

# Kingston Green Wedge Management Plan

DECEMBER 2023

ETHOS  
URBAN



*City of*  
**KINGSTON**

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**VERSION NO. D**

**DATE OF ISSUE 21/08/2023**

**REVISION BY HW**

**APPROVED BY HW**

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## ACKNOWLEDGEMENT OF COUNTRY

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The City of Kingston proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respect to their Elders, past and present and emerging.

Council acknowledges the Bunurong's continuing relationship to the land and waterways and respects that their connection and spiritual identify is maintained through ancient ceremonies, songlines, dance, art and living culture.

Council pays tribute to the invaluable contributions of the Bunurong and other Aboriginal and Torres Strait Island elders who have guided and continue to guide the work we do.

2021 NAIDOC DINNER AT THE DERRIMUT WEELAM GATHERING PLACE.  
PHOTO COURTESY: YANNI CREATIVE

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# GLOSSARY

Carbon sink	A forest, ocean or other natural environment viewed in terms of its ability to absorb carbon dioxide from the atmosphere.
Carbon sequestration	<p>The process of removing and storing carbon from the atmosphere in <b>carbon sinks</b> (refer to definition above).</p> <p>The concept of a series of linked public parks, that provides public open space and a trail network, was first discussed in the 1970s. The concept was formalised through the Sandbelt Open Space Project Development Plan (Melbourne Parks and Waterways, 1994). The Plan proposes a series of open spaces across sand extraction and landfill sites in the Dingley Village/Heatherton region. The former sand quarry/landfill sites are known as the sandbelt open space sites, they form the core parkland within the Chain of Parks vision.</p>
Sandbelt Open Space (Chain of Parks)	<p>A Public Acquisition Overlay (for purchase by Parks Victoria) applies to 128.2 hectares of the core land to be acquired to achieve the Chain of Parks vision. These sandbelt open space sites are mostly adjacent to each other and will be connected across the Green Wedge via shared user paths.</p>
Gateway sites	Sites on which place markers can operate in a variety of scales and forms, such as signs, landscape treatments, or integrated built form and landscape elements.
Green Wedge	Non-urban areas of metropolitan Melbourne that are located outside the Urban Growth Boundary (UGB).
Transitional Uses	Industrial activities that are likely to reach the end of their operations in the

current location in the short to medium term (based on current approvals) and the transition out of the local area is addressed by the Green Wedge Management Plan. These uses are to be phased out by 2033 to allow for the long-term vision of the Chain of Parks.

Zone Planning scheme provision that controls land for particular uses, such as residential, industrial or business. Each zone has a purpose and a set of requirements.

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Sources: A Practitioner's Guide to Victorian Planning Schemes 2020  
DPCD Planning: A Short Guide 2008  
Macquarie Australian National Dictionary 2004

## **PURPOSE OF THIS STRATEGY**

The purpose of the Kingston Green Wedge Management Plan (*KGWMP hereafter*) is to identify a vision, objectives and actions for the sustainable use and development of the Green Wedge. The KGWMP identifies the values and features of the Green Wedge, the preferred future land use, environmental and natural resources that should be protected and the needs of the local community.

The KGWMP provides a clear 20-year action plan including regulatory and non-regulatory measures in relation to uses and development likely to be supported in the Green Wedge, environmental enhancements and sustainable practices.

The KGWMP has been developed to be consistent with State Government policies for Green Wedges. It does not propose to change the existing Green Wedge to urban zones or recommend changes to include land within the Urban Growth Boundary (UGB). It does however propose to move the UGB to include two sites within the Green Wedge due to their environmental values and correct existing zoning anomalies where urban zones inappropriately exist within the Green Wedge.

## **EXECUTIVE SUMMARY**

The Green Wedges are the non-urban areas of metropolitan Melbourne which lie outside of the UGB forming a ring around the city. The concept was first identified in the 1960s and 1970s when it was decided to encourage Melbourne's growth into defined urban corridors centred on transport networks. The Green Wedges were created to safeguard areas for agriculture, biodiversity, recreation, open space, natural resources, heritage and landscape conservation and to preserve locations for service industries and infrastructure, such as airports and mineral and stone resources.

The Kingston Green Wedge includes all land outside of the UGB located within the City of Kingston. It extends roughly from Karkarook Park in the north, to Braeside Park in the south, and includes two small areas of land in Aspendale Gardens and Patterson Lakes. Refer to Map 1 Study Area

Kingston's Green Wedge contains significant elements of biodiversity and includes both native fauna and remnant vegetation of state importance. Nationally significant fauna species found in the Green Wedge includes the Dwarf Galaxia and the Growling Grass Frog. The protection and restoration of these areas of ecological significance is of vital importance to safeguard Kingston's biodiversity into the future. There is currently a lack of suitable land for playing fields and active recreation to meet the demand in Kingston and surrounding municipalities. The Green Wedge presents an exceptional opportunity to provide public open spaces for active recreation (e.g. structured sports such as soccer, cricket and football) in addition to the passive recreation opportunities being created by walking and bike paths, to provide critical health and wellbeing benefits for the region.

Many activities within the Green Wedge provide employment such as agriculture, horticulture and sporting facilities. Some old manufacturing and commercial uses

remain that are not appropriate in the Green Wedge and will be phased out in favour of more appropriate activities.

The KGWMP updates the 2012 KGWMP. The KGWMP identifies the values and features of the Green Wedge, the preferred land uses, environmental and natural resources that should be protected, and the needs of the local community. The KGWMP has been updated to reflect the very significant progress made in closing landfill sites and monitoring their rehabilitation into land suitable for other uses, such as the delivery of the historic concept of the Chain of Parks (Sandbelt Open Space Project) and a multipurpose pedestrian, cyclist and equestrian trail linking Karkarook Park to Braeside Park. A number of opportunities have also arisen, such as the Dingley Recycled Water Scheme, which will provide recycled water and potentially boost agricultural and horticultural land use on the smaller lots that characterise the Green Wedge. The completion of the Mordialloc Freeway and the investment of Hawthorn Football Club in Dingley Village for the construction of their new training facility represent significant changes since the formulation of the first KGWMP. Major projects such as the Mordialloc Freeway, Hawthorn Football Club and potential solar energy facilities need to be managed to ensure sensitive interfaces with areas of environmental significance and the Chain of Parks project.

The KGWMP is further supported and informed by the Agricultural Preservation and Strengthening Strategy, completed by RMCG in August 2020. The Strategy updates the vision for farming in the Green Wedge and identifies opportunities to aid agricultural uses.

There has also been a significant change in planning policy. Key changes include the:

- Introduction of the Reformed Rural Zones in September 2013 to support agricultural activity and allow more uses.
- Planning Guide Green Wedge planning introduced in March 2023 and updated 3 October 2023 to provide information and advice relating to planning provisions for Green Wedge land.
- Planning Guide Green Wedge management plans introduced in March 2023 and updated 9 October 2023 to provide guidance on the preparing of Green Wedge Management Plans.
- Adoption of Amendment C143 in 2015 to the Kingston Planning Scheme which rezoned land north of Kingston/Heatherton Roads from a Special Use Zone 2 Earth and Energy Resources Industry to the Green Wedge A Zone to prohibit materials recycling.
- Introduction of new policy through Plan Melbourne in 2017 to:
  - “protect Melbourne’s Green Wedges and agricultural land, including policy 2.1.1 to *“Maintain a permanent urban growth boundary around Melbourne to create a more consolidated, sustainable city.”*
  - *“plan for Melbourne’s green wedges and peri-urban areas”*.
- Changes to the *Planning and Environment Act 1987* in 2023, to provide a definition to *“green wedge management plan”* and provide guidance for the preparation of Green Wedge Management Plans.

- Introduction of new policy through the Open Space for Everyone guide which contains actions which seek to:
  - “*progressively acquire parcels of priority Public Acquisition Overlay (PAO) land – land reserved for public use – for the Sandbelt Parklands*”.
  - deliver the Sandbelt Parklands.

The State Government is undertaking a review of Melbourne’s Green Wedges and agricultural land. In 2019, they undertook engagement on Protecting Melbourne’s Strategic Agricultural Land and released an Engagement Findings Report. Subsequently, a Consultation Paper *Planning for Melbourne’s Green Wedges and Agricultural Land* on improving planning for Melbourne’s Green Wedges and Agricultural Land was released for consultation during mid-2020 to early 2021. The Consultation Paper has been considered as part of the KGWMP review and any planning system reforms will need to be considered through the implementation of the KGWMP.

In 2021, the State Government announced that 91-185 Kingston Road, Heatherton (Delta site) which had previously been identified as parkland within the Sandbelt Parkland (Chain of Parks) as the proposed location for the rail stabling yard needed for the Suburban Rail Loop project.

As part of Environment Effect Statement (EES) proceedings for the Suburban Rail Loop East project, the Suburban Rail Loop Authority (SRLA) prepared an Environmental Management Framework which included a requirement to develop and implement a Public Open Space Framework which includes a need to:

- Prepare a Public Open Space Management Plan for the Heatherton (Stabling Facility), to the satisfaction of the Minister for Planning that:
- Identifies alternate land to be included in the Chain of Parks concept and set out a process for the acquisition of the replacement land.
  - Be prepared in consultation with the Kingston City Council and the Department of Transport and Planning (DTP).

In addition, the Suburban Rail Loop East Inquiry and Advisory Committee Report 2021, recommended that a suitable replacement site be provided to Council by the State Government to mitigate the loss of the Delta site.

Council is advocating for the State Government and the SRLA to provide suitable land for the Kingston Fields project in the Green Wedge area of Dingley Village. The project will provide recreational and sporting fields to address the sporting demand of the growing regional population. The KGWMP will stand alone but will support any future work to be undertaken in the broader South East Green Wedge. The KGWMP has been prepared with a detailed background review of previous studies, on-site analysis and input from the Kingston community, government organisations and interested groups.

## KEY ISSUES

The following key issues identified by Council and the community are addressed in the KGWMP:

- The need for the State Government to provide a suitable replacement site in the Green Wedge area of Dingley Village to mitigate the loss of the Delta site and deliver Kingston Fields.
- Managing existing and closed landfills and other non-compatible Green Wedge uses to minimise their impacts.
- Transitioning existing landfills and other non-compatible Green Wedge uses that cause off-site impacts out of the Green Wedge.
- Protecting and improving the environmental qualities of the Green Wedge.
- Achieving the Chain of Parks concept of open spaces linked by walking, cycling and equestrian trails.
- Identifying appropriate areas for passive and active recreation.
- Retaining a predominantly open and semi-rural feel.
- Retaining and enhancing the viability of traditional market gardens, agriculture and horticulture, and identifying new ways to strengthen and support these activities within the Green Wedge.
- Improving the appearance of the area generally.
- Implementing the KGWMP and providing certainty to landowners and the broader community about the future of the Green Wedge.

