



CHELTHENHAM

ACTIVITY CENTRE STRUCTURE PLAN REVIEW (PRECINCTS A, D & E)

Prepared by **Hansen Partnership**
for **Kingston City Council**

Adopted by Council - January 2018



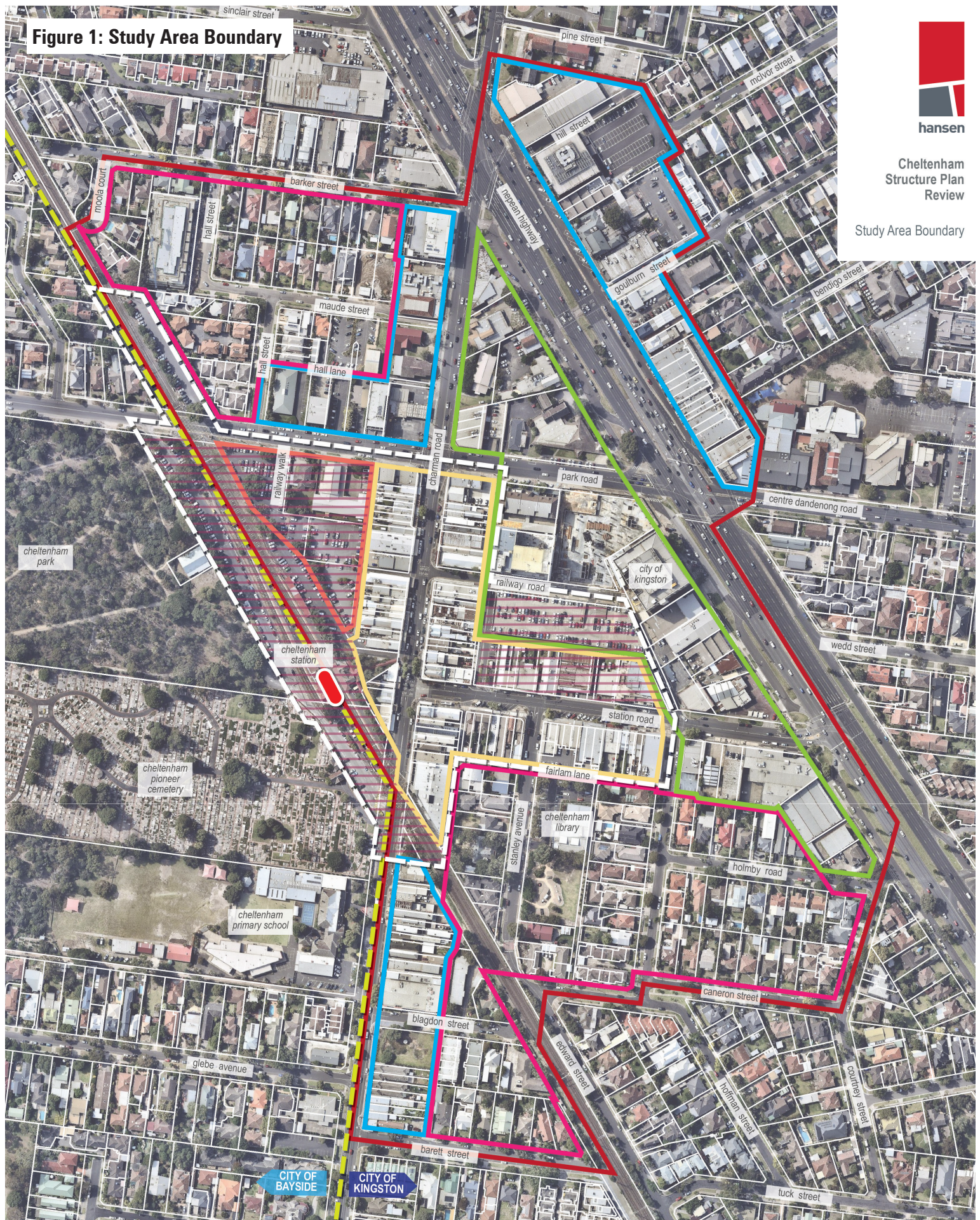
Client	Lead Consultant	Sub-consultants	
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Figure 1: Study Area Boundary



legend

-  municipal boundary
-  structure plan review study area boundary
-  existing activity centre boundary
-  structure plan review focus area
-  existing train station

existing precinct boundary

-  precinct A - retail core
-  precinct B - mixed use
-  precinct C - increased residential
-  precinct D - business edge
-  precinct E - railway parking

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1.0 Introduction

1.1 Project Background

Cheltenham is a Major Activity Centre within the City of Kingston which has been subject to considerable investment and urban regeneration over more than a decade. In order to manage change within the Centre over time in keeping with a State Planning Policy context of Melbourne 2030 and Melbourne @ 5 million, the City of Kingston prepared the 'Cheltenham Activity Centre Structure Plan' July 2010, with its findings translated into the Kingston Planning Scheme through the introduction of the Activity Centre Zone – Schedule 1, which remains in place today.

As set out in Part 4.4 of the 'Cheltenham Activity Centre Structure Plan', a comprehensive review of the implementation of the Structure Plan (on a 5-yearly cycle) is required to ensure consistency with State and Local directions and any other infrastructure implications which may influence the place. To this end, 2 key (separate but connected) State strategic initiatives relevant to Cheltenham have been acknowledged, in:

- Plan Melbourne 2017-2050: Metropolitan Planning Strategy (DELWP, 2017); and
- Proposed Railway Grade Separation of Park and Charman Roads, Cheltenham.

These important strategic and local initiatives demand a holistic review of the Activity Centre's potential and provide the opportunity to carefully recast the urban design proposition some 7 years after the conception of the existing Plan. The critical context of these initiatives is set out below:

- On 20 February 2017, the Level Crossing Removal Authority (LXRA) announced that crossings at Park Road and Charman Road in Cheltenham are to be removed by lowering the rail line under the road and the construction of a new station; and
- On 27 March 2017, Council resolved to undertake a focused review of the 2010 Cheltenham Structure Plan with the objective of positively influencing the land use, built form and design outcomes associated with the Level Crossing Removal Project.

The Cheltenham Activity Centre Structure Plan – July 2010 and the associated ACZ1 within the Kingston Planning Scheme, adopt a precinct-based approach to development management, public space enhancement and physical connectivity across a broad urban area. The Structure Plan identifies 5 defined geographic precincts (A-E), with well-defined urban development parameters within each.

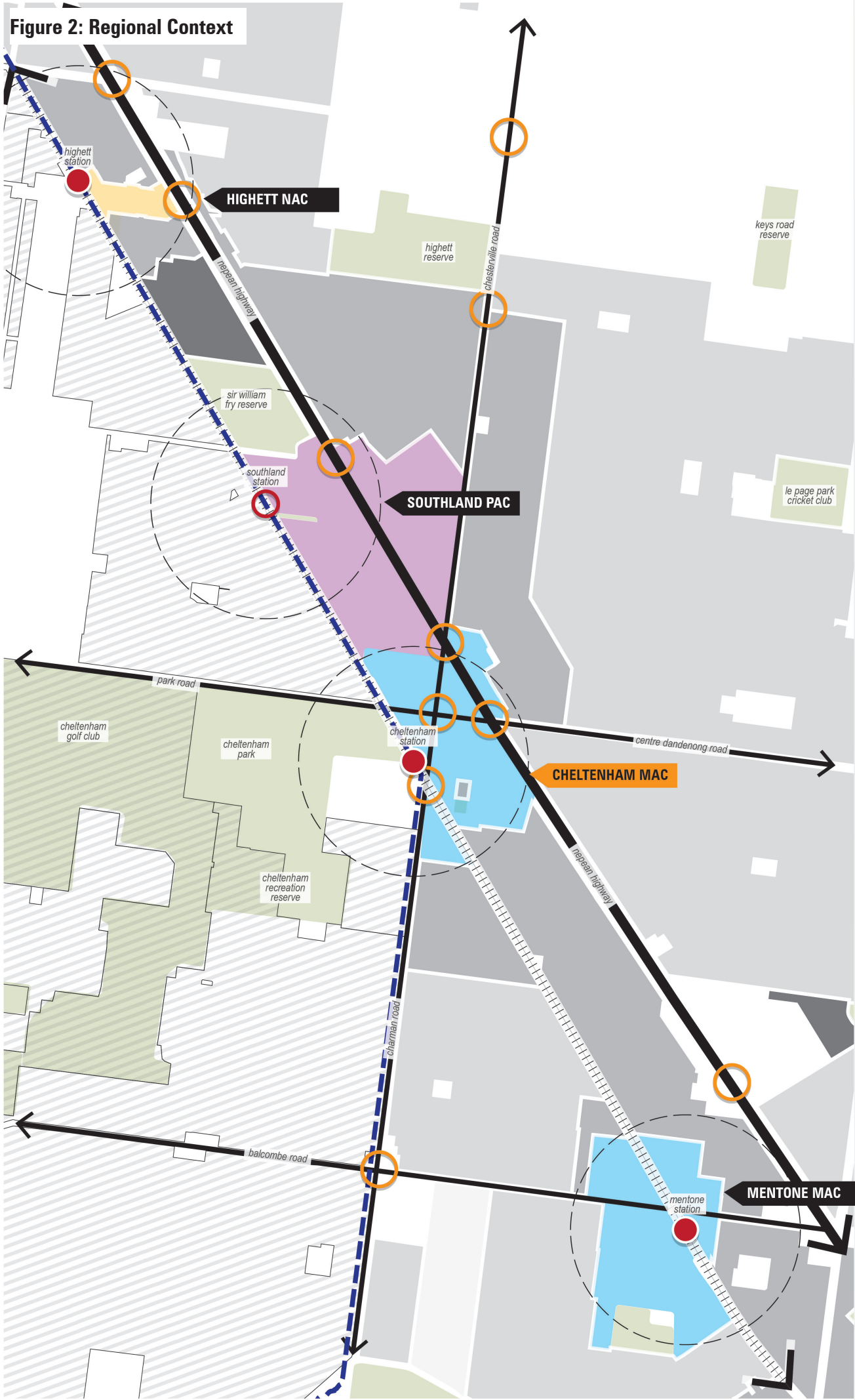
Drafted prior to the commencement of the Level Crossing Removal Project and excluding the rail corridor itself, the 2010 Cheltenham Structure Plan recognised the need for any future redevelopment of the Railway Parking Precinct (Precinct E) to provide a strong connection to Cheltenham Park as well as contributing to the provision of new high-quality public open spaces. Given the nature of the proposed grade separation, a review of Precinct E is necessary.

The 2010 Structure Plan also identified the Council owned decked car park on Railway Road ('Cheltenham Central') as a key redevelopment site and the preferred location within the Centre for a supermarket, which can be realised through an integrated development outcome. Additionally, the potential future creation of larger consolidated landholdings above and adjacent to the rail corridor, as well as emerging high density trajectory along Railway Road present significant new mixed use development opportunities and provides an impetus to revisit the vision and objectives for the 'Cheltenham Central' site and adjoining landholdings in Precincts A (Retail Core) and D (Business Edge) (refer to Figure 1: Study Area Boundary on page 4).

With the above in mind, this Structure Plan Review seeks to identify and capitalise on the opportunities enabled via the lowering of the rail line, the creation of new development sites above and around rail infrastructure, a possible future expanded commercial role of this precinct and its seamless integration with the land use and built form objectives for adjoining Precincts A (Retail Core), D (Business Edge) and E (Railway Parking).

The Cheltenham Activity Centre Structure Plan Review (Precincts A, E and Part D) has been prepared by a multidisciplinary team comprising Hansen Partnership (Planning & Urban Design), Essential Economics (Economist), Martyn Group (Integrated Transport) and Co Design Studio (Community Engagement), with the support of many internal Council departmental representatives and external stakeholders, including LXRA and PTV.

Figure 2: Regional Context



Regional Context

- legend
- train station
 - proposed train station
 - rail line
 - 400m radius from station
 - signalised intersection
 - open space
 - minimal housing change
 - incremental housing change
 - increased housing diversity
 - residential opportunity
 - Principal Activity Centre
 - Major Activity Centre
 - Neighbourhood Activity Centre
 - Kingston Municipal Boundary
 - bayside residential land

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1.2 Cheltenham MAC

The Cheltenham Major Activity Centre is located within the City of Kingston, approximately 20 km southeast of Central Melbourne and prominently located on the Frankston train line, which performs as the Municipal boundary separating the City of Kingston to the east and City of Bayside to the west.

The Nepean Highway runs through Cheltenham and acts as one of the main non-toll routes to the Melbourne CBD. Both the Nepean Highway and the Frankston train line are major physical barriers in the city's south-eastern corridor as they can only be crossed at certain points and carry high volumes of traffic.

Cheltenham is located only 1.6km south of the Westfield Southland Shopping Centre, which is a regional shopping centre and commercial hub serving the south-eastern corridor of Melbourne. In addition to Southland, there are several other employment clusters located in the region surrounding Cheltenham including Moorabbin, Moorabbin Airport, Braeside and the Monash and Dandenong National Employment Clusters.

While Cheltenham continues to function as a local convenience centre, it has and will continue to experience change in and around the Centre. Since the adoption of 2010 Structure Plan, there have also been a number of infill and larger scale developments in the centre that have either been constructed, recently approved or are seeking approval contributing to the changing demographic and characteristic of the Centre from a commuter based employment node (with peripheral low to medium density residential) to a true mixed use centre.

Cheltenham MAC has continued potential to accommodate change with the grade separation project presenting urban revitalisation opportunities. It is therefore important for Council to have an up to date Plan for the Centre, to ensure growth is managed appropriately, and to ensure the point of difference of Cheltenham, as a unique urban precinct that is well serviced by public transport, civic and employment continue to recognise the daily and recreational needs of its emerging community as a 'people focused', thriving centre.



