traffic within residential neighbourhoods.

Actions

1. Establish and reinforce the strategic and local traffic and freight network as shown in Figure 18.
2. Monitor traffic conditions in the local road network within the Cheltenham Structure Plan Area and implement traffic mitigation measures if required to discourage through-traffic and/or improve safety in accordance with local traffic management principles.



Figure 18: Better connections plan – General traffic and freight

**Objective 18****Encourage a shift to more sustainable transport**

Private vehicle travel is the predominant mode of transport in the Cheltenham Structure Plan Area, accounting for 74 per cent of all trips. The provision of extensive on- and off-street parking influences modal choice and contributes to people choosing to use their car. However, despite most trips in Cheltenham being made by car, there is a lack of on-street parking for people with disabilities. In addition, an absence of car share schemes and insufficient bicycle parking facilities limits travel mode options for residents and workers.

A change in approach towards 'car-lite' living will help to make Cheltenham a better place in which to live. This includes managing the supply of car parking spaces and encouraging active transport modes to provide realistic, accessible and safe alternatives for everyday travel.

Strategies

- Limit the supply of car parking spaces in new developments to encourage more people to reduce their private vehicle use in favour of public transport and active transport.
- Increase the rate and standard of bicycle parking and end-of-trip facilities within new developments.
- Encourage alternative and adaptable uses for car parking facilities in existing and new developments when no longer required for parking.
- Encourage the integration of micro-mobility share schemes, consolidated car parking, car share and parcel delivery within new developments.
- Encourage the consolidation of existing car parking facilities to reduce their visual impact, particularly in pedestrian-focused areas.
- Encourage new consolidated public car parking in strategic locations and in mixed-use developments to make efficient use of parking for multi-purpose trips.
- Improve on-street parking management to optimise streets for walking and cycling.

Actions

1. Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.
2. Amend the planning scheme to:
 - Require the preparation of a Green Travel Plan for residential and non-residential development of a certain scale
 - Specify appropriate maximum and minimum car parking rates for new use and development within the Structure Plan Area
 - Require the preparation of a car parking re-use plan, which explores adaptability and alternative uses of parking spaces, for suitably-scaled developments.
3. Undertake monitoring and review of transport mode share within the Structure Plan Area every 5 years, including the change towards sustainable transport modes.
4. Undertake a review of the relevant Parking Overlay schedules every 5 years.
5. Develop an on-street parking management policy that supports the Structure Plan Area's significant changes in land use density, diversity and accessibility levels over time.

5.7 Empowering Sustainability

Cheltenham will build its climate resilience and help meet Victoria's net zero emissions target.

New development will transition Cheltenham to fossil fuel-free energy.

Better waste and water management will promote a circular economy.





Objective 19

Support the accelerated transition to net zero by 2045 with sustainable building design

To support decarbonisation and contribute to net zero communities, new buildings need to be more energy-efficient, use fewer resources and responsibly offset emissions. Practising circular economy principles in building design and operations will reduce embodied emissions from building materials and maximise resource recovery at all stages.

As Cheltenham is transformed with more intensive development to accommodate a growing population, new developments should be built and designed to elevated sustainability standards to create more sustainable and resilient neighbourhoods.

Strategies

- Introduce elevated sustainability standards to require that all new buildings greater than 5,000 m² Gross Floor Area (GFA) achieve a minimum 5 Star Green Star certification (or equivalent rating from other internationally recognised third-party certification scheme) to maximise building sustainability performance and contribute to Victoria achieving net zero carbon emissions by 2045.
- Encourage new buildings less than 5,000 m² GFA to apply elevated sustainable design outcomes that aim to meet the BESS-8 'Excellence' rating.
- Design buildings with consideration for climate risks and resilience, promoting climate change adaptation measures to enhance the capacity of buildings to withstand climate-related events, including extreme heat and flash flooding.
- Encourage development to be fossil fuel-free, highly energy efficient and built with lower upfront emissions and embodied carbon.
- Encourage circular design principles including reusing existing assets or materials, designing for material efficiency, selecting products with recycled content and selecting new materials with low embodied carbon.

Actions

1. Amend the planning scheme to improve sustainable building design standards.

Objective 20

Promote and support solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use

Renewable energy use in Cheltenham is lower than other areas of Victoria and it relies more on fossil fuel-generated electricity. Southland Shopping Centre and the Bayside Business District are high energy users, and their energy consumption is anticipated to increase, leading to a rise in greenhouse gas emissions.

To achieve net zero, new development in Cheltenham will need to adopt sustainable energy solutions. The Structure Plan supports the transition to renewable energy and alternative energy sources that will facilitate on-site local energy generation, distribution and storage.

Strategies

- Support the development and use of new energy technologies that produce and distribute renewable energy locally, enhancing climate resilience and reducing emissions.
- Support opportunities for renewable energy generation and use at an individual, neighbourhood and precinct scale. Work with large landholders, such as Southland Shopping Centre or within Bayside Business District, the Victorian Government and cities of Kingston and Bayside to facilitate initiatives like the neighbourhood battery program, smart grid technology and microgrids.
- Support the integration of local storage and small-scale renewable energy schemes into larger development sites.

Actions

1. Work with stakeholders to explore improved energy reliability and resilience initiatives within the Structure Plan Area.
2. Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.



Objective 21

Reduce waste and encourage use of recycled and sustainable resources

Incorporating circular economy principles, such as reuse, repair, sharing, refurbishing and recycling, will help achieve zero waste outcomes. The Victorian Government's circular economy policy and action plan, *Recycling Victoria: A new economy (2020)*, supports these goals.

Only 50 per cent of waste in Cheltenham is currently recycled. The other 50 per cent goes to landfill. The Bayside Business District is already home to several resource recovery businesses and waste management services, providing an opportunity for local circular economy outcomes that align with Cheltenham's main waste sources.

Strategies

- Encourage businesses and enterprises to better manage waste with improved use of resources, including resource sharing and resource recovery.
- Promote the principles of a circular economy—redesign, reduce, reuse, repair, renovate, recycle and recover—to the community. Encourage community participation and behaviour changes that are essential for delivering a circular economy.
- Design for future waste streams by allowing appropriate sizing and space for waste storage and management. This includes opportunities to manage waste at the source, such as through on-site organic waste management.
- Encourage new buildings to be designed to be adaptable, accommodate a range of uses and avoid the need for major demolition or refurbishment in the future.
- Work with the Victorian Government and cities of Kingston and Bayside, large landholders and institutions within Cheltenham to support targets to divert 90 per cent of construction and demolition waste from landfill and 80 per cent of operational waste from landfill.

Actions

1. Prepare a circular economy plan for the Structure Plan Area that promotes circular economy principles and identifies projects that can be seeded within the area.
2. Amend the planning scheme to require the submission of a waste management plan as part of any permit application for development greater than 5,000 m² GFA.
3. Partner with key stakeholders to deliver targeted investment in circular economy opportunities.

Objective 22

Facilitate a resilient, cool, green, biodiverse environment

Cheltenham has limited open space and low tree canopy coverage, leading to pockets of urban heat concentrated north of Bay Road, east of Nepean Highway and within commercial and industrial areas of the Bayside Business District.

The urban heat island effect creates uncomfortable environments during warmer temperatures, which can endanger people's health, especially for vulnerable individuals, and discourage people from walking or cycling.

Increasing tree canopy coverage, particularly along the Green Street network, (described in Objective 12) and providing enhanced and new open spaces supported by IWM within the Structure Plan Area will significantly mitigate urban heat impacts and ensure a cool and healthy environment for residents and workers. Space for street canopy trees should be a priority and of equal importance alongside other street furniture such as signage and lighting. A network of habitat corridors will improve biodiversity by connecting open spaces like Hightett Grassy Woodland Reserve, allowing native flora and fauna to thrive.

Strategies

- Minimise urban heat island effects by incorporating space for tree canopy cover and blue-green infrastructure into new developments and public areas, including Green Streets. This approach aspires to achieve 30 per cent tree canopy coverage and improved green landscaping.
- Support improved biodiversity and ecological enhancement by establishing habitat corridors, prioritising green and biodiverse planting along Green Streets and within landscaped setbacks.
- Minimise the use of concrete and asphalt, and maximise recycled content, repaving, green infrastructure, canopy cover, vegetation and the use of permeable materials.
- Use native and drought resilient plant species to ensure the environment is resilient to climate change.
- Encourage new development to incorporate roof colours, building materials and green infrastructure designs that support urban cooling and meet minimum Solar Reflective Index (SRI) values of exposed materials across 75 per cent of the total development site:
 - SRI greater than 34 for unshaded hardstand surfaces.
 - SRI greater than 64 for roofing material.

Actions

1. Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise the urban heat island effect and promote a biodiverse, natural environment supported by IWM.



Objective 23

Embed Integrated Water Management in the Cheltenham Structure Plan Area

Victoria's Integrated Water Management Framework seeks to deliver effective urban water management across all elements of the water cycle, including water supply, stormwater and wastewater, flood resilience, urban waterway health, green-blue infrastructure and the use of water in public spaces.

During storm events, some parts of Cheltenham are vulnerable to flooding. Innovative place-based IWM interventions will play an important role in managing flood risks in Cheltenham, as well as enhancing waterway health and supporting the delivery of water sensitive neighbourhoods.

As the area grows, water consumption is expected to increase by 18 per cent, which includes a 30 per cent increase in residential water use by 2051.

This will place additional pressure on existing potable drinking water sources. Adopting strategies to reduce water use and developing an understanding of all water source options will be critical for the area's long-term water security and sustainability.

There is opportunity to leverage stormwater reuse and alternative water within new buildings and in the irrigation of landscaping, street trees and open spaces as alternatives to using potable water. Diversifying sources of water supply will also conserve precious water resources and support a greener environment, even in periods of drought.



Street trees, Bowden, Adelaide

Strategies

- Support and facilitate the delivery of an alternative water supply to reduce the demand on the potable water network.
- Require new developments to connect to planned or available alternative water supplies through third-pipe connections to reduce the demand on potable water supply and support the use of alternate water for irrigation.
- Work with public land managers and water authorities to support the provision of third-pipe infrastructure to enable the use of alternative water for irrigation and maintenance of sports fields and public open spaces.
- Manage the flood risk through the design and development of new buildings and associated works. Work with water and floodplain management authorities and utility service providers to explore IWM opportunities for new flood mitigation infrastructure, including stormwater harvesting and the provision of blue-green spaces.
- Encourage the use of Water Sensitive Urban Design (WSUD) principles in active transport corridors and green spaces, and in the design of spaces in both the private and the public realms.
- Support improved stormwater runoff water quality by embedding IWM principles in the development of buildings, new roads and public spaces.
- Consider and utilise existing strategies and policies of relevant authorities, and the wider industry, in the development of an IWM Plan for the Structure Plan Area.

Actions

1. Amend the planning scheme to require development (buildings) to incorporate available or planned alternative water supply by providing third-pipe plumbing through the development to service any end use specified by the relevant authority.
2. Work with utility providers to coordinate and progress the delivery of a new third-pipe non potable water supply.
3. Partner with water authorities and IWM Forum members to support the preparation of an IWM Precinct Plan that confirms the IWM assets and built form opportunities within the Structure Plan Area.

Neighbourhoods

Cheltenham's different neighbourhoods will each have a role in achieving the Vision for Cheltenham.

6.1 Overview

The Cheltenham Structure Plan Area is divided into five neighbourhoods, each with a distinct purpose in achieving the Vision for Cheltenham. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.

Future role and objectives

Sets out the future role for the neighbourhood, outlining how it will evolve from a built form, land use, movement, public realm and open space perspective. A series of objectives form the guiding principles of development within the neighbourhood, providing an important decision-making framework that builds on the overarching objectives and strategies established in Section 5 (Strategic response).

Neighbourhood guidelines

A suite of neighbourhood guidelines accompanied by detailed height, setback and movement frameworks at a neighbourhood scale.

Key projects (such as transport infrastructure and open space projects) to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans and are described and presented spatially in the Implementation Plan.