Since the adoption of the 2012 KGWMP, progress has been made on a number of actions which are currently either being undertaken or have been completed. This is exemplified by the number of landfills and associated recycling facilities which have now ceased operation and are undergoing rehabilitation within the Green Wedge. As of 2021 no solid inert or putrescible landfills operate and one material recycling facility remains active with a limited life permit. Many of the decommissioned landfills and materials recycling sites have already or are in the process of being converted to parkland. A shared pathway for pedestrian, cyclist and equestrian use will be constructed as part of the Chain of Parks project to link all parkland.

The KGWMP also addresses the following:

- Monitoring, decommissioning and rehabilitation of closed landfill sites in accordance with the Environmental Protection Agency (EPA) requirements.
- In partnership with the Victorian Government and its agencies delivery of the Dingley Recycled Water Scheme project to bring recycled water to the Green Wedge, for the purposes of irrigating agricultural land uses, recreation areas and golf courses. This will assist in improving the viability of agricultural, horticultural and other farming activities as well as addressing significant urban heat island areas within the Green Wedge.
- Ensuring the unique character of the Green Wedge is protected from inappropriate development while supporting a range of appropriate uses.

- Provide a very clear focus for the Victorian Government on the land it has committed to acquire to implement the Chain of Parks project from Karkarook Park to Braeside Park.

## **VISION**

The Kingston Green Wedge will provide a green, spacious relief from surrounding urban development. It will be a high-value environmental and recreational resource for the local and regional community. It will showcase the best in:

- Facilitating a unique regional active and passive open space network.
- Conversion of former landfill sites to sustainable open spaces.
- Strategic partnerships to meet the challenge of local and regional recreation demand.
- Sustainable agriculture.
- Inclusive community facilities in a landscaped setting.
- Sustainable energy generation aiding the region's response to the declared Climate and Ecological Emergency that is Green Wedge appropriate, such as methane gas electricity generation and solar power farming.
- Improving active transport linkages.
- Regeneration and naturalisation of creeks and drains.
- Establishing new wetlands in areas with existing water bodies, adjacent to existing watercourses and potential habitats.
- Community interaction and focus.

The Kingston Green Wedge is to be an exemplary environmental and recreational resource for the local and regional community. It will showcase the best in environmental management, former landfill reuse, sustainable energy generation, water recycling, community interaction and focus, sustainable agriculture, open space linkages, local and regional recreation and community facilities.

## **STATEMENT OF PRIORITIES**

The Kingston Green Wedge will:

- Provide a green spacious relief from the surrounding urban environment and have a semi-rural feel and appearance.
- Deliver the vision of the Chain of Parks as a walking, cycling and equestrian linkage between public open spaces and throughout the Green Wedge to improve accessibility.
- Support and strengthen agricultural and horticultural activities.
- Protect and regenerate areas of environmental and ecological significance.
- Showcase the best environmental and ecological sustainability practices.
- Create a series of habitat corridors that link at the most significant sites of biodiversity value.
- Provide recreational areas and facilities.
- Be easy to navigate and move around via all modes of transport.
- Provide local employment opportunities from appropriate Green Wedge uses.
- Provide local and regional services and facilities.
- Contain activities that interface well with one another.

## **THE KINGSTON GREEN WEDGE MANAGEMENT PLAN STRUCTURE**

The KGWMP is structured under the headings of Environmental and Heritage Qualities, Land Uses and Activities, Public Spaces, Movement and Access, Buildings, and Governance and Leadership. Each chapter contains objectives, strategies and actions under these headings that collectively achieve the Vision.

### **WHAT DO WE WANT?**

#### **Environmental and Heritage Qualities**

Improvements to the urban forest in the Green Wedge that includes:

- Increased canopy (trees over three metres) and vegetation cover in appropriate spaces (noting contamination constraints).
- Increased use of climate-resilient species.
- Increased linking of mapped habitat corridors/ biodiversity areas.

Improvements to the water in the Green Wedge that includes:

- Watercourses in good condition, including in-stream and riparian habitat, stream bed and bank stability, water quality and flow connectivity.
- Watercourses that support the community's desired ecological, aesthetic and recreational values.
- Water security in flood and drought for agricultural and ecological purposes through the facilitation of recycled water and wetland projects.
- A resilient environment that is adaptive to climatic change and creates respite areas that directly tackle urban heat islands.
- Water resource data that informs decision-making within the context of the KGWMP.
- Land development that enhances environmental and water resources values.
- A community that is aware of water management issues and values water resources.

Improvements to the ecological health of the Green Wedge that involves:

- Enhancement in the ecological values of water bodies and waterways.
- Increase in the capacity of native fauna species to respond to the declaration of a Climate and Ecological Emergency (through improved connectivity between resources and habitat).
- Protection and enhancement of existing ecological values and communities.
- Active management of EVCs.
- Re-created habitat, habitat links and buffers for native fauna.
- Re-established populations of conservation-significant species that have declined or no longer occur in the area.

- Prioritisation of biodiversity and habitat connectivity through the delivery of the Chain of Parks and associated shared pathways.

### **Land Use and Activities**

- Conservation areas that safeguard the environmental values of the area and provide passive open space opportunities.
- Public and private recreation facilities that accommodate local sporting clubs, specialist sports, and regional catchments, and that satisfy the demands of the growing population of Kingston and surrounding areas.
- Agricultural type activities and community gardens or programs that produce and/or support food for local, regional or metropolitan markets.
- Urban forests that provide for the re-establishment of functioning ecological communities, a green backdrop and carbon sink benefits.
- Educational and community programs that recognise and increase awareness of Aboriginal cultural heritage.
- State of the art energy generation facilities that are not located in the Chain of Parks or on agricultural land and have minimal off-site impacts on nearby uses including visual impacts, noise and air pollution.
- Elimination of uses that cause off-site impacts on environmental qualities, rural landscapes residential amenity, agricultural viability including visual impact, noise and air pollution and traffic generation.
- A semi-rural style residential cluster along Pietro Road that provides a public pedestrian/cycle path and an appropriately vegetated habitat link between parklands to the north of Kingston Road and Kingston Heath Reserve.
- School and tertiary campuses set within large grounds and associated recreation and open space uses that provide for local and regional students and incorporate publicly available facilities.
- Community and places of worship facilities that offer services or are available for use by the local and regional community.
- More appropriate intensive land uses located on main roads where public transport access is possible, and smaller lots are common.
- Moorabbin Airport and associated aviation activity in a setting that contributes to the appearance, intent and function of the Kingston Green Wedge.

### **Public Spaces**

- A linked open space system realising and expanding upon the Chain of Parks.
- An off-road, linked pathway system from Karkarook Park to Braeside Park delivering on the Chain of Parks Trail Design plan.
- Parks, reserves and wetlands that are linked by paths, and protect and provide refuge for indigenous flora and fauna.
- Passive recreational spaces (large and small) that provide for quiet respite and informal activity.

- Active recreation areas for cycling infrastructure, diversified playing fields (soccer, cricket, hockey etc) linked by pedestrian, cycle and equestrian paths throughout the Green Wedge.
- Improvements to the appearance of roadsides through landscaping, and by regularising footpath, verge and road treatments as appropriate to the role and function of the road.
- Carefully integrated interfaces between significant infrastructure projects and the Chain of Parks through the provision of high quality landscape treatments.

### **Access and Transport**

- Establishment of a safe, efficient and attractive road network within, through and around the Green Wedge.
- Increased use of public transport as a mode of travel to, from and within the Green Wedge.
- Increased use of walking and cycling as a mode of travel to, from and within the Green Wedge.
- Pedestrian pathways along roads to link with and complement off-road links.
- Cycling routes along major through roads, and via a linked pathway system, known as the Chain of Parks Trail, from Karkarook Park to Braeside Park.
- Advocate to Public Transport Victoria (PTV) for improvements to public transport timetabling, stop locations, stop facilities and service frequency.
- Consider the implications of the potential truncation of Old Dandenong Road (between Henry Street and Kingston Road) as a result of the Suburban Rail Loop Project's Stabling Yard Facility.
- The safe and efficient operation of Moorabbin Airport as a state transport facility and as an employer.
- Frequent pedestrian, cycling and habitat underpasses across new and existing roads including arterial roads, major local council roads, collector roads and freeways that meet safety standards and guidelines.

### **Buildings**

- Protection and enhancement of the existing character of the Green Wedge environment.
- Buildings that are sited and designed to maintain an overall sense of spaciousness in the landscape.
- Adequate space around buildings for existing and new vegetation and landscaping.
- Landscaping that reinforces the semi-rural landscape and vistas of the Green Wedge and is not used for the screening of buildings unless necessary.
- Open views and vistas from roads and public spaces.
- To avoid buildings that dominate the landscape.
- Fit for purpose-built form, that is enhanced by vegetation.
- Use of best practice environmentally sustainable building design and techniques.

- Utilise materials, colours and finishes that best immerse buildings within the landscape.
- Encourage the use of indigenous vegetation and substantial trees that blend with the roadside treatments.
- Minimise the effects of the use and/or development on nearby properties and ensure future development is protected from adjoining uses that may have off-site impacts.
- Respect the predominant building height of the area where one exists.
- Create 'Gateway' sites that project the 'green, semi-rural' image of the Green Wedge.
- Improve the appearance of existing land and activities in the Green Wedge.
- Encourage a site layout and built form for uses and developments that complement the spacious and natural setting of the Green Wedge, and do not result in dominant or bulky structures.

### **Governance and Leadership**

- Be clear and unequivocal about the future of the Green Wedge.
- Provide consistent and focused decision making.
- Deliver a coordinated and comprehensive approach to the implementation of the KGWMP that is clearly communicated to the community.
- Seek funding from State and Federal Government to support the implementation of the KGWMP in recognition of the area as a regional resource.
- Support community groups and participation in environmental programs.
- Deliver methods of self-funding public activities or programs, such as educational programs and urban farms.
- Investigate further funding methods to achieve infrastructure improvements to benefit the wider community.