Existing fine grain shops along Charman Road (Retail Core)

Engagement with City of Bayside & Activity Centre Boundary

A significant issue for the Structure Plan Review is the location of the municipal boundary between Kingston and Bayside being located along the middle of the rail corridor. Despite this, in order to consider the optimal arrangement of potential future development following from the LXRA works, the Structure Plan Review analysis and recommendation has considered land ownership patterns rather than municipal boundaries. This is to ensure an integrated development outcome can be achieved on VicTrack's land. Accordingly this has resulted in the Structure Plan Review analysis considering land both within Kingston Council (the majority of the study area), as well as a small section of land within Bayside Council, which is located along the rail corridor adjacent to Cheltenham Park (south of Park Road). While the Structure Plan review has not made any specific recommendations to alter the activity centre/municipal boundary, it is highlighted that there are a range of technical complexities in facilitating any future development which straddles the municipal boundary. It is understood that Kingston Council Officers have recently commenced discussions with Bayside Council Officer on this issue, and that legal advice is being sought on the practicalities of either formally moving the municipal boundary line, or otherwise how development above the rail corridor which extends over the municipal boundary could be facilitated.

What has changed since 2010?

- **State Policy Update:** Plan Melbourne (2017) replaces Melbourne 2030 as the Metropolitan Planning Strategy which encourages urban renewal in Activity Centres such as Cheltenham to create more housing and employment close to public transport services;
- **Population Growth:** The economic analysis which was undertaken as part of the Structure Plan Review indicates that the Primary Trade Area servicing Cheltenham is forecasted to grow by approximately 3,780 persons by 2032; and
- **Development Trajectory:** There is an emerging 'living' population in the Centre, which is consistent with approximately 1,000 apartments having been constructed, approved, or proposed as of September 2016* (*Source: City of Kingston development data). This is consistent with the identification of a greater number of 'living' population in the Centre.



Examples of recent development in **Precinct A- Retail Core** include:

- 278-286 Charman Road, Cheltenham: 4 storey - completed;
- 261-267 Charman Road, Cheltenham: 4 storey - approved;
- 273-275 Charman Road, Cheltenham: 4 storey - approved; and
- 7-21 Station Road, Cheltenham: 9 storey – approved.

Examples of recent development in **Precinct D- Business Edge** include:

- 2-6 Railway Road, Cheltenham (Ilixir): 32.95m (10 storey)- completed;
- 1228 Nepean Highway, Cheltenham (The Village): 26m (8 storey)- under construction; and
- 1234-1236 Nepean Highway: 37m (11 storey)- Planning assessment.
- **Demand for Retail and Commercial Floor space:** With on-going commercial competition from Southland and Mentone, in absence of any full line supermarket to complement the retail strip along Charman/ Station Roads. The updated economic analysis identifies demand for approximately 8,800sqm of additional retail floorspace (including potential for full line supermarket) and up to 5,500sqm of additional commercial floorspace;
- **Grade Separation Project:** The State Government has identified Charman Road/ Park Road as one of 50 level crossing removal projects which aim to improve transport efficiency (public and private) and to revitalise the communities through rail upgrade and improvement to its surrounding area; and
- **Key Development Site:** Consolidation of allotments from 9 to 35 Station Road yields a site area of approximately 3,120sqm warrants recognition of notable land holdings and designation as Key Development Site.



7-21 Station Road- 9 storey (approved) - Precinct A



1228 Nepean Highway, Cheltenham (The Village) - 8 storey (under construction) - Precinct D

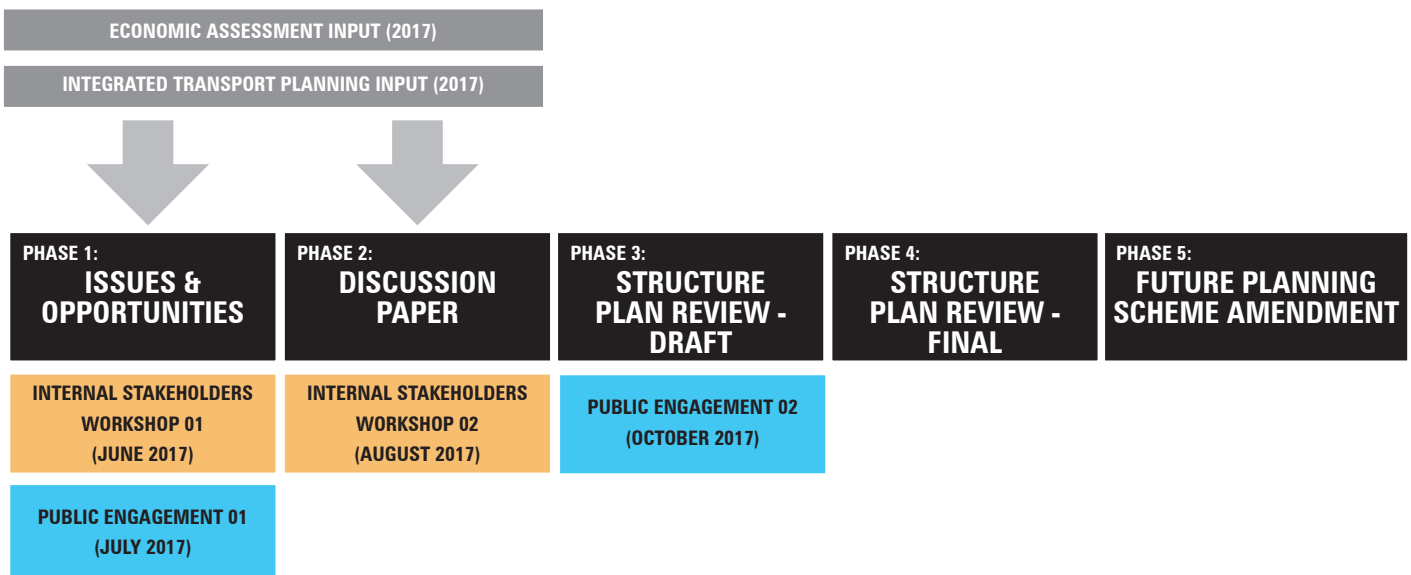
1.3 What is the purpose of a Structure Plan Review:

- Respond to the major infrastructure project (grade separation) at and around the Cheltenham Station and ensure the outcome meets the growing population’s needs;
- Perform the 5 year-cycle ‘health check’ of the existing Structure Plan (2010) to identify areas which require review and updates given evolving policy and physical changes, which in this review will focus specifically on the Retail Core, Railway Carpark and Business Edge Precincts;
- Implement the vision and objectives of Plan Melbourne (2017), the Kingston MSS and Cheltenham Activity Centre Structure Plan (2010) as applicable to precincts directly affected by the grade separation project;
- Reflect the emerging vision and aspiration of the community and key stakeholders; and
- Identify actions required to deliver and implement the emerging vision for Cheltenham Activity Centre Commercial Core and Railway precincts, including Planning Scheme Amendment, capital work initiatives and partnership with key stakeholders.

1.4 How has the Structure Plan Review been prepared:

- **Phase 1:** Identification of key issues and opportunities including Community & Key Stakeholder Engagement Phase 1 (June 2017);
- **Phase 2:** Preparation of Discussion Paper, confirming key issues and discussion with Key Stakeholder to address the identified issues (August 2017);
- **Phase 3:** Preparation of Draft Structure Plan Update (Commercial Core & Railway Precincts) based on feedback received on Phase 2 (September 2017). Phase 3 also allows discussion with the Community on Draft Report (October 2017);
- **Phase 4:** Finalisation of the Draft Structure Plan Update (Commercial Core & Railway Precincts) and Council adoption process based on feedback received from the Community and key stakeholders in Phase 3 (December 2017); and
- **Phase 5:** Future Planning Scheme Amendment to amend the Activity Centre Zone (ACZ1) to reflect Council’s adopted position (end 2017/ early 2018). Due to the delivery program for the Level Crossing Removal Works in the review of the Structure Plan, it has required a very focused period of engagement and consultation.

Cheltenham Structure Plan Review Process



2.0 Framework Plan

2.1 Vision Statement Update

Since the adoption of 2010 Structure Plan, the Centre has generally performed well as a local centre, with a greater population base living, shopping, working, commuting and relying on the Centre for their daily and recreational needs. Through Discussion Paper analysis and consultation with Key Stakeholders and Community, the Structure Plan Review has identified a need for a new Vision Statement that is reflective of the Community's aspiration for Cheltenham, as follows:

A contemporary 'people focused' activity centre and a thriving retail strip embodying employment and community life.

2.2 Objectives

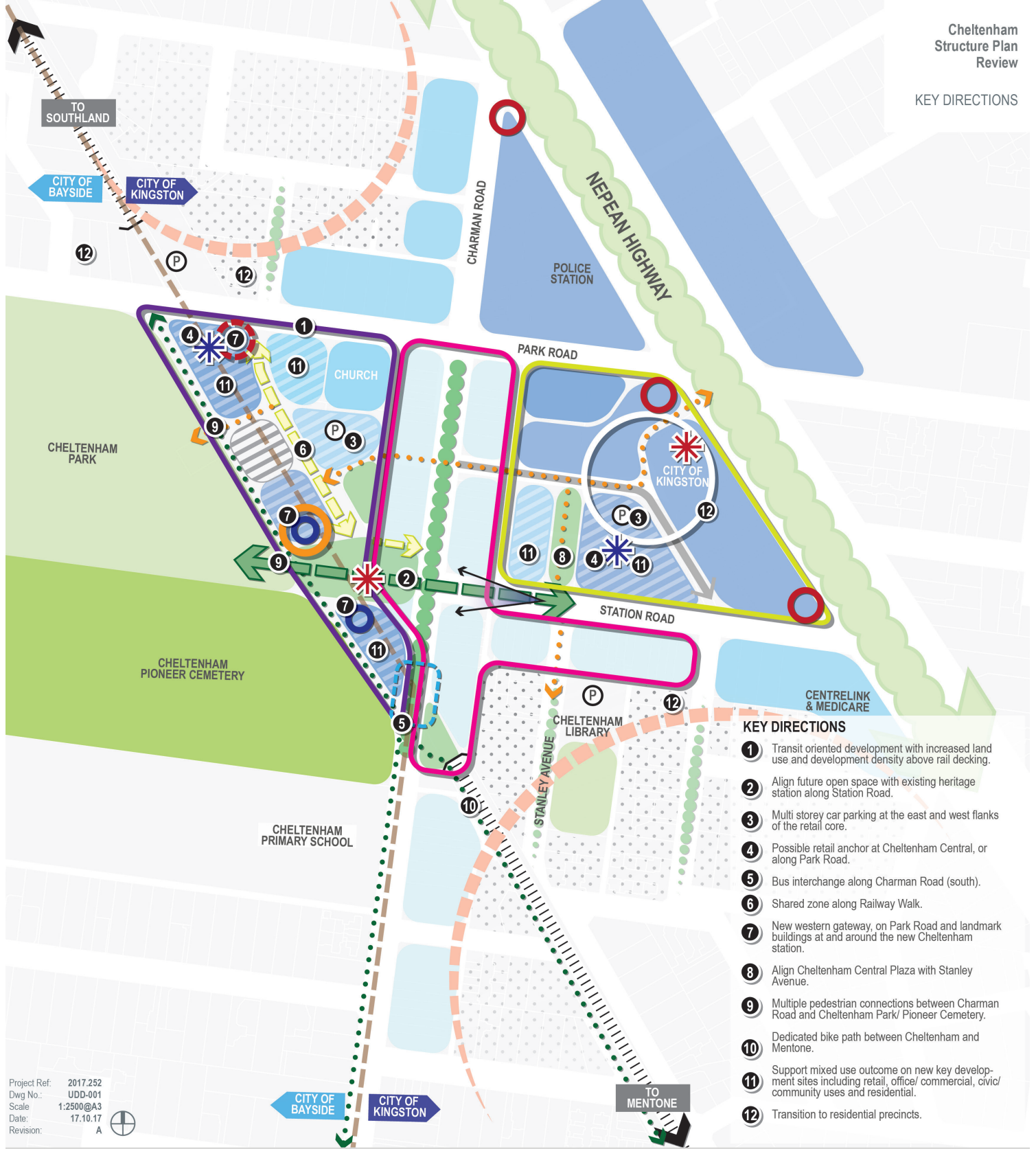
In addition to existing objectives found in the 2010 Structure Plan, the following represents additional objectives applicable to the Review Study Area:

- To focus and concentrate urban renewal opportunity and higher development and land use density close to, or above the new Cheltenham Station;
- To contribute to Cheltenham's emerging skyline responding to identified capacity for change within various precincts in Cheltenham;
- To celebrate Cheltenham's heritage; and
- To create a network of diverse and meaningful open spaces.



Existing heritage station building (east siding)

Figure 3: Key Directions



- KEY DIRECTIONS**
- 1 Transit oriented development with increased land use and development density above rail decking.
 - 2 Align future open space with existing heritage station along Station Road.
 - 3 Multi storey car parking at the east and west flanks of the retail core.
 - 4 Possible retail anchor at Cheltenham Central, or along Park Road.
 - 5 Bus interchange along Charman Road (south).
 - 6 Shared zone along Railway Walk.
 - 7 New western gateway, on Park Road and landmark buildings at and around the new Cheltenham station.
 - 8 Align Cheltenham Central Plaza with Stanley Avenue.
 - 9 Multiple pedestrian connections between Charman Road and Cheltenham Park/ Pioneer Cemetery.
 - 10 Dedicated bike path between Cheltenham and Mentone.
 - 11 Support mixed use outcome on new key development sites including retail, office/ commercial, civic/ community uses and residential.
 - 12 Transition to residential precincts.

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railway precinct/ transit orientated development	existing civic / heritage station landmark	viewline to heritage station/ cheltenham park	pedestrian & bike links	existing open space	residential interface
retail core precinct	existing gateway	future bus interchange	nepean highway boulevard	future open space	new key development site
business edge precinct	new gateway	primary east west pedestrian link	landscape improvements	future improved pedestrian access to cheltenham pioneer cemetery	void over rail trench
new station	station landmark	potential shared zone	neighbourhood green street	minimal change - maintain lower scale retail core	vehicular access
civic node	opportunity for anchor retail ie. supermarket	desired pedestrian link	municipal boundary	moderate change	car parking
				capacity for change - increased opportunities	

2.3 Cheltenham’s Evolving Built Form

As set out in the analysis provided in the Discussion Paper, there are strong State and Local Planning policies that promote urban consolidation, comprising increased residential densities and concentrated retail, entertainment, employment and civic uses in Activity Centres like Cheltenham that are well serviced by infrastructure, services and public transport. What must also however be recognised is that there are also important Local Policies that encourage growth that responds to an Activity Centre’s context, including heritage values and public spaces.

