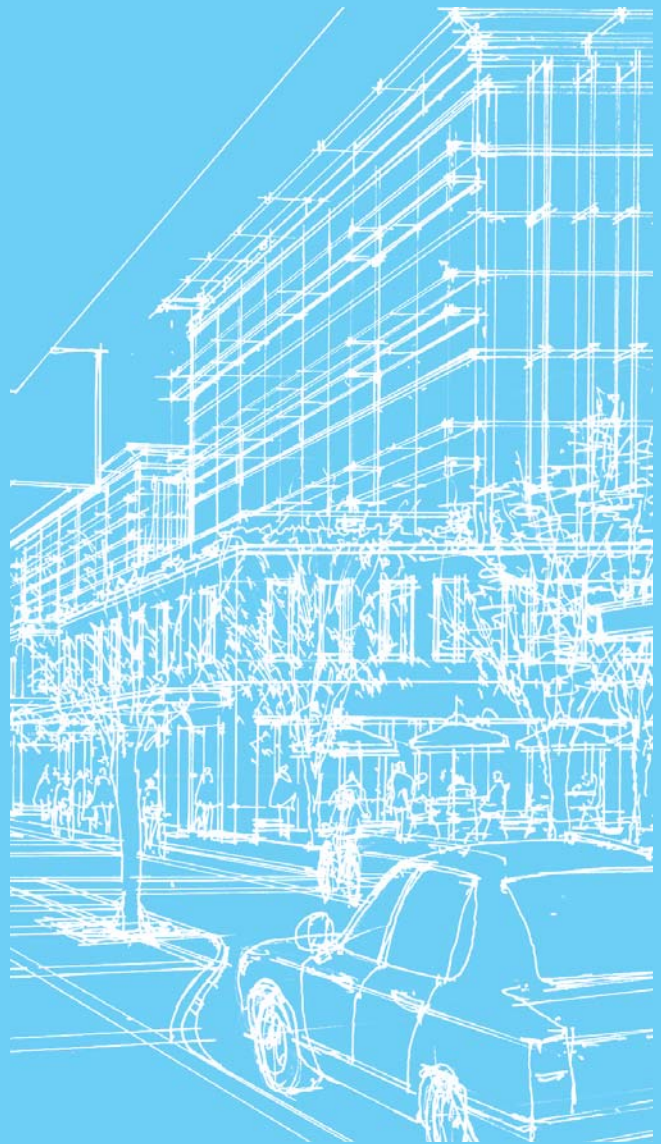


MOORABBIN ACTIVITY CENTRE STRUCTURE PLAN

M A Y 2 0 1 1



City of
KINGSTON

A 2030 VISION FOR MOORABBIN

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Figure 1 - Moorabbin Structure Plan Area

1. INTRODUCTION

1.1 BACKGROUND

The City of Kingston has prepared a Structure Plan for the Moorabbin 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 expected over an extended planning period. The plan, once completed, will provide for managing growth within the centre and in so doing, will make Moorabbin 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 Moorabbin Structure Plan area is shown on the previous page. The study area is based around the railway station and retail and commercial areas of Station and Taylor streets and Central Avenue and the commercial area north of Exley Drive, along Nepean Highway. The boundary of the study area is purposefully limited to within a walking distance of 400 metres from the railway station, as this is the area where the greatest opportunity for change is expected.

1.3 POLICY CONTEXT

Melbourne 2030

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

An important aim of Melbourne 2030 is 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, areas for meeting centred 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 while 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 (ie 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 31 metropolitan municipalities) will accommodate approximately 23,776 people or almost 2% of the 1.26 million people predicted for Melbourne.

2. CONTEXT

2.1 PHYSICAL / LAND USE CONTEXT

Moorabbin is an Activity Centre that is essentially divided as a consequence of three municipal boundaries and major arterial roads. The most significant elements which support the centre's Major Activity Centre status include, the station, supermarket, civic facilities and bus Interchange. The majority of its retail floor space is located within the Kingston municipal boundary south of South Road and east of Nepean Highway.

Retailing is concentrated around the supermarket on the corner of Taylor Street and Central Avenue and a few supporting retailers in Taylor Street. Limited retailing exists on Station Street and Central Avenue with the majority of uses generally being office and commercial activities.

Limited retailing and commercial uses occur north of South Road within the municipality of Glen Eira, however, a successful retail and commercial area exists on the west of Nepean Highway, within the City of Bayside.

The area bounded by Exley Drive to the south, the railway line to the west and Nepean Highway to the east, currently provides for a range of different uses, including a synagogue, other community uses, the Moorabbin Bowls and small scale offices.

Access to the core of the centre is via Station Street from Nepean Highway or from Taylor and Station streets from South Road. Access to the Kingston Arts Centre and Kingston Town Hall is predominantly from the Nepean Highway service lane. The railway line currently splits the centre making pedestrian movement through the centre difficult.

The centre is well serviced by public transport concentrated around the sunken railway station and bus interchange on Station Street. Moorabbin provides a wider transport access role as the main north – south link between Nepean Highway and Jasper Road. This road link also acts as a constraint for the centre given it brings through traffic that often speed through the centre.

The Activity Centre performs a key regional arts and cultural role as a consequence of the Kingston Arts Centre and Kingston Town Hall which also mark a key entry into the municipality.

Unlike other Major Activity Centres in Kingston, a significant recreational facility is not apparent when visiting the centre. The Moorabbin Reserve, despite being within easy walking distance, has poor accessibility due to secondary industrial land uses.

2.2 SOCIO-ECONOMIC CONTEXT

Although being the suburb closest to Melbourne's Central Business District, Moorabbin, has grown marginally with

an increase of 89 people between the previous two census periods.

The most significant growth has been in the 35 - 49 year old age bracket where there was an increase of 131 persons. The age cohort immediately below, the 25 – 34 year olds declined by 66 people indicating perhaps a growing challenge with housing affordability in the suburb. Moorabbin also contains 13.1% of its population in the older 70-84 year old age bracket which is 4% higher than the Kingston average.

The economic analysis which was undertaken as part of the structure plan indicates that the Primary Trade Area servicing Moorabbin, will grow by approximately 3,800 people between 2009 and 2031. The significant development opportunities identified in the structure plan will provide for a large proportion of this growth.

With significant competition from Bentleigh, Hampton and Southland together with increased retail activity planned for Highett, increases in the size of population in the primary trade area will be important to further diversify Moorabbin's retail role. Although the centre with 23,255m² has a relatively large existing supply of retail floor space, retail activity in Moorabbin is dominated by the large format retailing in South Road and the niche 'outdoor orientated' activity on the west side of Nepean Highway.

The economic analysis indicates that as a consequence of factors, including population growth and expenditure by workers in the Activity Centre, an increase of approximately 5,500m² of retail floor space could be supported by 2031. The ability to sustain large format retailing into the medium term will need to be monitored based on the broader catchment dynamics which apply.

2.3 CONSTRAINTS AND OPPORTUNITIES

The context in which the Moorabbin Major Activity Centre is set is critical in order to formulate the necessary changes to improve its presentation. A detailed analysis of the activity centre was carried out as part of the structure planning process which is presented in the Background Report. Figure 2 summarises the constraints and opportunities identified.

