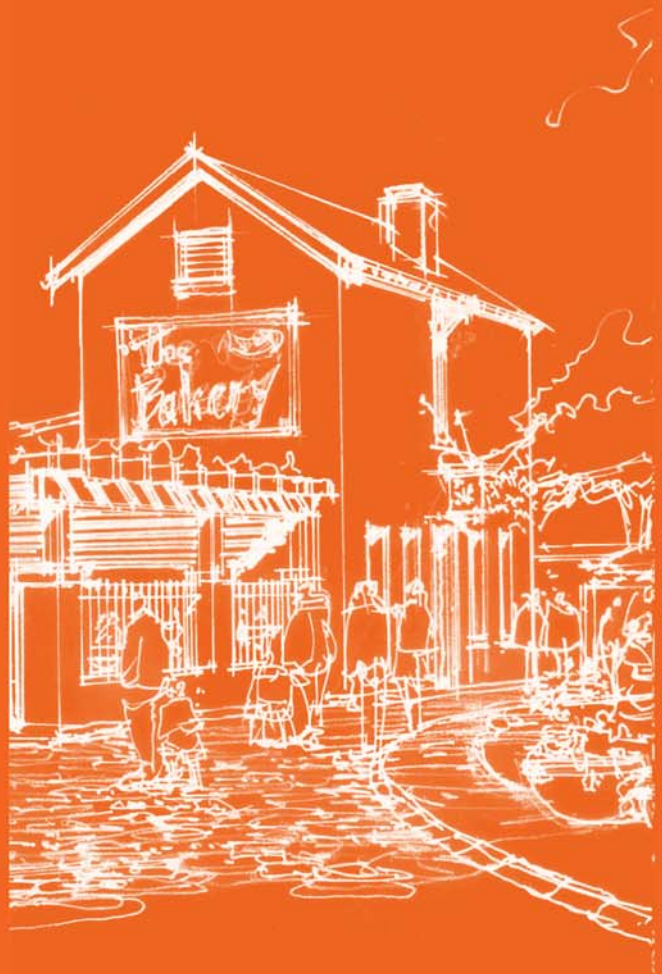


MENTONE ACTIVITY CENTRE STRUCTURE PLAN

J U L Y 2 0 1 1



City of
KINGSTON

A 2030 VISION FOR MENTONE

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Figure 1 - Mentone Structure Plan Area

1. INTRODUCTION

1.1 BACKGROUND

The City of Kingston has prepared a Structure Plan for the Mentone Major Activity Centre in order to provide an integrated response to the change envisaged for the centre over the coming two decades.

The structure planning process provides Council with an opportunity to work with the local community to discuss and carefully plan for the future societal and economic changes envisaged over an extended planning period. The plan provides for managing growth within the centre and in so doing will make Mentone a more vibrant and functional place to visit, work and live.

The development of the Structure Plan follows on from work undertaken by Council through the PLAN project. This earlier project identified the broad parameters for growth in key Activity Centres and has provided a platform for the manner in which future development is managed through the individual structure plans. The Structure Plan provides specific details on where Council, working in partnership with the development sector, can provide the necessary direction for future green spaces, improved traffic movement and the fostering of economic growth.

1.2 THE STRUCTURE PLANNING AREA

The Mentone Structure Plan area is shown in Figure 1 on the opposite page. The study area is based around the Railway station and retail and commercial areas of Mentone Parade and Como Parade West and Balcombe Road. The boundary of the study area was generally defined at a walking distance of 400m from the railway station but has considered other criteria such as large sites, lot orientation, key commercial/retail uses and physical constraints.

1.3 POLICY CONTEXT

Melbourne 2030

Released in 2002 by the State Government, Melbourne 2030 is the Metropolitan Planning Strategy for Melbourne. A key outcome of the Strategy was to identify a hierarchy of Activity Centres where change could be directed. Mentone is one of 82 higher order Major Activity Centres.

An important direction of Melbourne 2030 is its desire to achieve 'a more compact city'. This direction focuses major urban change over the next few decades on 'Activity Centres' to foster more sustainable and vibrant communities. Activity centres will strengthen as focal points for shopping, housing, employment, service concentration, and areas for meeting centered around multi nodal public transportation.

The challenge set by Melbourne 2030 for Activity Centres

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

Melbourne @ 5 Million

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

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

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

2. CONTEXT

2.1 PHYSICAL AND LAND USE CONTEXT

Mentone is a bustling shopping centre that contains a strong mix of businesses that service a well established community and numerous nearby schools. The Mentone Activity Centre is predominantly located on the western side of the rail line with the railway station located at the intersection of Balcombe Road and Como Parade West. The centre is bounded by the former Coffee Palace, now known as Kilbreda College, and the Mentone Recreation Reserve to the south and well established residential areas at its northern and western interfaces.

The railway line separates the centre with medical, leisure and secondary retail uses located to the east of the railway line. The retail core of the centre is located along Como Parade West and Mentone Parade with Balcombe Road

and Florence Street presently providing secondary retail and service functions. Woolworths and Coles supermarkets act as major retail attractors for the shopping centre.

The primary means of accessing the centre by car from the north, east and west is from Balcombe Road and Swanston Street, whilst Mentone Parade and Como Parade West provide the best access from Beach Road and Warrigal Road respectively.

Presently two large open air car parks located behind the shops provide the majority of car parking for the centre. The key open space areas proximate to the centre are located south of Brindisi Street and immediately adjacent to the railway line (Mentone Station Gardens). The centre is well serviced by public transport concentrated around the railway station are a sizeable bus interchange and taxi rank.

2.2 SOCIO-ECONOMIC CONTEXT

Mentone is one of the few suburbs in the City of Kingston to actually decline in population between the 2001 and 2006 Census period.

When reflecting on the chart below it is apparent that Mentone's younger population is in decline in all categories, whilst the suburb is trending clearly toward an increasingly aging population. In fact, when considering Mentone has one of the highest concentrations of schools anywhere in Melbourne, it is most surprising that as a suburb, it has a lower proportion of population in all age groups when

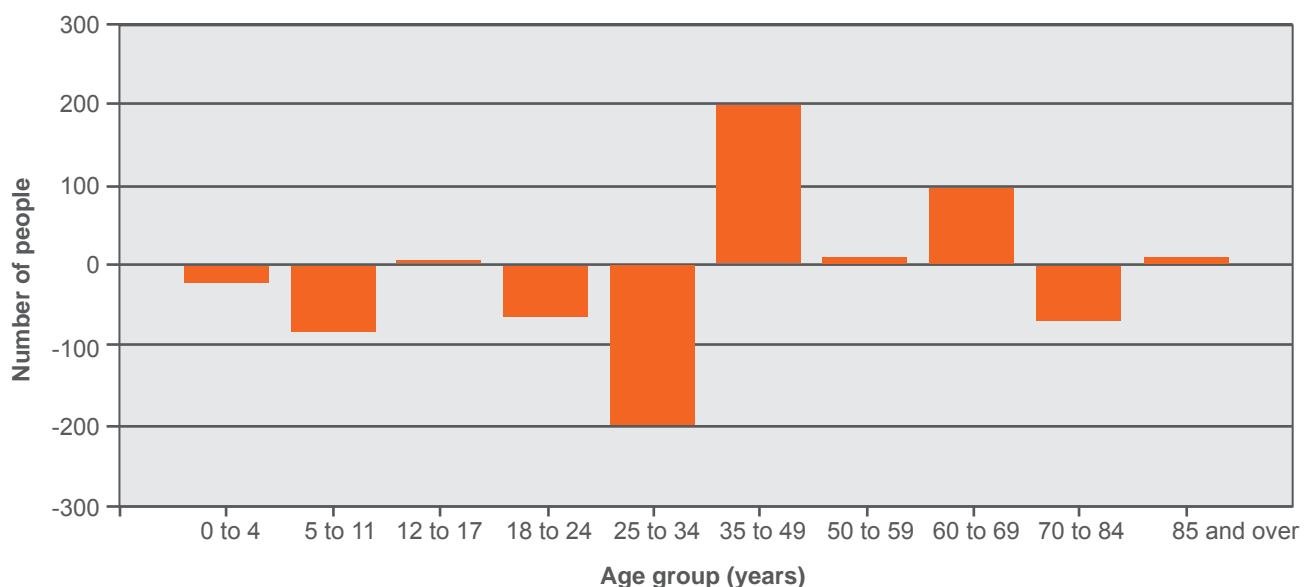
compared against the Kingston average under the age of 35, whilst in all categories over 35 it has higher proportions than the Kingston average.

In 2006, in excess of 60% of the population of Mentone was aged over 35.

The economic analysis, undertaken as part of the structure plan, indicates that between 2009 and 2031 an increase of 1,200 people is envisaged in Mentone's primary trade area. A high proportion of this growth will likely be accommodated on the larger development sites identified in the structure plan.

In the future, Mentone will be operating in an increasingly competitive retail environment as a consequence of the expansion of the Thrift Park Neighbourhood Activity Centre and a substantial new homemaker centre planned for the former Nylex site on Nepean Highway. It is predicted that an increase from 18,000 m² to approximate 23,000 m² of additional retail floor space could be required by 2031, however, the success of these new retail locations close to Mentone may influence this outcome. That being said, as a Major Activity Centre, it will be important to provide for enhancements to the existing 'supermarkets' which act as a key feature of Mentone's broader ongoing retail vibrancy.