# **1 WHAT IS A GREEN WEDGE MANAGEMENT PLAN?**

## **1.1 GREEN WEDGE MANAGEMENT PLAN**

### **GREEN WEDGES**

Green Wedges are the non-urban areas of metropolitan Melbourne outside the UGB and sometimes referred to as the lungs of the city. They are a legacy of the visions and planning decisions of the past, having first been proposed in planning strategies in the 1960s. The concept of defined growth areas with protected non-urban areas in between provides relief from continuous development and allows for the consolidation of development and integrated services.

The Green Wedges were created to safeguard areas for agriculture, biodiversity, recreation, open space, natural resources, heritage and landscape conservation, and to preserve locations for service industries and infrastructure away from urban uses such as the airport.

The Kingston Green Wedge includes all land outside the UGB in the City of Kingston. It extends roughly from Karkarook Park in the north to Braeside Park in the south and also includes two small areas of land in Aspendale Gardens and Patterson Lakes. Refer to Map 1 Study Area

The Kingston Green Wedge covers 2,067.5 hectares. The land is used for a variety of purposes including the Moorabbin Airport, golf courses, until recently landfill sites which are now being converted to the Chain of Parks (Sandbelt Open Space Project), significant wetlands, sporting fields and parks, and a number of other uses. The Green Wedge also includes the completed Dingley Freeway and the Mordialloc Freeway. The land falls within a number of zones including the Green Wedge Zone, Green Wedge A Zone, Public Use Zone, Special Use Zones, Public Conservation and Resource Zone and Public Park and Recreation Zone.

### **GREEN WEDGE MANAGEMENT PLAN**

A Green Wedge Management Plan is a Council adopted strategy that identifies the vision, objectives and actions for the sustainable development of each Green Wedge. All Green Wedges are required to have a Management Plan and the process for developing such a plan is outlined in the State Government's Green Wedge Management Plans guide.

Another State Government guide is the Green Wedge planning provisions which provides advice about the application of the reformed rural zones in Green Wedge areas. The process must include extensive engagement with all stakeholders, including landowners, businesses and residents in the Green Wedge.

Since the adoption of the 2012 KGWMP, there has been a significant change in planning policy. Key changes include the:

- Introduction of the Reformed Rural Zones in September 2013 to support agricultural activity and allow more uses.
- Planning Guide Green Wedge Planning introduced in March 2023 and updated 3 October 2023 to provide information and advice relating to planning provisions for Green Wedge land.
- Planning Guide Green Wedge Management Plans introduced in March 2023 and updated 9 October 2023 to provide guidance on the preparing of Green Wedge Management Plans.
- Adoption of Amendment C143 in 2015 to the Kingston Planning Scheme which rezoned land north of Kingston/Heatherton Roads from a Special Use Zone Schedule 2 Earth and Energy Resources to the Green Wedge A Zone to prohibit materials recycling.
- Introduction of new policy through Plan Melbourne 2017 to protect Melbourne's green wedges and agricultural land. Including policy 2.1.1 to "*Maintain a permanent urban growth boundary around Melbourne to create a more consolidated, sustainable city.*"
- Changes to the *Planning and Environment Act 1987* in 2023, to provide a definition to "*green wedge management plan*" and provide guidance for the preparation of Green Wedge Management Plans.

As part of the 5-year Implementation Plan for Plan Melbourne, the State Government has started a process of reviewing Green Wedge planning provisions to ensure they support Plan Melbourne outcomes. Policies and controls applying to Green Wedges in Melbourne are currently all under review. In 2019, the State Government undertook engagement on Protecting Melbourne's Strategic Agricultural Land. An Engagement Findings Report was released in July 2019. A Consultation Paper *Planning for Melbourne's Green Wedges and Agricultural Land* which focusses on improving planning for Melbourne's Green Wedges and agricultural land was released for community consultation during mid 2020-early 2021. Key pressures on agricultural land identified by the paper include:

- Increasing land speculation and pressure to convert farmland to other uses.
- Increasing appetite for rural lifestyles and use of these areas for a range of urban activities.
- Incremental and irreversible loss of land that is agriculturally productive or has important nonurban uses.
- More land-use conflicts, particularly where urban areas adjoin rural areas.

The options presented in the Paper seek to achieve greater certainty and consistency of planning and decision-making across the affected agricultural areas to realise a sustainable future in the context of a growing city and state.

Council has made a submission in response to the Consultation Paper, submissions closed in February 2021 with the implementation of controls planned for 2021-2022. This work has been considered as part of the KGWMP.

The DTP is currently progressing the Planning for Melbourne's Green Wedges and Agricultural Land work and expects to finalise it in 2024. Any resultant changes to

State Government Planning Guides or the Victoria Planning Provisions will need to be considered through implementation of the KGWMP.

In 2019, RMCG was appointed by Council to undertake an *Agricultural Preservation and Strengthening Strategy* for Kingston's Green Wedge. The objectives of the Strategy are to:

- Support the retention of existing agricultural activities in the Green Wedge.
- Support the establishment of new small-scale horticultural activities that involve farm sales and wholesale plant nurseries.
- Provide advice on future viable agricultural or agricultural related activities.
- Provide advice in relation to State and Federal grant programs in agriculture innovation.

This work assists in part to inform the recommendations in the KGWMP as it relates to future agricultural activities and community-based agriculture opportunities.

The State Government's Green wedge management plans guide (updated 9 October 202) includes a recommendation that Green Wedge Management Plans be reviewed every 10 years. The KGWMP 2023 is a review of the 2012 KGWMP. The review considers relevant changes in planning policy, issues and opportunities and stakeholder feedback. It also identifies recommendations and actions from the 2012 Plan that have been completed, comments on the progress of tasks that are currently underway, removes any obsolete recommendations and identifies new actions where relevant.

The KGWMP together with the *Planning for Melbourne's Green Wedges and Agricultural Land* consultation report will provide Council, landowners, business operators and residents with certainty about the future of the Green Wedge and all the land within it. It involves relevant government authorities and it is proposed that the KGWMP will be implemented through the Planning Scheme, as well as other mechanisms and processes to provide it with statutory weight.

The KGWMP must provide justification for any necessary change to the Kingston Planning Scheme. Changes to the UGB require the support of the State Government and the approval of both Houses of Parliament. There is clear direction from the State Government that no changes to the UGB will be entertained. Therefore, this Plan does not seek to identify changes to the UGB or make the case for urban conversion of any land located outside the UGB. The exception is for the inclusion of two parcels of land (the wetlands area located adjacent to the Waterways Estate between Dunlops Creek and Springvale Road and the wetlands area southwest of Braeside Park known as the Woodlands Industrial Estate Environmental Wetland. for their environmental values. The Plan also identifies existing zoning anomalies where urban zones inappropriately exist within the Green Wedge.

The principles that are required to underpin the preparation of the Green Wedge Management Plan are:

- Consistency with relevant State Government policies.
- A common basis for the preparation of the Plan.
- A well informed, inclusive plan preparation process.

- A common approach to the preparation of all plans.
- Involvement of stakeholders and landowners.

### **Kingston Green Wedge Management Plan Review Consultation**

As part of the development of the KGWMP, review, a Green Wedge Stakeholder Reference Group and Green Wedge Steering Committee were established.

Council established a Green Wedge Plan Steering Committee to oversee and guide the preparation of the KGWMP review and the Kingston Agricultural Preservation and Strengthening Strategy (APSS). The Green Wedge Plan Steering Committee have provided feedback and recommendations in relation to the KGWMP and preparation of the APSS.

The Green Wedge Stakeholder Reference Group has comprised of voluntary members representing the interest of their land, organisation, or sector. The role of the Stakeholder Reference Group is to:

- Be able to provide input to a significant project for the future of the Kingston Green Wedge.
- Act as a sounding board for the consultant team and decision-makers.
- Act as ambassadors to share knowledge and educate others about the process and opportunities for involvement.
- Provide independent and constructive comments about the content and process of the KGWMP.
- Be provided with information and expert advice that will assist in contributing to the KGWMP and other projects of this nature.

# Map 1 Study Area



# Map 2 South East Green Wedge



## **2 WHAT IS THE VISION?**

### **2.1 THE VISION**

#### **CONTEXT**

In preparing the vision for Kingston's Green Wedge, consideration was given to its history. In parts it has been sand mined and filled with waste, its agriculture has faced significant challenges, and its environment is threatened, but its immediate future is as a focus of sustainable uses, active recreation facilities and open space. This Green Wedge is uniquely positioned close to the urban area and heart of the city, to fulfil a special and significant role for metropolitan Melbourne. The Green Wedge provides a key open space, recreation and environmental resource for the region. The KGWMP provides the opportunity to further the transformation of the Green Wedge to an area that is a showcase of climate responsive land management, regeneration and innovation.

#### **KEY ISSUES**

As Melbourne's population continues to expand, the pressure for land for uses such as housing and industry increases. This pressure threatens the preservation of the Green Wedge. Now more than ever Kingston's Green Wedge is crucial for securing a sustainable and healthy future for our people, our climate and our wildlife. The Council and the community have identified the following key issues that the KGWMP needs to address:

- The need for the State Government to provide a suitable replacement site in the Green Wedge area of Dingley Village to mitigate the loss of the Delta site and deliver Kingston Fields.
- Managing an emerging new landscape through the transition of former landfills, materials recycling and other heavy industry uses out of the Green Wedge.
- Monitoring the compliance of decommissioning and rehabilitation of closed landfill sites in accordance with the EPA requirements.
- Identifying opportunities to improve water quality and water recycling opportunities throughout the Green Wedge and improving the viability of small-scale horticultural and agricultural uses.
- Protecting and improving the environmental qualities of the Green Wedge.
- Achieving the Chain of Parks concept of open spaces linked by walking and cycling trails.
- Identifying and with State Government support purchasing additional areas for passive and active recreation to meet regional demand.
- Retaining a predominantly open and semi-rural feel.
- Identifying and encouraging new sustainable agriculture and other green uses.
- Improving the appearance of the area generally.

- Implementing the KGWMP and providing certainty to landowners and the broader community about the future of the Green Wedge land.

## **THE VISION FOR THE KINGSTON GREEN WEDGE**

The Kingston Green Wedge will provide a green, spacious relief from surrounding urban development. It will be a high-value environmental, agricultural and recreational resource for the local and regional community. It will showcase the best in:

- Facilitating a unique regional active and passive open space network.
- Conversion of former landfill sites to sustainable open spaces.
- Strategic partnerships to meet the challenge of local and regional recreation demand.
- Sustainable agriculture.
- Inclusive community facilities in a landscape setting.
- Sustainable energy generation aiding the region's response to the declared Climate and Ecological Emergency.
- Improving active transport linkages.
- Regeneration and naturalisation of creeks and drains.
- Establishing new wetlands in areas with existing water bodies, adjacent to existing watercourses and potential habitats.
- Community interaction and focus.