The urban form of Cheltenham today has been shaped by many diverse influences, including:

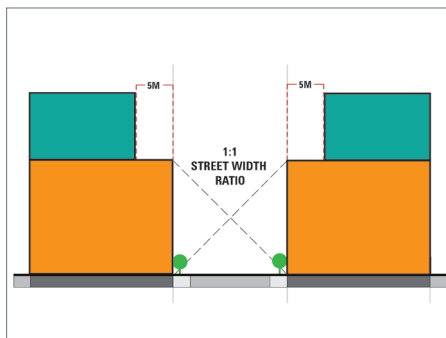
- The existing ACZ1 design controls that apply to the land as supported by the existing Structure Plan;
- Section 2 of the Airports Act 1996 and the Airports (Protection of Airspace) Regulation 1996 for the Moorabbin Airport;
- The strong profile of Nepean Highway and the existing forms that address the Centre’s eastern edge;
- A suite of recent approved and realised developments within the Centre, especially behind Park Road and Station Road; and
- The character and form of existing land in Bayside Council to the west, including conventional residential stock and parkland.

The proposed grade separation project presents a new critical influence which has the capacity to transform the nature of Cheltenham’s western fringe at Cheltenham Park at the very epicentre of public transport provision within the Centre. Considering existing conditions and the considerable capacity within the Centre for growth (including up to **14,300m² of additional retail and commercial floor space** and considerable new residential opportunities), there is capacity to recast an urban vision for the place, consistent with the requirements of Planning Practice Note 60 - Height and Setback Controls for Activity Centres.

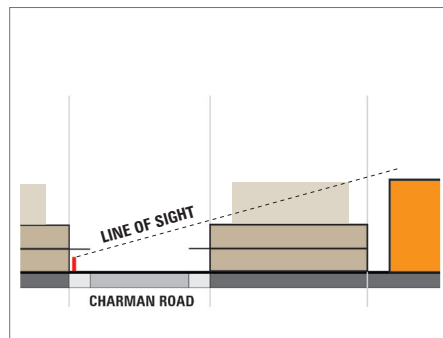
The Cheltenham Structure Plan Review – built form response is underpinned by the following broad principles:

- Respect the basis of the adopted Structure Plan proposition and to avoid substantive change unless warranted (ie. LXRA influence);
- Support contemporary consolidation of Key Development Sites to support more substantial form commensurate with 2017 settings;
- Ensure a city form (skyline) that emphasises the Centre’s edges at the Highway and Park interface, while protecting its traditional core;
- Protect (and reveal) key views within the Centre to historic buildings, opens spaces and landscape – highlighting permeability;
- Devise an urban form that reinforces the traditional street wall profile and finer grain subdivision pattern of Charman and Station Roads;
- Minimise overshadowing impact to the public realm, including existing (and potential) streets spaces, parklands and pedestrian gathering locations; and
- Activate the western Transit Oriented Development corridor as a defining urban spine that signposts the Cheltenham Station node.

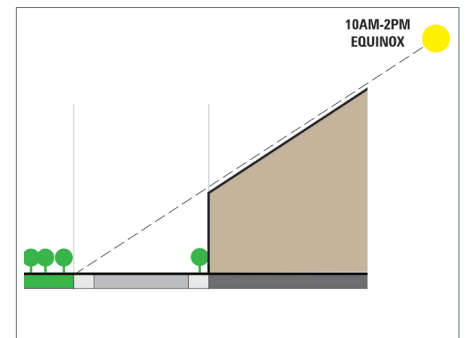
A discussion to demonstrate the above principles is set out and illustrated in Figure 3- Key Directions. Some of the built form principles are illustrated in a series of indicative diagrams below.



Built form principle: proportionate street wall and building height to local streets



Built form principle: reinforces the traditional street wall profile



Built form principle: Maximise solar access to public realm

In morphological terms- the Cheltenham MAC will have a building height and form that is relative to its role as a Major Activity Centre within Kingston that is distinctive from the large format built form of the Southland PAC (Regional Shopping Centre) to the north. The shape of the Centre now responds to the opportunities for notable growth along its east and west fringes – defined by Nepean Highway to the east and the future grade separated rail line and Transit Oriented Development to the west, overlooking Cheltenham Park. These ribbons of growth effectively ‘frame’ the more intimate traditional main street characteristics of Charman Road and parts of Station Road, themselves subject to more modest growth behind the main street parapets.

Opportunities for anchor retail function and notable mixed use exist above and behind the traditional spines, especially in the ‘back blocks’ behind Council’s office – where decked car parking can make way for new integrated infill development. While the skyline of Cheltenham may well evolve in this format, it is fundamental for growth precincts to be highly permeable, with new and (existing) improved pedestrian links like lanes, plazas and walkways that invite connection between presently disparate parts of the Centre. **The Centre should therefore evolve as a place for Transit Oriented Development (TOD) and Pedestrian Oriented Design (POD).**

Given these broad scale ambitions- the following precinct opportunities are noted as follows:

Precinct A- Retail Core

Urban form within Precinct A (Retail core) will continue to be guided by the existing Structure Plan and ACZ1 at 14m (4 storey) with moderated development scale (2 to 3 storey) around future station forecourt to reinforce its retail main street character. Fine grain allotments along both sides of Charman Road and south of Station Road indicate the anticipated level of change is more moderate.



Examples of existing (top) and possible (below) ‘shop top’ development along Charman Road and south side of Station Road (Precinct A)

Precinct D- Nepean highway West Business Edge

Consistent with the existing Structure Plan, the Review acknowledges that Precinct D continues to have the ability to accommodate more intense infill development given relationships with the commercial forms on Nepean Highway and land consolidation opportunities occurring both along Station Road (notably between 9 to 35 Station Road) and behind the spine between ROWY and Park Lane (Cheltenham Central). While this land currently forms part of Precinct A, common land ownership and recent approvals suggest that the opportunity for change on this key development site is comparable to that found in Precinct D, noting there is limited amenity impact or residential sensitivities.

A higher development scale behind the traditional Station Road frontage between 20m to 29m (6 to 9 storey) could be accommodated, with some flexibility to exceed such scales within integrated development that support active ground level use including supermarket/ other retail tenancies, community functions, open space, local employment or affordable housing. Consistent with the existing Structure Plan, allowance should be made to facilitate floor to floor heights that support a range of uses (commercial/ retail/ office) in the future at ground level and level 1.

Importantly, any higher form behind the Station Road spine should respect the traditional profile of the streetscape and the proportions supported in the existing Structure Plan for street walls of up to 14m, commensurate with a street width (of Charman and Station Roads) of 20m. Given the orientation of the blocks, setback building heights above the street wall should be framed to ensure solar access to the south side of Station Road (footpath at the equinox).

In reviewing the Built Form and Land Use objectives for Precinct D (as found in ACZ1-2B), it is evident that future mixed use development on the urban block bounded by Railway Road, Station Road and Park Lane (referred to as ‘Cheltenham Central’ in this Review) is different to the Built Form and Land Use ambitions envisaged for properties fronting Nepean Highway. Whilst acknowledged as a Key Development Site, Cheltenham Central also interfaces with the more ‘moderate’ Retail Core to the west and south which warrants some transition in the built form response. Consequently, there is merit in identifying Cheltenham Central as a separate precinct, which embodies attributes of both the retail core (Precinct A) in terms of its land use mix and the business edge (Precinct D) in its podium- tower arrangement with activated ground level.



Examples of mixed use development in a podium- tower format, with active uses at ground level (approved development at 9-21 Station Road, Cheltenham)



Examples of mixed use development in a podium- tower format, with supermarket at ground level in Kew (by Fender Katsalidis Architects)



Examples of mixed use development in a podium- tower format, with activated ground level in Elsternwick

Precinct E- Railway

Given the investment made in the grade separation of the rail line and the potential decking over the top of the rail alignment to either side of the new Cheltenham Station, there is considerable potential for change in the western sector of the Centre. This can be classified as Transit Oriented Development – which supports considerable change, but importantly must be carefully positioned to integrate with the existing context, particularly with respect to pedestrian links and open visual connections.

Along the western edge of the Centre, greater development opportunity can be accommodated above decked platforms with new Key Development Sites (referred to as Integrated Development Opportunity Sites on LXRA plans) overlooking the Cheltenham Park. The focus for higher form should not be close to the traditional street edges (Charman Road), rather should be located at municipal entries into the Centre along Park Road (at north western corner) and adjacent to the new Cheltenham Station. A notable urban ‘marker’ will deliver a ‘captive market’ to the public transit node.

The technical requirements around naturally ventilated underground railway stations require openings to the air (voids) to be provided between extended sections of decked (or covered) areas. However, in the event that technical constraints around mechanical ventilation and emergency egress are overcome in the future, any development proposed over the ‘void’ would need to comply with the built form and height objectives and guidelines for the broader precinct and park interface.

Whilst it is noted that it is likely in the short to medium terms for the rail corridor trench to be covered in parts in response to technical and safety requirement following LXRA’s advice, the Structure Plan Review does not preclude long term possibilities for future transit oriented development to be realised above the entire rail corridor trench and continue to provide a frame of reference to guide future redevelopment of the precinct in its totality.

The total developable envelope along the rail line is likely to be of considerable length, so it is important for any future form to be broken down into buildable parts without imposing a ‘walled’ condition to Charman Road, Cheltenham Park or views from further afield within the Centre from the east. Furthermore, a carefully arranged suite of building form, pedestrian links and spaces needs to be realised in transition from the higher form around the Station, down to the Charman Road frontage – specially designed to reinforce views to the retained heritage Station buildings and its landscape context.

Future development in Precinct E should continue the consistent 14m (4 storey) street wall definition at the outer edges of Charman and Park Roads, responding to the existing and approved development scale of Precinct A- Retail Core to east and Precinct B- Mixed Use to north.

Higher form can be accommodated behind the street wall to 20- 26m (6-8 storeys), with the potential for a more notable demarcation to 29m (9 storeys) adjacent, or above the new Station. These parameters and setting back of building height behind the street wall are largely shaped by viewline tests (ie. maintain the predominance of the traditional street wall) and solar access constraints on Cheltenham Park (in Bayside) to the west and key new public spaces to the south and east within Precinct E.



Example of mid-rise development above rail reserve at Jewell Station (BKK Architects)



Example of mid-rise development with positive interface to open space (by Particular Architects)

2.4 Revisions to the Existing Structure Plan/ ACZ1

Given the above findings and corresponding capacity analysis (ie supermarket opportunities on Key Development Sites with mixed use development in Precincts D and E), the following suggested format for revision to the built form controls in Precincts D and E are recommended:

Street walls - interfaces

Commercial streets along Park Road and Charman Road and future pedestrian priority streets (including shared zone along Railway Walk and possibly along Railway Road) can support a 14m street wall (4 storey) with opportunity for additional upper levels setback behind that is proportionate to street width (typically 15 to 20m). Given the Key Development Site status behind Station Road (north), height behind the 14m street wall (4 storey) should achieve solar access to the footpath on the south side of the street at the equinox between 10am to 3pm.

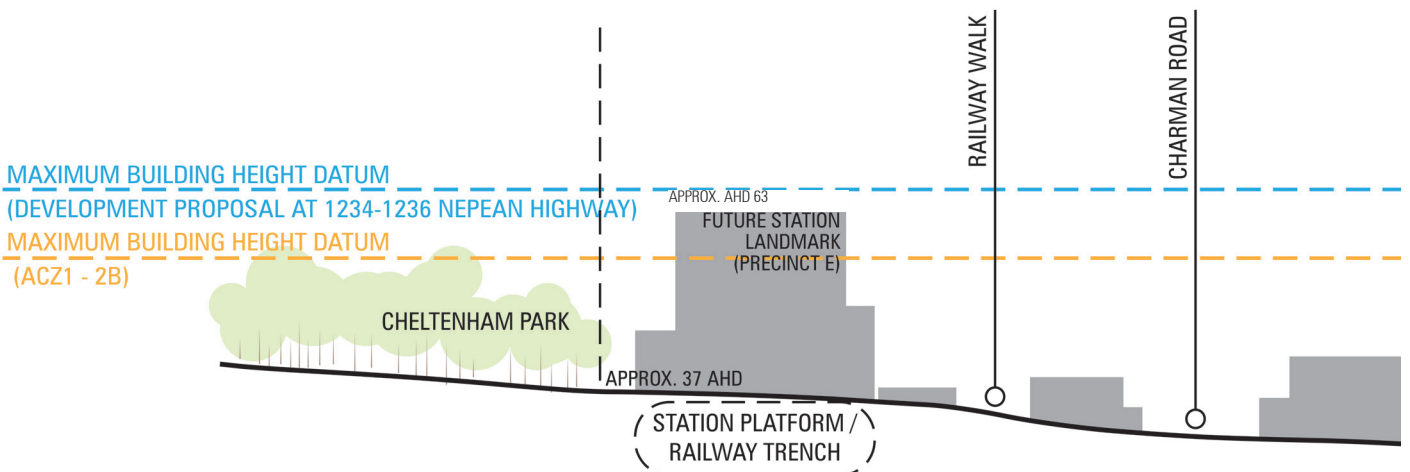
Transit Oriented Development overlooking Cheltenham Park and Pioneer Cemetery along the Centre's western edge can similarly support a 14m (4 storey) podium, that is well set back from the park boundary to accommodate required access and egress. Opportunities for upper level development above and behind the podium level can be achieved with development scale up to 26m (8 storey) at designated gateway and station landmark locations which minimises overshadowing impact onto Cheltenham Park beyond the shadow impact generated by potential development envelope built to boundaries to 9m as invited by Bayside's DDO2 at the equinox (at 11.00 am).