Change in age structure of Mentone - Moorabbin Airport, 2001 to 2006 (Usual Residence data)



Source: Australian Bureau of Statistics, 2006 and 2001 Census of Population and Housing (Usual Residence)

2.3 CONSTRAINTS AND OPPORTUNITIES

When viewing the original historic core of the Mentone Activity Centre (centred around the Station Buildings and former historic Coffee Palace), it is apparent that it has grown substantially over the past few decades to play a key sub regional role. A detailed site analysis of the activity centre was carried out as part of the structure planning process which is presented in the Background Report. Figure 3 summarises the constraints and opportunities identified.

Some of the key constraints and opportunities for Mentone are as follows –

- Council is fortunate to own significant amounts of land in Mentone which have historically been used solely for car parking. The Structure Plan presents a significant opportunity to explore how these land parcels can be used, recognising the roles now sought for Major Activity Centres;
- The heritage fabric, including a number of buildings located near the former Coffee Palace, are still intact and can be further strengthened to reinforce the historic building form within Mentone.;
- The original street subdivision pattern (Figure 2) is not favourable when viewing the traffic situation around the island building in front of the former Coffee Palace which is chaotic, especially at the intersection of Florence Street and Mentone Parade. A fresh approach is necessary to provide a safer and more appealing environment, particularly for the high levels of pedestrian traffic accessing schools, the station and shopping precinct;
- Granary Lane and Old Bakery Lane located behind the shops are a hidden jewel and have enormous potential to be transformed in a similar vein to laneways in the Melbourne Central Business District by providing dual access to the shops and enticing pedestrian spaces;
- Mentone Gardens provide a wonderful entry to the station on its western side but further improvements on the eastern side are still required.

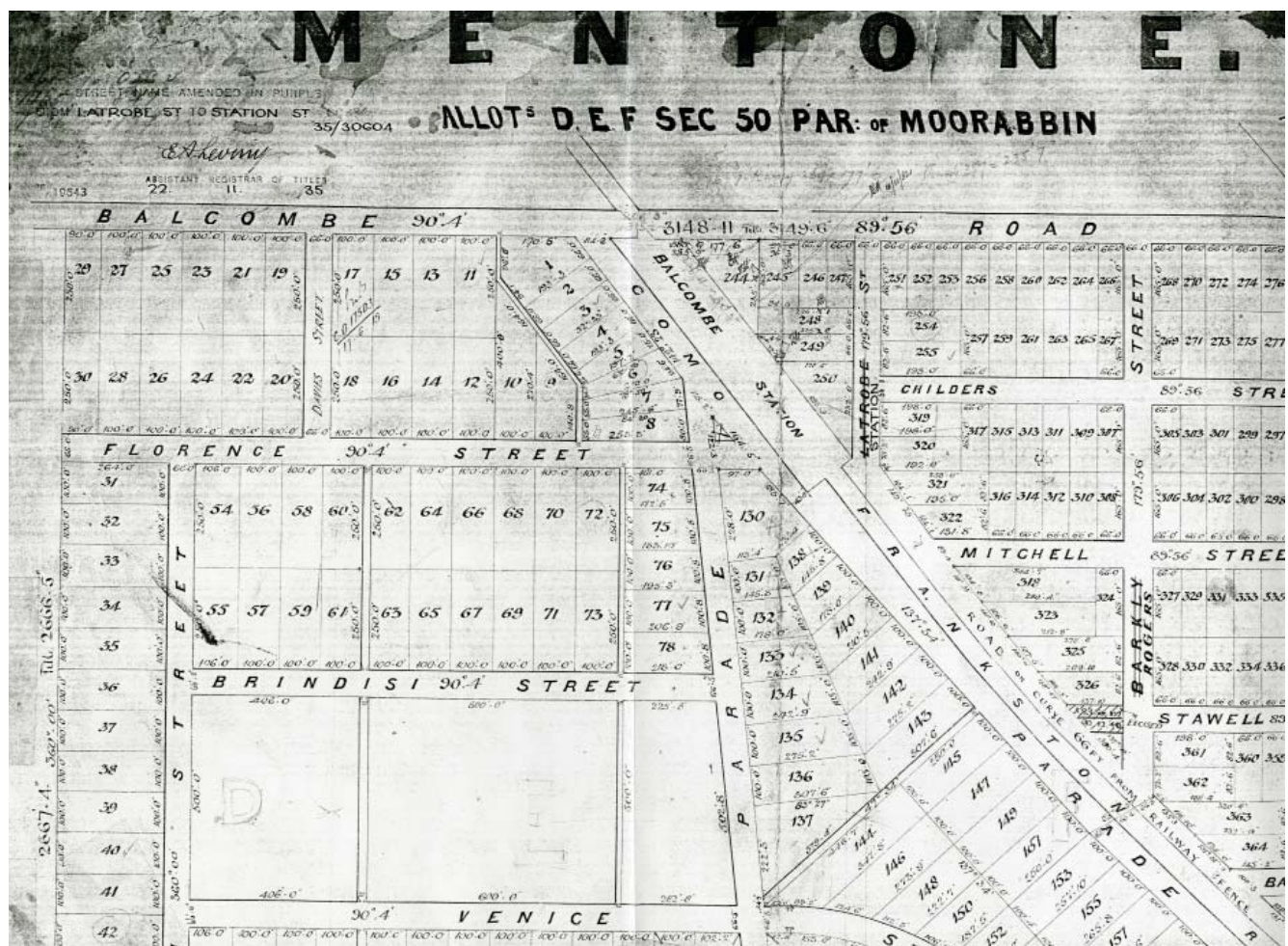
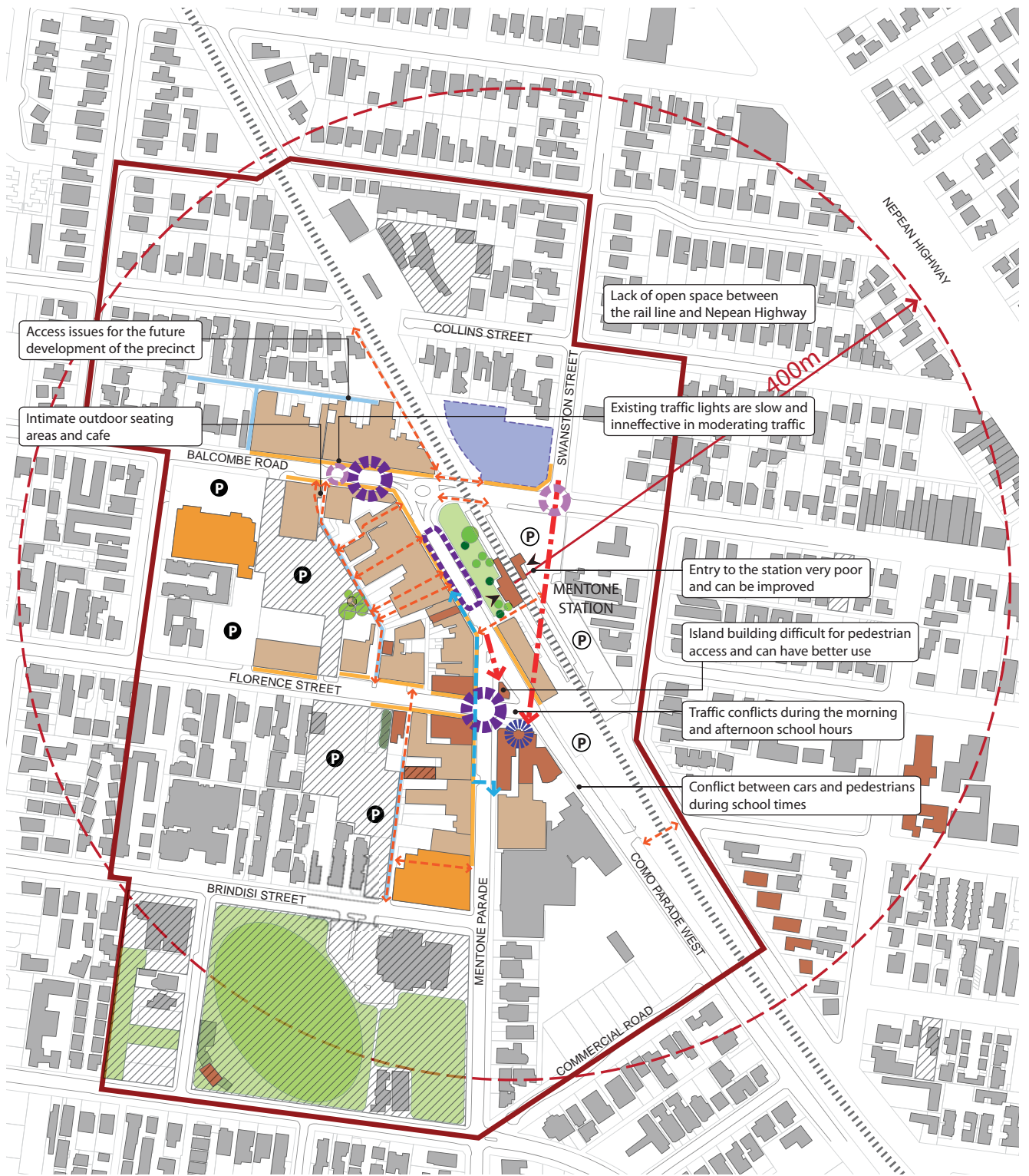


Figure 2 – Mentone subdivision pattern April 1928



Legend

- | | | | |
|-----------------------------|-------------------------|-------------------------------|------------------|
| Study Area | Existing traffic lights | Retail core | Pedestrian links |
| Open Space | Bus interchange | Heritage buildings | Active frontage |
| City of Kingston owned land | Existing landmark | Proposed development | View corridor |
| Retail Anchor | Public parking | Traffic conflict | Rear lanes |
| | Commuter parking | School children movement path | |

