



**SUBURBAN
RAIL LOOP**
EAST

SRL East Structure Plan – Cheltenham

Implementation Plan

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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1. Introduction

1.1 Turning the Structure Plan into reality

The Cheltenham Structure Plan sets out actions to achieve the Vision for Cheltenham and realise the multi-generational benefits of SRL.

Delivering the Structure Plan actions will require coordination across government, with different implementation pathways for different types of actions:

- **Statutory actions** - foundation actions to implement the Structure Plan. These actions require amendments to the Kingston and the Bayside Planning Schemes.
- **Non-statutory actions** - future actions to implement the Structure Plan, once the Planning Scheme Amendments are made. These actions rely on partnerships and other mechanisms.

Statutory and non-statutory actions are listed in Section 2 of this Implementation Plan.

In addition to these actions, key projects are identified for the Cheltenham Structure Plan Area. These are the key projects which will support each neighbourhood's role in achieving the Vision for Cheltenham and projected population and employment growth. The key projects are listed in Section 3 of this Implementation Plan.

The non-statutory actions and key projects may be reviewed and adjusted over time to meet changing needs in the Structure Plan Area, or as new information or delivery methods become available.

Implementation of non-statutory actions and key projects will consider legislative requirements relating to accessibility, inclusivity and gender and where appropriate include enhancements to improve outcomes for all users, including vulnerable groups

1.2 Implementation pathways

Implementing the Structure Plan will require three main approaches.

Amend Planning Scheme

Amendments to the Kingston and the Bayside Planning Schemes are required to allow the land use and development outlined in the Structure Plan, and to provide the necessary planning tools. As the responsible planning authority in the declared Planning Area surrounding the SRL station, the Suburban Rail Loop Authority (SRLA) has prepared the Planning Scheme Amendment.

Deliver

Implementing the Structure Plan will require various actions including but not limited to:

- Providing public transport, schools and health services to support population growth in the Structure Plan Area, delivered by the Victorian Government
- Improving the urban structure, with new and enhanced open spaces, community facilities, public transport, walking and cycling networks delivered by the Victorian Government and/or cities of Kingston and Bayside
- Infrastructure works directly related to land development, funded by the developer.

Partner

Implementing the Structure Plan will require partnerships between the Victorian and Australian governments and the cities of Kingston and Bayside. Other partners will include Traditional Owners, community organisations, businesses, landowners and others.

1.3 Roles and responsibilities

Responsibilities have been identified for each action and key project. They reflect the responsibilities, functions and skills of relevant agencies and recognise the important, ongoing role of stakeholders in achieving Structure Plan objectives. The level and nature of contributions by Leads and Partners will vary depending on the action or key project.

Lead

Primarily responsible for coordinating and driving the delivery of actions and key projects. The Lead plays a coordinating role between partners and reports on progress.

Partner

Partners support the delivery of actions and key projects through specialist input, resource contribution, collaboration or advocacy, as required. Partners' involvement complements the Lead's efforts and helps achieve shared objectives.

1.4 Timing

The Cheltenham Structure Plan identifies short-term, medium-term and long-term actions and key projects.

Short term:	2026 to 2031
Medium term:	2031 to 2036
Long term:	2036 to 2041

The timing of each action and key project is based on information available when this Structure Plan was prepared. The lead agency for each action and key project will monitor and evaluate its timing, considering strategic resource plans and development within and beyond the Structure Plan Area.

This will enable some actions to be completed earlier than indicated, particularly short term actions.

1.5 Monitoring and review

The Structure Plan and Implementation Plan will be reviewed every five years. This will provide an opportunity to update the actions and key projects in the Implementation Plan, and, if appropriate, incorporate the outcomes of any further strategic work.

2. Structure Plan actions

The timing, pathway and responsibilities for implementing the Structure Plan actions are detailed in Table 1.