Setbacks behind the street wall

The purpose of setbacks behind the street wall are to ensure predominance of any traditional parapet or fabric and reinforce the intimate proportion of the streetscape. Setbacks of this kind also limit the extent of visual bulk and overshadowing impacts.

Generally, and subject to the height relationships between the street wall and overall height, a setback distance of 5m (to built form and balconies) is preferred. This allows for a successful 'articulation zone' to achieve visual diversity in the elevation, and ensure a clear spatial separation between the grounded street wall form and a distinctive upper level.

A 5m default setback also allows for useable terrace or outdoor space above street wall parapet. In particular locations, the proposed setback behind the podium are reduced where they interface existing and future laneway, or increased where they interface with an existing and future open space in response to future amenity on public and private realms.



Building heights

The shaping of proposed building heights are influenced by many factors, including:

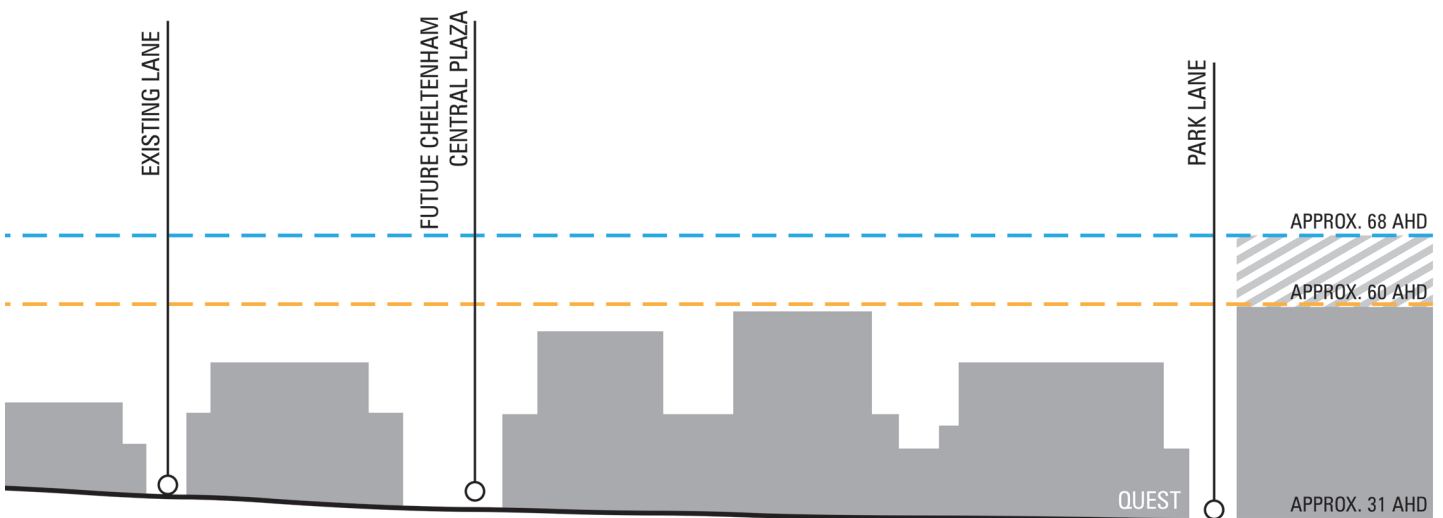
- The existing ACZ1 position;
- Anticipated form outside the Centre (ie DDO2 in Bayside to the north and west);
- Key views;
- Solar access; and
- Transitional relationships – especially to and around traditional or heritage elements.

Importantly, the measure of 29m as proposed for parts of Precinct D is commensurate to the preferred 28m height parameter currently in the ACZ1 (Precinct 2B), with the City of Kingston Office set at 7 commercial levels, and recent approvals of 10 storeys at 2-6 Railway Road (32.95m) and 8 storeys at 1228 Nepean Highway (approx. 26m).

Given this context, the proposition of a 29m (up to 9 storey profile - typically above a street wall) is suggested for the urban block bounded by Railway and Station Roads, with potential for 20-26m (6-8 storeys) profile along the transition ribbon towards Charman Road to the west. The shaping of the form must have regard to street patterns and the opening of views along Station Road to the existing heritage station buildings (with a particular focus on the Frankston bound east station), Cheltenham Park and beyond.



Existing Cheltenham Skyline (looking towards Nepean Highway) with Council Office in the background



3.0 Strategies

The Updated Concept Strategy in Figure 4- Updated Concept Strategy brings together the new ideas presented in the Structure Plan Review for Cheltenham. The concepts are explained in the following sections.

3.1 Land Use & Built Form Strategies

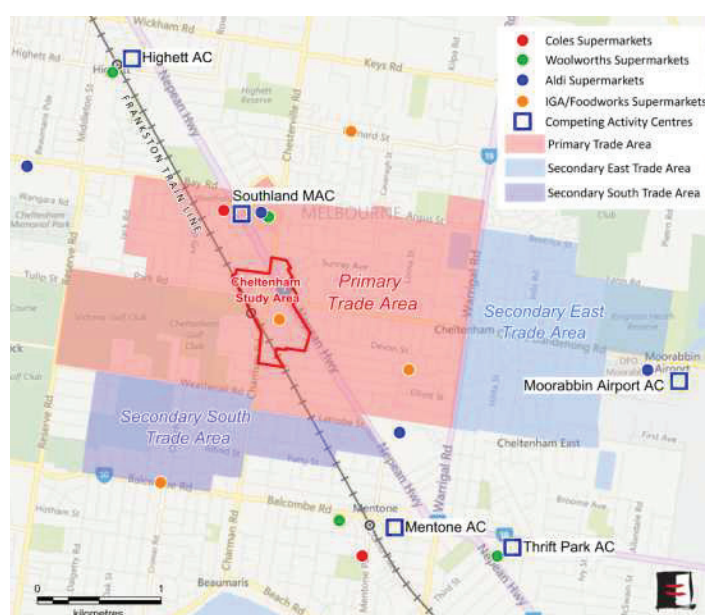
Key Issues & opportunities relating to Land Use & Built Form

- The role of Cheltenham as a local centre as envisaged in the 2010 Structure Plan is yet to be fully realised in absence of anchor retail in relation to escaped expenditure to competing centres. Currently, spending is leaked given the absence of a major anchor tenant and proximity to competing centres including Westfield Southland and Mentone (5-15% Main Trade Area escaped expenditure). There is limited land of the size and configuration with favourable street frontage currently available within the Centre to accommodate a full line supermarket and its car parking requirement;
- There are a limited number of existing sites within the Activity Centre that can accommodate the required anchor retail footprint with constraints associated with servicing, car parking and limited street frontage;
- Population forecast expected for Cheltenham (by 2032) will place increasing demand on existing services and retail opportunities;
- The property market is not currently conducive to the construction of major commercial office development with private developers preferring to invest in high-density residential apartments;
- Opportunities to 'unlock' additional public realm and development opportunity above rail line by creating IDOs (integrated development opportunities) through TOD (transit oriented development) opportunities with integrated commuter car parking facilities for the Activity Centre;
- A number of sites are considered to be underutilised throughout the precinct as previously identified as 'Key Development Sites' in the 2010 Structure Plan. The recognition of these sites will encourage consolidation and utilisation, supporting the function and role of the Activity Centre;
- Opportunity to investigate and support diverse and alternative housing models, including possible deliberative housing, or affordable housing, that is consistent with State Policy Directions found in Plan Melbourne 2017 and Homes for Victorians (Initiative 2);
- Recognising the implication of future development envelope on existing and future public realm, as well as on the valued character of Cheltenham; and
- Recognising the different land use and built form typologies invited within Precincts A and D, with opportunity for consolidated land (Cheltenham Central) between Railway and Station Roads to be identified as a new separate precinct. There is opportunity for Cheltenham Central to be redeveloped as a high density mixed use precinct with recognition given to pedestrian scale and amenity at the street level along Station Road.

Land Use & Built Form Strategies

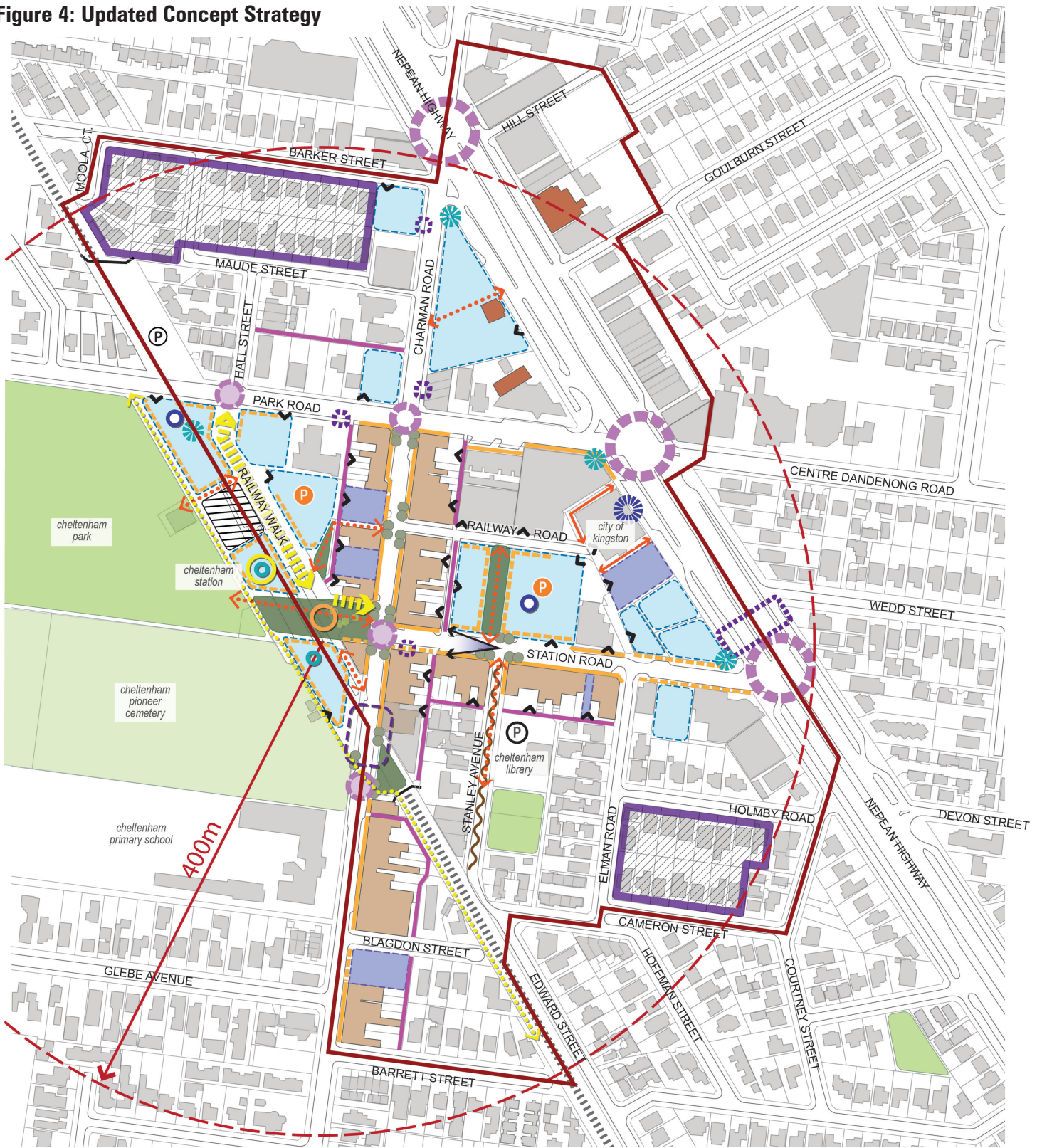
The key proposed updates to land use and built form strategies are identified in Figure 5- Updated Built Form Strategy. Key initiatives include:

- Support **full line supermarket** (3,000sqm), or alternative smaller niche supermarket at either or both:
 - Precinct E: Future Key Development Site along Park Road frontage; and
 - Precinct F: Future Key Development Site at Cheltenham Central (between Station Road and Railway Road).
- Minimise **overshadowing impact** at the equinox onto the public realm at:
 - Existing and future open spaces (ie. Cheltenham Park); and
 - Footpaths along commercial streets and future shared zone.
- Frame **key view line** to:
 - Existing heritage station buildings (with a particular focus on the Frankston bound east station) from Station Road; and
 - Cheltenham Park from Station Road.



