SUBURBAN RAIL LOOP EAST

Artist's impression

SRL East Background Report Cheltenham

More Homes For Victorians

VICTORIA State Government

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1. Introduction

1.1 Overview

Suburban Rail Loop (SRL) will transform Melbourne's rail network, change how people move around the city and contribute to reshaping Melbourne into a 'city of centres' – with vibrant centres outside the inner city providing high-quality jobs and more housing choices in well-designed and well-connected neighbourhoods.

As Melbourne grows to a population of 9 million by the mid-2050s, planning for the city's future must cater for growth in ways that maintain the city's liveability, deliver more homes where people want to live and give households access to jobs, services and opportunities. SRL will help to manage this growth by establishing a connected corridor of centres across the city that can host more people, more jobs and more services, and provide new housing choices and affordable living options in attractive, highly accessible urban areas.

SRL East extends from Cheltenham in Melbourne's south east to Box Hill in the east, with new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. These centres will help meet population and employment growth demands in a sustainable manner. Planning for SRL East considers how these centres can leverage the improved access and convenience delivered by the project to catalyse opportunities for residents, workers, communities and businesses.

Draft Structure Plans have been prepared to guide growth and change in the areas surrounding each SRL East station. The Draft Structure Plans set out a Vision for each area, with objectives, strategies and actions to achieve the Vision.

This Background Report supports the Draft Cheltenham Structure Plan. It sets out the context of the SRL station at Cheltenham and summarises the policies, technical investigations and assessments that informed the Draft Cheltenham Structure Plan. Future directions to achieve the Vision for Cheltenham are described.

Statistics and other numbers in this Background Report are generally approximate and have been rounded out. This means some numbers may vary across the different Technical Reports summarised for this report.

1.2 Suburban Rail Loop

SRL establishes a networked corridor of centres outside Melbourne's central business district (CBD) and links every major metropolitan railway line from the Frankston Line to the Werribee Line. Three transport super hubs at Clayton, Broadmeadows and Sunshine will connect with regional rail services, so passengers outside Melbourne no longer have to travel through the CBD to reach destinations in the suburbs.

SRL is an integrated transport and land use program that will extend over 30 years. The program has four discrete rail projects, as shown in Figure 1:

1. SRL East – Cheltenham to Box Hill
2. SRL North – Box Hill to Melbourne Airport
3. SRL Airport – Melbourne Airport to Sunshine, being delivered as part of the Melbourne Airport Rail Project by the Victorian Infrastructure Delivery Authority (VIDA)
4. SRL West – Sunshine to Werribee.

The SRL concept route is reflected in State Planning Policy and *Plan Melbourne 2017–2050: Addendum 2019* and underpinned by the *Suburban Rail Loop Act 2021* (Vic) (SRL Act).

SRL East rail, stations and associated infrastructure were the subject of a comprehensive Environment Effects Statement (EES) assessment process under the *Environment Effects Act 1978* (Vic) and subsequent approval under the *Planning and Environment Act 1987* (Vic). This included an Inquiry and Advisory Committee hearing into the environmental effects of the project and consideration of the draft Planning Scheme Amendment exhibited with the EES. The Inquiry and Advisory Committee's report dated 23 June 2022 together with the EES were considered by the Minister for Environment and Climate Action (who jointly administered the Environment Effects Act with the Minister for Planning), culminating in the Minister's assessment report dated 5 August 2022.

The Minister's assessment provided recommendations about the design, construction and operation of the SRL East rail, stations and associated infrastructure and the management of potential environmental effects and impacts. The Minister's assessment also made a number of recommendations and observations in relation to precinct planning.

The Minister for Planning subsequently approved the Planning Scheme Amendment for SRL East with regard to the Minister's assessment of the EES. More information on the SRL East project approvals and how the relevant recommendations or observations from the Minister's assessment were considered or addressed in the preparation of the Draft Cheltenham Structure Plan is provided in Appendix A.

Information about SRL is provided at Victoria's Big Build: Suburban Rail Loop.

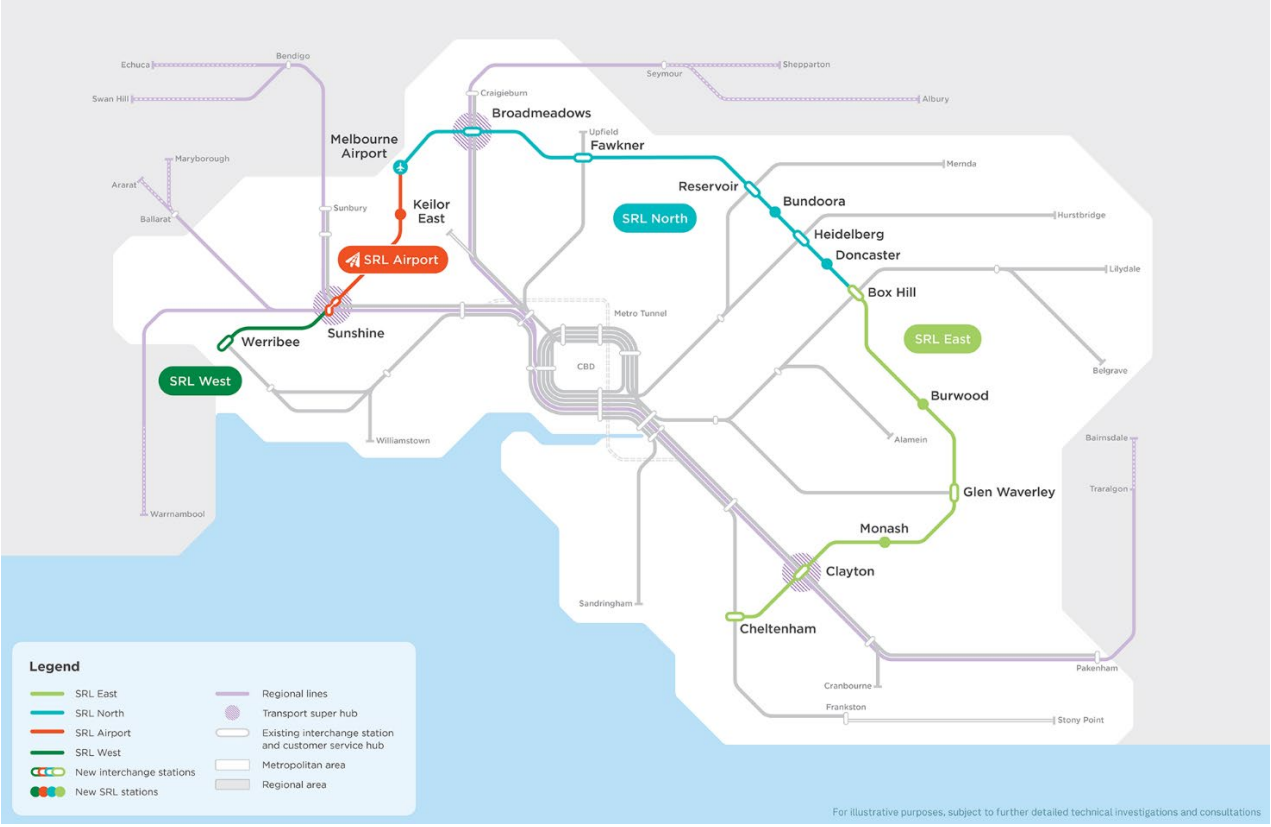


Figure 1 Suburban Rail Loop

1.3 Planning for SRL East

The SRL Act facilitates the planning and delivery of SRL and associated developments. The SRL Act establishes the Suburban Rail Loop Authority (SRLA) and provides SRLA with the functions and powers it needs to plan, deliver and manage SRL and associated developments.

The SRL program objectives at section 5 of the SRL Act include to integrate the new rail line with existing and planned public transport and road networks and 'facilitate sustainable population growth, urban renewal and improved liveability'. These objectives are to be achieved alongside other objectives such as coordinated delivery of transport and non-transport infrastructure and 'facilitating greater employment activity and investment throughout Victoria'.

In December 2023, the Minister for SRL declared a Planning Area surrounding each SRL East station under the SRL Act. The Planning Areas generally extend 1.6 kilometres around each SRL East station. Under the Planning and Environment Act, SRLA is a planning authority for these Planning Areas.

The Structure Plan Area is a smaller area within each declared Planning Area and is where the most change and development is expected to occur over the next decades. The approach to defining the Structure Plan Area is described in Guideline 2 of *Planning for SRL East Precincts: Guidelines for the preparation of Structure Plans*. Guideline 2 provides specific guidance for the preparation of the SRL East Structure Plans, including in respect of strategic context, the Structure Plan Areas, population and employment projections, and the Vision for each SRL East Planning Area.

Figure 2 shows the Structure Plan Area and the Planning Area for Cheltenham.

This Background Report outlines relevant local issues and planning policies, key constraints and opportunities and describes how these have influenced the direction and content of the Draft Cheltenham Structure Plan. The accompanying technical assessments provide expert analyses of environmental, social and economic influences relevant to the area. The key findings of these assessments have been considered alongside existing planning strategies and community and stakeholder feedback in identifying implications and key directions for the Draft Cheltenham Structure Plan.

The Draft Cheltenham Structure Plan is accompanied by a Draft Implementation Plan that sets out all actions within the Draft Structure Plan and outlines the pathway, timing and responsibilities for delivering each action. The Draft Implementation Plan also identifies key projects planned for the Structure Plan Area and outlines the manner in which the projects will be delivered.

The Draft Cheltenham Structure Plan, Draft Cheltenham Implementation Plan and the Technical Reports referenced in this Background Report are available at https://engage.vic.gov.au/suburban-rail-loop.

1.4 Housing and jobs for a growing population

SRL will be a catalyst for growth and change in Cheltenham by leveraging the presence of the station and positioning Cheltenham for the future as a thriving regional and economic hub and transport gateway with significant housing and employment opportunities.

Planning for the Cheltenham Structure Plan Area considers population and employment growth projections to 2041, as the first steps in long-term change stimulated by SRL East. The Cheltenham Structure Plan Area is envisaged to accommodate:

- Population growth from approximately 9,400 people in 2021 (ABS 2021 Census) to 20,800 in 2041
- Approximately 4,500 extra dwellings to accommodate projected population growth to 2041 – helping to achieve the housing target to 2051 for Kingston (51,500) and Bayside (31,000) established by the Victorian Government
- A significant increase in the proportion of high density dwellings from 21 per cent in 2021 to 53 per cent by 2041, including suitable housing to address housing affordability and support an ageing population, particularly around the new SRL East station
- A projected increase in jobs from approximately 10,600 in 2021 to 22,600 in 2041 – requiring significant additional floorspace with the greatest demand expected in accommodation, office uses, education and retail
- More than double the number of professional services jobs, from 2,300 in 2021 to 5,400 in 2024 (representing 24 per cent of all jobs), while other population services (which includes retail trade, construction and accommodation and food services) will remain dominant
- Planning for over 30,000 additional trips to, from and within the Structure Plan Area during the morning peak period to support population and jobs growth to 2041
- Changes in the urban environment to provide adequate facilities and services for future residents and workers.

More detail about projected growth in housing and employment floorspace in relation to setting future directions in the Draft Cheltenham Structure Plan is provided in Section 5. These projections also informed the technical assessments undertaken to support preparation of the Draft Cheltenham Structure Plan.

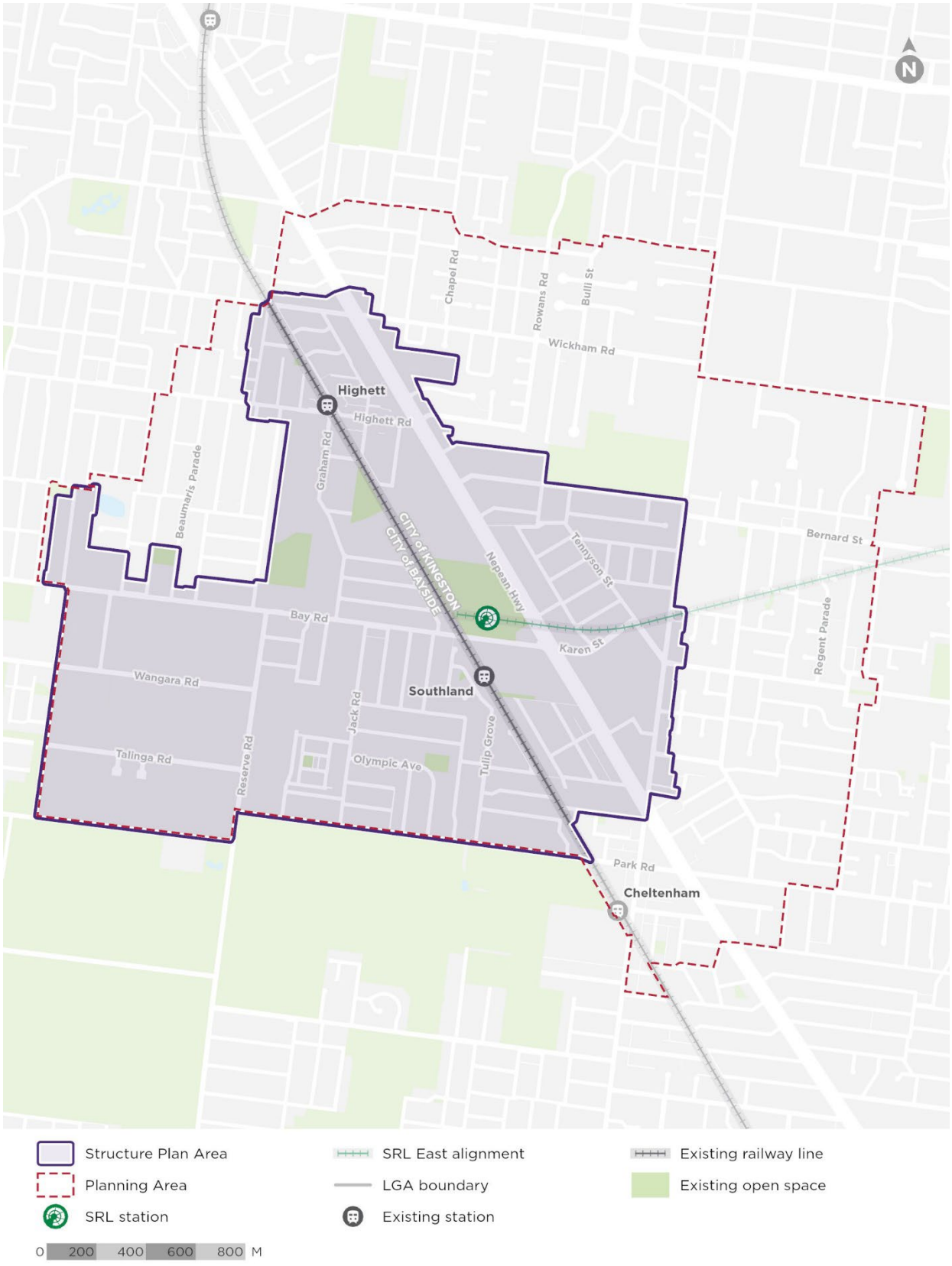


Figure 2 Cheltenham Structure Plan Area and Planning Area

More homes, more choice in Melbourne's sought-after suburbs

As Australia's biggest housing project, SRL is helping to deliver more homes where they're needed, next door to jobs, services and public transport.

As Melbourne's population continues to grow, more housing is needed – and a greater choice in housing is required to meet the needs of the changing population.

Over the decade to June 2023, Melbourne experienced strong population growth of 1.8 per cent per annum. While the COVID-19 pandemic saw a short-term pause in population growth, the high rate of growth has resumed – reaching 3.3 per cent over the year 2022 to 2023. Within a decade, Melbourne is projected to officially be Australia's largest city and by the 2050s, almost 9 million people are expected to be living in Melbourne.

Victoria's Housing Statement (May 2024) aims to deliver 80,000 new homes each year across Victoria – building more affordable homes across the city and in places closer to where people work, with good access to transport options, shops, schools and health and community services.

The Housing Statement recognises that Melbourne's ongoing liveability depends on increasing housing supply while reducing urban sprawl. A growing population does not have to lead to more suburbs on the city fringes where the cost of new infrastructure is high and people must travel further to jobs and services.

'Unlocking' new spaces in established suburbs can provide more affordable housing – such as townhouses and apartments – in higher density communities.

Housing needs assessments prepared for the areas surrounding the SRL East stations have identified potential for an extra 24,600 new homes by 2041 – and more than 70,000 new homes over the next 30 years.

Cheltenham is well suited for housing growth, with multiple activity centres within walking distance of the new underground SRL station or nearby and access to jobs, education, services and open space.

The Cheltenham community has helped develop a Vision for Cheltenham, and more high-quality housing with more affordable choices is at the heart of this vision. Housing will drive the transformation of Cheltenham into a vibrant inclusive connected community over the coming decades.

More information on housing is provided in Section 5 and in the *Housing Needs Assessment – Cheltenham*.

Victoria's Housing Statement is provided at www.vic.gov.au/housing-statement.

1.5 Engagement with the community

Community and stakeholder engagement helped inform the Vision for Cheltenham, the Draft Cheltenham Structure Plan and this Background Report. The engagement included face-to-face discussions as well as online surveys and other activities.

1.5.1 Establishing a shared vision

A Draft Vision was prepared for the Cheltenham Planning Area that identified the long-term aspirations for the broader area to guide planning and change over the coming decades. Community and stakeholder feedback helped refine the Vision and it was finalised in December 2024.

The Vision for Cheltenham outlines the long-term ambition to make the most of SRL opportunities and benefits – and how to accommodate the anticipated population growth over the coming decades. The Vision for Cheltenham builds on the ambitions set in the SRL Business and Investment Case (2021).

The Draft Cheltenham Structure Plan provides a detailed land use and built form planning framework so that planning decisions are consistent with the Vision for Cheltenham and support future community needs.

1.5.2 Structure Plan consultation

SRLA consulted with the community and stakeholders at each phase in the preparation of the Draft Cheltenham Structure Plan and this Background Report. The consultation helped identify what matters most to people about their local area and the issues and opportunities they see for the future.

The first phase of consultation comprised two parts. The first part from 29 August to 24 October 2023 sought input on ambition statements and priority outcomes for the neighbourhoods surrounding the SRL station. The second part from 3 December 2023 to 3 March 2024 sought feedback on the Draft Vision. This consultation helped refine SRLA's understanding of opportunities and challenges in the area, and explored place-shaping criteria based on values and needs.

The second phase of the consultation from April to May 2024 sought stakeholder and community feedback on proposed Key Directions to help achieve the Vision for Cheltenham. The proposed Key Directions aimed to address current and emerging challenges and meet the demand for greater housing choice and the needs of a growing population.

The two consultation phases helped identify economic and employment opportunities in the Cheltenham Structure Plan Area and determine current and future needs for housing, services and community infrastructure. The consultation also helped identify where and when development should occur, and in ways that respond to community values and needs as Cheltenham grows and changes over time.

Discussions were held with the City of Kingston and City of Bayside on matters such as land uses, built form (such as maximum building heights), transport and community infrastructure. These matters are described more in the relevant sections of this Background Report.

SRLA also convened seven Community Panels – one for each SRL station and one Youth Panel. This engagement explored the topics of transport, housing and community infrastructure in more detail, and how SRLA can deliver future precincts and neighbourhoods that reflect the needs and aspirations of local communities.

Relationships with Registered Aboriginal Parties and the Aboriginal community were established and their feedback on the Draft Visions and Key Directions was sought. This provided a valuable opportunity to expand the conversation and seek feedback on the structure planning process.

More information on the engagement is provided in the *SRL Structure Planning Engagement Report* at https://engage.vic.gov.au/suburban-rail-loop

Aerial view of the Cheltenham Structure Plan Area and surrounds – Bay Road view towards Cheltenham–Southland Major Activity Centre

2. Cheltenham context

This section discusses the existing regional and local context, community profile and site characteristics and attributes of the Cheltenham Structure Plan Area.

2.1 Regional context

The Cheltenham Structure Plan Area is located on the traditional lands of the Bunurong people of the Kulin Nation. The Bunurong Land Council Aboriginal Corporation is the appointed Registered Aboriginal Party for the region containing the Cheltenham Structure Plan Area.

Cheltenham is at the southern end of the SRL East alignment approximately 18 kilometres south east of the Melbourne CBD in the City of Kingston (east of the Frankston Line) and the City of Bayside (west of the Frankston Line). Cheltenham is close to the bayside suburbs of Hampton and Sandringham.

Nepean Highway runs through the centre of Structure Plan Area, providing access to Melbourne's CBD to the north and Frankston to the south (25 kilometres). *Plan Melbourne 2017–2050* identifies five major activity centres within 2 kilometres of the Structure Plan Area, as shown in Figure 3. These are connected along the Frankston Line, with the exception of the Sandringham Major Activity Centre, which is located at the termination of the Sandringham Line.

- The Moorabbin Major Activity Centre is located approximately 1 kilometre to the north along Nepean Highway and on the Frankston Line. It is one of 10 activity centres identified in *Victoria's Housing Statement* as capable of providing a significant number of new homes through review of building height and design requirements.
- The Cheltenham–Southland Major Activity Centre is located within the Cheltenham Structure Plan Area near the existing Southland Station. It incorporates Southland Shopping Centre and is a major regional retail centre and entertainment destination accessible from Nepean Highway and surrounding local streets.
- The Cheltenham Major Activity Centre adjoins the south of the Cheltenham Structure Plan Area. This major activity centre has a significant employment base with commercial floorspace and a mix of street-based retail shopping along Charman Road and Station Road. Office and apartment buildings of up to eight storeys are located along Nepean Highway.
- The Mentone Major Activity Centre is located approximately 1 kilometre to the south east and provides for local retail needs with some entertainment and restaurant focus. Apartment development at the edges capitalises on its location near Port Phillip Bay.
- The Sandringham Major Activity Centre is located at the western end of Bay Road, near Port Phillip Bay and incorporates the existing Sandringham Station. The Major Activity Centre services the surrounding largely residential areas and is connected by rail to the Hampton Major Activity Centre to the north.

The Moorabbin industrial precinct is located to the north east of the Cheltenham Structure Plan Area. It includes industrial and manufacturing uses, along with bulky goods retail and mixed uses. The Cheltenham Structure Plan Area benefits from its proximity to Moorabbin Airport located approximately 3 kilometres to the south east. Areas to the north of the airport comprise part of Melbourne's Green Wedge land.

The regional context of the Cheltenham Structure Plan Area is shown in Figure 3.

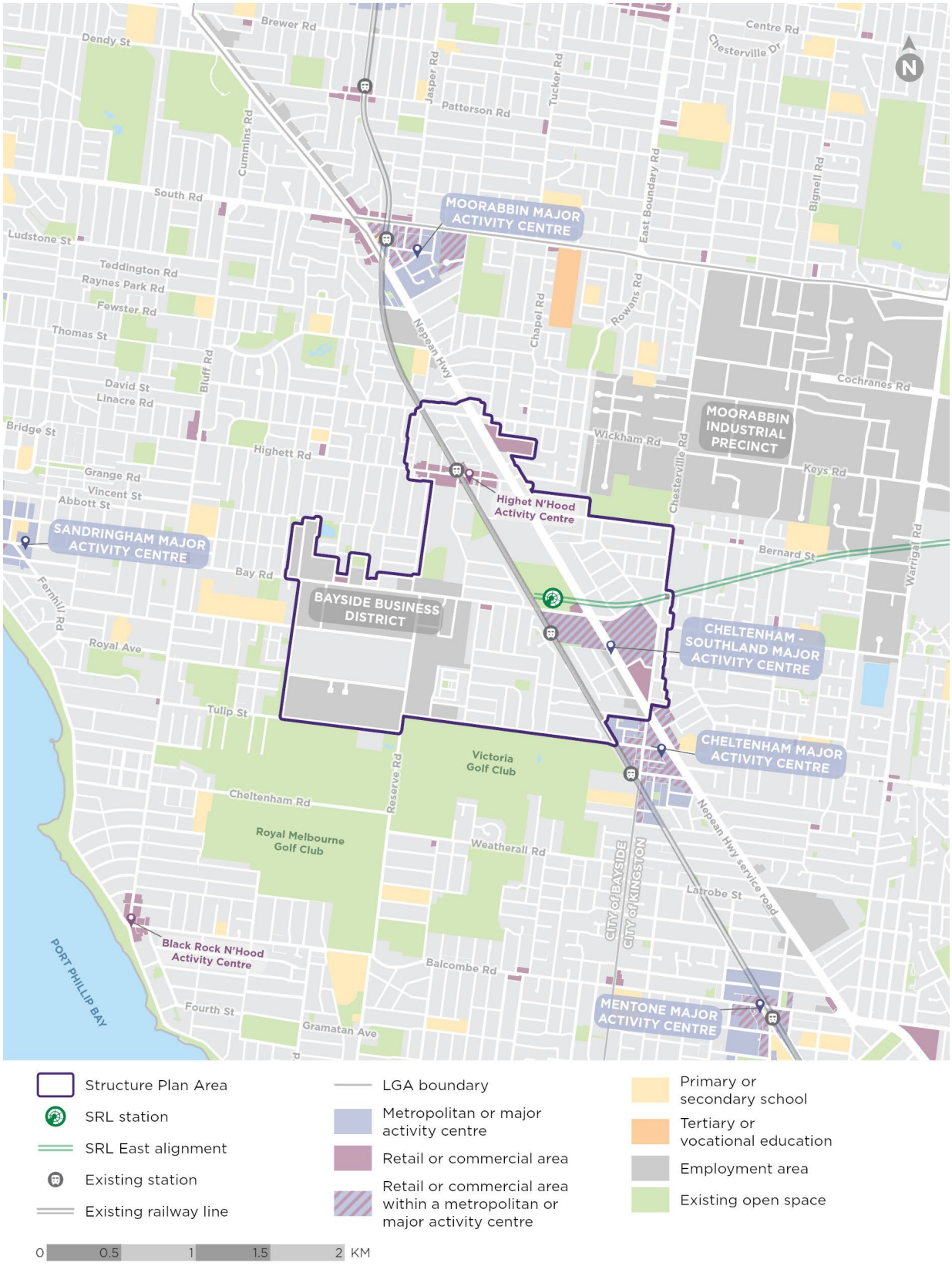


Figure 3 Regional context plan

2.2 Local context

Cheltenham developed as a township following the opening of the existing Cheltenham Station in 1881, with significant residential growth post-World War II. Cheltenham's position along two major transport corridors (the Frankston Line and Nepean Highway) supported significant local retail and business activity, leading to Southland Shopping Centre being established in 1968 and ultimately to Cheltenham's designation as a suburban activity centre in 1981. Cheltenham remains a significant commercial and service centre for Melbourne's southern suburbs.

The SRL station at Cheltenham is located on the northern side of Bay Road, opposite the western portion of the Cheltenham–Southland Major Activity Centre. The Highett Neighbourhood Activity Centre is the other key centre within the Cheltenham Structure Plan Area and it serves a local role.

Bay Road runs east–west from the centre of the Structure Plan Area to Sandringham Beach. Park and Highett Roads also provide east–west links to the north and south of the Structure Plan Area. The regionally significant Bayside Business District is a large commercial area located along Bay Road to the south west of the SRL station at Cheltenham.

The local context of the Cheltenham Structure Plan Area is shown in Figure 4.

2.2.1 Land use and built form

Cheltenham–Southland and Highett activity centres

The Cheltenham–Southland Major Activity Centre incorporates Southland Shopping Centre and is a major regional retail centre and entertainment destination that forms the retail core of the Cheltenham Structure Plan Area. An enclosed shopping centre, Southland Shopping Centre contains speciality retailing and higher-order goods stores and is accessible from Nepean Highway and surrounding local streets. Its large building footprint straddles Nepean Highway and is three to six storeys high. The existing Southland Station is located to the west of Southland Shopping Centre.

Commercial uses (large-format retail, car dealerships and medical services) in buildings of one to two storeys are located south of Southland Shopping Centre along Nepean Highway, providing commercial connections to the Cheltenham Major Activity Centre to the south.

The Highett Neighbourhood Activity Centre is a street-based shopping strip along Highett Road, with mixed retail, outdoor dining and mixed-use development.

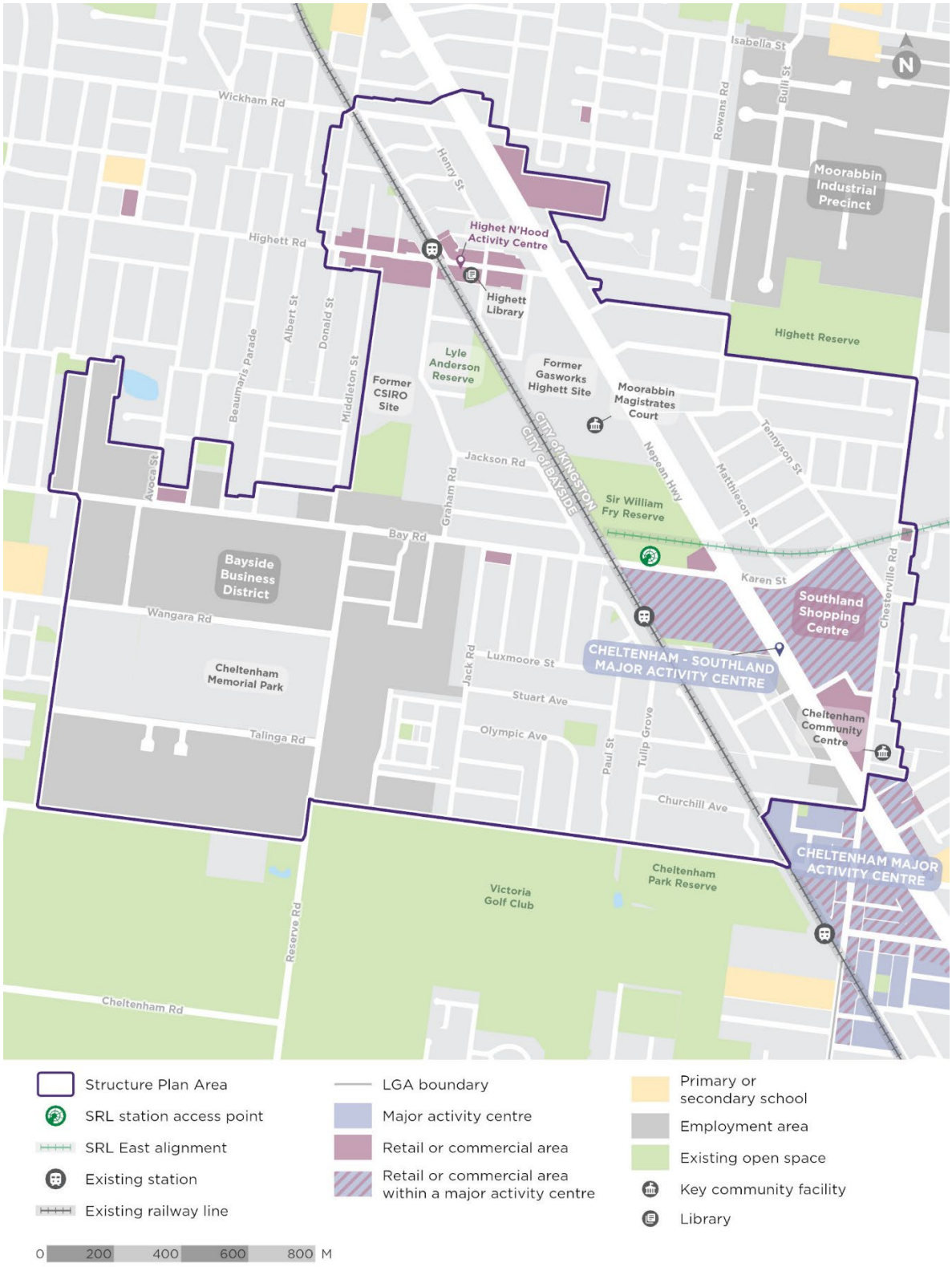


Figure 4 Local context plan

Note: Activity centre boundaries shown are based on Victorian Government datasets and may vary slightly from boundaries shown in existing council Structure Plans.

Nepean Highway, looking north adjoining Sir William Fry Reserve

Established residential areas

Most of the Cheltenham Structure Plan Area comprises established residential areas. Single detached dwellings of one to two storeys prevail, featuring predominantly post-WWII housing styles. Contemporary housing styles feature medium density developments, particularly east of the Frankston Line and include a mix of semi-detached dwellings and townhouse developments.

Established medium and higher density developments of three to four storeys are in the Cheltenham Structure Plan Area surrounding the Highett Neighbourhood Activity Centre. There are apartment buildings of six to seven storeys adjacent to Nepean Highway. Access to transport options for land between the Frankston Line and Nepean Highway has influenced development of multi-storey medium density housing in the area north of Sir William Fry Reserve.

Low-rise housing, Highett

Apartment development, Highett

Commercial and industrial areas

The Bayside Business District is a regionally significant employment area characterised by industrial warehouses and complementary land uses such as gyms and recreation facilities. Former commercial and industrial areas have provided opportunities for urban renewal, such as the Highett Common (former CSIRO) site and the former Highett Gasworks site, which are both within the Cheltenham Structure Plan Area.

Existing commercial and industrial buildings along Bay Road in Bayside Business District

2.2.2 Natural features and public open space

The topography of the Cheltenham Structure Plan Area is relatively flat with two parallel ridge lines running either side of Nepean Highway. The lowest-lying area is located south of Southland Shopping Centre between Nepean Highway and the Frankston Line.

There are established trees in public streets and public open space, as well as in private properties, including the golf courses at the periphery of the Structure Plan Area. Tree canopy coverage is generally limited along major roads such as Nepean Highway, Bay Road and Highett Road, and around industrial areas and activity centres such as Southland Shopping Centre.

Sir William Fry Reserve is a district park and the largest public open space in the Cheltenham Structure Plan Area. Other significant open spaces include Lyle Anderson Park to the north of Sir William Fry Reserve. The remainder of open spaces comprise smaller pocket and neighbourhood parks, as well as public streets and other landscaped areas contributing to the green character and amenity for residents and workers.

Areas of public open space on the edge of the Cheltenham Structure Plan Area include Highett Reserve and Cheltenham Park Reserve, which includes multiple sports fields and amenities. The collection of golf courses to the west of the Structure Plan Area add to the vegetation and recreation resources available in the area.

Sir William Fry Reserve, Highett

2.2.3 Community infrastructure

The Cheltenham Structure Plan Area includes community infrastructure in the form of civic facilities, library and community centres, childcare, health and medical services (general practitioners) and sport and recreation facilities. These are clustered around the Highett Neighbourhood Activity Centre or are scattered along Nepean Highway and include the Moorabbin Magistrates Court and Highett Library.

The wider Cheltenham Planning Area includes additional civic and community facilities (including the Highett Neighbourhood Community Centre and Hampton Community Centres), Cheltenham Library, health and medical services, childcare and sports facilities (including Highett Reserve and the Waves Leisure Centre, Cheltenham Park and the Sandringham Family Leisure Centre and Basketball Stadium).