Abbreviations	
SRLA: Suburban Rail Loop Authority	DTP: Department of Transport and Planning
BCC: Bayside City Council	HV: Homes Victoria
BLCAC: Bunurong Land Council Aboriginal Corporation	KCC: Kingston City Council
DE: Department of Education	MW: Melbourne Water
DEECA: Department of Energy, Environment and Climate Action	Water Corp: South East Water and/or Yarra Valley Water, as relevant
DJSIR: Department of Jobs, Skills, Industry and Regions	

Table 1: Implementation Table

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY Lead Partner	
 ENRICHING COMMUNITY					
Objective 1: Celebrate, protect and interpret Aboriginal cultural values					
1.1	Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.	Short – long term	Partner	SRLA	BLCAC KCC BCC
1.2	Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.	Short – long term	Partner	SRLA KCC BCC	BLCAC
1.3	Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and /or relevant Aboriginal community service providers.	Medium – long term	Partner	KCC BCC	BLCAC SRLA
1.4	Actively work towards achieving Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.	Short – long term	Partner	SRLA	BLCAC
1.5	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.	Short term	Partner	SRLA	BLCAC
Objective 2: Facilitate the growth of high-quality housing					
2.1	Amend the planning scheme to support significant, high and medium housing growth in the areas shown in Figure 11 of the Structure Plan.	Short term	Amend the planning scheme	SRLA	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
2.2	Require landowners to prepare master plans for Southland Shopping Centre and the former Highett Gasworks strategic sites.	Short term	Amend the planning scheme	SRLA	
Objective 3: Encourage a range of housing sizes and tenures to meet the needs of future households					
3.1	Amend the planning scheme to encourage a diversity of housing types and sizes across the Structure Plan Area.	Short term	Amend the planning scheme	SRLA	
Objective 4: Increase the supply of social and affordable housing					
4.1	Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.	Short term	Amend the planning scheme	SRLA	
4.2	Work to understand future redevelopment or renewal opportunities of existing social housing in the area.	Short – medium term	Partner	HV	SRLA
Objective 5: Provide an enhanced and accessible network of local community infrastructure that meets the needs of the future community					
5.1	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 needs and opportunities to increase the capacity of existing playing fields.	Short term	Partner	BCC KCC	SRLA
5.2	Deliver new and enhanced community infrastructure.	Medium - long term	Deliver	BCC KCC	SRLA
5.3	Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.	Short term	Partner	BCC KCC	DE SRLA
5.4	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.	Long term	Partner	DE	SRLA
5.5	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.	Short – long term	Partner	DE	BCC KCC

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
5.6	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.	Short term	Amend the planning scheme	SRLA	
Objective 6: Create a connected and accessible open space network for those who live and work in Cheltenham					
6.1	Identify the mechanisms by which the new public open spaces are to be delivered in the investigation areas for proposed new open space shown on Figure 12 of the Structure Plan.	Short term	Deliver	BCC KCC	SRLA
6.2	Confirm the form, scale and location of new and enhanced public open space shown in Figure 12 of the Structure Plan 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.	Short term	Deliver	SRLA	BCC KCC
6.3	Deliver new open and enhanced open spaces.	Short – long term	Deliver	KCC	
6.4	Amend the planning scheme to encourage the delivery of 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 (as shown in Figure 12 of the Structure Plan).	Short term	Amend the planning scheme	SRLA	
6.5	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.	Short term	Amend the planning scheme	SRLA	
Objective 7: Reinforce existing neighbourhood activity centres as a focus for local amenities and services					
7.1	Amend the planning scheme to support neighbourhood centres and accommodate retail and commercial and upper level residential floorspace within the Highbury Neighbourhood Activity Centre and small neighbourhood centres.	Short term	Amend the planning scheme	SRLA	
7.2	Deliver streetscape amenity improvements along Highbury Road and Bay Road to promote street level activation and enhanced pedestrian access.	Medium – long term	Deliver	KCC BCC	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY LeadPartner	
 BOOSTING THE ECONOMY					
Objective 8: Encourage employment growth opportunities across a range of sectors					
8.1	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.	Short term	Amend the planning scheme	SRLA	
8.2	Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.	Short term	Partner	SRLA	DJSIR BCC KCC
Objective 9: Establish the Southland Neighbourhood as the centre of economic activity for Cheltenham					
9.1	Amend the planning scheme to introduce a range of new land uses within key areas of the Southland neighbourhood to increase activity.	Short term	Amend the planning scheme	SRLA	
Objective 10: Support the Bayside Business District as a regionally significant employment precinct					
10.1	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 of the Structure Plan.	Short term	Amend the planning scheme	SRLA	
 ENHANCING PLACE					
Objective 11: Ensure the scale of built form responds to its context					
11.1	Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.	Short term	Amend the planning scheme	SRLA	
Objective 12: Create a network of streets and public spaces that are vibrant, inviting and support growth					
12.1	Prepare and implement streetscape master plans for each street type, as required.	Short term	Partner	BCC KCC DTP	SRLA
12.2	Deliver streetscape upgrades consistent with each enhanced street type.	Medium – long term	Deliver	BCC KCC DTP	
12.3	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.	Short term	Amend the planning scheme	SRLA	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 13: Ensure new development contributes positively to the public realm					
13.1	Amend the planning scheme to ensure that new development provides, as per neighbourhood design guidelines in Section 6 of the Structure Plan: – 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.	Short term	Amend the planning scheme	SRLA	
13.2	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.	Short term	Amend the planning scheme	SRLA	