Cheltenham Activity Centre Trade Area Boundaries

Figure 4: Updated Concept Strategy

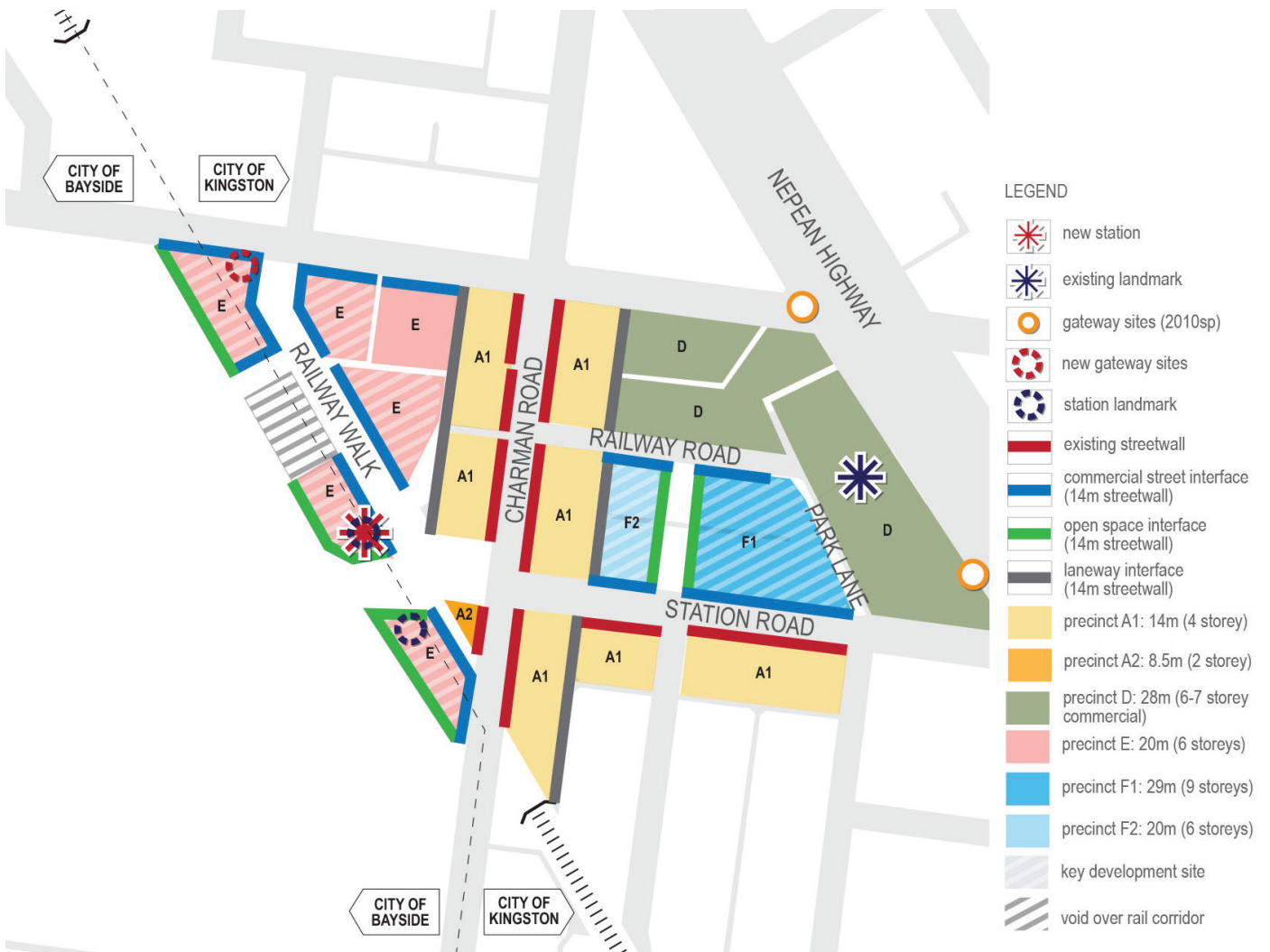


Legend

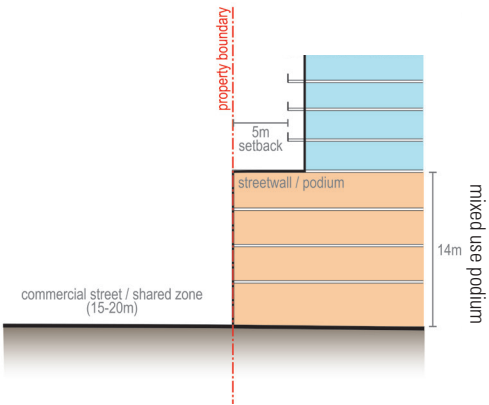
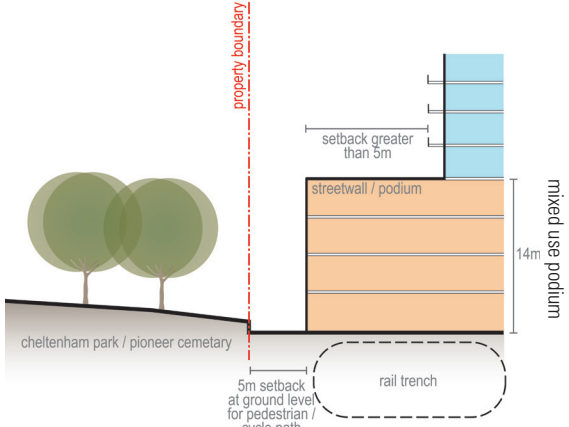
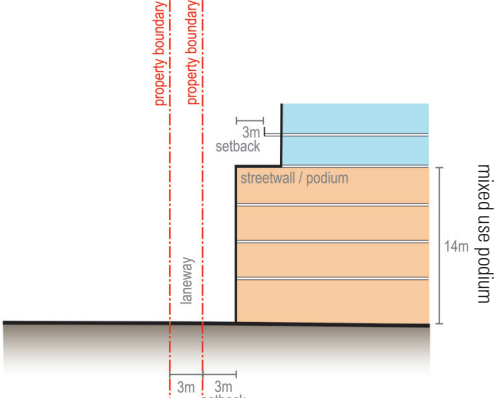
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|--|--|--|---|--|---|--|---|
| | Existing Activity centre boundary | | New station | | Parking (multi storey) | | Increase housing density |
| | Existing open space | | Retain heritage station buildings | | At grade parking | | Existing pedestrian link |
| | Proposed open space | | Existing traffic lights | | Preferred car access | | Proposed pedestrian link |
| | Future improved pedestrian access to Cheltenham Pioneer Cemetery | | New traffic lights / improved pedestrian crossing | | Retail core | | Future dedicated pedestrian and bike paths |
| | Key development sites | | Bus stops | | Heritage buildings | | Proposed shared zone |
| | Void over corridor | | New bus interchange | | Existing built form | | Existing active frontage |
| | Proposed development | | Existing landmark | | Improved landscaping along commercial streets | | Proposed active frontage |
| | Key view line | | New gateway opportunities | | Existing palm tree to be retained | | Access through Rear Lanes |
| | | | New landmark opportunity | | | | Traffic calming and improved landscape works along Stanley Avenue |
| | | | New supermarket opportunities | | | | |

- Encourage future **development scale** that responds to its precinct designation:
 - Precinct A (Retail Core) along Charman Road and Station Road south side: Retain 8.5m to 14m development scale (2-4 storey);
 - Precinct D (Business Edge) to Nepean Highway: 28m development scale (6-7 storey commercial);
 - Precinct E (Railway): 20m to 26m development scale (6-8 storey); and
 - Precinct F (Cheltenham Central): 20m to 29m development scale (6-9 storey).
- Encourage **new gateway** at key entries into Cheltenham:
 - Precinct E (Railway): 26m development scale (8 storey) at south west corner of Park Road and Railway Walk junction.
- Encourage **new landmark buildings** above and adjacent to the new Cheltenham Station:
 - Precinct E (Railway): 28m development scale (8 storey).
- Encourage **adaptable building design** to accommodate alternative uses in above ground car parking structure to adopt a minimum 4m floor to floor height at ground level and a minimum 3m floor to floor height above;
- Encourage **sufficient separation between buildings** to maximise outlook and amenity between buildings at ground and upper levels; and
- Encourage the establishment of appropriate **urban grain (building width)** to avoid excessive visual bulk and minimise negative amenity impact on public realm.

Figure 5: The Updated Built Form Strategy



- Establish **new street walls/ podiums** based on the following interfaces:

Type 1		
Interface conditions	<ul style="list-style-type: none"> Primary commercial/ pedestrian priority streets, typically 15-20m wide (ie. Park Street, Station Street). Future open space interface (ie. proposed Cheltenham Plaza). 	
Rationale	<ul style="list-style-type: none"> Devise an urban form that reinforces the traditional street wall profile and finer grain subdivision pattern of Charman and Station Roads; and Minimise overshadowing impact to the public realm, including existing (and potential) streets spaces, parklands and pedestrian gathering locations. 	
Type 2		
Interface conditions	<ul style="list-style-type: none"> Cheltenham Park interface. 	
Rationale	<ul style="list-style-type: none"> Minimise overshadowing impact to the public realm, including existing (and potential) streets spaces and parklands. Ground level setback from the park edge to accommodate pedestrian and bicycle paths. 	
Type 3		
Interface conditions	<ul style="list-style-type: none"> Existing laneway (typically 3-4m wide). Typically applicable along western edge of Precinct F (Cheltenham Central) and eastern edge of Precinct E (Station). 	
Rationale	<ul style="list-style-type: none"> Acknowledge sufficient separation between buildings. Ground level setback from the park edge to accommodate laneway widening for pedestrian and vehicular access (consistent with City of Kingston's Activity Centre Streetscape Suite, June 2013). 	

3.2 Access & Movement Strategies

Key Issues & opportunities relating to Access & Movement

- VicRoads SmartRoads network operating plan designates both Park Road and Charman Road as pedestrian priority areas. However, the major roadways in the Activity Centre currently act as barriers to strong pedestrian access;
- The Activity Centre is currently fragmented by the road network and train lines and poor connectivity through and within the Activity Centre for pedestrian and cyclists;
- Anecdotal evidence would suggest that the public transport parking areas are often full or even over capacity (due to parking outside of marked bays);
- There is a conflict between the need of more public space and developable area with the need for car parking;
- There is no dedicated bus interchange and poor wayfinding to bus stops from train station;
- Existing corner at Railway Road and Park Lane does not support efficient and safe vehicular access, including potential future loading and services to support potential supermarket development at Cheltenham Central; and
- Natural ground levels varies between 3-4m from Charman Road and the LXRA project. Currently, the slope of land presents a difficulty for access and mobility to any existing and future stations.



Existing pedestrian footpath along railway line

Access & Movement Strategies

The key proposed changes to access and movement are identified in Figure 6- Updated Pedestrian and Cyclist Movement Strategy and Figure 7- Updated Traffic and Parking Strategy (overleaf). Key initiatives include:

Pedestrians:

- Create **high quality pedestrian links**, including reducing car park and car dominance to cater for safer pedestrian access at:
 - Charman Road – between Park Road and the railway reserve;
 - Station Road – between Charman Road and Park Lane; and
 - Railway Road – between Charman Road and Park Lane.
- Establish **shared spaces/ zones** (ie. Areas where cars are slowed to 10km/h and pedestrians are given the space of the whole road reserve to use) at:
 - Railway Walk between Park Road and Cheltenham Station with access to multi-level commuters car park and basement centre car park structure;
 - Railway Walk (south of 255A Charman Road) to allow left hand turn into Charman Road; and
 - Continue to investigate opportunity for potential shared zone along west side of Railway Road (east of Charman Road).
- Improve the safety and alignment of **pedestrian crossings** to connect key activity and public transport nodes within the Centre at:
 - Railway Walk and Park Road intersection;
 - Charman and Station Road intersection; and
 - South side of Charman Road (between Cheltenham Pioneer Cemetery and future open space east of Charman Road).
- Create permeable pedestrian connections to Cheltenham Park and Cheltenham Pioneer Cemetery from Railway Walk;
- A separated pedestrian path and bicycle path along Cheltenham Park and Cheltenham Pioneer Cemetery between Park Road and Charman Road to encourage activation and direct pedestrian access to future development fronting existing and future open spaces; and
- Relay bluestone paving along existing laneway connecting Charman Road and Railway Walk.

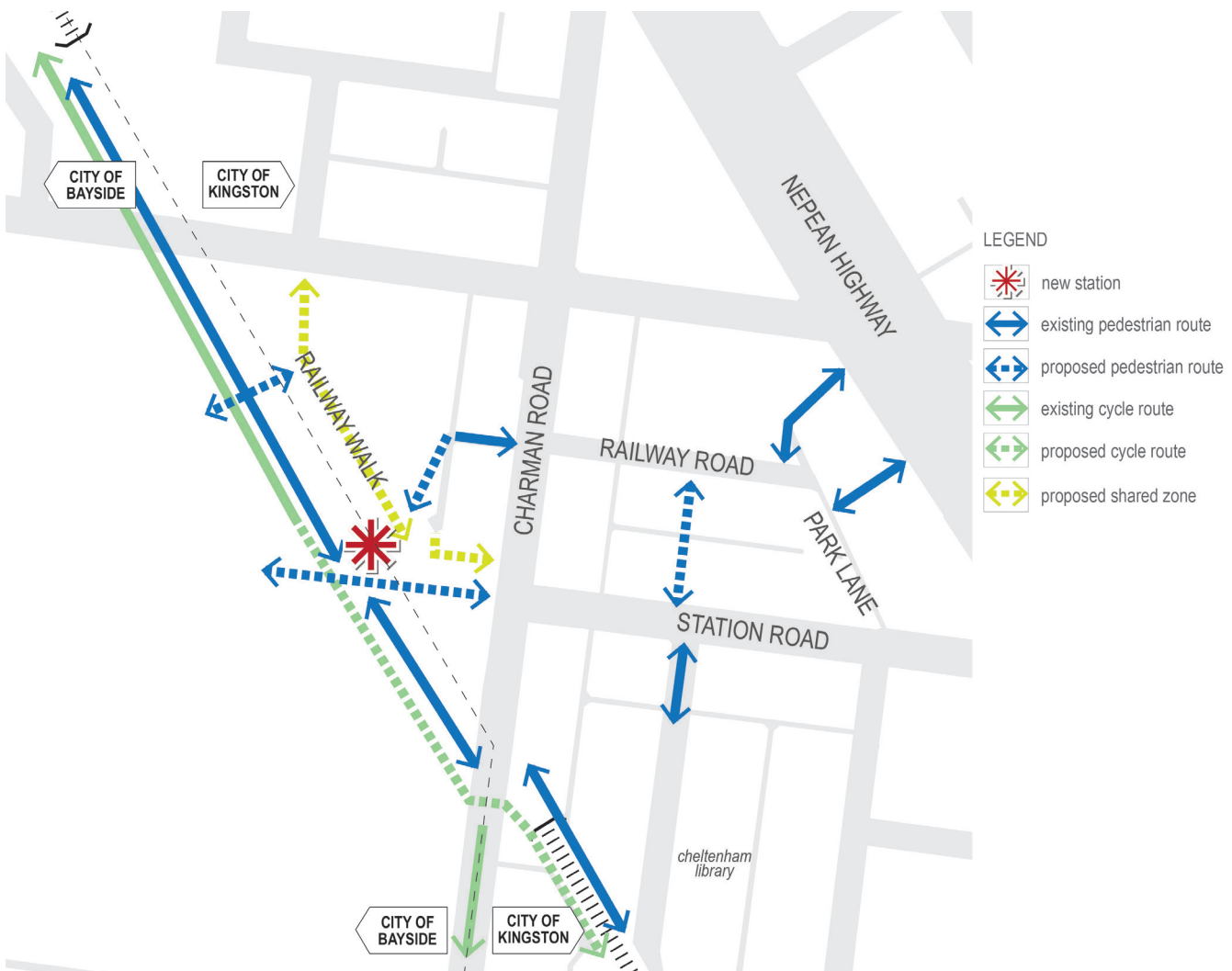
Cyclists:

- Increase provision of bicycle parking/ storage at and around Cheltenham Station and additional provision for ‘end of trip’ facilities for cyclists at the railway station;
- Provide a clearly demarcated bicycle lane along Cheltenham Park and along the south side of Charman Road connecting Cheltenham and Mentone; and
- Improve cycling facilities across the centre in private development and in public realm.