Cheltenham neighbourhoods

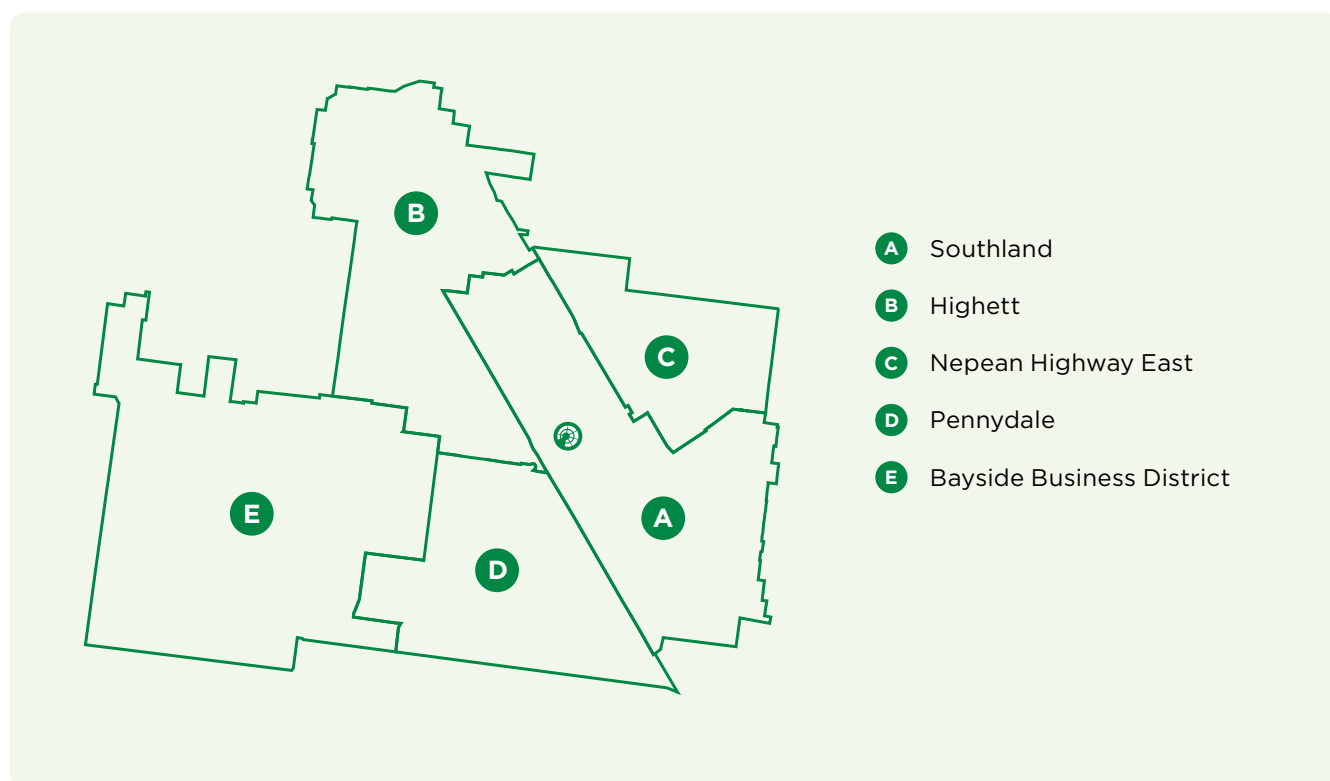


Figure 19: Cheltenham Structure Plan neighbourhoods



6.2 Neighbourhood A: Southland

Future role and objectives

The Southland neighbourhood will evolve into a vibrant mixed-use centre where residents, workers and visitors enjoy easy access to shops, entertainment and community and health facilities. New shops, entertainment, housing and offices will be focused along a revitalised Bay Road and Karen Street to positively contribute to a thriving economic hub at the heart of Cheltenham.

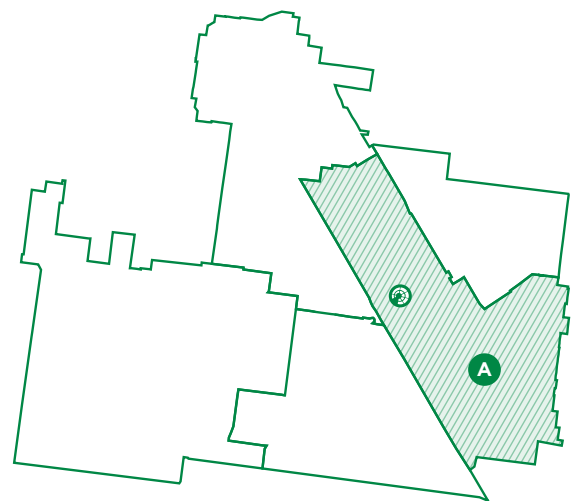
Taller buildings of up to 18 storeys will be focused around the SRL station and Southland Shopping Centre. A mid-rise built form in the Jean Street area and along Nepean Highway will help emphasise the importance of the central core as the heart of the neighbourhood.

A new high-quality and dense residential community will be delivered at the former Highett Gasworks site, offering a mix of dwelling types including affordable housing, and leveraging the green space at Sir William Fry Reserve.

Key destinations will be connected by new and improved streets and paths that are designed to prioritise walking and cycling. High-quality streetscape treatments will ensure that Bay Road, Karen Street, Jean Street, Chesterville Road and Nepean Highway become comfortable places for pedestrians.

The new off-road shared use path will provide a continuous corridor stitching the neighbourhood together with the Cheltenham and Moorabbin activity centres.

Sir William Fry Reserve will remain the focal point for public life in Cheltenham with well-designed active and passive recreation options. The park will also be supported by a network of other public spaces, including a new open space at the former Highett Gasworks site and around Jellicoe Street. New street trees and landscaping will ensure a green, inviting environment, complementing the vibrant, high density urban setting.



Objective 1	To support an integrated, mixed and dense core focused on the Southland Shopping Centre and SRL station.
Objective 2	To deliver a new high-quality, dense and integrated residential community at the former Highett Gasworks site.
Objective 3	To create and activate an attractive public realm network centred around Sir William Fry Reserve.
Objective 4	To realise a new north-south active transport spine stitching together key destinations and new and improved open spaces.

Neighbourhood framework plan

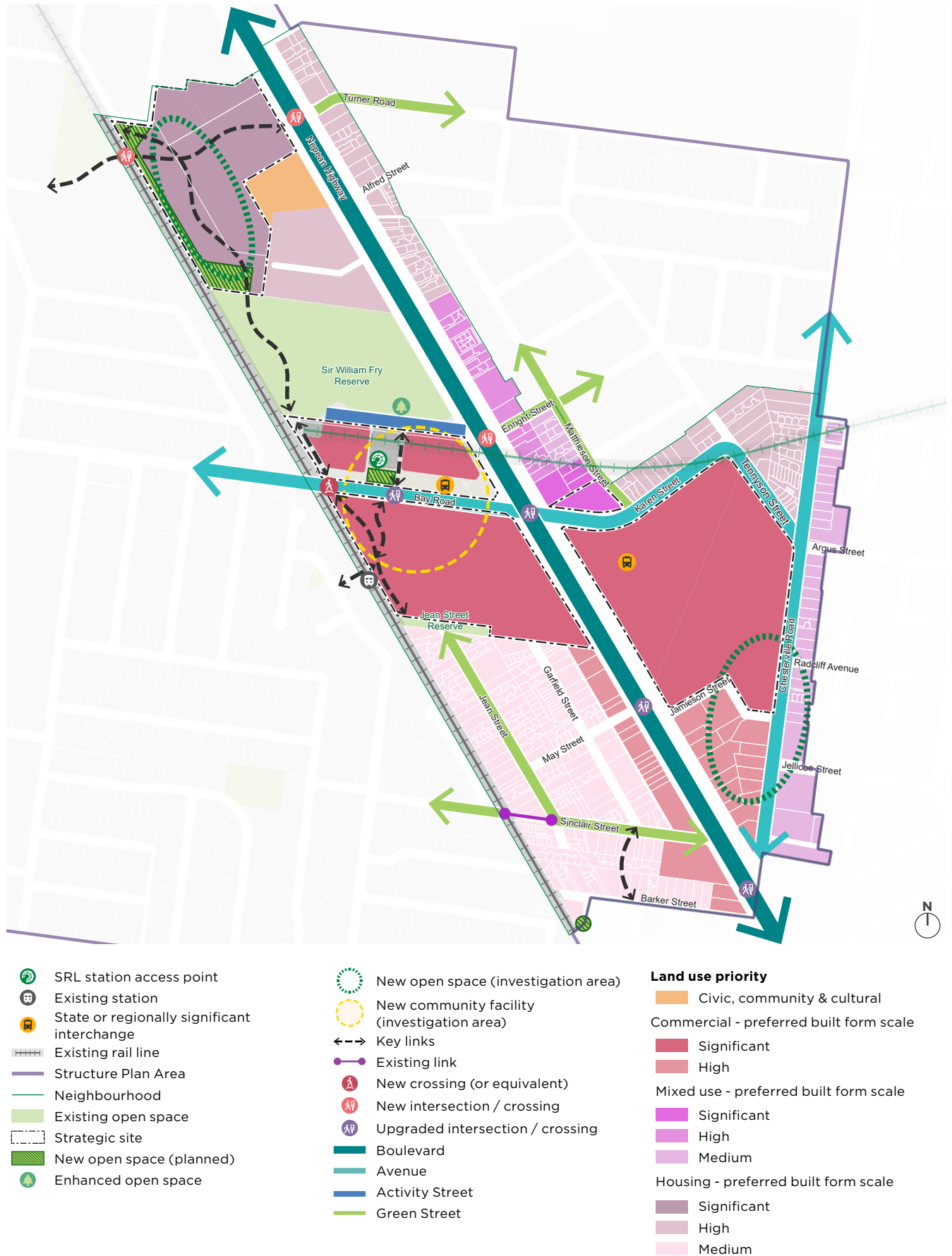


Figure 20: Southland neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 21 to 23.
- Development of podium towers should provide appropriate side setbacks and be well separated to support an attractive public realm, sky views and equitable development opportunities for neighbouring properties.
- Development should reinforce important corners that are highly visible from Nepean Highway and Bay Road.
- New development around the SRL station fronting Bay Road should frame the public realm and encourage street life as identified in Figure 24 (Section A).
- Design and site buildings to manage solar access to Sir William Fry Reserve at the winter solstice.
- New development in the existing small retail strip may vary the street wall height and setback guidance. Allow a 0m setback at ground floor.
- Development at Southland should respond to the future medium scale character of adjacent land to the south and west and maintain built form below a 45 degree plane from the eastern side of Chesterville Road.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development should incorporate front upper-level setbacks that respond to the transition at interfaces at Mathieson Street.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.
- New development on sites designated with 'moderately active' frontages on Figure 22 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development adjoining Sir William Fry Reserve to the north should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links must be provided consistent with the specific links shown in Figure 25.
- Key links should be provided consistent with the indicative links shown in Figure 25.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- New developments that comprise multiple sites should consolidate existing vehicle crossovers.
- Loading access to Southland Shopping Centre should avoid Bay Road and Karen Street to reduce conflict between pedestrians, cars and cyclists.
- Car parking should be located below ground or, where a podium tower development typology is used, 'sleeved' behind other uses.

Public realm and open space

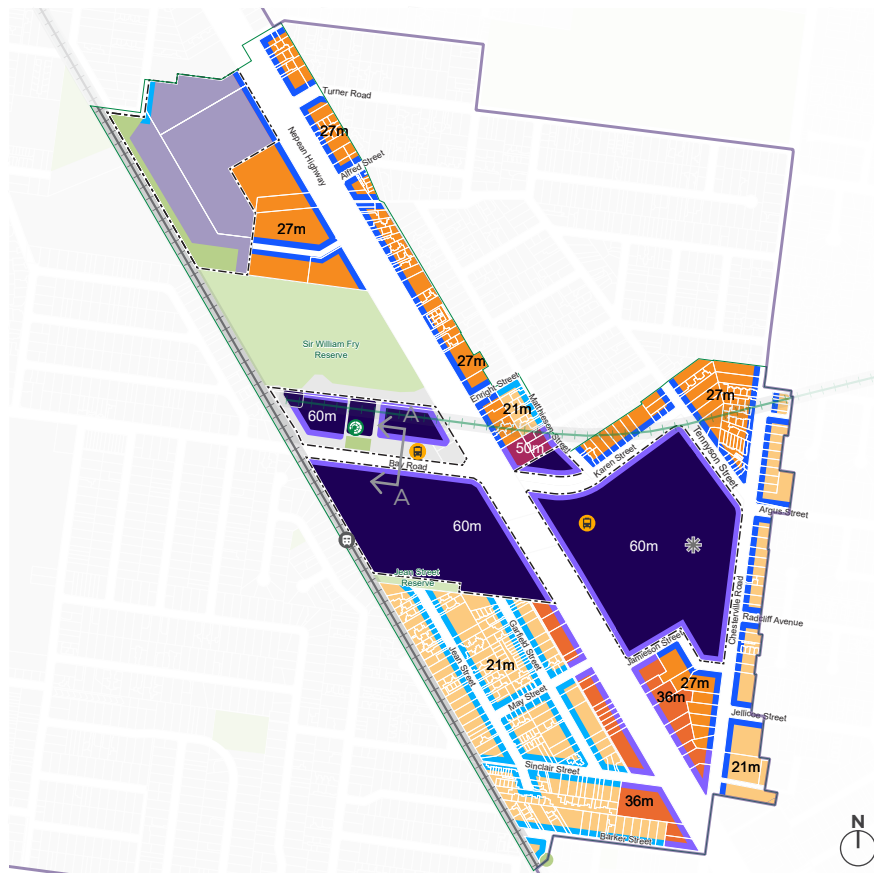
- New development on sites designated with 'highly active' frontages on Figure 22 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.