2.2.4 Movement and access

The Cheltenham–Southland and Highett activity centres in the Cheltenham Structure Plan Area are major retail, entertainment and shopping (trip-generating) destinations. These activity centres are supported by a bus interchange at Southland Shopping Centre and the existing Southland Station and Highett Station. Despite this, travel within, to and from the Cheltenham Structure Plan Area is primarily by private car.

Nepean Highway and the parallel Frankston Line form a barrier to east–west movement in the Cheltenham Structure Plan Area and limit this movement to Bay Road and Highett Road.

Pedestrian amenity is higher in the Highett Neighbourhood Activity Centre along Highett Road than in the area surrounding Southland Shopping Centre. Limited rail crossings and pedestrian and cycling connections (which are often fragmented) further constrain movement in the Cheltenham Structure Plan Area. A shared use cycling path is located behind the existing Cheltenham Station, extending south to Jean Lane.

Sir William Fry Reserve, Highett

2.3 Existing community context

2.3.1 Population and housing

The Cheltenham Structure Plan Area has a population of approximately 9,400 people (ABS 2021 Census) with a high annual population growth rate in recent years compared to Greater Melbourne. The area supports a slightly lower proportion of overseas-born residents compared to Greater Melbourne. Residents in the area have an age profile generally consistent with Greater Melbourne, but a lower proportion of young adults (aged 15 to 24 years). Households in the Cheltenham Structure Plan Area are slightly smaller than Greater Melbourne with a higher proportion of lone person households. Average household income is higher than Greater Melbourne.

There were approximately 4,400 dwellings in the Cheltenham Structure Plan Area in 2021, comprising a lower proportion of detached dwellings compared to Greater Melbourne but higher proportions of medium and high density dwellings. This suggests the Cheltenham Structure Plan Area already provides attractors for higher density living, such as employment opportunities, amenities and transport links, and provides some housing diversity and choice.

2.3.2 Employment

Cheltenham's economy is based on retailing, entertainment, health, administrative, office and professional services. Employment is distributed across the Structure Plan Area at Southland Shopping Centre, the Highett Neighbourhood Activity Centre, large-format retail and offices along Nepean Highway, and in the Bayside Business District.

The Cheltenham Structure Plan Area accommodated approximately 10,600 workers in 2021, with retail being the largest employment sector. Other key employing industries are health care and social assistance and manufacturing. Workers in the health and education sector have been increasing, alongside those in knowledge-intensive industries (administrative, financial, insurance and other professional services). Employment in the industrial sector (warehousing, manufacturing and wholesale trade) has been declining, consistent with an overall decline in industrial jobs in the Cheltenham Structure Plan Area and the rise of service-based and knowledge industries.

3. Strategic policy context

This section summarises Victorian and local government strategies and other documents relevant to land use planning and development in the Cheltenham Structure Plan Area.

3.1 State policy and strategies

3.1.1 Plan Melbourne 2017–2050

Plan Melbourne 2017–2050 (Plan Melbourne) is the Victorian Government's metropolitan planning strategy to guide land use and development across Greater Melbourne to 2050.

The Cheltenham Structure Plan Area contains the designated Cheltenham–Southland Major Activity Centre in Plan Melbourne. Major activity centres provide a mix of education, health and retail services to surrounding communities.

The *Plan Melbourne Addendum 2019* updated Plan Melbourne with the most recent population and employment projections, and acknowledged further development of the government's long-term infrastructure agenda.

The Plan Melbourne Addendum also updated the 2050 spatial framework map to include the concept route of SRL, as shown in Figure 5 (No. 5 on the map). The Cheltenham Structure Plan Area aligns with this SRL concept route, being located at the intersection with the Frankston Line.

The following Plan Melbourne outcomes are relevant to planning for the future of the Cheltenham Structure Plan Area. A full list of outcomes and directions relevant to the Structure Plan Area is provided in Appendix B.

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs
Outcome 2: Melbourne provides housing choice in locations close to jobs and services
Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets
Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
Outcome 6: Melbourne is a sustainable and resilient city

Ministerial Direction No. 9 under the *Planning and Environment Act 1987* (Vic) requires a planning authority to have regard to the metropolitan planning strategy (*Plan Melbourne 2017–2050* and the *Plan Melbourne Addendum 2019*) when preparing a Planning Scheme Amendment. This includes ensuring the Planning Scheme Amendment is consistent with the directions and policies in metropolitan planning strategy documents.

As a planning authority for land within the Cheltenham Planning Area, SRLA is required to have regard to Ministerial Direction No. 9 when preparing Planning Scheme Amendments for land within the Planning Area, including the Cheltenham Structure Plan Area.

Planning for the Cheltenham Structure Plan Area, including preparation of the Planning Scheme Amendment, supports Plan Melbourne's ambitions by planning for vibrant and connected neighbourhoods that leverage Cheltenham's existing commercial, retail and business land uses.

The Draft Cheltenham Structure Plan creates opportunities to increase housing supply and choice, and provide more jobs and community services in well-serviced locations where people can access most of their daily needs locally. It also includes initiatives to contribute to the long-term sustainability and resilience of the Cheltenham Structure Plan Area.

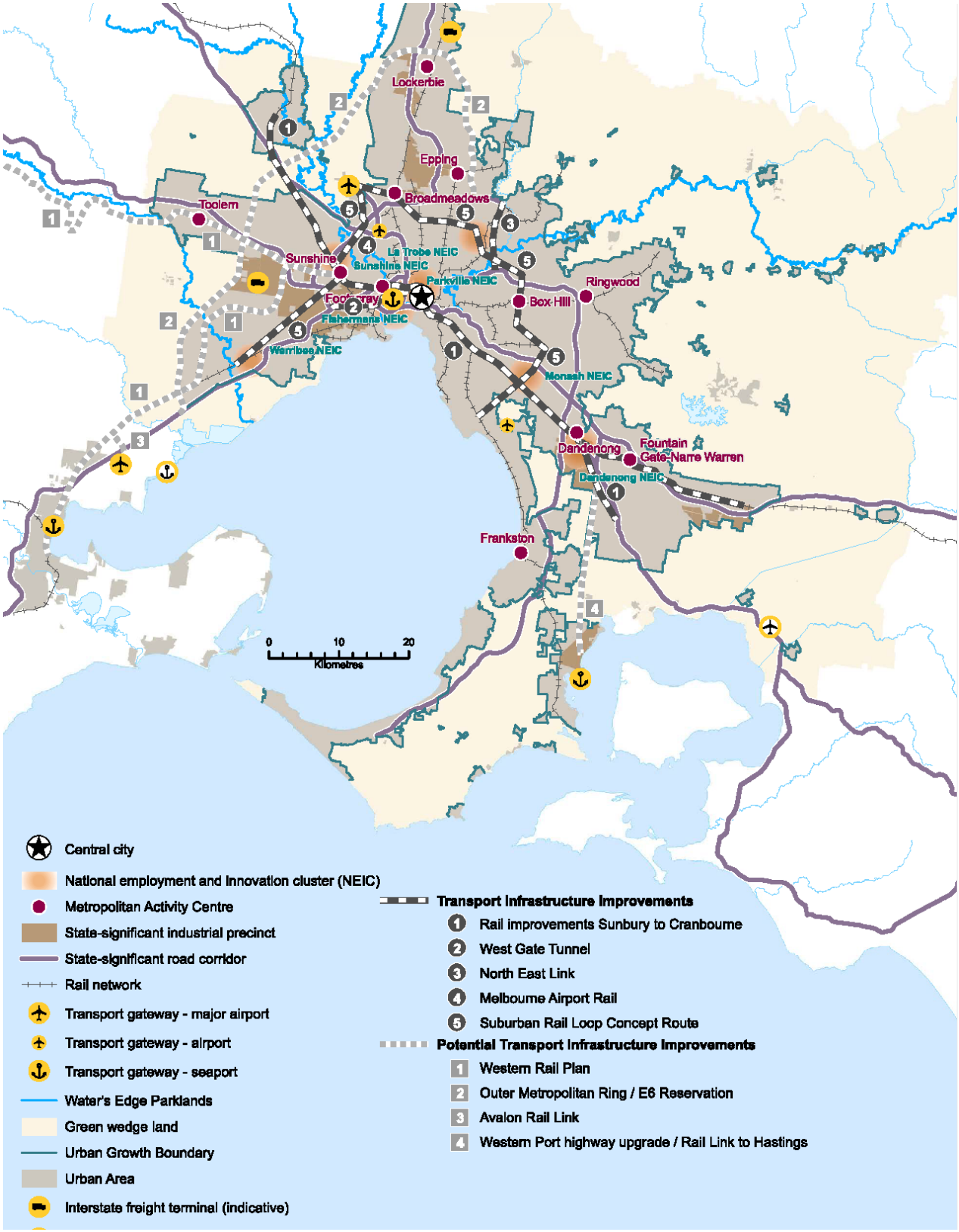


Figure 5 Melbourne 2050 spatial framework

Source: Plan Melbourne Addendum 2019

3.1.2 Victoria's Housing Statement 2024–2034

Victoria's Housing Statement: The Decade Ahead 2024–2034 focuses on five key areas to address housing supply and affordability in the state. The Housing Statement aims to deliver 80,000 new homes each year across Victoria. Three key areas and actions are relevant to planning for the future of the Cheltenham Structure Plan Area.

Key area 1: Good decisions, made faster

- Increase housing choice in activity centres

Key area 2: Cheaper housing, closer to where you work

- Support institutional investment
- Unlock surplus government land
- Strengthen design standards to ensure high-quality builds
- Give growing communities the local infrastructure they need
- Keep making precincts about people and places

Key area 5: A long-term housing plan

- Plan Melbourne update
- Planning Regulation Reform.

Structure planning for SRL East has a focus on increasing the supply of housing across Melbourne's middle suburbs, helping to achieve the targets of *Victoria's Housing Statement* by making room for more than 70,000 extra homes across the six SRL East Structure Plan Areas over the next 30 years.

The Draft Cheltenham Structure Plan includes objectives, strategies and actions to boost housing supply in places with good access to public transport, facilitate social and affordable housing, and improve housing diversity and choice. A focus is to provide the greatest densities of housing in locations around the SRL station with high levels of accessibility.

3.1.3 Plan for Victoria

In late 2023 the Victorian Government announced it would update and expand Plan Melbourne to cover the entire state. *Plan for Victoria* will build on *Victoria's Housing Statement* to address the state's housing and land use needs to 2050. The consultation brochure 'Big Ideas for Victoria's Future' (July 2024) identifies five priorities for Victoria:

- Leafy green streets with trees, parks and open space
- Better public transport, walking and cycling connectivity
- Affordable homes for everyone
- Protecting the valuable land where our food is grown
- Vibrant and social places for people to connect and thrive.

Plan for Victoria will set out strategies to support jobs growth, protect the environment and ensure Victoria is more resilient to climate change.

The Vision for Cheltenham aligns with the priorities of *Plan for Victoria* by making use of new public transport accessibility and providing opportunities for increased housing diversity and affordability as part of new placemaking. Proposed canopy tree targets, public open space upgrades and climate change initiatives will respond to the desire for green streets and open spaces.

3.1.4 Melbourne Industrial and Commercial Land Use Plan (MICLUP)

The *Melbourne Industrial and Commercial Land Use Plan* (MICLUP) provides an overview of industrial and commercial land use needs across metropolitan Melbourne. It establishes a planning framework to inform future strategic directions around these land uses.

The Cheltenham Structure Plan Area is located in the MICLUP southern region and inner south east region. Within the Structure Plan Area, the Cheltenham–Southland Major Activity Centre is identified as a Regionally Significant Commercial Area and the Highett Neighbourhood Activity Centre as a Local Commercial Area. The Cheltenham Activity Centre just outside the Structure Plan Area is also recognised as a Regionally Significant Commercial Area in the MICLUP. Commercial and industrial land supply within and surrounding the Cheltenham Structure Plan Area is shown in Figure 6.

Bayside Business District is identified as Regionally Significant Industrial Land in the MICLUP for its role in contributing significantly to local and regional economies. The broad direction set in the MICLUP is for Regionally Significant Industrial Land to be retained either with a focus as a key industrial area or as a location that can provide for, or transition to, a broader range of employment opportunities. The MICLUP recognises the Bayside Business District is slowly transitioning from manufacturing and industrial uses towards a more business focus, including some office-based activity. It aims to ensure the Bayside Business District is protected from encroachment of incompatible uses that would fragment the land and could compromise its development and efficient operation as a business location.

The Draft Cheltenham Structure Plan principally aligns with the MICLUP as it supports the role of regionally significant and local commercial and industrial areas in the Structure Plan Area.

Southland Shopping Centre will be revitalised as a regional economic hub, expanding to host a range of services from retail and public administration to knowledge-intensive industries and health services. New and increased development around the SRL station at Cheltenham and Southland Shopping Centre will support office and commercial use by providing a high level of worker amenity.

The primary purpose of the Bayside Business District will remain as an employment focus. As it continues to evolve, emerging 'enterprise' and knowledge-based industry sectors will be curated that contribute to new job opportunities.

To complement this employment role, land use opportunities have been identified to allow for a limited amount of retail and accommodation in the Bayside Business District along the northern side of Bay Road, building upon existing mixed uses at this location, to support activation and stimulate investment. While some of these complementary uses may not be within the primary scope of Regionally Significant Industrial Land, the MICLUP acknowledges that potential future changes to the extent of regionally significant commercial or industrial land is possible subject to place-specific strategic work that justifies such a change, including those related to SRL East. If required, opportunities could be explored to adjust the MICLUP boundaries to better reflect the vision for the Bayside Business District set in the Draft Cheltenham Structure Plan.

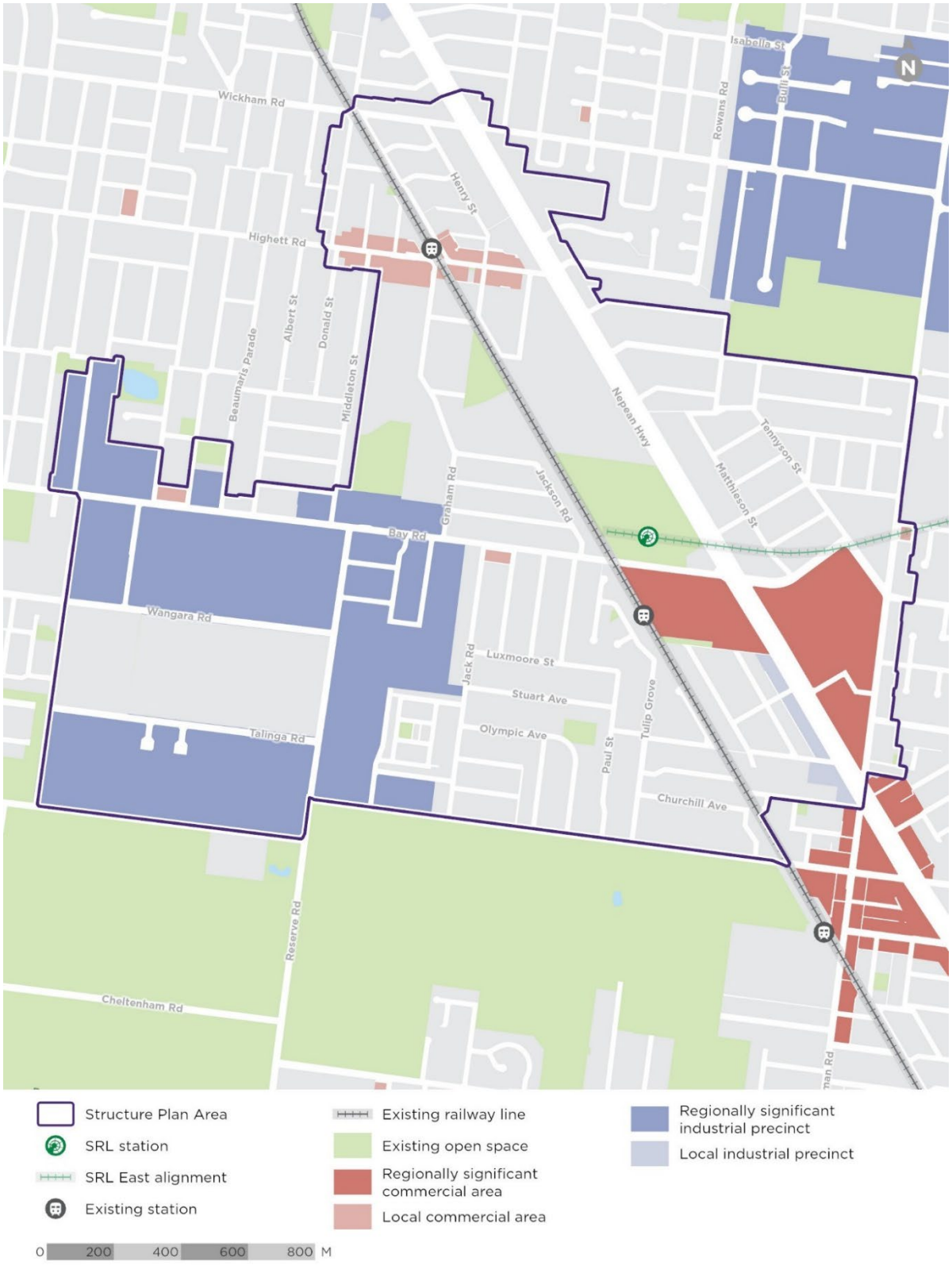


Figure 6 Commercial and industrial land supply (MICLUP 2020)

3.2 Kingston and Bayside Planning Schemes

3.2.1 Existing zones and overlays

The Cheltenham Structure Plan Area is subject to the Kingston and Bayside Planning Schemes.

The Structure Plan Area comprises land zoned for commercial uses in the Cheltenham–Southland Major Activity Centre, Bayside Business District and the Highett Neighbourhood Activity Centre, along with the full range of residential zones (including a Residential Growth Zone covering Highett Common on the former CSIRO site) and pockets of a Public Park and Recreation Zone.

Overlays in the Cheltenham Structure Plan Area are relatively limited. Key overlays include design-based overlays within the Highett Neighbourhood Activity Centre along Nepean Highway, as well as selected application of a Development Plan Overlay (former Highett Gasworks site), Environmental Audit Overlay, Heritage Overlay (various specific sites and precincts), an Incorporated Plan Overlay (Southland Shopping Centre), Special Building Overlay (identifying potential overland flood risk) and a Specific Controls Overlay (SCO).

Zones and overlays applying in the Cheltenham Structure Plan Area are shown in Figure 7 to Figure 10. A complete list of these zones and overlays and their descriptions is provided in Appendix C.

The Draft Cheltenham Structure Plan has been prepared to support and leverage the enhanced opportunities provided by the SRL station at Cheltenham. Consideration has been given to the land use patterns identified in the existing zones, when deriving future land use and development outcomes.

An area along the northern side of Bay Road will be identified for mixed residential use (where currently part of commercial land comprising Bayside Business District). Changes in land use are also envisaged around the new station where a mixed use centre will emerge to support the station and take advantage of the increased accessibility delivered by SRL East.

Consideration has been given to overlays that identify environmental constraints, such as flood overlays or design and heritage identification and direction.

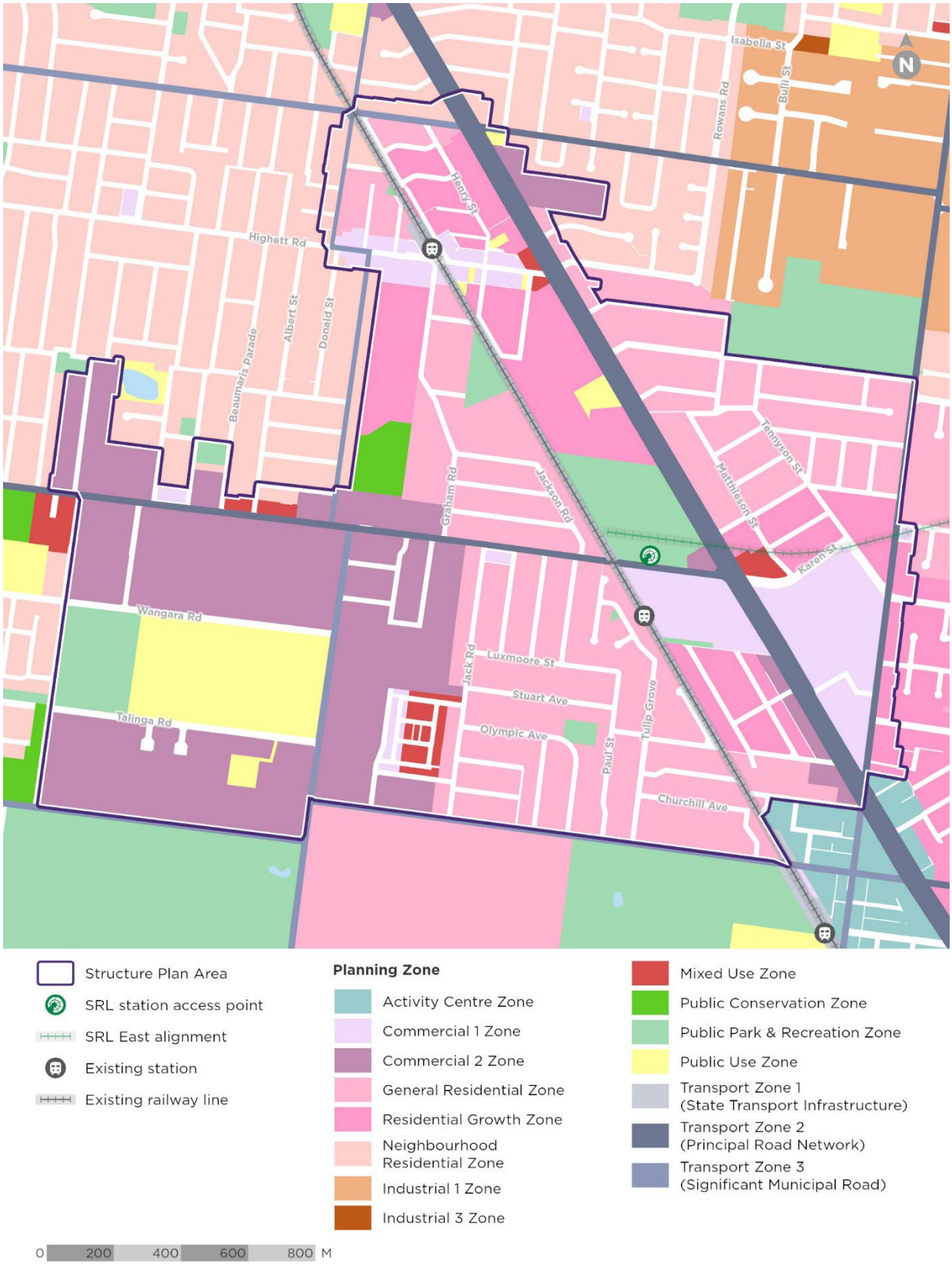


Figure 7 Cheltenham existing planning zones

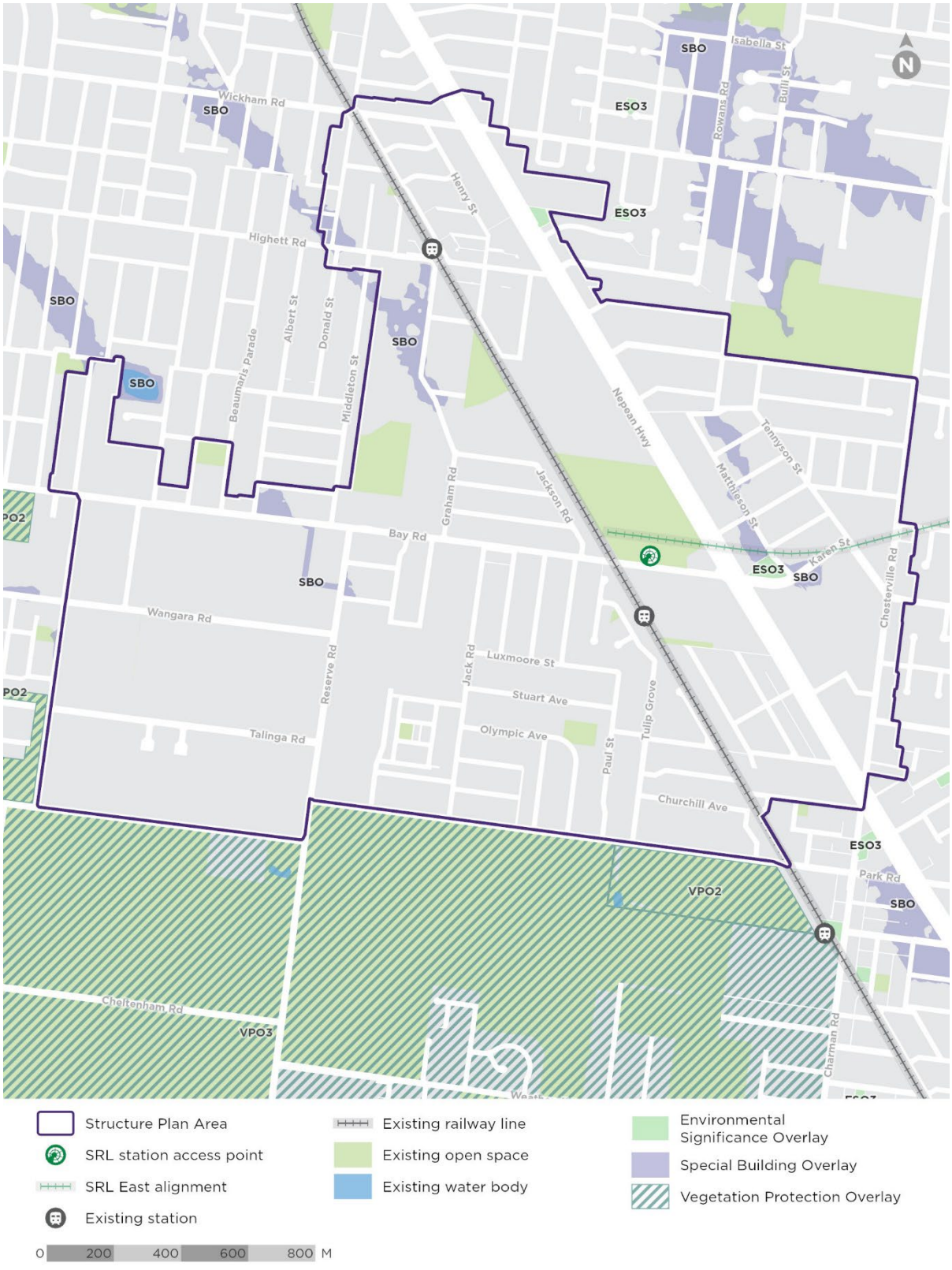


Figure 8 Cheltenham planning overlays – environment and landscape

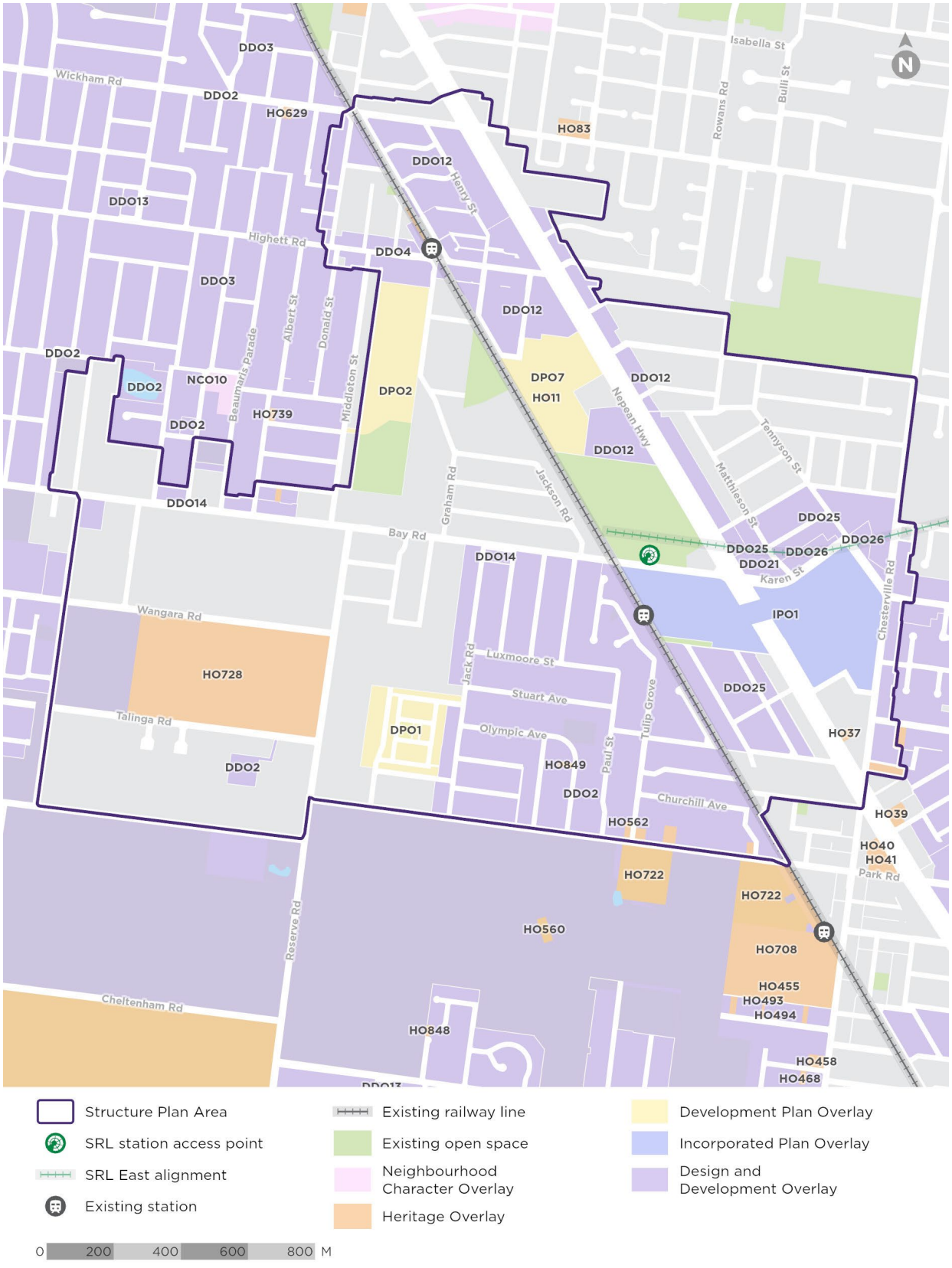


Figure 9 Cheltenham planning overlays – heritage and built form

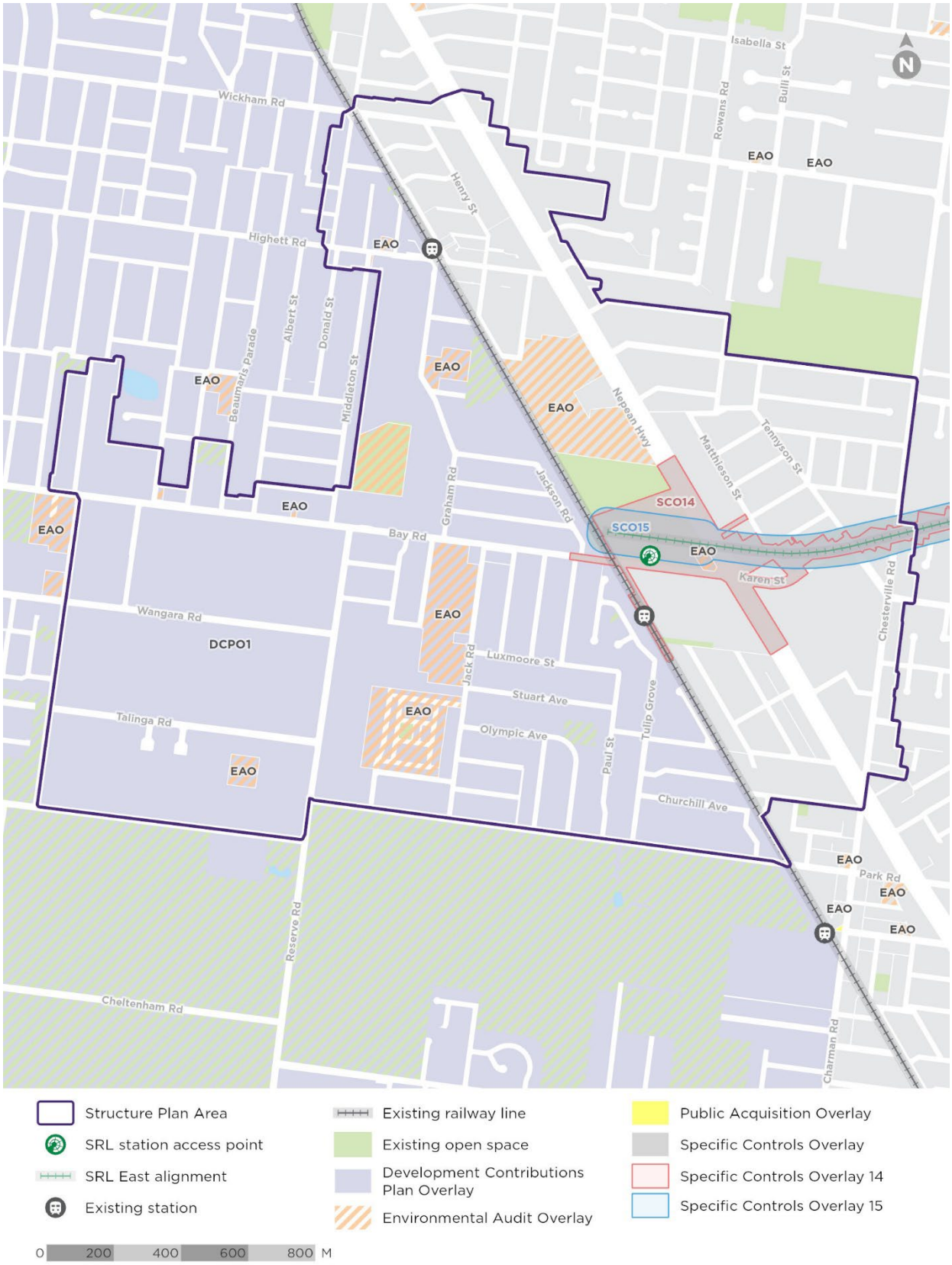


Figure 10 Cheltenham planning overlays – other land management

3.2.2 Planning Policy Framework – state and regional

The Planning Policy Framework (PPF) guides land use planning in the cities of Kingston and Bayside. Key clauses of the PPF that apply to the Cheltenham Structure Plan Area are summarised below. A complete list of PPF objectives and strategies relevant to the Cheltenham Structure Plan Area is provided in Appendix D.

Land use and transport integration

Regional strategies of the PPF (clause 11.01-1R) seek to develop SRL through Melbourne's middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres (such as the Cheltenham–Southland Major Activity Centre). State strategies seek to integrate land use and transport to facilitate the efficient movement of people and goods to social, cultural and economic opportunities (clauses 18.01-1S and 18.01-2S).