Figure 3 – Constraints and Opportunities

3. FRAMEWORK PLAN

3.1 VISION

The vision for Mentone Activity Centre is –

‘To enhance the beauty of Mentone by celebrating its past whilst capitalising on the role it now plays as a significant centre of activity’

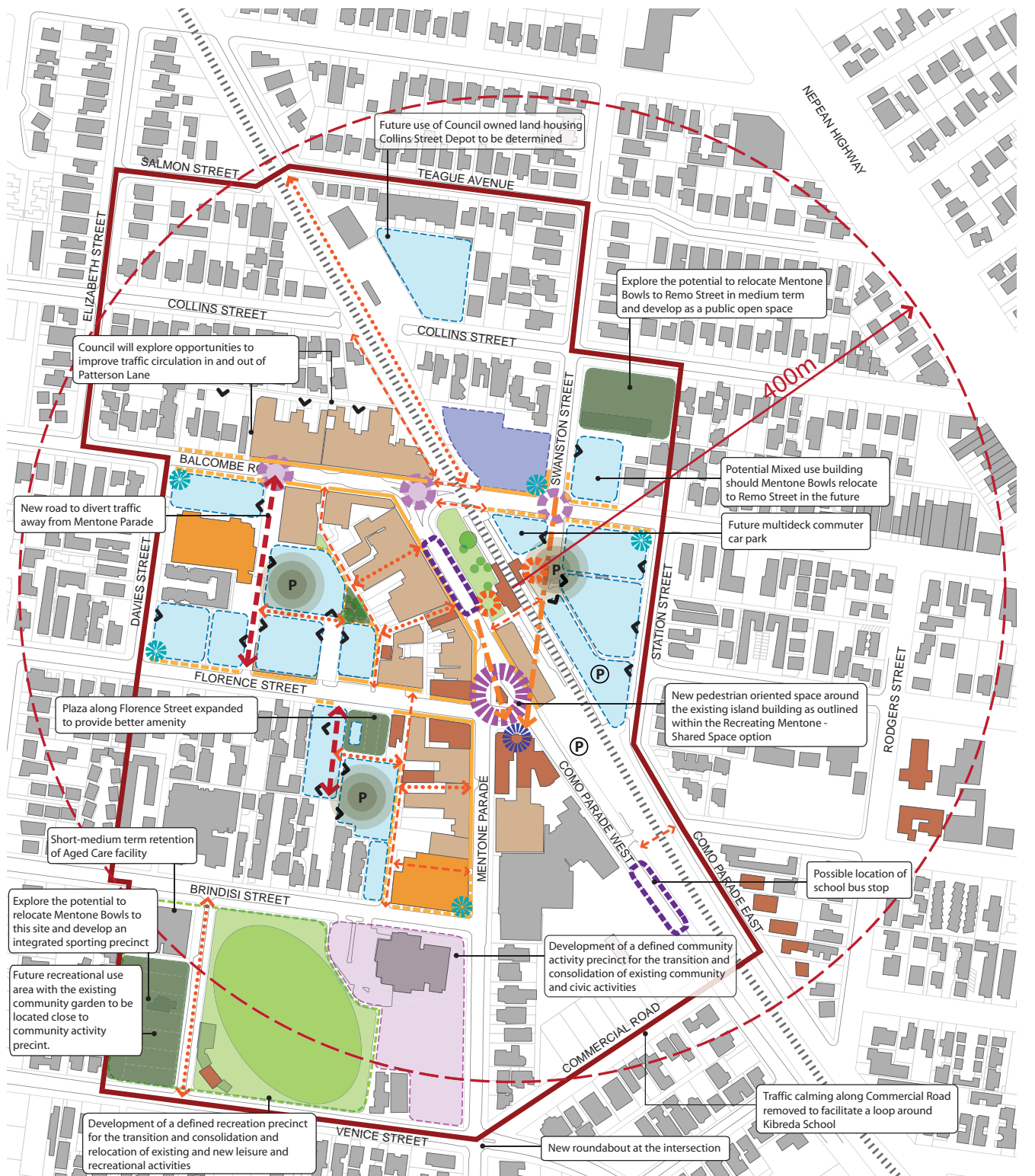
3.2 OBJECTIVES

The key objectives for Mentone Activity Centre:

- Protecting and enhancing the past by:
 - Focusing on further profiling the distinctive heritage characteristics of Mentone by finding creative ways to uncover the heritage fabric;
 - Retaining key vistas to existing significant buildings;
 - Critically intervening in managing building form through development controls and traffic management to allow visitors to reflect and enjoy in a 21st century centre what has come before.
- Projecting a future for Mentone which recognises:
 - The current under utilisation of the significant land parcels contained throughout the Activity Centre;
 - The imperative to provide for a living population within the Major Activity Centre recognising the limited role much of the surrounding residential areas to the west are likely to perform in relation to future housing;
 - The benefits of activating retailing along public laneways, with niche café/restaurants and businesses with dual frontages;
 - The lack of contemporary spaces to sit and enjoy the centre;
- Multi-storey buildings must be responsive to interfaces with established residential areas adjoining the Activity Centre;
- The importance of environmentally sustainable design and innovation for larger scale developments.
- To intervene and influence the functioning of the centre by:
 - Making pedestrians a high priority and ensuring safety and the pedestrian experience is paramount;
 - Providing alternative solutions to an Activity Centre with an 80 year old road network which no longer addresses the conflicts between vehicles and pedestrians;
 - Rationalising car parking in locations which do not burden the pedestrian scale or ‘village qualities’ of Mentone;
 - Promoting sustainable modes of transport to and from the centre, especially walking, cycling and public transport.

3.3 OVERALL STRATEGIES

The Concept Plan at Figure 4 brings together the ideas presented in the Structure Plan for Mentone. The ideas are explained in the following sections.



Legend

- | | | | | |
|-----------------------|--------------------------------------|-------------------------|--------------------------|--------------------------|
| Study Area | Proposed Community Activity Precinct | Existing traffic lights | Parking station | Increase housing density |
| Existing open space | Proposed Recreation Precinct | New traffic lights | Commuter parking | Existing pedestrian link |
| Proposed open space | Proposed Recreation Precinct | Bus stops | Preferred car access | Proposed pedestrian link |
| Key development sites | New Vehicular Path | Existing landmark | Retail core | Existing active frontage |
| Proposed development | New gateway opportunities | Heritage buildings | Proposed active frontage | |
| Retail anchor | | | | |