Some of the key constraints and opportunities include:

- Moorabbin sits within a highly competitive retailing environment given its close proximity to the Bentleigh and Hampton Major Activity Centres both with substantively larger and more diverse retail stores. Its proximity to Southland also plays a role in further limiting the surrounding trade opportunities;
- Station and Taylor streets have become 'quasi' arterial roads linking Jasper Road and the Nepean Highway. A new approach is required to manage the need to maintain this road link while returning some amenity at the pedestrian scale, to this centre;

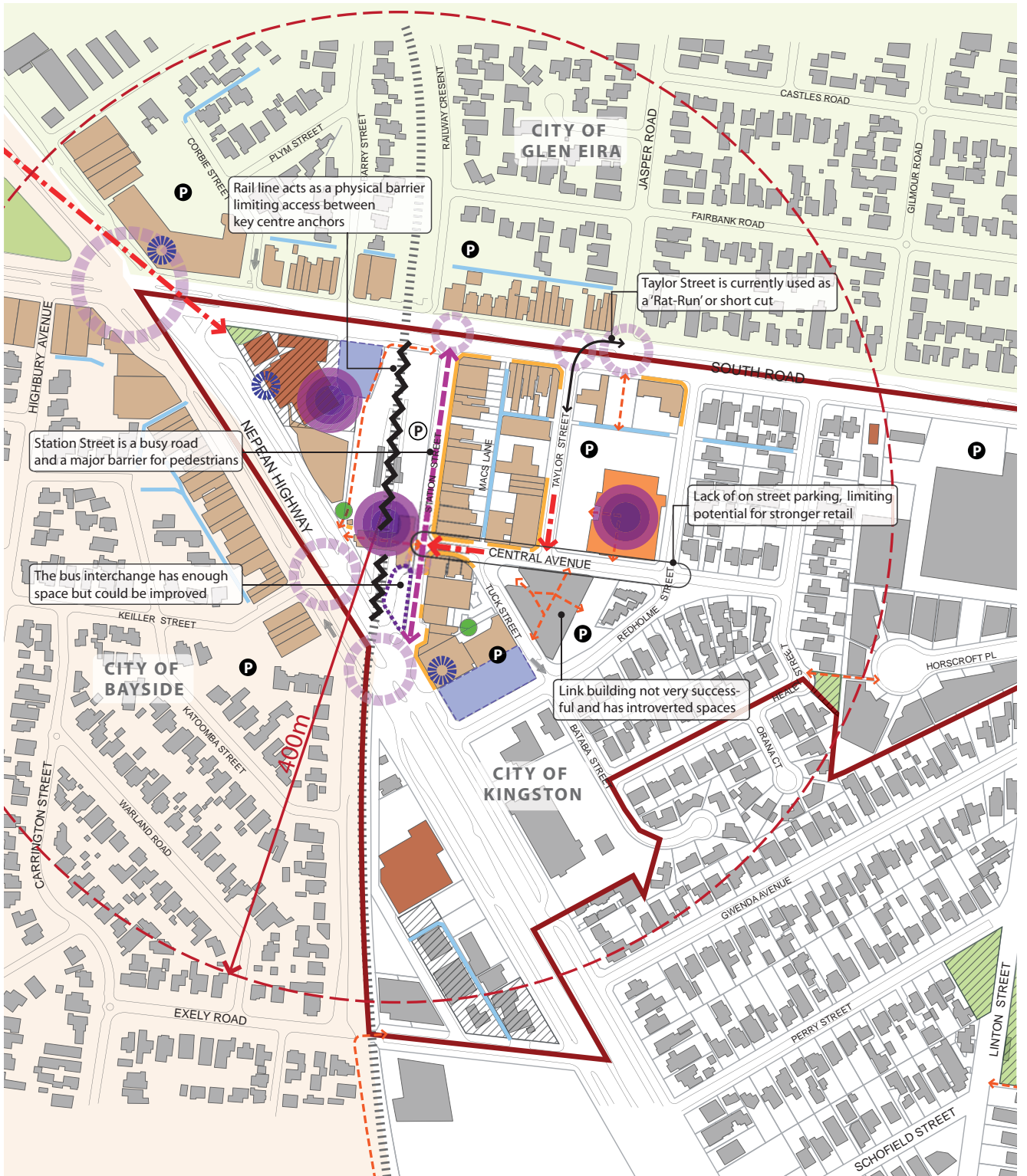


Figure 2 – Constraints and Opportunities

- The activity centre is disconnected from the Moorabbin Reserve;
- Limited appeal presently exists in relation to the physical appearance of the centre along key roads at a pedestrian or cyclist scale;
- Moorabbin Station can be seen as a constraint in that it presently holds no aesthetic appeal (unlike other Major Activity Centres in Kingston) and strongly separates the centre. This constraint though could be turned into a wonderful opportunity with a visionary redevelopment (Axispace) over the existing station airspace;
- Key parcels of land in the epicentre of Moorabbin, including the 'Link Building' are underutilised;
- The Arts Centre and Town Hall are disconnected from the rest of the centre. Improvements to pedestrian accessibility within the centre will act to increase patronage and retail spend within the centre.

3. FRAMEWORK PLAN

3.1 VISION

The vision for the Moorabbin Activity Centre is:

'To actively engage to bring Moorabbin to life by complementing its strong cultural role with a living population that calls it home'

3.2 OBJECTIVES

The key objectives for Moorabbin Activity Centre are:

- To reinforce the centre's role as the entrance to the City of Kingston;
- To build above the railway line and make the critical connections between the land uses on either side;
- To create a contemporary station entry;
- To provide for better connections to key recreational spaces and provide new spaces that are pleasant and safe to use;
- To return Moorabbin to a place where pedestrian activity is thriving ;
- To create a significant accommodation role within and on the edge of Moorabbin Activity Centre;
- To build upon the existing employment opportunities in Moorabbin;
- To encourage and prioritise the use of sustainable modes of transport to and from the centre, especially walking, cycling and public transport;
- To encourage buildings that demonstrate architectural and environmental excellence; and
- To consolidate retailing into clear precincts within the centre.

3.3 OVERALL STRATEGIES

The Concept Plan at Figure 3 brings together the ideas presented in the draft Structure Plan for Moorabbin. The ideas are explained in the following sections.