Former Hihett Gasworks site

Redevelopment of the former Hihett Gasworks site should respond to its heritage and local context:

- Ensure the heritage Boiler House Chimney is retained as a key landmark feature
- Built form should frame key views to the heritage Boiler House Chimney, with vistas to the Chimney from Nepean Highway and Sir William Fry Reserve
- New development should respond to future medium scale character to the north.

Preferred building heights plan



- SRL station access point
- Existing station
- State or regionally significant interchange
- Existing rail line
- Structure Plan Area
- Neighbourhood
- Existing open space
- New open space (planned)
- Strategic site

Preferred maximum building heights

- 60m (17-18 storeys)
- Range of height up to 43m and 52m
- 50m (14 storeys)
- 36m (10 storeys)
- 27m (7-8 storeys)
- 21m (6 storeys)

Preferred maximum street wall height

- 21m (5-6 storeys)
- 17m (4 storeys)
- 14m (4 storeys)

* Development in this area will be subject to aviation authority approval requirements

Figure 21: Southland preferred building heights plan

Preferred interfaces and setbacks plan



- SRL station access point
- Existing station
- State or regionally significant interchange
- Existing rail line
- Structure Plan Area
- Neighbourhood
- Existing open space
- New open space (planned)
- Strategic site

Front setbacks

- Zero setback
- 3m setback
- 4m setback

Interfaces

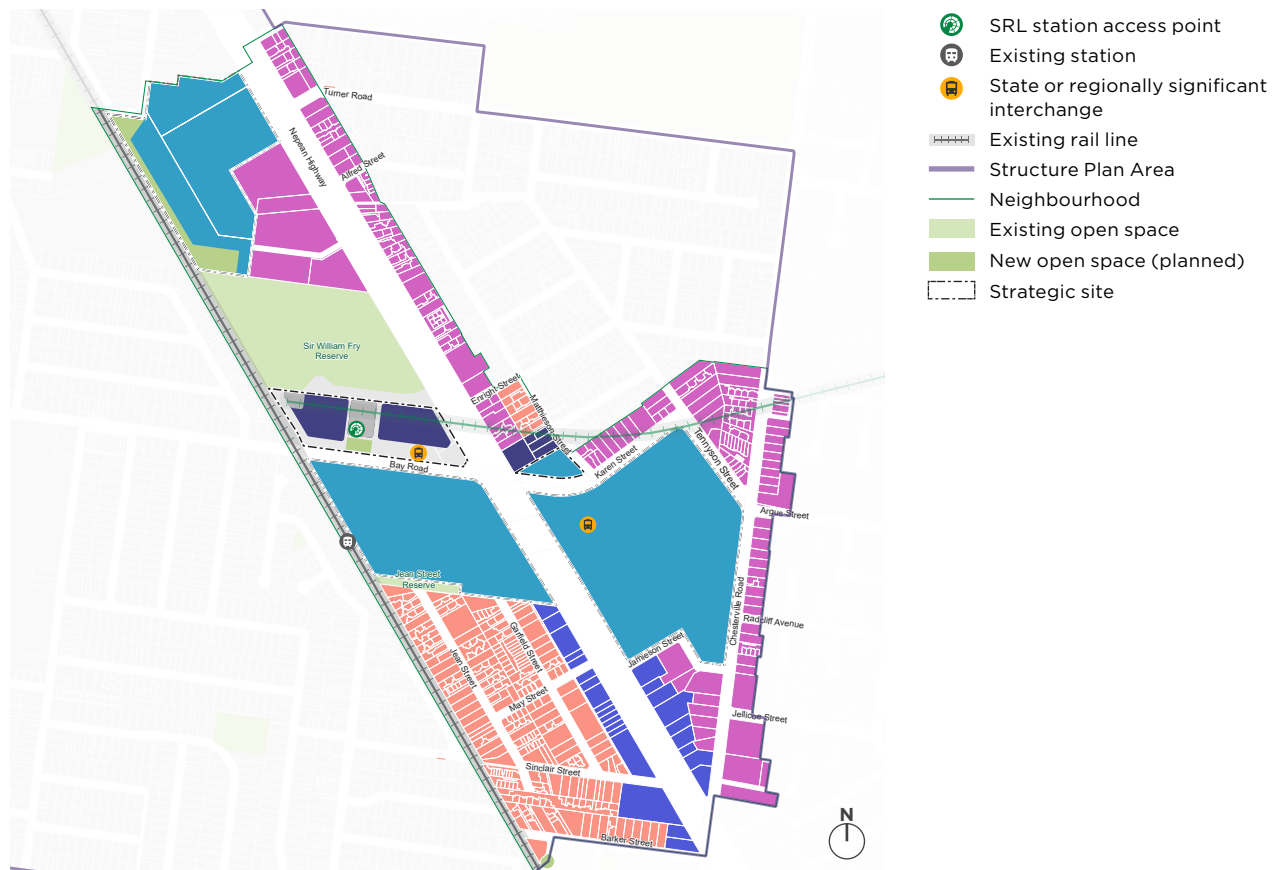
- Highly active frontages
- Moderately active frontages
- Indicative link interface

Key links

- Key links (specific)
- Key links (indicative)
- Existing link

Figure 22: Southland preferred interfaces and setbacks plan

Building side, rear and front upper level setbacks plan



Setbacks

Side and rear - podium	0 or 4.5m (primary outlook)
Side and rear - tower	6m or 10% of the total building height, whichever is the greater
Front - upper level setback	5m from the podium facade
Side - podium	0m or 4.5m (primary outlook)
Side - tower	4.5m, or 15% of the total building height, whichever the greater
Rear (general)	6m, landscaped
Rear at the interfaces with properties where dwellings are permissible below a height of 27m	6m + 0.6m per metre of height above 17m
Front upper level setback	3m + 0.6m per metre of height above 33m from the podium facade
Side	0m or 4.5m (primary outlook)
Rear	3m abutting public open space 6m landscaped + 0.7m per metre of height above 11m, except: - 6m plus 0.6m per metre of height above 17m for lots at 4-16 Jamieson Street and 3-11 Chesterville Road.
Front - upper level	4m from the podium facade
Strategic Sites	Require bespoke planning controls to provide direction on their future development.
Side - lots ≥ 24m wide	4.5m + 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of site	0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m
Side - lots < 24m wide, rear half of site:	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m
Front - upper level	0.5m per metre of height above the street wall from the podium facade

Figure 23: Southland building side, rear and front upper level setbacks plan

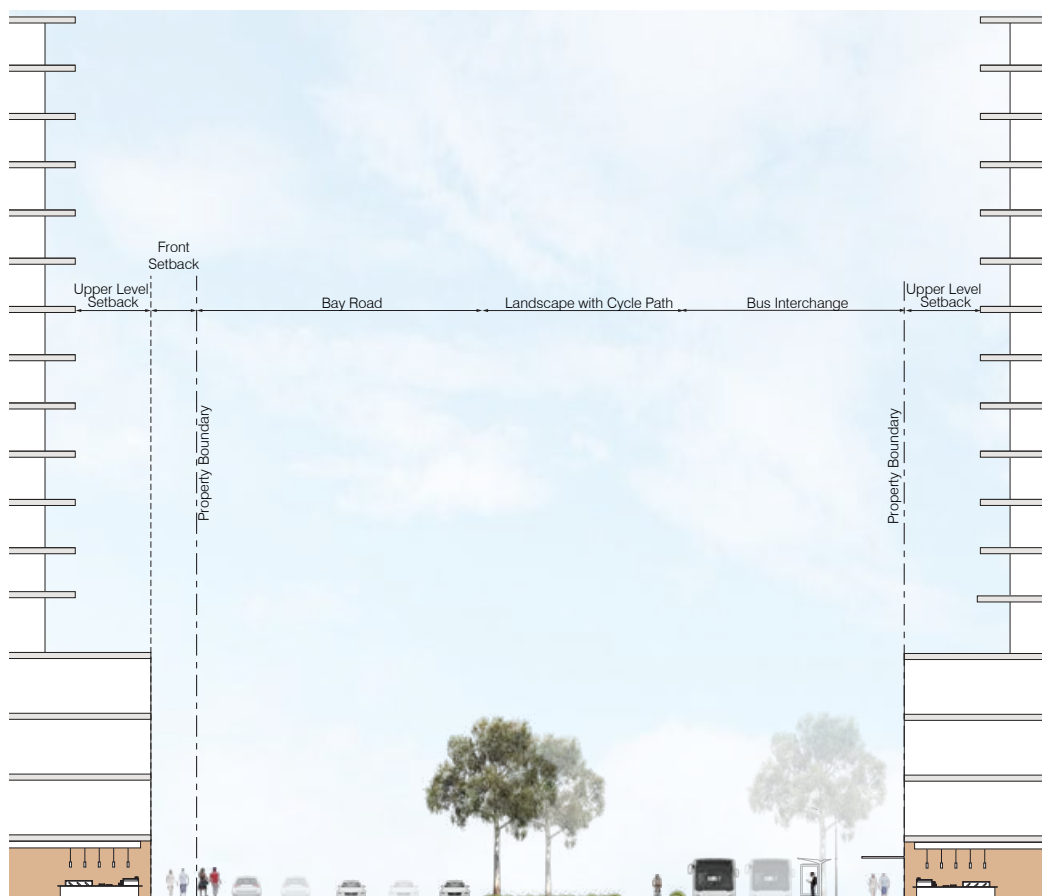


Figure 24: Section A - Illustration of potential typical section of Bay Road and built form interface

Movement plan



Figure 25: Southland movement plan

6.3 Neighbourhood B: Highett

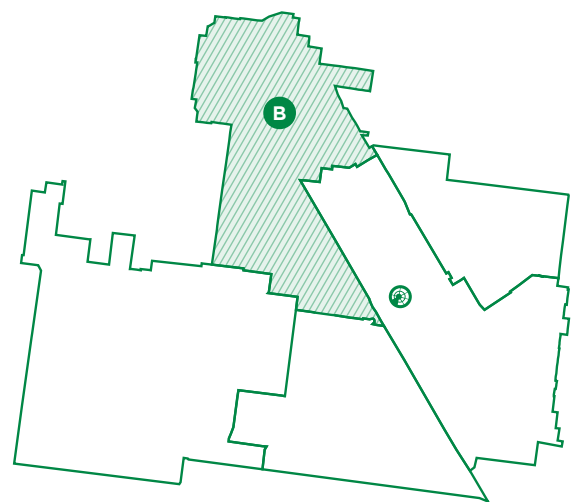
Future role and objectives

Highett will be anchored by the Neighbourhood Activity Centre along Highett Road. High-quality streetscape improvements will improve pedestrian experiences and support local places to live, work and socialise. Residential uses will remain the predominant use in adjoining areas, supported by a range of open spaces.

New buildings will respond to the highly valued, low-rise character of Highett Road by retaining a two-storey street wall and recessed upper levels. Elsewhere, the scale of mid-rise buildings within adjoining residential areas will continue to evolve with diverse housing in an amenity rich environment. Taller buildings will be located along Nepean Highway and Bay Road, responding to the importance of these roads in the urban structure.

The neighbourhood’s street network will be reimagined with a focus on enhancing pedestrian and cycling connectivity and reducing the reliance on private vehicles. Graham Road and Jackson Road will be enhanced as key cross-corridor connections with new tree planting and other streetscape improvements. New pedestrian links will also improve access to open spaces and permeability across the railway line.

Residential areas will be connected to local open spaces, including the Highett Grassy Woodlands, and a potential new open space around Henry Street. Lyle Anderson Reserve will be enhanced with new amenities to attract a diversity of visitors.



Objective 1	To reinforce the role of Highett Road as a mixed-use main street.
Objective 2	To create a mid-rise built form character.
Objective 3	To create a network of high-quality and connected open spaces, which also contribute to urban native fauna habitats.
Objective 4	To improve pedestrian permeability through the neighbourhood and beyond.

Legend:

- Existing station
- Existing rail line
- Structure Plan Area
- Neighbourhood
- Strategic site
- Existing open space
- New open space (planned)
- New open space (investigation area)
- New community facility (investigation area)
- Enhanced open space
- Key links
- Existing link
- New intersection / crossing
- Upgraded intersection / crossing
- Boulevard
- Avenue
- Activity Street
- Green Street

Land use priority

- Civic, community & cultural
- Commercial - preferred built form scale
 - High
 - Mixed use - preferred built form scale
 - High
 - Medium
 - Housing - preferred built form scale
 - High
 - Medium

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Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 27 to 29.
- New development along Highett Road, Railway Place and Bay Road should complement the existing fine-grain character and provide high levels of active frontages that support local retail, dining and commercial activity.
- New development along Graham Road, Thistle Grove, Station Street, Bay Road, View Street and Nepean Highway should provide landscaped front setbacks to balance privacy and street activation as identified in Figure 31 (Section B).
- Design and site buildings to manage overshadowing of Lyle Anderson Reserve at the winter solstice.
- Design and site buildings to manage overshadowing of the southern footpath along Highett Road.
- New development in the existing small retail strip may vary the street wall height and setback guidance. Allow a 0m setback at ground floor.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- Development on small lots in residential areas should incorporate an appropriate side setback where abutting the rear of an adjoining property.
- New development on sites designated with 'moderately active' frontages on Figure 28 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New developments interfacing the Highett Grassy Woodlands should incorporate significant native vegetation in transitioning from the conservation reserve to the suburban hinterland to the east and south.
- New development abutting Lyle Anderson Reserve or new open spaces within the Highett Common strategic site should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative links shown in Figure 30.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- New developments that comprise multiple sites should consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 30.

Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 28 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.

Preferred building heights plan

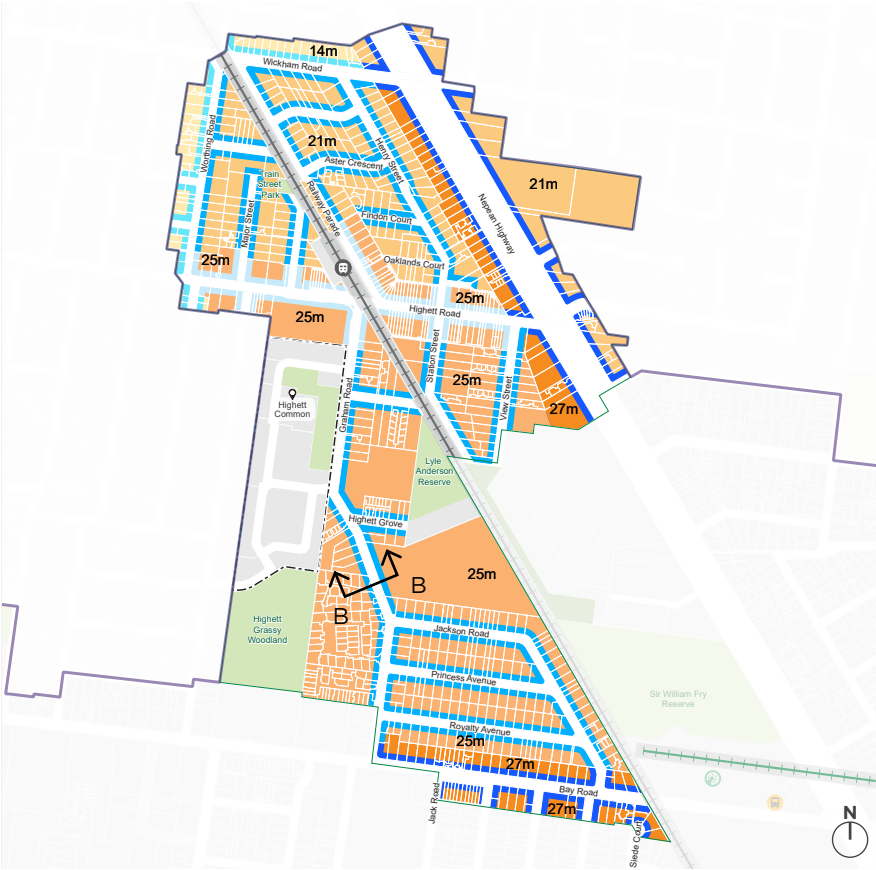


Figure 27: Highett preferred building heights plan

Preferred interfaces and setbacks plan



Figure 28: Highett preferred interfaces and setbacks plan

- Existing station
- Existing rail line
- Structure Plan Area
- Neighbourhood
- Existing open space
- New open space (planned)
- Strategic site

Preferred maximum building heights

- 27m (7-8 storeys)
- 25m (6-7 storeys)
- 21m (6 storeys)
- 14m (4 storeys)

Preferred maximum street wall height

- 21m (5-6 storeys)
- 14m (4 storeys)
- 11m (3 storeys)
- 9m (2 storeys)

- Existing station
- Existing rail line
- Structure Plan Area
- Neighbourhood
- Existing open space
- New open space (planned)
- Strategic site

Front setbacks

- Zero setback
- 3m setback
- 4m setback

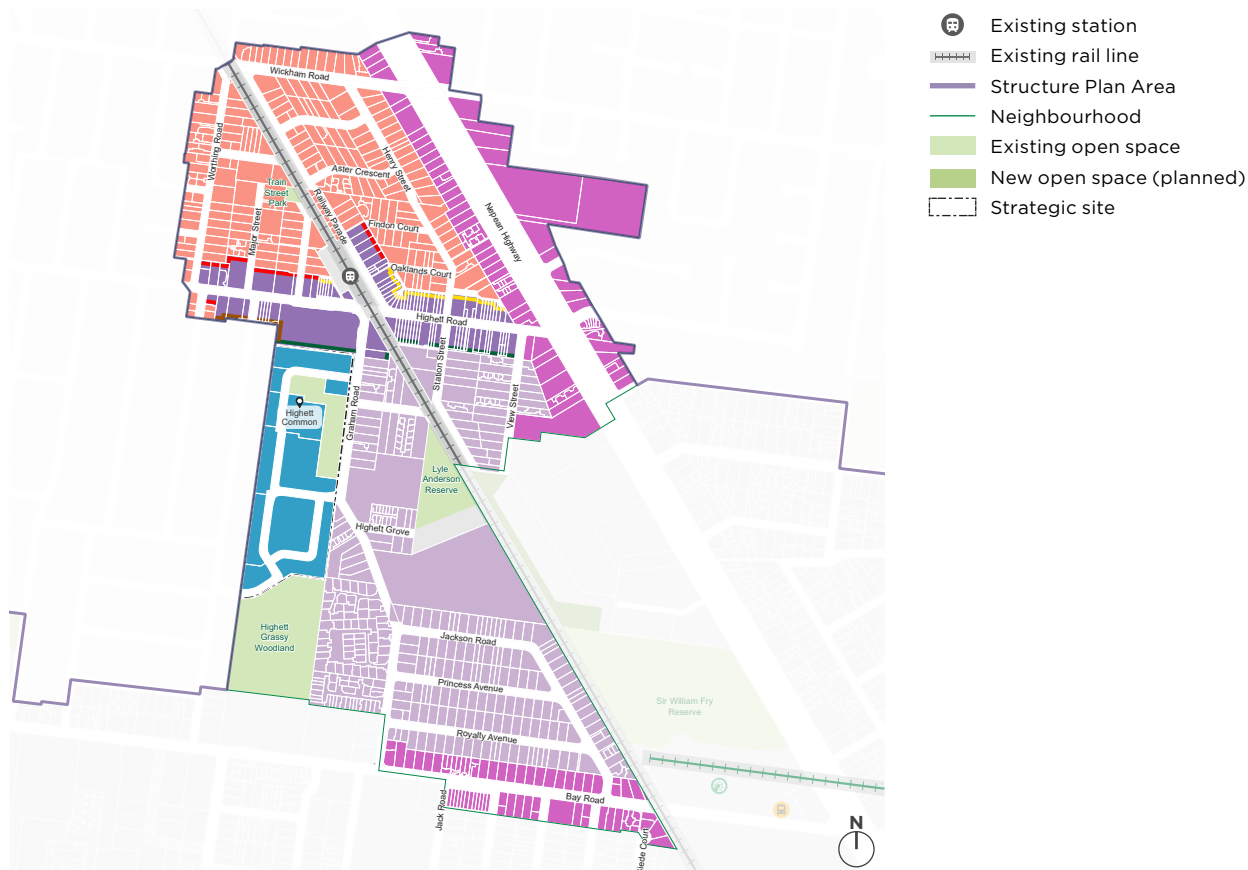
Interfaces

- Highly active frontages
- Moderately active frontages
- Indicative link interface

Key links

- Key links (indicative)
- Existing link

Building side, rear and front upper level setbacks plan



Setbacks

Side	0m or 4.5m (primary outlook)
Interface Type 1	0m for the ground floor 4.5m above ground floor level
Interface Type 2	0 m to a height of 5m 1m per metre of height above 5m up to a maximum setback of 15m Except, for 258 and 260 Highett Road: 0m up to a height of 2m 1m per metre of height above 2m up to a maximum setback of 15m
Interface Type 3	0m up to a height of 2m 0.7m per metre of height above 2m, up to a maximum setback of 15m
Interface Type 4	0m up to a height of 5m 0.7m per metre of height above 5m up to a maximum setback of 15m
Front - upper level	5m + 1m per metre of height above 21m from the podium facade
Side	0m or 4.5m (primary outlook) 3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	6m where abutting the rail line reserve 4m from the podium facade
Side	0m or 4.5m (primary outlook) 3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	6m where abutting the rail line reserve Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary
Strategic Sites	Require bespoke planning controls to provide direction on their future development.
Side - lots ≥ 24 m wide	4.5m + 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of site	0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m 2m all levels where abutting public open space
Side - lots < 24m wide, rear half of site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre of height above street wall from the podium facade

Figure 29: Highett building side, rear and front upper level setbacks plan

Movement plan



Figure 30: Highett movement plan

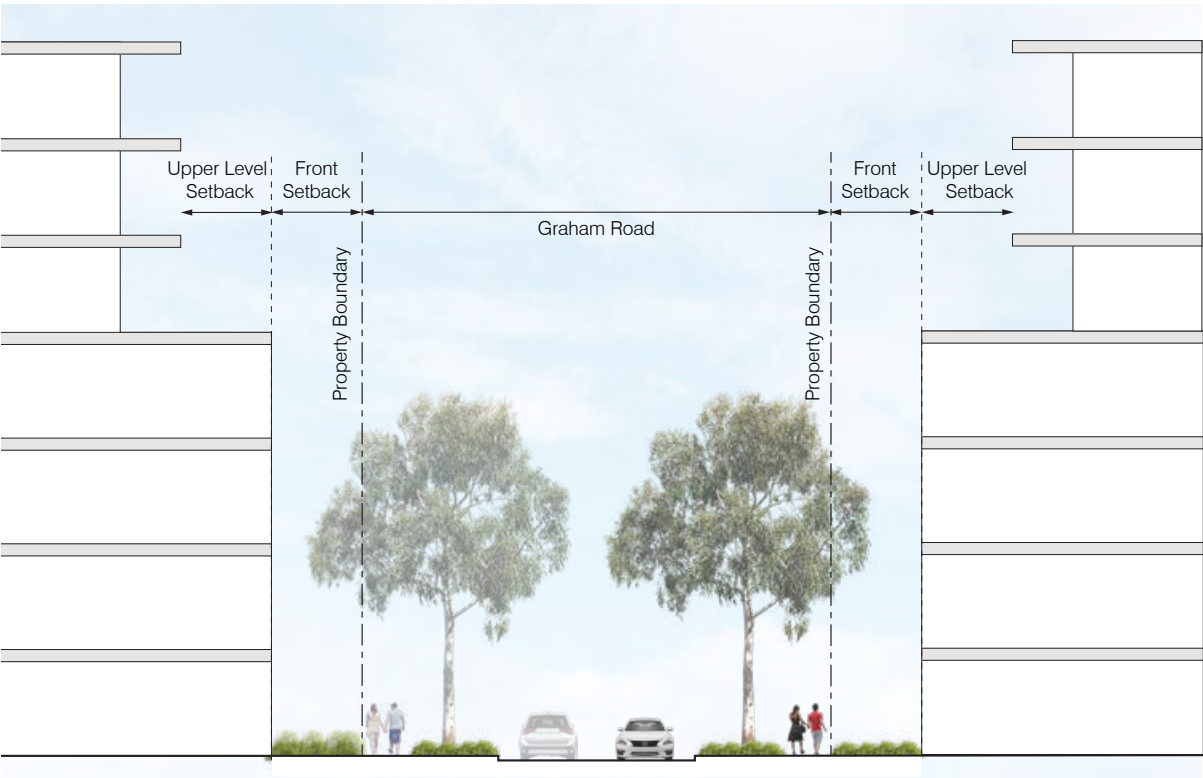


Figure 31: Section B - Illustration of potential typical section of Graham Road and built form interface

6.4 Neighbourhood C: Nepean Highway East

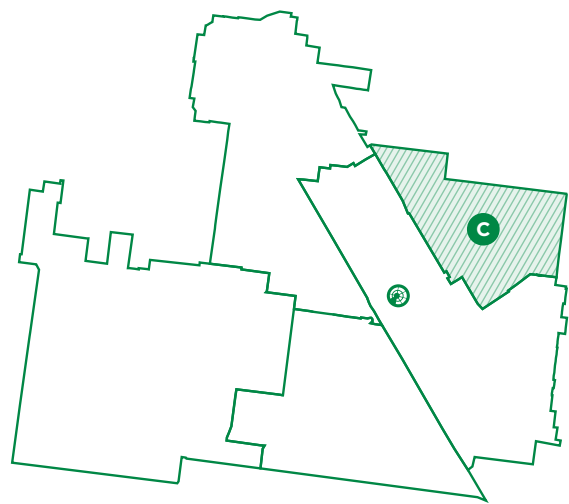
Future role and objectives

The Nepean Highway East neighbourhood provides an opportunity for modest residential growth close to diverse land uses in adjacent neighbourhoods.