With the closure of landfills, a unique opportunity is now established to set up the Green Wedge to become a unique feature for Melbourne for the benefit of multiple future generations.

## **3 WHAT PUBLIC SPACES DO WE WANT?**

### **3.1 CHAIN OF PARKS AND BIODIVERSITY**

The Chain of Parks concept is a long-term vision for the delivery of several hundred hectares of connected parklands from Warrigal Road, Heatherton to Springvale Road, Dingley Village; or from Karkarook Park in the north-west to Braeside Park in the south-east. The concept provides for public open space, walking, cycling and equestrian trails, sports and recreation and biodiversity conservation.

The concept of a series of linked public parks, that provides public open space and a trail network, was first discussed in the 1970s. The concept was formalised through the Sandbelt Open Space Project Development Plan (Melbourne Parks and Waterways, 1994). The Plan proposes a series of open spaces across sand extraction and landfill sites in the Dingley Village/Heatherton region. The former sand quarry/landfill sites are known as the Sandbelt open space sites, they form the core parkland within the Chain of Parks vision. The Sandbelt Open Space vision is also known as the Chain of Parks.

The Chain of Parks is a concept that has been supported by the Council, State Government and the community. It is a key direction for the future of the Green Wedge.

A Public Acquisition Overlay (for purchase by Parks Victoria) applies to 128.2 hectares of the core land to be acquired to achieve the Chain of Parks vision. These sandbelt open space sites are mostly adjacent to each other and will be connected across the Green Wedge via shared user paths. The former sand quarries and/or landfill sites have low end-use value due to the previous disturbance and varying pollution levels. Currently, many of the sites are at various stages of rehabilitation through a variety of capping and pollution monitoring processes and being grassed.

Clause 19.02-6L-01 Open Space and Chain of Parks - Sandbelt of the Kingston Planning Scheme provides guidance on the locations where the Sandbelt Open Space or Chain of Parks is intended to be implemented.

In early 2019, Council engaged Land Projects Pty Ltd to develop detailed plans for the Chain of Parks concept including a shared trail for pedestrian, equestrian and cycling uses, and a wildlife corridor plan. This Plan was adopted by Council on 23 March 2020 and provides clarity around the intent and emerging delivery opportunities to build the Chain of Parks in coming years.

The Council has been very active in progressing the Chain of Parks project since the adoption of the original KGWMP in 2012. Beyond completing the Chain of Parks Trail Design plan, Council has:

- Undertaken upgrade works along the Barkers and Henry Street trails and installed a new cycling path along Old Dandenong Road.

- Opened the 37ha Spring Road Reserve in Dingley Village which was a former landfill in 2016 and now provides a significant recreational path network, new landscaping and dog off-leash areas.
- Commenced in late 2020 developing the 4.3ha Elder Street South Reserve which will provide a unique heavily landscaped new park for the Clarinda community on a former landfill site. Stage 1 was completed in 2023 and Stage 2 works are now in progress.
- Worked with Cleanaway to develop a masterplan for the 32.5ha proposed Victory Road Reserve which is expected to open to the public in mid-2024.
- Commenced masterplans for Spring Road, Heatherton Park and Deals Road.
- Purchased private properties which are located immediately adjacent to land included in the Chain of Parks in Dingley Village and Clarinda.



Figure 1 Spring Road Reserve – Artist Impression

A key objective of the 2012 KGWMP was to obtain support from the State Government to fund land assembly for the Chain of Parks on sites that have since 1994 been in a Public Acquisition Overlay. In 2018, a commitment of \$25 million was made by the State Government to deliver the Chain of Parks project. This commitment brings to life the partnership sought through the KGWMP between State and Local Government to deliver the Chain of Parks project. Clearly identified priority acquisitions for the State Government to develop include:

- The former Henry Street landfill site, which will provide critical linkages from Karkarook Park across to the Elder Street South and Victory Road parks that Council is progressing.
- The expansion of the existing Deals Road Park network which supports a number of existing active leisure uses including a go-kart, pistol club and motorcycle track and provides an important buffer to the Spring Valley Golf Club.

- Other land parcels contained within the Public Acquisition Overlay between Clayton Road and the Mordialloc Freeway that are critical parcels in providing the linkages identified in the Chain of Parks Map 4.

In 2022, the State Government announced the purchase of 83 hectares of connected land in Heatherton, Clarinda and Clayton South included in the Public Acquisition Overlay. Once rehabilitated they will form a connected chain of parks, trails and open space these sites include:

- 101-157 Old Dandenong Rd Heatherton (Henry St).
- 654-718 Clayton Rd Clayton Sth (Clayton Regional Landfill).
- 54-76 Ryans Rd Clayton Sth (Ryans Road Landfill).
- 54-76 Ryans Rd Clayton Sth (Ryans Road Landfill).
- (101 Deals Road) Ryans Rd Clayton Sth (Oakleigh Go Kart).
- 78-82 Ryans Rd Clayton South (Spring Valley Golf Club).
- 521 Heatherton Road Clayton South (Deals Road landfill).

A number of additional sites have been identified by the Department of Energy, Environment and Climate Action (DEECA) for future acquisition to deliver the Chain of Parks.



Figure 2 Henry Street site – 1993 - 2018

## **SUBURBAN RAIL LOOP –STABLING YARD FACILITY**

In 2018, the State Government announced a major investment of \$25 million to assist in the delivery of the 355-hectare Chain of Parks project. Council has consistently called on the Government to use these funds to purchase the Delta site and the neighbouring Henry Street site as priority acquisitions to further advance the Chain of Parks. However, in late 2020 the State Government identified a 34ha site within the Chain of Parks at 91-185 Kingston Road, Heatherton (Delta Site) between the Henry Street Trail and Kingston Road, as the proposed site for the train stabling facility for the Suburban Rail Loop. Since the inception of the Sandbelt Open Space Project Development Plan, this site has been identified as a critical part of the project. It has

been nominated as a site for Public Acquisition by the State Government for parkland since 1994. The intended recreation use of this site is outlined in more detail in this report, which addresses the critical role envisaged for sporting fields in the Green Wedge.

## **MAJOR ROAD INFRASTRUCTURE**

The Dingley Bypass and Mordialloc Freeway have provided significant opportunities for Council to secure additional linear reserves between Karkarook Park and Braeside Park. The Mordialloc Freeway provides a continuous route from Dingley Village through to Aspendale Gardens, and increased access to Chadwick Reserve and Braeside Park. A 6 metre wide pedestrian underpass also provides a connection from Braeside Park to the Woodlands Industrial Estate. The completion of the Mordialloc Freeway has also led to significant parcels of redundant Government owned land that could be appropriately repurposed to facilitate outcomes that the State and Local Governments are seeking to achieve in Green Wedges.

The KGWMP reinforces the implementation of the Chain of Parks Trail Design plan with a critical focus being on improving connections to link public parks and green spaces for pedestrians, cyclists, horse riders and native fauna.

## **BIODIVERSITY**

As part of the Chain of Parks Trail Design plan, Practical Ecology undertook a Biodiversity and Habitat Connectivity Concepts study in October 2019. The report identifies:

- The majority of existing biodiversity values are located in the road reserves and around the perimeter of the disturbed sites. These values consist of some remnant indigenous vegetation and numerous urban habitat i.e. planted native and/or exotic mature trees and shrubs.
- There is considerable value in the existing vegetation and/or waterbodies which need to form the ecological framework on which to build future biodiversity outcomes and habitat connectivity.
- Detailed ecological surveys and/or management plans will need to be undertaken for each site as acquired that will form the detail in planning and implementing the management actions required to achieve biodiversity and habitat connectivity outcomes for each sandbelt open space.

Kingston's current Biodiversity Strategy 2018-2023 aims to provide the following strategic outcomes:

- Protect and improve areas of remnant indigenous vegetation, sites of significant habitat and other significant vegetation.
- A reduction in the negative impact on biodiversity within Kingston's Natural Resource Areas (NRA).
- Undertake and encourage revegetation using indigenous species in modified areas that lack natural regeneration.

- Increased awareness, appreciation and understanding of biodiversity and participation in biodiversity management within the local community.
- Partnerships with neighbouring municipalities and other land managers and stakeholders to enhance and protect biodiversity.

Council is currently preparing a new Biodiversity Strategy. The Strategy will demonstrate to the community the value of biodiversity for both its ecosystem service functions and its intrinsic right to exist. The Strategy will protect and enhance these values through the lens of the declared climate and ecological emergency and noting the substantial threats to biodiversity from pressures including pest species and urbanisation.

## **3.2 THE ISSUES**

The way that public spaces are used and managed is of concern to the community. What open space is available to the public and how can it be used? How are the areas connected and in what ways? Areas along roadways are important public spaces that project an image of the Green Wedge. How can these be improved to project the green, semi-rural image that the community wants?

### **PUBLIC OPEN SPACE**

Public open space in the Green Wedge is predominantly made up of reserves and parklands that are used for passive and active recreation and sporting activities. Many areas also have environmental values and significance as discussed in Chapter 4 'What Environmental and Heritage Qualities do we want?'.

The KGWMP demonstrates much of the rehabilitated landfills are being transformed into public open space, however, it is necessary to ensure that this space is purposed based on need, is well developed and can be maintained. There are a variety of uses to which open space can be put and the most appropriate use for the community, both local and regional, needs to be considered. Funding concerns and ongoing maintenance costs may require consideration of semi-commercial models of operation or leasing arrangements for activities that are aligned with the intended recreational opportunities.

Council and Parks Victoria have demonstrated a strong ability to build community involvement in decision-making and management support regarding open spaces in the Green Wedge and this should continue to be encouraged.

Other authorities with responsibilities for land management in the Green Wedge are encouraged to consider ways to improve public access and open space outcomes in their works. For example, Melbourne Water could be encouraged to link water management (waterways, drains and wetlands, etc) as part of open spaces. Land, such as the Triangle site in Springvale Road, Aspendale Gardens, that has been identified as having some ecological value as a wetland, should be acquired by Melbourne Water for open space.