Housing and economic development

State planning policy requires that planning for urban growth considers opportunities for redevelopment and intensification of existing urban areas, while facilitating integrated and diverse housing (including affordable housing close to jobs, transport and services) to meet community needs (clauses 11.02-1S, 16.01-1S and 16.01-2S). This includes ensuring sufficient commercial, retail and industrial land is available to meet demand in accordance with the MICLUP (clause 11.02-1S).

Infrastructure

The PPF seeks to facilitate orderly, economic and sustainable development in urban areas through structure planning (clause 11.02-2S), including appropriately managing water resources and stormwater, delivering timely, efficient and cost-effective infrastructure and providing an integrated transport system (clauses 18.01-2S, 19.03-2S and 19.03-3S).

Urban design and open space

State and regional planning policy seeks to create urban environments that are safe, healthy and functional, and contribute to a distinctive liveable city with quality design and amenity in metropolitan Melbourne (clauses 15.01-1R and 15.01-1S). State and regional planning policy also seeks to strengthen and improve an integrated network of public open spaces to meet the needs of the community (clauses 19.02-6S and 19.02-6R).

Hazards

State planning policy seeks to ensure that potentially contaminated land is used and developed safely, and that planning adapts to the impacts of climate change through risk-based planning, such as flood mitigation (clauses 13.01-1S and 13.04-1S). The relationship between industrial land uses and other more sensitive uses is to be considered in future planning (clause 13.07-1S).

Heritage

State planning policy seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance and to ensure the conservation of places of post-contact heritage significance (clauses 15.03-1S and 15.03-2S).

The Draft Cheltenham Structure Plan is supported by and responds to the planning policies summarised in this section.

The Draft Cheltenham Structure Plan seeks to utilise the investment in infrastructure and enhanced connectivity delivered through SRL East to provide more opportunities for housing growth and employment in an established area.

Environmental and heritage constraints were considered when preparing the Draft Cheltenham Structure Plan, along with design and public realm enhancements to support community amenity, noting that a new urban character will emerge with higher density development in the Structure Plan Area.

3.2.3 Planning Policy Framework – local

The Planning Policy Frameworks (PPFs) of the Kingston and Bayside Planning Schemes comprise the Municipal Planning Strategies and local planning policies relevant to the City of Kingston and City of Bayside. Objectives and strategies of the PPFs relevant to the Cheltenham Structure Plan Area are summarised below.

Kingston Planning Scheme

The Kingston Planning Scheme recognises the municipality is a major employment destination and seeks to reinforce the existing network of activity centres to provide a diverse range of retail and commercial experiences (clauses 02.01 and 02.02). Cheltenham–Southland is identified as a Major Activity Centre and Highett is recognised as a Neighbourhood Activity Centre (clause 02.03-1).

Local planning policy highlights the role of Kingston's activity centres as a focus for integrating transport and higher density housing. Approximately half of new dwellings are anticipated to be in key activity centres. Local planning policy also seeks development that responds positively to neighbourhood character and sensitive interfaces, and mitigates the impacts of climate change (clauses 02.03-1, 02.03-3, 02.02-5, 02.03-6, 02.03-8 and 02.03-9).

The strategic framework for the municipality directs office and retail activities to the Cheltenham–Southland Major Activity Centre and promotes land use and development in accordance with the Highett Structure Plan, while ensuring development responds positively to existing neighbourhood character and surrounds (clauses 11.03-1L-02, 11.03-1L-05, 15.01-2L and 15.01-5L-01).

The strategic framework seeks to overcome barriers presented by Nepean Highway and the Frankston Line, increase housing diversity in the Cheltenham–Southland Major Activity Centre and improve landscaped character by accommodating landscaping within new developments and incorporating environmentally sustainable and water sensitive urban design (clauses 15.01-1L-01, 16.01-1L-01 and 19.03-3L-01).

Bayside Planning Scheme

The Bayside Planning Scheme recognises that most economic activity is associated with commercial activities in the municipality's major activity centres, with the Bayside Business District a major focal point for business development and employment (clauses 02.01 and 02.03-1).

Relevant strategic directions guide increased housing densities to major activity centres to aid integration of transport and land use, preserve established built form heritage and character, and protect the primary economic role of the Bayside Business District (clauses 02.03-4, 02.03-5, 02.03-6 and 02.03-7).

The strategic framework for the municipality encourages an increase in housing density and diversity in activity centres, as well as medium density housing in preferred residential areas of the Highett Neighbourhood Activity Centre, while respecting the desired future character of different areas (clauses 11.03-1L-06, 15.01-5L and 16.01-1L).

The strategic framework seeks to encourage commercial, industrial and other uses that fulfill a business and employment focus for the Bayside Business District. It also seeks to provide mid-block links through large development sites and to manage the impacts of increased development on the quality and quantity of stormwater drainage (clauses 11.03-6L, 18.01-3L and 19.03-3L-01).

The Draft Cheltenham Structure Plan's major direction for intensification in residential areas aligns with existing local planning policies directing higher density housing to the activity centres in the cities of Kingston and Bayside.

Key commercial locations will be maintained and enhanced within the Cheltenham Structure Plan Area by planning for employment growth. Over time, intensification in the scale of development within the Structure Plan Area will vary the emphasis of local policies regarding character and sensitive interfaces. The creation of intensified built form is explored in the *Urban Design Report – Cheltenham*. Existing strategies were considered while adapting and planning for a new urban character, particularly near intensely developed commercial areas and the new mixed-use centre at the SRL station at Cheltenham.

3.3 Council strategies – Kingston City Council

The Kingston Planning Scheme includes background documents that form the basis of strategies relevant to the Cheltenham Structure Plan Area. An overview of relevant documents and the Draft Cheltenham Structure Plan response is set out below. Documents that are not referenced in clause 72.08 of the Kingston Planning Scheme are otherwise identified.

3.3.1 Kingston Housing Strategy and Neighbourhood Character Study

The *Kingston Housing Strategy and Neighbourhood Character Study (2021)* is a background document in the Kingston Planning Scheme. It sets out a 20-year plan to manage housing growth in the municipality. Most dwellings in the municipality are separate houses (58 per cent) but medium and high density residential development is occurring in locations close to transport (such as Cheltenham and Highett).

The Housing Strategy seeks to improve housing diversity and directs medium and high density housing to walkable catchments around public transport and activity centres, with lower-scale housing to be retained and protected beyond these locations.

The Residential Framework of the Housing Strategy divides future development into four areas: limited change; incremental change; increased change; and substantial change areas. The Cheltenham Structure Plan Area is located within an Activity Centre Zone (Cheltenham Major Activity Centre) and Commercial Zone (Southland and Highett). Each centre is surrounded by substantial change areas, increased change areas and the larger incremental change areas.

The Draft Cheltenham Structure Plan's objectives to facilitate the growth of high-quality housing and encourage a range of housing sizes and tenures, with higher density development around the SRL station and within the Cheltenham–Southland Major Activity Centre, generally align with the Kingston Housing Strategy.

The Draft Cheltenham Structure Plan envisages higher intensity development than the Kingston Housing Strategy. This reflects the opportunities generated by the increased accessibility and connectivity delivered by SRL East. A new high amenity urban character is envisaged for the Cheltenham Structure Plan Area, which is planned for in the *Urban Design Report – Cheltenham* (discussed in Section 5.3.1 below).

3.3.2 Kingston Social and Affordable Housing Strategy

The *Kingston Social and Affordable Housing Strategy (2020)* is an adopted council strategy that outlines commitments to address housing stress in the municipality.

Approaches relevant to the Cheltenham Structure Plan Area include encouraging higher density development around existing activity centres, providing more options for affordable, convenient housing, and dedicating a percentage of activity centre development to social and affordable housing. This includes seeking developer contributions for approvals that exceed preferred height limits or densities.

The Draft Cheltenham Structure Plan includes an objective to increase the supply of social and affordable housing, with a strategy to encourage provision of affordable housing on strategic sites and areas identified for significant and high housing growth in alignment with Victorian Government policy.

Affordable housing and social housing is also encouraged on government-owned land, with future redevelopment or renewal of existing social housing to be investigated.

3.3.3 Kingston Open Space Strategy

The *Kingston Open Space Strategy (2023)* is an adopted council strategy that provides a framework to guide open space planning in the municipality to 2033 and beyond. The Open Space Strategy replaces the 2012 Open Space Strategy, which is a background document in the Kingston Planning Scheme. The 2023 Open Space Strategy acknowledges that SRL will generate high and medium density housing around the SRL station.

The Open Space Strategy notes that Cheltenham residents can currently walk to open space within 1 kilometre from home, with approximately half having open space within 400 metres from home. A lack of open space is noted in the Southland region, as well as a lack of open space and connectivity to the south and west of Nepean Highway.

The Open Space Strategy seeks to improve open space pockets on the northern side of Park Road and the southern side of Charman Road, improve pedestrian access along Railway Road and rear laneways to connect to Cheltenham Plaza, and improve pedestrian crossings at various locations. The replacement of open space impacted by SRL is advocated for, along with providing open space within the former Gasworks site and upgrading the Highett Road shopping village as part of SRL.

The Draft Cheltenham Structure Plan seeks to connect and improve access to existing and future open space, and identifies investigation areas for new open spaces. This is in addition to the upgraded open spaces and new public realm delivered as part of the SRL station development.

The Draft Cheltenham Structure Plan applies the same 400-metre walkable access to open space benchmark of the Kingston Open Space Strategy.

3.3.4 Kingston Urban Cooling Strategy

The *Kingston Urban Cooling Strategy (2020)* is a background document within the Kingston Planning Scheme and sets a vision for a cooler municipality, primarily by mitigating urban heat island impacts. Initiatives relate to urban greening and tree canopy, urban heat mitigation and incorporating cool materials in council assets. The Urban Cooling Strategy adopts the aspiration of increasing tree canopy coverage to 30 per cent of the municipality by 2050.

Cheltenham has a tree canopy cover slightly above the overall municipality average. The Urban Cooling Strategy identifies that urban heat surface temperatures for areas within and around the Cheltenham Structure Plan Area are generally consistent with the regional average. Hot spots and heat islands in the wider municipality include Moorabbin Airport and other significant hard surface areas. Kingston City Council seeks to engage with major infrastructure projects to mitigate urban heat effects and embed water sensitive urban design, urban greening and cooling in structure plans for activity centres over the medium term.

The Draft Cheltenham Structure Plan adopts the recommendation of the *Climate Response Plan – Cheltenham* prepared for SRL East and includes an aspiration of increasing tree canopy coverage in the Structure Plan Area to 30 per cent by 2041. The *Climate Response Plan – Cheltenham* is discussed in Section 5.5.1 below.

3.3.5 Kingston Integrated Transport Strategy

The *Kingston Integrated Transport Strategy (2020)* is an adopted council policy. It provides guidance to achieve the vision of a municipality with a connected, integrated and sustainable transport network. The Integrated Transport Strategy seeks to concentrate development in activity centres close to public transport, including the former Highett Gasworks site between the existing Highett Station and the existing Southland Station.

Strategies relevant to the Cheltenham Structure Plan Area include providing high-quality bicycle parking in activity centres and key destinations, guiding high density development close to activity centres and public transport routes, and supporting mixed-use neighbourhoods with diverse and affordable housing close to services.

The Draft Cheltenham Structure Plan promotes urban growth around the SRL station at Cheltenham, which aligns with the themes of the Kingston Integrated Transport Strategy, seeking to make efficient use of significant new transport infrastructure to improve public transport, walking and cycling connections. Upgrades to cycling and walking routes are identified in the *Transport Technical Report - Cheltenham* prepared to support the Draft Cheltenham Structure Plan.

3.4 Council strategies – Bayside City Council

The Bayside Planning Scheme includes background documents that form the basis of strategies relevant to the Cheltenham Structure Plan Area. An overview of relevant documents and the Draft Cheltenham Structure Plan response is set out below. Documents that are not referenced in clause 72.08 of the Planning Scheme are otherwise identified.

3.4.1 Bayside Housing Strategy

The *Bayside Housing Strategy (2019)* seeks to manage housing growth across the municipality. It directs medium and high density residential development to activity centres, with the rest of the municipality to experience low density and incremental housing change.

The Residential Framework of the Housing Strategy divides future development in the municipality into two main categories: Housing Growth Areas (which includes three subcategories: residential growth areas; moderate residential growth areas; and strategic development sites) and Minimal Residential Growth Areas.

The Housing Strategy identifies Housing Growth Areas (moderate residential growth areas) in the Cheltenham Structure Plan Area, along the western side of Nepean Highway (predominantly medium density housing), together with strategic development sites (Jack Road and Charlton Road Redevelopment Precinct and Highett Common (former CSIRO site)).

In contrast, broader areas in the wider area are identified as Minimal Residential Growth Areas, where a single and double-storey residential character is sought.

The Draft Cheltenham Structure Plan directs growth and greater housing diversity to areas around the SRL station and the heart of Cheltenham, with less change in areas further from the station that feature a special character. The Draft Cheltenham Structure Plan promotes higher densities and growth in the Structure Plan Area than the Housing Strategy to provide for a greater diversity of building types and buildings of larger scale. This reflects the increased connectivity and accessibility that SRL East will generate.

3.4.2 Bayside Retail, Commercial and Employment Strategy 2016–2031

The *Retail, Commercial and Employment Strategy 2016–2031* provides policy directions for activity centres and employment land in the City of Bayside. The focus is for commercial and employment areas to continue to provide a variety of employment and services, as well as re-imagining ex-industrial land as areas for jobs and amenity.

The Bayside Business District is a major focus for business development and employment, with the area encouraged to evolve towards advanced manufacturing services. The Retail, Commercial and Employment Strategy also identifies that the area within and around Southland Shopping Centre is expected to absorb a significant proportion of demand for offices in the municipality.

A key direction relevant to the Cheltenham Structure Plan Area is to create an 'economic triangle' between Cheltenham–Southland Major Activity Centre, Highett Neighbourhood Activity Centre and the Bayside Business District. This includes developing strong connections between the Highett Neighbourhood Activity Centre and the existing Southland Station.

The Draft Cheltenham Structure Plan consolidates employment activities in the economic triangle, enhancing connections between the three key business locations and boosting housing to support existing and future workers. More development opportunities in established commercial areas are advocated (such as the Cheltenham–Southland Major Activity Centre and Highett Neighbourhood Activity Centre) and selected areas of the Bayside Business District along the north side of Bay Road where residential use can be supported, while protecting core areas south of Bay Road from encroachment.

3.4.3 Bayside Integrated Transport Strategy 2018–2028

The *Bayside Integrated Transport Strategy 2018–2028* provides a framework for planning transport in the municipality to 2028. It identifies increasing road traffic congestion as an issue, with an additional 20,000 private vehicles anticipated to be competing for road space in the municipality in future.

Objectives include increasing transport choice, prioritising walking and cycling, advocating for improved public transport access, creating user friendly streets and optimising parking opportunities.

Actions relevant to the Draft Cheltenham Structure Plan Area include enabling walking and cycling through Highett Common (former CSIRO site), advocating for expanded commuter parking at train stations, developing precinct-based parking plans for each Major Activity Centre and providing crossings in areas of high pedestrian use.

The Draft Cheltenham Structure Plan encourages active transport, supports improved pedestrian-oriented streets and provides for cycling routes that link key local destinations. Actions to increase connectivity through the Highett Common strategic site are included. Providing limited car parking in new developments is recommended to promote public transport and active transport, along with the consolidation of parking spaces to optimise development and density in the activity centres, minimise impacts on traffic volumes and free-up space for car and micro-mobility share schemes, e-bikes, street greening and other uses.

3.4.4 Bayside Open Space Strategy

The *Bayside Open Space Strategy (2012)* sets out a 20-year vision for open space in the municipality. It identifies that by 2026, Bayside is anticipated to accommodate approximately 2.88 hectares of open space per 1,000 people (down from 3.15 hectares per 1,000 people in 2010), highlighting the impacts of urbanisation and population growth.

Several existing areas of open space are identified near the Cheltenham Structure Plan Area, together with areas that are deficient in public open space (where public open space is not available within 400 metres of homes or workplaces). These include areas to the west of the existing Highett Station and to the east of the Bayside Business District.

Actions relevant to the Cheltenham Structure Plan Area include connecting open spaces with key community destinations to encourage walking and cycling, and improving landscaping along streets.

The Draft Cheltenham Structure Plan seeks to connect and improve walking and cycling links to existing and future open space, and identifies investigation areas for potential new and upgraded public open spaces. This is in addition to the upgraded open spaces and new public realm to be delivered as part of the SRL station.

3.4.5 Bayside Drainage Development Contributions Plan

Bayside's *Drainage Development Contributions Plan (2014, revised in 2017)* requires multi-dwelling, new commercial and non-residential development to pay a levy towards the cost of upgrading the municipal drainage network.

The levy is charged according to the defined catchment area the development is located within.

The Draft Cheltenham Structure Plan acknowledges drainage as an essential item of infrastructure to support development and includes actions to mitigate and adapt to the impact of flood events, and address drainage issues.

Water sensitive urban design in new developments is prioritised to address land use limitations and manage water as a strategic sustainable resource, especially for developments located in areas of flooding risk. Flood risk is considered in the *Flooding Technical Report*, discussed in Section 4.5 below.

3.5 Existing structure plans and policies

This section summarises existing structure plans and controls that apply to the Cheltenham Structure Plan Area.

3.5.1 Highett Structure Plan

Original Highett Structure Plan

The Highett Structure Plan was originally prepared for Kingston and Bayside City Councils in 2006 and affects land generally west of Nepean Highway, north of Bay Road and east and west of Worthing Road. The Structure Plan's 'Key Planning and Design Elements' Plan is shown in Figure 11.

Key principles of the Structure Plan include:

- Revitalising the Highett Road Shopping Centre as a vibrant main street and retail strip providing a range of shopping, business and community services

- Recognising the existing character of established residential areas, while providing for as many people as possible to live and work in Highett with access to public transport
- Recognising development opportunities on vacant and under-used land.

Key elements of the original Highett Structure Plan included creating a grand boulevard along Nepean Highway, including (in part) residential apartments 11 to 17 metres high to facilitate housing diversity and support population growth.

Other elements included upgrading Sir William Fry Reserve, providing medium density housing on Highett Common (former CSIRO site), providing pedestrian links across the railway line and creating a mixed-use corridor on Bay Road.

Updated Highett Activity Centre Structure Plan

The Highett Activity Centre Structure Plan was updated by the City of Bayside in September 2018, and approved by Bayside Amendment C160 in 2022. The updated Structure Plan 'Land Use Plan' is shown in Figure 12.

The updated Highett Activity Centre Structure Plan vision continues to seek revitalisation of the Highett Road shopping strip as a leafy, attractive and well used main street, incorporating a mix of retail, employment and residential development. The vision also seeks opportunities for increased housing through sympathetic redevelopment of Highett Common (former CSIRO site), including provision of open space for active and passive recreation.

The Highett Structure Plan provides for additional retail and commercial floorspace by expanding the Highett shopping street along Highett Road, and encouraging offices and dwellings above the rear of shops. The Structure Plan also envisions a three-storey street wall along Highett Road. It supports the Bay Road corridor as a redevelopment opportunity, better integrating Southland and the Bayside Business District. The Highett Activity Centre Map is noted in clause 11.03-1L-06 of the Bayside Planning Scheme.

The Draft Cheltenham Structure Plan aligns with the key principles of the original Highett Structure Plan and updated Highett Activity Centre Structure Plan, including the direction for medium density housing, upgrades to Sir William Fry Reserve and provision for key pedestrian and cycling connections.

More intensive medium density housing along Nepean Highway is promoted in the Draft Cheltenham Structure Plan compared to the Highett Activity Centre Structure Plan. This reflects the increased accessibility provided by the main road corridor and provides relief for more significant density increases in adjoining residential areas. Development of up to eight storeys is planned along most of Nepean Highway, beyond the core areas where buildings of up to 12 to 18 storeys are envisaged to best capture proximity to the SRL station and commercial facilities. Highett Road will be maintained as a local retail area with opportunities for office and residential uses behind the retail strip. Highett Common (former CSIRO site) will continue to provide renewal opportunity as a strategic site, with increased heights envisaged as part of the expanded growth capacity of the Cheltenham Structure Plan Area.

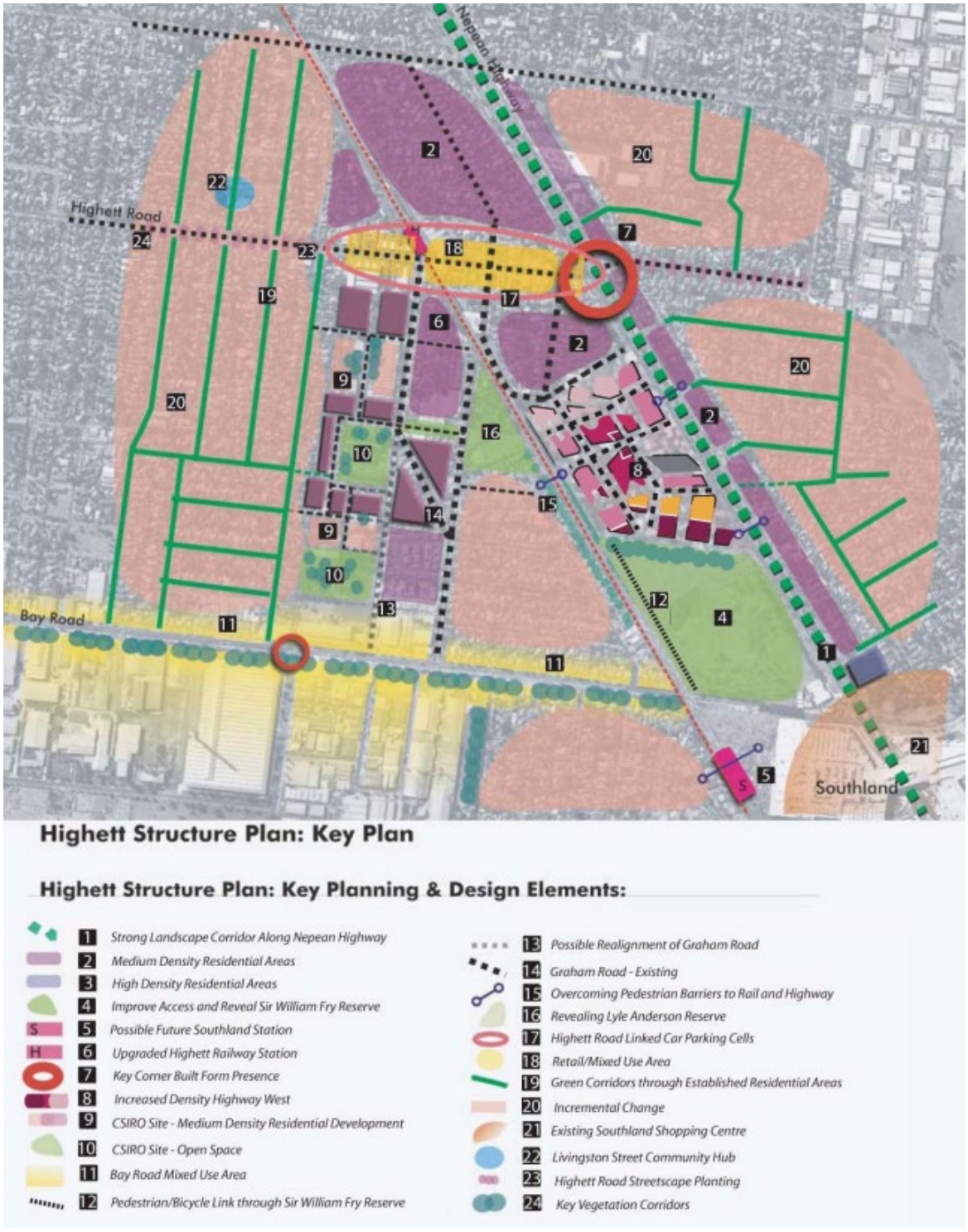


Figure 11 Original Highett Structure Plan prepared for the City of Kingston and City of Bayside

Source: City of Bayside

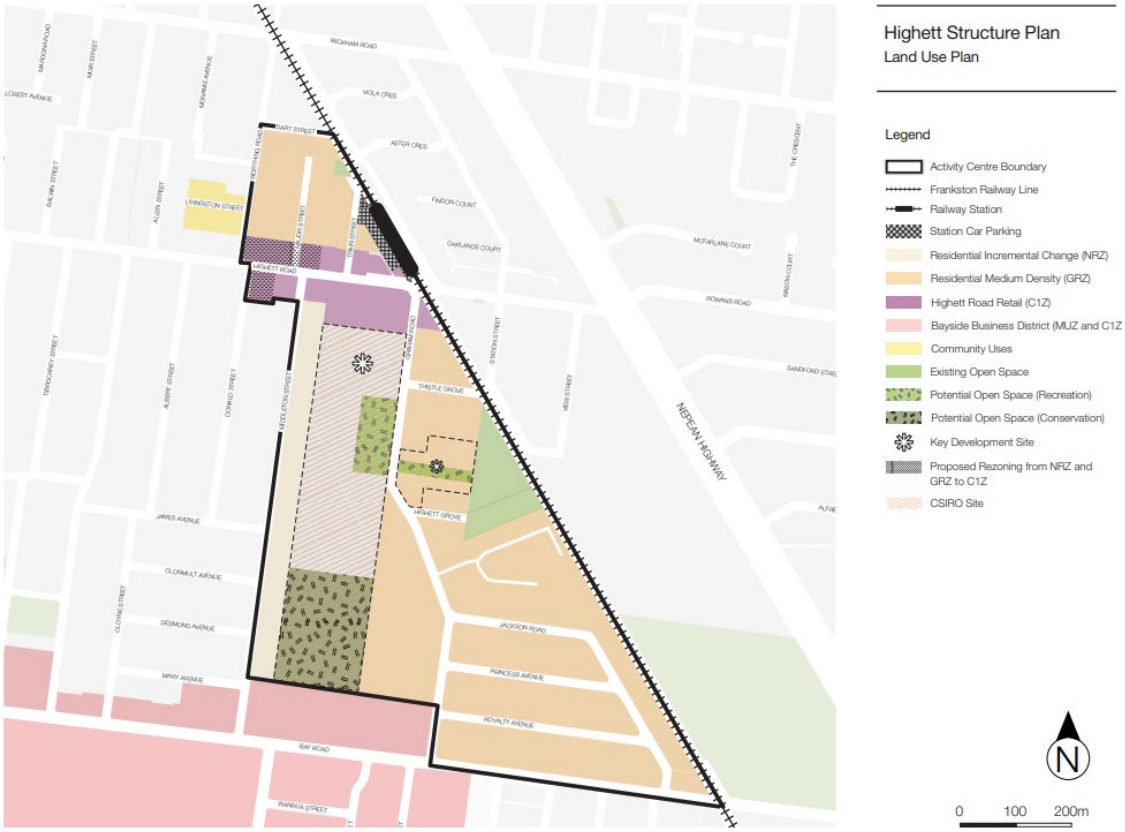


Figure 12 Updated Highett Structure Plan prepared by the City of Bayside

Source: City of Bayside

3.5.2 Cheltenham–Southland Major Activity Centre Framework Plan

Cheltenham–Southland is identified as a Major Activity Centre in *Plan Melbourne 2017–2050* and local planning documents.

While a Structure Plan has not been prepared for the Cheltenham–Southland Major Activity Centre, two key documents guide its current land use policy framework:

- The *Westfield Shoppingtown Southland Concept Plan* (1994) is an incorporated document in the Kingston Planning Scheme. It primarily provides guidance on development of Southland Shopping Centre in relation to maximum building heights.
- Clause 11.03-1L-02 of the Kingston Planning Scheme applies the *Cheltenham–Southland Major Activity Centre Framework Plan*, shown in Figure 13. The Framework Plan directs regional office and retailing activities in the Major Activity Centre, providing for medium density residential development surrounding the Major Activity Centre, including through site aggregation and redevelopment of key sites. Precincts are generally divided into mixed-use areas, a regional retailing core, medium density residential to the south west and mixed-use office, retail and medical areas to the south along Nepean Highway.

The Draft Cheltenham Structure Plan supports mixed uses as part of the Cheltenham–Southland Major Activity Centre and around the SRL station. Southland Shopping Centre is highlighted as a strategic site in the Structure Plan Area. While it is currently recognised in the Kingston Planning Scheme with a Development Plan Overlay; this reflects a Concept Plan that is now 30 years old.

The *Urban Design Report – Cheltenham* developed for SRL East recognises the opportunity for Southland Shopping Centre to accommodate increased density and variation in land use to support growth in the Structure Plan Area. This will optimise the benefits of the increased connectivity the SRL station will provide. The anticipated building scale and heights reinforce the significance of this activity centre as a gateway to Melbourne's south.

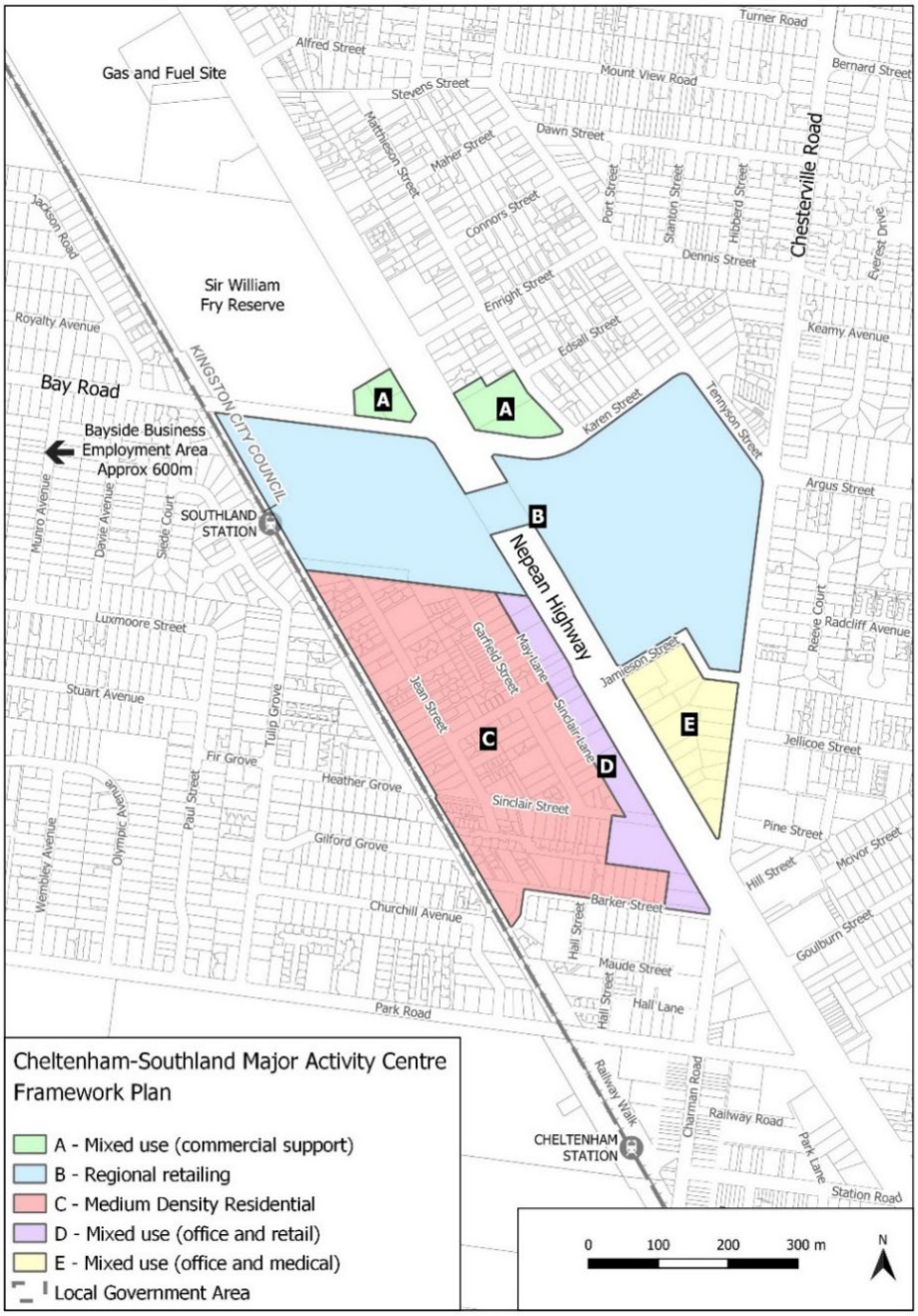


Figure 13 Existing Kingston City Council's Cheltenham–Southland Major Activity Centre Framework Plan

Source: Kingston City Council, 2018

3.5.3 Nearby structure plan

The Cheltenham Major Activity Centre is located outside the southern periphery of the Cheltenham Structure Plan Area (in the City of Kingston) and is linked via Nepean Highway and the Frankston Line. The 2010 Structure Plan for this area sought to create a contemporary employment centre with mixed-use multi-level buildings. The Structure Plan was updated in 2018 to recognise rail grade separation at Park Road and Charman Road. The update focused on urban renewal opportunities and higher densities close to the existing Cheltenham Station. The Cheltenham Activity Centre Structure Plan is implemented through Schedule 1 to the Activity Centre Zone in the Kingston Planning Scheme and provides context to the Draft Cheltenham Structure Plan.

4. Structure Plan considerations

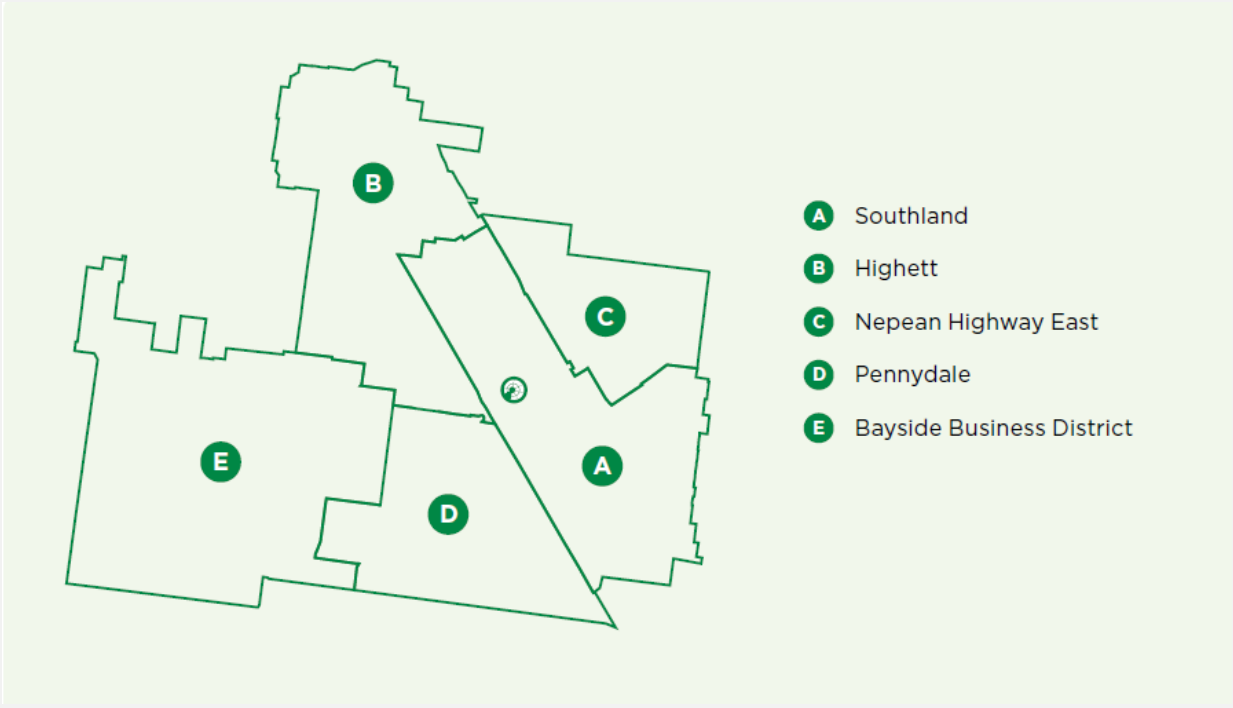
In preparing the Draft Cheltenham Structure Plan, a series of technical investigations were undertaken to analyse constraints and opportunities with the potential to impact land capability.