The built form character will be a mix of low- to mid-rise apartment buildings that will be suitably spaced and set back to allow for canopy trees between buildings. Buildings fronting Sandford Street, Dawn Street and Turner Road will be predominantly three-storey townhouses or four-storey apartments, providing a transition in scale to residential areas outside of the Structure Plan Area.

A focus on low-traffic streets in the neighbourhood, prioritising pedestrian and cyclist movement, will ensure safety and comfort for all residents. The existing network of local streets will be improved, including the addition of a new key link between Mount View Road and Dawn Street to enhance north-south connectivity. Turner Road, Matthieson Street and Enright Street will be upgraded, offering a comfortable walking environment and better access to open spaces and recreation facilities, including Sir William Fry Reserve, Highett Reserve and the Waves Leisure Centre.

The neighbourhood will benefit from improved access to existing open spaces at Highett Reserve, as well as a potential new space around Edsall and Tennyson Streets. Streetscape improvements will provide landscape opportunities to reinforce the importance of greenery.



Objective 1	To facilitate a mix of housing types that sit within a garden setting, and transitions in scale to the north.
Objective 2	To encourage improved permeability and accessibility for pedestrians and cyclists through the neighbourhood.
Objective 3	To enhance access to existing and future open spaces within and adjacent to the neighbourhood.

Neighbourhood framework plan



Figure 32: Nepean Highway East neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 33 to 35.
- New development north of Dawn Street and Alfred Street should provide building heights of up to four storeys to provide a transition to lower-scale areas outside the Structure Plan Area.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

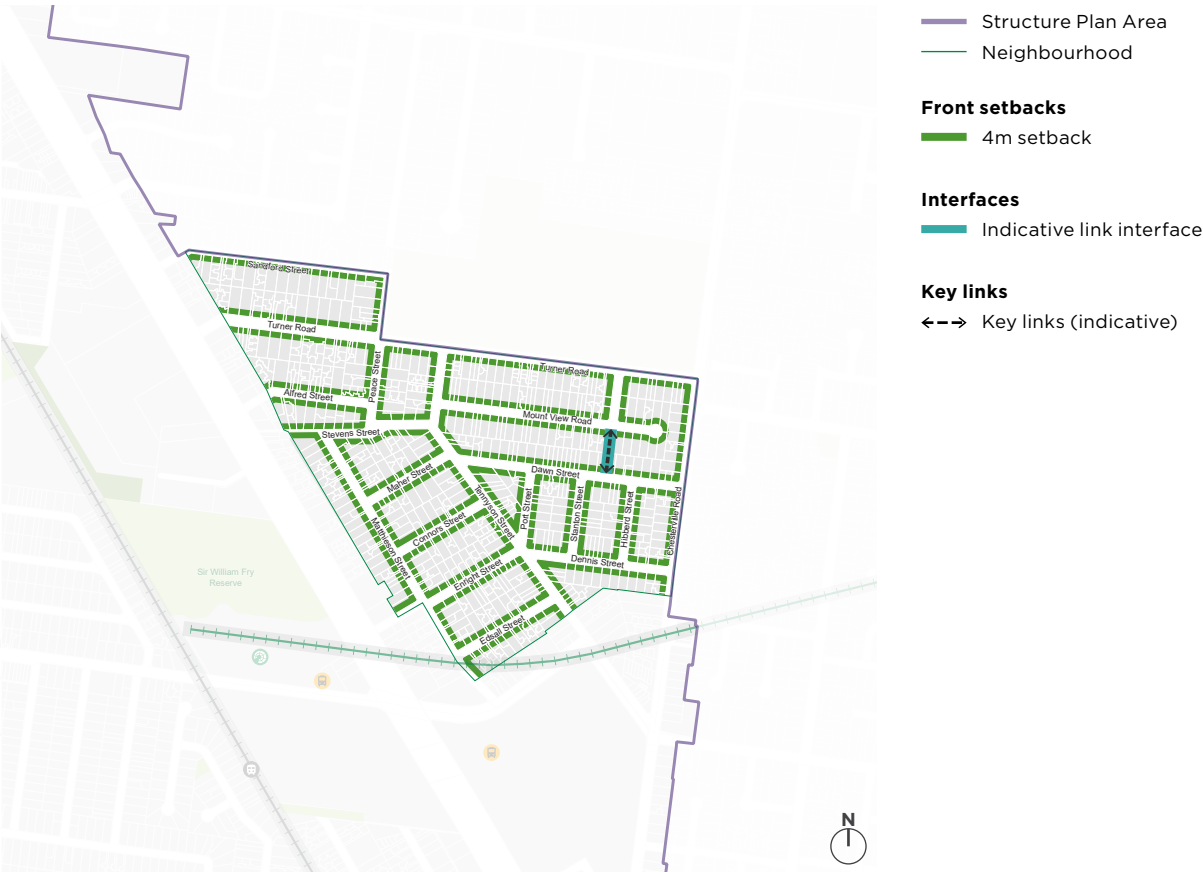
Transport and movement

- Key links should be provided consistent with the indicative links shown in Figure 36.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development along low-traffic streets should minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- New developments that comprise multiple sites should consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 36.

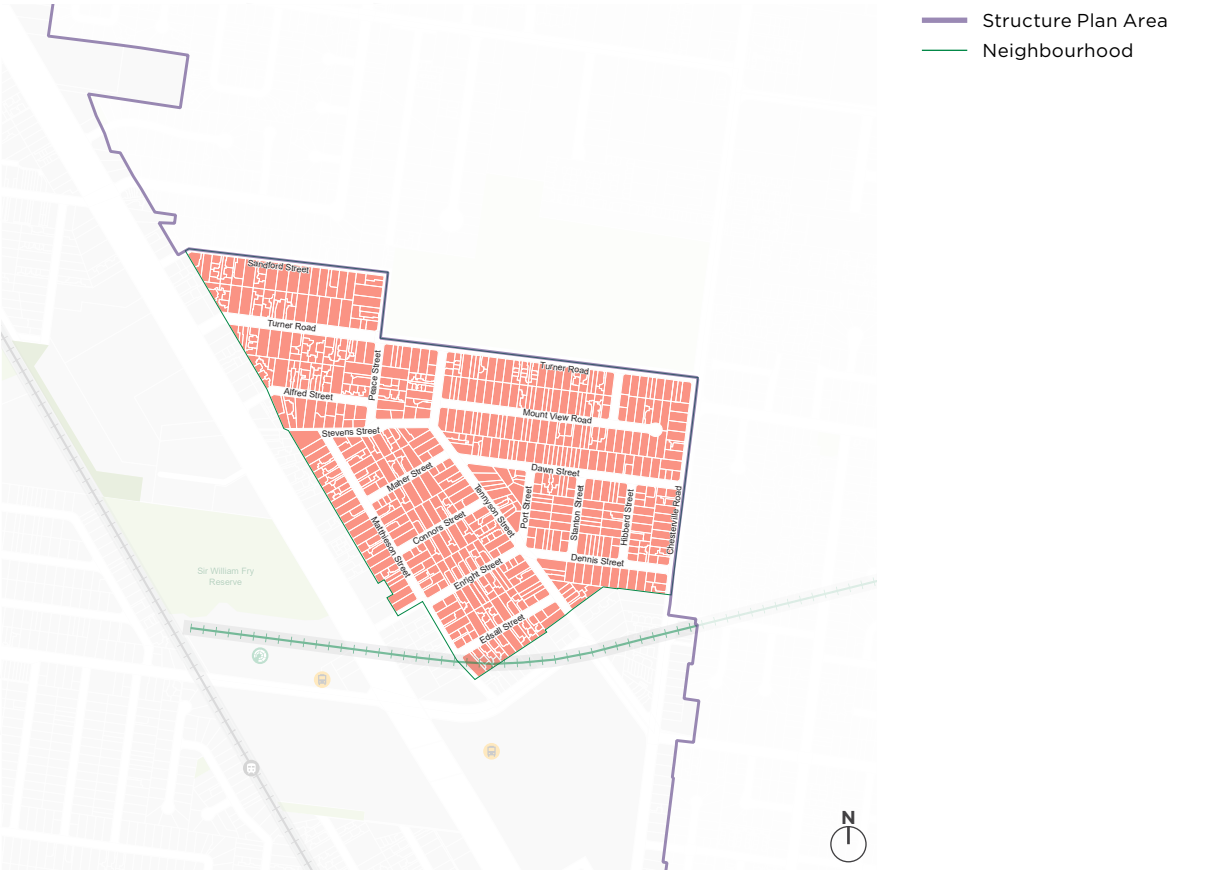
Preferred building heights plan



Preferred interfaces and setbacks plan



Building side, rear and front upper level setbacks plan



Setbacks		
	Side - lots $\geq$ 24m wide	4.5m + 0.8m per metre of height above 14m
	Side - lots < 24m wide, front half of site	0m for buildings up to a height of 6.9m
		2m for buildings higher than 6.9m
	Side - lots < 24m wide, rear half of site	2m + 1m per metre of height above 6.9m
	Rear	6m landscaped + 0.7m per metre of height above 11m
	Front - upper level	0.5m per metre of height above street wall from the podium facade

Figure 35: Nepean Highway East building side, rear and front upper level setbacks plan

Movement plan



Figure 36: Nepean Highway East movement plan

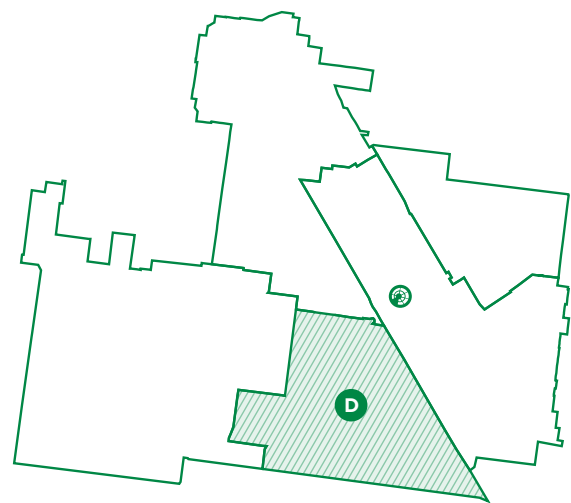
6.5 Neighbourhood D: Pennydale

Future role and objectives

The Pennydale neighbourhood will continue to be a great place for people to live locally, providing access to a variety of amenities and job opportunities in the nearby Southland and Bayside Business District neighbourhoods. Residential use will be supported by various public realm improvements to shape Pennydale as an enjoyable and comfortable place to live.

The neighbourhood will shift to a mix of low- and mid-rise built form within a garden setting. Setbacks to the street and rear of buildings will allow for canopy trees. As change occurs over time, generous spacing between buildings will manage the change in scale between new and existing development.

Streets in the neighbourhood will be used mainly for local traffic and will encourage more walking and cycling. New through-block links will improve permeability and make it easier to access local open spaces, Southland neighbourhood and the new active transport spine along the Frankston Line. Jack Road, Olympic Avenue, Tulip Grove and Fir Grove will be upgraded to support walking and cycling, enhancing the overall active transport experience within and beyond the neighbourhood.



Objective 1	To facilitate diverse forms of residential development that contribute to a low- to mid-rise character within a garden setting.
Objective 2	To prioritise movement of pedestrians and cyclists through the neighbourhood along Jack Road, Olympic Avenue, Tulip Grove and Heather Grove.
Objective 3	To provide a permeable and connected network of open spaces and key destinations in the neighbourhood via new key links.

Neighbourhood framework plan



Figure 37: Pennydale neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 38 to 40.
- New development south-west of Pennydale should provide building heights of up to four storeys to provide a transition to lower-scale areas outside the Structure Plan Area.
- Design and site buildings to manage overshadowing of Pennydale Park and Amberley Park at the winter solstice.
- Design and site buildings to manage overshadowing of Tulip Grove at the winter solstice.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.

Public realm and open space

- Development adjacent to the Frankston railway line should orient windows on upper levels towards the north-south active transport link to incorporate passive surveillance.
- New development interfacing Pennydale Park and Amberley Park should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative links shown in Figure 41.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- New developments that comprise multiple sites should consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 41.