Figure 4 – Concept Strategy

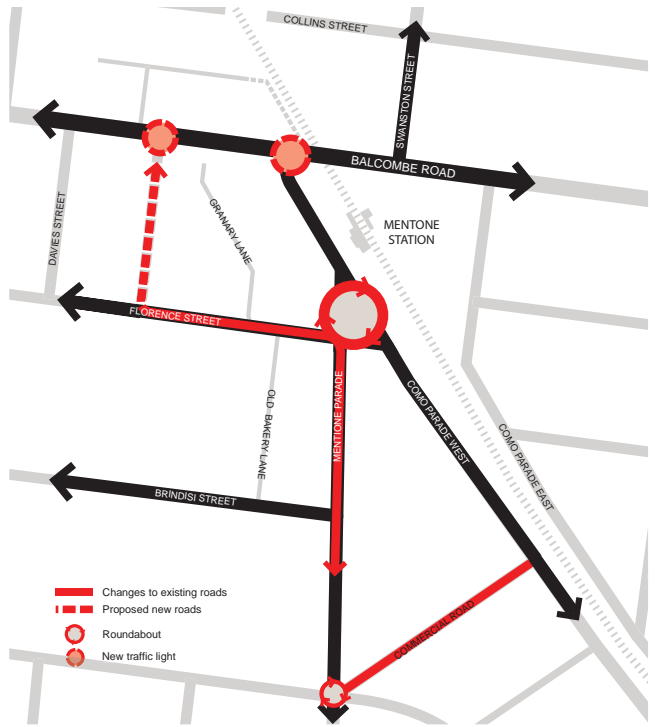


Figure 5 – Traffic movement Shared Space Option

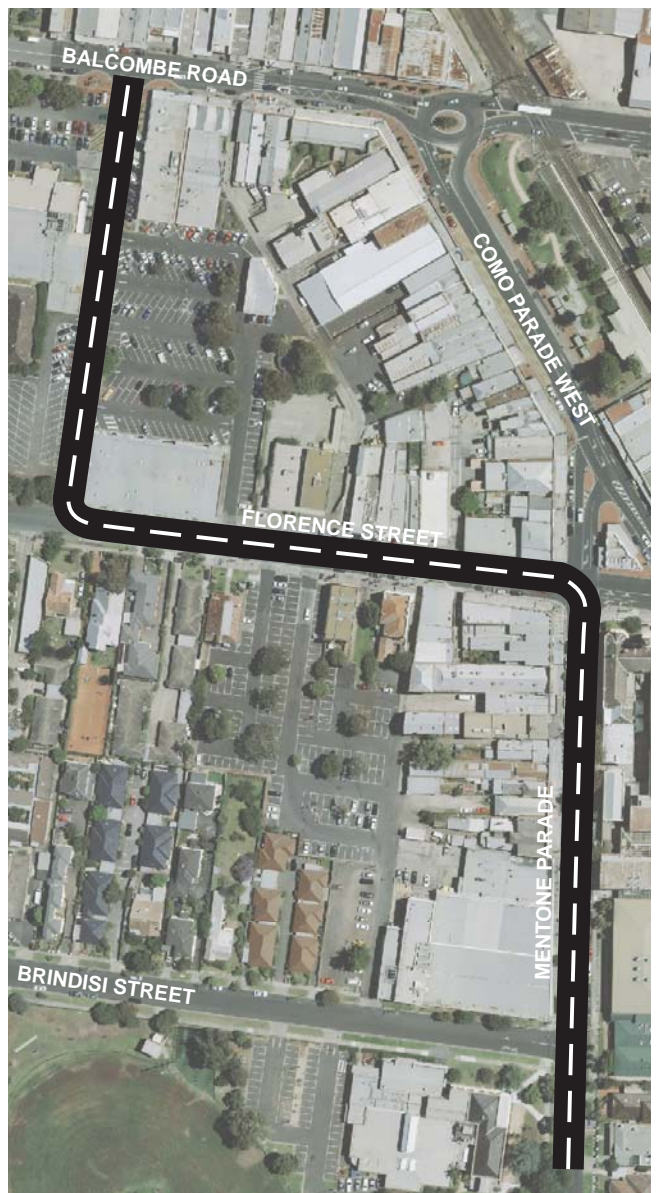


Figure 6 – Proposed peripheral road network

3.3.1 TRAFFIC MOVEMENT AND PARKING

With the demands now placed on Mentone as a Major Activity Centre, it is necessary that a suite of new traffic management initiatives are planned over coming years to recreate the centre's pedestrian scale. The road layout of Mentone was laid out in 1928 and has remained the same since then. With the domination of the car, there is a need for some major intervention to resolve some of the traffic issues in Mentone.

The key traffic movements initiatives are illustrated in figure 5 and include:

- The development of three clear 'parking stations' for Mentone, one east of the railway line primarily servicing commuter needs, and two stations immediately adjacent to the retail core of Mentone proximate to Florence Street;
- The creation of a new peripheral road network from Brindisi Street to Balcombe Road providing direct vehicle connection into the new parking stations (see Figure 6);
- By creating a new peripheral road network, the desired separation between spaces for cars and spaces for people can, over time, be delivered returning Como Parade West to space where pedestrians dominate cars and the centre's 'village scale' can be reinstated;
- Transforming the intersection of Mentone Parade, Como Parade and Florence Street to provide pedestrian orientated slow points that encourage pedestrians to stop and celebrate Mentone's Heritage which is profiled at this junction. (See Section 3.3.3);
- Parking studies indicate that carparking in the Activity Centre is utilised at approximately 70% capacity during the week between 10am-2pm and is only used at approximately 50% capacity on the weekend. The creation of the new peripheral road with clear and straight access from Balcombe Road to parking station and through the centre will assist in effectively re-routing through traffic with less obstacles and with minimal disruption to the centre and its parking;
- A recognition of the importance of reducing through traffic in the Activity Centre by re-examining the role that streets, including Commercial Road, could play in distributing non visitors to the centre back to the arterial road network.

Parking

With the anticipated change and growth in Mentone, parking within the activity centre will be required to reflect changing values and needs. The centre currently:

- Offers a range of parking throughout the centre including time restricted, on street, off street, unrestricted and commuter car parking;
- Parking studies identify occupancy of the commuter car parking areas are at maximum capacity on weekdays;
- On street car parking on Mentone Parade, Como Parade West and Balcombe Road under utilised with average occupancy rates of 40% - 70% capacity, on both weekdays and weekends. The exception being Florence Street near the intersection of Mentone Parade where occupancy rates are at 80% - 100% capacity on weekdays;
- The Safeway car park and Granary lane car park north of Florence Street peak at 80% capacity on weekdays between 11am – 2pm. The Old Bakery Lane car park south of Florence Street peaks at 60% - 70% capacity at a comparable time and day.

A suite of initiatives are proposed for the centre over the 20-30 year horizon. These seek to enhance the accessibility of the centre and encourage alternate transport modes. Parking stations are proposed with a new traffic management system as outlined in Section 3.3 to bring people to the centre easily, with the aim of encouraging visitors to park and experience the centre on foot. Existing level of car parking will be retained at these 'parking stations'.

There are a total of 156 on-street car parking spaces in Mentone Activity Centre and a total of 654 car parking spaces including all the surface visitor car parks. Some loss of car parking spaces as part of the 'Recreating Mentone' initiative outlined in Section 3.3.3 may occur. With car parking rates at the surface car parks below maximum capacity, any deductions to on street car parking, will be accommodated at the designated 'parking stations' located directly to the rear of the Como Parade and Mentone Parade retail tenancies for ease of access.

3.3.2 PEDESTRIAN AND BIKE MOVEMENT

Maximise bicycle connections between activity centres and the foreshore by creating a new bike path along Mentone Parade, and creating a north-south path between the Mentone and Cheltenham Major Activity Centres (Figure 7).

Old Bakery Lane and Granary Lane behind the shops fronting Mentone Parade will become a major pedestrian connection with activated frontages (Section 3.3.3). As a consequence of the redevelopment of Council owned car parks and strategic land holdings, new pedestrian links along the lanes will be permanently defined.

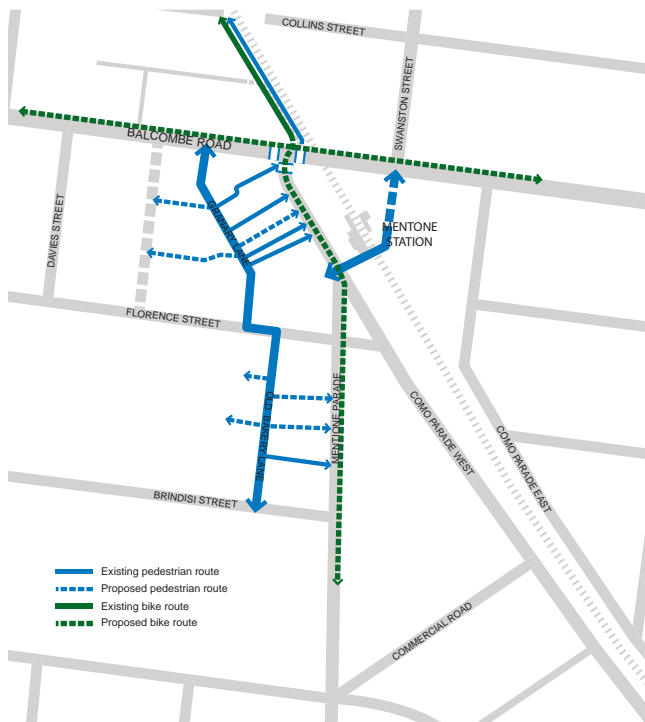


Figure 7 – Major Pedestrian and bike routes

3.3.3 QUALITY PUBLIC SPACE

Key opportunities exist to ‘design in’ places which can complement the roles performed by the wonderful Mentone Station Gardens and the Keith Styles Reserve. New initiatives include:

- The creation of two new spaces along Granary Lane that will provide meeting points along a new laneway experience;
- Exploring opportunities to create a landscaped entry to the eastern side of the Mentone Station;
- Respond to Council’s Open Space Strategy by identifying a location north of Balcombe Road to provide a local community playground;
- Expand the organised recreational role of the Mentone Recreation Reserve and explore its expansion across Remo Street (Figure 8).



Figure 8 – Key Public Spaces

Recreating Mentone

In the historical 'epicentre' of Mentone, at the junction of Florence Street, Mentone Parade and Como Parade West, create a unique pedestrian friendly space that permanently captures the unique chapter in Mentone's evolution.

As a consequence of the introduction of the new peripheral road network, the preferred scheme is shown to create a unique new space in the heart of Mentone which will once again bring together a unique collection of 19th Century buildings.

Shared Space Option (Figure 10)

By converting the area in front of the Kilbreda Tower and around the heritage island into a shared space, significant enhancements are possible to the forecourts of both

heritage buildings. A roundabout with reduced car lane widths will be created around the island building to facilitate a transition of road use from predominantly vehicular to pedestrian, whilst still allowing for thru traffic movement. This will create increased pedestrian and seating areas and provide safer access to the island building. The shops and adjacent Mentone Station, located on the eastern side of Como Parade West, will also benefit by being better connected to the centre. Road treatments to signal a slowing of vehicular speeds in a pedestrian oriented space will include removing the kerbs, and providing a textured treatment to the road surface to reduce traffic speed as well as distinctive textured surfaces at entries to the space. Car parking in the area will be strengthened at the rear of the shops within the Granary Lane and Old Bakery Lane car parks whilst bus movement will be retained.