This section describes the key findings of these assessments and the implications for the Draft Cheltenham Structure Plan, with consideration also given to the relationship with other technical assessments discussed in Section 4 and Section 5 of this report. The focus of the below summaries is on how the recommendations of each assessment are captured in the Draft Cheltenham Structure Plan or where variation from the technical assessment has been considered.

Technical Reports referenced in this Background Report are listed in Appendix E.

Neighbourhoods

Discussions in the following sections make reference to planning approaches for specific neighbourhoods where relevant. The Draft Cheltenham Structure Plan introduces five neighbourhoods defined by their unique characteristics and attributes as shown below. Each neighbourhood has a distinct role in achieving the Vision for Cheltenham and supporting population and employment growth. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.



4.1 Aboriginal cultural heritage

Context

The Bunurong people of the Kulin Nation are the Traditional Owners and custodians of the Country upon which the Cheltenham Structure Plan Area is located. The Bunurong Land Council Aboriginal Corporation is the appointed Registered Aboriginal Party for the land covered by the Draft Cheltenham Structure Plan.

The *Aboriginal Cultural Heritage Technical Report* identifies registered Aboriginal places and areas of Aboriginal cultural heritage sensitivity within a 2-kilometre radius of the SRL station, as well as ways to protect them.

Key findings

There are two registered Aboriginal places located in the Cheltenham Structure Plan Area: CSIRO Highett Low Density Artefact Distribution (VAHR 7922-1406) and CSIRO Highett Low Density Artefact Distribution Collection (VAHR 7922-1408). The artefacts in these places have been recovered and the landscape subsequently cleared and developed.

There is a low probability of identifying intact Aboriginal cultural heritage material in the Structure Plan Area due to the significant ground disturbance from previous urban development.

No potential areas of potential Aboriginal heritage to avoid are identified in the Cheltenham Structure Plan Area. Any potential impacts to Aboriginal heritage discovered in the Structure Plan Area could be managed through compliance with the *Aboriginal Heritage Act 2006* (Vic).

There are 53 identified Aboriginal places located outside the Structure Plan Area but within a 2-kilometre radius of the SRL station at Cheltenham. Areas of Aboriginal cultural heritage sensitivity associated with the Koo Wee Rup Plain and sand sheets comprise Low Density Artefact Distributions, shell middens and stone features with occasional artefact scatters and a scarred tree. A large proportion of these places are along the coastline of Port Phillip Bay.

Implications for the Draft Cheltenham Structure Plan

While the previous significant ground disturbance means a low probability of intact cultural heritage material remaining in the Structure Plan Area, the requirements of the Aboriginal Heritage Act will continue to apply to 'high impact activities' (as defined under the Act) to manage impacts on identified areas of Aboriginal cultural heritage sensitivity. This includes the requirement to prepare a Cultural Heritage Management Plan for developments that comprise 'high impact activities' in areas of cultural heritage sensitivity.

4.2 Aboriginal cultural values

Context

Structure planning for Cheltenham presents an opportunity to highlight Cheltenham's rich cultural history and to create spaces that support the ongoing interpretation and sharing of cultural values. Structure planning for Cheltenham has been shaped by engagement with Traditional Owners and the Aboriginal community to integrate cultural values into planning for the Cheltenham Structure Plan Area. This has included discussions with the Bunurong Land Council Aboriginal Corporation to identify opportunities to celebrate Aboriginal voices, history and culture. These conversations have informed the objectives, strategies and actions in the Draft Cheltenham Structure Plan.

Key findings

Consultation with Traditional Owners identified a strong desire to apply the principles of self-determination in planning SRL East. This includes identifying opportunities for involving Traditional Owners and the Aboriginal community in advancing Aboriginal outcomes across various areas such as urban design, environmental restoration, economic inclusion, housing and community infrastructure.

Implications for the Draft Cheltenham Structure Plan

Section 5.3 'Enriching Community' of the Draft Cheltenham Structure Plan includes Objective 1 to 'Celebrate, protect and interpret Aboriginal cultural values'. Strategies and actions are provided to support ongoing engagement and partnership with Traditional Owners and the Aboriginal community to help shape the future of the Structure Plan Area.

The Draft Cheltenham Structure Plan identifies opportunities for future engagement with Traditional Owners, including (but not limited to) the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes and advancing Aboriginal employment outcomes and procurement opportunities.

4.3 Post-contact heritage

Context

The SRL East station at Cheltenham is located within an existing urban area established as part of Melbourne's early development in the late 1800s. The *Historical Heritage Technical Report* identifies places and objects of historical value within the Structure Plan Area and provides direction for the built form response within a context of significant population, housing and employment growth.

Heritage places reflect key historical development themes and provide insight into local character, identity and established built form.

The report considers legislation, existing statutory controls, heritage studies, non-statutory data sources and information from technical reports prepared for the SRL East Environment Effects Statement (2021).

Key findings

There are no heritage places in the Structure Plan Area included on national or Commonwealth heritage lists, the Victorian Heritage Register or the Victorian Heritage Inventory. The Kingston and Bayside Planning Schemes list 11 sites in the Structure Plan Area that are protected by a local Heritage Overlay (HO). The sites are listed in Table 1 below. Their locations are shown in Figure 9 (in Section 3.2.1 above). They include individual houses and industrial, civic and religious buildings largely clustered along the railway line and Nepean Highway, as well as the original Cheltenham settlement around Park Road in the south east of the Structure Plan Area.

The City of Kingston and the City of Bayside have both undertaken heritage reviews in the last two years. The City of Kingston is currently completing a municipal-wide heritage review, which may result in additional Heritage Overlay areas as part of a proposed Planning Scheme Amendment. The Bayside Post-War Modern Residential Heritage Study 2022 recommends protecting two additional residences in the Cheltenham Structure Plan Area with a Heritage Overlay, including the interim controls related to HO849 listed in Table 1.

The *Historical Heritage Technical Report* recognises the prospect for heritage values and places to inform the SRL East urban design response, exploring opportunities to build on valued characteristics and maintain a sense of place. No specific opportunities are identified in the Cheltenham Structure Plan Area.

Table 1 Heritage Overlay places in Cheltenham Structure Plan Area

Kingston Planning Scheme	Bayside Planning Scheme
HO11 – Chimney (Highett Gasworks), 1138 to 1142 Nepean Highway, Highett	HO516 – Highett Railway Station, Highett Road, Highett
HO37 – Fernwood Female Fitness Centre (former RSL), 1261 Nepean Highway, Cheltenham	HO539 – 'Rose Lea', 8 Mary Avenue, Highett
HO38 – Church of Christ and Hall, corner Chesterville Road and Pine Street, Cheltenham	HO561 – 'Stokeavilly', 109 to 111 Park Road, Cheltenham
HO127 (interim control expiry 30/11/2029) – Highett Railway Station Platform 2, 503 Highett Road, Highett	HO562 – Residence, 97 Park Road, Cheltenham
	HO563 – Residence, 99 Park Road, Cheltenham
	HO566 – Residence, 135 Park Road, Cheltenham
	HO728 – New Cheltenham Cemetery, Wangara Road, Cheltenham
	HO849 (interim controls expiry 11/10/2024) – Patrick House, 19 Olympic Avenue, Cheltenham

Implications for the Draft Cheltenham Structure Plan

Heritage places will continue to form part of the value of the Cheltenham Structure Plan Area and contribute to the sense of place. The Draft Cheltenham Structure Plan does not propose to modify existing Heritage Overlays, and heritage places in the Structure Plan Area will continue to be protected by the Kingston and Bayside Planning Schemes.

Heritage places and objects may be integrated with new development of contrasting scale as part of a contemporary setting. This is particularly appropriate where heritage places do not form part of a Heritage Overlay precinct. Within Cheltenham, the Boiler House Chimney at the former Highett Gasworks is identified as a key element to be celebrated as part of future redevelopment of this strategic site.

Section 6 of the Draft Cheltenham Structure Plan includes guidelines for the Southland neighbourhood, including for development of the former Highett Gasworks site to retain the Boiler House Chimney (HO11) as a key landmark feature and for new built form to frame key views to the Boiler House Chimney, with vistas to the chimney from Nepean Highway and Sir William Fry Reserve.

Ongoing reviews of local heritage, as periodically undertaken by councils, will continue to inform responses to the places included in Heritage Overlays as the Structure Plan Area develops over time.

4.4 Ecology and arboriculture

Context

The Cheltenham Structure Plan Area comprises urban areas ranging from industrial precincts to residential areas and parkland that display varying levels of ecological value and enhancement potential.

The *Ecology and Arboriculture Technical Report – Cheltenham* assesses the ecological environment and tree canopy cover within and surrounding the Structure Plan Area.

The report was informed by a desktop review of flora and fauna databases, legislation, planning controls, policies and technical reports to ascertain existing ecological and arboriculture conditions. Threatened flora, fauna and ecological communities listed under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) and *Flora and Fauna Guarantee Act 1988* (Vic) were assessed to determine the likelihood of their occurrence within and surrounding the Structure Plan Area.

Recommendations aim to minimise and manage the impacts of change to ecology and arboriculture in the Structure Plan Area and inform future land use and development.

Key findings

Ecology

The Cheltenham Structure Plan Area is heavily modified and dominated by infrastructure, buildings and residential areas, with some scattered parklands. There are no habitat corridors or contiguous habitat from adjacent landscapes to encourage movement and dispersal of native fauna within the Structure Plan Area. Existing areas of open space are considered unlikely to provide significant habitat or support permanent populations of native flora and fauna.

No specific areas of ecological significance require protection and existing mechanisms are in place to preserve and protect threatened flora and fauna species if required.

Tree canopy cover

The Cheltenham Structure Plan Area supports 353,000 m^2 of tree canopy, as shown in Figure 14. This equates to 10 per cent tree canopy cover in the Structure Plan Area, which is approximately the same as the Kingston municipality. Bayside has a slightly higher coverage (16 per cent). Residential properties and streetscapes support 13 per cent of canopy cover in the Structure Plan Area, while commercial and industrial land support 3 per cent of the area's canopy cover.

Implications for the Draft Cheltenham Structure Plan

A key element of the Vision for Cheltenham is a denser residential and commercial environment, particularly in the neighbourhoods surrounding the SRL station. The creation of high amenity street and public spaces will support these areas. More housing is also planned within existing residential neighbourhoods where higher levels of amenity already exist.

Section 5.3 ‘Enriching Community’, Section 5.5 ‘Enhancing Place’ and Section 5.7 ‘Empowering Sustainability’ of the Draft Cheltenham Structure Plan include strategies to improve ecological outcomes while supporting housing and employment growth, including those relating to:

- Prioritising biodiverse planting along streets and on private land to create habitat corridors that link open spaces
- Encouraging development that provides deep soil planting and canopy trees in building setbacks and streetscapes, aspiring to increase tree canopy coverage to 30 per cent on public and private land
- Providing space for tree canopy cover and green infrastructure to reduce urban heat island effects and improve the climate resilience of the local environment, including local flora and fauna
- Requiring development to include integrated water management elements that optimise permeable surfaces.

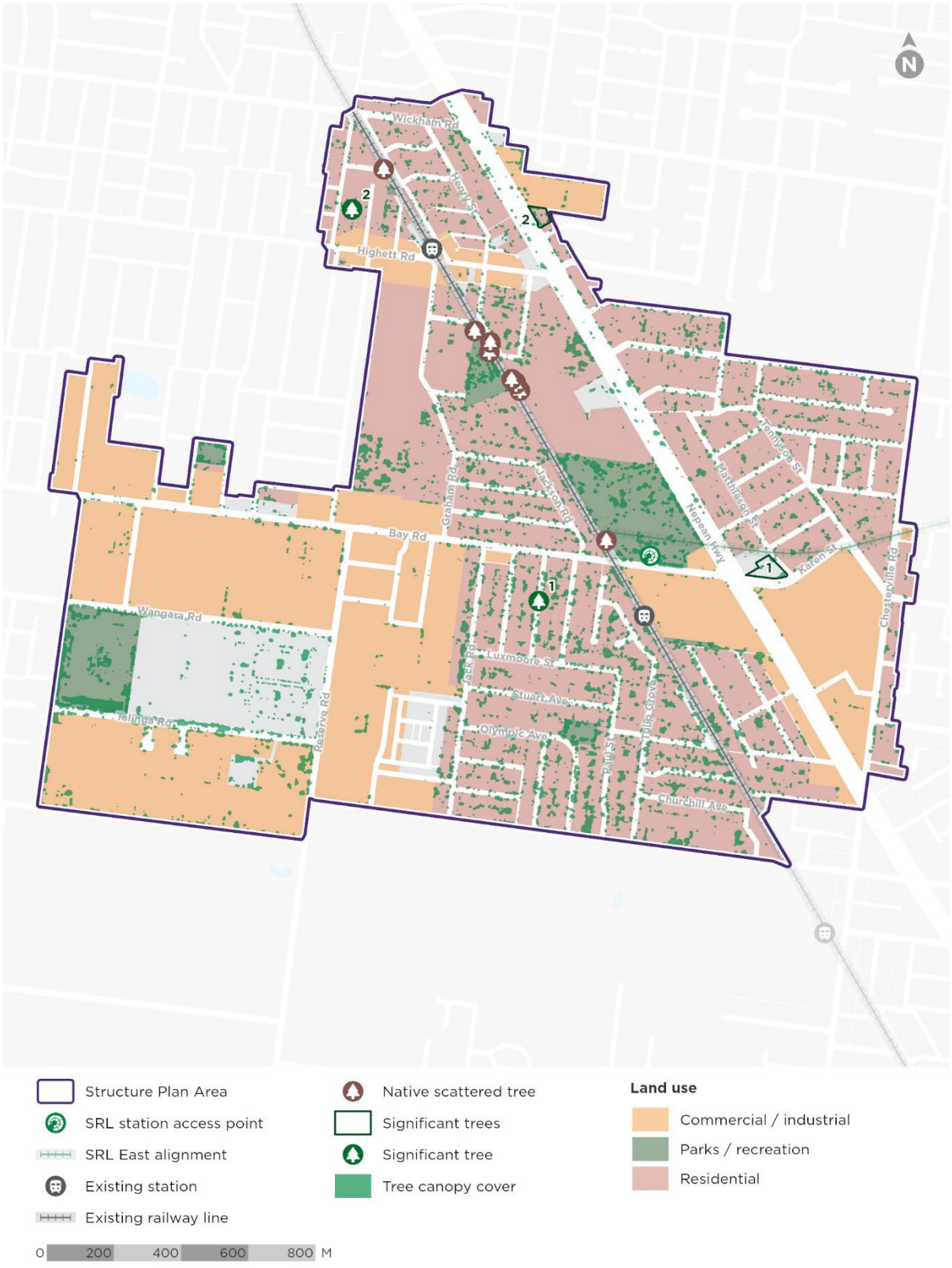


Figure 14 Tree canopy cover in Cheltenham Structure Plan Area

4.5 Flooding

Context

The Cheltenham Structure Plan Area is currently subject to flooding around the Highett, Gilarth Street, Banks Avenue and Moorabbin Main Drains.

The *Flooding Technical Report* describes existing flooding risks within the Structure Plan Area and identifies risks relating to new development, as well as ways to minimise flooding.

The report is informed by flooding and water management policies, planning controls, State Emergency Services (SES) plans, council flood management reports and available flood studies. Flood studies made available by Melbourne Water were reviewed and consolidated to present the 1 in 100-year flood event (1% AEP) data, accounting for climate change projections (increased intensity and frequency of flood events) to the year 2100. The flood study undertaken for the SRL East Environment Effects Statement (2021) accounts for climate change predictions until the year 2150.

Key findings

The Cheltenham Structure Plan Area is located within the Elster Creek, Bay Outfall and Heatherton Drain catchments. Water flows (overland) generally in a south-east to north-west direction in the largest catchment, Elster Creek, within the Structure Plan Area. This water flows via the local drainage network along the Banks Avenue, Gillard Street, Highett and Moorabbin drains, discharging into Elster Creek channel. Water flow in the Bay Outfall and Heatherton Drain catchments is from north east to south west, discharging via the local drainage network to Port Phillip Bay.

A Special Building Overlay (SBO) identifies potential overland flooding generally along parts of the Highett Main Drain, Gilarth Street Main Drain, Banks Avenue Main Drain and Moorabbin Main Drain. Proposals for new works in these areas are referred to Melbourne Water to assess flood risk and the effects of development on local overland flow paths.

Hydrological and hydraulic modelling has confirmed that some limited areas north of Bay Road are subject to a high flood risk with 1% AEP (1 in 100-year event). There is a moderate to high flood risk along Karen Street where water ponds at Southland Shopping Centre with depths of more than 0.6 metres. There is a moderate flood risk at the pond in Sir William Fry Reserve. Sections along Bay Road, Tulip Grove, Luxmoore Street and Davie Avenue experience flood depth of more than 0.3 metres, indicating these roads (and some adjacent properties) have a moderate flood risk.

The flat catchment in industrial areas in the south west of the Structure Plan Area can experience water pooling. Beyond these areas, most of the surrounding catchment in the Structure Plan Area has a low to moderate flood risk.

The 1% AEP flood modelling confirms no current risk of over-floor flooding in the Cheltenham Structure Plan Area. However, the City of Bayside Flood Emergency Plan (SES 2019) notes flood depths of greater than 1 metre along parts of Marchant Street, Bay Road, Highett Road and High Grove (outside the Structure Plan Area), and that upstream development could impact downstream properties.

Note: Annual Exceedance Probability (AEP) is the probability of a certain sized flood occurring in a single year. For example, a 0.5% AEP flood has a 1-in-200 chance of occurring in any year. A 1% AEP flood has a 1-in-100 chance of occurring in any year.

Implications in the Draft Cheltenham Structure Plan

Melbourne Water is currently remodelling flood risks in partnership with local governments. The results will be used to make any additional updates to the Kingston and Bayside Planning Schemes and planning policy where required by 2026 and may change flood overlay areas within the Structure Plan Area. Modelling of local stormwater drainage underway within the Structure Plan Area in partnership with the cities of Kingston and Bayside will be completed in 2025 or early 2026.

The flood risks in the Cheltenham Structure Plan Area identified in the *Flooding Technical Report* include additional areas of moderate to high flood risk. Upon completion of the revised Melbourne Water remodelling, the Kingston and Bayside Planning Schemes will be updated to fully reflect these additional flood risks identified in the *Flooding Technical Report.*

Section 5.7 ‘Empowering Sustainability’ of the Draft Cheltenham Structure Plan includes Objective 23 to ‘Embed Integrated Water Management in the Cheltenham Structure Plan Area’. This includes embedding integrated water management in the development of new buildings, roads and public spaces and encouraging water sensitive urban design (WSUD) in active transport corridors, green spaces and the public realm. WSUD is discussed in Section 5.5.2 below.

4.6 Land contamination

Context

Historical development across the Cheltenham Structure Plan Area has resulted in the potential for existing or former industrial (and other) land uses to leave a legacy of environmental contamination. This is a common issue across established areas of metropolitan Melbourne and has potential implications for development in the Structure Plan Area. Land contamination also requires consideration in accordance with Ministerial Direction No.1 Potentially Contaminated Land (MD1) and Planning Practice Note 30 'Potentially Contaminated Land' (PPN30).

The *Potentially Contaminated Land Memo* and the *Land Contamination Technical Report* apply the guidance of PPN30 to identify potentially contaminated land within the Structure Plan Area. This includes where a planning response is required for potentially contaminated land to be used for a public open space, children's playground, secondary school or sensitive use where previously it was prohibited. Sensitive land use is defined in MD1 and includes residential use, child care centre, kindergarten, pre-school centre or primary school, even if ancillary to another use.

Key findings

Desktop searches identified 303 records of potential for land contamination within the Cheltenham Structure Plan Area based on records of regulatory audits, historical land uses and business activities. Of these, 61 sites require a planning response involving a preliminary risk screen assessment before development is permitted for public open space, children's playgrounds, secondary schools or sensitive uses. These 61 sites consist of land subject to current contamination regulation (audited or priority sites), land with a high potential for contamination (as defined by PPN30) and adjacent land with a medium potential for contamination. The identified sites are:

- One audited site with contaminated land within the Structure Plan Area
- 46 sites with a high potential for contamination due to historical business activities
- 14 sites with medium potential for contamination that are located adjacent to a site with a high potential for contamination.

Implications for the Draft Cheltenham Structure Plan

The Draft Cheltenham Structure Plan envisages that existing land use settings in the Structure Plan Area will mostly be retained. The exceptions are the introduction and intensification of mixed uses around the SRL station, the redevelopment of the former Highett Gasworks (as planned for in the Southland neighbourhood) and the potential introduction of limited residential use in areas of the Bayside Business District (north of Bay Road).

Where the Draft Cheltenham Structure Plan envisages a change in permissible land use to no longer prohibit public open space, children's playground, secondary school or sensitive uses, a planning response is necessary. The *Environment Protection Act 2017* (Vic) and PPN30 will remain relevant when considering future land uses and development applications in the Structure Plan Area.

4.7 Land amenity and buffers

4.7.1 Noise and vibration

Context

Existing noise and vibration sources affecting the Cheltenham Structure Plan Area include major roads, the rail line and industrial and commercial activities.

The *Noise and Vibration Technical Report* identifies existing noise and vibration sources within the Structure Plan Area and a 1-kilometre radius of its boundary. The report identifies existing planning controls and policies to protect sensitive land uses from noise impacts, and makes recommendations to minimise negative impacts of noise and vibration on future development within the Structure Plan Area. Potential impacts of vibration from the SRL East tunnels are also considered.

Key findings

Noise

Existing noise sources in the Structure Plan Area include commercial and retail activities such as Southland Shopping Centre, Highett Activity Centre and the Bayside Business District. Siren noise was also identified from the fire station. Other noise sources are Nepean Highway and other major roads and the Frankston Line.

Existing planning controls and policies are generally appropriate to address noise impacts. Clause 13.05-1S (Noise Management) of the Victoria Planning Provisions requires consideration of Environment Protection Regulations and other policy to manage noise effects on sensitive land uses.

The Kingston Planning Scheme includes additional requirements in local planning policy, including to encourage noise attenuation measures for new housing in commercial and mixed-use areas. Residential development standards of the Kingston and Bayside Planning Schemes (such as clause 55 and clause 58) also require consideration of noise sources on new residential development.

Areas alongside Nepean Highway and the Frankston Line experience cumulative noise and vibration impacts that are not considered under existing planning controls.

Vibration

The only vibration influence area identified in the Cheltenham Structure Plan Area is the Frankston Line and the first row of housing alongside it.

The SRL East rail and station design incorporates measures to prevent vibration and ground-borne noise from the tunnels impacting residential land. The SRL East Environment Effects Statement (2021) concluded that residential land will unlikely experience significant risk from vibration and ground-borne noise from the tunnels. However, other new land uses and developments in the vicinity of the SRL East tunnels that involve the use of vibration-sensitive equipment, such as education or health facilities, may need to incorporate measures to address potential vibration impacts.

Existing noise and vibration influence areas in the Cheltenham Structure Plan Area are shown in Figure 15.

Implications for the Draft Cheltenham Structure Plan

Section 5.5 ‘Enhancing Place’ of the Draft Cheltenham Structure Plan includes Objective 14 to ‘Ensure new buildings provide good amenity for occupants’. This includes incorporating appropriate noise and vibration attenuation measures into the design of new sensitive developments.

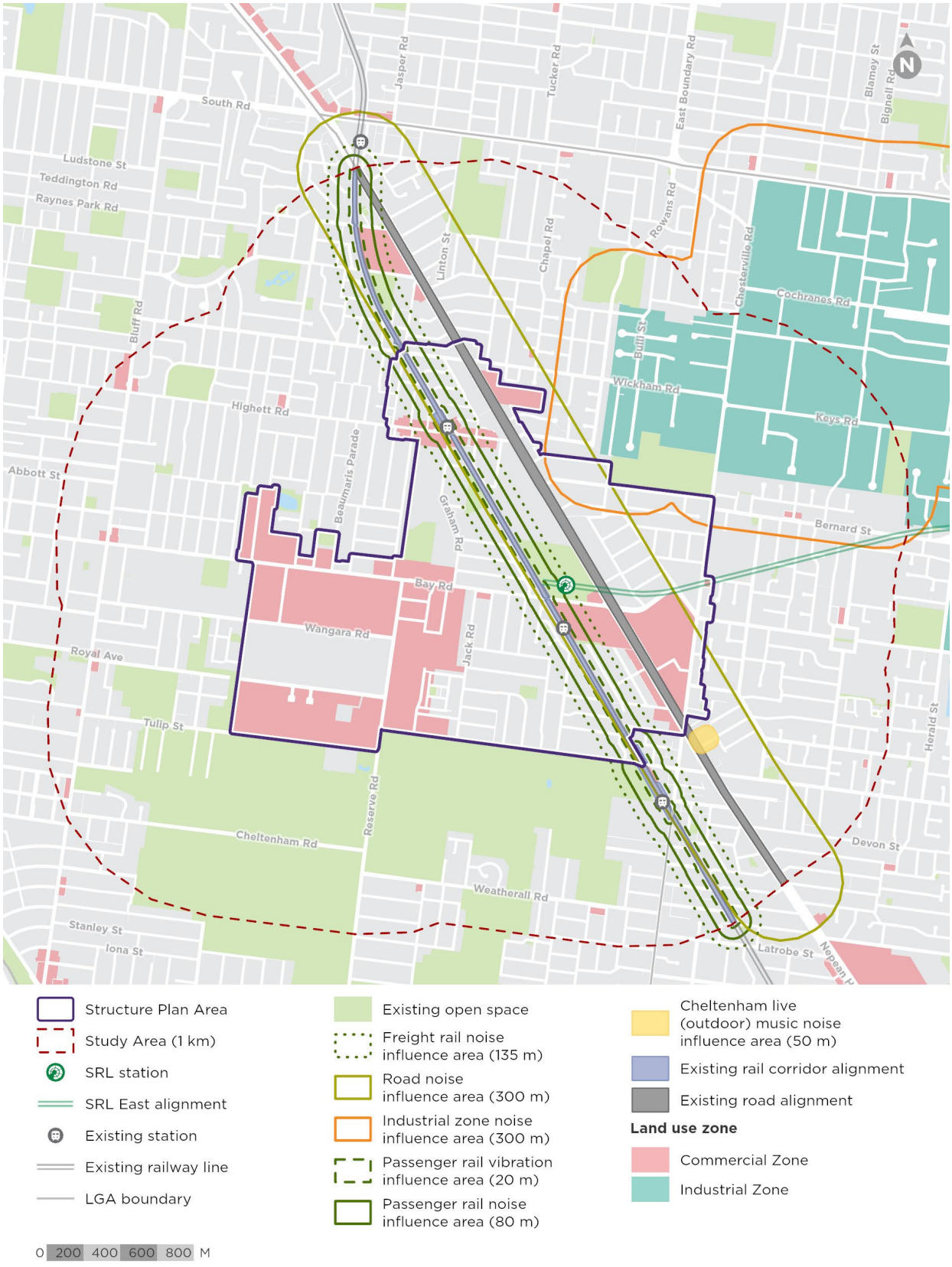


Figure 15 Influence areas of existing noise and vibration sources in the Cheltenham Structure Plan Area

4.7.2 Odour and dust

Context

The Cheltenham Structure Plan Area includes existing businesses and industrial areas primarily around the Bayside Business District with the potential to emit odour and dust.

The *Odour and Dust Technical Report* determines the potential of future land uses within the Structure Plan Area that can be negatively impacted by odour and dust emissions associated with existing businesses and facilities. The report focuses on land use conflicts between sensitive land uses (residential buildings, childcare centres, hospitals and aged care facilities) and industrial land uses.

The report assesses existing businesses and facilities within the Structure Plan Area and a 1-kilometre radius of its boundary, with reference to relevant policy and legislation. Sites are identified that may be subject to a recommended separation distance as set by the EPA Victoria *Separation distance guideline (August 2024*), to determine if a proposed nearby land use or development is suitable.

The Kingston and Bayside Planning Schemes (clause 53.10) set threshold distances for land uses or activities where, as part of a planning permit application, assessment and referral to the EPA Victoria is required for particular new industrial land uses to determine if a proposed use or activity is appropriate.

Key findings

There are two employment areas located within the Cheltenham Structure Plan Area and a 1-kilometre radius of its boundary: the Moorabbin Industrial Area and the Bayside Business District. Several businesses within these areas were initially identified as potentially meeting the criteria for a recommended separation distance.

Following a risk-based assessment approach, three businesses within the Structure Plan Area were identified as likely to meet the criteria for a recommended separation distance under the EPA Victoria guidelines: Ecolab, Future Recycling and Ideal Drum Co. These businesses are located in the Bayside Business District and the south west part of the Cheltenham Structure Plan Area. Their locations and the default recommended separation distances are shown in Figure 16.

As the buffers for these three businesses only affect existing Commercial 2 Zone land within the Cheltenham Structure Plan Area, no further investigations were carried out.

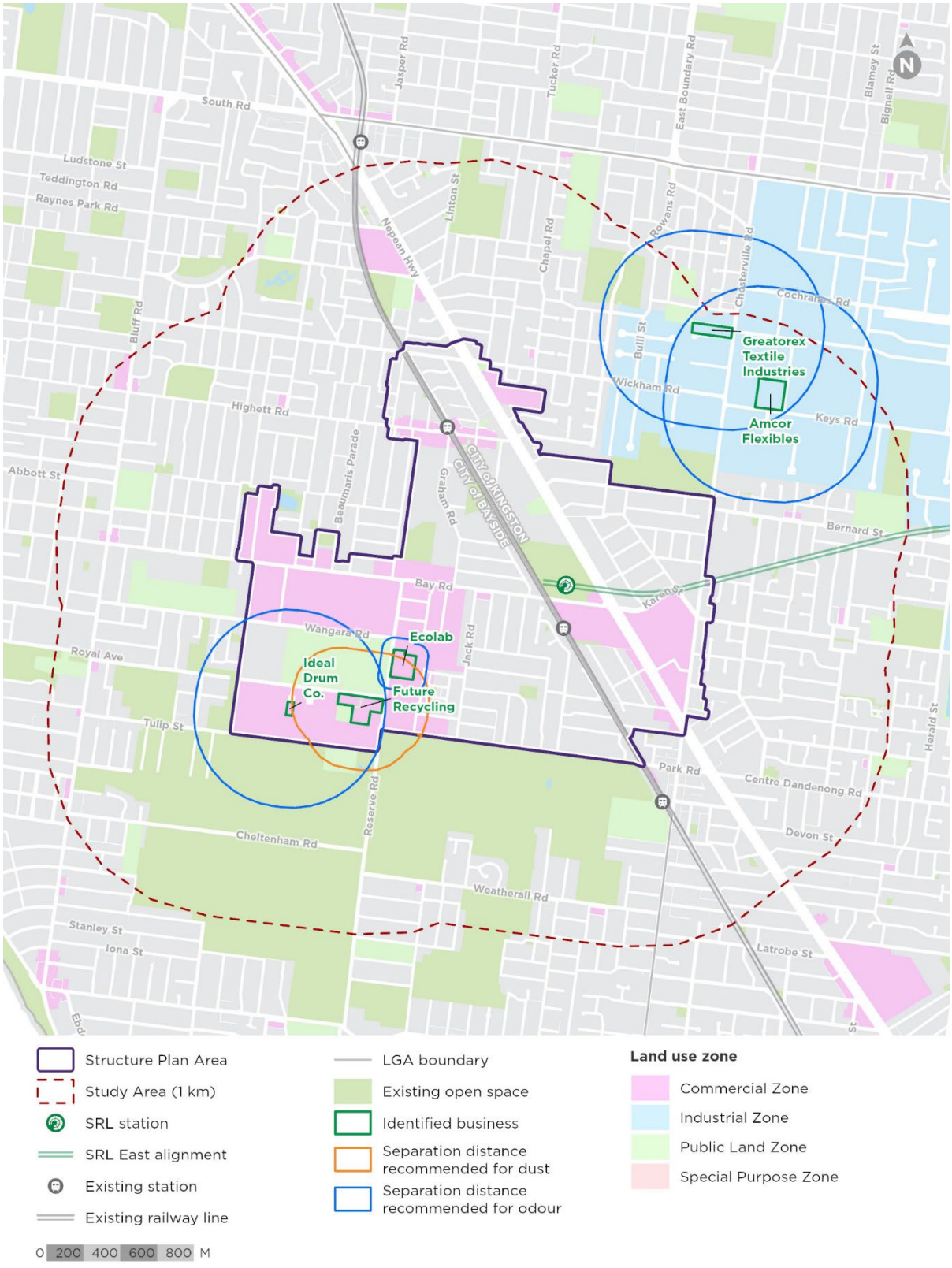


Figure 16 Cheltenham Structure Plan Area separation distances, odour and dust

Implications for the Draft Cheltenham Structure Plan

The Cheltenham Structure Plan Area can support intensified land use and development without being adversely affected by odour or dust from surrounding businesses. The Draft Cheltenham Structure Plan does not seek to introduce sensitive land uses around the two businesses where separation distances are recommended. These areas will remain employment-focused.

4.8 Aviation

Context

The Cheltenham Structure Plan Area is located approximately 3 kilometres west of Moorabbin Airport.

The *Aviation and Airspace Technical Report* reviews aviation planning controls and international aviation standards that may impact maximum development heights in the Structure Plan Area. The report makes recommendations for future maximum developable heights to avoid conflict with airport operations, including take-off and landing flightpaths.

Approval is required from the Australian Government's Department of Infrastructure, Transport, Regional Communications and the Arts to develop buildings higher than maximum development heights.

Key findings

No aviation planning controls apply within the Cheltenham Structure Plan Area.

Areas where maximum development heights should be restricted (or controlled) to protect flight paths are located in the south and east of the Structure Plan Area nearest to Moorabbin Airport. They range from a maximum development height of approximately 40 metres (above natural ground level) near Chesterville Road to up to approximately 127 metres in the western portion of the Cheltenham Structure Plan Area further from the airport.