Existing public open spaces in the Green Wedge cater for a variety of sporting and passive recreation activities, including sports fields, golf and wetlands for fishing and bird watching. Land should be acquired for the construction of a shared pathway through the Chain of Parks for pedestrian, cyclist and equestrian usage, grounds and walking areas.

## **ACCESS**

Access to open spaces within the Green Wedge varies depending on location in relation to surrounding residential areas. The parts of the Green Wedge most remote from the UGB are relatively inaccessible by means other than by car. Many of the public open spaces are within walking distance of nearby residential properties, although improved access and signage to some locations will be beneficial. Linking of the spaces by walking, cycling or equestrian trails would improve accessibility throughout the Green Wedge and is a key priority for the Green Wedge vision.

The majority of the recreational areas and facilities are not easily accessible by public transport, with bus routes not providing sufficient infrastructure or stops close to recreational destinations. Some parks and reserves have restrictive fences, surfaces or bollards that may prevent access for users with wheelchairs and prams.

In general, access and location to nearby residential areas should have a role in determining the type and appropriateness of recreational activity in any location. Small pocket parks and local recreation facilities are best located close to residential areas where walking access is encouraged. Larger facilities that may attract large crowds of spectators or regular non-local visitors should be located more remotely from residential areas, but still preferably on good public transport routes, and with space for adequate provision for car parking and associated facilities.

## **STREETSCAPES**

The road network within the Green Wedge provides important public spaces, providing connections and potentially pleasant areas for active transport and pedestrian movement. The streetscapes of an area are a highly visible element of the character of an area, and while having limited impact on land usage, have implications for the way the area is viewed and characterised. The distinction between urban and non-urban can be emphasised quite readily through streetscape treatments including kerb and channel forms and materials, landscaping, vegetation species, placement and size, footpath treatments and signage.

The Green Wedge is currently dissected by a grid-like network of roads (see Map 8 Future Access & Movement), ranging from four-lane arterial roads to unsurfaced local connector roads. The conditions of roads vary, with many in poor appearance and lacking in basic infrastructure such as footpaths, kerbs and channels, planting, and lighting. Many of these roads do not support active travel transport uses.

Roads within the Green Wedge are the responsibility of the Council or Department of Transport and Planning (DTP). DTP is responsible for the parts of major roadways used by through traffic, whereas the Council is responsible for other roads and any part of the roadway not used by traffic, such as footpaths and verges.

Streetscape Design Guidelines have been prepared to delineate the appropriate road designs for the various types of roadways within the Green Wedge. These guidelines will be used to apply consistency to the road network and to support the determination of costs and funding for future road improvement planning.

The commitment of public funds to streetscape improvement can provide the impetus and example for other land users and owners to improve the appearance of their properties, while at the same time potentially providing a screen from general views of some land-use activities. Funding for these improvements could potentially be sourced through Council funds, DTP funds and private development.

### **3.3 WHAT DO WE WANT?**

- A linked open space system realising and expanding upon the Chain of Parks.
- An off-road, linked pathway system from Karkarook Park to Braeside Park delivering on the Chain of Parks trail.
- Parks, reserves and wetlands that are linked by paths and habitat corridors, to protect and provide refuge for indigenous flora and fauna.
- Passive recreational spaces, large and small, that provide for quiet respite and informal activity.
- Necessary active recreation areas such as Kingston Fields providing for cycling infrastructure, diversified playing fields (soccer, cricket, hockey etc) linked by pedestrian and cycle paths throughout the Green Wedge.
- Improvements to the appearance of roadsides through landscaping, and by regularising footpath, verge and road treatments as appropriate to the role and function of the road whilst retaining the semi-rural feel of the Green Wedge.
- Carefully integrated interfaces between the significant infrastructure projects and the Chain of Parks through the provision of high quality landscape treatments.

## **3.4 WHAT ARE WE GOING TO DO?**

### **PARKS, RESERVES AND WETLANDS**

- Preserve existing parks and reserves and ensure that adjoining uses and development do not impact the environmental qualities, tranquillity and amenity of these areas.
- Expand existing and establish new parks and reserves to include identified environmentally significant areas, buffers for sensitive environments, indigenous flora and fauna habitats and wildlife corridors.
- Establish new wetlands in areas with existing water bodies, adjacent to existing watercourses and potential habitats.
- Create wetlands to assist in water quality improvement of watercourses and groundwater and mitigate flooding problems.
- Support the State Government in converting acquired former landfill sites to passive recreation uses that form the Chain of Parks.
- Advocate for the acquisition of the Triangle site in Springvale Road, Aspendale Gardens by Melbourne Water, or other State Government body, for open space to support and regenerate environmental values.
- Work with golf courses and other private recreational uses to expand community access and habitat creation.

### **STREETSCAPES**

- Improve the appearance of roads within the Green Wedge by regularising footpaths, verges and road treatments as appropriate to the role and function of the road.
- Ensure that existing and proposed main roads have a soft interface with areas of open space, including those that will form part of the Chain of Parks.

### **OPEN SPACE LINKAGES**

- Work with Melbourne Water to progressively naturalise and where required acquire land adjoining the Mordialloc Settlement and Dunlops Creeks for public access, through the planning approvals process or non-compulsory acquisition.
- Progressively develop the Chain of Parks trail as sections become available.
- Develop a themed path style and signage for the linked pathways to guide users and to indicate temporary alternative routes pending completion of linkages in accordance with Councils adopted Wayfinding Strategy 2023.

### 3.5 HOW ARE WE GOING TO DO IT?

- Continue implementation of the visionary Sandbelt Open Space Project Development Plan, May 1994 (known as the Chain of Parks Concept Plan) by progressing the Chain of Parks Trail Design plan.
- Support the conversion of recently purchased land by the State Government in Heatherton, Clarinda and Clayton South to accessible open space as part of the delivery of the Chain of Parks.
- Support the State Government to provide suitable land in the Green Wedge area of Dingley Village for the Kingston Fields project. This project will deliver a regional sport and recreation facility to offset the loss of the Delta site.
- Utilise public/private partnerships for expanding the opportunities for additional recreational uses in the Green Wedge.
- Rezone land within the Chain of Parks to the Public Parks and Recreation Zone upon implementation of the Plan.
- Identify priority areas containing waterbodies to be protected for their ecological values.
- Involve the local community, environment and user groups in volunteer days to undertake works, landscaping and maintenance.
- Develop an approach to promote the design and construction of roads which incorporate footpaths and landscaping and accord with design outcomes sought in the KGWMP.
- Progressively implement the road verge landscaping and footpath improvements for which Council is responsible as part of operational budgets.
- Investigate entry signage at gateway locations to promote the Green Wedge in accordance with Councils adopted Wayfinding Strategy 2023.
- Negotiate with DTP to ensure upgrades to roads are made in a timely manner, incorporate the required space for landscaping and footpaths, with minimal impacts.
- Continue to advocate to DTP for non-standard, innovative design solutions along the interfaces of main roads and the Chain of Parks for any future road upgrades.
- Investigate potential future open spaces outside of the Chain of Parks area.

### **3.6 Streetscape Design Guidelines**

Improvement in the appearance of roadsides is a key priority in improving the general appearance of the Green Wedge by reflecting its semi-rural status, it will also assist in improving habitat and ecology and projecting the environmental awareness and sustainability themes that underpin the Green Wedge's future.

The following guidelines have been prepared for implementation by the relevant authority to provide a cohesive and comprehensive approach to the appearance of public areas along roads in the Green Wedge.

#### **TPOLOGY 1: DECLARED MAIN ROADS**

Declared Main Roads throughout the Kingston Green Wedge include the Primary and Secondary Arterial Roads as classified by DTP, including:

- Kingston / Heatherton Road
- Centre Dandenong Road
- Lower Dandenong Road
- Governor Road
- Thompson Road
- Warrigal Road
- Boundary / Clayton Road
- Springvale Road
- Westall Road
- Old Dandenong Road
- Clarinda Road
- Dingley Bypass (completed in 2016)
- Mordialloc Freeway (completed in 2021)

In general, Declared Main Roads serve as key connectors between major destinations. Predominant characteristics are listed in Table 1 below.

Table 1 Declared Main Roads Characteristics

<b>Carriageway</b>	Carry one to two lanes of traffic in each direction Traffic lanes are clearly marked
<b>Speed Limit</b>	70-80kph (reduced to 40kph at schools)
<b>Parking</b>	Not provided
<b>Footpath</b>	3-4m wide shared path on one or both sides of the road
<b>Bicycle Path</b>	No dedicated bicycle lane marked on the carriageway
<b>Trees &amp; Vegetation</b>	Limited to occasional native tree planting along the roadside
<b>Public Transport</b>	Form part of the public transport bus route

### Opportunities exist to

- Improve the number and regularity of street tree planting in existing nature strips. This would provide more shade and a buffer from vehicular traffic for pedestrians.
- Improve amenity for pedestrians, cyclists and equestrians, including the provision of a continuous 3-4m shared path along one or both sides of the road.
- Plant additional large native/indigenous trees at key locations such as at gateway sites/prominent corner sites whilst maintaining key view lines.
- Provide additional median strip planting where possible.
- Provide wayfinding to crossing points and facilities/ features.
- Incorporate WSUD treatments into roadside verges for passive irrigation.

### Guidelines

- Extend street tree planting and other vegetation to provide regular corridors of green that intersperse or pass through the Green Wedge and flow onto private land.
- Upgrade and make scenic vegetated landscapes consistent with the surrounding area's major highways.
- Provide safe, direct and convenient pedestrian and cycle access and links to transit stops or interchanges.
- Provide safe crossing points along pedestrian desire-lines.

It should be noted that arterial road design is as required by the relevant roads authority.

## TYOLOGY 2: SECONDARY ROADS

Secondary Roads throughout the Kingston Green Wedge include:

- Spring / Rowan Road
- Tootal Road
- Grange Road / Second Avenue

In general, Secondary Roads have the following characteristics identified in Table 2.

Table 2 Secondary Roads Characteristics

<b>Carriageway</b>	Carry one lane of traffic in each direction Line markings are generally not provided
<b>Speed Limit</b>	60-70kph
<b>Parking</b>	On street parallel parking in some locations (generally unmarked)
<b>Footpath</b>	2- 3m wide footpath on one side of the road
<b>Bicycle Path</b>	No dedicated bicycle lane marked on the carriageway
<b>Trees &amp; Vegetation</b>	Native roadside tree planting on both sides of the road
<b>Public Transport</b>	Do not form part of the public transport bus route

### Opportunities exist to

- Widen key Secondary Roads where necessary.
- Provide formal kerb infrastructure (semi-mountable rollover or flush and swale) where necessary.
- Plant additional native trees along the roadside to enhance the overall landscape character of Secondary Roads.
- Improve amenity for pedestrians and cyclists, including the continuous provision of a 2-3m shared path along one or both sides of the road.
- Incorporate WSUD treatments into roadside verges for passive irrigation.
- Remove rubbish and maintain existing roadside vegetation.