Figure 9 – Recreating Mentone - Existing condition

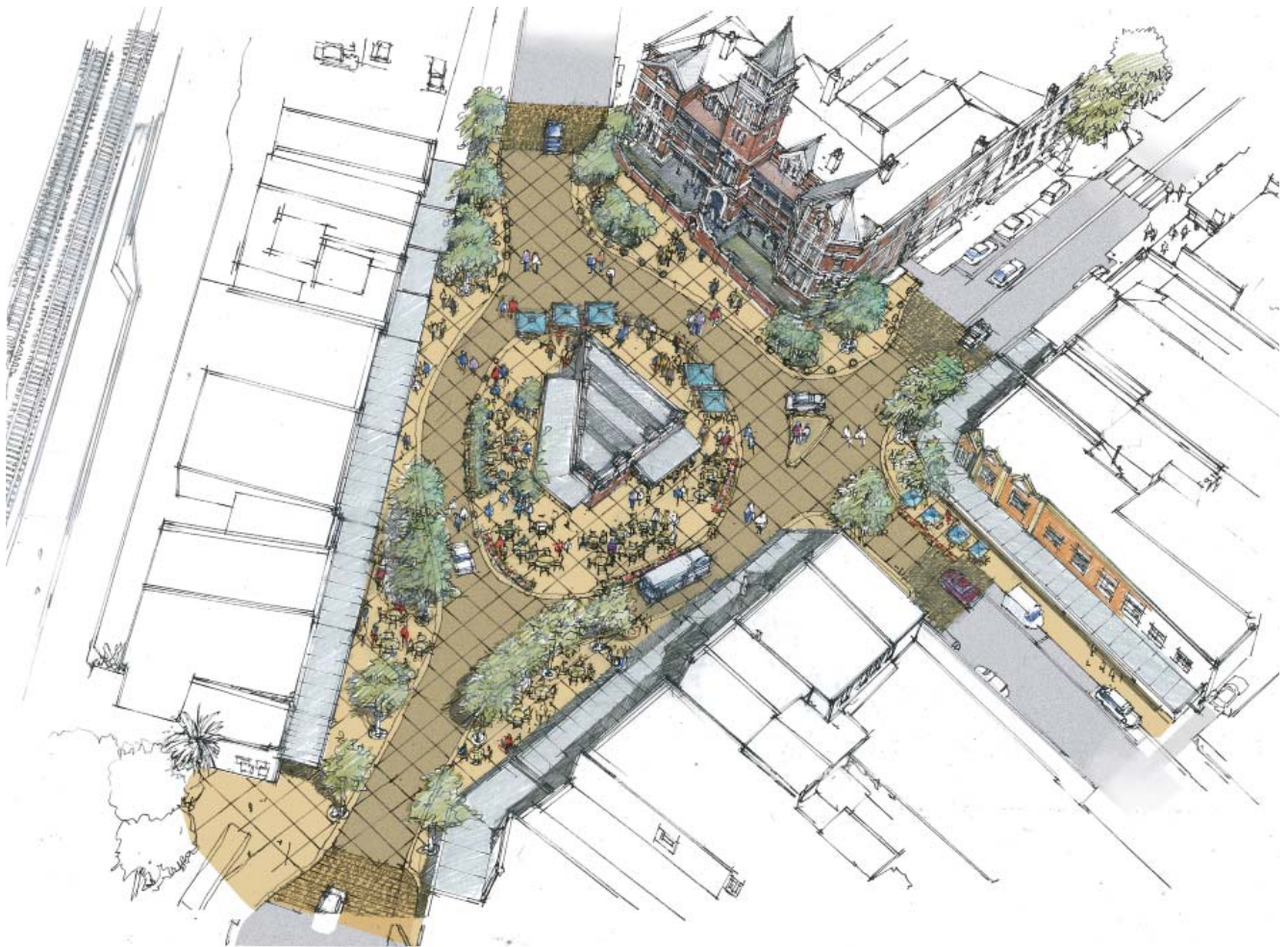


Figure 10 – Recreating Mentone - Shared Space Option (artist impression indicative only)



Figure 10a - Bendigo
Shared Space project example



Figure 10c - Bohmte, Germany
Shared Space project example

Open Space on Florence Street

Support the extension of the public space between 42 Florence Street and 44 Florence Street by creating an enhanced public open space centred around a new building (Figure 11). The new open space would provide greater usability, frame the heritage building at 44 Florence Street, and further activate Florence Street by providing a sun drenched place for people to sit and meet.

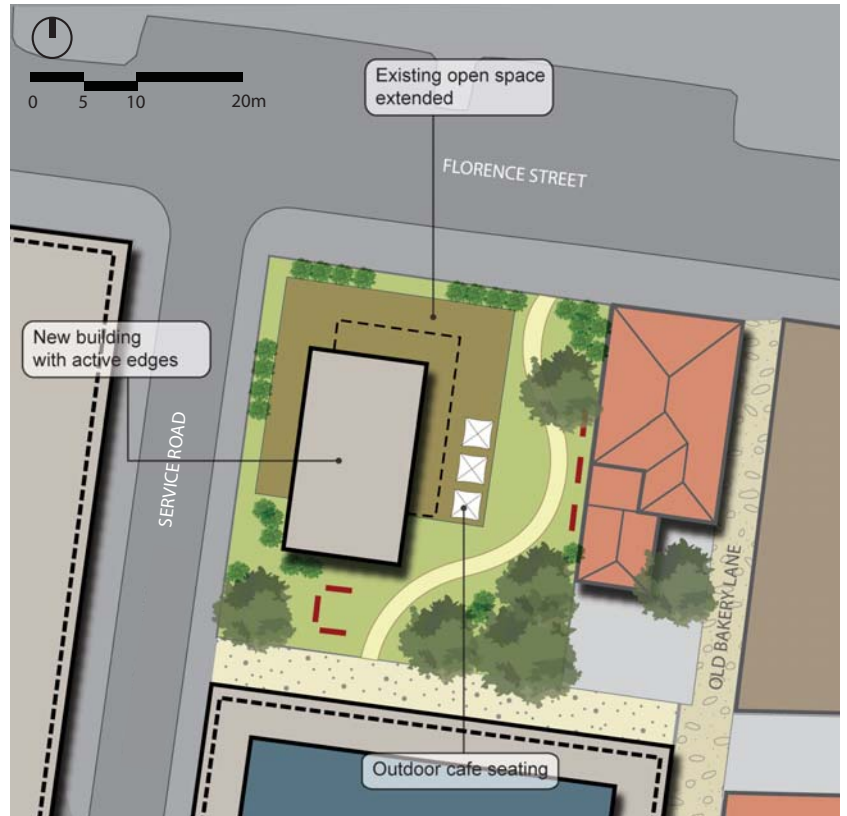


Figure 11 – Florence Street Plaza Concept Plan

Active Rear Lanes

Facilitate the creation of pedestrian friendly lanes on Old Bakery Lane and Granary Lane located behind the shops fronting Mentone and Como Parades, mimicking those now enjoyed in the Melbourne CBD (Figure 12). Evidence of this success is already visible at the top end of Granary Lane near Balcombe Road (Figure13).

Businesses would be encouraged to activate the frontage to the lanes by providing through access to customers and

as appropriate, provide display opportunities and outdoor dining (Figure 14). By restricting non essential vehicular access to after hours as a consequence of the new peripheral road network, a true pedestrian space could be created.

New open spaces along the laneways will provide opportunities for informal seating and landscaping / public art features.



Figure 12 - Hardware Lane, Melbourne



Figure 13 - Northern end of Granary Lane, Mentone



Figure 14 – Active Rear Lanes – Artist Impression

3.3.4 BUILT FORM AND STREETScape

Future development in the Mentone Activity Centre will require a tailored approach in order to reinforce those elements within the Activity Centre that hold high heritage value, whilst ensuring that change in other areas reinforces a contemporary architectural approach. Maintaining the intimate pedestrian scale of Mentone requires the careful management of building form in key locations (Figure 15).

Key strategies include:

- Ensure the interpretation and view lines of iconic Mentone Buildings including the former Coffee Palace, Mentone Station, Abbott and Comber's Building and Estate Agent building are carefully managed through prescriptive development controls;
- The utilisation of larger land parcels behind the main street layer of Mentone to encourage more substantial building form and introduce a living population to the centre;
- Provide improvements to the paving and landscape appearance of Mentone Parade and Como Parade West (Figure 16);
- Redefining Mentone's laneway fabric to create a Melbourne laneway experience in Mentone;
- Ensure building scale is mindful of shadows cast over key public areas (Figure 17);