Preferred building heights plan

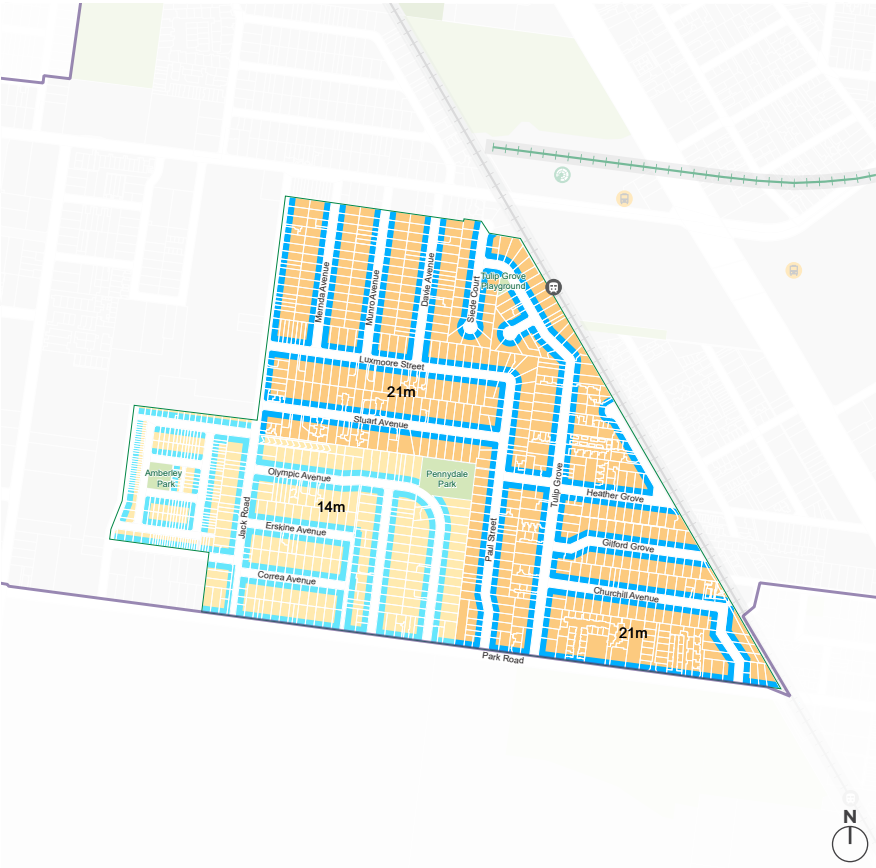


Figure 38: Pennydale preferred building heights plan

Preferred interfaces and setbacks plan



Figure 39: Pennydale preferred interfaces and setbacks plan

- Existing station
- Existing rail line
- Structure Plan Area
- Neighbourhood
- Existing open space

Preferred maximum building heights

- 21m (6 storeys)
- 14m (4 storeys)

Preferred maximum street wall heights

- 14m (4 storeys)
- 11m (3 storeys)

- Existing station
- Existing rail line
- Structure Plan Area
- Neighbourhood
- Existing open space

Front setbacks

- 4m setback

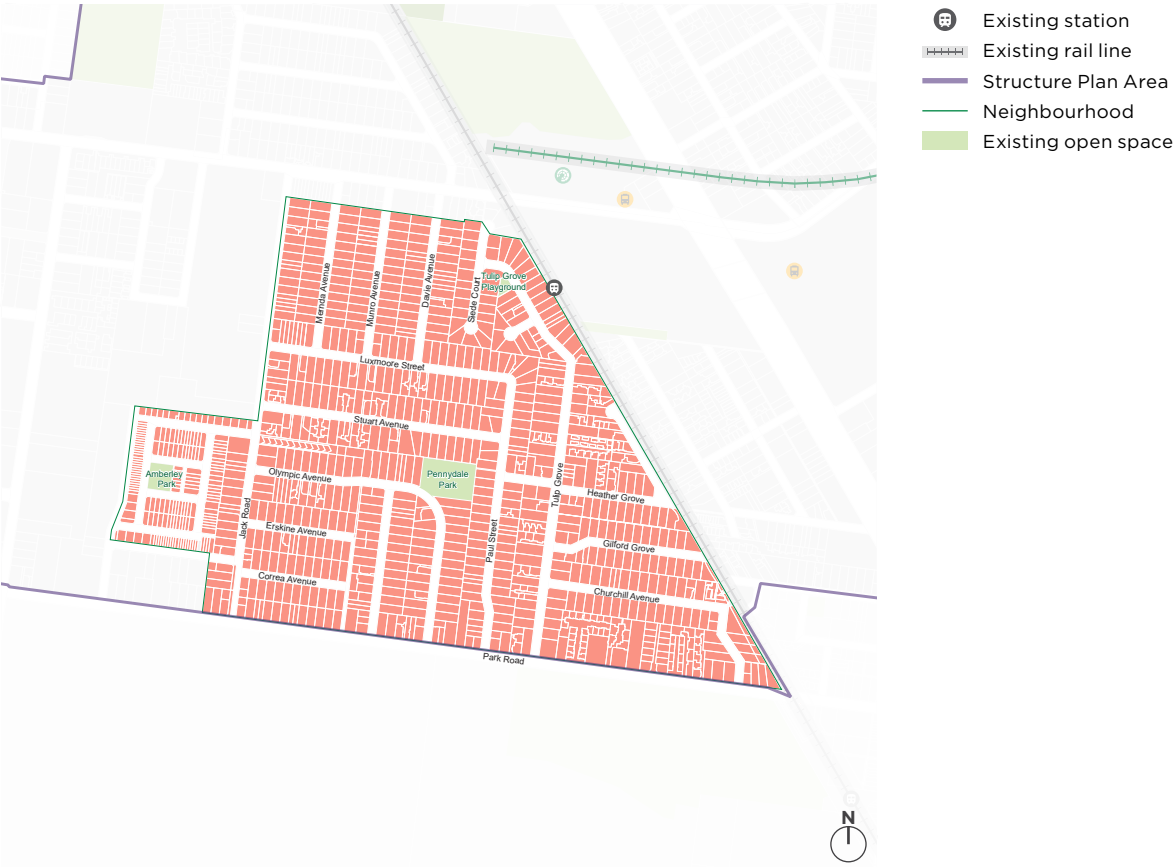
Interfaces

- Indicative link interface

Key links

- Key links (indicative)
- Existing link

Building side, rear and front upper level setbacks plan



Setbacks		
Side - lots ≥ 24m wide		4.5m + 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of site		0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m 2m all levels where abutting public open space
Side - lots < 24m wide, rear half of site		2m + 1m per metre of height above 6.9m
Rear		6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space) 6m where abutting the rail reserve
Front - upper level		0.5m per metre of height above street wall from the podium facade

Figure 40: Pennydale building side, rear and front upper level setbacks plan

Movement plan

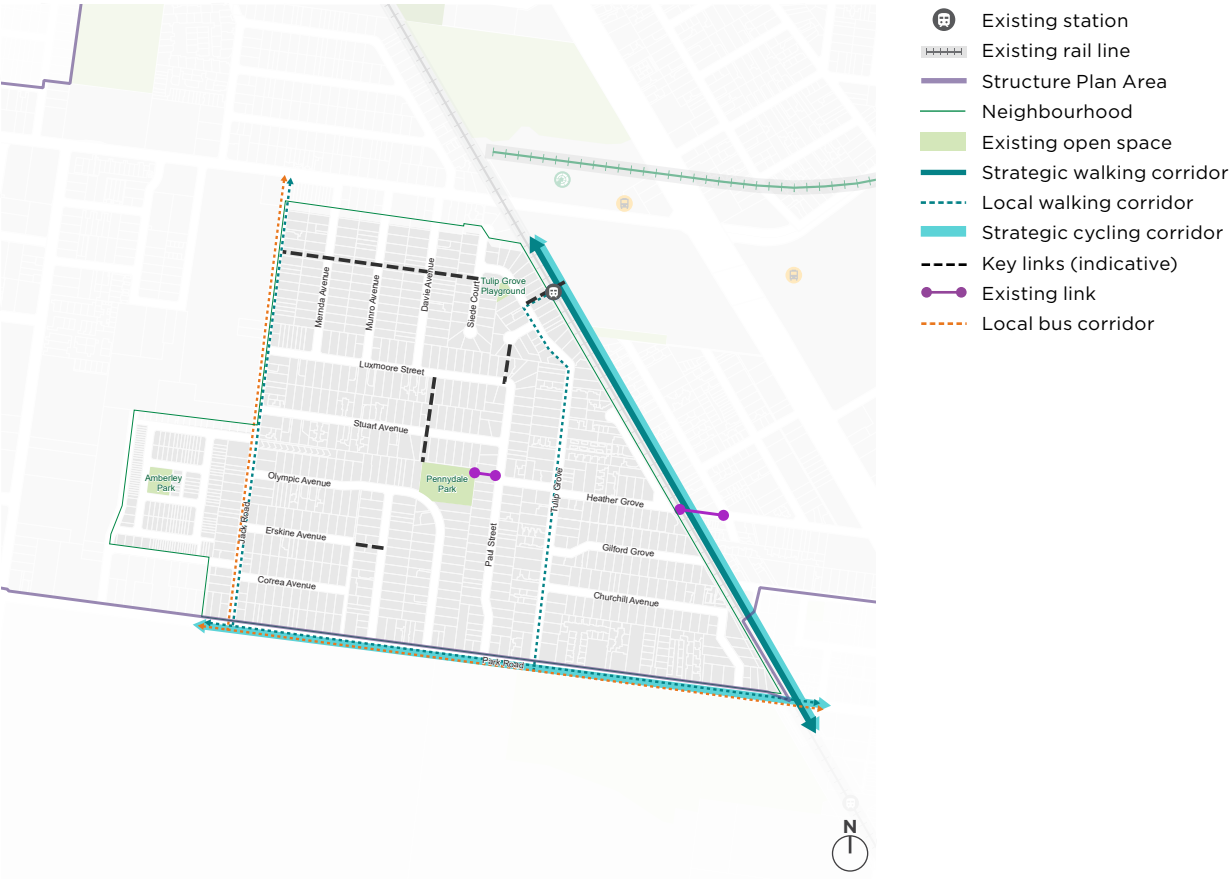


Figure 41: Pennydale movement plan

6.6 Neighbourhood E: Bayside Business District

Future role and objectives

The Bayside Business District neighbourhood will remain a regionally important employment hub, focusing on light industry, manufacturing, offices and warehouses. The neighbourhood will also continue to provide spaces for creative enterprises and emerging creative and knowledge-intensive employment, with opportunities for residential and hospitality uses at specific areas to activate the employment precinct and stimulate investment.

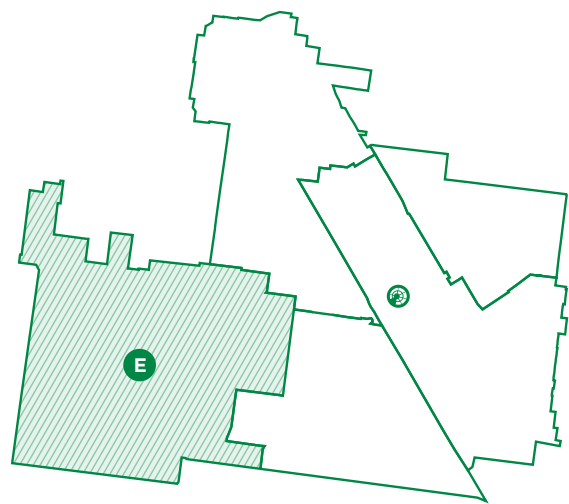
Advantage Road will continue to provide for a mix of industrial and creative spaces, within a low- to mid-rise built form that will suitably transition to adjoining residential areas.

Built form along the north of Bay Road will be of mid-rise development catering to diverse commercial activity on the ground floor, including retail, office and showroom uses, with opportunities for residential uses on upper levels or to the rear. An increase in building height will also allow existing commercial and mixed-use areas to continue to grow and expand.

Between Wangara Road and Bay Road (to the south), more contemporary buildings that support a range of employment uses – such as industrial and advanced manufacturing or other population serving industries – will be encouraged, with improved interfaces to the streets. Existing warehouse style buildings will be progressively replaced or, where possible, retrofitted and renewed to support sustainability aspirations.

Buildings south of Talinga Road and east of Reserve Road will consist of a mix of mid-rise industrial and commercial spaces to further support a range of employment uses, including existing circular economy initiatives and waste recycling services.

Public transport connectivity along Bay Road will be improved with better amenity for pedestrians and cyclists. New key links will improve permeability to new open spaces within and beyond the neighbourhood.



Objective 1	To enable adaptive built form outcomes that allow for a range of industry types and employment opportunities.
Objective 2	To ensure built form that supports employment uses that do not contribute additional amenity impacts to residential uses adjacent to the neighbourhood.
Objective 3	To provide for enterprise and employment supporting uses and amenities, such as residential and hospitality services along Bay Road.
Objective 4	To provide for a permeable and connected neighbourhood via new key links.

