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30/06/2022
C200king

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G203king Proposed GC247

STRATEGIC DIRECTIONS

Settlement

Urban areas

Kingston seeks to accommodate the diverse land use needs of the community, emphasising the role of activity centres and Suburban Rail Loop (SRL) East Precincts as a focus to integrating transport and land use planning. The defined edge between urban and non-urban land is fixed. Providing a strong differentiation between Kingston's urban areas and its significant green wedge areas reinforces the role of the urban growth boundary.

Strategic directions for the settlement of urban areas in Kingston are to:

- Accommodate increased urban growth in established areas across the municipality, according to environmental constraints and access to services.
- Diversify uses in Kingston's activity centres to respond to the impacts of structural change in the retail industry.
- Facilitate ongoing renewal across Kingston's activity centres and within SRL East Structure Plan Areas to integrate transport and land use, and promoting health and wellbeing through sustainable communities.
- Manage urban development to minimise the impact on rivers, wetlands, reserves and foreshore.
- Protect manufacturing land and the Moorabbin Airport from conflicting land uses.

Suburban Rail Loop (SRL) East – Cheltenham and Clayton Precincts

The SRL is an integrated transport and precincts program. It is focused on leveraging the improved access and convenience delivered by the new SRL stations to catalyse opportunities for residents, workers, communities and businesses, in the immediate areas around the new stations (SRL East Structure Plan Areas) and within the area declared to be an SRL planning area, which is approximate 1.6km around the future stations (SRL Precincts).

The Cheltenham and Clayton SRL Precincts, two of the six state significant precincts located along the SRL East rail corridor, are partially located within Kingston. Land within these precincts will capitalise on its proximity to the new SRL stations, one located within Kingston and the other to the north west within the City of Monash, to accommodate substantial growth and change into the 2050s.

Strategic directions for the SRL East Precincts in Kingston are to:

- Plan the SRL Precincts in a coordinated manner through staged structure planning, guided by the Precinct Vision.
- Direct substantial growth and change into the Cheltenham and Clayton SRL East Structure Plan Areas to focus new housing and jobs within proximity of the SRL stations.
- Avoid underdevelopment of SRL Precincts, consistent with their role as places for substantial future change, aligned with the program objectives of the SRL set out in Section 5 of the Suburban Rail Loop Act 2021.

Green wedge

Kingston's green wedge fulfills roles ranging from traditional agricultural production, regional open space networks, active and passive recreation facilities, protection of Moorabbin Airport's flight paths and nature conservation. It is also a location for some urban related uses (including institutional, religious, recreation and sporting facilities).

These areas are under pressure for more intensive urban development due in part to their proximity to established urban areas, the availability of physical infrastructure and the decline in agricultural production. It is important that land use outcomes in the green wedge are not driven by short term

economic expediency but seek to achieve sustainable use and development outcomes. The ‘hard’ edge between the urban and non-urban areas is important for the management of development pressures at the urban/green wedge interface.

Strategic directions for Kingston’s green wedge are to:

- Protect the green wedge land from intrusion of urban uses.
- Ensure activities in the green wedge are consistent with, and contribute to, optimal long-term planning solutions for the whole of the south eastern regional green wedge.
- Improve the region’s environmental values (including flood storage, water quality and flora/fauna habitats).
- Support development of regional parks and creation of a network of regional open space linkages, including a north-south open space spine (Chain of Parks – Sandbelt).
- Manage the edge of urban areas to protect the green wedge and ensure that the green wedge area is both stable and enduring.
- Protect and improve the rural landscape character of the green wedge particularly along main roads.
- Protect the economic and operational viability of key industries and infrastructure.

Activity centres

Kingston is characterised by a diverse mix of retail and commercial land uses and activity centres. Kingston major activity centres and neighbourhood activity centres are generally clustered on the main traffic routes through the municipality and perform different functions in the retail hierarchy. Changes in the local economy and employment are impacting on the role and function of existing activity centres. Accommodating new housing within activity centres as part of mixed-use developments is a catalyst for ongoing renewal across Kingston’s activity centres. With six major activity centres within the municipality, structure planning plays a vital role in identifying opportunities to facilitate renewal and redevelopment.