Implications for the Draft Cheltenham Structure Plan

Given the distance from the Structure Plan Area to Moorabbin Airport, preferred maximum building heights set out in the Draft Cheltenham Structure Plan are below the development height limitations.

4.9 Utilities and servicing

Context

The significant population growth and development anticipated within the Cheltenham Structure Plan Area will impact existing utility services.

The *Utilities Servicing Technical Report* describes existing utility networks and identifies committed augmentation works, anticipated future capacity, and considerations for land use and development adjacent to utility assets within the Structure Plan Area.

The report outlines anticipated utility service upgrades for potable (drinking) water, recycled water, sewer, electricity, gas and telecommunications to support population growth in the Cheltenham Structure Plan Area.

Key findings

Consultations with utility service providers identified some augmentation requirements and asset capacity constraints. However, no significant utility service issues were identified. Development within the Cheltenham Structure Plan Area should be able to be appropriately serviced and utility service providers will continue to review and upgrade their infrastructure to meet future demand.

South East Water identified that Augmentation of sewer infrastructure is required along the Well Street Branch Sewer to increase capacity and upgrades to the Rowans Road Sewer Pump Station (located outside the Structure Plan Area) may be required. An investigation into the feasibility of a recycled water network (for non-potable uses such as toilets, laundry and irrigation) is underway.

The nature of the trunk and reticulation works are unknown. Upgrade solutions and opportunities will be investigated and confirmed by South East Water as part of their longer-term planning and as development proposals provide more certainty on timing and demand.

Parts of the Cheltenham Structure Plan Area are near the existing high-pressure gas mains and likely to be subject to a Notification Area, requiring engagement with Multinet Gas and a potential Safety Management Study to identify potential public safety impacts from new development and major works.

Implications for the Draft Cheltenham Structure Plan

There are only limited utility capacity constraints for the Cheltenham Structure Plan Area and no significant implications for land use and development.

A Safety Management Study may be required during a permit application process to ensure compliance with safety standards for development near existing high-pressure gas mains.

5. Future directions

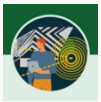
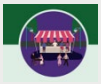
This section outlines the future directions to achieve the Vision for Cheltenham and to support population and employment growth in the Cheltenham Structure Plan Area.

Five themes underpin SRL East structure planning. Each theme is described in Table 2 and the key Technical Reports relevant to the theme are listed. The Technical Reports apply to multiple themes but are listed beside the theme considered most relevant.

This section focuses largely on how the technical assessments have informed development of the future directions and how this is reflected in the Draft Cheltenham Structure Plan generally and within specific neighbourhoods. The future directions bring in considerations that are outside the technical assessments, balancing the full range of influences across the Structure Plan Area.

Appendix E provides a full list of all Technical Reports referenced in this Background Report.

Table 2 Draft Cheltenham Structure Plan themes and key relevant Technical Reports

Draft Cheltenham Structure Plan theme		Key relevant Technical Reports
	**Enriching Community** Creating healthy and inclusive neighbourhoods with more housing diversity and choice to support Cheltenham's growing population	• *Housing Needs Assessment – Cheltenham* • *Community Infrastructure Needs Assessment – Cheltenham* • *Open Space Technical Report*
	**Boosting the Economy** Building on the area's unique assets and strengths to establish Cheltenham as a major hub for Melbourne's south east	• *Economic Profile Technical Report – Cheltenham* • *Retail Assessment – Cheltenham*
	**Enhancing Place** Providing high-quality buildings and public spaces for Cheltenham that support community, activity and enterprise	• *Urban Design Report – Cheltenham* • *Wind Technical Report*
	**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	• *Transport Technical Report – Cheltenham* • *Transport Technical Report – Appendix A Precinct Parking Plan – Cheltenham*
	**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	• *Climate Response Plan – Cheltenham* • *Integrated Water Management Strategy*

Strategic sites

Discussions in the following sections refer to strategic sites. Strategic sites are generally large, single-ownership sites with strong potential to help achieve the Vision for Cheltenham.

Strategic sites within the Cheltenham Structure Plan Area were identified using the following criteria:

- Complexity of issues – the potential for site issues to be resolved including land use, built form and movement challenges that require a bespoke planning control or process
- Opportunity for public benefit – the potential for a site to accommodate significant housing or employment growth and/or its ability to help achieve government policy objectives that would be lost within the Structure Plan Area if the site was not clearly identified as strategic
- Capacity and scale – the potential for a site to attract significant investment and generate substantial community benefit within the lifespan of the Cheltenham Structure Plan (by 2041).

In addition to these criteria, the following factors were also reviewed when identifying strategic sites:

- Capacity for intensification, including the size of a site, the lack of sensitive interfaces and the likelihood of its development within the lifespan of the Cheltenham Structure Plan (by 2041)
- Ability to support open space and/or community infrastructure
- Distance from the SRL station and core of the Cheltenham Structure Plan Area
- Whether ownership enables investment to be unlocked in the short to medium term
- Significant environmental or land use constraints (such as heritage or flooding)
- Draft built form and land use objectives contained in the Key Directions developed for the Cheltenham Structure Plan Area
- Landowner intentions for the site (established through consultation).

To capture these opportunities, some strategic sites may be subject to a master planning process that would facilitate use and development that responds to the site's context, and manage site-specific and off-site impacts. The master planning process allows flexibility and provides for an integrated approach to land use, design response, public realm, movement and infrastructure.

Strategic sites within the Draft Cheltenham Structure Plan Area

Strategic sites identified in the Draft Cheltenham Structure Plan Area by applying the criteria and factors above are:

- **SRL Station Development Area** – opportunities supporting the SRL station and mixed-use development
- **Southland Shopping Centre** – existing commercial land with opportunities for mixed-use, improved permeability and an enhanced public realm
- **Former Highett Gasworks site** – north of Sir William Fry Reserve, featuring a historic boiler house chimney (a local landmark) and providing opportunities to create links to surrounding areas
- **Highett Common** – former CSIRO compound with approval for a residential development.

The locations of these strategic sites are shown in Figure 17.

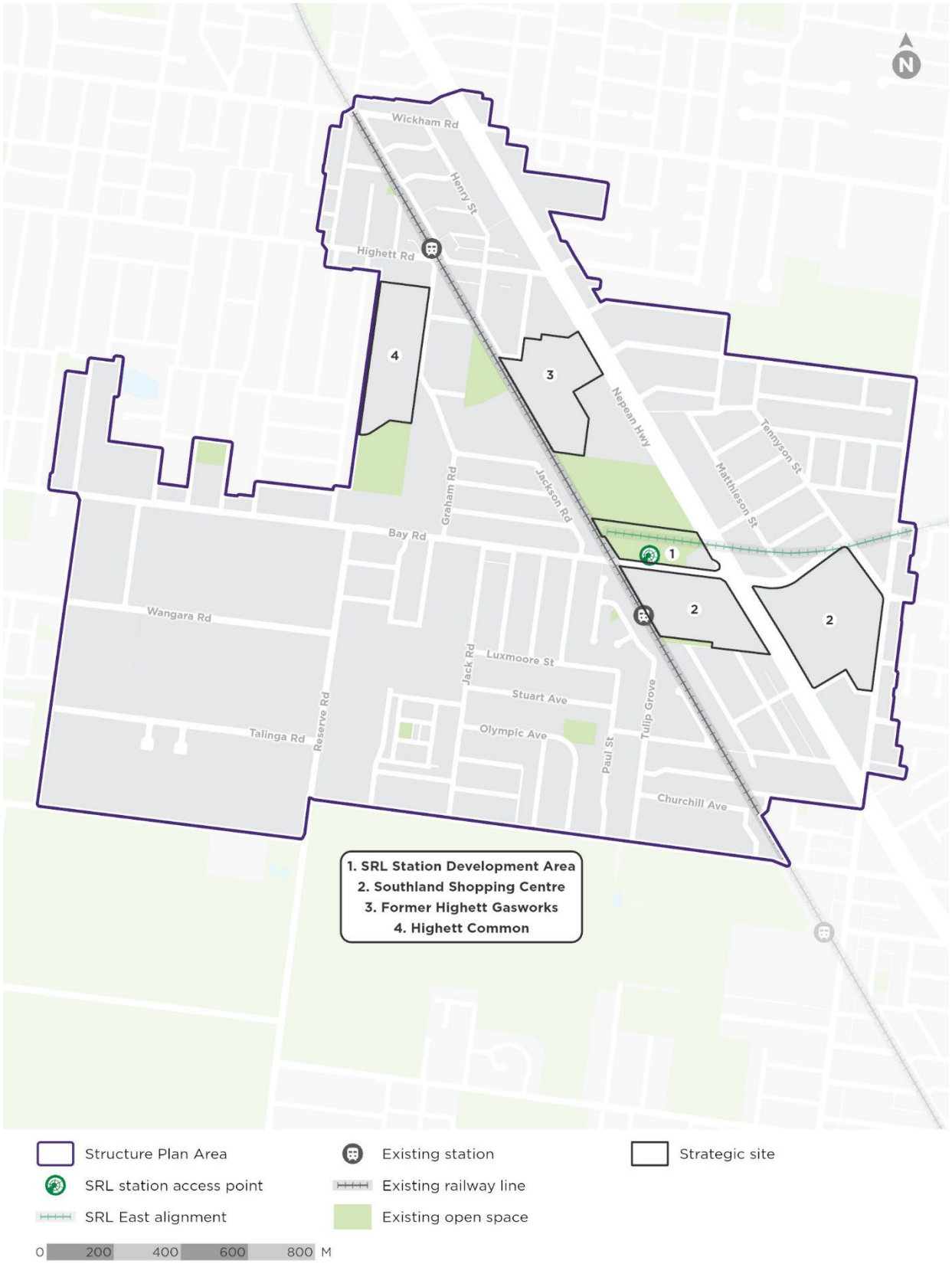


Figure 17 Strategic sites within the Cheltenham Structure Plan Area

5.1 Enriching Community

The Vision for Cheltenham envisages more diverse housing types, sizes and tenures to support a growing population with changing household needs and preferences. With population growth comes the need for well-located community facilities to meet the daily needs of residents and workers.

The *Housing Needs Assessment – Cheltenham*, the *Community Infrastructure Needs Assessment – Cheltenham* and the *Open Space Technical Report* informed the response in the Draft Cheltenham Structure Plan to the Enriching Community theme, as summarised in the following sections.

5.1.1 Housing needs

Context

Cheltenham's housing is evolving from predominantly low-scale detached dwellings to greater diversity with new townhouses and apartments.

The Draft Cheltenham Structure Plan seeks to support Victoria to meet its overall housing targets while encouraging opportunities for more diverse and affordable housing options in highly accessible locations.

The *Housing Needs Assessment – Cheltenham* projects the number of dwellings needed to accommodate the forecast population growth to 2041, and identifies the type and size of dwellings and the most suitable locations within the Structure Plan Area for higher density housing.

Dwelling definitions used by the Australian Bureau of Statistics (ABS) are adopted for consistency in data analysis: low density (stand-alone dwellings), medium density (attached dwellings up to two storeys) and high density (flats and apartments with three or more storeys).

Community engagement and stakeholder feedback also informed the approach to addressing housing needs outlined within the Draft Cheltenham Structure Plan.

Key findings

The population of the Cheltenham Structure Plan Area is projected to more than double from 9,400 people (ABS 2021 Census) to 20,800 by 2041. More housing and more housing choice are needed to meet this demand.

A net extra 4,500 dwellings are needed within the Structure Plan Area by 2041. Most should be provided in high density developments (3,760), with some provided in medium density developments (940). A decline of low density dwellings is projected (-230) due to the demolition of older dwellings and their replacement with medium and high density development.

Approximately 220 new dwellings will be required each year to achieve this housing growth. This is above the rate of recent annual housing completions within the Structure Plan Area (170) but is considered achievable subject to market conditions.

The Structure Plan Area already has a higher proportion of high density housing (21 per cent) compared to Greater Melbourne (13 per cent) and medium density housing (39 per cent) compared to Greater Melbourne (22 per cent). This reflects the recent trend for higher density development in the area.

Higher density housing will help to meet demand for more affordable housing and for smaller-sized dwellings (one and two-bedroom), particularly from the increasing number of older persons aged 65+ years projected in the area. A greater diversity of apartment sizes than currently being delivered may be required to meet demand from larger households, particularly families. More social and affordable housing for very low to moderate income earners is needed, with an estimated 770 households within the Structure Plan Area potentially eligible for social and affordable housing in 2041.

The need for aged care and retirement dwellings within the Structure Plan Area is projected to include 290 Independent Living Units (retirement village) and 170 residential aged care facility beds by 2041. Demand for student accommodation or key worker housing is not projected to be significant.

The *Housing Needs Assessment – Cheltenham* recommends higher density housing is facilitated in and around the activity centres in the Structure Plan Area, including at Southland Shopping Centre. The former Highett Gasworks and Highett Common (former CSIRO) sites, and Nepean Highway are also recommended for high density housing.

Lot consolidation is recommended to support greater provision of housing in the established residential parts of the Structure Plan Area, particularly west of the existing Frankston Line.

The *Housing Needs Assessment – Cheltenham* considers the role that residential development could play in supporting the Bayside Business District while also delivering a share of the future housing needed in the Structure Plan Area.

Future directions in the Draft Cheltenham Structure Plan

Section 5.3 'Enriching Community' of the Draft Cheltenham Structure Plan includes Objective 2 to 'Facilitate the growth of high-quality housing'. It proposes that most of the 4,500 new dwellings needed in the Structure Plan Area are provided in high density developments.

Three levels of housing growth are identified – significant, high and medium. These housing growth levels provide guidance about where the additional 4,500 new dwellings are best distributed across the Structure Plan Area. The guidance considers the opportunities and constraints of the existing and future context, recommendations of the *Housing Needs Assessment – Cheltenham* and the *Urban Design Report – Cheltenham,* State and local planning policy, the Vision for Cheltenham and community feedback. The housing growth levels are illustrated in Figure 18. The associated built form categories described below in Section 5.3.1 Urban design are also illustrated.

Figure 18 Built form scale in the context of the Structure Plan Area

These growth levels direct the most significant housing growth to places within the Structure Plan Area with the best access to services, amenities and transport, strategic sites and where the preferred scale of future development is greater. This recognises that modest housing growth is more appropriate in established residential areas where the preferred scale of future development is lower. The range of housing growth levels enables a variety of residential types and development locations to attract diverse developers and offer greater choice of housing for the community.

The locations for different levels of housing growth are shown in the 'Enriching community plan – Housing' in Figure 19 below. The housing growth levels and preferred built form are also reflected in the Neighbourhood Framework Plans provided in the Draft Cheltenham Structure Plan. Areas of significant and high housing growth are focused around the SRL station, as well as the Southland neighbourhood, the former Highett Gasworks site and along Nepean Highway and Graham Road (between Highett Road and Bay Road). Medium growth levels are proposed elsewhere across the Structure Plan Area to enable a transition between significant and high housing growth areas and sensitive interfaces outside the Structure Plan Area.

Strategies and actions are included in the Draft Cheltenham Structure Plan to facilitate this distribution of housing growth and maximise opportunities for housing choice. The Draft Cheltenham Structure Plan includes strategies to facilitate a variety of dwelling sizes and types, including residential aged care and independent living. It also supports new and emerging housing models to foster a diverse housing market.

Existing State planning policy encourages more affordable housing throughout Victoria for very low to moderate income households. The Draft Cheltenham Structure Plan seeks to help achieve this policy and respond to the projected demand for more social and affordable housing provision in the Structure Plan Area by encouraging provision of affordable housing on strategic sites and in areas identified for significant and high housing growth in alignment with Victorian Government policy. Other strategies encourage innovative affordable housing models by the not-for-profit and community housing sector and social and affordable housing on government-owned land. The Draft Cheltenham Structure Plan also includes an action to understand future redevelopment or renewal opportunities for existing social housing in the area.

These directions are considered in the *Urban Design Report – Cheltenham* (discussed in Section 5.3.1 below) and have guided the urban form proposed to maximise opportunities for achieving planned housing growth in preferred locations.

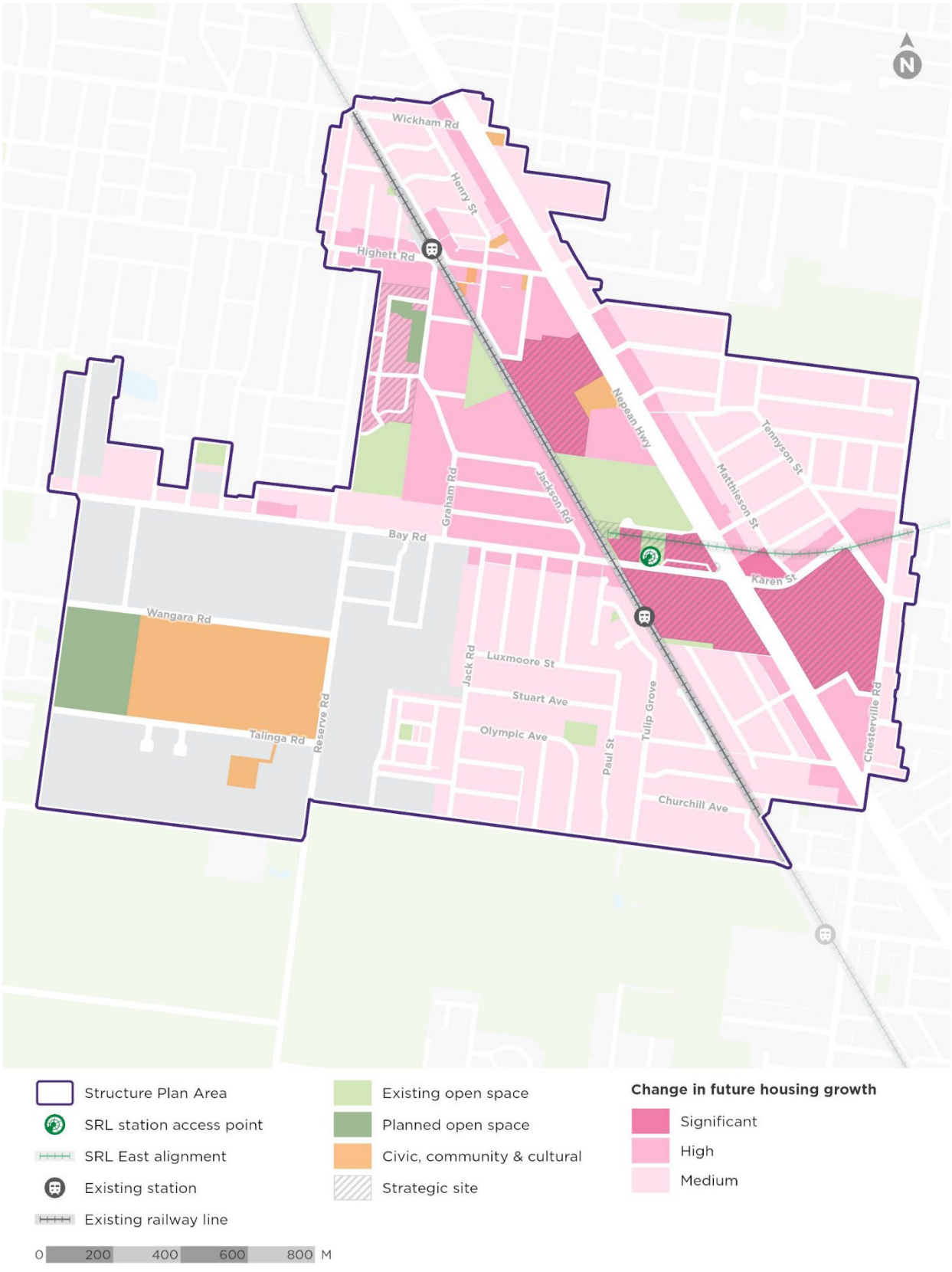


Figure 19 Enriching community plan – Housing

5.1.2 Community infrastructure needs

Context

Population growth within the Cheltenham Structure Plan Area will increase demand on existing community infrastructure and create demand for more community infrastructure.

The *Community Infrastructure Needs Assessment – Cheltenham* focuses on local community infrastructure (library, community hub, neighbourhood house, maternal child health, youth spaces, indoor and outdoor courts, and sports fields) within the Structure Plan Area and a wider 1.6-kilometre station radius (referred to as the '1.6-kilometre local catchment').

The quality of existing community infrastructure is assessed, based on accessibility, condition, capacity and growth potential, and trends in community infrastructure provision are described. Community infrastructure needs to 2041 are identified based on projected population growth. Consultations with the cities of Kingston and Bayside informed the assessment.

The *Community Infrastructure Needs Assessment – Cheltenham* makes recommendations for future community infrastructure provision within the Structure Plan Area to 2041. Potential sites for this infrastructure are identified for future detailed investigation.

Key findings

Different types of community infrastructure are located within the Cheltenham Structure Plan Area and 1.6-kilometre local catchment. These include libraries, creative spaces, community hubs, a neighbourhood house, maternal and child health services, sporting courts and fields.

Trends in community infrastructure provision include a preference for larger integrated community hubs and district-scale sporting facilities over single-use stand-alone facilities and single sports fields. Integrated facilities offer operational and commercial efficiencies to better meet community needs and expectations.

The *Community Infrastructure Needs Assessment – Cheltenham* acknowledges that finding the space for new facilities within a high density urban area is challenging, and that further work is required to confirm the preferred form, function and location of community infrastructure.

Current provision was identified to be in line with benchmark provision rates, although library provision was identified to not meet current local need principally due to the current size and condition of the libraries. Demand for each type of community infrastructure provision was forecast to increase within the Cheltenham Structure Plan Area.

The *Community Infrastructure Needs Assessment – Cheltenham* recommends planning for the following facilities to meet the demand generated by population growth within the Structure Plan Area:

- A centrally-located multi-purpose community hub to provide a range of community services and spaces, which could include a district-level library and associated spaces and services to suit local community needs. Potential candidate sites identified include the existing Cheltenham Library and Community Centre adjacent Sir William Fry Reserve and Southland Shopping Centre
- Consideration of additional maternal child health spaces
- Augmentation and upgrades to existing local sport and recreation facilities and facilitation of shared use agreements to increase local provision.

Opportunities to increase walking, cycling and public transport access to existing district and regional scale sport and recreation facilities are also recommended.

Principles to guide future decisions on the location of new community infrastructure and further consideration of the candidate sites are provided in the *Community Infrastructure Needs Assessment – Cheltenham*.

Future directions in the Draft Cheltenham Structure Plan

Section 5.3 'Enriching Community' of the Draft Cheltenham Structure Plan includes Objective 5 to 'Provide an enhanced and accessible network of local community infrastructure that meets the needs of the future community'. This will be achieved through facilitating:

- A new multi-purpose community hub and library facility
- Expanded services and programs, including maternal child health services
- Upgrades to fields

- Planning for improved facilities by working with Bayside and Kingston City Councils
- Exploration of opportunities for greater community use of sporting facilities and other spaces at schools and private institutions.

Potential locations for new community infrastructure are shown on the 'Enriching community plan – Open space and community infrastructure' in Figure 20 below, where they are identified as 'Community infrastructure opportunity areas'. They are referred to as 'opportunity areas' to enable flexibility and support further consideration of:

- The site selection principles (outlined below) for new community infrastructure in the Draft Cheltenham Structure Plan
- The preferred future scale, form and function of the infrastructure
- Preferred service and infrastructure delivery models
- Community needs and preferences
- Opportunities pertaining to land ownership, development and funding.

Actions are included in the Draft Cheltenham Structure Plan for SRLA to work collaboratively with Kingston and Bayside City Councils to confirm the form and location of community infrastructure and deliver new and enhanced community infrastructure.

The Draft Cheltenham Structure Plan also includes strategies and actions to ensure that kindergarten and government primary and secondary school capacity meets the future needs of the community in Cheltenham and surrounding areas. This includes an action to consider the need for new government primary school provision and monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergarten provision.

Site selection

The following site selection principles will assist in identifying sites suitable for new community infrastructure (shown as 'opportunity areas' in Figure 20):

- New sites are locally accessible to maximise walking, riding and public transport networks that foster healthy communities
- Sites are located in an activated area, where other community infrastructure, retail or amenities are provided
- A site contributes to the network of local community infrastructure
- A site has capacity to be flexible to meet changing needs over time
- A site has, or is anticipated to have, potential to be available and developable for community infrastructure within the structure planning period (to 2041)
- Council-owned land should be the priority sites for new community infrastructure, followed by State-owned land. Co-locating new community infrastructure with existing infrastructure is encouraged. Purchasing land should be considered where other options have been excluded.

5.1.3 Open space

Context

Population growth within the Cheltenham Structure Plan Area will increase demand on public open space. In higher density urban environments, access to high-quality public open space is important for supporting recreational use and activity and for providing a diversity of recreational opportunities. Public open space is also important to the amenity of an area.

The *Open Space Technical Report* assesses the existing provision and accessibility of open space within the Structure Plan Area and the wider 1.6-kilometre station radius. The report makes recommendations for increasing or enhancing public open space and pedestrian links within the Structure Plan Area, primarily utilising *access* (400-metre walkable access) and *quality* benchmarks in its assessment, with the *quantum* of open space (square metre per person with the Structure Plan Area) used as a secondary indicator.

Key findings

There are currently eight public open spaces in the Cheltenham Structure Plan Area with a combined area of more than 112,000 m^2. These open spaces are primarily owned by Kingston and Bayside City Councils and include the large Sir William Fry Reserve in the centre of the Structure Plan Area and smaller open spaces. More large public open spaces and restricted public open spaces (such as sports clubs, cemeteries and schools) are located outside the Structure Plan Area but within the wider 1.6-kilometre station radius.

Four new public open spaces are planned in the Structure Plan Area. This includes two new public open spaces at the Highett Common (former CSIRO site) development. This is in addition to the upgraded open spaces and new public realm to be delivered with the SRL station.

The location of the SRL station within Sir William Fry Reserve has reduced the size of this open space. An offset for this open space will be provided in the Cheltenham or Highett area (the location is currently being investigated).

The Cheltenham Structure Plan Area and wider 1.6-kilometre station radius both have low walkable access to public open space due to a lack of permeability in the local street network and the barrier created by main roads and the Frankston Line. Seven areas of the Structure Plan Area do not currently have 400-walkable access to public open space. These areas include residential areas north of the existing Highett Station, within the former Highett Gasworks site, north and south of Bay Road, north of Park Road, and west of Reserve Road.

Three-quarters of the existing public open spaces in the Cheltenham Structure Plan Area are considered to be high-quality. Enhancements are recommended to Lyle Anderson Reserve as a priority, with subsequent upgrades to other existing public open spaces identified as an opportunity to meet future needs for quality open space

Recommendations of the *Open Space Technical Report* aim to improve access to high-quality open space through new open spaces, new pedestrian links and enhancements to broaden the diversity and use of existing open space, optimising the function and value to residents, workers and visitors.

The recommendations include:

- Eight new pedestrian links to improve permeability and 400-metre walkable access to existing public open space
- Potential for increased public access to Cheltenham Memorial Cemetery (a future opportunity)
- A priority quality enhancement to Lyle Anderson Reserve
- Six new public open spaces to address gaps in 400-metre walkable access
- An offset of public open space from Sir William Fry Reserve (within the Cheltenham or Highett area) to be provided as part of SRL East.

Delivery of the planned and recommended new open spaces and pedestrian links would increase the proportion of households in the Structure Plan Area with 400-metre walkable access to public open space to 94 per cent. In the highest density areas, 200-metre walkable access to public open space would increase to 47 per cent of households.

The public open space provision ratio (m^2 per person) was assessed for the projected Structure Plan Area population and broader 1.6-kilometre station radius to 2041. With the additional population and the recommended open spaces, the current 12 m^2 of open space per person within the Structure Plan Area is projected to remain around the same at 11.9 m^2 per person by 2041. If the assessment includes public open space within the wider 1.6-kilometre station radius, this increases marginally to 12.3 m^2 per person. This reflects the presence of existing open spaces on the edge of the Structure Plan Area that are accessible.

With the planned and recommended new and enhanced public open spaces and pedestrian links, the Structure Plan Area will provide a suitably accessible, quality and diverse open space network to support the future population.

Future directions in the Draft Cheltenham Structure Plan

Section 5.3 ‘Enriching Community’ of the Draft Cheltenham Structure Plan includes Objective 6 to ‘Create a connected and accessible open space network for those who live and work in Cheltenham’.

The focus of the Draft Cheltenham Structure Plan is to support 400-metre walkable access to quality public open space for at least 95 per cent of households, with even greater accessibility in higher density areas by providing new and enhanced high-quality open spaces and improving pedestrian links.

Improving the quality and function of existing open space is a key strategy in providing for future communities. Providing greater diversity of function will enable the spaces to be utilised effectively and meet the needs of more people.

The Draft Cheltenham Structure Plan includes strategies and actions to facilitate and enhance open space. It also includes Neighbourhood Framework Plans that support greater diversity and use of open space, identify opportunities for underutilised land to be used for open space on a temporary and permanent basis, and maximise open space provision on large redevelopment sites. These are shown on the 'Enriching community plan – Open space and community infrastructure' in Figure 20 and include:

- Potential future key links to improve access to existing and new open spaces
- Identification of investigation areas for potential new open space locations. Future options are to be considered using the site selection principles for new open space identified in the Draft Cheltenham Structure Plan (outlined below)
- The creation of an open space offset for Sir William Fry Reserve in Cheltenham or Highett (location currently under investigation)
- Supporting Kingston and Bayside City Councils to undertake quality improvements to existing open spaces to enhance their capacity and use, including Lyle Anderson Reserve. This should be supported by improved access to the Reserve with pedestrian crossings over the Frankston Line and Nepean Highway
- Supporting Bayside City Council to negotiate increased access to existing large private and restricted open spaces, such as Cheltenham Memorial Park.

Site selection principles

The following site selection principles will assist in identifying sites suitable for new open space (shown as 'investigation areas' in Figure 20):

- **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
- **Alignment with intended open space classification / typology** – primary function and catchment
- **Access to public open space** – improves 400-metre walkable access from anywhere within the Structure Plan Area, with a target of greater accessibility in higher density areas where possible
- **Accessibility onto the site** – more than one entry point, road frontages, topography, accessible for people of all abilities, available 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** – consideration of links and connections to existing open space, open space corridors, cycle routes
- **Size** – suitable for intended purpose and minimum dimensions.

Realising the investigation areas and pedestrian links

The investigation areas for new open spaces and the new pedestrian links are identified indicatively in the Draft Cheltenham Structure Plan to enable further investigation of their optimal location. This will enable community consultation and further testing of the preferred future scale, form and function of the open spaces and links, including opportunities pertaining to land ownership, development and funding.

Actions are included in the Draft Cheltenham Structure Plan for:

- Kingston and Bayside City Councils and SRLA to partner to deliver the new open spaces
- SRLA to amend the Kingston and Bayside Planning Schemes to encourage delivery of the new pedestrian links.

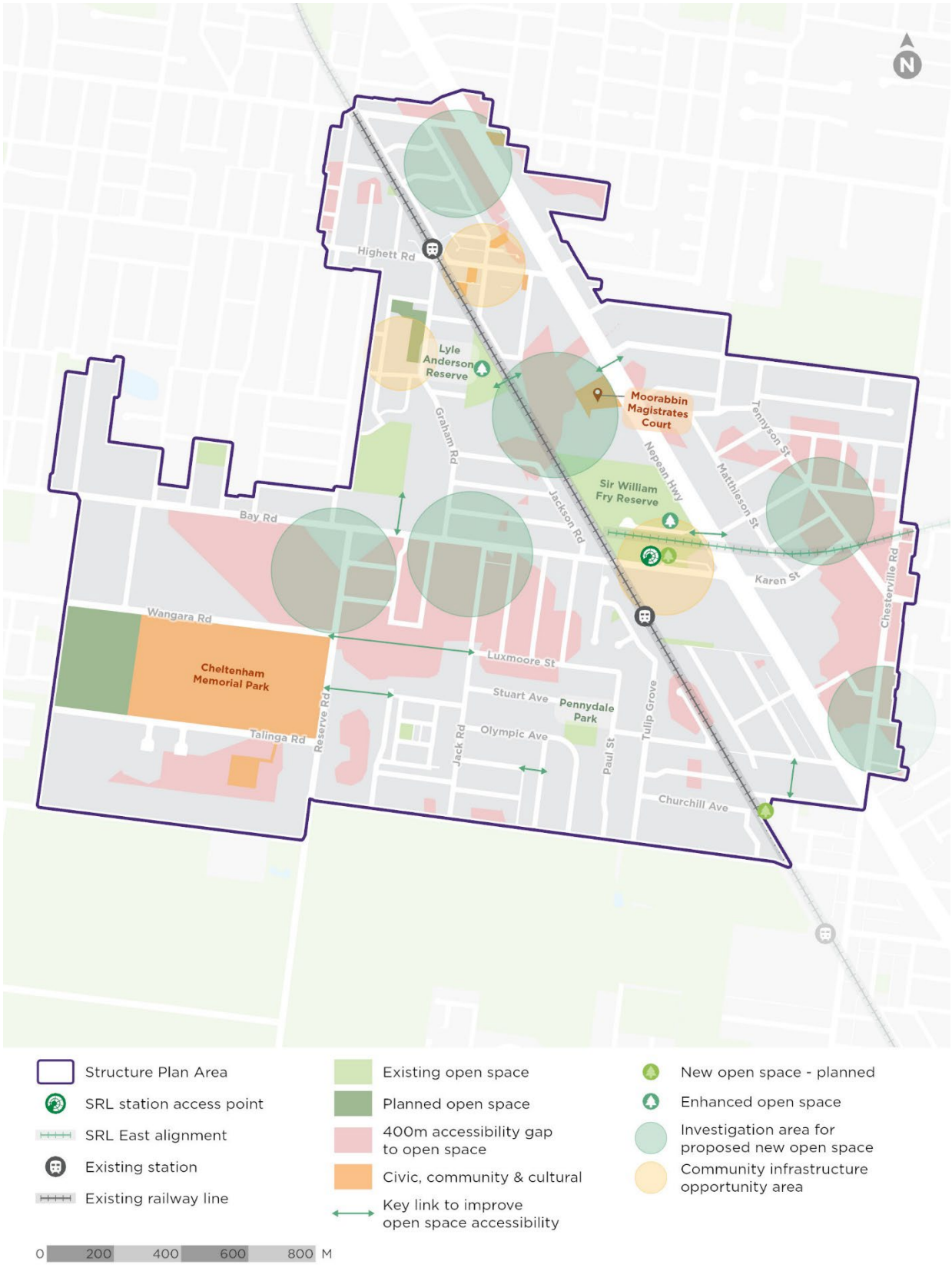


Figure 20 Enriching community plan – Open space and community infrastructure

5.2 Boosting the Economy

The growing community within and beyond the Cheltenham Structure Plan Area will contribute to Cheltenham's established local economy.

The centre of the Structure Plan Area will remain anchored by Southland Shopping Centre, with opportunity to reinvigorate surrounding areas with new retail, dining and entertainment options and a spread of activity across the day.