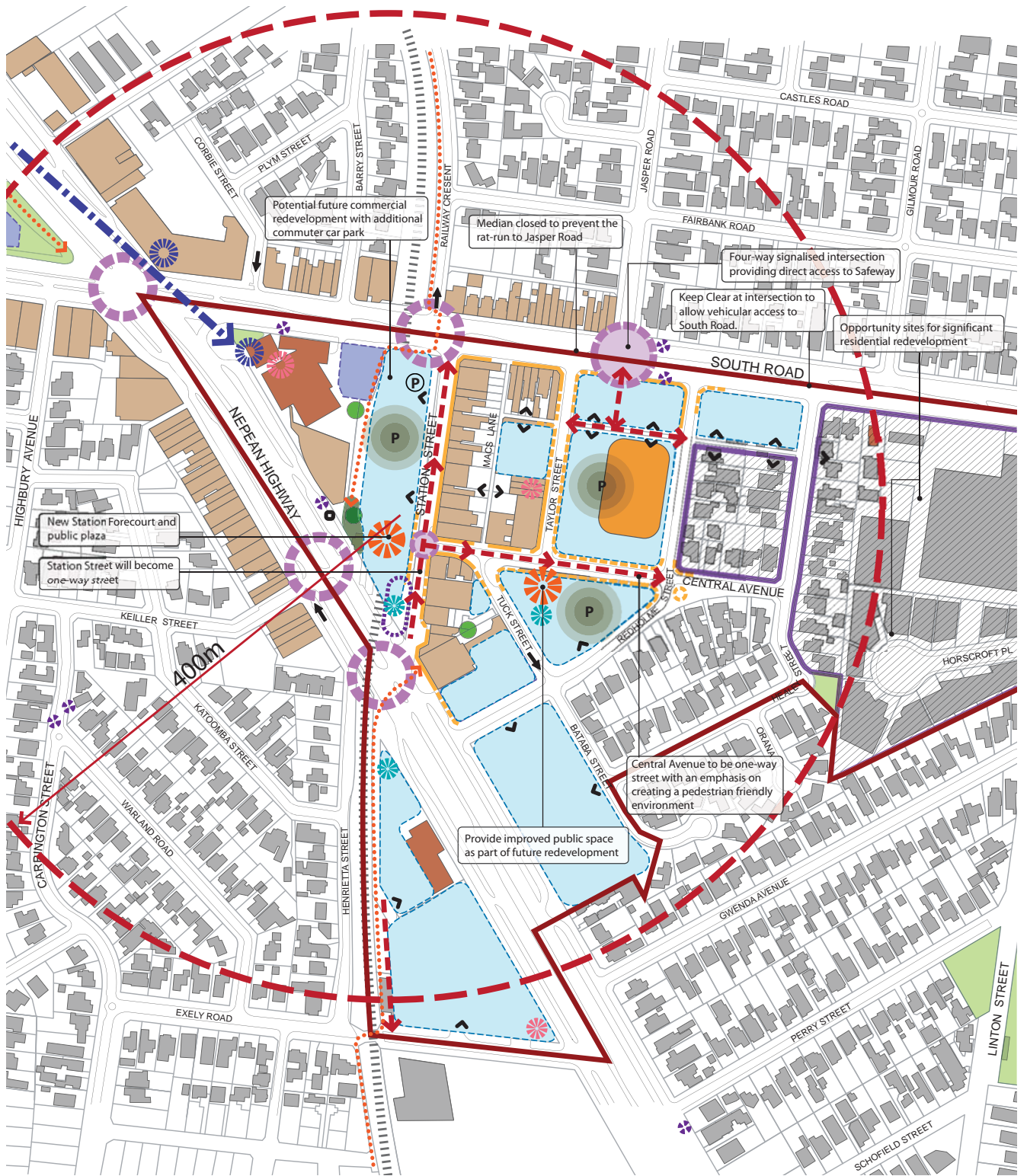
3.3.1 TRAFFIC MOVEMENT AND PARKING

Intervention is required in Moorabbin in relation to managing the tension between the needs of vehicular traffic passing through the centre and those wishing to visit and use the centre. The key changes to traffic and parking are identified in Figure 4. Key initiatives include:

- Closing the median at South Road/Taylor Street intersection to stop the existing 'rat run' from Taylor Street by limiting through traffic to Station Street;
- Ultimately Station Street will become oneway north bound with two lanes and a priority bus lane. Through traffic that previously used to head south down Station Street will be required to turn left on the arterial road network at South Road and Nepean Highway. The transition of Station Street to oneway northbound traffic offers the potential for additional parallel short-term carparking spaces;
- Central Avenue will also become oneway eastbound between Station Street and Redholme Street;
- Direct access would be provided into the supermarket car park from the South Road and Jasper Road intersection;
- A 'Keep Clear' would be provided at the Healey Street and South Road intersection across both eastbound and westbound lanes providing clear vehicular access;
- Providing traffic calming in Redholme Street to avoid any 'rat running' from Nepean Highway and South Road.



Figure 4 – Traffic movement and Parking



Legend

- | | | | | | | | | | |
|--|-----------------------|--|------------------------------------|--|---------------------------|--|----------------------|--|---------------------------|
| | Study Area | | Existing traffic lights | | Existing landmark | | Parking station | | Increased housing density |
| | Existing open space | | New traffic lights | | New gateway opportunities | | Commuter parking | | Existing pedestrian link |
| | Proposed open space | | Bus stops | | Key Community Facilities | | Preferred car access | | Proposed pedestrian link |
| | Key development sites | | Opportunity for small retail stall | | | | Retail core | | Existing active frontage |
| | Proposed development | | | | | | Heritage buildings | | Proposed active frontage |
| | Retail anchor | | | | | | Taxi Rank | | Vehicular link |

Figure 3 – Concept Strategy

- Substantially increasing commuter and short-term parking in the centre by creating a new parking level above the station airspace, able to accommodate 220 – 270 new car spaces. Alternate carpark options include the ability to use one of the building cells as a multi level carpark;
- Enhancing the public transport connections by improving the bus interchange and creating key pedestrian desire lines to the Station from surrounding streets;
- Provide dedicated locations for car share and for future requirements for electric car charge stations.

3.3.2 PEDESTRIAN AND BIKE MOVEMENT

Opportunities to improve the number of trips to the centre by pedestrians and cyclists will be facilitated through infrastructure improvements. Figure 5 assists to illustrate the following opportunities:

- By creating Station Street as the major vehicle connector, substantial enhancements to pedestrian safety throughout the centre will be created together with more inviting spaces for pedestrians and cyclists, particularly along Central Avenue and Taylor Street;
- As a consequence of the opportunities identified in the Axispace Project (re-development of the area above the station and sunken rail line), pedestrian connections between Nepean Highway and the retail core of the centre will be substantially strengthened with the railway line no longer acting as a barrier to connections within the centre;
- Improve on-road bike safety through enhancements along Nepean Highway and Station Street to extend and connect with Jasper Road through on road shared markings;
- Ensure new buildings are designed to provide for the needs of bicycle users for both recreational and commuter purposes.

3.3.3 QUALITY PUBLIC SPACE

Expand the opportunities for people to meet and relax in new public spaces within the centre.

Station Square

As with Mentone and Cheltenham, enhancing the environment around the station entry represents a significant opportunity. As part of the Axispace Project, a series of fingers of urban open space would be created above the rail line between Nepean Highway and South Road, dramatically improving surveillance and activity around the station precinct.

The square would be a new meeting place around the station entry where a vibrant sun-drenched space would

become a major gathering point in Moorabbin.

Station Square is directly aligned to Central Avenue and provides access to the station platforms through the adjacent buildings. A glass canopy marks the station entrance with railway facilities located in the buildings adjacent to the open space. Landscaping and public art along with street furniture will embellish the new public space.

The Avenue Place Plaza

The Avenue Place Plaza Project presents an opportunity to create a Plaza at the junction of Taylor Street and Central Avenue. The placement of the Avenue Place Plaza in this location means it not only benefits from direct sunlight but its proximity to the retail core of Moorabbin is enhanced, making it an ideal location for the community to meet and relax. By defining the Avenue Place Plaza not only by its building surrounds, but through the use of contemporary street furniture and a strong landscaping theme along Central Avenue, a highly desired leisure space will be created.