Strategic directions for activity centres are to:

- Diversify the role and function of existing activity centres through a broader range of complementary non-retail uses to enhance economic vitality.
- Incorporate residential/mixed use activity into centres and create niche market strengths for each centre.
- Promote the development and expansion of retail and related facilities appropriate to the role and position of centres within the overall hierarchy, as identified in Table 1 below:

Table 1 Kingston activity centre hierarchy

Centre	Primary role	Strategic directions
Major Activity Centres:		
Cheltenham-Southland	Dominant regional focus for: <ul style="list-style-type: none"> ▪ Higher order goods. ▪ Specialty retailing. ▪ Discount/department store retail. ▪ Restricted retailing. ▪ Leisure/entertainment. 	Reinforce the role of the centre through: <ul style="list-style-type: none"> ▪ Transport improvements including a public transport interchange. ▪ A diversified land use mix. ▪ Improving integration between the existing regional shopping centre and adjacent open

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Centre	Primary role	Strategic directions
	<ul style="list-style-type: none"> Mixed commercial uses. Community facilities. 	<p>space area, Cheltenham Major Activity Centre and Bayside employment precinct.</p> <ul style="list-style-type: none"> Encouraging higher density residential development in the form of apartments on the periphery of the commercial centre in identified substantial change areas.
Cheltenham	Sizeable employment base through large and strata commercial floor space. Provides for many local convenience needs.	<p>Diversify the mix of uses, particularly on the centre periphery.</p> <p>Reinforce restricted retail along Nepean Highway.</p> <p>Encourage a substantial new residential population within the centre.</p>
Chelsea	Range of retail and commercial facilities and a strong range of community service functions.	Optimise synergies between commercial areas and foreshore activities.
Mentone	Provide for weekly shopping needs.	<p>Encourage entertainment/restaurants.</p> <p>Reinforce centre edges by encouraging residential development on the centre periphery with apartment developments in identified substantial change areas.</p>
Moorabbin	Community retail supported by significant commercial floor space.	<p>Consolidate food related retailing around the existing supermarket.</p> <p>Encourage residential development within the centre.</p>
Mordialloc	Provide for weekly shopping needs and increasingly leisure and entertainment needs.	Reinforce coastal character by enhancing links with foreshore and tourism potential through built form and land use.
Neighbourhood Activity Centres:		
<p>Aspendale</p> <p>Aspendale Gardens</p> <p>Carrum</p> <p>Clarinda</p> <p>Dingley Village</p> <p>Edithvale</p> <p>Highett</p> <p>Parkdale</p> <p>Patterson Lakes</p> <p>Thrift Park</p> <p>Westall</p>	Primary focus for local and in some centres weekly convenience shopping, with a mix of retail and service facilities.	<p>Land use and development in all centres guided by structure planning and urban design frameworks.</p> <p>Promote a wider mix of commercial, retail, residential and community facilities to enhance centres.</p> <p>Encourage built form consistent with character of the centres.</p>
Other small convenience activity centres	Primary focus for convenience shopping	<p>Facilitate a limited mix of uses complementary to the centre.</p> <p>Encourage built form to be consistent with character of the centre.</p>

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C200king**Environmental and landscape values****Biodiversity**

Kingston's environmental landscape is recognised for its diversity and significance through key assets such as Braeside Park, the Edithvale Seaford Wetlands and the Grange Reserve. Increased urbanisation places pressure on these natural resources, resulting in loss and fragmentation of indigenous vegetation and the invasion of pest plants and animals.

Strategic directions for biodiversity are to:

- Enhance the quality and ecological value of Kingston's natural environments.
- Maintain and enhance the tree canopy within existing urban areas.
- Identify and protect trees and vegetation corridors of significance.
- Encourage native planting to protect and improve rural landscape character, particularly along main roads in the green wedge areas.

Coastal areas

Managing the competing demands on Kingston's popular foreshore requires a balance to be struck between managing sensitive coastal ecosystems, while providing for broader community access.

Strategic directions for coastal areas are to:

- Balance tourism, recreational and commercial related opportunities to enhance the overall foreshore experience while protecting the integrity of natural coastal ecosystems.
- Limit the impact of urbanisation and encroachment of residential development on the coastal environment, including beach and dune erosion, environmental weeds, visual and aesthetic degradation.