The significance of the Bayside Business District to the region and Structure Plan Area presents opportunity for intensification to support and attract more knowledge-based jobs with new commercial and office spaces, as well as creative industries and specialist manufacturers supported by a high amenity public realm.

The *Economic Profile Technical Report – Cheltenham* and the *Retail Assessment – Cheltenham* informed the response in the Draft Cheltenham Structure Plan to the Boosting the Economy theme, as summarised in the following sections.

5.2.1 Economic profile

Context

Key commercial areas within the Cheltenham Structure Plan Area provide important employment opportunities for the surrounding region and will be enhanced by the increased rail connectivity SRL East will provide.

Existing industrial areas comprise largely the Bayside Business District in the south west of the Structure Plan Area, which is a significant regional employment generator and is identified as regionally significant industrial land in the *Melbourne Industrial and Commercial Land Use Plan* (MICLUP).

The *Economic Profile Technical Report – Cheltenham* reviews the current economic context, trends and outlook for the Structure Plan Area and provides direction for economic growth. Job growth sectors and the amount and type of additional employment floorspace needed by 2041 are identified, as well as possible locations for floorspace growth. An industrial land supply assessment establishes key directions for managing and benefiting from growth in the Structure Plan Area.

Key findings

The Cheltenham Structure Plan Area includes the Cheltenham–Southland Major Activity Centre, with key employment areas comprising Southland Shopping Centre, the Highett Activity Centre and regional retail, local community services (including health and justice) and some administrative and professional services along Nepean Highway.

The retail sector provides the most jobs in the Structure Plan Area (25 per cent) followed by the health care and social assistance sector (13 per cent) and manufacturing (9 per cent). Bayside Business District in the south west of the Structure Plan Area is another key employment area (supporting approximately 5,500 jobs), with a focus on light industrial, manufacturing and distribution activities.

The worker population in the Structure Plan Area is projected to increase from 10,600 (ABS 2021 Census) to 22,600 by 2041. An additional 272,900 m^2 of floorspace is needed in the area by 2041 to support this jobs growth. This includes 120,100 m^2 of additional office space and 42,000 m^2 of additional retail space.

This increase will occur primarily in jobs such as retail, accommodation and hospitality, arts and recreation, as well as construction. The construction sector is expected to add approximately 270 workers per year. Professional services and education sector jobs are also expected to increase.

The *Economic Profile Technical Report – Cheltenham* recommends the Bayside Business District is maintained and supported given its role in the local economy, and that growth of nearby activity centres is supported. Intensification of employment in this area could be derived potentially from a greater mix of office space relative to industrial, but in a way that does not compete with more central locations for office space in Cheltenham.

The *Economic Profile Technical Report – Cheltenham* makes the following recommendations for future employment floorspace:

- Plan for a material increase in office floorspace, particularly in and around the Southland Activity Centre while supporting growth of office space in the Bayside Business District to retain its important local employment function
- Plan for a modest increase of health floorspace within existing activity centres and, if required, locate future non-school education floorspace in activity centres, such as adult education facilities, tutoring or childcare facilities

- Plan for an additional 42,800 m^2 of retail and food and beverage space in the Structure Plan Area – while this should be accommodated primarily near the SRL station, existing activity centres such as Highett Neighbourhood Activity Centre and Nepean Highway will continue to play a role, along with specific locations to support Bayside Business District workers
- Allow for an increase in industrial floorspace in the Bayside Business District to support the evolution of this important employment area towards higher density employment uses, while retaining space for a wide range of industrial uses.

Future directions in the Draft Cheltenham Structure Plan

The focus of the Draft Cheltenham Structure Plan is to increase employment (and housing density) in mixed-use areas with a high level of accessibility to public transport and daily local needs. Locations for employment priorities are shown on the 'Boosting the economy plan' in Figure 21.

The Draft Cheltenham Structure Plan provides opportunity to support the evolution of the Bayside Business District into a more diverse employment area with a range of enterprises. There is also opportunity to support enhanced amenity with some limited expansion of local retail, hospitality and service offerings along Bay Road. Given the primary employment purpose of the Bayside Business District, a limited amount of residential use is also proposed along the northern side of Bay Road where a mix of uses is already present and where it adjoins residential areas. This location was also considered suitable having regard to assessments of noise, odour and amenity buffers associated with existing industrial uses. Introducing residential use in this location is not considered to detract overall from the regional employment significance of the broader district as designated in the *Melbourne Industrial and Commercial Land Use Plan* (MICLUP) and can support the increased diversity of employment use in this area. There are also opportunities to update the MICLUP to reflect these changes, as the MICLUP envisages future refinements following place-specific strategic work.

Section 5.4 'Boosting the Economy' of the Draft Cheltenham Structure Plan includes strategies to encourage jobs in defined neighbourhoods within the Structure Plan Area (the locations of these neighbourhoods are shown in Section 6 of the Draft Cheltenham Structure Plan). The Draft Cheltenham Structure Plan seeks to:

- Encourage employment opportunities in the Southland neighbourhood, Bayside Business District and the Highett Neighbourhood Activity Centre to cater for future increases in the health, education and professional services and other population serving sectors
- Encourage a mix of industrial units, warehouses and showrooms within employment land for a diverse range of enterprises to support industrial sector employment opportunities
- Concentrate economic growth in the Southland neighbourhood to create diverse job opportunities by allocating a mix of non-residential floorspaces, supporting the redevelopment of Southland Shopping Centre to provide a range of uses and encouraging a night-time economy and the provision of entertainment options
- Support the growth of a range of employment uses within the Bayside Business District, where new development should feature a mix of employment uses including light industrial, office and warehouse.
- Provide for mixed-use opportunities near the Bayside Business District north of Bay Road to support its primary employment function, including providing mixed-use office and commercial uses to activate the corridor at the street level, expanding the Bay Road and Jack Road Small Neighbourhood Activity Centre and the Bay Road and Avoca Street Small Neighbourhood Activity Centre and providing upper level residential uses along Bay Road.

5.2.2 Retail needs

Context

Residential and worker population growth within and surrounding the Cheltenham Structure Plan Area will increase retail demand.

The *Retail Assessment– Cheltenham* identifies the current type and amount (m^2) of retail floorspace within the Structure Plan Area, identifies future retail needs and floorspace required, and recommends retail types and locations to support amenity and economic development.

Key findings

Residents in the Cheltenham Structure Plan Areas spent an estimated $175.2 million in the retail sector in 2024. The sector is forecast to grow to $451.4 million by 2041, representing an annual growth rate of 6 per cent. An additional 33,000 to 40,000 m^2 of retail floorspace (gross lettable area or GLA) will be needed by 2041, reaching a total retail floorspace of 211,400 to 218,400 m^2 GLA within the Structure Plan Area.

Southland Shopping Centre is the largest retail concentration in the Structure Plan Area, with retail expansion opportunities for the centre primarily focused on the Southland carpark.

The *Retail Assessment – Cheltenham* recommends consolidating retail growth in the core of the Structure Plan Area, with potential expansion opportunities at the western Southland car park.

The assessment finds that retail should moderately expand within other existing commercial nodes to capitalise, when appropriate, in response to market demands. Large-format retail and showrooms, along with other commercial space, are recommended along the highway frontages, rather than fine-grain retail.

Retail growth opportunities should be limited in Highett, with mixed-use development providing some opportunity for minor expansion. Retail space in the Bayside Business District should focus predominantly on space for showroom and bulky goods retailers and supporting workers by providing convenient access to services to meet their everyday needs.

Future directions in the Draft Cheltenham Structure Plan

More people living and working in the Cheltenham Structure Plan Area will increase demand for retail growth that caters to residents and workers.

Section 5.3 'Enriching Community' and Section 5.4 'Boosting the Economy' of the Draft Cheltenham Structure Plan provide strategies to encourage retail growth in the Structure Plan Area, including those relating to:

- Concentrating retail floorspace in the Southland neighbourhood by ensuring non-residential uses (including retail) are provided to create a vibrant area that caters to local needs
- Supporting the redevelopment of Southland Shopping Centre and directing the majority of new retail floorspace in the Structure Plan Area to the Southland neighbourhood to leverage its status as a regional retail destination for years to come
- Locating additional retail in existing areas such as the Highett Neighbourhood Activity Centre and Bay Road and Jack Road Small Neighbourhood Activity Centre, and the Bay Road and Avoca Street Small Neighbourhood Activity Centre to become local community nodes providing retail, hospitality and services offerings to support workers of the Bayside Business District
- Providing active frontages where retail uses are encouraged, such as in the Southland neighbourhood along Bay Road and Karen Street, Highett Road in the Highett neighbourhood, and north of Bay Road in the Bayside Business District.

Locations for commercial and mixed-use employment priorities are shown on the 'Boosting the economy plan' in Figure 21.

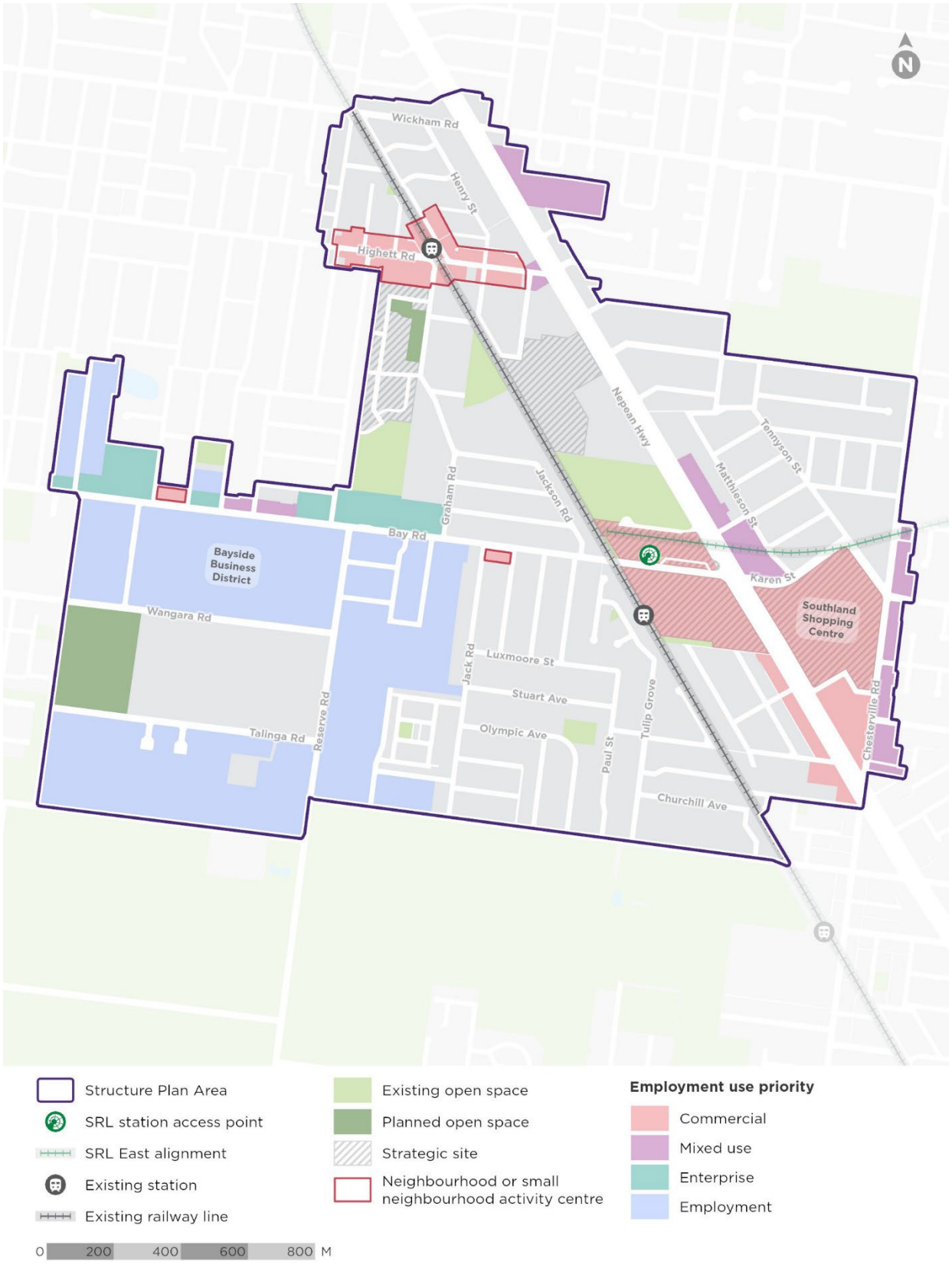


Figure 21 Boosting the economy plan

5.3 Enhancing Place

The Cheltenham Structure Plan Area will need to evolve to accommodate the projected demand for new homes and employment floorspace.

New development will need to optimise the benefits of denser living and respond to the unique and distinct characteristics of Cheltenham, supported by a well-connected, comfortable and welcoming public realm.

Increasing the number of people with better access to homes, jobs and services can improve environmental performance by reducing travel distances, which increases support for local businesses, reduces costs with better use of existing infrastructure, and offers a more vibrant environment that supports more diverse opportunities for cultural and recreational experiences.

Raising density can present different challenges. The scale of density should respond to the local context and future role in supporting the Vision for Cheltenham. This includes ensuring that appropriate building heights, street wall heights, building separation, setbacks and landscaping contribute to a green urban environment.

The *Urban Design Report – Cheltenham* and the *Wind Technical Report* informed the response in the Draft Cheltenham Structure Plan to the Enhancing Place theme, as summarised in the following sections.

The *Urban Design Report – Cheltenham* also influenced place outcomes in the Draft Cheltenham Structure Plan, including for streetscapes, transport, tree canopy and ecology.

Public park at Bowden, Adelaide

5.3.1 Urban design

Context

The improved accessibility and connectivity delivered by SRL East means the urban form of Cheltenham will transform over the coming decades. The *Urban Design Report – Cheltenham* provides direction on where and how growth can be achieved, while maintaining Cheltenham as an attractive place for people to live and work.

The report outlines urban design outcomes and recommendations for the public realm, urban form and built form. These were guided by eight Design Directions, as shown in Figure 22.

The Design Directions and associated strategies informed the development of Urban Form, Public Realm and Built Form frameworks, which are described further below.

Figure 22 *Urban Design Report – Cheltenham* Design Directions

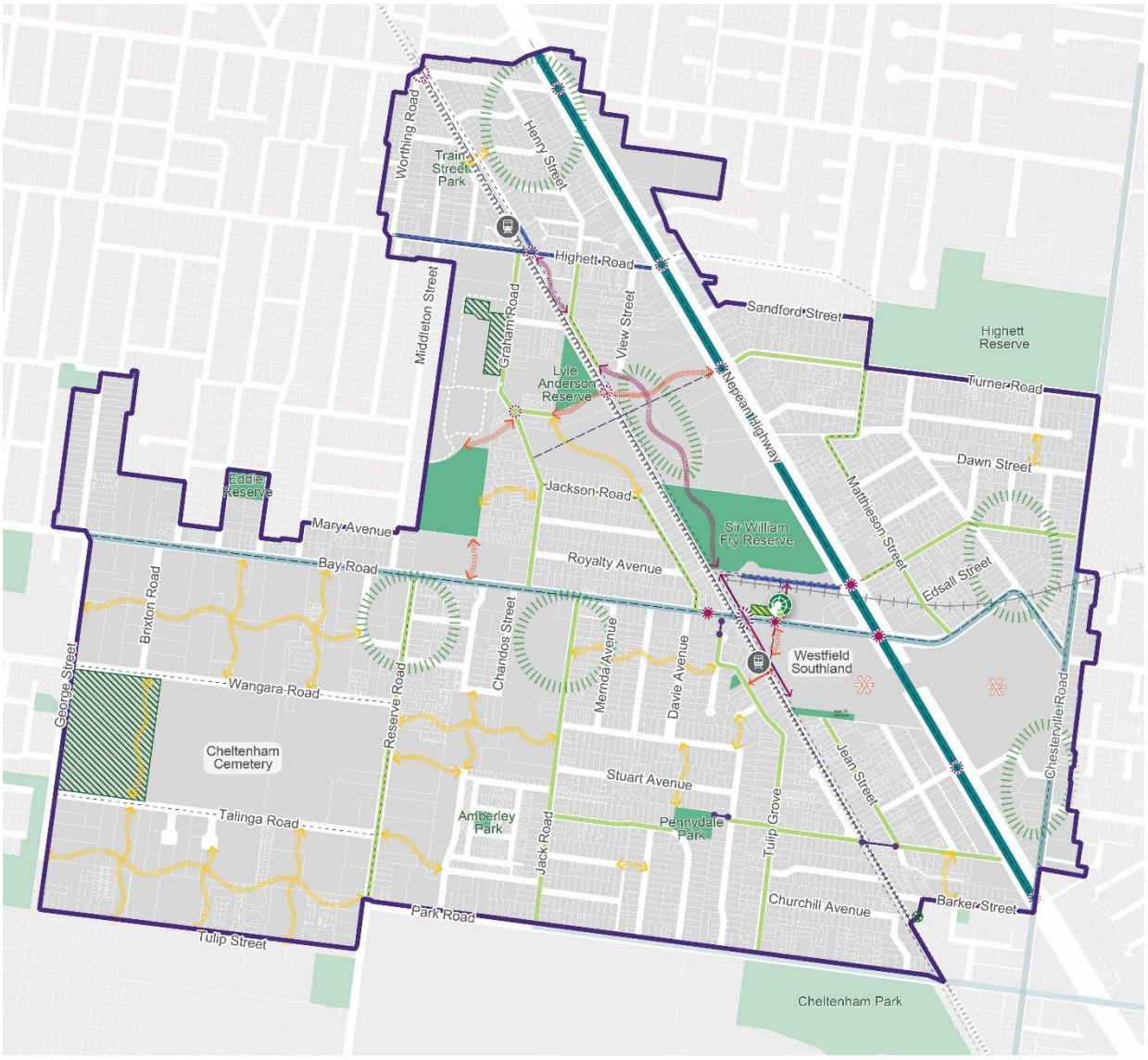
Key findings

Public realm

The *Urban Design Report – Cheltenham* sets out a Public Realm Framework for the proposed future public realm and open space network, as shown in Figure 23. The Public Realm Framework outlines outcomes and recommendations to support the important role of the public realm so that as the Structure Plan Area grows, it is inviting and attractive for walking, cycling, community life and activity that supports cooling, greening and urban biodiversity.

The Public Realm Framework identifies streetscapes and new and improved open space to enhance greening, connectivity and recreational opportunities throughout the Structure Plan Area. This includes recommendations to improve connectivity between the SRL station at Cheltenham, the retail core and surrounding area, and to leverage and improve existing streets and key open spaces such as Sir William Fry Reserve. The heart of the Structure Plan Area is proposed to be a vibrant hub of activity supported by an attractive and accessible public realm, with Sir William Fry Reserve's landscape and recreation values taking on a new role servicing more residents and visitors in the core.

Improvements to encourage more walking and cycling are supported by a dedicated and legible link between the SRL station to the Highett Neighbourhood Activity Centre to the north and Cheltenham Major Activity Centre to the south. Other opportunities include improved walking and cycling access to key destinations, a more permeable local street network, particularly in the areas to the south west of Bay Road, and new pedestrian crossings of Bay Road, Nepean Highway and the Frankston Line. Bay Road is proposed to be transformed to provide a safer and more comfortable pedestrian environment and to support new development opportunities.



Legend

- SRL station
- Existing train station
- Structure Plan Area
- SRL East alignment
- Boulevard
- Avenue
- Activity Street
- Green Street
- Critical key link (new) - fixed
- Critical key link (new) - flexible
- Important key link (new) - fixed
- Important key link (new) - flexible
- Local key link (new) - flexible
- Important key link (improved widened)- fixed/flexible
- Work with land manager / owner to improve links and access through site
- Existing open space
- Open space (new) - SRL Rail and Infrastructure Project
- Open space (new) - planned/proposed
- Open space (new) - investigation area
- Pedestrian crossings (new or upgraded)
- Pedestrian crossings (new or upgraded) - SRL Rail and Infrastructure Project

Transport Legend*

- Upgraded strategic corridor
- Active transport - C1, C2, C3
- Major active transport link

*Refer to the Structure Plan Transport Plan for more detail

Figure 23 Public Realm Framework

Urban form

The *Urban Design Report – Cheltenham* sets out an Urban Form Framework for future urban form and land use attributes. The Urban Form Framework seeks to deliver an urban form that supports high amenity environments as the Structure Plan Area transitions, with diverse, liveable and productive neighbourhoods. To achieve this, the framework generally adopts a mid-rise development pattern throughout the Structure Plan Area, with building heights ranging from four to 11 storeys. Immediately around the SRL station, high-rise buildings are proposed to maximise accessibility to jobs, services and public transport. This approach to the urban form is shown in Figure 24.

Figure 24 Distribution of built form with good urban design

The *Urban Design Report – Cheltenham* encourages a range of development types across different parts of the Structure Plan Area to create places with distinct identifies that support legibility and facilitate diversity in housing and business accommodation.

Taller buildings are recommended within the central core of the Structure Plan Area near the SRL station and along Nepean Highway south of Southland Shopping Centre. Taller podium-tower buildings will provide retail activity and high density employment and housing supporting a vibrant urban centre. Buildings will have an activated and continuous street wall to create a 'human scale' street-edge that supports good public realm amenity. Above the podium, towers will be setback to maintain a sense of openness and sky views, allow solar access to the public realm, ensure reasonable amenity for tower occupants and maintain equitable development opportunities for neighbouring properties.

A predominantly residential urban form is proposed adjacent to the north east of the central core, including at the Highett Gasworks site. Mid-rise apartments and mixed-use buildings will support a well-activated and strongly framed public realm with continuous and activated street walls with rear setbacks for canopy trees.

The main roads are generally wider roads that carry public transport to provide a high level of accessibility to jobs and services. This greater road width will enable taller, continuous buildings to be accommodated without overwhelming the street along Chesterville Road, Nepean Highway (north of the central core) and Bay Road (west of the commercial / retail core). These areas will allow for a range of land uses with commercial capable floorspace at the ground floor. Mid-rise apartments and mixed-use buildings will strongly frame the wide roads creating a continuous, activated street wall that complements the scale of the street. Above the street wall, upper building levels will be setback to manage solar access and building bulk impacts. Buildings will be setback at the front and the rear for trees and landscaping.

The traditional retail strip and commercial properties along Highett Road will support employment and housing growth and increased vibrancy, particularly outside retail hours. New mid-rise mixed-use buildings are recommended to complement the existing low-rise fine-grain character, with a two-storey street wall to frame the public realm. Above the street wall, built form will be setback to distinguish upper forms and maintain visual prominence of the street wall. Rear setbacks will minimise impacts on neighbouring properties. Achieving this development type will rely on the amalgamation of up to three typical lots to create a feasible site width.

The report recommends that the Structure Plan Area supports an intensification of fine-grain and large lot employment growth in a highly adaptable mix of employment land uses. A range of development forms are envisaged to host different employment uses in response to the existing and future context. This may include light industrial buildings, mid-rise commercial buildings of six storeys and freestanding buildings of up to eight storeys with large floor plates in different locations across the Bayside Business District.

A more moderate level of growth is proposed in the surrounding residential neighbourhoods. Development types comprise four to six-storey buildings on amalgamated lots and three-storey low-rise townhouses on single lots in garden settings, as shown in Figure 25.

In places at the edge of the Structure Plan Area, four-storey apartments are recommended. The development of four to six-storey apartments will rely on the amalgamation of two typical lots. Generous building setbacks, including upper levels setbacks above four storeys, will manage the change in scale from the existing built form and allow for landscaping. Importantly, building setbacks will retain and strengthen the leafy character by providing for 35 per cent deep soil planting for canopy trees in apartment developments, and for 20 to 25 per cent in townhouses. This urban form will offer a different housing choice to other parts of Cheltenham that responds to the existing character.

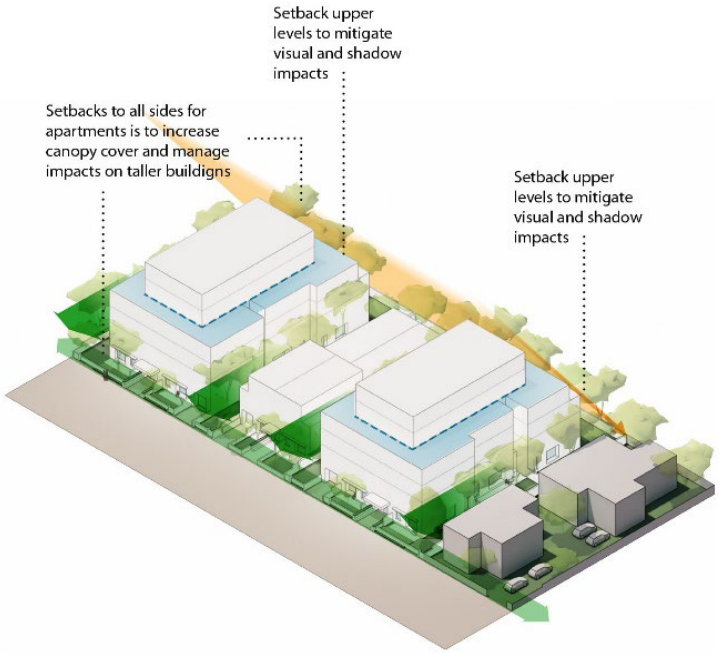


Figure 25 Mid-rise apartments and townhouse in garden setting

Built form

The *Urban Design Report – Cheltenham* outlines a Built Form Framework to support an inviting public realm and ensure high-quality and responsive development.

An inviting public realm will be supported by the careful design of built form to consider matters such as building orientation, tower separation and provision of sunlight to the public realm, weather protection to buildings in active urban areas, and ensuring engaging building facades and active frontages in commercial and mixed-use areas to provide a sense of address to streets.

A high-quality and responsive built form will be achieved by ensuring reasonable internal amenity and equitable development opportunities through upper level building setbacks, requiring generous rear setbacks and the transition of building heights from higher to lower interfaces.

Enhancing landscaping and canopy trees in development outside the core will maintain the leafy character of the Structure Plan Area by encouraging taller buildings to mark key locations and ensuring buildings with an interface to public open space provide passive surveillance, landscaped setbacks and an appealing legible composition.

Place-specific built form recommendations are outlined in further detail in the *Urban Design Report – Cheltenham*.

Future directions in the Draft Cheltenham Structure Plan

The design directions, strategies, outcomes and recommendations of the *Urban Design Report – Cheltenham* informed the development of Section 5 'Strategic response' and Section 6 'Neighbourhoods' of the Draft Cheltenham Structure Plan, as shown in Figure 26.

While the findings of the *Urban Design Report – Cheltenham* form the basis of the built form approach, the Draft Cheltenham Structure Plan was also informed by other considerations. This includes the projected demand for housing, retail and employment uses set out in the *Housing Needs Assessment - Cheltenham*, *Economic Profile Technical Report - Cheltenham* and *Retail Assessment - Cheltenham* (outlined in Sections 5.1 and 5.2 of this Background Report) and stakeholder feedback received during the Key Directions consultation. The built form approach in the Draft Cheltenham Structure Plan also responds to Victorian Government policy and the Vision for Cheltenham, which seek to maximise change in highly accessible locations, particularly around the SRL station at Cheltenham.

In key locations, the *Urban Design Report – Cheltenham* recommends that surrounding development consider solar access to public realm. The Cheltenham Structure Plan balances solar access considerations with the strategic role, desired activity, and function of the public realm network and the broader neighbourhood.

In some instances, the *Urban Design Report – Cheltenham* may recommend indicative building heights as a range, generally with a single storey and/or one metre tolerance. In these instances, the Draft Cheltenham Structure Plan has generally adopted the upper limit of the range as the preferred maximum height.

The Highett Gasworks site is a strategic site identified to provide significant housing growth. The *Land Use Scenario & Capacity Assessment* recommends the need to leverage the capacity opportunities of strategic sites. The Draft Cheltenham Structure Plan envisages a range of heights up to 18 storeys. While this is higher than the *Urban Design Report – Cheltenham* (which recommends heights of 12 to 14 storeys), these heights are considered appropriate to ensure flexibility to determine the appropriate built form outcomes as part of a master planning process, so that site opportunities and public benefit for the strategic site are fully realised.

In the south west corner of the Pennydale neighbourhood, the Draft Cheltenham Structure Plan states a preferred maximum height of four storeys, which is lower than the six storeys recommended in the *Urban Design Report – Cheltenham*. A lower height in this location allows for a transition in scale away from the SRL station, with negligible impact on the Draft Cheltenham Structure Plan's long-term housing growth aspirations. This aligns with stakeholder and community feedback requesting a transition in building heights away from the SRL station, noting that a lower height was suggested by the City of Bayside to achieve this. This change is captured in the Vision for Cheltenham.

Urban Design Report	How urban design findings were used in Structure Plans	Structure Plan
Public Realm		
Design Direction 1: Ensure streets are inviting places that support community life	Informed strategies and actions to establish a network of activity streets, boulevards, avenues and 'green streets'	ENHANCING PLACE **Objective 12**: Create a network of streets and public spaces that are vibrant, inviting and support growth
Design Direction 2: Promote active transport access	Informed the objective to 'create a legible and safe active transport network'	BETTER CONNECTIONS **Objective 16:** Create a legible and safe active transport network
Design Direction 3: Foster resilient urban environments	The tree canopy cover, landscape and water sensitive urban design focus is reflected in the Empowering Sustainability strategies and actions.	EMPOWERING SUSTAINABILITY **Objective 22:** Facilitate a cool, green, biodiverse environment **Objective 23:** Embed Integrated Water Management in the Cheltenham Structure Plan Area
Design Direction 4: Facilitate outdoor recreation	Recommendations for open space informed the objective and actions to 'create a connected and accessible open space network for those who live and work in Cheltenham'	ENRICHING COMMUNITY **Objective 6:** Create a connected and accessible open space network for those who live and work in Cheltenham
Urban Form		
Design Direction 5: Provide for growth in a form that delivers high amenity environments	Recommendations to increase density throughout the Structure Plan Area in different forms that still deliver high amenity aligns with the objective to 'ensure the scale of built form is responsive to its context'	ENHANCING PLACE **Objective 11:** Ensure the scale of built form responds to its context
Design Direction 6: Establish diverse, liveable and productive neighbourhoods	The geographically aligned strategies and the design logic for each type of place are embedded in the Enhancing Place objectives Influenced the Boosting the Economy and Enriching Community objectives; for example, land use facilitation for employment and appropriate new housing areas.	ENRICHING COMMUNITY **Objective 2:** Facilitate the growth of high-quality housing BOOSTING THE ECONOMY **Various objectives**
Built Form		
Design Direction 7: Support an inviting public realm	Translated in the objective 'to ensure new development contributes positively to the public realm' through strategies that encourage a sense of address, provide active frontages and minimise overshadowing and weather impacts.	ENHANCING PLACE **Objective 13:** Ensure new development contributes positively to the public realm
Design Direction 8: Ensure high-quality and responsive built form	The guidance for amenity, setback and transitions has been interpreted within the objective and strategies that consider building setbacks and separation, on-site amenity, off-site amenity impacts and equitable development for adjoining sites.	ENHANCING PLACE **Objective 14:** Ensure new buildings provide good amenity for occupants

Section 6: Neighbourhoods

Figure 26 How urban design findings have been incorporated into the Draft Cheltenham Structure Plan

5.3.2 Wind

Context

The *Urban Design Report – Cheltenham* and the Vision for Cheltenham propose moving from a predominantly low-scale environment to one with more multi-storey buildings.

The *Wind Technical Report* analyses existing wind conditions, as well as the future highly developed scenarios, in each Structure Plan Area. The report provides criteria for walking, standing and sitting comfort and safety, and makes recommendations to reduce wind within the Structure Plan Area.

Key findings

The increased scale of development will improve wind conditions overall for most of the Structure Plan Area, achieving a 'comfortable sitting environment'.

Small areas around Nepean Highway, Cheltenham Cemetery and Southland Shopping Centre will be exposed to stronger winds where only standing criteria can be achieved.

In existing and forecast future wind conditions, safety exceedances are found at the intersection of Wickham Road and Nepean Highway, Sinclair Street and Charman Road, and small pockets in the western portion of the Structure Plan Area.

Future directions in the Draft Cheltenham Structure Plan

The *Wind Technical Report* recommends requiring wind studies at the development application stage, depending on proposed building heights, so that future development does not create negative wind impacts to the public realm. The report finds that the safety exceedances identified can be mitigated by specific building designs or baffling effects to protect future sitting areas.

Section 5.5 'Enhancing Place' of the Draft Cheltenham Structure Plan includes strategies for new development and building design to minimise adverse wind impacts to provide a safe and comfortable environment for future residents, workers and visitors. Further guidance is provided for the Southland neighbourhood where walking or sitting will be encouraged around the SRL station.

5.4 Better Connections

The focus of the SRL station at Cheltenham is the creation of a well-designed public transport interchange and an integrated active and public transport network.

Improved connections for pedestrians, cyclists and public transport will support this, particularly within the Southland neighbourhood where intensive new development is planned.

Cheltenham's existing Southland Station will form part of the new public transport interchange to facilitate a safe and easy interchange between the SRL station, the Frankston Line and bus services.

Paid-to-paid connections between the two stations without the need for commuters to 'touch off' their transport card will support this seamless interchange. The design of the SRL station allows for a direct paid area connection and the Draft Cheltenham Structure Plan does not preclude it. However, the provision of a paid area connection between the two stations is subject to a separate planning approval process, as it may require relocating the existing Southland Station.

The *Transport Technical Report – Cheltenham* and the *Precinct Parking Plan – Cheltenham* informed the response in the Draft Cheltenham Structure Plan to the Better Connections theme, as summarised in the following sections.

5.4.1 Transport

Context

The *Transport Technical Report – Cheltenham* assesses how transport modes will respond to the forecast land use changes and increased transport demand within the Cheltenham Structure Plan Area. The report assesses existing transport conditions within and at the periphery of the Structure Plan Area, and the impact of projected resident and worker population growth on the transport network.

The report makes infrastructure and non-infrastructure recommendations. Infrastructure recommendations focus on improving strategic and local corridors, optimising sustainable active and public transport networks to promote these modes while maintaining car access via the existing arterial road network. The non-infrastructure recommendations focus on policy and statutory planning initiatives to promote sustainable transport choices, and to manage parking, kerbside activities and freight deliveries.

Key findings

Mode share

Despite existing public transport options, most trips from, to and within the Cheltenham Structure Plan Area are by private vehicles on a typical weekday (74 per cent), with 6 per cent by public transport and 20 per cent by active travel. By 2041, population and jobs growth combined with movements associated with the SRL station at Cheltenham will see total trips from, to and within the Structure Plan Area grow from 14,900 today to 26,300 during a typical peak hour. If current travel practices continue, there will be a shift to sustainable modes but an additional 6,100 car trips during the typical peak.