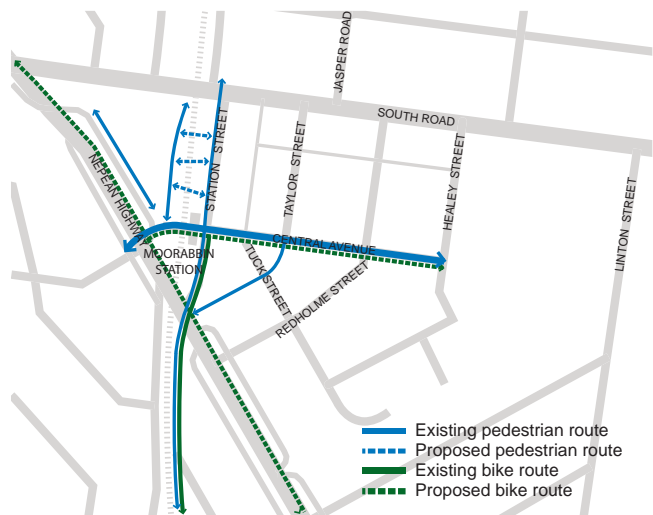


Figure 5 – Major Pedestrian and bike routes

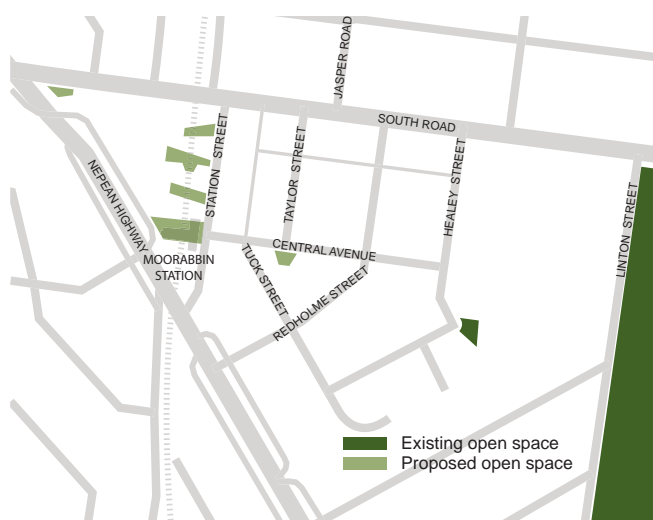


Figure 6 – Key Public Spaces

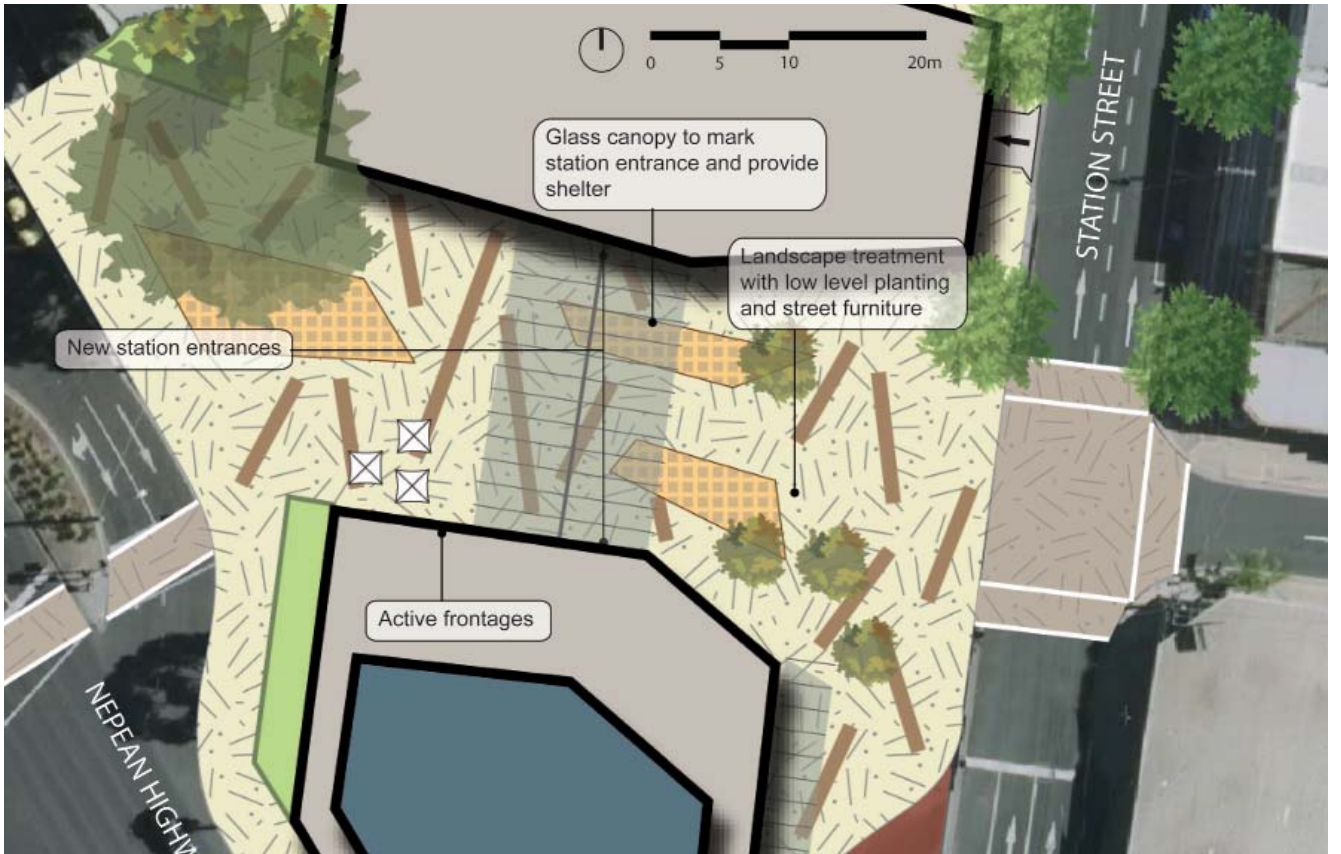


Figure 7 – Station Square Concept Plan



Figure 8 – Station Square Artist Impression

3.3.4 BUILT FORM AND STREETScape

The Moorabbin Major Activity Centre presents as a 'blank canvas' whereby through contemporary building and landscape responses, an incremental transformation of the centre will occur. New development will respond to the fine grain shop frontage of Central Avenue and Taylor Streets and in so doing return 'life to the street' through inviting shop frontages while adding upper layers of activity generated by a new residential population. Key features of the future form of Moorabbin are highlighted through Figure 10.

Key strategies include:

- Actively pursue contemporary built form outcomes throughout the centre;
- Ensuring the Nepean Highway presents as a 'gateway' into Kingston through the assembly of key land parcels and the facilitation of significant development outcomes;
- Over time, the role of Station Street and Central Avenue through to Redholme Street will change with an ability to introduce parking, on-road bicycle paths, improved footpaths and additional planting. A key outcome will be the creation of an enhanced streetscape along Central Avenue;