### Guidelines

- Incorporate the planting of native/ indigenous vegetation in the streetscape.
- Avoid formal row plantings.
- Avoid the urbanisation of street infrastructure where it may not be absolutely essential (e.g. concrete kerb + channel + footpath; roundabouts).

### TYOLOGY 3: MINOR ACCESS ROADS

The existing network of Minor Access Roads throughout the Green Wedge is too extensive to list below, but in general are those roads which:

- Provide an access route to key land uses within the Green Wedge.
- Provide an important access function.
- Are informal in nature; unmarked, narrow in width, no kerb infrastructure and often unsealed.

In general, Minor Access Roads have the following key characteristics identified in Table 3.

Table 3 Minor Access Roads Characteristics

<b>Carriageway</b>	Carry one lane of traffic in each direction with a carriageway width of 5-7.5m Line markings are generally not provided
<b>Speed Limit</b>	10-50kph
<b>Parking</b>	No parking provided
<b>Footpath</b>	None
<b>Bicycle Path</b>	None
<b>Trees &amp; Vegetation</b>	Limited to sporadic and informal roadside vegetation
<b>Public Transport</b>	N/A

#### Opportunities exist to

- Widen and seal key minor access roads where necessary.
- Provide informal kerb infrastructure (semi-mountable rollover) where necessary.
- Plant additional native trees on the roadside to enhance the landscape character of minor access roads.
- Incorporate WSUD treatments into roadside verges for passive irrigation.
- Remove rubbish and maintain existing roadside vegetation.

#### Guidelines

- Protect unsealed roads, access tracks and driveways as an important character element, as far as reasonably possible.
- Where sealing is required, apply a light asphalt surface.
- Maintain the informal nature of minor access roads afforded by sporadic and informal roadside vegetation.
- Provide indigenous and native plantings in clumps and clusters as opposed to formal row plantings.
- Avoid urbanising of street infrastructure where it may not be absolutely essential (e.g. concrete kerb + channel + footpath; roundabouts).

- Limit the extent of large hard/ paved surfaces, including driveways, yards, car parks, footpaths, and roads, in both the private and public domain.

# Map 3 Chain of Parks Master Plan



**KINGSTON GREEN WEDGE**  
**CHAIN OF PARKS - TRAIL DESIGN**  
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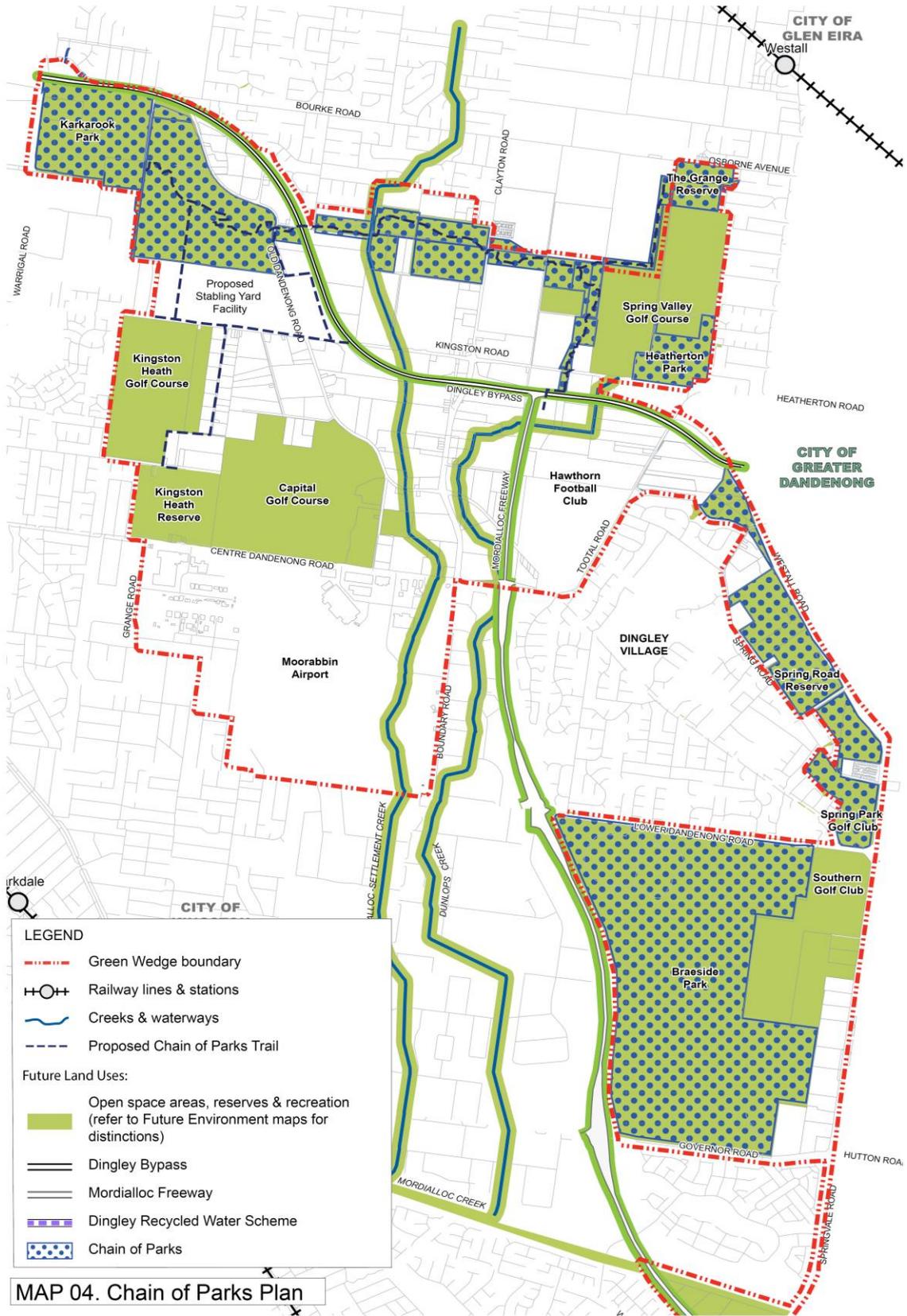
TITLE  
 MUNICIPALITY OPEN SPACE NETWORK & CIRCULATION PLAN

DRAWING NO. 1.1 DATE MARCH 2020

SCALE @ A1 NORTH NTS



# Map 4 Chain of Parks Plan





# 4 WHAT ENVIRONMENTAL AND HERITAGE QUALITIES DO WE WANT?

## 4.1 THE ISSUES

Environmental quality within the Green Wedge is a key priority and an area of opportunity and of concern to residents and the wider community. How do we improve and prevent further degradation of the valued environmental qualities of the Green Wedge? How can we better support the native flora and fauna, and what threats to their habitats can be minimised? In particular, how can water quality be improved, as this impacts on habitat, as well as surrounding land uses and recreational opportunities?

Kingston residents highly value the Green Wedge for its nature conservation and the provision of passive and active recreation through parklands and reserves. There is strong support in the community for these uses to continue, along with the provision of more walking and cycling trails and improvements to run-down areas.

There is explicit concern that the valued parks and wetlands may be threatened by increasingly inappropriate development. A large proportion of the community does not want industrial (including waste), commercial and retail uses within the Green Wedge. Most residents strongly agreed that all parks and wetlands were to be protected primarily for wildlife and future generations. Residents were also concerned with the lack of environmental management, and the loss of parkland and open space.

### CLIMATE CHANGE

On the 4<sup>th</sup> of February 2020, Kingston City Council joined hundreds of councils around the world in declaring a Climate and Ecological Emergency. With the declaration Council recognises that climate change causes significant damage to the economy, society and environment and that urgent action is required to reverse current trends.

The declaration has heightened the role that the Green Wedge can play in assisting to address Climate Change.

The declaration focussed on the following areas:

- Protecting vegetation and looking at increasing native vegetation and trees through the planning system and local laws.
- Working with our diverse multicultural communities to raise awareness of climate change, and support community action to mitigate greenhouse gas emissions and build environmental resilience.
- Calling upon State and Federal Governments to also declare a climate and ecological emergency and back this up with programs to drive emergency action to reduce greenhouse gases.
- Investigating the financial viability of moving away from financial institutions which fund the fossil fuel industry.

In response to the climate emergency Kingston City Council has prepared a Climate and Ecological Emergency Response Plan 2021. The Plan focusses on the following priority areas:

- Support low carbon living.
- Future proof business and industry.
- Transition to sustainable transport.
- Draw down or capture carbon from the atmosphere.
- Adapt to the impacts of climate change.
- Transform Council operations.

The KGWMP assists in the implementation of the Climate and Ecology Emergency Response Plan 2021 by protecting and supporting the retention of indigenous and native vegetation including canopy trees, encouraging additional planting throughout Kingston's Green Wedge and through the facilitation of passive recreation and transport corridors. This initiative will also support the Kingston Urban Cooling Strategy 2020 and Kingston Urban Forest Strategy 2023.

The delivery of the Chain of Parks and regeneration and naturalisation of creeks and drains will protect and enhance habitat for native fauna, improve biodiversity and enhance carbon 'sinks' that remove / sequester carbon from the atmosphere.

The KGWMP also identifies a Solar Energy Park as a viable use for former landfill sites that do not impact on the Chain of Parks and agricultural land. This initiative could provide solar power to thousands of homes.

By supporting local agriculture in the Green Wedge, the KGWMP facilitates provision of locally grown fruit and vegetables to Kingston and surrounding areas, contributing to our priority of Low Carbon Living and a reduction in transport related emissions.

New buildings and any major refurbishments within the Green Wedge are also encouraged to meet high environmentally sustainable design principles that maximise green opportunities, increase water and energy efficiency, reduce mechanical cooling requirements (and costs) and reduce carbon in the atmosphere.