Neighbourhood framework plan

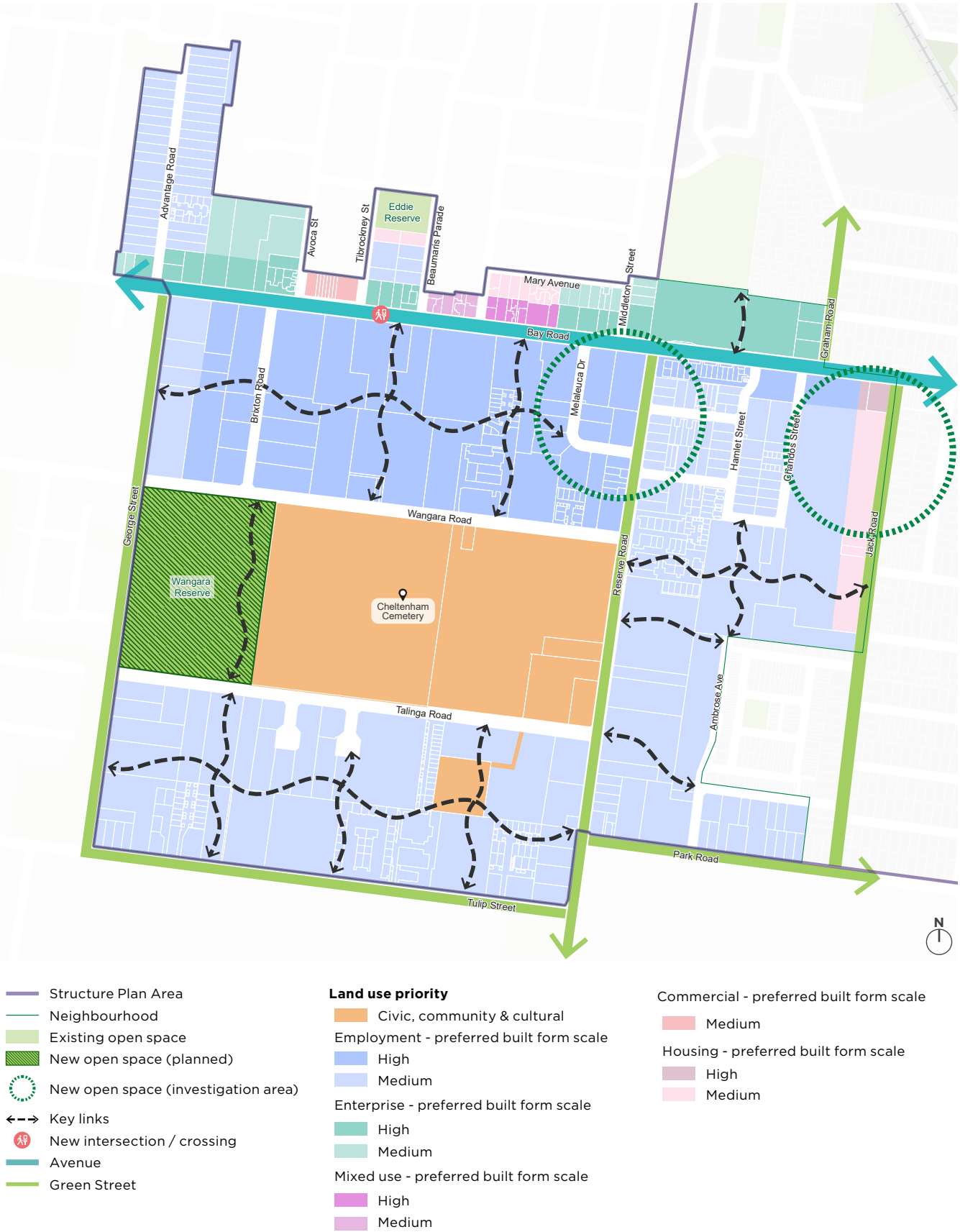


Figure 42: Bayside Business District neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 43 to 45.
- New development interfacing George Street (west of the neighbourhood) should respond sensitively to abutting residential uses outside the Structure Plan Area.
- New development shown as 'employment' in the Land Use Plan Figure 10 should prioritise sustainable pathways such as readapting and/or reuse of existing buildings to contribute to net zero ambitions.
- New development in the existing small retail strip may vary the street wall height and setback guidance. Allow a 0m setback at ground floor.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.

Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 44 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'moderately active' frontages on Figure 44 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development that abuts Wangara Reserve, Eddie Reserve and Highett Grassy Woodland should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative links shown in Figure 46.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Development should facilitate on-site car park access, delivery vehicles and waste removal vehicles via laneways if available.
- New developments that comprise multiple sites should consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 46.

Preferred building heights plan

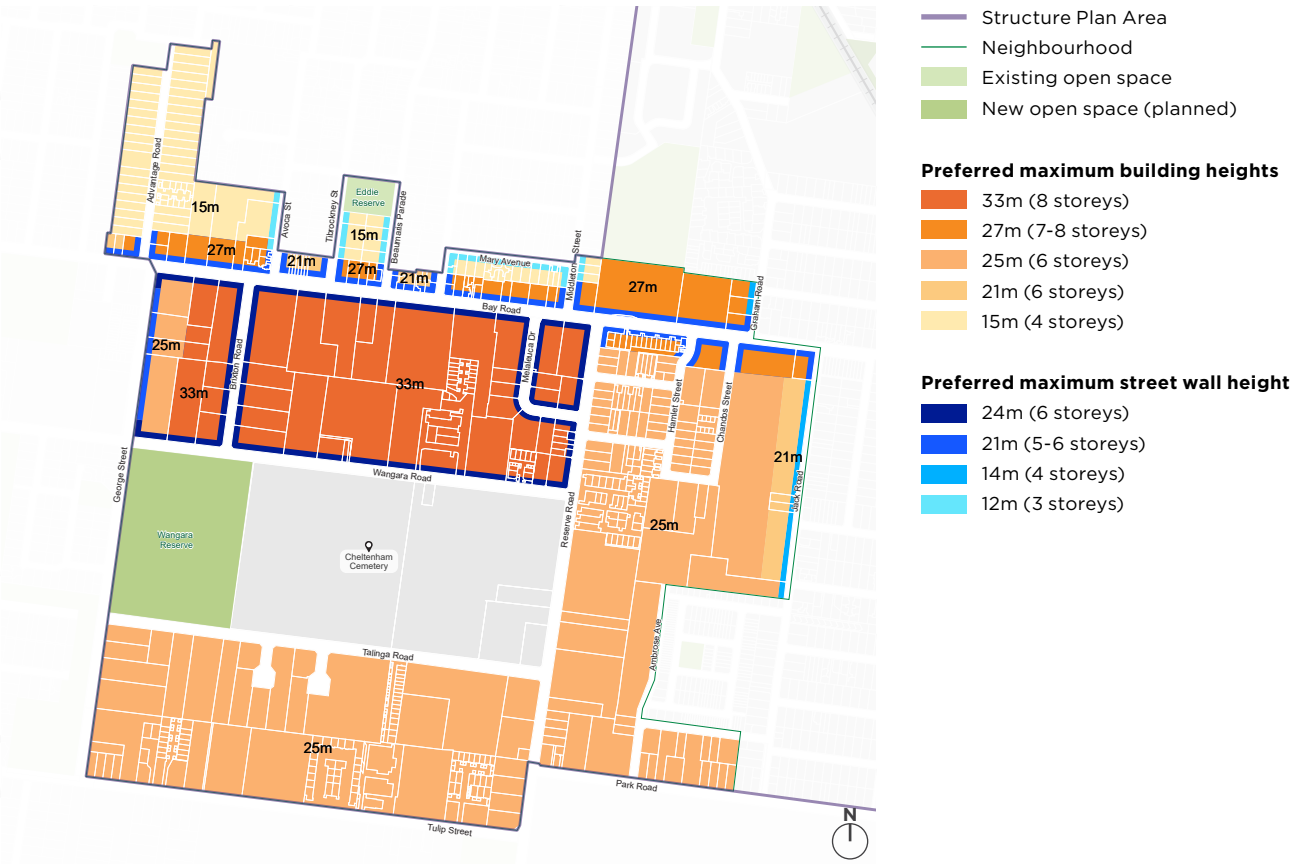


Figure 43: Bayside Business District preferred building heights plan

Preferred interfaces and setbacks plan

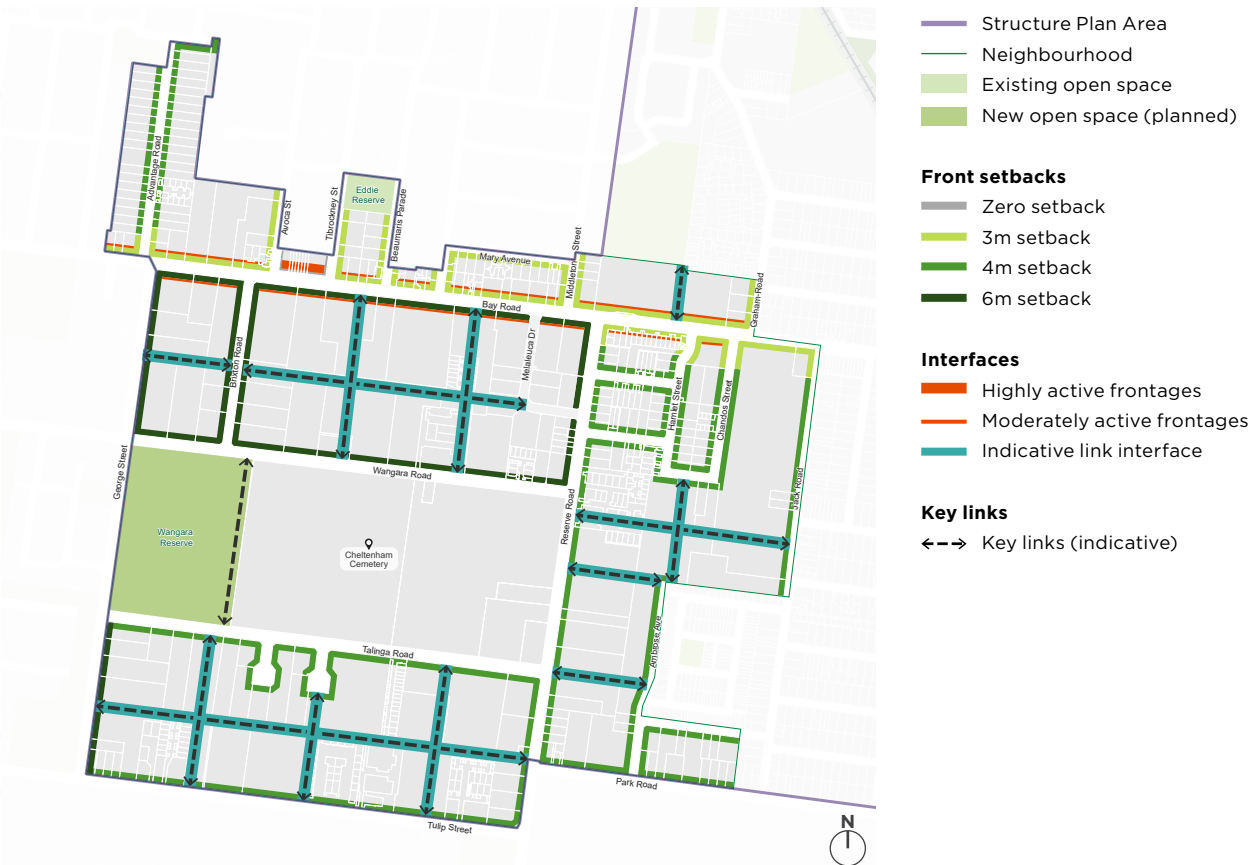
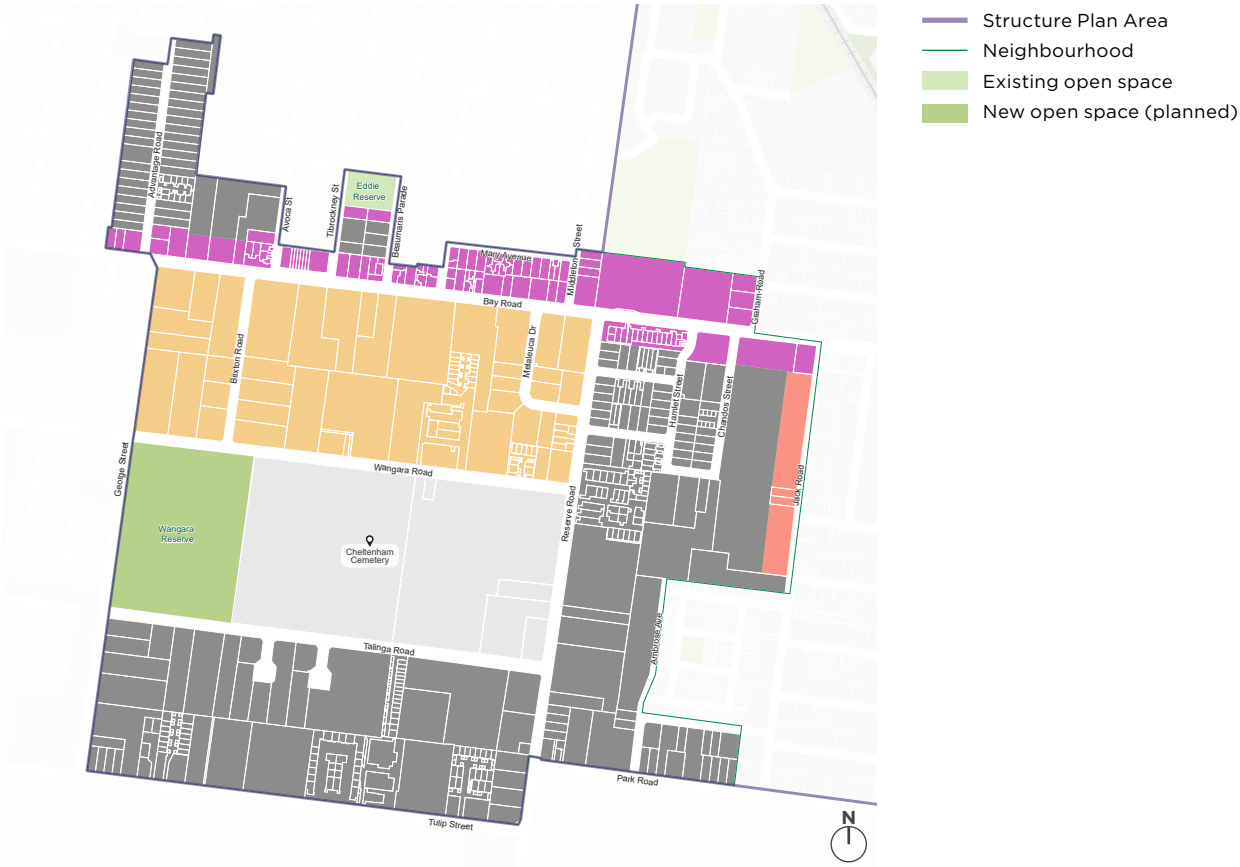