Public Transport

- Establish primary station entry off Station Road with additional secondary pedestrian entry to Cheltenham Station from Railway Walk, Charman Road and Cheltenham Park;
- A new bus interchange to be located along Charman Road (south), within proximity to Station entry;
- Investigate ‘kiss and ride’ and taxi drop off zone to be located along Charman Road, within easy access from the station entry; and
- Explore opportunities to improve accessibility (DDA access) to public transport within the Centre. Areas for improvement include:
 - Vertical access provision including lifts to manage level changes.

Figure 6: The Updated Pedestrian and Cyclist Movement Strategy



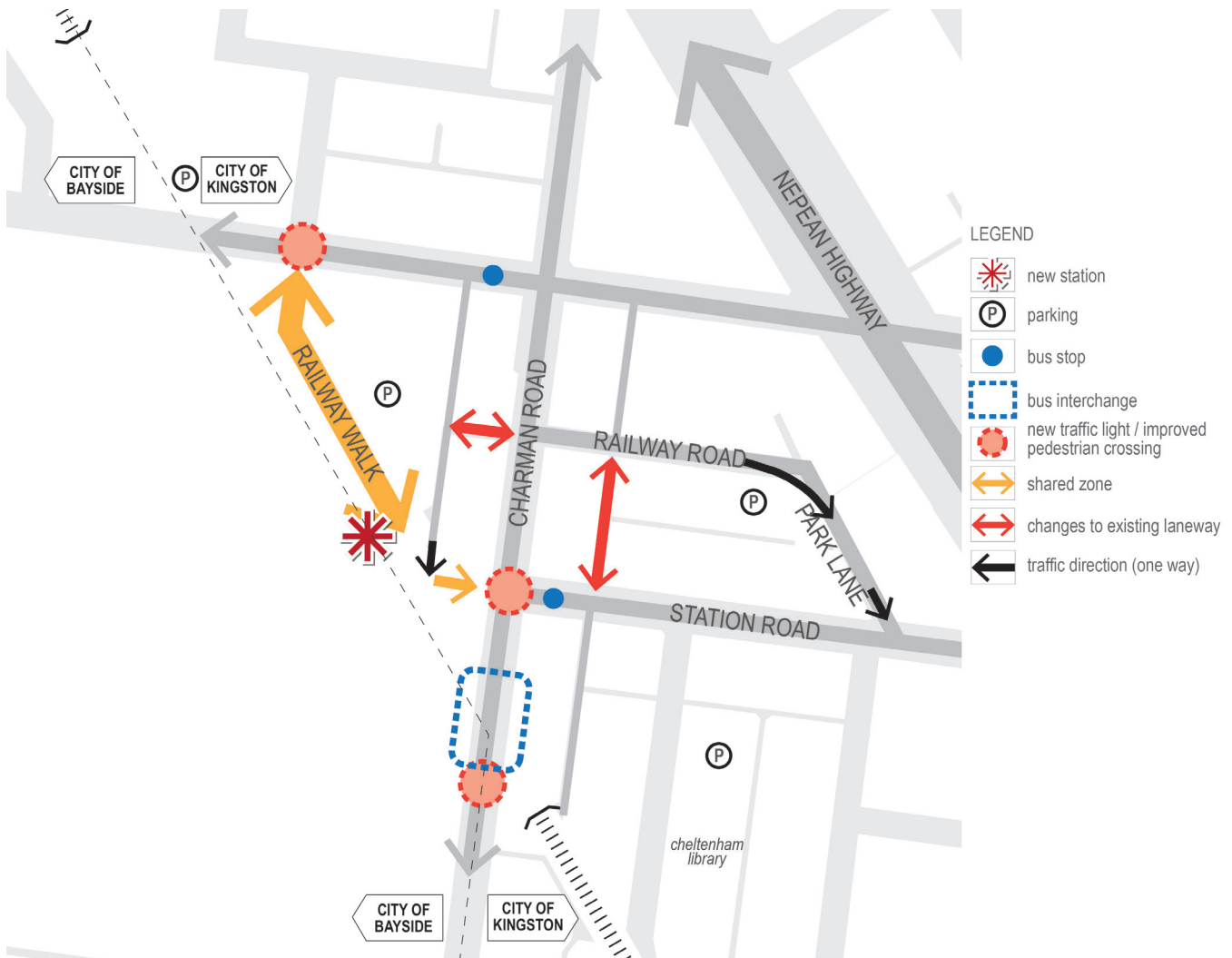
Public Car Parking:

- Investigate short term parking restrictions along commercial streets (Charman and Station Roads);
- Introduce a clear wayfinding system/ dynamic parking signage to clearly highlight locations of available off-street car parking vacancies along commercial streets;
- Rationalise car parking within multi storey, or basement structure that is well connected to the Charman Road retail strip and public transport nodes along Charman Road and Station Road. The new car park structure should accommodate existing car parking numbers (no net loss), and include the additional 150 car spaces sought in existing 2010 Structure Plan; and
- Investigate appropriate locations for car share and for future requirements for electric car charge stations within proximity to public transport nodes and high density residential precinct.

Private Car Parking:

- Encourage alternative car parking management to better utilise car parking facilities (hour of use and car park demand management), including potential car parking stations in key locations associated with limited ability for development to provide basement car parking; and
- Require basement car park, or full concealment of (above ground) car parking structure to maximise commercial and retail uses within the ground and level 1 in mixed use buildings for Precinct A (Retail Core) and Precinct D (Business Edge).

Figure 7: The Updated Traffic and Parking Strategy



3.3 Open Space and Public Realm Strategy

Key Issues & opportunities relating to open space and public realm

- The Open Space Strategy 2012 highlights a shortfall of easily accessible public open space within the Cheltenham Activity Centre. Notably this document does not include Cheltenham Park in the calculations for open space being situated within the City of Bayside;
- Future delivery of the 'Station Forecourt' identified within the 2010 Structure Plan requires progressive assembly of private properties including 247-253 Charman Road. The need to assemble these properties to realise the 'Station Forecourt' is essential to realise the Structure Plan objective of 'Celebrating its Heritage' and 'Improve connection to Cheltenham Park' as a consequence of the Grade Separation project. The implementation of the new 'Station Forecourt' will achieve direct visual and physical links to the Heritage Station buildings and importantly, a more meaningful link to Cheltenham Park beyond;
- The natural ground level varies between 3-4m from Charman Road and Station Road. Currently the slope allows for Cheltenham Park to have a presence along the existing street corridor, such as Station Road and it is highly valued by local community; and
- The Activity Centres Streetscape Suite 2013 provides specific guidance on the design treatment and details to be used throughout Activity Centres. This document was not considered as part of the 2010 Structure Plan. It is critical that existing unique characteristics (albeit limited) in Cheltenham, such as the bluestone laneway between Charman Road and Railway Walk, and the association of existing palm trees and the station precinct are not lost through future revitalisation of the Centre.



Existing palm trees around the Cheltenham Station

Open Space & Public Realm Strategies

The key proposed changes to land use and built form are identified in Figure 8- Updated Public Realm and Open Space Strategy. Key initiatives include:

- Implement the recommendations of the City of Kingston Open Space Strategy (2012) in relation to Cheltenham MAC including:
 - Improved pedestrian access to Cheltenham Park.
- Implement the recommendations of the **2010 Structure Plan (2010)** in relation to potential future open spaces and public realm improvement including:
 - Station forecourt- along Charman Road, in line with Station Road; and
 - Cheltenham Central – between Railway Road and Station Road, in line with Stanley Avenue.
- Implement the recommendations of the City of **Kingston's Activity Centre Streetscape Suite (2013)** in relation to:
 - Streetscape improvement along Railway Road;
 - Consistent streetscape treatment along Charman and Station Roads;
 - Opportunity for safe pedestrian crossings;
 - Opportunity for social nodes along Charman, Park and Station Roads;
 - Advocate for shared zones or the design of shared spaces along Railway Road; and
 - Encourage laneway widening to allow an overall 6m accessway.



Existing open space along Cheltenham Plaza

- Creating **new open space and landscaping opportunities** at the following locations:
 - Deck over rail line with future Station Forecourt with connection to Cheltenham Park to west and Station Road to east;
 - Deck over rail on the east side of Charman Road to accommodate future open space to potentially accommodate both existing heritage station buildings at the key transport node;
 - Encourage additional open space to be accommodated above podium (private development), or on roof structure of car park structure;
 - Investigate opportunities for Cheltenham Pioneer Cemetery to contribute to Cheltenham Open Space network through facilitating pedestrian access from Charman Road, Cheltenham Station and from Cheltenham Park;
- Retain valued landscape elements such as existing palm trees around future Cheltenham station forecourt;
- Investigate opportunities to retain heritage station building (west siding) within proximity to the new Cheltenham Station/ future station forecourt and improve public access to the Pioneer Cemetery caretaker’s cottage through re-purposing of these existing assets to contribute to Cheltenham’s sense of identity;
- Maximise opportunities for additional landscaping on private and public land at street level, within the podium roof, along station infrastructure (rail trench) and building façades with frontage to commercial streets, or priority pedestrian space; and
- Investigate opportunities to improve efficiency of on street car parking (alignment and management) for possible additional canopy tree plantings in key locations along Charman Road and Station Road.

Figure 8: Updated Public Realm and Open Space Strategy



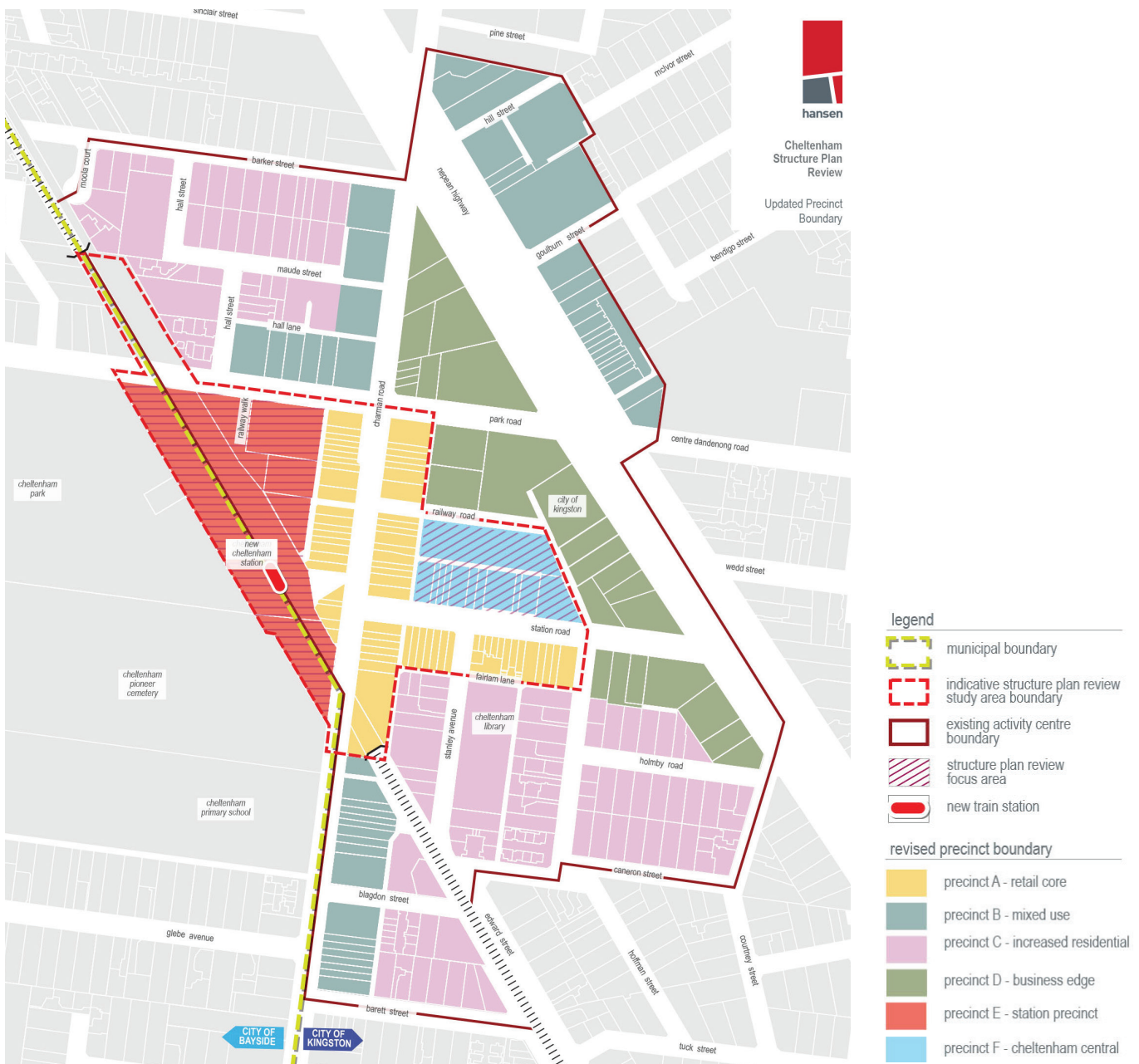
4.0 Precincts

The existing 2010 Structure Plan organised the Activity Centre into 5 precincts. The analysis undertaken by this Structure Plan Review identifies a series of modifications to the existing precinct boundaries and the establishment of an additional precinct around Cheltenham Central, which currently straddles 2 precinct boundaries. The review makes the following modifications to precinct boundaries:

- **Precinct A (Retail Core):** Exclusion of properties along Station Street - north side, between ROWY and Park Lane to facilitate an integrated development outcome on consolidated land between Station Road and Railway Road;
- Precinct B (Mixed Use): Updated to exclude VicTrack’s land;
- **Precinct D (Business Edge):** Exclusion of Cheltenham Central (Council car park along Railway Road) to facilitate an integrated development outcome on consolidated land between Station Road and Railway Road;

- **Precinct E (Station):** Change precinct name to better reflect its future function and character. Precinct boundary update is primarily to the west and south, comprising all of VicTrack’s land south of Park Road, east of Cheltenham Park and on new land created from decking above railway line on the east side of Charman Road to facilitate an integrated Transit Oriented Development outcome; and
- **Precinct F (Cheltenham Central):** A new precinct that straddles robust urban edge along Nepean Highway (Precinct D) and a pedestrian focused main street retail core (Precinct A) will embody a similar development opportunity to Precinct D whilst recognising the importance of pedestrian scale and street level amenity along Station Road.