Significant environments and landscapes

Significant environments including Braeside Park and the Edithvale Wetlands form an intrinsic part of Kingston's landscape. Protecting and enhancing areas of identified environmental value has social, economic and environmental benefits to the community and broader region.

Strategic directions for Kingston's significant environments and landscapes are to:

- Protect the physical and habitat diversity of the Edithvale-Seaford wetlands.
- Retain the green wedge area as a key feature of the municipality into the long term.
- Promote further development of the green wedge landscape character.

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C200king**Environmental risks and amenity****Climate change impacts**

The evidence underlying climate change science demonstrates that global warming is caused by increased concentrations of greenhouse gas emissions. The council is committed to meeting community demand for action through practical and measurable steps to 'act locally' on the reduction of greenhouse gas emissions.

Kingston's foreshore fronting Port Phillip Bay provides an important recreational and leisure asset for the region and accommodates substantial community infrastructure. Planning for the risks associated with sea level rise and an increased frequency of storm surges and extreme weather events is pivotal to the management of Kingston's coastline. Land use and development on or adjacent to the foreshore reserve and inland areas susceptible to storm surges needs to respond to the best available scientific information.

Strategic directions for climate change impacts are to:

- Adapt to and mitigate the impacts of climate change, particularly in areas likely to be impacted by sea level rise or extreme weather events.

Noise and land use compatibility

The significant role played by the Moorabbin Airport in the local and regional economy and in the state's transport infrastructure must be protected. There is a need to ensure that the use and development of land around the Moorabbin Airport is sensitive to the long term operation of the airport.

Materials recycling facilities have played an important role in reducing waste at landfill sites. As landfill sites cease operation in Kingston, alternative locations for future facilities in the region are to be found outside Kingston's green wedge. It is important that these facilities are located appropriately in order to minimise off site impacts.

Strategic directions for noise and land use compatibility impacts are to:

- Ensure that buffers are established and maintained around aircraft related activities at Moorabbin Airport and land filling operations, to minimise impacts on nearby sensitive land uses and the health and welfare of the community.
- Avoid intensifying use and development, particularly sensitive uses, in areas subject to high levels of aircraft noise.

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Natural resource management

Agricultural land

The role of agriculture in the municipality is declining. The future of intensive agriculture, particularly in Heatherton, will be influenced by factors such as international markets and technology. Fragmentation of land holdings reduces agricultural land capability. Impacts of structural change in the sector also contribute to changes in agricultural land use.

Strategic directions for agriculture are to:

- Protect high-quality agricultural land for agricultural purposes.

Water

Kingston is located at the receiving end of a regional catchment system with major drainage networks running through the city. This network plays an important role in influencing water quality in Mordialloc Creek, Patterson River and eventually Port Phillip Bay, water resource management. Council is seeking to integrate water management such that water and waste water resources are predominately managed within the catchment's boundary.

There is an increasing focus on managing the water cycle more holistically to improve the efficiency of water use and the quality of our water. There is a need to improve waterways that have been degraded as a result of past drainage works and upstream pollution. Catchment planning and management requires coordination between agencies as a result of Kingston's location at the receiving end of a regional catchment system.

Strategic directions for water are to:

- Improve water quality within the municipality's waterways and Port Phillip Bay.
- Integrate the water quality treatment functions, habitat and recreation importance of waterways and floodplains.
- Facilitate the conservation and reuse of water.

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Built environment and heritage

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Urban design

The increased urbanisation of the municipality is changing the built environment, particularly development in and around Kingston's activity centres. Contemporary design approaches provide opportunities to enhance community safety, create vibrant places and preserve areas of significant character. The form of development can also impact on valued characteristics of the green wedge environment.

The display of signs is an integral part of business communication. However, signs can tend to dominate the urban environment. It is important to ensure that excessive or inappropriate signage is avoided, particularly in sensitive locations. Major promotion signs can be visually dominant and therefore their siting needs to be carefully controlled

Strategic directions for urban design are to:

- Ensure a high standard of design forms the cornerstone of future development.
- Site and design new residential development to take account of interfaces with sensitive and strategic land uses.
- Manage signage to facilitate business communication while complementing the local setting.