Figure 44: Bayside Business District preferred interfaces and setbacks plan

Building side, rear and front upper level setbacks plan



Setbacks

Side	0m or 4.5m (primary outlook) 3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	4m from the podium facade
Side and rear where abutting a property in which dwellings are permissible	1m for every metre above 2m
Front upper level setback (Interfaces with Avoca Street, Beaumaris Parade and Tibrockney Street):	4m from the podium facade
Side - lots ≥ 24m wide	4.5m + 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of site	0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m
Side - lots < 24m wide, rear half of site	2m + 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m
Front - upper level	0.5m per metre of height above street wall from the podium facade
Side and rear setbacks (general):	6m
Side and rear setbacks for lots narrower than 35m	Zero
Front - upper level	6m from the podium facade

Figure 45: Bayside Business District building side, rear and front upper level setbacks plan

Movement plan

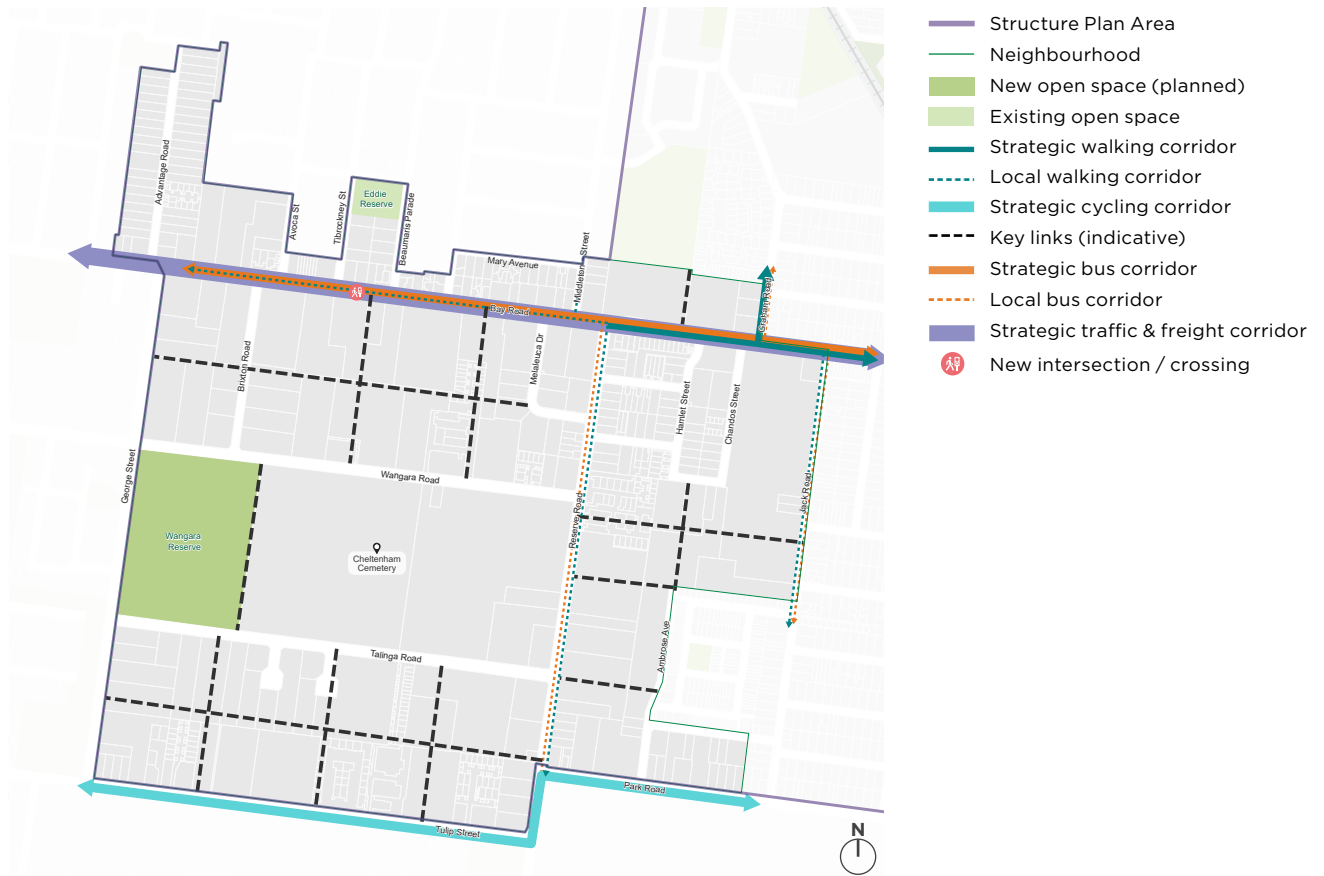


Figure 46: Bayside Business District movement plan

Next steps

7.1 Implementing the Structure Plan

Delivering the Structure Plan actions

Delivering the actions contained in the Structure Plan will be coordinated across government. There is an associated Implementation Plan for this Structure Plan detailing a number of different actions:

- **Actions within the planning scheme (statutory actions)** – these actions are the foundation actions for delivering the Structure Plan and require a Planning Scheme Amendment
- **Future actions (non-statutory actions)** – these actions will be delivered through a range of mechanisms and partnerships.

Key projects are also identified within the Structure Plan and are generally shown on the neighbourhood framework plans. These are the key potential public or capital works projects that will support each neighbourhood's role in achieving the Vision for Cheltenham and projected population and employment growth.

Implementation Plan

The Implementation Plan sets out all actions contained within the Structure Plan and outlines the pathways, timing and responsibilities for delivering the actions. The plan also identifies key projects in each neighbourhood and outlines the manner in which the projects will be delivered in terms of proposed timing, pathway and lead person/s responsible.

Planning Scheme Amendment

The Structure Plan will be partly given effect via a Planning Scheme Amendment consistent with the *Planning and Environment Act 1987*. Amendments to the Bayside and Kingston Planning Schemes are required to provide the statutory planning tools needed to meet the objectives set out in the Structure Plan and achieve the Vision for Cheltenham.

7.2 Monitoring and review

Monitoring and review of the Structure Plan and Implementation Plan will be required to ensure the objectives, strategies and actions reflect changing conditions and remain fit for purpose over time. The Structure Plan and Implementation Plan will be reviewed every 5 years, which will provide an opportunity to review the actions and key projects in the Implementation Plan and if appropriate, incorporate any findings from further strategic work. The completion of SRL East and opening of the new station at Cheltenham will be a significant point in time to review the progress of implementing the Structure Plan.

Glossary

Below is a list of technical terms and their definitions within the context of the Structure Plan.

TERM	DEFINITION
Active frontages	A building frontage that interacts with and provides pedestrian interest to the public realm such as with building entries, windows to a shop and/or a food and drink premises, and/or customer service areas or other active uses. The level of activity sought will vary depending upon context: – Moderately active: Moderate extent of glazing along facade, no or low fences. – Highly active: Close relationship between ground floor activity and the public realm, with majority of the frontage glazed.
Active transport	Transport requiring physical activity, typically walking and cycling.
Activity centre	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Advanced manufacturing	Includes any manufacturing process that takes advantage of high-technology or knowledge-intensive inputs as an integral part of its manufacturing process.
Affordable housing	Housing, including social housing, that is appropriate for the housing needs of very low income, low income and moderate income households.
Arterial road	A higher-order road providing for moderate to high volumes at relatively higher speeds typically used for inter-suburban or inter-urban journeys, often linking to freeways.
Building height	The vertical distance from natural ground level to the roof or parapet at any point.
Built form scale	Built form scale in the context of the Structure Plan Area can be broadly defined as: – Significant: buildings of 12 or more storeys – High: buildings between seven and 11 storeys – Medium : buildings between four and six storeys. Range of storeys is based on typical residential floor to floor measurement of 3 metres.
Business and Investment Case	The Business and Investment Case (BIC) for SRL, released in August 2021. The BIC outlines the overarching strategic case for the SRL Program, inclusive of all transport investments and precinct developments, and all stages of the project.
Embodied energy	Is the energy consumed by all of the processes associated with the production of a building, from the mining and processing of natural resources to manufacturing, transport and product delivery.

TERM	DEFINITION
Equitable development	Buildings designed so that they do not compromise the reasonable development opportunity of adjacent properties. This is a key principle for areas where substantial change is sought, where it is important that the development potential of each property is optimised.
Specific Link	A publicly accessible access route delivered along a specific alignment.
Indicative Link	A publicly accessible access route that can be delivered along a range of alignments, determined at time of planning implementation.
Floorspace	The surface area of the floor in a building.
Green infrastructure	Any system that fuses natural and built environments to reduce the environmental impacts of the built environment. Green infrastructure can take many forms and may include green roofs or vertical walls, permeable paths, rain gardens and urban forests.
Infrastructure Contributions Plan	A statutory document incorporated in a planning scheme for the purposes of imposing infrastructure contributions to fund the provision of works, services or facilities (infrastructure) and securing land for public purposes.
Integrated water management (IWM)	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Knowledge-based jobs	A knowledge-based job refers to a role that primarily involves the application of a deep level of knowledge or expertise in a specific field. These jobs typically require a high level of education, training or experience. Examples include roles in sectors such as healthcare, education, technology, engineering, law and finance.
Local street(s)	Local streets are non-arterial roads that provide quiet, safe and desirable residential access for all ages and abilities. They contribute to the overall functioning areas bounded by arterial roads or other barriers.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Mixed-use	A mixture of different land uses such as retail, commercial and residential in the same location or building.
Mode	Mode of travel, such as walking, cycling, train, tram, bus, motorcycle or private vehicle.
Planning Area	Area where SRLA is a planning authority under the <i>Planning and Environment Act 1987</i> and may prepare Planning Scheme Amendments.
Planning authority	A planning authority is any person or body given the power to prepare a planning scheme or an amendment to a planning scheme. The Minister for Planning is a planning authority and may authorise any other Minister or public authority to prepare an amendment to a planning scheme.
Precinct	Precinct refers to a designated area of focus where a critical mass of activity and significant change is anticipated.
Public open space	Public open space or 'open space' means public land and waters that provide for one or more of the following purposes - Outdoor recreation, Leisure, Environmental and cultural benefits, Visual amenity and Off-road active transport.

TERM	DEFINITION
Rise	The rise in storeys of a building generally means the number of storeys above natural ground level. – Low-rise means buildings with 1-3 storeys – Mid-rise means buildings with 4-11 storeys – High-rise means buildings with 12 or more storeys.
Shared mobility	A form of personal travel in which users share access to vehicles – including cars and bicycles – rather than privately owning them.
Social housing	Government subsidised rental housing, generally comprising two types of housing: public housing (owned and managed by state governments) and community housing (managed, and often owned, by not-for-profit organisations).
SRL East Urban Design Strategy	Developed as part of the SRL Environment Effects Statement (EES), this establishes the Victorian Government's requirements for the SRL East project. The UDS provides a performance-based design brief and a design quality assessment and evaluation tool.
SRL East	Approved project from Cheltenham Station to Box Hill Station. SRL East was previously referred to as SRL Stage One.
SRL Station Development Area	Sites intended for significant scale development adjacent to and over SRL East stations and station buildings, and the associated public realm between buildings.
Street wall	The façade of a building facing (and closest to) the street. The term is usually used where buildings are built on or close to the street boundary, so that they define the public realm.
Structure Plan Area	The extent of the land to which the Structure Plan applies. The Structure Plan will focus on areas near to the SRL station and locations with more significant future change. This area is smaller than the full Planning Area.
Sustainable transport	Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.
Traditional Owners	People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.
Universal design	An approach that aims to make products, services and environments accessible and usable for the largest possible number of users without the need for adaptation or specialised design.
Urban heat island effect	When the built environment absorbs, traps and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
Water sensitive urban design (WSUD)	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. WSUD includes the use of passive irrigation techniques and the incorporation of WSUD infrastructure such as swales, bio-filtration systems (rain gardens), permeable paving and wetlands into the design.

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