Objective 14: Ensure new buildings provide a high level of amenity for occupants

14.1	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 design measures, as well as equitable development outcomes for adjoining sites.	Short term	Amend the planning scheme	SRLA	
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BETTER CONNECTIONS

Objective 15: Create an integrated public transport network connecting the new SRL station with key destinations

15.1	Establish a network of strategic and local bus corridor routes as shown in Figure 16 of the Structure Plan.	Medium – long term	Deliver	DTP	
15.2	Deliver wayfinding improvements between the different modes of public transport within the Structure Plan Area.	Medium term	Deliver	DTP	SRLA BCC KCC
15.3	Plan for improved bus priority along the strategic bus corridors.	Medium – long term	Deliver	DTP	
15.4	Investigate the future role of the Southland Shopping Centre bus interchange.	Long term	Deliver	DTP	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 16: Create a legible and safe active transport network					
16.1	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 as shown in Figure 17 of the Structure Plan. - Encourage the delivery of Important Key Links and Local Key Links through the future development of private landholdings, generally in accordance with locations shown in Figure 17 of the Structure Plan.	Short term	Amend the planning scheme	SRLA	
16.2	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, in accordance with Figure 17 of the Structure Plan.	Short – long term	Deliver	DTP KCC BCC	SRLA
16.3	Deliver new and improved walking and cycling crossings in accordance with the locations identified in Figure 17 of the Structure Plan, prioritising the delivery of crossings associated with strategic walking and/or cycling corridors.	Short – long term	Deliver	DTP BCC KCC	
16.4	Develop bicycle and micro-mobility end-of-trip policy and guidelines.	Short – medium term	Partner	SRLA	BCC KCC
16.5	Investigate a new pedestrian and cycling link across the Frankston Line between Highett Grove and the former Gasworks site.	Short – long term	Deliver	DTP	
16.6	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.	Short term	Amend the planning scheme	SRLA	
16.7	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.	Short term	Partner	SRLA	BCC KCC
Objective 17: Minimise the impacts of private vehicles and freight on local streets					
17.1	Establish and reinforce the strategic and local traffic and freight network, as shown in Figure 18 of the Structure Plan.	Medium – long term	Deliver	DTP	BCC KCC
17.2	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.	Medium term	Partner	BCC KCC	

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 18: Encourage a shift towards more sustainable transport					
18.1	Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.	Short term	Deliver	SRLA	
18.2	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.	Short term	Amend the planning scheme	SRLA	
18.3	Undertake monitoring and review of transport mode share within the Structure Plan Area every 5 years, including the change towards sustainable transport modes.	Short – long term	Deliver	SRLA	
18.4	Undertake a review of the relevant Parking Overlay schedules every 5 years.	Short term	Deliver	BCC KCC	SRLA
18.5	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.	Short term	Partner	BCC KCC	SRLA



EMPOWERING SUSTAINABILITY

Objective 19: Support the accelerated transition to net zero by 2045 with sustainable building design

19.1	Amend the planning scheme to improve sustainable building design standards.	Short term	Amend the planning scheme	SRLA	
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Objective 20: Promote and support solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use

20.1	Work with stakeholders to explore improved energy reliability and resilience initiatives within the Structure Plan Area.	Medium – long term	Partner	SRLA	BCC KCC
20.2	Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.	Medium – long term	Partner	DEECA	BCC KCC SRLA Utility providers