Neighbourhood character

Kingston's residential areas contain a variety of housing styles and types, from post war homes in Moorabbin and Clayton South, through to newer and larger dwellings in Patterson Lakes and Aspendale Gardens and apartment buildings predominantly located in and around activity centres. Respecting existing and shaping future neighbourhood character will vary according to the rate of change intended by housing policy.

Strategic directions for neighbourhood character are to:

- Conserve built form elements that are valued by the community while accommodating change.
- Protect and enhance landscaped character of established areas.
- Support the evolution of character in SRL East Structure Plan Areas in line with their role as locations for substantial growth and change.

Environmentally sustainable development

Kingston City Council is committed to creating an environmentally sustainable city. Critical to achieving this commitment is to integrate environmental sustainability principles into land-use planning, new developments and redevelopment of existing infrastructure. Early consideration of environmental sustainability at the building design stage achieves many efficiencies and benefits.

Strategic directions for sustainable development are to:

- Incorporate environmentally sustainable design into development.

Heritage

Kingston's historic building stock, although limited, tells a strong story of the city's tourist, market gardening and industrial heritage. Heritage assets include residential, commercial, industrial, community buildings and environmental areas that demonstrate the important eras in the growth of Kingston and survive in a reasonably intact state.

Strategic directions for heritage are to:

- Conserve built form elements that are valued by the community while accommodating change.

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Housing

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The municipality provides a diverse mix in housing types, including high proportions of medium density housing while other areas consist substantially of single detached houses. Areas in Kingston with greater diversity tend to be those areas in proximity to the foreshore, activity centres and railway lines.

The continued growth of Melbourne and the changing demographics of the Kingston community will create future demands for both greater diversity of housing types and additional dwellings. The ageing population coupled with the metropolitan trend towards smaller household size is a primary driver behind the future demand for additional housing.

Over recent years, the most significant new housing opportunities have occurred on large former industrial land parcels, and in Activity Centres. This has been supported through the development of Activity Centre Structure Plans and area specific rezoning initiatives. ~~This trend is expected to continue and provide the most significant proportion of new housing in Kingston over coming decades.~~

In future, the SRL East Structure Plan Areas will support activity centres in providing a major focus for new mixed-use development and higher density housing.

It is anticipated that all residential areas of Kingston will continue to accommodate housing change, with those areas better serviced with public transport, infrastructure and job opportunities able to accommodate more. The Residential Framework Plan identifies the range of housing outcomes sought across the city.

Strategic directions for housing are to:

- Respond to demand for new, diverse and affordable housing to meet needs of Kingston's growing and ageing population.
- Encourage high levels of amenity in new residential development.
- Support residential change consistent with the preferred housing outcomes identified in Table 1.
- Facilitate access to housing for low income households.
- Redevelop smaller pockets of industrial land located within residential areas for innovative residential or mixed use development, taking into account local environmental and amenity issues.
- Consider site responsive approaches on large sites that present an opportunity for residential development that can establish their own character within the centre of the site.

Table 1 Preferred residential development outcomes

Areas	Preferred residential development outcome
Activity Centres	Activity centres (Moorabbin, Highett, Southland, Cheltenham, Mentone and Mordialloc) will provide for housing intensification.
<u>SRL East Structure Plan Areas</u>	<p><u>Areas identified for significant change are concentrated around the SRL station. These areas will generally accommodate the tallest, highest density mixed use developments, providing new housing in areas with excellent transport connections.</u></p> <p><u>Residential areas identified for high change are generally located along key movement corridors and can accommodate higher density apartment developments. Medium change areas will accommodate growth through primarily mid-rise apartments on consolidated lots.</u></p>
Large Residential Opportunity sites	Sites that will accommodate an integrated mix of lot sizes and housing types, and medium to high density housing.