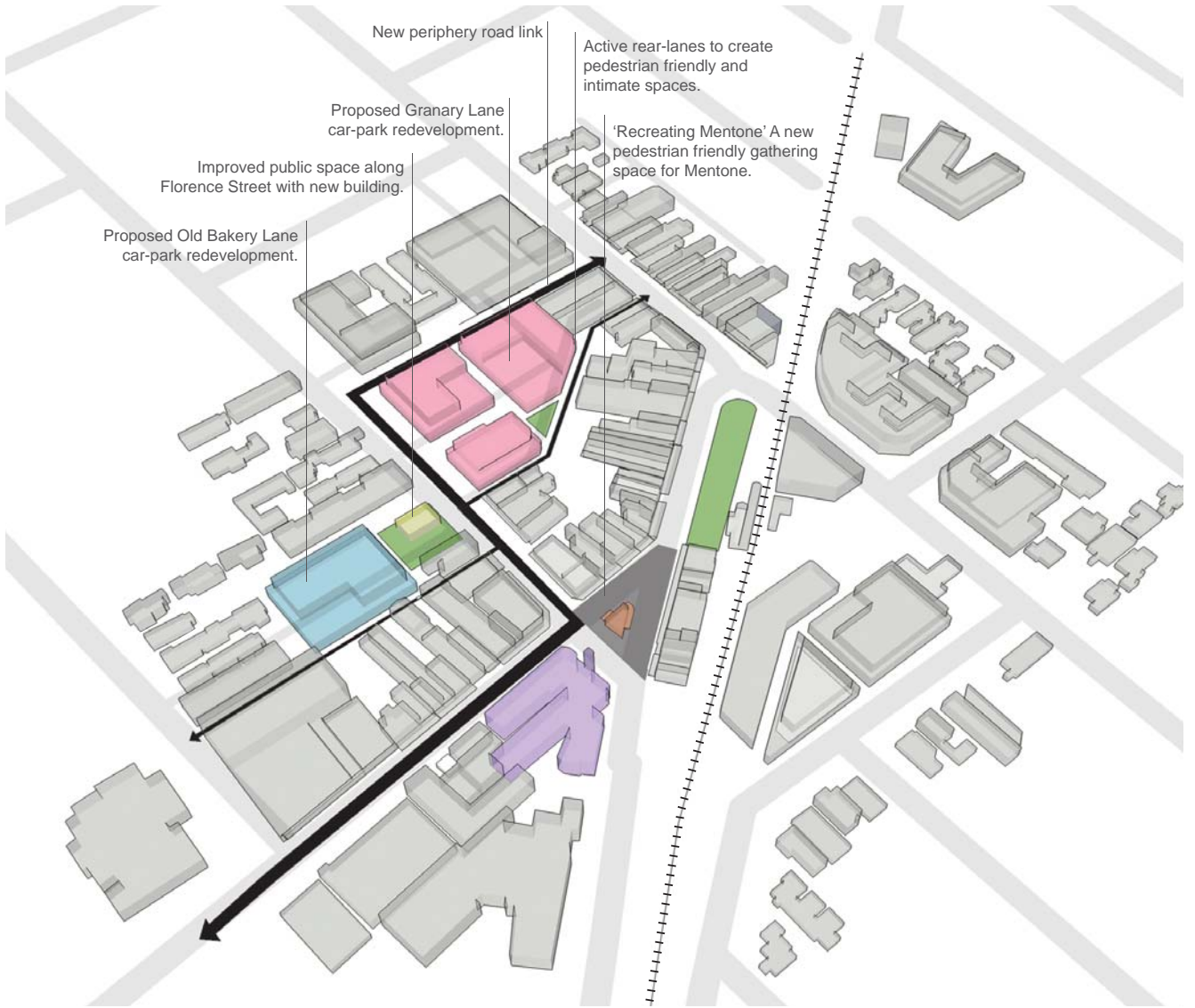


Figure 15 – Proposed Built Form

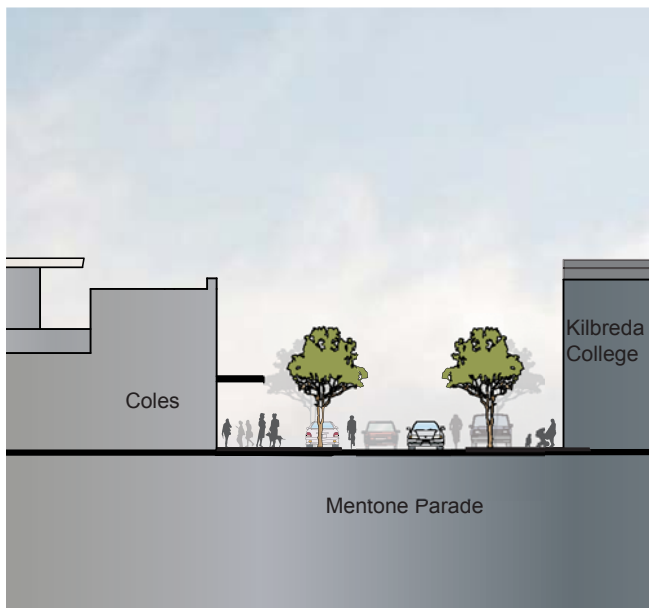


Figure 16 – Mentone Parade Cross section

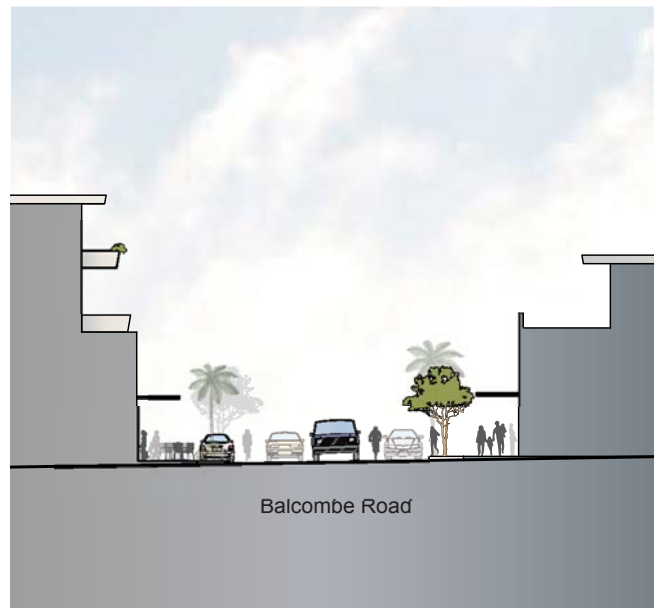


Figure 17 – Balcombe Road Cross section

3.3.5 PRECINCTS

The Precincts in the Mentone Activity Centre are shown in Figure 20.

Precinct A – Retail Core

- Maximum 2 Storey east of Como Parade West;
- Maximum 3 or 4 Storey overall height;
- Protect and enhance heritage buildings;
- Ensure a building height transition down to adjacent residential areas to achieve compliance with ResCode; with the fourth story setback 14 meters from the residential interface;
- Consistent 2 storey street edge to commercial street frontages and the maintenance of the existing fine grain shopfronts;
- Further activate ground floor shopfronts with shop top housing or office uses in upper levels.
- Facilitate site consolidation as a means of ensuring:
 - Desired built form outcomes can be achieved on what are often narrow allotments;
 - Objectives to activate rear laneways;
 - Sufficient space can be provided for basement car parking.
- Encourage generous balcony spaces, articulation and lightweight materials to reduce building bulk and ensure surveillance.

Precinct B – Contemporary Redevelopment Precinct

- Maximum building height of four storeys;
- Ensure a building height transition down to adjacent residential areas to achieve compliance with Rescode; with the fourth story setback 14 metres from the residential interface;
- For the north eastern part of the precinct, maximum 3 storey podium to Swanston Street & Balcombe Roads with 4th storey setback;
- Ensure consolidated development parcels in order to achieve building form of maximum 4 storey scale which:
 - Provide replacement car parking to cater for the shopping centre demands as well as new development;
 - Are contemporary in architectural form and include elements such as building articulation above a 2-3 level podium, use of light weight materials, communal green roof areas and usable and well orientated balcony spaces. Ensure the ground level is heavily activated to the new peripheral road network and activates the Old Bakery and Granary Lane frontages;

- Preserve the scale of Florence Street by limiting height to a 2 storey edge with maximum 4 storeys.

Precinct C – Increased Density

- If buildings are proposed in the future, limit them to a maximum height of 3 storeys.

Precinct D – Existing Residential

- Change will be in keeping with the existing scale of these established residential areas consistent with the provisions of the Kingston Planning Scheme for Incremental Change and Increased Housing Diversity Areas.

Precinct E – Railway Precinct

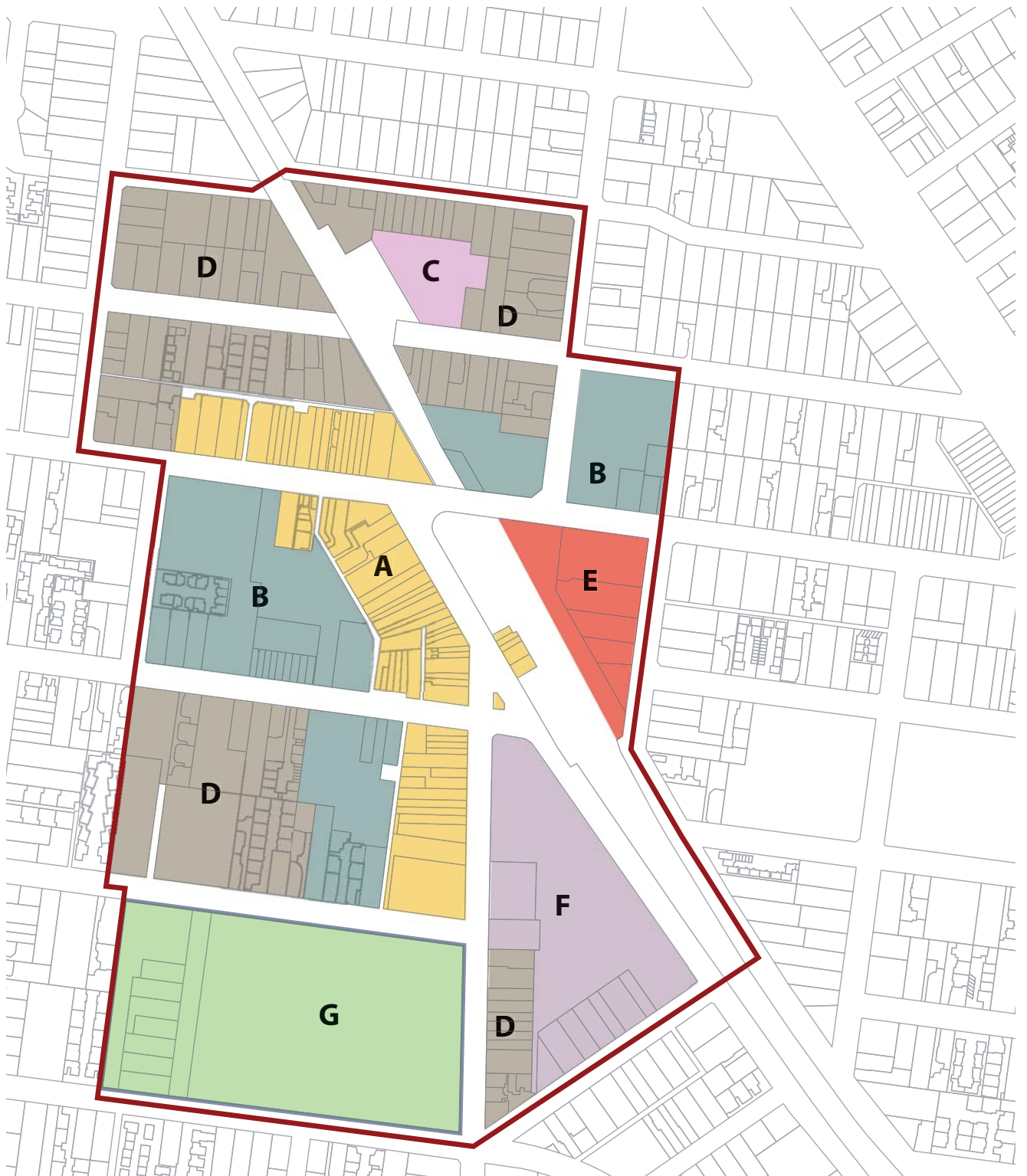
- Respond to sensitive heritage interface of station buildings and open space and improve the eastern entry to the station;
- Encourage land consolidation where possible in order to achieve a maximum building height of 4 storeys;
- Ensure a building height transition down to adjacent residential areas to achieve compliance with ResCode; with the fourth story setback 14 meters from the residential interface;
- Rationalise car parking and explore opportunities to create additional 'commuter parking';
- Retain views to the former Coffee Palace tower across this precinct;
- Create an active ground level activity to Balcombe Road to improve the entry to the centre.