## **WATER QUALITY**

The quality and quantity of water resources are key issues within the Green Wedge. Most of the land area within the Green Wedge has been cleared and substantially modified for sand extraction and other land uses. Watercourses and former swamps have been converted to drains, groundwater extraction has lowered the water table, and the natural flooding regime has been altered through the creation of artificial wetlands. It is considered to be very difficult to reinstate these natural processes on a large scale because of conflicting land uses.

The Kingston Green Wedge is a part of the Dandenong foothills catchment and consists of major drainage lines made up of natural and constructed channels with underground systems. The catchment area is highly urbanised with degrading processes that impact waterways within the Green Wedge, particularly to the northern areas. Previous mining and landfill activities have also interfered with the natural hydrology of the area and contributed to the high levels of pollution found in the water

and drainage systems. These significant levels of interference to the natural hydrology have resulted in an unpredictable water system, with high risks in managing peak flows and water quality. Poor water quality can also lead to many other issues such as the degradation of ecological values. In particular, the lack and unpredictability of good quality water is an identified constraint on agricultural uses in the area.

Climate change poses a significant threat with potential reductions in annual water supplies and increasing flood risks that will need to be minimised due to the limitations of the existing drainage system.

Improvements to water quality and predictability need to be tackled in a holistic manner to ensure the sustainability of the resource and that long-term solutions are found. Melbourne Water is actively pursuing measures to improve waterway health, including significant investment in the construction of creek naturalisation and wetlands projects, and is undertaking other waterway improvements. The Council is a key partner in this work and an inter-organisational collaborative response will continue to be essential to managing water issues. Improvements to watercourses will need to be mindful of surrounding development constraints in catchment areas.

Obtaining greater public access along waterways has the dual benefit of ensuring the ability to improve and monitor waterway health and undertake bank improvements and providing a pedestrian/cycle link. Many examples exist throughout the urban area where once neglected creeks and former creeks have undergone transformation when public attention is focussed on their potential as a community and environmental resource. Merri Creek, Moonee Ponds Creek and Darebin Creek are examples of creeks and former drains in the northern area of Melbourne that now have Friends' Groups that regularly undertake clean-up and planting days, monitor environmental health and support community activity. Community gardens, public and private sporting facilities, horse agistment and parks are now regular features along these waterways, in addition to extensive walking and cycle paths.

Recognition of the waterways within the Green Wedge as legitimate ecological features has long been advocated by a number of previous reports, including the most recent undertaken by Practical Ecology in October 2019 for the Kingston Sandbelt Open Space Sites within the Chain of Parks (Biodiversity and Habitat Connectivity Concepts). Council is currently preparing a new Biodiversity Strategy. The Strategy will demonstrate to the community the value of biodiversity for both its ecosystem service functions and its intrinsic right to exist. The Strategy will protect and enhance these values through the lens of the declared climate and ecological emergency and noting the substantial threats to biodiversity from pressures including pest species and urbanisation.

Further studies looking into obtaining public access, water quality and habitat improvements are required. To assist in the recognition of these waterways, reference to them as drains should be avoided, and consequently, this report will continue to refer to these waterways as Mordialloc Settlement Creek, Clarinda Creek and Dunlops Creek.

## **Recycled Water Schemes**

Kingston's Green Wedge is home to market gardens, plant nurseries, golf courses, parkland and sports fields, all which require water to thrive. Yet water is scarce and expensive. Rather than using valuable drinking water, realising the installation of a new recycled water pipeline could see Class A water piped from the nearby Eastern Treatment Plant to this key region.

Businesses in the Green Wedge currently use a mix of potable water and stormwater, however increasing demand and climate change threaten the stability of Melbourne's water resources. As such more efficient water use and alternative water sources are needed to ensure the long-term sustainability of the local food production industry, not only in Kingston but also in the entire South East region.

The planning for the Dingley Recycled Water Scheme project is well advanced. It is intended that a Class A recycled water pipeline will be provided from the Eastern Treatment Plant along the Mordialloc Freeway alignment, then branching out to service the surrounding areas. The users of the recycled water include market gardens, nurseries, golf courses, public parks and potentially the Hawthorn Football Club as part of its new facility.

The Dingley Recycled Water Scheme has the potential to reduce the need for agricultural uses to provide onsite water basins in order to be viable and provide a guaranteed level of supply and quality of water. Providing a reliable supply of water into the Green Wedge is also critical in combatting climate change. The provision of alternative water will significantly help to green and cool Council parks, sports fields, streetscapes, including trees and grassed areas.

An integrated approach to water planning and management can provide multiple benefits to the health and wellbeing of the local communities, including the ability to:

- Build resilience to climate change effects by ensuring water security.
- Enhance liveability by creating open green spaces and reducing heat island effects by supporting tree canopies.

Using less potable water and increasing the use of alternative water, such as recycled water pipelines and stormwater harvesting. Water will play a critical role in supporting Council's cooling, greening, urban forest and climate change adaptation objectives.

A need for more water to irrigate our parks to keep them green and cool to support our community's health and liveability.

The Urban Cooling Strategy 2020 describes Council's approach to reducing the impacts of heat islands in areas that have a greater proportion of bitumen, dark roofs, dry grass and bare ground. In contrast, cool islands feature irrigated grass, wetlands, water bodies and trees in the landscape, noting that large areas of bare ground or dry grass can be much hotter than average regional temperatures.

## **BIODIVERSITY PARKS AND CONSERVATION RESERVES**

The significant areas of biodiversity in the Green Wedge includes both flora and fauna. There are numerous significant conservation reserves within the Green Wedge that contain remnant and rare vegetation species. Braeside Park is an area of regional conservation significance that contains a number of ecological vegetation class (EVCs). The Grange Heathland Reserve is listed as an indicative place on the Register of the National Estate. Karkarook Park, Rowan Woodland, Kingston Heath Reserve, Heatherton Recreation Reserve and Learmonth Reserve all contain recognised remnant vegetation and/or biodiversity values. Remnant vegetation in the form of scattered and/or patches of indigenous trees and shrubs also exists in a number of locations including road reserves, along waterways and around the perimeter of a number of sites. The protection of the remaining areas of ecological significance needs to be a priority of the KGWMP if it is to be achieved.

Many of the reserves with the highest ecological values are largely disconnected in that they do not form a network of vegetation and habitat. This reduces their effectiveness as wildlife corridors and leads to more frequent edge effects where pests, feral and domestic cats and dogs, and weeds can more readily invade. Creating a series of habitat corridors that link at least the most significant sites should be a priority of the KGWMP.

In addition, there are a number of natural and constructed wetlands, particularly in and around the southern part of the Green Wedge, offering habitat values that create a near-continuous link virtually wrapping around the Green Wedge.

These wetlands include those within Braeside Park, Woodlands Estate, Waterways Estate, Yammerbook wetlands, Edithvale-Seaford wetlands and Wannarkladdin wetlands. Creating biodiversity corridors between all these wetland areas would be mutually beneficial to the preservation or re-establishment of biodiversity values.

Many of these conservation reserves and wetland areas within the Green Wedge contain isolated remnant vegetation and provide habitat for rare and threatened species. Detailed monitoring is recommended for the following sites which have the most intact remnant vegetation and are most representative of the naturally occurring vegetation types within the municipality:

- Braeside Park
- The Grange Reserve
- Rowan Woodland Reserve
- Epsom Conservation Reserve
- Mordialloc Creek Reserve
- Deals Road Reserve
- Heatherton Park
- Sites along Clarinda Creek
- Spring Park Golf Club
- Spring Valley Golf Course Heathland
- Spring Valley Golf Course Swamp

The areas identified for containing remnant vegetation and EVCs provide the fundamental bones for biodiversity and habitat connectivity for the Sandbelt Open Space sites. These areas are considered one of the starting points as they provide existing biodiversity and habitat opportunities which can be built upon and radiate outwards to achieve a biodiversity and habitat link.

Further surveys will be required of the two Spring Valley Golf Course sites and other privately-owned sites within the Sandbelt, to determine the type and extent of any ecological values, and how they can be incorporated and/or planned into achieving the biodiversity and habitat connectivity objectives for the Chain of Parks vision.

The sites identified as containing remnant vegetation are illustrated in Map 5 Existing Environment.

Specific recommendations for these reserves are included where previous studies have identified actions that have not been undertaken as yet. These studies include the work by Biosis on Kingston reserves (Yugovic, 2010) and the Council's Studies that have been completed including:

- Biodiversity Strategy 2018-2023.
- Kingston Sandbelt Open Space Sites within the Chain of Parks: Biodiversity and Habitat Connectivity Concepts, 2020, by Practical Ecology.

A vegetation assessment of Public Acquisition Overlay land for the Chain of Parks is also being undertaken with State Government funding.

Scope for habitat corridors in areas of private land ownership needs to be explored and achieved wherever possible to assist in reducing the fragmentation of publicly owned areas. Additionally, management objectives and directions for parks and reserves need to be coordinated to prioritise habitat maintenance and corridors, as in some instances there is a focus on providing sporting facilities that need to be balanced with other needs in open space areas.

The Living Links program by Melbourne Water has been developed to protect water quality and enhance native flora and fauna in the Dandenong Creek catchment. It aims to both develop new and enhance existing vegetation corridors along roadsides, waterways, public open spaces and private land, and to protect and enhance habitat for native fauna. The Living Links Strategic Plan 2019-24 outlines the actions Melbourne Water will undertake to achieve their vision. There is potential to coordinate some of these actions within the KGWMP to assist with the retention of biodiversity on a regional scale and ensure biodiversity is retained in an otherwise fragmented and urbanised landscape.

Historic records of threatened species, such as the Southern Brown Bandicoot (*Isoodon obesulus*) and the Growling Grass Frog (*Littoria raniformis*) indicate that the Green Wedge once provided suitable habitat for them. There are a number of other threatened flora and fauna species in the area. Improvements to water and creek side habitat could lead to the re-establishment of these species and this would indicate an improved environment.



Figure 3 Edithvale Wetlands

## **ENVIRONMENTAL RISKS (WASTE AND LANDFILLS)**

The potential sources of environmental risk identified on landfills within the Green Wedge were primarily related to the following:

- The age of landfills, the year which it was constructed and closed, and the related period when waste regulatory guidelines came into effect.
- The types of waste received.
- The known presence or absence of environmental controls and measure to minimise the likelihood of emissions and/or impact to the environment.
- The sensitivity of the surrounding environment.