Areas	Preferred residential development outcome
Substantial change - Mixed Use Zone areas	Mixed Use Zone areas will provide for housing intensification that incorporates non-residential uses in appropriate locations. These areas are often located on the periphery of activity centres, within residential areas or on former industrial sites, and therefore must carefully manage and transition to more sensitive interfaces.
Substantial change areas	In areas generally within a 400 or 800 metre walkable catchment of activity centres, a greater mix of housing diversity and increased residential densities will be provided. Development of four storeys will be encouraged in the majority of these areas and greater building heights will be provided on identified sites in Highett and Clayton South. Apartment developments will cater for different household sizes and needs through the provision of a diversity of apartment sizes.
Increased housing change areas	These areas will provide a wider diversity of housing types and sizes (including the number of bedrooms) in development of 3 storeys. They are generally within a convenient walking distance of a Major Activity Centre, or a Neighbourhood Activity Centre that has an adequate level of services and infrastructure to support increased change.
Incremental housing change areas	In areas affected by Schedule 1 of the Design and Development Overlay, or where the character is defined by a single and double storey dwellings, new development will be limited to 2 storeys. Incremental change will also occur over time in newly developed estates and single sites with medium density townhouses, where development in some of these areas is limited to 3 storeys.
Limited change areas	In areas affected by constrained land, including precincts with heritage or neighbourhood character constraints, and environmental constraints, limited change is anticipated. New development will need to carefully respond to existing conditions, including the built form character of the area. Two areas are nominated as containing special character - Hillston Road Moorabbin and Ormond Street Mordialloc. These areas are protected by the Neighbourhood Character Overlay.

02.03-7**Economic development**30/06/2022
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Strip shopping centres remain an important part of the city's economy. New use and development should underpin rather than undermine these centres. The SRL East Structure Plan Areas will accommodate future employment growth to become hubs for employment activity in Melbourne's south-eastern suburbs. Commercial office precincts that flank the Nepean Highway, particularly through Moorabbin and Cheltenham, generally complement the services and retail uses in the major activity centres. Several substantial out-of-centre restricted retail precincts have been established over recent years, serving a local and regional catchment. There is a need to limit activity within this sector to consolidate existing precincts and encourage future restricted retail development in major activity centres.

Strategic directions for business in Kingston are to:

- Support development comprising retail uses to reinforce viability of established strip shopping centres.
- To provide for the long term sustainability of Kingston's restricted retail (bulky goods) precincts and limit activity within this sector to consolidate existing precincts and support restricted retail premises in designated activity centres.

Industry

Kingston's industrial sector is one of the largest and most concentrated in Victoria. The importance of manufacturing in Kingston extends beyond municipal boundaries, providing almost 20,000 jobs, with many held by residents of neighbouring municipalities. The manufacturing sector

continues to be the largest employer, and also has a relatively high multiplier effect, resulting in further jobs being created in other parts of the economy. Broader economic changes impacting manufacturing in Australia may impact on this important local economic driver.

Older established industrial areas accommodate small to medium sized industries, whereas newer estates generally provide for medium to large scale firms. Kingston's older industrial areas need revitalisation to remain viable locations for modern manufacturing businesses. Smaller, isolated pockets of industrial land are no longer appropriate locations for industry. The city's employment base is changing with a rise in the number of high skilled jobs. With limited greenfield industrial land available, the re-use and redevelopment of older sites will become more important as employment creators in the future.

Strategic directions for industry in Kingston are to:

- Adapt to the changing nature of the local economy and continue to provide a vibrant local employment base.
- Protect Kingston's supply of industrial land from encroachment from non-compatible uses.
- Facilitate the revitalisation of Kingston's older industrial areas.
- Improve the image and quality of all industrial areas in Kingston.
- Manage amenity impacts between industry and nearby sensitive land uses.

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Transport

An integrated transport network based on public transport, road, pedestrian and cycle systems is important in providing access for Kingston residents to commercial and activity centres, community facilities, education and recreation areas. Kingston's landscape assets offer extensive opportunities for both cycling and walking. A great number of cyclists from other municipalities enjoy Beach Road, the coastal bike path and inland cycling routes. Improved the public transport services, interchange facilities and links between activity centres will help address the issue of inadequate access for some parts of the municipality to public transport services.

The sustainability of Kingston's transport network is dependent upon improvements to the road network to manage capacity and address deficiencies identified in the north-south and east-west arterial road connections. The missing links in the road network has direct implications for inter/intra-regional movement patterns, the efficiency of local and industrial traffic movements throughout the municipality, air and noise pollution and road safety. Poor linkages between industrial precincts and the major arterial road network also cause significant conflict between industrial traffic and abutting land uses.