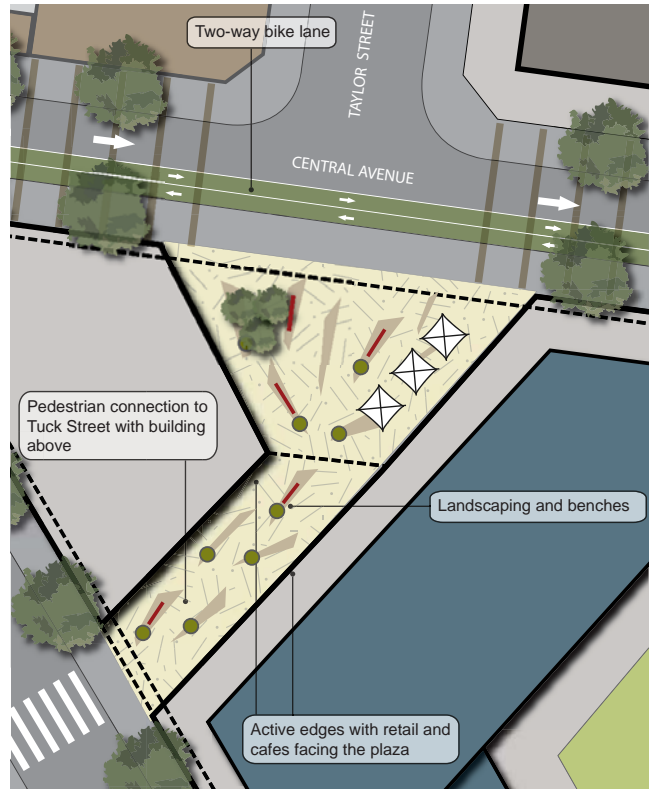


Figure 8 – The Avenue Place Plaza Concept Plan

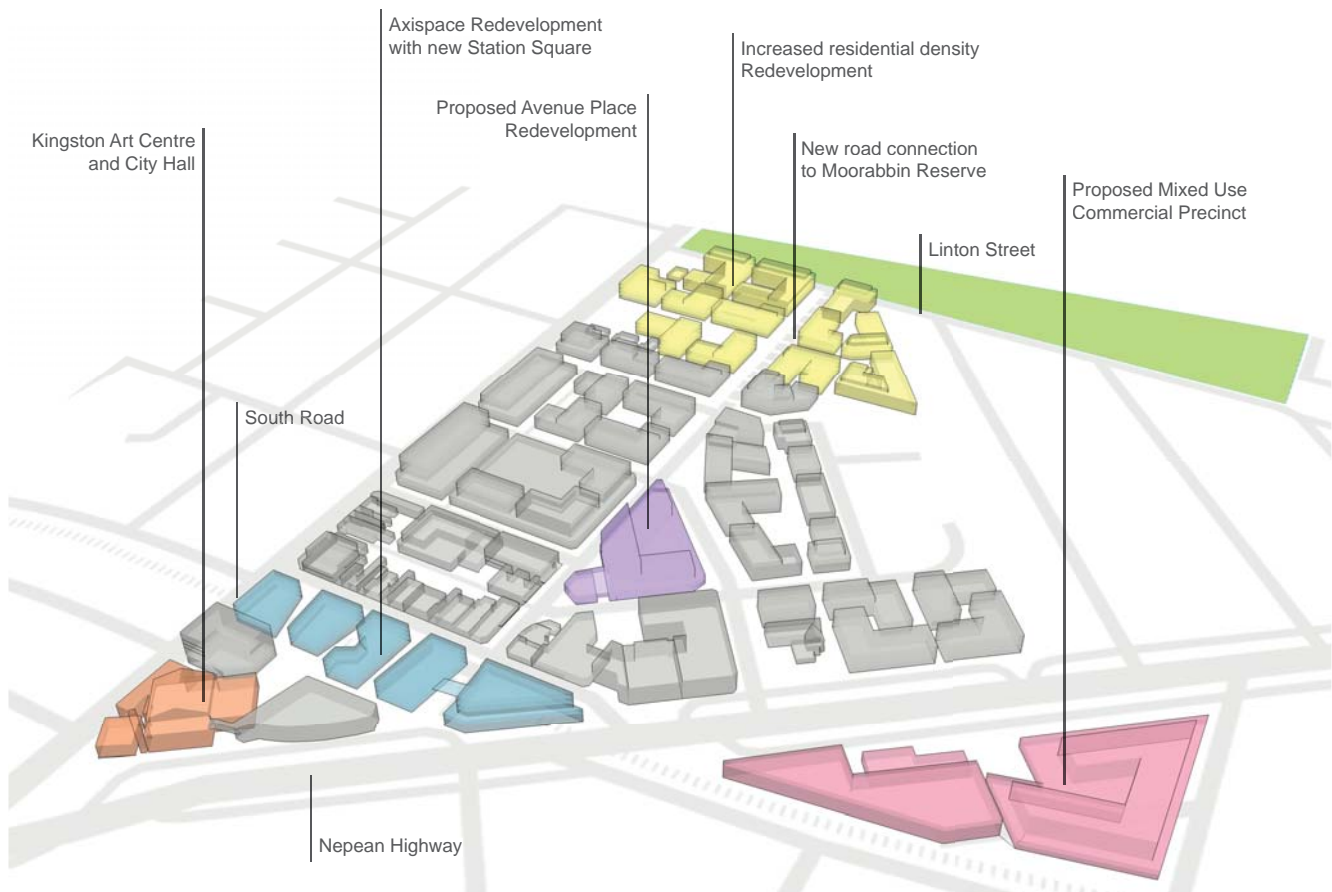


Figure 9 – Proposed Built Form (3d View showing the future form)

- Re-creating the character and charm of the areas where retail is to be encouraged by providing active street frontages and discouraging non-active uses;
- Ensure new development is designed in accordance with built form guidelines to create cohesion across the different scales of change identified throughout the centre (Figure 12);
- Facilitate the change of the Horscroft Place industrial area and adjoining retail land to predominantly residential/service activities through innovative architecture;



Figure 10 – Central Avenue Artist Impression

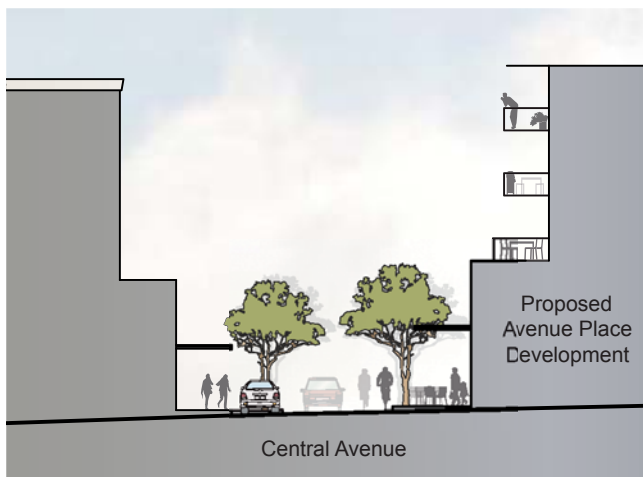


Figure 11 – Central Avenue Cross Section

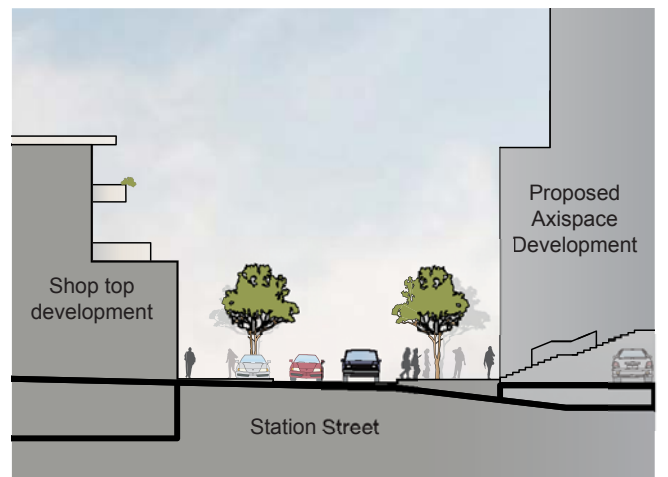


Figure 12 – Station Road Cross Section

3.3.5 PRECINCTS

The Precincts in Moorabbin Activity Centre are shown in Figure 13.

Precinct A – Cultural and Transit

- Reinforce the significant role the precinct plays in marking the entry into Moorabbin;
- Through significant redevelopment over the railway airspace, provide a 21st century cultural and transit centre for Kingston;
- Create a series of detached multiple use buildings of maximum 7 storey scale with substantial fingers of open space between;
- Protect the significant heritage buildings and significant tree within the precinct;
- Encourage active ground floor levels to key interface areas along Station Street, South Road and Nepean Highway.