NO.	ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
				Lead	Partner
Objective 21: Reduce waste and encourage use of recycled and sustainable resources					
21.1	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.	Short term	Partner	SRLA	DEECA BCC KCC
21.2	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.	Short term	Amend the planning scheme	SRLA	
21.3	Partner with key stakeholders to deliver targeted investment in circular economy opportunities.	Medium – long term	Partner	SRLA	DEECA BCC KCC
Objective 22: Facilitate a resilient, cool, green, biodiverse environment					
22.1	Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise urban heat island effect and promote a biodiverse, natural environment supported by IWM.	Short term	Amend the planning scheme	SRLA	
Objective 23: Embed Integrated Water Management in the Cheltenham Structure Plan Area					
23.1	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.	Short term	Amend the planning scheme	SRLA	
23.2	Work with utility providers to coordinate and progress the delivery of a new third-pipe non potable water supply.	Short – medium term	Partner	MW Water Corp	SRLA DEECA
23.3	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.	Short term	Partner	DEECA	SRLA MW BCC KCC BLCAC SEW

3. Key projects

The Cheltenham Structure Plan Area is divided into five neighbourhoods, each with its distinct role in achieving the Vision for Cheltenham. The neighbourhoods are shown on the next page.

The Structure Plan provides the decision-making framework for planning and development in each neighbourhood. Section 6 of the Structure Plan describes the future role for each neighbourhood, sets objectives that will act as the guiding principles for development within the neighbourhood and presents specific neighbourhood guidelines for built form, public realm and open space, and transport and movement.

Key projects to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans within Section 6 of the Structure Plan and are described in more detail and presented spatially in the following sections.

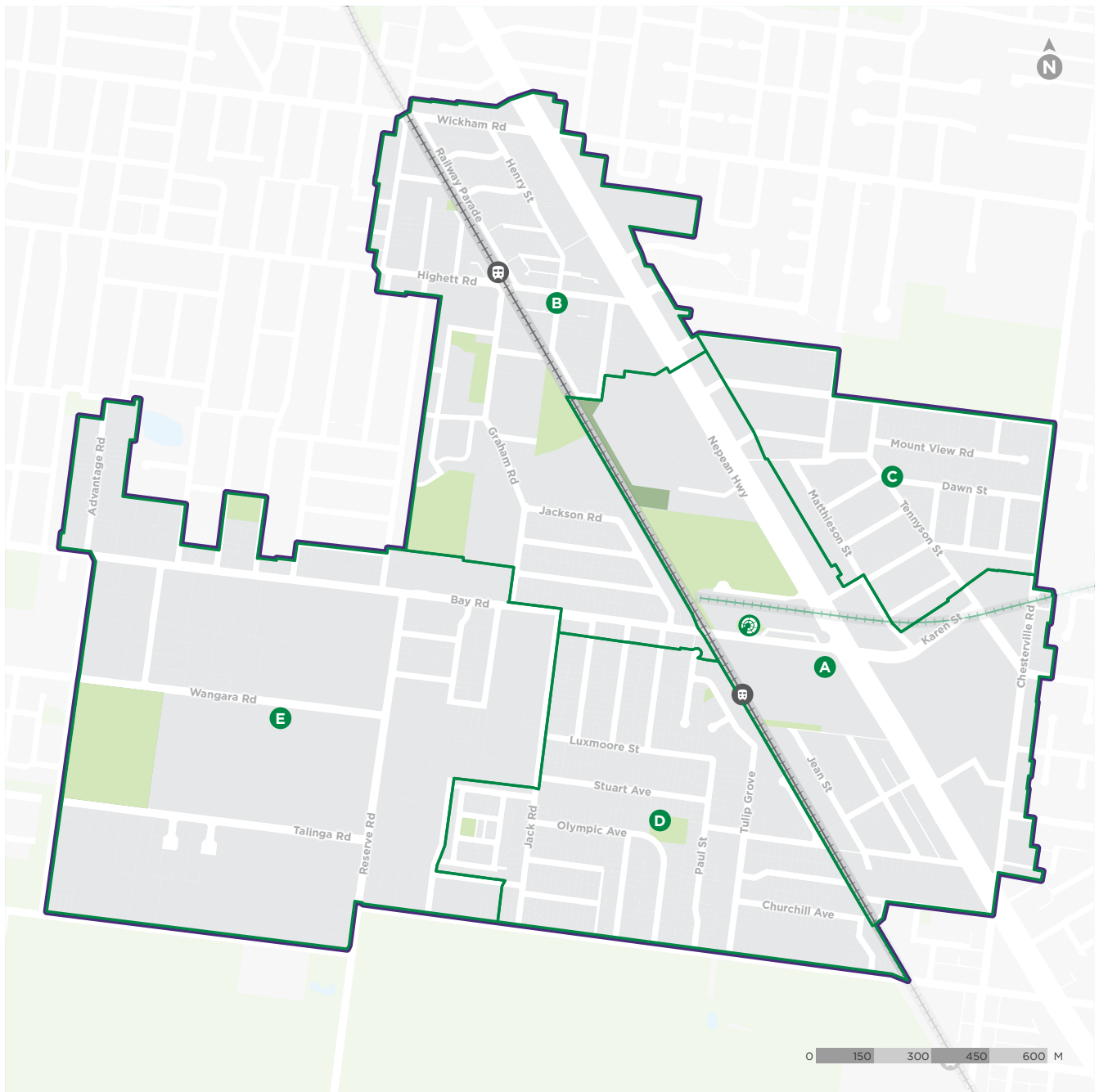
In the following tables, the key projects are categorised to align with the objectives and strategies for each neighbourhood and are listed under the following categories:

- New or enhanced new open space
- New community facility
- Enhanced public realm
- New or enhanced transport infrastructure.

A unique identifier illustrates where a key project may apply to one or more neighbourhoods. The key projects are described, identified against the relevant objective/ actions (from Section 2) and shown on a corresponding map.

All key projects are subject to functional and detailed design and procurement processes that could result in changes to the project descriptions and some projects ultimately not progressing.

Key projects for each neighbourhood in the Cheltenham Structure Plan Area are outlined in the following sections.



Cheltenham neighbourhoods

- | | | |
|--------------------|------------------------------|------------------------------------|
| A Southland | C Nepean Highway East | E Bayside Business District |
| B Highett | D Pennydale | |

3.1 Neighbourhood A: Southland

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
A.1	New open space	New open spaces within the former Highett Gasworks site, and around Jellicoe Street	6.3	Short - long term	Deliver	KCC	
A.2 B.2	New community facility*	Land for (as required) and construction of a new district library within a new multi-purpose community hub (or equivalent)	5.2	Medium - long term	Deliver	KCC	SRLA
A.3	Enhanced transport infrastructure	Upgraded service lanes (on both sides) with improved streetscape, pedestrian and cycling infrastructure along Nepean Highway between Turner Road and Chesterville Road.	12.2 16.2	Medium - long term	Deliver	DTP	KCC
A.4	Enhanced transport infrastructure	Upgrade pedestrian and cycling infrastructure, improving cycling accessibility and safety along Enright Street between Nepean Highway and Matthieson Street.	16.2	Short - long term	Deliver	DTP	KCC
A.5	Enhanced transport infrastructure (intersection/crossing)	Upgrade the following crossings to improve amenity, accessibility and pedestrian and cyclist safety: – Nepean Highway and May Street – Nepean Highway and Chesterville Road.	16.3	Short - long term	Deliver	DTP	KCC
A.6 B.11	New transport infrastructure (intersection/crossing)	A new east-west key pedestrian and cycling link across the Frankston Line between Highett Grove and the former Highett Gasworks site to improve permeability and connections to existing street networks.	16.5	Medium - long term	Deliver	DTP	KCC BCC
A.7	New open space (planned)	New open space around Moola Court.	6.3	Short - long term	Deliver	KCC	
A.8	New transport infrastructure (intersection/crossing)	New crossing near the intersection of Nepean Highway and Turner Road to improve accessibility and pedestrian and cyclist safety.	16.3	Short - medium term	Deliver	DTP	KCC

*New community facilities are subject to future site selection processes and may be delivered in another neighbourhood and not this neighbourhood.