Precinct F – Former Coffee Palace Precinct

- Maximum 3 storey overall height;
- Retention of heritage buildings and works limited to maintenance;
- Substantially expand and improve the public areas adjacent to northern end of the precinct to implement the Recreating Mentone precinct;
- Sensitive development on balance (central and southern sections) of the precinct consistent with the precinct's education focus.

Precinct G – Community Activity Precinct

- Change will be in keeping with the existing scale of these established residential areas consistent with the provisions of the Kingston Planning Scheme for Incremental Change and Increased Housing Diversity Areas.
- Enhance the provision of services to the community;
- Better utilisation of community buildings;
- Strengthen the provision of sports and recreational facilities.



Legend








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|  Precinct A - Retail core |  Precinct D - Existing residential |
|  Precinct B - Contemporary Development precinct |  Precinct E - Railway precinct |
|  Precinct C - Increased density |  Precinct F - Former Coffee Palace precinct |
| |  Precinct G - Community Activity Precinct |

Figure 18 – Precinct Plan

3.4 KEY DEVELOPMENT SITES

3.4.1 GRANARY LANE CAR PARK

Provide for the redevelopment of Council owned land near Granary Lane.

Redevelopment of the Granary Lane Carpark would involve:

- Actively exploring opportunities for consolidation of major land parcels within this precinct;
- The retention of the existing public parking at ground level;
- The development of two levels above the carpark in the form of a podium. These could be used for additional parking purposes with defined access points;
- The potential acquisition of part of 105-111 Balcombe Road, Mentone to create a new peripheral road
- Introducing an apartment building on top of the podium which maximises solar access and natural ventilation, minimises overshadowing on adjacent properties and provides a high quality architectural outcome. A communal area on top of the podium will provide for a shared green space for the residents (Figure 19);
- Ensuring ground level frontages along Granary Lane are activated as encouraged through Section 3.3.3;
- Creation of the peripheral road along its western edge to facilitate vehicular traffic through the centre as outlined in 3.3.1 from Brindisi Street to Balcombe Road;
- Enhance the existing public toilet & surrounding open space.

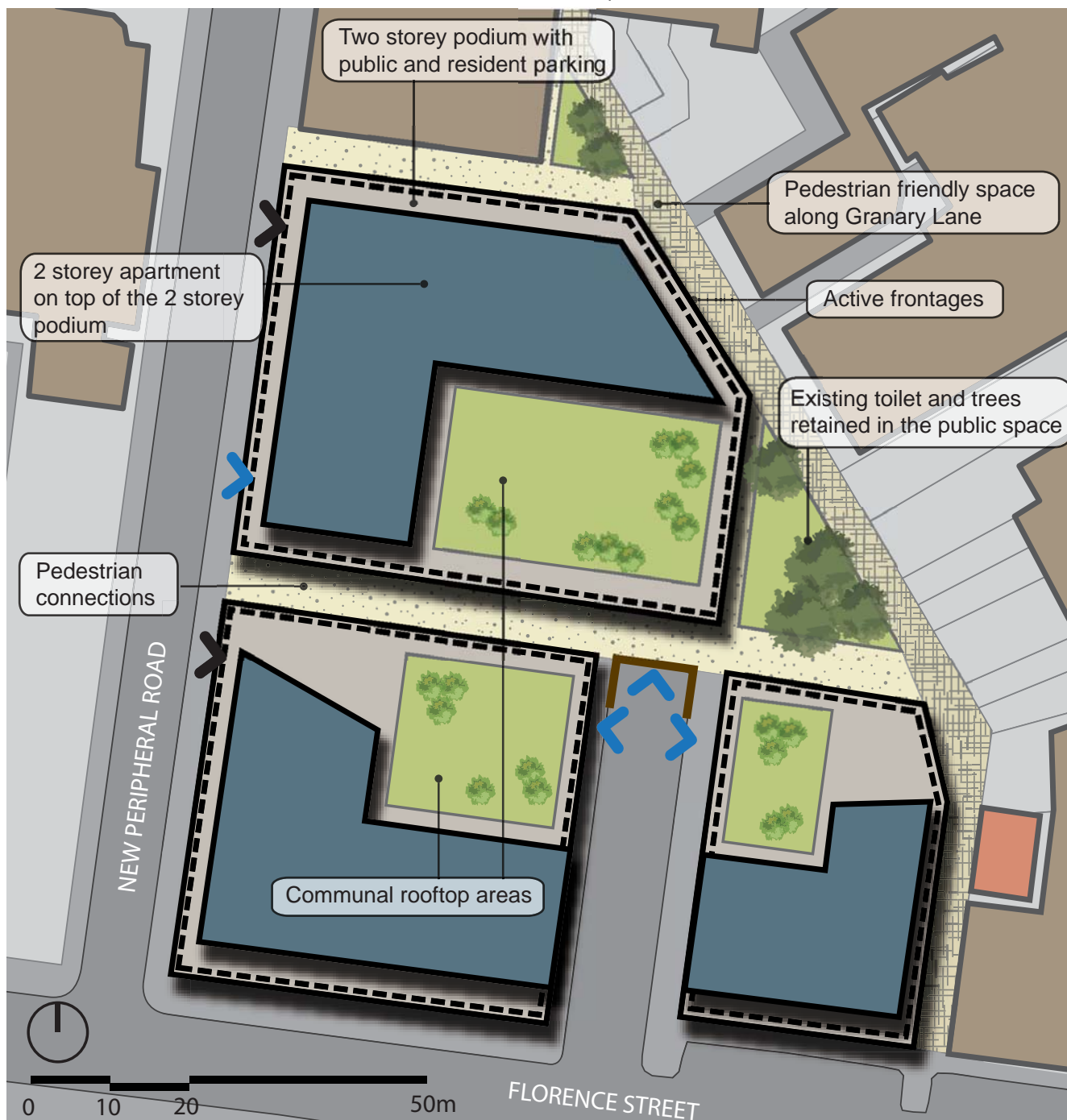


Figure 19 – Granary Lane Carpark Concept Plan

3.4.2 OLD BAKERY LANE CARPARK

Provide for the redevelopment of the Old Bakery Lane car parks. Changes to this area would involve:

- Retention of the public parking on ground floor as well as the creation of a podium to provide for additional parking needs;
- Introducing an apartment building on top of the podium which maximises solar access and natural ventilation, minimises overshadowing on adjacent properties and provides a high quality architectural outcome. A communal area on top of the podium will provide for a shared green space for the residents (Figure 20);
- Use the new building's frontage to Old Bakery Lane to provide it with an active edge as outlined in Section 3.3.3;
- The balance of the land to the west of the new service road will become a transition site to the existing residential area and will be developed at a lower scale;
- The potential acquisition of the rear of four retail premises (99, 107, 109, 111 Mentone Parade, Mentone) between Brindisi Street and Florence Street to create the pedestrian connection at the rear of the shops adjoining the Old Bakery Lane car park as outlined in 3.3.2.