Precinct B – Retail Core

- Maximum 4 storeys beyond a robust 2 storey commercial edge setback a minimum of 5 metres from Station Street (east side), Central Avenue (north side) and Taylor Street (west side). Ensure appropriate setbacks from laneways to enable clear sightlines;
- Maximum 5 storeys as part of the Avenue Place redevelopment beyond a robust 2-3 storey commercial edge to Central Avenue;
- A 6 storey maximum is encouraged on the Taylor Street (east side), Redholme Street (west side) and Central Avenue (north side) based around a 3 storey maximum street edge;
- Development must provide for a suitable transition to the Increased Residential Precinct where a lower scale of change is envisaged;
- Development must provide clear address and activation to the enhanced Central Avenue Plaza;
- Encourage land consolidation opportunities as a means of achieving higher built form and improved design outcomes;
- Utilise lightweight materials, articulation and detailing to maintain the traditional shopfront appearance and create reduced building bulk to upper levels;
- Encourage active ground floor retail/service uses and ensure upper level residential and commercial uses provide for balcony space to add surveillance to the street;
- Protect the significant tree in Tuck Street by designing development to address the open space and incorporating adequate setbacks;

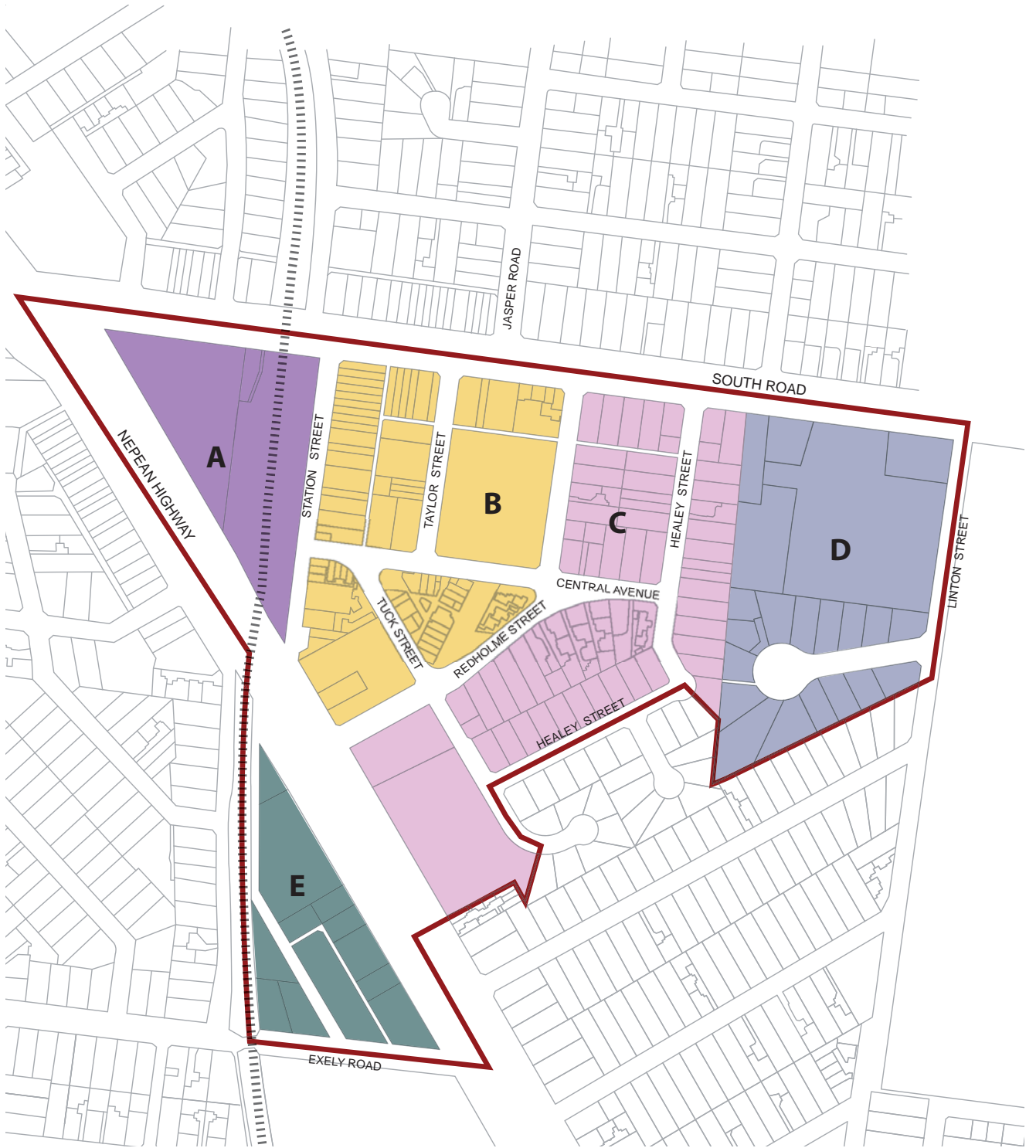
- A maximum building height of 7 storeys transitioning down to 5 and 4 storeys respectively for properties south of Central Avenue between Station Street and Tuck Street and north of Redholme Street.

Precinct C – Increased Residential

- On sites of 1,000sqm or less with a frontage of 30 metres or less building and works should not exceed a maximum of 2 storeys and development should be limited to additions to existing detached dwellings;
- On sites (comprising one or more lots) of greater than 1,000sqm and with a frontage of greater than 30 metres buildings and works cannot exceed a maximum height of 3 storeys. Development should provide a mix of dwelling options in an apartment format rather than villa units or townhouses;
- Development must be setback a minimum of 5 metres from the front property boundary which should be landscaped;
- All habitable room windows and balconies of development above ground level must be setback 4.5 metres from side or rear boundaries;
- Car parking spaces be provided optimally in basements rather than at ground level, accessed via a single entry onto the site, in order to maximise the opportunity to use ground level areas for landscaping, and open space;
- Architecture will be contemporary with attention paid to articulation and materials;
- New development should be designed to address the street edge with direct pedestrian access from the street for ground floor apartments;
- Design of buildings to maximise natural lighting and ventilation through use of sustainable design principles;
- Prevent vehicle access for new development from South Road;
- Explore site consolidation opportunities should future development of the significant allotments fronting Nepean Highway be proposed.

Precinct D – Parkside Contemporary Living

- Discourage land use activities that would undermine the Retail Core Precinct;
- Develop a detailed plan to transform the entire precinct by developing:
 - Appropriate future means of vehicle access to the precinct;
 - The means in which a conversion from industrial use to contemporary residential uses could occur in Horscroft Place;



Legend

- | | |
|---|---|
| Precinct A - Cultural and Transit | Precinct D - Parkside Contemporary Living |
| Precinct B - Retail Core | Precinct E - Mixed Use Commercial |
| Precinct C - Increased Residential | |

Figure 13 – Precinct Plan

- Integration of the future development with the enhanced recreational opportunities at Moorabbin Reserve;
- The optimal location for a local convenience facility to service the future community.
- Encourage well integrated 4-5 storey apartment / office / service opportunities with transitions in height down to adjoining residential areas;
- Enhance the interface with the existing heritage church;
- Encourage the transition from industrial to residential uses with service uses along the South Road frontage.

Precinct E – Mixed Use Commercial Precinct

- Explore with the operators of the existing community/religious facilities in the precinct and key landholders how consolidation of land could be achieved without compromising the future viability of the services;
- Create landmark building outcomes in a precinct with high exposure and significant redevelopment potential;
- Maximum 5 storeys with a transition in heights down to the sensitive heritage place;
- Provide a robust 3 storey edge to Nepean Highway to assist in strengthening the southern entrance to the Activity Centre;
- Pursue the consolidation of the land parcels within the precinct to create larger development cells;
- Explore the opportunity to consolidate land parcels within this precinct to create a regional hotel/convention facility;
- Retain the Moorabbin Bowl building and oblique views to the place through the use of appropriate building setbacks and contemporary architecture which incorporates lightweight materials;
- Provide vehicle access to the precinct from Exley Drive and the creation of rear laneways

- Retain pedestrian connections along the railway line to the centre's retail core;
- Remove existing rear laneways as appropriate.