Figure 1: Southland neighbourhood - indicative key projects plan

3.2 Neighbourhood B: Highett

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
B.1	Enhanced transport infrastructure	Upgrade service lanes (on both sides) with improved streetscape, pedestrian and cycling infrastructure along Nepean Highway between Wickham Road and Turner Road.	12.2 16.2	Medium – long term	Deliver	DTP	KCC
B.2 A.2	New community facility*	Land for (as required) and construction of a new district library within a new multi-purpose community hub (or equivalent).	5.2	Medium – long term	Deliver	BCC KCC	SRLA
B.3	New open space	A new open space around Henry Street to increase access to high-quality open spaces.	6.3	Medium – long term	Deliver	KCC	
B.4	Enhanced open space	Enhance Lyle Anderson Reserve to improve the quality, functionality and capacity of the open space.	6.3	Short – long term	Deliver	BCC	
B.5	New transport infrastructure	New north-south key links between Highett Road and Wickham Road.	16.2	Short – long term	Deliver	DTP	BCC KCC
B.6	New transport infrastructure	New north-south key links between Highett Road and former Highett Gas Works site to improve permeability and connections to existing street networks.	16.2	Medium – long term	Deliver	DTP	BCC KCC
B.7	Enhanced transport infrastructure	Upgrade streetscape, public transport, pedestrian and cycling infrastructure along Bay Road between Graham Road and the Jackson Road.	12.2 16.2	Medium – long term	Deliver	DTP	BCC KCC
B.8	Enhanced public realm	Upgrade streetscape, pedestrian and cycling infrastructure along Highett Road between Major Street and Nepean Highway.	12.2 16.2	Medium – long term	Deliver	BCC KCC	DTP
B.9	Enhanced public realm	Upgrade streetscape and pedestrian infrastructure along Railway Parade between Oaklands Lane and Highett Road.	12.2 16.2	Medium – long term	Deliver	KCC	DTP
B.10	Enhanced transport infrastructure (intersection/crossing)	Upgrade crossings to improve amenity and pedestrian and cyclist safety at the intersections of: – Nepean Highway, Highett Road and Rowans Road – Highett Road and Graham Road.	16.3	Short – long term	Deliver	DTP	KCC

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
B.11 A.6	New transport infrastructure (intersection / crossing)	A new east-west pedestrian and cycling link across the Frankston Line between Highett Grove and the former Highett Gasworks site to improve permeability and connections to existing street networks.	16.5	Medium – long term	Deliver	DTP	BCC KCC
B.12	New community facility (planned)	A new planned library and community facility at Highett Common.	5.2	Medium – long term	Deliver	BCC	
B.13	New Transport Infrastructure (intersection/ crossing)	New pedestrian and cycling infrastructure at the intersection of Wickham Road and Worthing Road to improve accessibility and safety for cyclists and pedestrians.	16.3	Medium – long term	Deliver	DTP	BCC KCC

**New community facilities are subject to future site selection processes and may be delivered in another neighbourhood and not this neighbourhood.*



Figure 2: Highett neighbourhood - indicative key projects plan

3.3 Neighbourhood C: Nepean Highway East

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
C.1	New open space	New open space around Tennyson Street and Edsall Street to increase access to high-quality open spaces.	6.3	Short – long term	Deliver	KCC	SRLA
C.2	Enhanced transport infrastructure	Upgrade pedestrian and cycling infrastructure, improving cycling accessibility and safety along: – Enright Street, between Nepean Highway and Matthieson Street – Peace Street, between Sandford Street and Stevens Street – Stevens Street, between Matthieson Street and Peace Street – Matthieson Street, between Stevens Street and Karen Street.	16.2	Short – long term	Deliver	KCC	
C.3	Enhanced transport infrastructure	Upgrade landscaping, pedestrian and cycling infrastructure along Turner Road between Nepean Highway and Chesterville Road.	16.2	Short – long term	Deliver	KCC	