The *Transport Technical Report – Cheltenham* identifies a target mode share to achieve a shift to sustainable transport modes in Cheltenham. Shifting short trips to more sustainable modes, supported by intensified land use close to public transport facilities, is critical to enabling this outcome. Growth in car trips can be accommodated on the existing road network (accounting for changes proposed as part of the SRL East rail works). Sixty per cent of the 26,300 trips that start, end or are wholly within the Structure Plan Area in 2041 are within Cheltenham and surrounding suburbs (a 5-kilometre radius), highlighting the high number of short trips made to nearby services. Improved walking and cycling infrastructure will support the attractiveness of more sustainable transport modes for these trips.

The mode share projections show potential for Cheltenham to accommodate a significant percentage of the growth in trips to 2041 by increasing the share of public transport and active transport trips in peak periods. The mode share projections are shown in Figure 27.

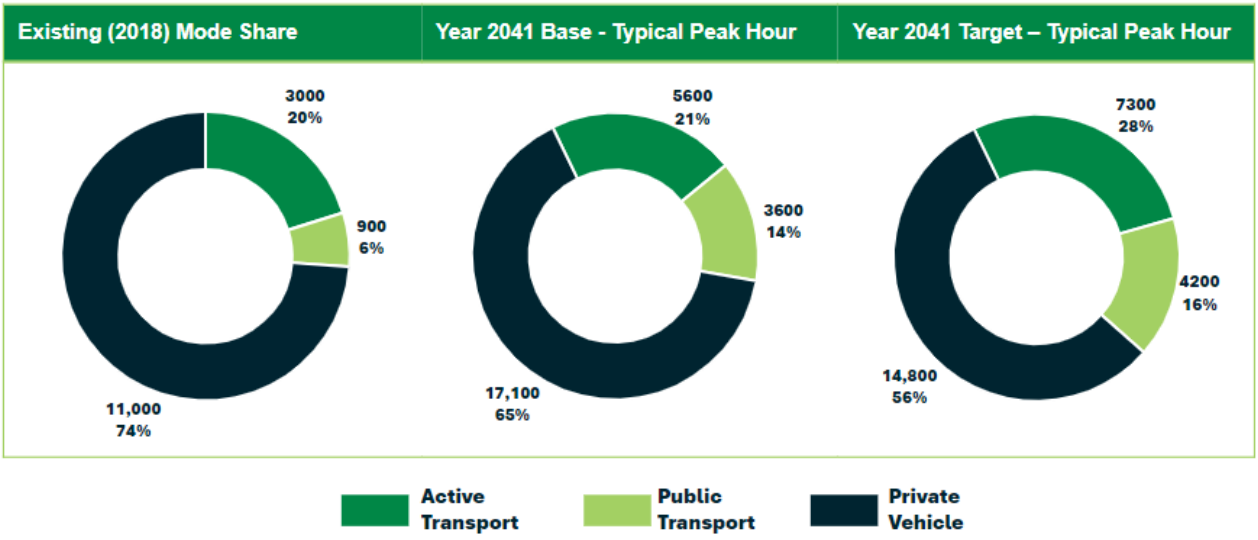


Figure 27 Mode share scenario projections, typical peak hour (average of AM / PM peak 1 hour)

Source: VITM

Mode share modelling approach

A comparison of the land use and transport characteristics of the SRL East Structure Plan Areas has been undertaken, using a score-based methodology, to estimate an appropriate modal share target for each. 'Transit score' is a patented measure of how well a location is served by public transit; 'walk score' measures the walkability of any address; and 'bike score' measures whether a location is good for cycling.

The Cheltenham Structure Plan Area has similar characteristics to the Clayton and Glen Waverley Structure Plan Areas: all three areas have an existing railway station and adjacent bus interchange near existing activity centres, with a similar walk score for each Structure Plan Area. The Box Hill Structure Plan Area has the highest transit score and is served by bus, rail and tram services centred around an activity centre that has undergone the largest scale of development uplift in the last 20 years. In contrast, the Burwood and Monash Structure Plan Areas have the lowest walk scores with no access to existing railway stations and little recent land use change.

Based on the above groupings, the following targets have been set to increase sustainable transport mode share compared to the baseline scenario:

- Clayton, Cheltenham and Glen Waverley Structure Plan Areas have been set the highest increase of 25 per cent in sustainable transport mode share because they have a more immediate potential for change. Of this 25 per cent increase, 75 per cent of trips are aimed to be shifted to active transport and 25 per cent to public transport.
- Box Hill Structure Plan Area has been set the lowest increase of 15 per cent in sustainable transport as some mode shift has already occurred with development in recent years. Of this 15 per cent increase, 75 per cent is allocated to people changing modes to active transport and 25 per cent to public transport.
- Burwood and Monash Structure Plan Areas have been set an increase of 20 per cent in sustainable transport, reflecting the significant potential for change expected to occur closer to the opening of the SRL station. Of this 20 per cent, 75 per cent is allocated to people changing modes to active transport and 25 per cent to public transport.

A high proportion of the projected growth in sustainable transport mode share is attributed to more active transport trips. This is due to the planned increase in the density and diversity of land uses in each Structure Plan Area, making walking and cycling more attractive options for short trips. This is supported by actions in each Structure Plan that focus on improving walking and cycling access within the Structure Plan Areas.

Transport network

The *Transport Technical Report – Cheltenham* identifies the Draft Cheltenham Structure Plan must focus on locations where active transport and public transport connectivity can improve, while maintaining general traffic and freight movements along key road networks.

Cheltenham is serviced by three existing train stations along the Frankston Line (Cheltenham, Highett and Southland) and a network of bus routes, with a bus interchange at Southland Shopping Centre and bus stops along key arterial roads. However, public transport modes are not well integrated within the Cheltenham Structure Plan Area and there are opportunities to improve connectivity and usage rates.

The existing Southland Station is difficult to access, with no direct entrance from the west and a substantial distance between the station and the Southland Shopping Centre bus interchange. The Frankston Line bypasses the Southland and Highett Stations during peak periods. The bus network provides extensive coverage along key roads in the Structure Plan Area with 12 bus routes converging at the Southland Shopping Centre interchange, although some routes are impacted by service gaps and low service frequencies.

Cheltenham caters to a significant level of through-traffic, with the existing arterial roads prioritising private vehicle travel. Pedestrian accessibility is interrupted by barriers to movement, including the Frankston Line and large private and industrial blocks. Pedestrians and cyclists are generally not prioritised in Cheltenham, with limited dedicated route options, long wait times and long trip distances.

The SRL station at Cheltenham will form a key public transport interchange as the southern gateway to SRL East.

Future directions in the Draft Cheltenham Structure Plan

The transport ambition for the Cheltenham Structure Plan Area is to encourage people to choose more active and public transport trips over the private car.

Section 5.6 ‘Better Connections’ of the Draft Cheltenham Structure Plan includes strategies to:

- Connect and integrate multi-modal transport options, facilitating a network of strategic and local transport corridors
- Prioritise walking and cycling to connect key destinations and broader regional strategic transport routes
- Limit the supply of car parking in new developments to encourage more people to reduce their private vehicle use in favour of public transport and active transport
- Locate the highest density housing and employment close to high-quality walking, cycling and public transport routes
- Provide a new active transport spine next to the Frankston Line between the Highett, Cheltenham and Southland activity centres, including a new walking and cycling bridge over Bay Road
- Improve permeability along Nepean Highway and Bay Road with new or improved pedestrian and cycling facilities at intersections, or new pedestrian crossings linking different parts of the Structure Plan Area
- Direct private vehicles and freight to the strategic traffic and freight network, away from priority walking and cycling areas and off local streets to protect local streets and residential neighbourhoods as lower-speed and safe streets.

These outcomes will also improve street and public space activation, providing greater support for local businesses and the local economy.

The Draft Cheltenham Structure Plan also directs growth so that, while resident and worker populations increase, it can be managed through greater use of sustainable transport and limiting increases in car trips.

A network of corridors

Prioritising particular modes on specific parts of the existing transport network in Cheltenham will establish or reinforce multi-modal movement corridors within the Structure Plan Area, which are defined by the following hierarchy:

- **Strategic corridors** provide high-quality connections that prioritise the movement of one or more transport modes. They provide safer and more direct routes for large volume trips to, from and through Cheltenham, connecting to key destinations
- **Local corridors** provide attractive connections for moving within Cheltenham to local destinations and connect to strategic corridors.

A variety of modes of transport are catered for within this hierarchy, including walking, cycling, traffic and public transport so that residents, visitors and workers can meet their daily needs in an easy, equitable and sustainable manner.

These hierarchies are shown on the ‘Better connections plans’ for active transport, public transport and general freight and traffic in Figure 28 to Figure 30.

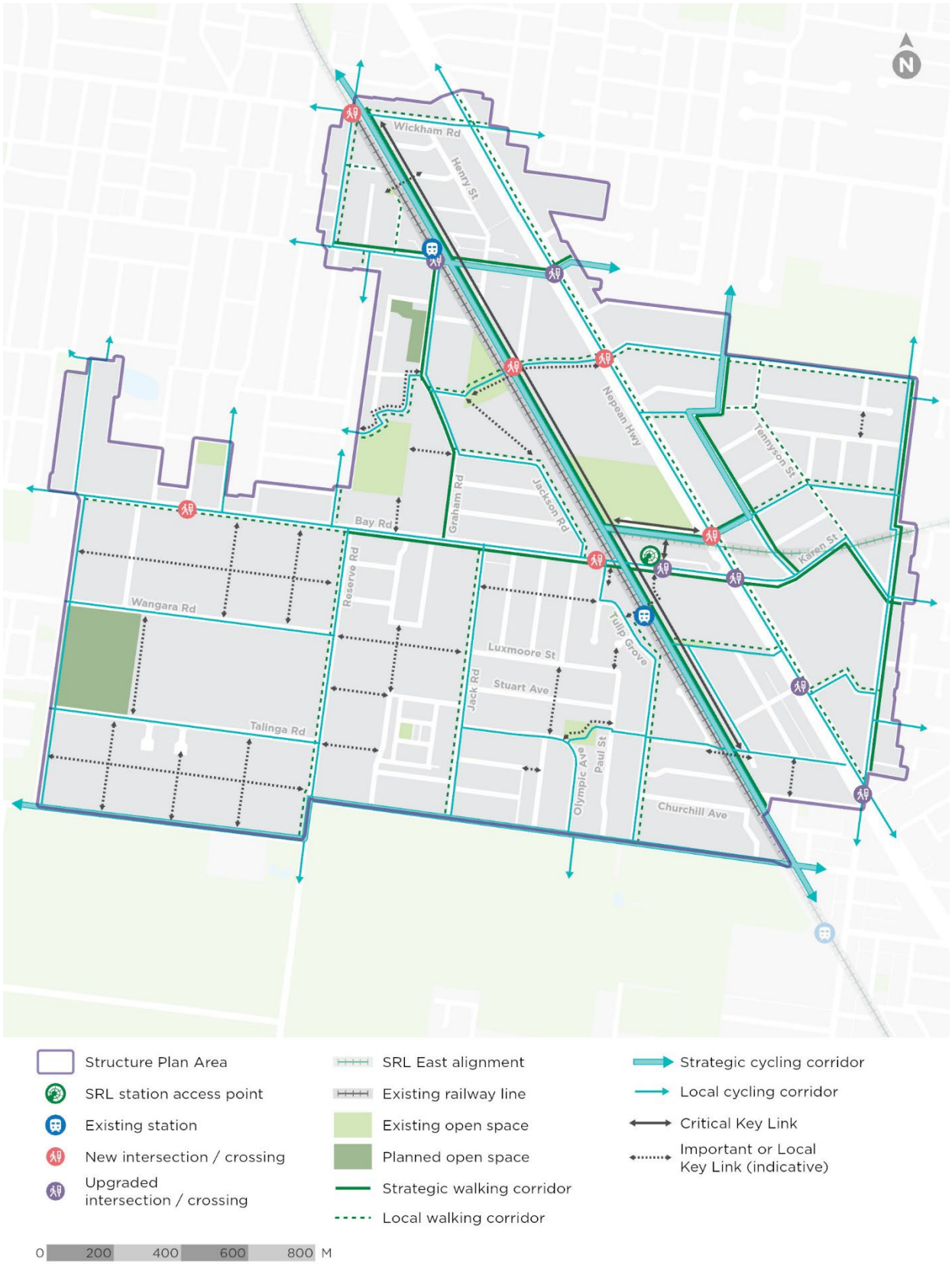


Figure 28 Better connections plan – Active transport

Figure 29 Better connections plan – Public transport

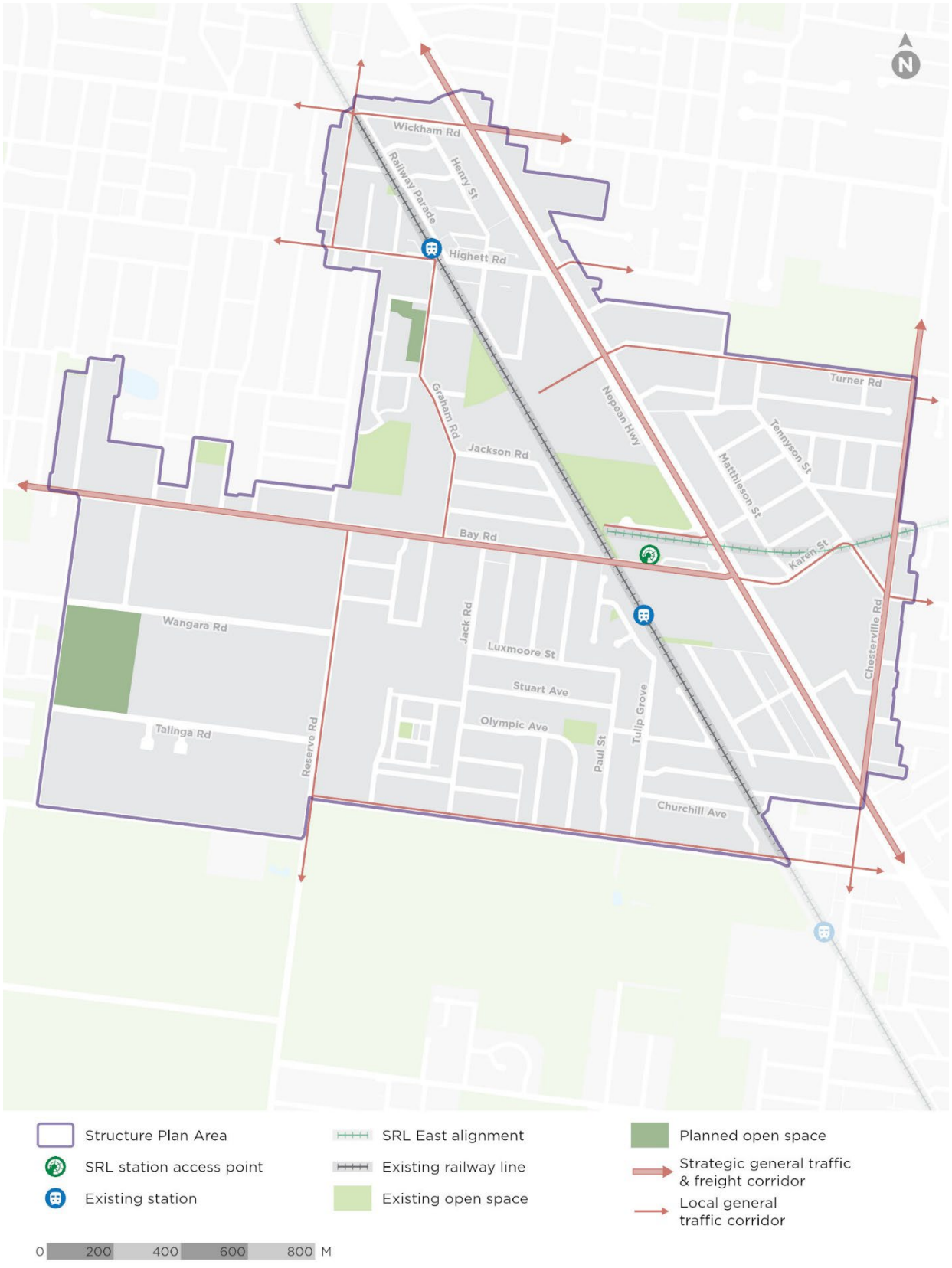


Figure 30 Better connections plan – General freight and traffic

5.4.2 Parking

Context

Resident and worker population growth within the Cheltenham Structure Plan Area will increase pressure on car parking facilities.

The *Precinct Parking Plan – Cheltenham* (prepared as an appendix to the *Transport Technical Report – Cheltenham*) assesses existing car and bicycle parking conditions within the Cheltenham Structure Plan Area and makes recommendations for an integrated approach to managing parking supply and demand.

Tools and strategies to encourage active and public transport trips are described, including two new parking overlays for the Structure Plan Area.

Maximum car parking and minimum bicycle parking recommendations focus on areas with high accessibility and where higher density development is planned near the existing Highett and Southland Stations and the SRL station, along Nepean Highway and Bay Road (Parking Overlay Area A).

A mix of minimum and maximum car parking rates are proposed for the rest of the Structure Plan Area (Parking Overlay Area B).

Key findings

Parking provision

Parking facilities are currently constrained within the Cheltenham Structure Plan Area.

A significant number of on-street and off-street car parking spaces are provided within the area, with a high concentration at Southland Shopping Centre. Non-residential areas predominantly rely on unrestricted street parking. The presence of short-term restricted parking in some residential areas implies intrusion from non-residential uses.

Public bicycle parking provision within the Cheltenham Structure Plan Area is very low with low demand, particularly in uncovered areas or areas with perceived security and safety risks. Ground-level car parking facilities such as kerbside parking impact comfortable bicycle access along key roadways. There are limited end-of-trip facilities for cyclists.

The average residential car ownership rate within the Structure Plan Area is generally equal to or less than the car parking provision requirements of the Kingston and Bayside Planning Schemes. Continued provision of car parking at current rates will increase congestion and the inefficient use of space. Improving cycling infrastructure will promote a shift from private vehicles and reduce car parking demand.

Parking rates

The *Precinct Parking Plan – Cheltenham* recommends the introduction of two Parking Overlay Areas (zones) across the Structure Plan Area as shown in Figure 31.

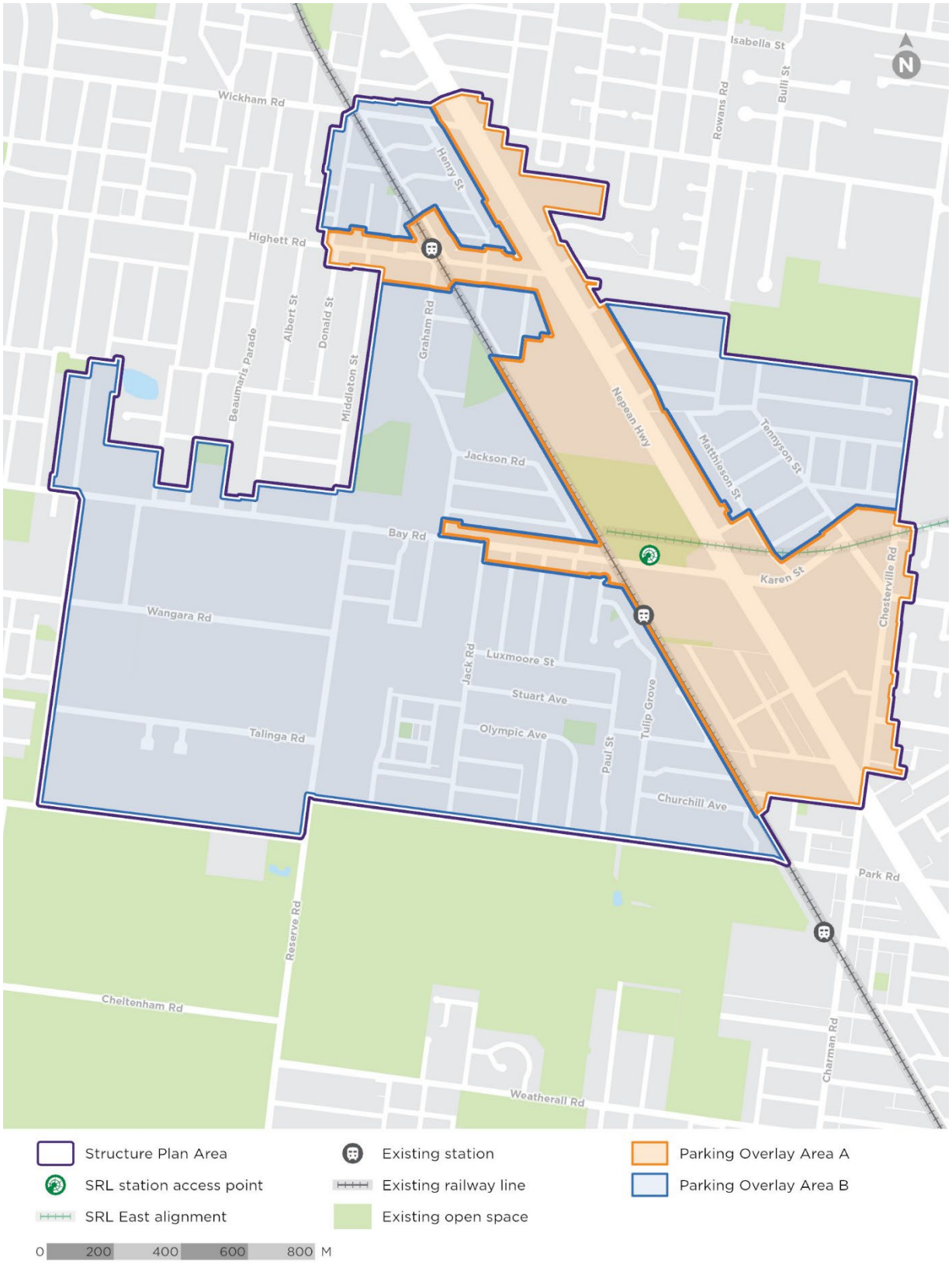


Figure 31 Recommended Cheltenham parking overlay areas

Parking Overlay Area A encompasses areas with high accessibility where the highest density development is planned. Maximum car parking rates are proposed here to enable developments to respond to land use changes while accessibility improves over time. While maximum car parking rates require consideration of the impact on on-street parking, discretionary controls to exceed the maximum rate in appropriate locations can be implemented.

The rest of the Structure Plan Area covered by Parking Overlay Area B is generally further from higher capacity public transport corridors or immediate access to services, and in areas of proposed lower built form, often where there is existing single-lot residential development.

Accordingly, Parking Overlay Area B maintains minimum parking provision rates but proposes to introduce maximum parking rates for residential uses to help manage growth in parking over time. The maximum rates for residential dwellings in Area B are higher than in Area A, reflecting the difference in accessibility. The retention of minimum parking rates recognises that people will likely continue to rely on private vehicles to access areas covered by Parking Overlay Area B as they are further from stations, other public transport and the focus for highest density housing. However, making provision for residential maximum parking rates within Parking Overlay Area B provides some limitation to car parking supply, reflecting a long-term mode share shift across the entire Structure Plan Area in time, particularly once the SRL station opens.

Maximum parking rates will require consideration of on-street parking management, kerbside management and freight and loading controls in consultation with the City of Kingston and City of Bayside and major landowners (such as Southland Shopping Centre owners). On-street parking management should involve parking restrictions, including short-term, paid and permit provision spaces, centralisation of loading facilities and greater supply of *Disability Discrimination Act 1992* (Cth) (DDA) compliant parking spaces.

The approach to setting parking rates is different for residential and commercial and other uses because of the different evidence bases available to underpin the proposed rates. SRLA has used evidence consistent with standard industry practice. For residential dwellings, this means the focus has been on car ownership rates using Australian Bureau of Statistics (ABS) Census data. Lower current car ownership is an indication that future car parking rates can be lower. For commercial and other uses, parking rates are linked to walk and transit scores that assess the accessibility of places to alternative transport options or other services, indicating reduced demand for parking.

The *Precinct Parking Plan – Cheltenham* also recommends minimum bicycle parking rates of one parking space for dwellings with one or two bedrooms and two spaces for dwellings with three or more bedrooms. These minimum rates are significantly higher than current requirements which are based on the number of dwellings, and not bedrooms. For commercial and retail premises, the recommended bicycle parking provision is one space per 300 m^2 of leasable floor area (LFA) and 0.6 customer spaces per 100 m^2 LFA if the LFA exceeds 500 m^2.

The characteristics of the Structure Plan Area will change over time. The *Precinct Parking Plan – Cheltenham* is intended to be a 'live document' where the approaches to parking management will be monitored and reviewed to reflect requirements into the future.

Future directions in the Draft Cheltenham Structure Plan

The parking recommendations align with other outcomes sought by the Draft Cheltenham Structure Plan in relation to the integration of land use, development and transport, particularly the ambition to achieve an all-inclusive transport network, anchored by sustainable travel modes that guides a shift to the efficient use of car parking facilities.

On-street parking management in higher density locations will maintain parking access for priority users and optimise the movement of people in activated and accessible areas. The co-location of alternative parking options (such as car share, bike and scooter parking) in these areas (which are practical, safe and accessible) will support people to choose sustainable transport modes.

To effect this change, the Draft Cheltenham Structure Plan encourages the provision and upgrading of active transport infrastructure to offer more attractive alternatives to private vehicle use. Increasing DDA-compliant parking spaces will support those people who need to travel by car.

Section 5.6 'Better Connections' of the Draft Cheltenham Structure Plan lists strategies to manage the demand and supply of parking facilities, including to:

- Improve the provision and standard of bicycle parking and end-of-trip facilities within new developments to encourage a shift to sustainable modes
- Limit the supply of car parking spaces in new developments consistent with the accessibility of the Structure Plan Area
- Encourage the integration of micro-mobility and car share schemes and cycle infrastructure within new developments
- Encourage the consolidation of existing car parking facilities to reduce their visual impact

- In key locations, encourage alternative and adaptable uses for car parking facilities and structures when these are no longer required for parking
- Improve on-street parking management to optimise streets for walking and cycling.

5.5 Empowering Sustainability

The Vision for Cheltenham is for quality environments, clean water, the protection and extension of tree canopy cover and improved sustainability for buildings.

The design of new development and public spaces should elevate sustainability standards, giving consideration to climate risks and supporting local renewable energy generation, use and storage. Reducing waste and using recycled and sustainable resources should be a focus.

Creating a cooler and greener urban environment and embedding integrated water management principles should be a priority.

The *Climate Response Plan – Cheltenham* and the *Integrated Water Management Strategy* informed the response in the Draft Cheltenham Structure Plan to the Empowering Sustainability theme, as summarised in the following sections.

5.5.1 Climate response

Context

A key challenge for the Cheltenham Structure Plan Area is to achieve the projected population growth and higher density development in a sustainable manner. The *Climate Response Plan – Cheltenham* identifies sustainability challenges and opportunities within the Cheltenham Structure Plan Area and makes recommendations to improve sustainability and build climate change resilience, including with planning mechanisms.

Key findings

The main sustainability challenges and opportunities within the Cheltenham Structure Plan Area include achieving net zero carbon emissions, adopting integrated water management and circular economy principles, taking place-based measures to promote zero emissions transport, adapting to a changing climate, enhancing and protecting the natural environment, and mitigating urban heat island impacts.

Energy use accounts for up to 77 per cent of municipal greenhouse gas emissions. The emissions are attributable to the large share of commercial and industrial buildings and stand-alone residential buildings in the Structure Plan Area. The uptake of on-site small-scale solar installations is also low in Cheltenham compared to other areas of Victoria, with fossil fuels primarily powering energy use. There are opportunities to plan for new energy technologies to enable a smooth transition to net zero, and to embrace sustainable design practices so that new developments are low in carbon and powered by renewable energy.

Current recycling rates in the Structure Plan Area are at 50 per cent, with the balance of resources going to landfill. There are limited minimum targets in the Kingston and Bayside Planning Schemes to manage operational waste and a lack of prescriptive requirements on material choice or embodied energy reduction for developments. There are opportunities to embed circular economy principles to support zero / reduced waste outcomes in the design, construction and operation of new development.

The Structure Plan Area depends on a potable water mains network for all water use, with no alternative water supply. However, the planned Dingley Recycled Water Scheme will deliver recycled water to around 40 sites in the Bayside, Kingston, Greater Dandenong and Monash municipalities. There are opportunities to support alternative water provision and embed other IWM principles in the development of the Structure Plan Area to build climate change resilience and create functional, high-quality green networks that keep water in the landscape.

The Cheltenham Structure Plan Area is also vulnerable to urban heat island effects due to limited open space and tree canopy coverage, which will reduce outdoor thermal comfort as average temperatures increase over time. Urban heat island pockets exist north of Bay Road, east of Nepean Highway and within the commercial and industrial areas. There is opportunity to mitigate the urban heat island effect and reduce the changing climate impacts on Cheltenham residents and workers by incorporating sustainability into the design of new development and increasing tree canopy cover.

The *Climate Response Plan – Cheltenham* recommends that new buildings above 5,000 m^2 gross floor area (GFA) achieve a Green Star Buildings rating (or equivalent independent standard) to maximise building sustainability performance and contribute to Victoria achieving its net-zero carbon emissions target by 2045. New buildings below this

threshold are encouraged to achieve a Built Environment Sustainability Scorecard (BESS)-8 'Excellence' rating. The adoption of these tools and thresholds aligns with international benchmarking, government policy and approaches adopted for other structure planning projects of a similar scale.

Future directions in the Draft Cheltenham Structure Plan

Climate resilience is recognised in the Draft Cheltenham Structure Plan as a key pathway towards a sustainable community. The Structure Plan Area is already exposed to climate change impacts, and existing and new infrastructure and development will need to manage a changing climate and more extreme weather events.

The Draft Cheltenham Structure Plan includes objectives and strategies to respond to sustainability challenges and opportunities in the Structure Plan Area.

Section 5.7 'Empowering Sustainability' includes Objective 22 to 'Facilitate a cool, green, biodiverse environment', which includes an aspiration to achieve 30 per cent tree canopy coverage on public and private land by 2041, aligning with the *Climate Response Plan – Cheltenham*. This aspiration also aligns with Bayside City Council's Urban Forest Strategy (2022–2040) and Kingston City Council's Urban Cooling Strategy (2020), which set a canopy cover target of 30 per cent on public land.

In addition to reducing the urban heat island effect, increasing tree canopy cover can facilitate active transport use (by making streets pleasant for pedestrians and cyclists), contribute to the new preferred character of neighbourhoods and improve habitat diversity and connectivity for wildlife. The amount of canopy cover to be achieved varies across the Structure Plan Area, depending on the individual place type and the objective sought for each neighbourhood.

Public spaces, including parks, plazas, and roads, present significant opportunities to increase overall canopy cover. These areas make up a large proportion of the Structure Plan Area and can support more canopy tree planting. The *Transport Technical Report – Cheltenham* and *Precinct Parking Plan – Cheltenham* seek to improve sustainable active and public transport infrastructure within these key places and networks to reduce carbon emissions.

Other measures to improve sustainability include strategies for renewable energy infrastructure, prioritising innovative water sensitive urban design (WSUD) measures and delivering a network of 'green streets' connecting neighbourhoods and open spaces. The *Climate Response Plan – Cheltenham* identifies that Green Star buildings with a 5-star rating are an effective tool to deliver climate-responsive developments powered by renewables, built with lower-carbon materials and high efficiency.

Section 5.7 'Empowering Sustainability' of the Draft Cheltenham Structure Plan includes sustainability strategies relating to:

- Encouraging all development to be fossil fuel-free, highly energy efficient and built with lower upfront emissions and embodied carbon
- Requiring a 5-star Green Star standard (or equivalent) for all buildings greater than 5,000 m^2 GFA and aiming to meet the BESS-8 'Excellence' rating for new buildings less than 5,000 m^2 GFA
- Planning for the future provision of an alternative water supply via 'third pipe' plumbing in developments to service toilets, washing machines and landscaped areas
- Encouraging renewable electricity generation and use at a precinct and neighbourhood scale.

5.5.2 Integrated water management

Context

The *Integrated Water Management (IWM) Strategy* identifies opportunities within the Cheltenham Structure Plan Area to reduce reliance on potable (drinking) water, minimise stormwater runoff and localised flood risk, and improve water quality.

A preliminary IWM assessment undertaken for the *IWM Strategy* identifies opportunities to explore short, medium and longer-term IWM initiatives in the Structure Plan Area with government stakeholders, water authorities and water retailers.

Key findings

Higher density development and population growth will increase demand for potable water within the Cheltenham Structure Plan Area by 108 per cent by 2041. Reliance on potable water could be reduced by up to 37 per cent with a

combination of rainwater tanks (in private developments) and recycled water supply, and stormwater harvesting (for irrigating open spaces and trees).

The IWM assessment found the Mean Annual Runoff Volume (MARV) of stormwater will increase 10 per cent within the Structure Plan Area by 2041. There is potential to reduce the MARV by up to 33 per cent with rainwater tanks, stormwater harvesting and passively irrigating street trees to reduce current and future stormwater runoff volumes.

The IWM assessment also considered Best Practice Environmental Guidelines for Urban Stormwater (BPEM) and identifies that additional treatment options will be required (such as stormwater wetlands or bioretention swales) to meet water quality standards. IWM opportunities modelled show the EPA Victoria stormwater harvesting target (26 to 27 per cent) can be exceeded (EPA Victoria Publication 1739.1 *Urban stormwater management guidance* 2021).

Future directions in the Draft Cheltenham Structure Plan

IWM is recognised in the Draft Cheltenham Structure Plan as a key pathway to support a resilient and sustainable community, particularly for providing drinking water and maintaining the health of waterways, landscapes and environment.

The Draft Cheltenham Structure Plan recognises the need to reduce water use and the opportunity to leverage stormwater reuse and recycled water within new buildings for irrigating landscaping, street trees and open spaces.

Section 5.7 ‘Empower Sustainability’ of the Draft Cheltenham Structure Plan includes Objective 23 to ‘Embed Integrated Water Management in the Cheltenham Structure Plan Area’. Strategies and actions focus on facilitating an alternative water supply to reduce potable water demand, reducing stormwater runoff and improving runoff water quality, and encouraging the use of WSUD principles in the design of private and public spaces and infrastructure. An action is included to prepare an IWM Plan that considers opportunities to further develop and advance place-based IWM measures and opportunities in the Structure Plan Area, including new flood mitigation infrastructure.

6. Land use

6.1 Land use objectives

A set of consistent land use terms and associated objectives was used to help define the different functions and future roles of land within each of the SRL East Structure Plan Areas.

The land use terms in Table 3 provide a framework for the Draft Cheltenham Structure Plan to give effect to the recommendations of the Technical Reports, achieve the future directions described in Section 5 and realise the Vision for Cheltenham by providing guidance about the priorities for how land is used.

The future role of land in the Cheltenham Structure Plan Area is identified and described in the Draft Cheltenham Structure Plan based on how it can support the land use objectives in Table 3 in a way that responds to the local context.

Cheltenham uses a combination of *Housing, Mixed-use, Commercial, Enterprise, Employment, Civic, community and cultural, Education* and *Public open space* terms to give direction about the future role and function of land in the Structure Plan Area.