3.4 KEY DEVELOPMENT SITES

3.4.1 AXISPACE

The centrepiece of the Moorabbin Structure Plan is the creation of Moorabbin's Axispace, which sets an ambitious vision to utilise the railway line airspace to create a unique development precinct in Melbourne. By using existing features, including the Kingston Arts Centre and Town Hall and Moorabbin Station, life in the Axispace will be radically transformed by:

- Introducing new commuter and Art Centre shared car parking able to accommodate 220-270 new car spaces underneath the ground level with the alternate option of the ability to use one of the building cells as a multi level carpark;
- The creation of a series of prominent contemporary multi level buildings above the air space providing substantial living, employment and regional entertainment opportunities. Future architecture will play a pivotal role in show-casing the new Moorabbin from South Road and Nepean Highway;
- Fingers of space between the buildings will provide unique open air and light filled entertainment, gallery, socialising spaces which link the Arts Centre and Town Hall with Moorabbin's Retail Core;
- Creating a new vista by opening up the station entry to provide a strong visible link from Nepean Highway through Central Avenue to the eastern edge of Moorabbin;
- Providing a modern and prioritised bus interchange and train station bursting with life.

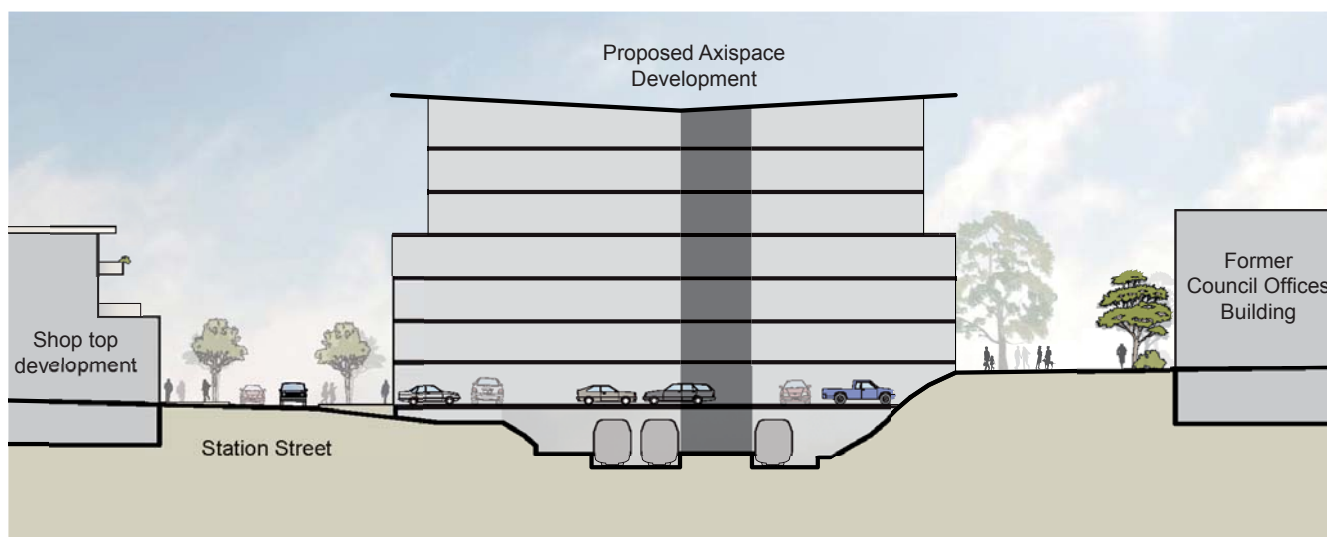


Figure 15 – Axispace Cross Section



Figure 14 – Axispace Concept Plan

3.4.2 AVENUE PLACE

The triangular block surrounded by Redholme Street, Tuck Street and Central Avenue presents a significant strategic opportunity in the heart of the Moorabbin Activity Centre to transform a currently underutilised precinct. Key features for the future of the Avenue Place would include:

- Opportunities for a large ground level retail footprint fronting Central Avenue in the retail core of Moorabbin;

- The ability to incorporate commercial and residential activities over 4-5 storeys capitalising on the precinct's northern orientation and proximity to the Moorabbin Station;
- A new public space located at the Taylor Street and Central Avenue junction centred around a mix of vibrant retailers.