The updated precinct boundaries in Cheltenham Activity Centre are shown in Figure 9- Updated Precinct Boundaries.



4.2 Precinct E – Station Precinct

(Previously referred to as Railway Parking Precinct)

The existing 2010 Structure Plan provides specific and relevant guidelines for ongoing function and operation of the railway station and associated car parking with little provision for alternative land use, or lots consolidation.

In response to Transit Oriented Development opportunities presented by the Grade Separation project, the Review has identified replacement/ updated precinct objectives and guidelines to maximise the land use and built form outcome for this precinct that contributes to quality public realm upgrade.

The technical requirements around naturally ventilated underground railway stations require openings (voids) to be provided between extended sections of decked (or covered) areas. However, in the event that technical constraints around mechanical ventilation and emergency egress are overcome in the future, any development proposed over the 'void' would need to comply with the built form and height objectives and guidelines for the broader precinct and park interface.

Updated Precinct Vision

The western station precinct fringed by Cheltenham Park and the traditional Charman Road spine is a key Transit Oriented Development opportunity with the potential to activate and enliven land that has formerly served as the 'back of house'. It can serve as the new 'western' frontage to the Centre, with a park side address and a punctuated skyline profile when viewed on approach. It supports medium rise form above a new Station complex and a network of pedestrian friendly pocket parks, spaces and laneways.

Replacement precinct objectives

1. To support Transit Oriented Development through grade separation to deliver a net positive economic, environmental and community benefits for Cheltenham MAC.
2. To demarcate itself as a mixed use destination and as a node for multi modal transport hub, leisure, working and living.
3. To enhance sense of arrival into Cheltenham MAC through gateway definition at its Municipal entry along Park Road and landmark buildings associated with the new Cheltenham Station.
4. To support consolidated development which heightens the importance and intimate profile of Charman Road to the east.
5. To establish a visually interesting and dynamic skyline when viewed from the western approach, which will be visible from both Park Road and within public open space within Bayside.
6. To provide for a significant new public plaza extending from Cheltenham Park to Charman Road above the rail corridor.
7. To provide for a small public plaza along Charman Road (east side) above the rail corridor.

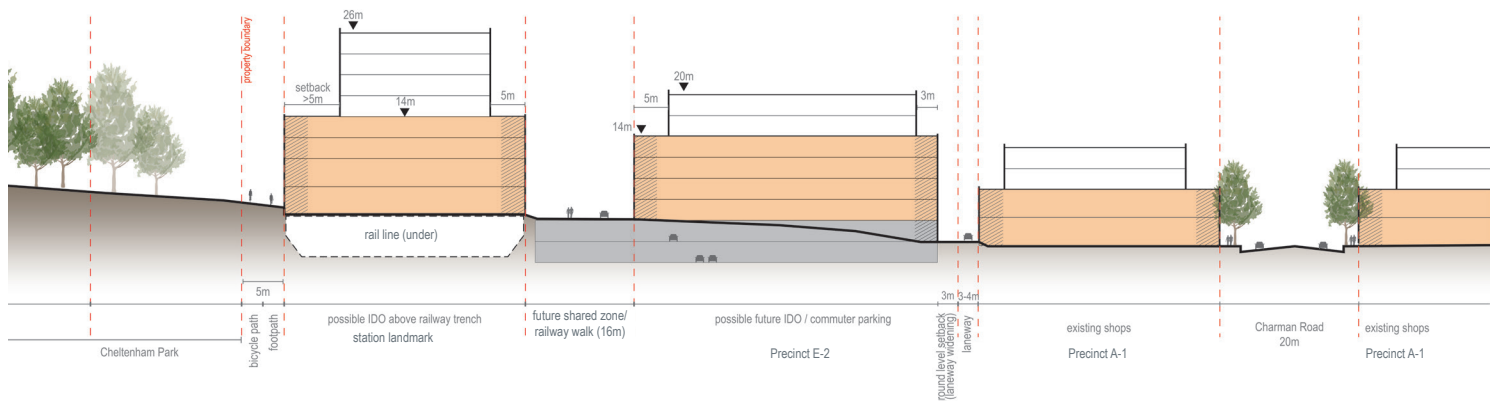
8. To preserve and enhance key viewlines from Charman Road and Station Road to the heritage station building (east siding) and Cheltenham Park.
9. To showcase Cheltenham's heritage through the re-purposing of the historic railway buildings for new commercial or community ventures.
10. To create a more favourable 'people friendly' quality to the precinct through redevelopment that supports a permeable network of pedestrian linkages, with active frontages and address.
11. To provide for a north-south regional shared path/bike link along the western boundary of the precinct adjacent to Cheltenham Park.
12. To facilitate the development of a multi deck public car parking which could increase the number of spaces available by at least 150.
13. To maintain and enhance access to public car parking within easy walking distance and proximity to the Cheltenham Station.
14. To improve accessibility to the Cheltenham Park and Pioneer Cemetery.
15. To improve passive surveillance of public spaces.



Precinct E updated boundary

Replacement precinct guidelines

- Encourage active uses at ground level and at upper levels within podium forms which are adjacent to public open spaces, the station forecourt plaza and along key vehicle and pedestrian linkages to improve surveillance for both day time and night time users.
- Development within the precinct should be arranged as a 'suite of forms', rather than a single development envelope.
- To require new development to be in keeping with the prevailing character of Charman Road with reference to form and parapets.
- Incorporate a sequence of well designed, and activated public open spaces, appropriately framed by buildings.
- Ensure the station forecourt plaza is designed in a manner that could facilitate a variety of events and community- led functions, including markets and pop-up events.
- Ensure publically accessible heritage station buildings are retained within the future central open space with their verandahs facing inward.
- Ensure pedestrian accessways and new open spaces are appropriately proportioned and designed with respect to their use and function.
- Minimise overshadowing impact on existing and future open space at 11.00 - 14.00 (lunch hours) at the equinox.
- Carefully respond to topography across the site to ensure direct connection between public transport nodes, open space, shared zone and the ground level of buildings.
- Ensure vehicle parking is managed and contained within a basement, or podium format concealed by active and attractive uses where possible, or quality facade treatment where it interfaces with public frontage, including the provision of vertical gardens where appropriate.
- Consolidate vehicle access, loading and services to generally avoid prominent loading from the future shared zone along Railway Walk.
- Ensure high pedestrian and cycle permeability throughout the precinct via careful arrangement of built form, pedestrian/ bike paths and visual connection at ground and upper levels.
- Encourage progressive assembly and removal of existing buildings (247 to 251 Charman Road) along Charman Road for new Station Forecourt.
- Encourage the utilisation of roofing to provide communal gathering space, urban landscape and high- quality outlook (when viewed from upper level dwellings).
- Development scale should generally be 20m (up to 6 storeys), with opportunity for increased development scales at nominated gateway/ landmark sites (refer to figure 12).
- Integrate public art into new Cheltenham Station building and future open space design, particularly where it interfaces with pedestrian priority area (ie. Railway Walk).
- Locate service infrastructure away from key view lines through the public realm.



Indicative cross section across Precinct E

Precinct E Built Form Recommendations:

Area E Development Envelope	
Element	Guideline
Maximum Building Height	20m (6 storeys)
Maximum Building Height (Gateway/ Station Landmarks)	26m (8 storeys)
Street Wall Height/ Podium	14m (4 storeys)
Setback behind Street Wall/ Podium (Gateway)	Greater than 5m subject to overshadowing of Cheltenham Park (at equinox between 10.00-15.00)
Setback behind Street Wall/ Podium	5m
Ground level setbacks (western boundary for shared path)	5m
Ground level setbacks (laneway for vehicle access)	3m



Example of utilising roof top space for additional landscaping/ open space (by HASSELL)



Example of station forecourt design



Example of multi decked car park with active uses

4.1 Precinct F– Cheltenham Central Precinct

The existing 2010 Structure Plan has envisaged redevelopment of Council's car park along Railway Road in a 'podium tower' format to accommodate potential future supermarket space and retention of car parking. Acknowledging that there is greater opportunity on Cheltenham Central, the Review has identified additional precinct objectives and guidelines.

Precinct Vision

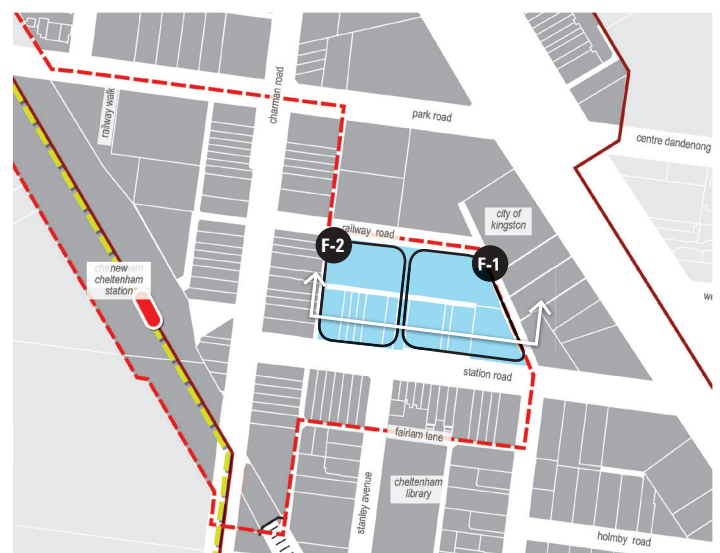
Bookended by the Business Edge precinct along Nepean Highway and the Retail Core along Charman Road, Cheltenham Central will continue to contribute to the image and profile of the Centre to a broad catchment. This precinct will make the most as an inviting address, attracting users into the heart of Cheltenham, to its enticing core. It will be defined by proud outward facing buildings with ample openings inviting public access to and through to the Centre's intimate heart.

Precinct objectives

1. To deliver a true mixed-use precinct, which delivers a net positive economic, environmental and social benefits for existing and future residents of Cheltenham MAC.
2. To support consolidated development that contributes to the strengthened 'edge' to Nepean Highway, which heightens the importance and intimate profile of Charman Road to the west.
3. To create a more favourable 'people friendly' quality to the precinct that supports a permeable network of pedestrian linkages, with active frontages and address.
4. To maximise public open space opportunities at ground and upper levels.
5. To maintain and enhance access to public car parking within easy walking distance and proximity to the retail, employment and civic nodes of Cheltenham MAC.

Precinct guidelines

- Establish a clear hierarchy of use intensity within key development site, with activation concentrated at the lower levels, or within the whole of podium levels.
- Encourage the establishment of greater civic presence within the Centre.
- Ensure vehicle parking is managed and contained within a basement, or podium format concealed by active uses where it abuts street frontage, or future open space.
- Consolidate vehicle access, loading and services and avoid prominent loading from principle commercial streets (ie. Station Road) and pedestrian priority zone (Railway Road).
- Ensure high quality pedestrian amenity along Station Road and future open space through the provision of weather protection and active street frontages.
- Ensure the site layout allows for visual and physical permeability via careful arrangement of built form, pedestrian paths, service lanes and open spaces at ground and upper levels.
- Ensure appropriately proportioned and designed open space with respect to their role anticipated use.
- Encourage the utilisation of roofing for open space opportunity to provide for communal gathering space, urban landscape and high-quality outlook (when viewed from upper level dwellings).
- Ensure future development does not result in overshadowing of footpath along Station Road (footpath) on 22 September (equinox).
- Encourage future open space (Cheltenham Central Plaza) to be visually and physically connected from Stanley Avenue at the street level.