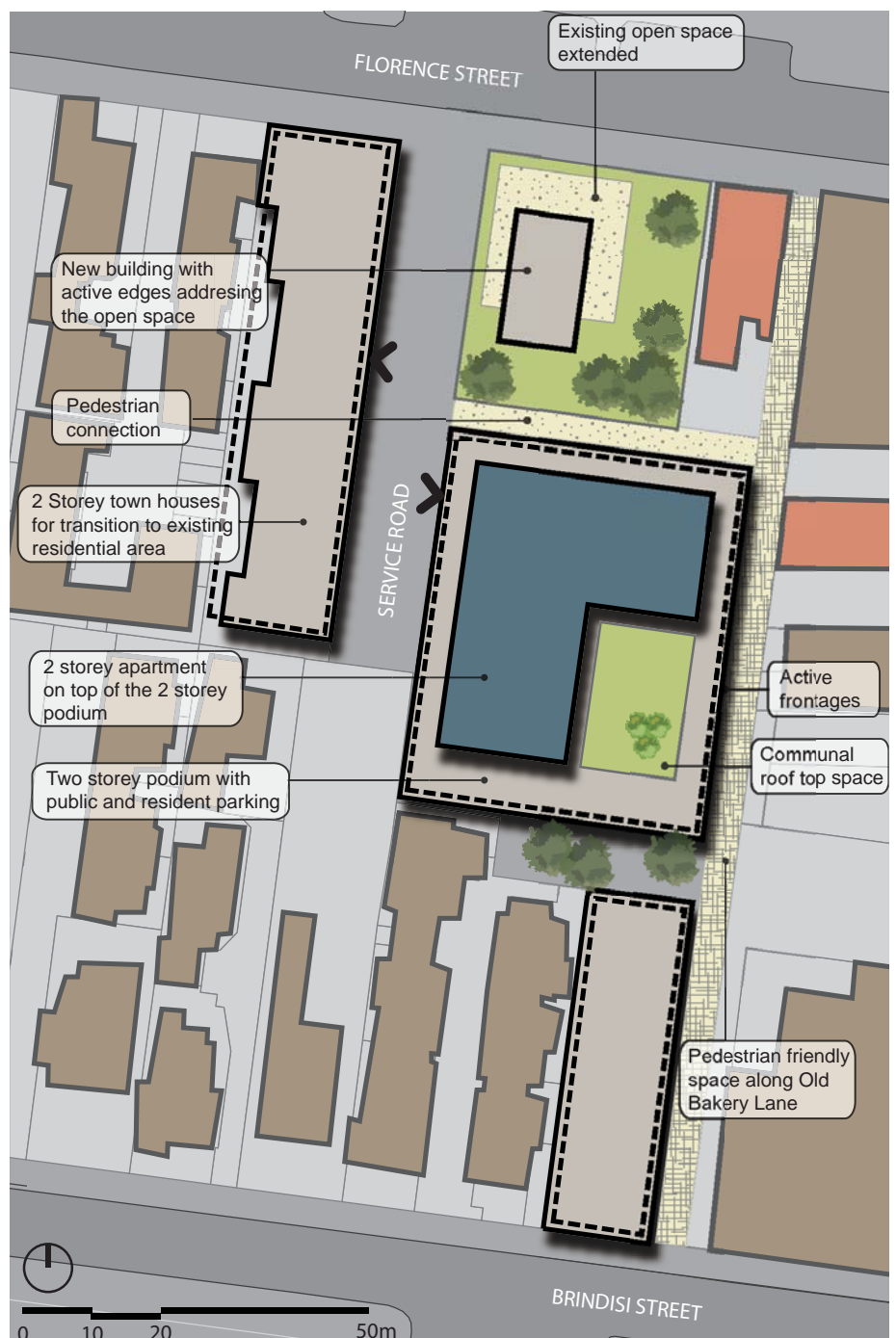


Figure 20 – Old Bakery Lane Carpark Concept Plan

4. IMPLEMENTATION

Implementation of the structure plan will require a multilateral approach led by Council in co-operation and shared responsibility with the State Government, the private sector and the community.

The vision for this structure plan will be progressively realised over the next 20 years through a wide range of supporting projects such as transport infrastructure and public realm works.

4.1 STATUTORY IMPLEMENTATION FRAMEWORK

The PLAN project together with the Background Report of the Structure Plan has assisted the development of the Framework Plan contained with Section 3 of the Structure Plan. This forms the basis for the translation of the structure plan into the Kingston Planning Scheme.

The following is proposed with respect to the statutory translation of the Structure Plan into the Kingston Planning Scheme:

- Revise the Local Planning Policy Framework of the Kingston Planning Scheme to reflect the strategic objectives and direction of the Structure Plan;
- Zone changes – most of the centre is subject to the Business 1 Zone, Public Use Zone and Residential 1 Zoning. On adoption of the structure plan, consideration will be given to the appropriateness of using these zones or whether the outcomes sought could be better achieved through the use of a schedule to the Activity Centre Zone;
- Public Acquisition Overlay - Introduce a Public Acquisition Overlay to key properties identified by this Structure Plan as being integral to achieving the key outcomes identified in the Structure Plan, in particular:
 - Land at 11 Remo Street Mentone for the purposes of future open space provision within the Mentone Reserve;
 - Potential acquisition of the rear of four retail premises (99, 107, 109 and 113 Mentone Parade, Mentone) between Brindisi and Florence Street for the purposes of footpath reservations, to improve the pedestrian connection at the rear of the shops adjoining the Old Bakery Lane car park;
 - Potential acquisition of part of 105-111 Balcombe Road, Mentone for the purposes of road reservation, to create the new peripheral road between Florence Street and Balcombe Road, Mentone;

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

4.2 NON-STATUTORY IMPLEMENTATION FRAMEWORK

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

Council will commence discussions with key businesses, landowners and investors to activate key strategic sites.

Council will explore a range of funding mechanisms to deliver this Structure Plan including:

- State Government funding sources such as Creating Better Places etc;
- Federal Government funding sources such as Black Spot Roads funding;
- Explore the use of Developer Contributions;
- Public/private partnerships and joint ventures with the private market on Council-owned land.

Further work will be undertaken on development capacity analysis of significant land parcels identified in the Structure Plan to determine the timing suitability for redevelopment.

Upon adoption of the Structure Plan, Council will advance the traffic and pedestrian initiatives in an integrated manner generally staged in the following order:

- Complete detailed design of traffic and pedestrian improvements across the local network including the Recreating Mentone shared space, Peripheral Road and Balcombe Road traffic signals, through discussions with key stakeholders and the community;
- Investigate an option to establish a ring road utilizing Venice Street/Naples Road via Milan Street and Florence Street through to Balcombe Road via existing carriageways;
- Reinforcement of ARUP's traffic study results to Vicroads conveying suggested improvements to the road network in Mentone and for Council to undertake local road upgrades;
- By working with Vicroads develop a shared approach to the timing and implementation initiatives regarding improvements to the road network in Mentone to assist in the delivery of the Structure Plan;
- Present and inform the community and traders on the Design Development process and its implementation;
- Upon acquisition, construct the Peripheral Road between Balcombe Road and Florence Street with a signalised intersection at Balcombe Road and removal of existing pedestrian signals;
- Construct the Recreating Mentone shared space precinct at the intersection of Florence Street, Mentone Parade and Como Parade West and associate works

within adjoining streets;

- Retain the parking on the east side of Como Parade West and along Mentone Parade between the intersections of those roads and Florence Street;
- Signalisation of Balcombe Road and Como Parade West, signals to be linked with Railway Crossing;
- Advance the preliminary planning work on the redevelopment options for the Council owned land at Old Bakery and Granary Lanes including design work on associated open space areas;
- Undertake further detailed discussions with key land stakeholders regarding solutions to the open space deficiencies identified north of Balcombe Road in Council's Open Space Strategy, and in doing so, explore the future role of Council owned land in Remo Street adjacent to the Keith Styles Reserve;
- Actively pursue opportunities for participation in the Victorian Government's Zero Emissions Neighbourhood (ZEN) program, or similar;
- Acquire land identified in the Public Acquisition Overlay.

4.3 CAPITAL WORK PROJECTS AND AGENCY DISCUSSIONS

Over the life of the Structure Plan, work with agencies including VicTrack and VicRoads as appropriate, to progressively undertake streetscape and public realm improvements including:

- The required road and paving works to complete the Recreating Mentone precinct;
- The creation of the peripheral road network identified in this plan;
- Providing an improved station entrance on the eastern side of rail line (in conjunction with VicTrack);
- Provide new cycle infrastructure connecting Mentone with nearby Activity Centres and the Bay Trail;
- The possibility of introducing alternate traffic signal treatments at Balcombe Road both at the existing roundabout and at the proposed entry to the new peripheral road network described in this Plan;
- Expand the public open space in Florence Street with a new community building;
- The provision of a new open space area north of Balcombe Road for the existing and new residential community;
- Improve the urban quality of Granary Lane and Old Bakery Lane;
- Develop a new approach, in collaboration with VicTrack, to provide additional commuter parking on the east side of the railway.

4.4 PROJECT IMPLEMENTATION & FUNDING

Co-ordinate Council's capital works budget and programme based on the list of priority projects:

Short Term Projects (2011-2015) Potential Additional Funding

1. Peripheral Road	(VicRoads)
2. Recreating Mentone	(DoT/DCPD)
3. Cycle Paths	(DoT)
4. Active Rear Laneways	(Adjacent developers)

Medium Term Projects (2016-2020) Potential Additional Funding

5. Station Entrance	(DoT)
6. Swanston/Collins Open Space	
7. Remo Street & Buildings	
8. Mentone Recreational Reserve	

Long Term Projects (2021-2030) Potential Additional Funding

9. Balcombe Road Intersection	(VicRoads)
10. Florence Street Plaza & Building	

Ongoing Projects (2011-2030)

11. Streetscape beautification & maintenance
12. Park beautification & maintenance
13. Building & maintenance

The total cost for Council to implement the capital works projects identified in the Mentone Activity Centre Structure Plan is assumed to be in the vicinity of \$10m - \$20m over a 20 year timeframe. A key catalyst action in the structure plan will be to priorities the detailed costing of short and medium term projects to then allow them to be incorporated into the Capital Works Program.

4.5 MONITORING AND REVIEW

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

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

CONTACT US

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- **Email:** Strategic.Planning@kingston.vic.gov.au



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www.kingston.vic.gov.au/link/mentonestructureplan