Table 3 Land use terms and associated objectives used to guide the future role of land as described in the Draft Cheltenham Structure Plan

Land use	Objectives
Housing	• To encourage residential growth and provide for increased housing densities; and provide for some community and local population serving uses, particularly along key movement corridors.
Mixed-use	• To provide for a range of uses including residential, commercial and other uses that contribute to a mixed-use environment, where high density housing and/or a significant change in character is encouraged. • To encourage a range of residential compatible uses at ground level, including food and drink, office, hairdressers and professional services.
Commercial	• To encourage diversity of uses to support high density, high activity, high amenity places, including commercial office, retail, accommodation, hospitality, entertainment and community uses. • To support and enhance vibrant, mixed-use high streets as places for retail, hospitality, office, business, entertainment and community uses; and encourage commercial floorspace and residential uses at upper levels to contribute to the mixed-use function of the area. • To support local amenity by providing commercial and local services for residential areas. • To provide for active uses at ground floor to support vibrant, safe, high amenity pedestrian environments.
Enterprise	• To support mixed-used employment precincts for knowledge-based industries, low-impact industry and advanced manufacturing, small and medium enterprise, start-ups and a wide variety of other businesses. • To allow for a range of supporting uses, including retail, entertainment, hospitality and residential, where they contribute to the economic and employment objectives of the area. • To provide for some dwellings where they would complement the employment and economic objectives of the area.
Employment	• To provide for employment generating uses, including industrial, commercial, office, and some retail and hospitality uses, where they improve amenity and support the role and employment focus of the area.

Land use	Objectives
	• To support a transition from traditional industrial uses to advanced manufacturing, knowledge-based business, technology and creative industries.
Civic, community and cultural	• To identify land for arts and cultural facilities, community facilities and other civic or public uses.
Education	• To provide land for education, including primary schools, secondary schools and tertiary education and their associated research facilities.
Public open space	• To identify land for public open space.

6.2 Capacity analysis

Context

The *Land Use Scenario & Capacity Assessment* was prepared to test that the land use and built form directions in the Draft Cheltenham Structure Plan can accommodate the projected population and employment growth to 2041, with an appropriate allowance for longer-term growth. The *Land Use Scenario & Capacity Assessment* brings together residential and employment floorspace demand estimates established in the *Housing Needs Assessment – Cheltenham,* the *Retail Assessment – Cheltenham* and the *Economic Profile Technical Report – Cheltenham* and compares them against calculated future capacity of the Structure Plan Area and each neighbourhood within it. Future capacity is derived from the built form guidance contained in the Draft Cheltenham Structure Plan and the *Urban Design Report – Cheltenham*.

Beyond 2041, the neighbourhoods surrounding the SRL station will continue to grow in accordance with the longer-term Vision for Cheltenham. The *Land Use Scenario & Capacity Assessment* therefore includes a capacity buffer above that required under the Structure Plan so that capacity will still be available by 2041 to accommodate future growth. The capacity assessment checks to ensure the area can continue to support long-term growth, while acknowledging the ultimate scale, form and location of the growth beyond 2041 will be subject to a future strategic planning process. The capacity buffer also allows for higher than anticipated demand over the life of the Cheltenham Structure Plan and recognises that not every site will realise its full development capacity. Accounting for these factors, the *Land Use Scenario & Capacity Assessment* determines that floorspace demand should not exceed 70 per cent of floorspace capacity by 2041.

The *Land Use Scenario & Capacity Assessment* informed preparation of the Draft Cheltenham Structure Plan by iteratively testing potential land use planning responses, including the distribution of land uses and building heights that would support population and employment growth and enable priority land uses to be taken up in the locations set out in the Draft Cheltenham Structure Plan.

Key findings

- Based on the land use and built form directions contained in the Draft Cheltenham Structure Plan, there is sufficient capacity to support forecast population and employment growth to 2041.
- Beyond this, there is an appropriate capacity buffer to allow for continued growth beyond 2041 to support delivery of the Vision for Cheltenham.
- Maintaining an appropriate capacity buffer is necessary to support long-term growth in Cheltenham beyond 2041. By 2041, 65 per cent of Cheltenham's population growth and 78 per cent of employment growth will have been realised within a 1.6-kilometre radius of the SRL station.
- Floorspace demand to 2041 across the entire Structure Plan Area equates to around 44 per cent of the calculated capacity, indicating a strong opportunity for growth in the short to medium term.
- The Southland neighbourhood will experience the highest demand as a preferred location for residential and employment uses. While there is adequate capacity to support the projected growth, there is some risk that residential development may be preferred by the market in the short term and make delivering office and other employment floorspace more difficult in the long term as capacity and choice become more constrained.

- Bayside Business District can support a modest amount of residential growth without reducing the capacity required for employment growth. However, a significant amount of residential floorspace in the Bayside Business District would detract from the employment focus of the neighbourhood.
- Residential growth is required outside the Southland neighbourhood to support population growth and relieve pressure from the Southland neighbourhood.
- It is not necessary for every building in the core area to accommodate ground floor retail space. There is ample ground floor capacity and so it is possible to focus retail in strategic locations, including locations close to the SRL station.

The *Land Use Scenario & Capacity Assessment* makes recommendations to support the strategic objectives of the Draft Cheltenham Structure Plan, including:

- **Support significant growth of high density residential and employment uses in the Southland neighbourhood.** Key sites within the neighbourhood such as Southland Shopping Centre and land around the SRL station will be important in supporting higher density buildings. To accommodate future growth, these key sites will need to realise their development potential.
- **Encourage office, retail and other commercial development in the Southland neighbourhood to accommodate significant employment growth.** Commercial uses may initially have less market interest in earlier stages of the Draft Cheltenham Structure Plan delivery, relative to residential uses. Delivery of employment floorspace could be at risk without sufficient support – particularly in the longer term.
- **Promote continued regeneration of Bayside Business District as the key employment precinct outside the Southland neighbourhood.** The available capacity of the Bayside Business District provides a significant opportunity for much higher intensity employment activity. While this is not a direct substitute for commercial growth in the Southland neighbourhood, it would reduce demand in Southland neighbourhood.
- **Support some residential development in the Bayside Business District where it would not limit the activity of employment uses.** Significant residential development in the Bayside Business District is not necessary to accommodate projected population growth in the Cheltenham Structure Plan Area. A modest increase in residential floor space will not undermine potential employment growth and could support business growth in the Bayside Business District, while reducing pressure on established residential neighbourhoods. The employment focus of the Bayside Business District should be prioritised, with modest residential development in appropriate locations.
- **Support lot consolidation and discourage underdevelopment in Cheltenham's residential neighbourhoods.** To realise the modelled capacity of Cheltenham residential neighbourhoods, existing lots will need to be consolidated to deliver new infill apartments. Realistically, this will occur over time and rely on the decisions of individual landowners. In recognition of the challenges associated with realising capacity associated with infill development in the short term, underdevelopment should be avoided to protect opportunities for long-term growth
- **Maximise development on key strategic sites.** Cheltenham's strategic sites make an important contribution to the Structure Plan Area's capacity. These sites should be leveraged to deliver sustainable, high density outcomes and realise their calculated capacity.
- **Investigate opportunities for high density residential development as part of mixed-use outcomes on Southland Shopping Centre.** Southland Shopping Centre has the potential to deliver a mix of new residential, office space and other uses, above and around the existing centre. Retail should be retained as the core use and future development should not undermine the retail asset.

Future directions in the Draft Cheltenham Structure Plan

The objectives and strategies of the Draft Cheltenham Structure Plan provide a strategic framework to give effect to the land use and built form settings tested through the *Land Use Scenario & Capacity Assessment*. Key components of Cheltenham's strategic response include:

- Encouraging significant change in the Southland neighbourhood, including a mix of high density residential, commercial office buildings, retail and community uses, and support for the redevelopment of Southland Shopping Centre
- Retaining employment land in the Bayside Business District and supporting it as a regionally significant employment precinct by encouraging a mix of employment generating uses
- Allowing for some residential uses in defined locations within the Bayside Business District, along with other supporting uses that provide for worker amenity

- Support for lot consolidation in unlock capacity for residential development
- Supporting increased residential densities through mid-rise apartments, infill development and policy to avoid underdevelopment in residential neighbourhoods, and along movement corridors
- Policy to maximise development on strategic sites particularly around the SRL East station, the former Highett Gasworks and Southland Shopping Centre
- Maintaining a sufficient capacity buffer to support long-term growth.

Appendix A:
SRL East assessment considerations

Overview

This appendix sets out how the Draft Cheltenham Structure Plan interacts with previous assessment processes for SRL East. The potential environmental effects of the construction and operation of SRL East were considered via a comprehensive public Environment Effects Statement (EES) process, which culminated in an assessment by the then Minister for Environment and Climate Action (Minister's assessment) (as discussed in Section 1.2 of this report).

Planning Scheme Amendment GC197

As a part of the EES, a draft of Planning Scheme Amendment GC197 (GC197) was exhibited affecting the Bayside, Kingston, Monash and Whitehorse Planning Schemes. Amendment GC197 was required to facilitate the use and development of land for the purposes of SRL East. The Minister for Planning subsequently approved Amendment GC197, having regard to the Minister's assessment of the EES.

Amongst other things, the Amendment applied the following controls to land for the purposes of SRL East:

- Schedule 14 to Specific Controls Overlay (SCO14), which applies the *Suburban Rail Loop East, Incorporated Document, August 2022* (Incorporated Document) to specified land to facilitate the design, construction and operation of the underground tunnels, stations and other SRL East infrastructure
- Schedule 15 to Specific Controls Overlay (SCO15), which applies the *Suburban Rail Loop East Infrastructure Protection, Incorporated Document, August 2022* to specified land to protect SRL East underground infrastructure from developments that could damage infrastructure if they are not designed appropriately. It does so by imposing permit requirements on certain types of development.

Relationship between the SRL Incorporated Documents and the Draft Cheltenham Structure Plan

The application of the Draft Cheltenham Structure Plan to land already covered by SCO14 and SCO15 will not impact the operation of these planning controls. The Draft Cheltenham Structure Plan does not provide planning permission; rather, it provides a framework for how the area around the SRL East station will develop in the future.

The incorporated document applied by SCO14 includes conditions with which SRLA must comply during the design, construction and operation of SRL East including, relevant to the structure planning process, the preparation of:

- Surface and Tunnel Plans (S&TPs), to the satisfaction of the Minister for Planning
- An Urban Design Strategy, to the satisfaction of the Minister for Planning
- Urban Design and Landscape Plans (UDLPs) for each SRL East Structure Plan Area and additional locations, to the satisfaction of the Minister for Planning.

Surface and Tunnel Plans

SRL East will be constructed generally in accordance with the S&TPs that form part of the Incorporated Document approved by the Minister for Planning in April 2024. The draft S&TPs were exhibited during the EES process and were discussed in the Minister's assessment.

The S&TPs include 'sites subject to future precinct planning process, including possible additions to the public realm, community facilities and pick up/drop off spaces'. These sites are generally owned by the State Government and will be above and adjacent to the new SRL station at Cheltenham, once constructed. The Draft Cheltenham Structure Plan identifies these sites as strategic sites and envisages that they will accommodate significant growth subject to detailed master planning in the future.

Recommendations from the Minister's assessment

This section discusses the recommendations that have implications for structure planning and how they were considered for the Draft Cheltenham Structure Plan.

1. Integration with Urban Design and Landscape Plans

The Minister's assessment made clear the expectation that development of the UDLPs and precinct planning would work hand in hand to optimise outcomes for each precinct surrounding the SRL East station.

Contractors for SRL East are required to prepare UDLPs as set out within the Incorporated Document to the satisfaction of the Minister for Planning. These plans will show the final design for SRL East, including any associated public realm, roads and SRL station components (as shown on the S&TPs). The UDLPs need to demonstrate they are generally in accordance with the S&TPs and meet the requirements of the approved Urban Design Strategy. The Urban Design Strategy sets out an urban design vision for SRL East, along with design principles, objectives and place-specific requirements. The Urban Design Strategy was exhibited with the EES and subsequently approved by the Minister for Planning in April 2024.

UDLPs are being prepared in a staged manner, as required by the construction sequence of SRL East. While the UDLPs are guided by the Urban Design Strategy, they will need to be responsive to the Vision for Cheltenham and the Draft Cheltenham Structure Plan to ensure an integrated land use and transport solution (in accordance with Urban Design Objective UD2.1 Strategic alignment).

The Draft Cheltenham Structure Plan has taken into consideration the future SRL East and includes strategies and actions to maximise connectivity and integration. In particular, the *Urban Design Report – Cheltenham* incorporates the Urban Design Strategy Principles and Objectives, which will help facilitate alignment with the UDLPs. In addition, the process for approval of UDLPs will include assessment against the Urban Design Strategy and any other relevant matters set out in the Minister's assessment, including consideration of the Draft Cheltenham Structure Plan to ensure alignment between the Urban Design Strategy, UDLPs and the Draft Cheltenham Structure Plan.

2. Sensitivity modelling to inform the Draft Cheltenham Structure Plan

The Minister's assessment recommended that further sensitivity modelling of development scenarios should be undertaken to inform the design of the road network around each Structure Plan Area.

In this respect, ongoing transport analysis has been undertaken and will continue throughout the Draft Cheltenham Structure Plan implementation to maximise the performance for all modes. This process will continue as part of the surface transport design delivery near the SRL station and other network improvements in the Structure Plan Area. Following the Minister's assessment, further transport analysis of the reference design presented at the EES panel hearing has been undertaken in collaboration with the relevant road authorities.

For Cheltenham, further microsimulation modelling was undertaken in consultation with the Department of Transport and Planning (DTP) to assess the impact of including a new signalised intersection at Nepean Highway just north of Enright Street. This analysis and design were subsequently approved through DTP and have been updated in the reference design, which includes changes to pedestrian and cycle paths to better serve the SRL station and the Structure Plan Area overall.

Appendix B:
Plan Melbourne outcomes and directions

Plan Melbourne outcome and directions

The following outcomes and directions from *Plan Melbourne 2017–2050* are relevant to planning for the Cheltenham Structure Plan Area. These outcomes and directions were considered in structure planning for SRL East.

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs

- Direction 1.1: Create a city structure that strengthens Melbourne's competitiveness for jobs and investment
- Direction 1.2: Improve access to jobs across Melbourne and closer to where people live
- Direction 1.3: Create development opportunities at urban renewal precincts across Melbourne

Outcome 2: Melbourne provides housing choice in locations close to jobs and services

- Direction 2.1: Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
- Direction 2.2: Deliver more housing closer to jobs and public transport
- Direction 2.3: Increase the supply of social and affordable housing
- Direction 2.5: Provide greater choice and diversity of housing

Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to markets

- Direction 3.1: Transform Melbourne's transport system to support a productive city
- Direction 3.3: Improve local travel options to support 20-minute neighbourhoods

Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity

- Direction 4.1: Create more great public places across Melbourne
- Direction 4.3: Achieve and promote design excellence
- Direction 4.4: Respect Melbourne's heritage as we build for the future
- Direction 4.6: Strengthen community participation in the planning of our city

Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods

- Direction 5.1: Create a city of 20-minute neighbourhoods
- Direction 5.2: Create neighbourhoods that support safe communities and healthy lifestyles
- Direction 5.3: Deliver social infrastructure to support strong communities
- Direction 5.4: Deliver local parks and green neighbourhoods in collaboration with communities

Outcome 6: Melbourne is a sustainable and resilient city

- Direction 6.1: Transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050
- Direction 6.3: Integrate urban development and water cycle management to support a resilient and liveable city
- Direction 6.4: Make Melbourne cooler and greener
- Direction 6.5: Protect and restore natural habitats

Appendix C:
Existing zones and overlays

Zones and overlays

Existing zones

Existing planning zones in the Cheltenham Structure Plan Area are summarised in Table 4.

Table 4 Existing planning zones in the Cheltenham Structure Plan Area

Zone	Purpose	Schedule	Planning Scheme
Residential zones			
Mixed Use Zone (MUZ)	Facilitates a range of higher density residential and commercial uses that balance multi-functional activities with neighbourhood character.	MUZ Kingston Residential Areas	Kingston Planning Scheme
General Residential Zone (GRZ)	Supports residential development that respects neighbourhood character and provides housing diversity near services and transport, as well as appropriate non-residential use.	GRZ2 - General Residential Areas A	Kingston Planning Scheme
		GRZ3 – General Residential Areas B	Kingston Planning Scheme
		GRZ1 – Future Moderate Residential Growth Areas	Bayside Planning Scheme
		GRZ12 – Highett Station Environs	Bayside Planning Scheme
		GRZ13 – Highett Structure Plan	Bayside Planning Scheme
		GRZ14 – Residential Hinterland	Bayside Planning Scheme
		GRZ15 – Bay Road	Bayside Planning Scheme
		GRZ16 – 40 Graham Street, Highett	Bayside Planning Scheme
		GRZ17 – Train Street	Bayside Planning Scheme
		GRZ18 – Highett Grassy Woodland	Bayside Planning Scheme
Residential Growth Zone (RGZ)	Diverse, higher-scale residential uses near services and transport and transition to surrounding areas, as well as non-residential uses in appropriate locations.	RGZ1 – Kingston Residential Growth Area	Kingston Planning Scheme
		RGZ2 – Former Gas and Fuel Land – 1136–1138 Nepean Highway, Highett	Kingston Planning Scheme
		RGZ3 – Former CSIRO Site, Highett	Bayside Planning Scheme
Neighbourhood Residential Zone (NRZ)	Facilitates lower-scale residential uses that manage neighbourhood character, heritage and landscape considerations, and provisions for non-	NRZ1 – Highett – CSIRO Interface	Bayside Planning Scheme
		NRZ3 – Minimal Residential Growth Area	Bayside Planning Scheme

Zone	Purpose	Schedule	Planning Scheme
	residential uses in appropriate locations.		
Commercial zones			
Commercial 1 Zone (C1Z)	Mixed-use commercial centres with residential densities that complement the scale and function of the centre.	-	Kingston and Bayside Planning Schemes
Commercial 2 Zone (C2Z)	A range of commercial services and large format retail that are cognisant of adjacent sensitive uses.	-	Kingston Planning Scheme
Public land use zones			
Public Use Zone (PUZ)	Public utility and community services and facilities consistent with the intent of the public land reservation.	PUZ1 – Service & Utility	Kingston Planning Scheme
		PUZ6 – Local Government	Kingston Planning Scheme
		PUZ7 – Other	Kingston Planning Scheme
Public Park and Recreation Zone (PPRZ)	Public recreation and open space with provisions for environmental conservation or commercial application that respond to the environment.	-	Kingston and Bayside Planning Schemes
Transport Zone (TRZ)	Facilitates uses for transit routes, services, and facilities that provide an integrated and sustainable transport system.	TRZ1 – State Transport Infrastructure	Kingston and Bayside Planning Schemes
		TRZ2 – Principal Road Network	Kingston and Bayside Planning Schemes

Existing overlays

Existing planning overlays in the Cheltenham Structure Plan Area are summarised in Table 5.

Table 5 Existing planning overlays in the Cheltenham Structure Plan Area

Overlay / Schedule	Purpose / Description	Planning Scheme
Design and Development Overlay (DDO)		
DDO2 (Building Height Control – Inland Areas)	Preserves the existing character and amenity of the areas as low-rise (up to two storeys) suburban areas with a strong garden character.	Bayside Planning Scheme
DDO3 (Building Height Control for Non-Residential Buildings in the Inland Minimal Residential Growth Area)	Preserves the existing character and amenity of the areas as low-rise (up to two storeys) suburban areas with a strong garden character.	Bayside Planning Scheme

Overlay / Schedule	Purpose / Description	Planning Scheme
DDO4 (Highett Road Shopping Strip)	Creates a three-storey wall along the Highett Road Shopping Strip, with any fourth-storey setback from the street wall.	Bayside Planning Scheme
DDO12 (Highett Activity Centre)	Implements the Highett Structure Plan (2006).	Kingston Planning Scheme
DDO14 (Small Neighbourhood Activity Centres and Small Commercial Activity Centres)	Provides an appropriate transition to existing low-scale residential areas.	Bayside Planning Scheme
DDO21 (1231-1237, Part 1239 Nepean Highway, 60-64 Mathieson Street, Highett)	Refers to former Highett Gasworks land and provides for future development.	Kingston Planning Scheme
DDO25 (Neighbourhood Renewal Areas 2 – Local Roads)	Promotes higher density housing in a four storey apartment format that is well designed and presents a three storey form along a local road.	Kingston Planning Scheme
DDO26 (Neighbourhood Renewal Areas 2 – Main Roads)	Supports higher density housing in a four storey apartment format that is well designed and delivers prominent buildings along main roads.	Kingston Planning Scheme
Development Plan Overlay (DPO)		
DPO2 (Former CSIRO Site, Highett)	Applies to residential redevelopment of the former CSIRO Highett site – integrated with surrounding land use.	Bayside Planning Scheme
DPO7 (Former Highett Gasworks)	Refers to the Former Highett Gasworks Land – Strategic Redevelopment and Residential Opportunity Site	Kingston Planning Scheme
Environmental Audit Overlay (EAO)		
EAO	Ensures that potentially contaminated land is suitable for future sensitive land use.	Kingston and Bayside Planning Schemes
Environmental Significance Overlay (ESO)		
ESO3	Preserves the values of trees identified in the City of Kingston Register of Significant Trees.	Kingston Planning Scheme
Heritage Overlay (HO)		
HO11	1138–1142 Nepean Highway, Highett	Kingston Planning Scheme
HO37	Fernwood Female Fitness Centre	Kingston Planning Scheme
HO38	Church of Christ and Hall	Kingston Planning Scheme
HO127	Highett Railway Station Platform 2	Kingston Planning Scheme
HO516	Highett Road, Highett – Highett Railway Station	Bayside Planning Scheme
HO561	109–111 Park Road, Cheltenham	Bayside Planning Scheme
HO562	97 Park Road, Cheltenham – Residence	Bayside Planning Scheme
HO563	99 Park Road, Cheltenham	Bayside Planning Scheme

Overlay / Schedule	Purpose / Description	Planning Scheme
HO566	135 Park Road, Cheltenham	Bayside Planning Scheme
HO728	Wangara Road, Cheltenham	Bayside Planning Scheme
HO849	19 Olympic Avenue, Cheltenham	Bayside Planning Scheme
Development Contributions Plan Overlay		
DCPO1	Applies to land in the Structure Plan Area west of the rail line and applies a development contribution plan related to drainage services.	Bayside Planning Scheme
Special Building Overlay (SBO)		
SBO	Identifies land in urban areas liable to inundation by overland flows from urban drainage systems, in consultation with the flood authority.	Kingston and Bayside Planning Schemes
Specific Controls Overlay (SCO)		
SCO14	SRL East Infrastructure Protection Incorporated Document, August 2022.	Kingston and Bayside Planning Schemes
SCO15	SRL East Infrastructure Protection Incorporated Document, August 2022.	Kingston and Bayside Planning Schemes
Incorporated Plan Overlay (IPO)		
IPO1	'Westfield Shopping town Southland Concept Plan'.	Kingston Planning Scheme

Appendix D:
Planning Policy Framework

State and Regional Planning Policy

The following objectives and strategies of the State and Regional Planning Policy Framework are relevant to the Cheltenham Structure Plan Area.

- **11.01-1R Settlement – Metropolitan Melbourne:** To develop the Suburban Rail Loop through Melbourne's middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres.
- **11.02-1S Supply of urban land:** Urban growth should consider opportunities for consolidation, redevelopment and intensification of existing urban areas.
- **11.02-2S Structure planning:** To facilitate the orderly, economic and sustainable development of urban areas.
- **13.01-1S Natural hazards and climate change:** To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **13.03-1S Floodplain management:** Avoid intensifying the impact of flooding through inappropriately located uses and development.
- **13.04-1S Contaminated and potentially contaminated land:** To ensure that contaminated and potentially contaminated land is used and developed safely.
- **13.05-1S Noise Management:** To assist the management of noise effects on sensitive land uses.
- **13.07-1S Land use compatibility:** To protect community amenity while facilitating commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.
- **15.01-1S Urban design:** To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **15.01-1R Urban design – Metropolitan Melbourne:** To create a distinctive and liveable city with quality design and amenity.
- **15.03-1S Heritage conservation:** To ensure the conservation of places of heritage significance.
- **15.03-2S Aboriginal cultural heritage:** To ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- **16.01-1S Housing supply:** To facilitate well-located, integrated and diverse housing that meets community needs.
- **16.01-2S Housing affordability:** To deliver more affordable housing closer to jobs, transport and services.
- **17.01-1S Diversified economy:** To strengthen and diversify the economy.
- **17.02-1S Business:** To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.
- **18.01-1S Land use and transport integration:** To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- **18.01-2S Transport system:** To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.
- **19.02-6S Open space:** To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.
- **19.02-6R Open Space – Metropolitan Melbourne:** To strengthen the integrated metropolitan open space network.
- **19.03-1S Development and infrastructure contributions plans:** To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
- **19.03-2S Infrastructure design and provision:** To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.
- **19.03-3S Integrated water management:** To sustainably manage water supply and demand, water resources, drainage and stormwater through an integrated water management approach.

Local Planning Policy

Kingston Local Policy

The following objectives and strategies of the Municipal Planning Strategy and local policies of the Planning Policy Framework are relevant to the Cheltenham Structure Plan Area.

- **Clause 02.01 (Context):** recognises that Kingston is a major employment destination for local residents and those of neighbouring municipalities.
- **Clause 02.02 (Vision):** reinforces the network of activity centres to provide a diverse range of retail/commercial experiences.
- **Clause 02.03 (Strategic directions):** The following directions are relevant to the Cheltenham Structure Plan Area.
  - **Clause 02.03-1 (Settlement):** highlights the role of activity centres as a focus to integrating transport and land use planning. Identifies Cheltenham–Southland and Cheltenham as Major Activity Centres, and Highett as a Neighbourhood Activity Centre.
  - **Clause 02.03-2 (Environmental and landscape values):** aims to enhance the quality and ecological value of Kingston's natural environment, including by maintaining and improving the tree canopy.
  - **Clause 02.03-3 (Environmental risks and amenity):** seeks to adapt to and mitigate the impacts of climate change.
  - **Clause 02.03-5 (Built environment and heritage):** seeks that new development responds to neighbourhood character and sensitive interfaces.
  - **Clause 02.03-6 (Housing):** the preferred residential development outcome in activity centres is housing at higher densities.
  - **Clause 02.03-7 (Economic Development):** recognises that strip shopping centres and industrial areas remain an important part of the city's economy.
  - **Clause 02.03-8 (Transport):** seeks to establish a sustainable community through the integration of land use and transport planning.
  - **Clause 02.03-9 (Infrastructure):** approximately half of new dwellings are anticipated to be located within key activity centres.
- **Clause 2.04 (Strategic Framework Plans):** Cheltenham–Southland and Cheltenham are identified as Major Activity Centres.
- **Clause 11.03-1L-01 (Activity Centres – Kingston):** supports development that reinforces the character and function of activity centres.
- **Clause 11.03-1L-02 (Cheltenham–Southland Major Activity Centre):** seeks to direct office and retail activities to the Cheltenham–Southland Major Activity Centre.
- **Clause 11.03-1L-05 (Highett Neighbourhood Activity Centre):** seeks to promote use and development in accordance with the Highett Structure Plan.
- **Clause 15.01-1L-01 (Urban Design – Kingston):** seeks to overcome barriers presented by the railway line and Nepean Highway.
- **Clause 15.01-2L (Environmentally sustainable development):** includes strategies to achieve best practice in environmentally sustainable development.
- **Clause 15.01-5L-01 (Neighbourhood character – Kingston):** seeks to ensure development responds positively to its existing neighbourhood character and respects its immediate surrounds.
- **Clause 15.01-5L-02 (Landscape character – Kingston neighbourhoods):** seeks to improve landscape character by accommodating complementary landscaping within new residential developments.
- **Clause 16.01-1L-01 (Housing supply – Kingston):** identifies the Structure Plan Area as within a Major Activity Centre, together with areas for promotion of Increased Housing Diversity.
- **Clause 17.02-1L-01 (Retail and commercial land use – Kingston):** seeks to facilitate office development in larger activity centres where they do not conflict with active retail streets.

- **Clause 19.03-3L-01 (Integrated water management):** promotes the use of water sensitive urban design, including stormwater re-use.

Bayside Local Policy

The following objectives and strategies of the Municipal Planning Strategy and local policies of the Planning Policy Framework are relevant to the Cheltenham Structure Plan Area.

- **Clause 02.01 (Context):** most economic activity is Bayside is associated with the commercial activities in the Major Activity Centres.
- **Clause 02.02 (Vision):** protects and enhances the quality and character of the natural and built environment.
- **Clause 02.03 (Strategic Directions):** The following directions are relevant to the Cheltenham Structure Plan Area.
  - **Clause 02.03-1 (Settlement):** Bayside Business District (BBD) is a major focal point for business development and employment.
  - **Clause 02.03-2 (Environmental and landscape values):** aims to enhance the quality and ecological value of Bayside's natural environment.
  - **Clause 02.03-3 (Environmental risks and amenity):** seeks to mitigate the impacts of climate change.
  - **Clause 02.03-4 (Built Environment and Heritage):** seeks to achieve design outcomes that preserve established built form heritage and character.
  - **Clause 02.03-5 (Housing):** seeks to directed increased housing densities to Major Activity Centres.
  - **Clause 02.03-6 (Economic Development):** seeks to protect the primary economic role of the Bayside Business District (BBD).
  - **Clause 02.03-7 (Transport):** seeks the integration of transport and land use.
  - **Clause 02-3-8 (Infrastructure):** seeks to locate community facilities where they can provide safe and convenient access.

The planning policies below are considered of relevance to the Cheltenham Structure Plan Area.

- **Clause 11.03-1L-06 (Highett):** seeks the provision of medium density housing in preferred residential areas of the activity centre.
- **Clause 11.03-6L (Bayside Business District):** encourages commercial, industrial and other uses that fulfill a business / employment focused role.
- **Clause 15.01-1L (Urban Design):** contains strategies which seek to improve public design, safety and the character of existing streets.
- **Clause 15.01-5L (Bayside preferred neighbourhood character):** seeks to accommodate the need for change around activity centres while respecting the desired future character of the area.
- **Clause 16.01-1L (Housing supply):** seeks to provide for increased diversity and density of housing to meet the needs of the community and increased activity in activity centres.
- **Clause 18.01-1L (Land use and Transport Planning):** seeks to concentrate land use and development that increases housing density, employment and visitation.
- **Clause 18.01-3L (Sustainable personal transport):** seeks to provide mid-block links through large development sites.
- **Clause 19.02-6L-01 (Open Space):** seeks to provide passive recreation opportunities and a range of open space within each suburb.
- **Clause 19.03-3L-01 (Integrated Water Management):** seeks to manage the impact of increased development on the quantity and quality of stormwater drainage.
- **Clause 19.03-3L-02 (Water sensitive urban design):** has an overall objective to promote the use of water sensitive urban design, including stormwater re-use.

Appendix E:
Relevant Technical Reports

Relevant Technical Reports

SRL Draft East Structure Plan – Aboriginal Cultural Heritage Technical Report

SRL Draft East Structure Plan – Historical Heritage Technical Report

SRL Draft East Structure Plan – Ecology and Arboriculture Technical Report - Cheltenham

SRL Draft East Structure Plan – Flooding Technical Report

SRL Draft East Structure Plan – Potentially Contaminated Land Memo

SRL Draft East Structure Plan – Noise and Vibration Technical Report

SRL Draft East Structure Plan – Odour and Dust Technical Report

SRL Draft East Structure Plan – Aviation and Airspace Technical Report

SRL Draft East Structure Plan – Utilities Servicing Technical Report

SRL Draft East Structure Plan – Housing Needs Assessment – Cheltenham

SRL Draft East Structure Plan – Community Infrastructure Needs Assessment – Cheltenham

SRL Draft East Structure Plan – Open Space Technical Report

SRL Draft East Structure Plan – Economic Profile Technical Report – Cheltenham

SRL Draft East Structure Plan – Retail Assessment – Cheltenham

SRL Draft East Structure Plan – Urban Design Report – Cheltenham

SRL Draft East Structure Plan – Wind Technical Report

SRL Draft East Structure Plan – Transport Technical Report – Cheltenham

SRL Draft East Structure Plan – Transport Technical Report – Appendix A Precinct Parking Plan – Cheltenham

SRL Draft East Structure Plan – Climate Response Plan – Cheltenham

SRL Draft East Structure Plan – Integrated Water Management Strategy

SRL Draft East Structure Plan – Land Use Scenario & Capacity Assessment

Glossary

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.
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	Built form refers to the physical description of properties, including the form of development, the building mass and height.
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 SRL inclusive of all transport investments and precinct developments, and all stages of the project.
Car share schemes	A form of personal travel in which users share access to cars rather than privately owning them.
Embodied energy	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.
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.
Fine-grain character	Refers to an urban environment with human scale spaces, mixed uses, smaller lots and through block links that support diverse activities and walkability.
Fixed Key Link	A publicly accessible access route delivered along a specific alignment.
Flexible Key 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.
Framework plans	High level coordinating plans that set policy directions and the spatial structure for a defined area. Framework plans guide growth and development over the longer term and define the steps, key projects and infrastructure required to support growth.

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.
Housing density	The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare.
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.
Major activity centres	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger sub-regional catchments.
Master plan	A plan that directs how a single site of landholding or a cluster of related sites will be developed. It is usually more detailed than a structure plan.
Metropolitan activity centres	Higher-order suburban centres intended to provide a diverse range of jobs, activities and housing for regional catchments that are well served by public transport. These centres play a major service delivery role, as well as providing retail and commercial opportunities.
Micro-mobility	Refers to small, lightweight vehicles driven by users personally. Vehicles include bicycles, e-bikes, electric scooters and electric skateboards.
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.
Neighbourhood activity centres	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.
Planning Area	Area where SRLA is a planning authority under the *Planning and Environment Act 1987* 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.
Planning scheme	A document approved by the Victorian Government that set out objectives, policies and controls for the use, development and protection of land for each municipality across Victoria.
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.

Public realm	The public realm comprises spaces and places that are open and accessible to everyone. The public realm can include streets and laneways, parks and plazas, waterways and foreshores.
Public transport interchange	Places where people can access or change between multiple public transport routes and modes.
Renewable energy	Energy that comes from resources that are naturally replenished such as sunlight, wind, rain, tides, waves and geothermal heat.
Resilience	The capacity of individuals, communities, institutions, businesses, systems and infrastructure to survive, adapt and grow in response to challenges. 'Climate resilience' is the ability to prepare for, recover from, and adapt to these impacts of a changing climate.
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.
Setback	The horizontal distance from a boundary or building.
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 SRL East. The strategy 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 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.
Urban form	Urban form is the physical characteristics that make up built-up areas, including the land use, density and configuration of cities, towns and neighbourhoods.
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.
Walkability	The degree to which an environment supports walking as a transport mode.
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, biofiltration systems (rain gardens), permeable paving, and wetlands into the design.

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