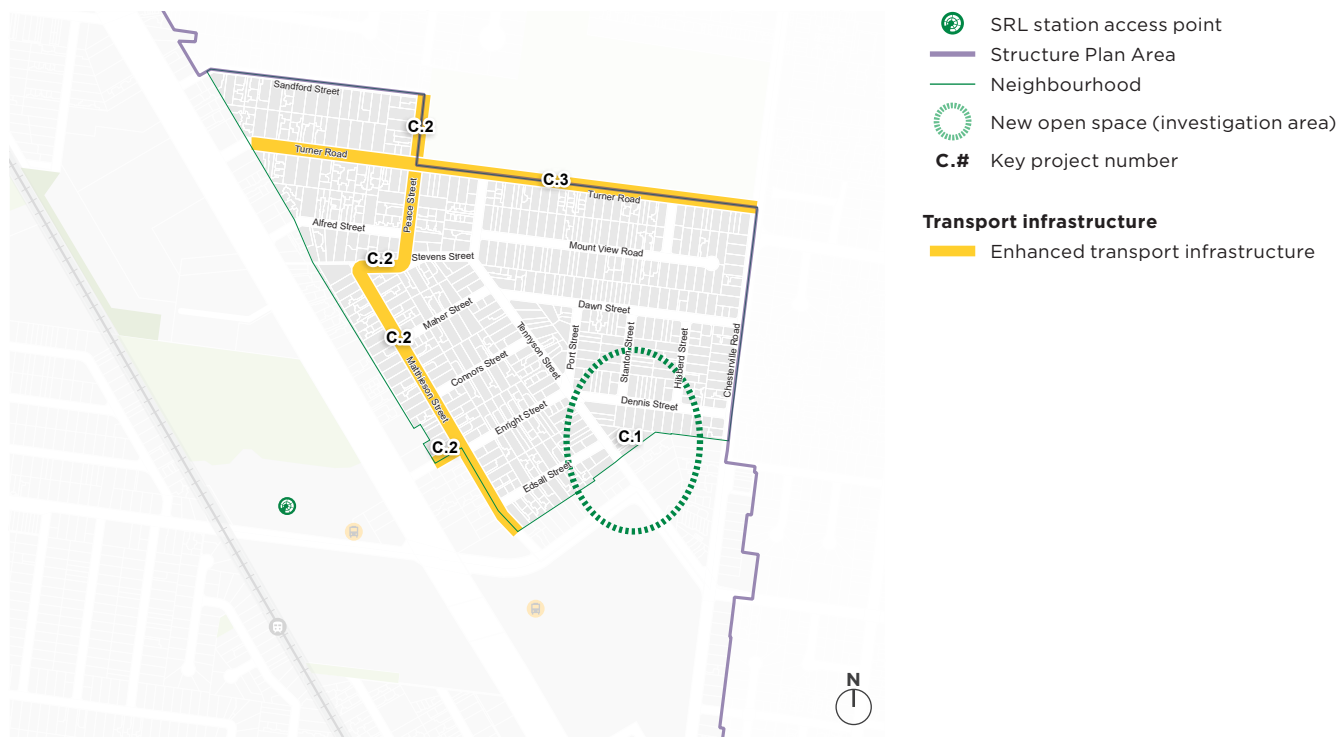


Figure 3: Nepean Highway neighbourhood - indicative key projects plan

3.4 Neighbourhood D: Pennydale

There are no key projects identified for the Pennydale neighbourhood.

3.5 Neighbourhood E: Bayside Business District

NO.	KEY PROJECT		OBJECTIVE & ACTION	TIMING	IMPLEMENTATION PATHWAY	RESPONSIBILITY	
	Category	Description				Lead	Partner
E.1	New open space	Delivery of the following new open spaces to increase access to high quality open spaces: – Around Jack Road and Bay Road – Around Melaleuca Drive and Reserve Road.	6.3	Short – long term	Deliver	BCC	SRLA
E.2	New open space (planned)	New open space at Wangara Road.	6.3	Short – medium term	Deliver	BCC	
E.3	Enhanced transport infrastructure	Upgrade streetscape, public transport, pedestrian and cycling infrastructure along Bay Road between Advantage Road and Graham Road.	12.2 16.2	Medium – long term	Deliver	DTP	BCC
E.4	New Transport Infrastructure (intersection/crossing)	New pedestrian and cycling infrastructure at the intersection of Bay Road and Tibrockney Street to improve accessibility and safety for cyclists and pedestrians.	16.3	Medium – long term	Deliver	DTP	BCC