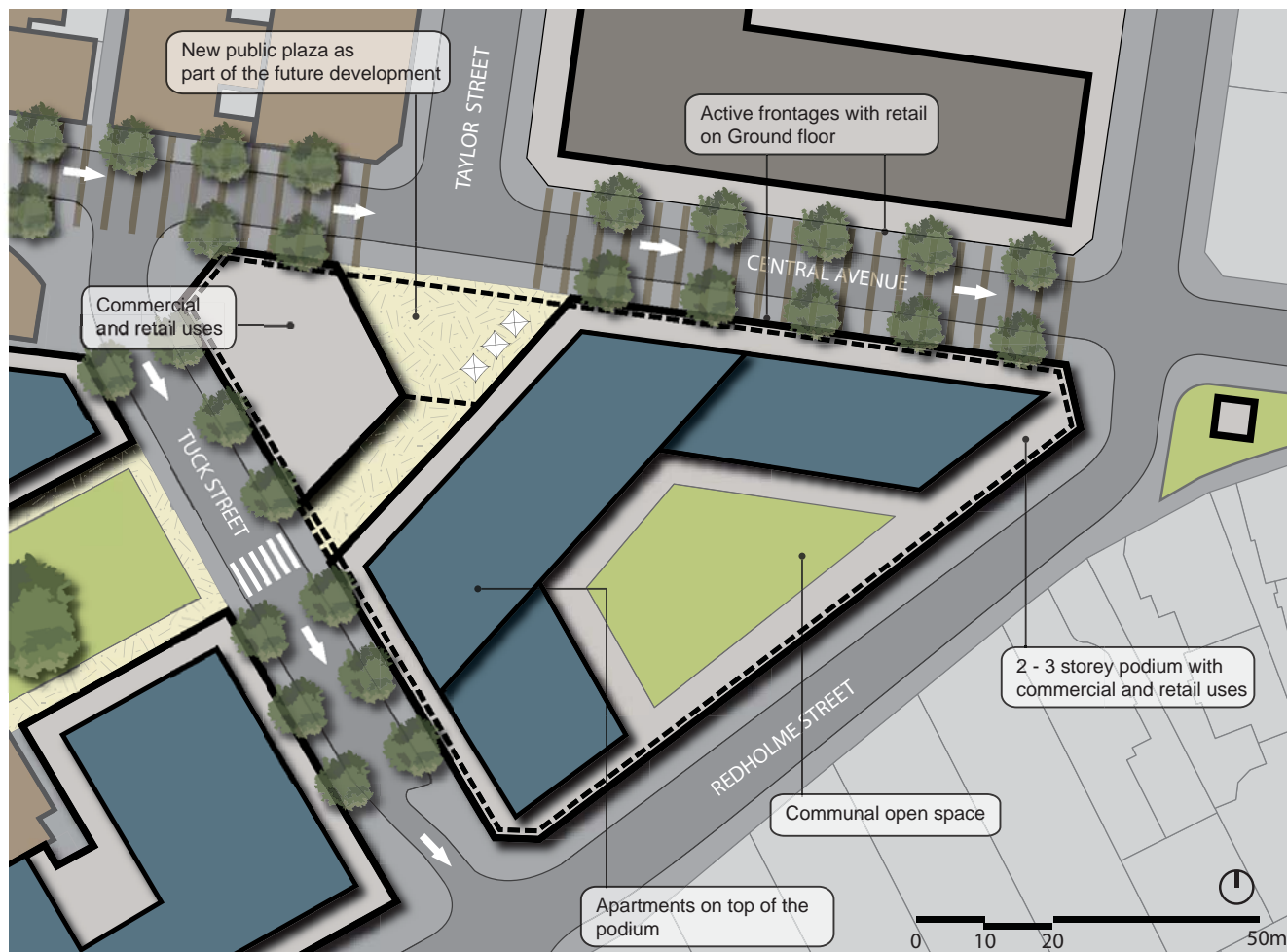


Figure 16 – The Avenue Place Concept Plan

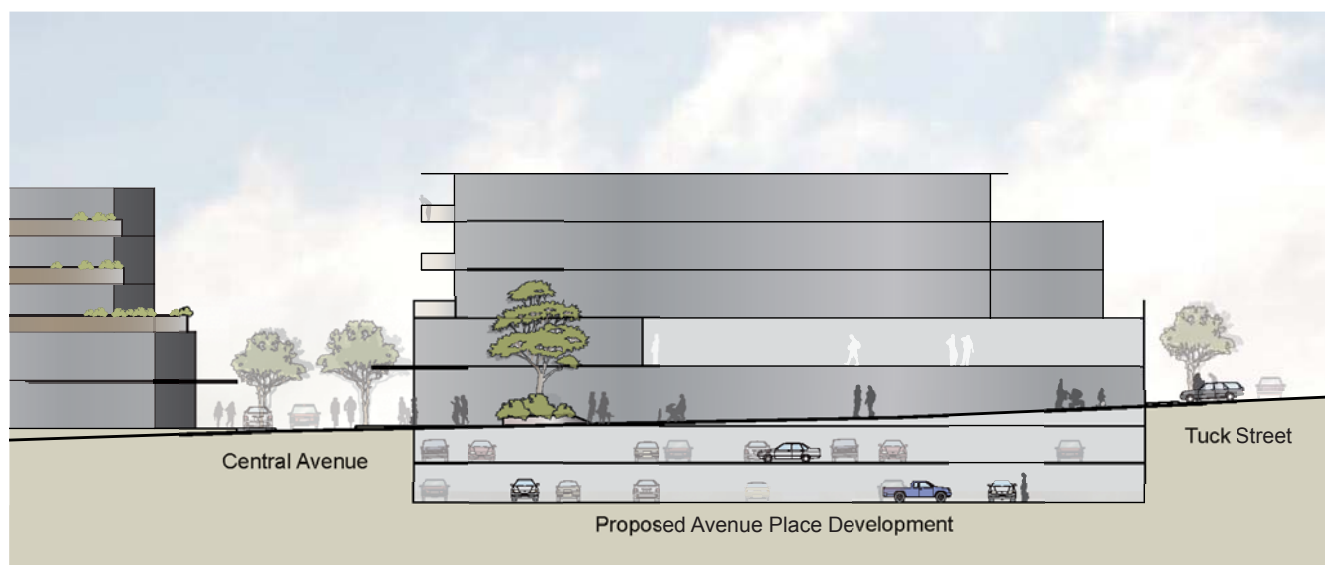


Figure 17 – The Avenue Place Cross Section

4. IMPLEMENTATION

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

The bold vision outlined for this structure plan will be progressively realised during the next 20 years through a wide range of supporting transport, infrastructure, and public 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 and 2 zonings. Key locations are zoned Industrial 1 and Public Use. Upon adoption of the Structure Plan consideration will be given to the appropriateness of using the business and residential zones or whether the outcomes sought could be better achieved through the use of a schedule to the Activity Centre Zone;
- Overlay changes – consider the use of a Design and Development Overlay to all properties located within the activity centre boundary to implement the outcomes of the built form and design guidelines. Where necessary introduce a Public Acquisition Overlay to include part of 382-384 South Road to provide for a new road and to extend the width of the Right of Way. This is integral to achieving the key outcomes identified in the Structure Plan.

Undertake a development and urban design analysis of precinct D to determine future layout and built form across the precinct, including the alignment of a possible future extension of Central Avenue through to Moorabbin Reserve. Consider Incorporating the outcomes of the study through amendments to the Kingston Planning Scheme.

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.

Commence discussions with key businesses, landowners and investors to determine prioritisation for 'development' ready projects consistent with the Structure Plan. Key initial focus will include:

- Precinct B in particular with land owners of the Avenue Place Project and with the land owner of the existing supermarket site;
- Precinct D working with both the Industrial land holders in Horscroft Place and the owners of the larger sites adjacent to South Road;
- Exploring opportunities for integrating the Council and State Government Owned land in Precinct E to facilitate opportunities for reinvestment in the precinct;
- Council to investigate the availability of carparking within the precinct and to formulate a strategy for improving the supply of car parking which addresses additional pressure generated by new development;
- Reinforcement of ARUP's traffic study results to Vicroads conveying suggested improvements to the road network in Moorabbin and for Council to undertake local road upgrades as appropriate.

As a consequence of further development capability analysis, create a prioritisation around the sequencing of development throughout the Activity Centre.

Explore a range of funding opportunities to deliver the 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 sector where Council owned land may be available; and
- Actively pursue opportunities for participation in the Victorian Government's Zero Emissions Neighbourhood (ZEN) program, or similar.

4.3 CAPITAL WORK PROJECTS AND AGENCY DISCUSSIONS

Over the life of the Structure Plan progressively undertake streetscape and public area improvements to:

- Create a visual connection from the Axispace project along Central Avenue to Moorabbin Reserve;

- Central Avenue, Station and Taylor streets – new paving treatments and landscaping to facilitate unity and improvements to the visual amenity of the centre.

Initiate agency discussions to facilitate the following outcomes in accordance with this structure plan:

- VicTrack and Department of Transport to reinforce the substantial commercial and transit opportunities highlighted identified in the Axispace project;
- By working with VicRoads develop a shared approach to the timing and implementation initiatives regarding improvements to the road network in Moorabbin to assist in the delivery of the Structure Plan.

4.4 PROJECT IMPLEMENTATION & TIMEFRAMES

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

Short Term Project (2011-2015) Potential Additional Funding

- | | |
|-------------------------------|-----------------------|
| 1. Bus Interchange | (DoT) |
| 2. Central Avenue | |
| 3. Cycle Paths | (DoT) |
| 4. Station to Park Connection | (Adjacent developers) |

Medium Term Project (2016-2020) Potential Additional Funding

- | | |
|------------------------------|--------------------|
| 5. Moorabbin Reserve | |
| 6. Station Street | (VicRoads) |
| 7. Taylor Street | (VicRoads) |
| 8. South Road | (VicRoads) |
| 9. Station Square & Axispace | (State Government) |

Long Term Project (2021-2030) Potential Additional Funding

- | | |
|------------------------|-----------------------|
| 10. Avenue Place Plaza | (Adjacent developers) |
|------------------------|-----------------------|

Ongoing Projects (2011-2030) Potential Additional Funding

- | |
|--|
| 11. Streetscape beautification & maintenance |
| 12. Park beautification & maintenance |

The total cost for Council to implement the capital works projects identified in the Moorabbin 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 prioritise 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 Moorabbin Structure Plan the following will occur:

1. Reporting undertaken against the Council Plan will include updates on elements of the Structure Plan which have been advanced.
2. Council will continue to discuss the outcomes envisaged in the Structure Plan and the progress of identified projects with Moorabbin Activity Centre traders and Moorabbin / Highett Village Committee.
3. 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.
4. The mapping of development activity within the Activity Centre will occur upon confirmation of significant development proceeding.
5. 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.
6. Project implementation and timeframes for group projects to be considered through short, medium and long term scales, and identify indicative costs and funding sources which will enable coordination with Council's capital works budget and program.
7. A complete review of the progress of implementing the structure plan will occur at five yearly intervals.

CONTACT US

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