Strategic directions for transport planning are to:

- Integrate land use and transport planning to create a more sustainable community.
- Support increased transport choices available to Kingston's residents and to ensure accessibility to services and open space areas.
- Promote the development of bicycle and pedestrian linkages between residential, commercial, industrial and open space areas.
- Improve traffic circulation, car parking, site layout and truck access to sites within Kingston's older industrial areas.

Moorabbin Airport

The Moorabbin Airport plays a major role within the State's economic and transport infrastructure. Long term protection of its flight paths is required to optimise its potential for future growth.

Strategic directions for Moorabbin Airport are to:

- Protect Moorabbin Airport flight paths and their immediate environs from development or uses which may compromise long term viability of the airport or prejudice its safety and efficiency.
- Protect aircraft operations of Moorabbin Airport from intrusion of inappropriate development.

02.03-9**Infrastructure**30/06/2022 - / - / -
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It is important to ensure planning and renewal of community infrastructure is managed to optimise community benefit.

Open space areas in Kingston include major parklands, golf courses, foreshore reserves, wetlands and regional open space networks provided through the Chain of Parks - Sandbelt project. Kingston's open spaces also cater for traditional leisure demands, through a variety of unstructured open space areas and sporting and active recreational facilities including the Kingston Heath Reserve, Bicentennial Park, Bradshaw Park and the Sir William Fry Reserve. A significant proportion of open space is provided through privately owned golf courses, agricultural holdings and green wedge land. Kingston enjoys a significant reputation for its world class golf courses, with continuing demand likely to consolidate golf as a prominent recreational activity.

~~Approximately half~~ The majority of new dwellings that will house Kingston's growing population are anticipated to be located within key activity centres and SRL East Precincts. The forecast increase in population will significantly increase the demand for public open space. Provision of open space in Kingston's residential areas is unequally distributed with some suburbs enjoying high levels of open space and other areas being deficient.

Strategic directions for community infrastructure are to:

- Provide all residential neighbourhoods in Kingston with supporting community infrastructure adequate to the population's needs.
- Support the education cluster in Mentone as a significant attractor to the liveability of the municipality.
- Facilitate open space areas:
 - Of a size and form that meets the needs of the changing population.
 - Being developed as regionally significant parks and a network of open space linkages through the green wedge (Chain of Parks – Sandbelt).
 - With flexible and multi-functional features to adapt to a variety of uses and changes in demand over time.
 - By expanding a major north-south spine of open space through creation of the Chain of Parks - Sandbelt Parkland.
 - With flexibility in the permissible uses of recreation facilities and open space to assist in reducing development and operational costs of facilities.
- Provide a fair and equitable basis for the application of public open space contributions towards the provision of new and improved open space required as a result of new development.
- Encourage the provision and enhancement of open space to support the future population within the SRL East Structure Plan Areas.

Development infrastructure

The city has urban and non-urban areas susceptible to flooding. The limitations of the existing drainage system make it imperative that increased mitigation measures are introduced to manage flood risk. Increased urban density results in more impervious surfaces and greater runoff, placing

pressure on infrastructure. The stormwater runoff from streets, roofs and other impervious areas also have a negative impact on downstream receiving waters including Mordialloc Creek, Patterson River and Port Phillip Bay.

Much of the physical infrastructure in Kingston is ageing and there are limits to its capacity for improvement and its potential to absorb additional development. As the municipality contains large areas of flood prone land, making ongoing improvements to drainage infrastructure is critical. Integrating water sensitive urban design measures to capture, treat and reuse stormwater on-site can significantly improve the quality and quantity of water entering our waterways.

Materials recycling facilities have played an important role in reducing waste at Kingston's landfill sites. As the landfill sites cease operation, alternative locations must be found for such facilities in the region outside Kingston's green wedge.

Strategic directions for development infrastructure are to:

- Manage and protect floodplains and flood prone areas to minimise the impacts of flooding.
- Seek development contributions to augment the capacity of existing infrastructure.
- Limit the impact of increased stormwater run-off on drainage systems.
- Support the phasing out and rehabilitation of former extractive industry and landfill sites in the Green Wedge.
- Rehabilitate landfill sites in a way that is viable and sustainable.
- Locate and manage materials recycling facilities to minimise off site adverse amenity impacts on Kingston's green wedge and nearby residential land.