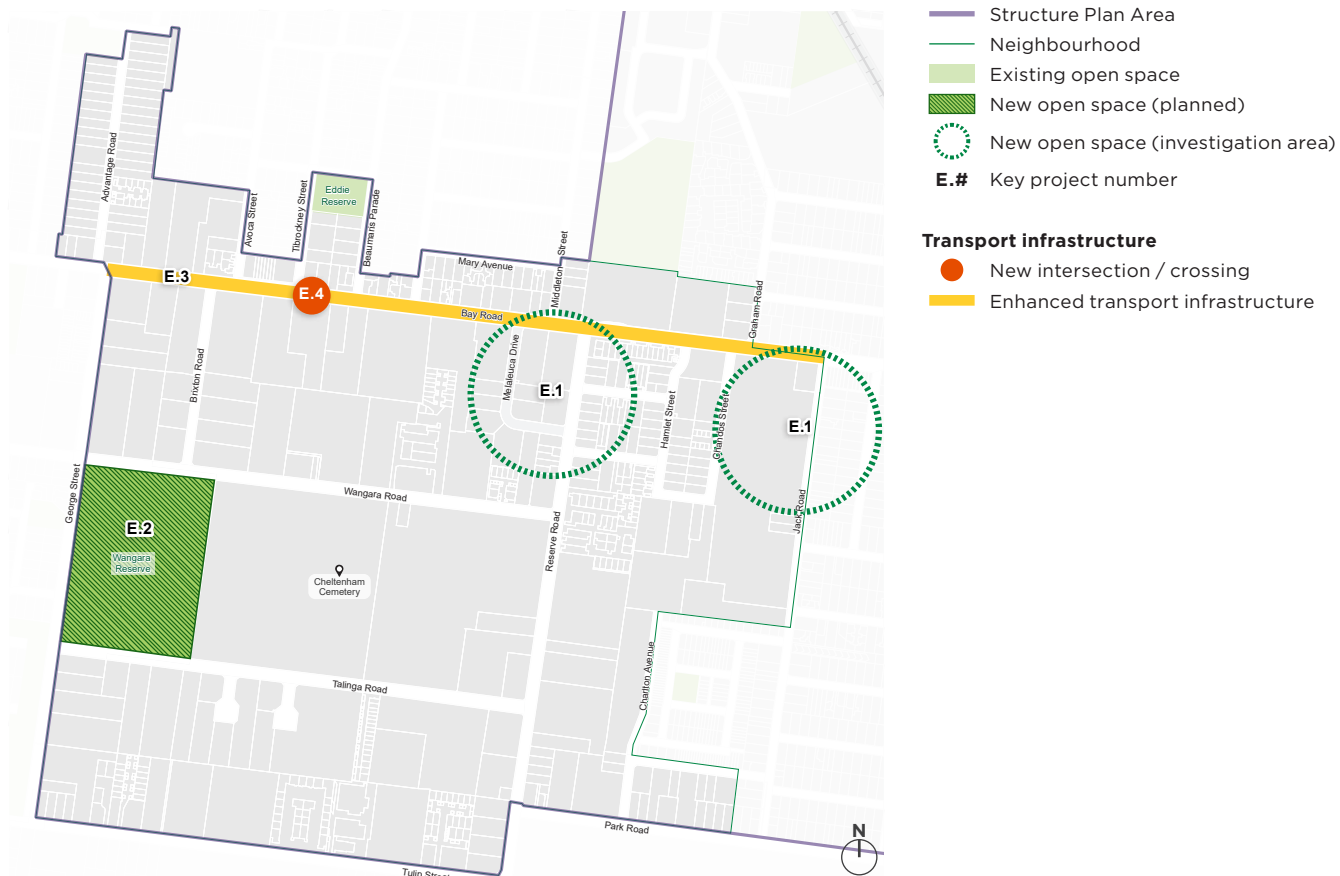


Figure 4: Bayside Business District neighbourhood - indicative key projects plan

4. SRL East main works

SRL East main works are the rail and station infrastructure and related works.

SRLA will deliver the SRL East main works over the short to long term. The main works relevant to the Cheltenham Structure Plan Area are listed below for reference.

Item	Description
SRL.1	The new SRL station at Cheltenham with a cycle hub.
SRL.2	A new public realm at the SRL station entrance fronting Bay Road.
SRL.3	A new east-west service road between the SRL station and Sir William Fry Reserve that includes pedestrian and cycling infrastructure, and active transport paths beside the Frankston Line and along Enright Street.
SRL.4	New north-south pedestrian and cyclist links connecting Sir William Fry Reserve, the SRL Station, and existing Southland Station and Southland Shopping Centre, including a new pedestrian and cycling bridge over Bay Road (as required).
SRL.5	Enhanced open space at Sir William Fry Reserve, including pedestrian and cycling connections from the Former Highett Gasworks site to the SRL station.
SRL.6	A new signalised intersection connecting East West Street to Nepean Highway north of Enright Street, including streetscape works.
SRL.7	Upgrade streetscape, pedestrian and cycling infrastructure along Bay Road between Jackson Road and Nepean Highway.
SRL.8	Upgrade the crossing at the Bay Road and Nepean Highway intersection to improve pedestrian and cyclist safety.
SRL.9	A new crossing at the intersection of Bay Road and Jackson Road to improve amenity and pedestrian and cyclist safety.
SRL.10	New open space in the former Highett Gasworks site including activity lawn and a separated cycling and walking path connecting Station Street, Highett to Sir William Fry Reserve.

Note: items SRL.5 and SRL.10 form part of the public open space required by the SRL East Public Open Space Framework.



Figure 5: SRL East main works

contact@srla.vic.gov.au | 1800 105 105 (call anytime)
suburbanrailloop.vic.gov.au



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