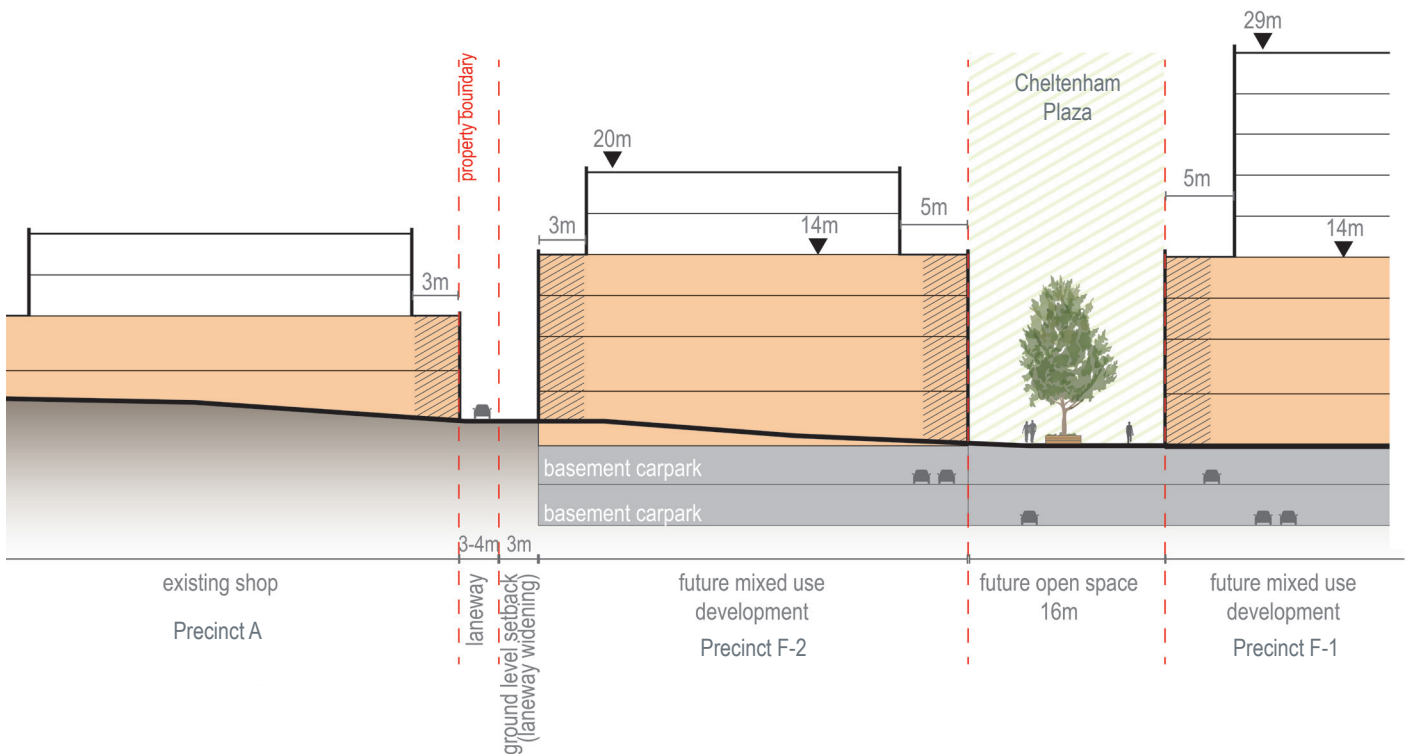


Precinct F boundary

Precinct F Built Form Recommendations:

Area F-1 Development Envelope (East)	
Element	Guideline
Maximum Building Height	29m (9 storeys)
Street Wall Height/ Podium	14m (4 storeys)
Setback behind Street Wall/ Podium	5m
Setback behind Street Wall/ Podium (laneway interface)	3m
Ground level setbacks (laneway for vehicle access)	3m

Area F-2 Development Envelope (West)	
Element	Guideline
Maximum Building Height	20m (6 storeys)
Street Wall Height/ Podium	14m (4 storeys)
Setback behind Street Wall/ Podium	5m
Setback behind Street Wall/ Podium (laneway interface)	3m
Ground level setbacks (laneway for vehicle access)	3m



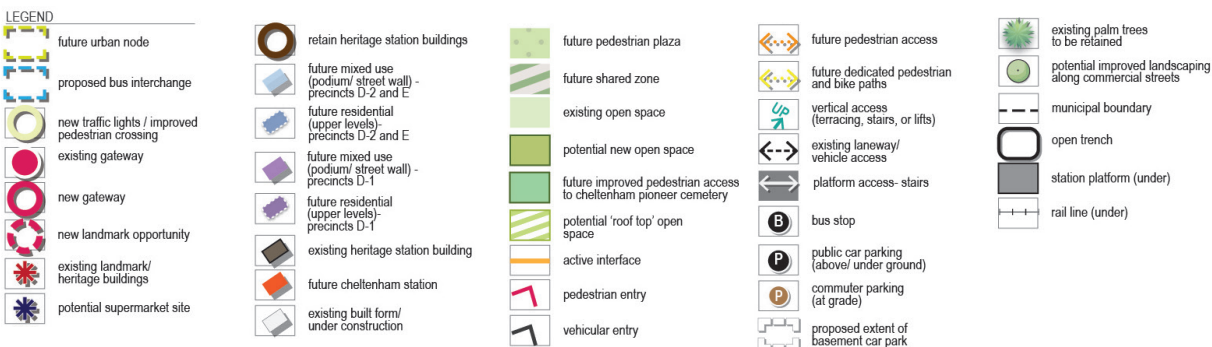
Indicative cross section across Precincts F-1 and F-2

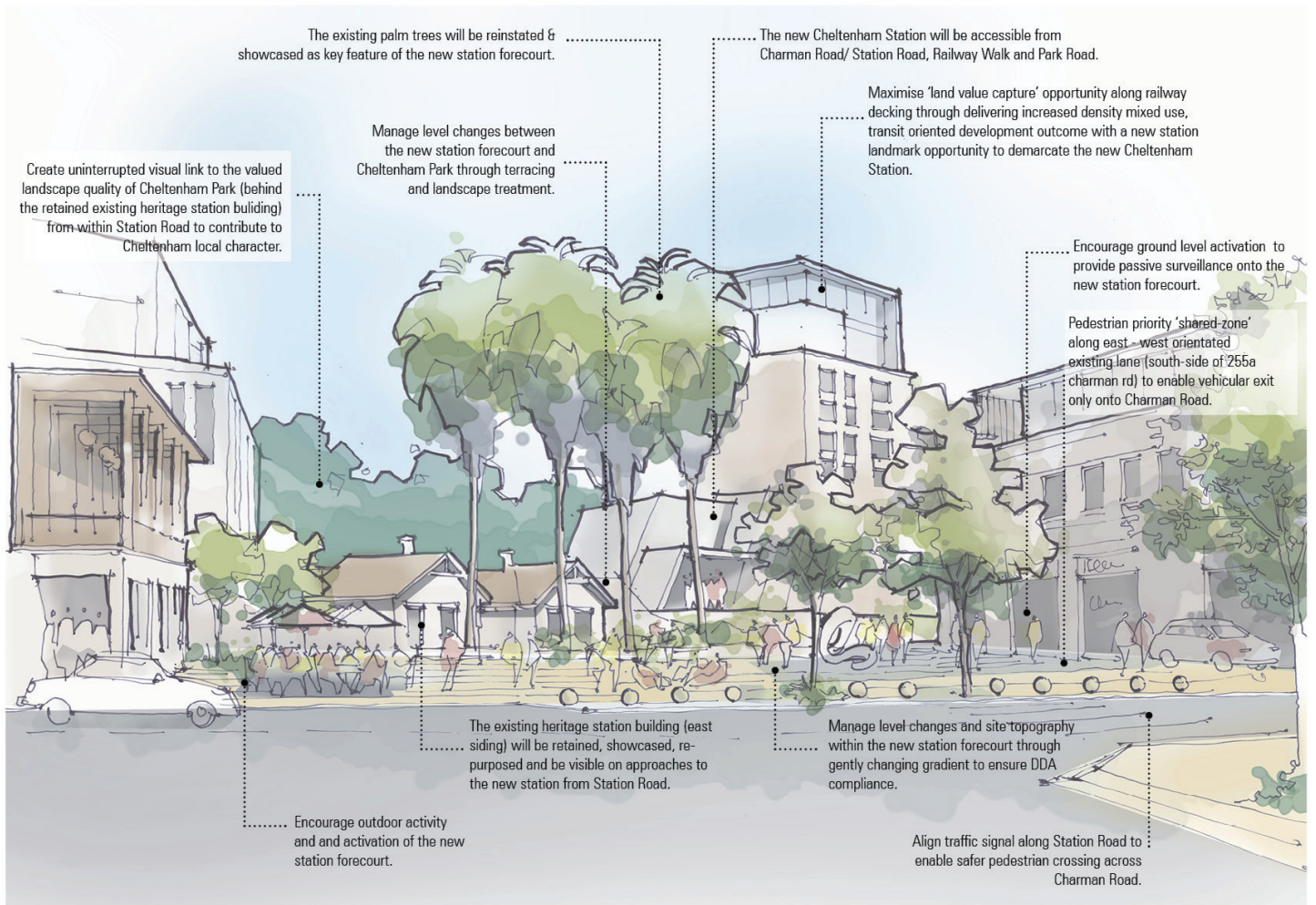
4.3 Precinct Concept Plan

The initiatives and guidelines sought in Precincts A, D and E are illustrated in Figure 10 - Precinct Concept Plan, which is supported by artist's impressions on pages 34-35.

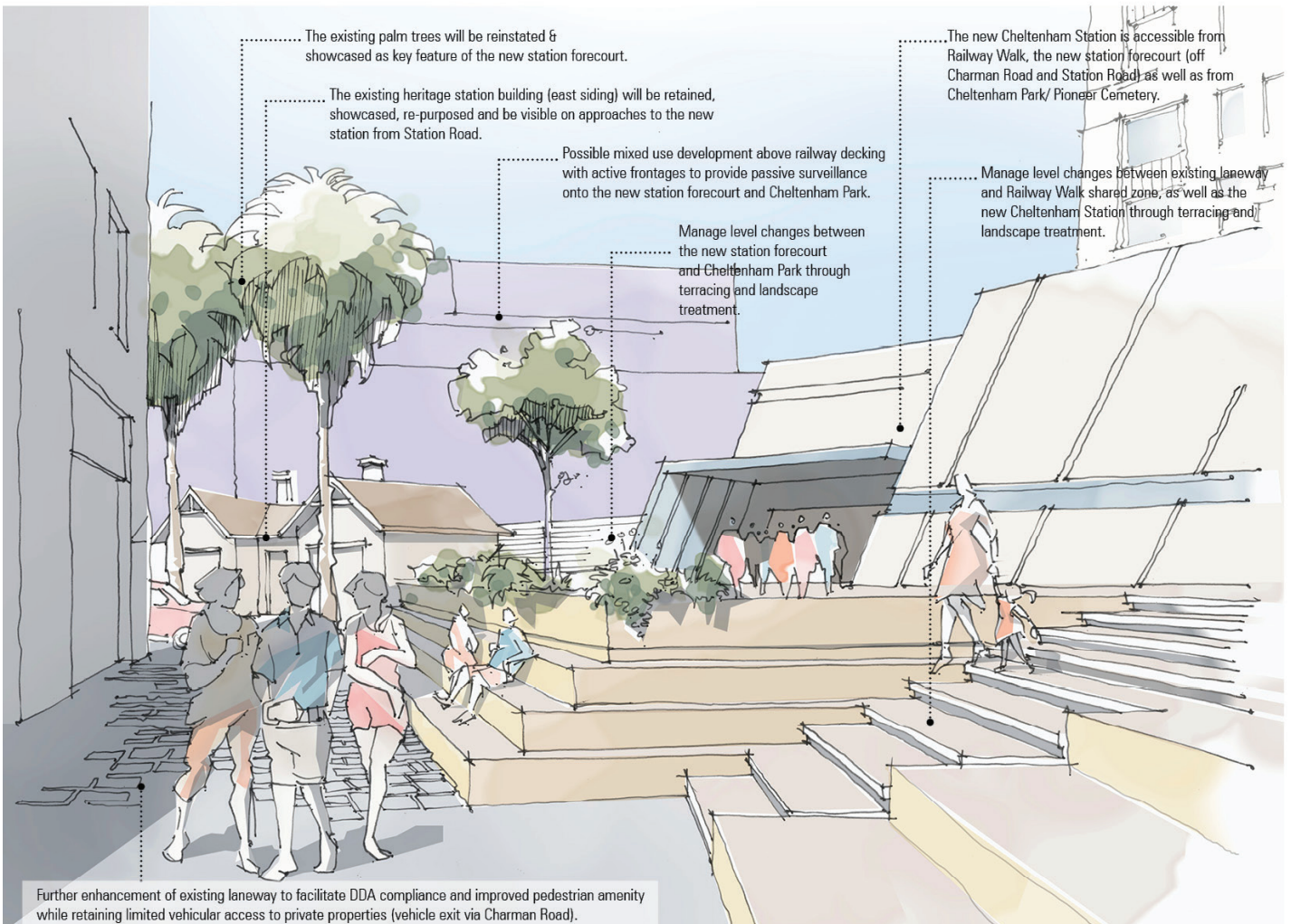


Figure 10: Precinct Concept Plan





Artist's impression demonstrating indicative view of new station forecourt along Station Road where the existing palm trees and existing heritage station will be showcased at the "front door" into Cheltenham, with future mixed use development framing valued key view to Cheltenham Park beyond.



Artist's impression demonstrating indicative view of future shared zone and public realm improvement along Railway Walk/ laneway in Railway Precinct (Precinct E)

5.0 Conclusion

The findings of this Structure Plan Review (precincts A, D and E) will be implemented through a partnership between the City of Kingston, the City of Bayside and the Level Crossing Removal Authority (LXRA), with co-operation from other government agencies such as VicTrack and Public Transport for Victoria (PTV), local business groups and the community.

While Kingston Council is a key agent of change in realising the Structure Plan findings, there will be necessary input and resources from other beneficiaries in order to achieve a holistic Transit Oriented Development and Pedestrian Oriented Design outcome.

Statutory implementation

The recommendations of this Structure Plan Review for Precincts A, D and E can be implemented through Planning Scheme update via a Planning Scheme Amendment process and also through the management of local roads and parking in accordance with the Local Government Act, 1989 and the road Management Act, 2004. This includes:

- Work with the State Government to promptly conduct a Planning Scheme Amendment to update and revise the Activity Centre Zone Schedule 1 (ACZ1) – Cheltenham Activity Centre Framework Plan as found in the Kingston Planning Scheme to reflect updated vision, objectives, precinct boundaries and guidelines;
- Work with the State Government, land owners and existing businesses at 247 - 253 Charman Road, Cheltenham to progressively assemble land to create the new station forecourt along Station Road; and
- Work with the City of Bayside and the State Government to facilitate integrated development outcome on the Station Precinct (Precinct E), across municipal boundary.

It is noted that any future redevelopment above future railway decking is ultimately the responsibility of Bayside City Council in its capacity as Planning Authority.

Non Statutory implementation

These are actions generally facilitated by State and Local Government and partnerships formed with private investors into the centre. They will include:

- Cheltenham station upgrade and grade separation project;
- Streetscape, pedestrian and cyclist improvements;
- Public arts and place making;
- Improvement to the provision of public car parking; and
- Supermarket development.

In delivery the Structure Plan Council is very aware of the critical role in the Cheltenham Chamber of Commerce will play in working with Council and the State Government to ensure the successful delivery of identified projects.