The most significant change to the Green Wedge since 2012 is the closure of operations and commencement of decommissioning of all remaining landfill sites. Significant work since the earlier plan has been undertaken by operators and sites are now in various stages of rehabilitation, with some undergoing or completing the transformation into parklands and other uses. Land use conflicts between landfill sites and surrounding land uses, particularly along interfaces, are now significantly reduced. The objective to develop a Chain of Parks by decommissioning, revitalising and converting former sand quarries and landfill sites to open space is well underway.

Landfills constructed before the 1990s pose higher environmental risks, even during decommissioning processes, due to the limited regulatory provisions at the time of their establishment. The following key risks related to these landfills are:

- Contamination of groundwater/aquifers by leakage and residual soil contamination during usage.
- Off-gassing from methane generated by decaying organic wastes.
- Harboured disease vectors such as rats and flies from improperly operated landfills.
- Odour and dust from landfill activities.

The Environment Protection Authority (EPA) Victoria has provided guidelines for the assessment of planning proposals within the buffer of an existing or former landfill site, which were updated in October 2017 (EPA Publication 1642). These guidelines provide buffer distances for sensitive land uses and development from existing and closed landfill sites, noting that closed landfills typically take at least 30 years to stabilise where the potential for gas migration ceases. The buffer distance is 500 metres from landfill which accepts municipal (putrescible) waste and 200 metres from landfill which accepts solid inert waste. EPA Victoria also monitors and regulates the environmental risks posed by closed landfill sites through the Closed Landfill Guidelines, which were updated in January 2018 (EPA Publication 1490.1). Landfill operators are now required to better identify and manage environmental impacts, in accordance with the updated set of standard license conditions and requirements that reflect current best practice. This includes but is not limited to collecting and treating leachate, managing landfill gas and controlling and collecting surface water. Significant work has been undertaken in recent years establishing required infrastructure on former landfill sites to provide for their transition to parkland.

The requirements for the annual statement of compliance have also been updated. Detail must be provided to demonstrate how each requirement is being met, including sufficient information to demonstrate compliance. If any requirements are not being met, this detail must also be provided along with a plan including actions and an expected timeframe to achieve compliance.

The Local Council Self-Assessment Tool for Closed Landfill Environmental Risk was published in February 2018 (EPA Publication 1671) and serves to help Councils understand risks associated with closed landfills.

Amendment C143 was gazetted in October 2015 and rezoned land north of Heatherton Road from the Special Use Zone Schedule 2 Earth and Energy Resources Industry to the Green Wedge A Zone. In addition, C143 introduced the Environmental Significance Overlay – Schedule 4 (ESO4) to this land. ESO4 recognises the potential impacts of the migration of landfill gas and leachate contamination of groundwater and ensures development does not allow these by-products to accumulate and create adverse risk.

The Clarinda Recycling Facility operated by Alex Fraser Pty Ltd at 275-315 Kingston Road, Clarinda remains a significant and continuing non-confirming use within the Kingston Green Wedge. The site operates under a permit issued in 2008 that has subsequently been extended on a number of occasions. Most recently an extension of the operation to 2033 was recommended by a Ministerial Advisory Committee and approved by the Minister for Planning in late 2020. The Ministerial Advisory Committee noted in its report that the facility significantly contributes to Victoria's

ability to recycle building material. Due to this significance, the Committee considered its ongoing operation in the medium term is essential for the construction and demolition recycling industry in Melbourne and the south east. The committee further noted that an extension to the continued use of the land for materials recycling for a further 15 years can be accommodated without denying the achievement of the Green Wedge objectives in the long term. It was highlighted that there can be no question that the long-term future of this land should conform with the objectives of the Green Wedge A Zone and the open space objectives for the area set out by the Chain of Parks Trail Design plan. The Council upholds this view and determines that materials recycling is not appropriate in the Green Wedge and is inconsistent with clear planning policy that seeks an open space outcome for the site.

## **SITES OF POTENTIAL ECOLOGICAL VALUES**

A number of flora and fauna assessments have been undertaken for specific areas of the Green Wedge that had not been previously studied to identify land and water features of potential ecological value. These include the Ecological Evaluation, prepared by Biosis, 2011 and the Kingston Sandbelt Open Space Sites within the Chain of Parks: Biodiversity and Habitat Connectivity Concepts prepared by Practical Ecology, 2020. The surveyed sites comprised thirteen water bodies and sections of Dunlops Creek and Mordialloc Settlement Creek.

The Kingston Sandbelt Open Space Sites within the Chain of Parks: Biodiversity and Habitat Connectivity Concepts assessment identified a number of sites with the potential to provide habitat for some flora and fauna species.

The sites are illustrated in Figure 4, as Sites of potential ecological value. Many of these sites offer potential habitat for the Growling Grass Frog. Removal or modification of these habitats should not occur without targeted surveys for this species. Management of these habitats may be enhanced with a better understanding of the presence/distribution of these species within the study area. Most sites were considered to offer little support to native vegetation, however there is potential for revegetation with a comprehensive weed management plan. Improvements to the creeks and creek corridors as habitats are a priority. The exact extent and requirements applying to the maintenance and improvement of the ecological values will require a detailed analysis.

The larger water bodies with potential for public usage in future should also be recognised, although those associated with landfill operations will have separate requirements under EPA approvals. Smaller dams on private land should be further investigated for ecological values as proposals for land use or development arise, and appropriate controls or measures to improve habitat and water quality introduced at that time.

## **URBAN FOREST**

Kingston's Green Wedge represents 6.6% of land across the city and 4.1% of Kingston's overall canopy (trees over 3m). The extensive areas of former landfill in Kingston's Green Wedge are considered to be important contributors to Kingston's historically low overall canopy cover (just 12.3%).

The limited ways that former landfill sites within the Green Wedge can be used has meant that trees with deep roots have only been planted around the boundary and on a limited number of sites which have designed caps. Currently, other vegetation, such as native grasses and shrubs, are prioritised where large trees are deemed unsuitable.

Through consideration of new or emerging technologies which may support tree planting on rehabilitated landfill sites, developing and managing land in Kingston's Green Wedge provides opportunities to enhance Kingston's urban forest in appropriate spaces.

## **SOLAR ENERGY**

A preliminary feasibility assessment for large scale solar on former landfill sites both inside and adjacent to Kingston's Green Wedge has been completed. The assessment indicates some sites formally occupied by landfill:

- Are likely suitable for further assessment of installation of large-scale solar equipment.
- Have areas of good orientation and topography of land for solar yield.
- Could be developed in a way that interfaces sympathetically with the proposed Chain of Parks Trail and linking paths to nearby nature reserves.
- May be suitable to accommodate solar equipment on a 'temporary' basis while longer-term land uses are being agreed.

It is noted that a solar energy facility would not be supported if it was located on or impacted the Chain of Parks or agricultural land.

## **CULTURAL HERITAGE**

The Aboriginal Heritage Regulations 2007 were reviewed and updated in 2018. This included extending and changing areas of cultural heritage sensitivity. Today, cultural heritage sensitivity mapping applies to almost all of Kingston's Green Wedge with some exceptions (such as part of Braeside Park).

The presence of cultural heritage sensitivity on a site means that certain high impact activities will require a mandatory Cultural Heritage Management Plan (CHMP). This requirement may extend to some trails and pathways. Activities may be exempt from the requirement for a CHMP if it can be demonstrated that there has been Significant Ground Disturbance (SGD).

The development of a shared pathway for pedestrian, cyclist and equestrian usage that links the Chain of Parks may traverse through areas of land that have not experienced SGD.

Given the level of disturbance of the land from its original form, opportunities are presented to engage with Traditional Owners to explore how, in recreating landscape as part of the Chain of Parks culturally responsive design approaches can be pursued and in the naming of the Chain of Parks.

Kingston City Council recognises the importance of protecting cultural heritage values. Cultural heritage sites and places have a crucial place in the community's sense of identity, and often have educational value as well as historical or spiritual significance. The KGWMP aims to increase awareness and strengthen the understanding of Aboriginal cultural heritage through education and community programs that may establish in the Green Wedge. This could include partnerships with the Bunurong Land Council Aboriginal Corporation and other Aboriginal community organisations to promote best practise land and environment management or the opportunity to create an Aboriginal cultural centre and garden.



DUNLOPS CREEK



DUNLOPS CREEK



DUNLOPS CREEK



CONSTRUCTED DAM CLOSE TO MORDIALLOC SETTLEMENT CREEK



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CONSTRUCTED DAM CLOSE TO MORDIALLOC SETTLEMENT CREEK



MORDIALLOC SETTLEMENT CREEK



CARUANA RESERVE AREA

Figure 4 Sites of Potential Ecological Values

## 4.2 WHAT DO WE WANT?

Improvements to the urban forest in the Green Wedge that includes:

- Increased canopy (trees over three metres) and vegetation cover in appropriate spaces (noting contamination constraints).
- Increased use of climate-resilient species.
- Increased linking of mapped habitat corridors/ biodiversity areas.

Improvements to the water in the Green Wedge that includes:

- Watercourses in good condition, including in-stream and riparian habitat, stream bed and bank stability, water quality and flow connectivity.
- Watercourses that support the community's desired ecological, aesthetic and recreational values.
- Water security in flood and drought for agricultural and ecological purposes through the facilitation of recycled water and wetland projects.
- A resilient environment that is adaptive to climatic change and creates respite areas that directly tackle urban heat islands.
- Water resource data that informs decision-making within the Green Wedge.
- Land development that enhances environmental and water resources values.
- A community that is aware of water management issues and values water resources.

Improvements to the ecological health of the Green Wedge that involves:

- Enhancements in the ecological values of water bodies and waterways.
- Increase in the capacity of native fauna species to respond to the declaration of a Climate and Ecological Emergency (through improved connectivity between resources and habitat).
- Protection and enhancement of existing ecological values and communities.
- Re-created habitat, habitat links and buffers for native fauna.
- Re-established populations of conservation-significant species that have declined or no longer occur in the area.
- Prioritisation of biodiversity and habitat connectivity through the delivery of the Chain of Parks and associated shared pathways.

## 4.3 WHAT ARE WE GOING TO DO?

### URBAN FOREST

- Ensure opportunities to increase tree canopy cover are prioritised alongside other land uses in appropriate spaces (noting contamination constraints).
- Develop an engagement and communications program that articulates the benefits of trees and other vegetation that can be communicated to owners of Green Wedge land.
- Ensure priority areas for urban forest, habitat linkages and biodiversity, including streetscapes are identified and planted out with appropriate species as soon as possible.
- In collaboration with other councils across Melbourne, continue to develop advocacy positions and lobby the Victorian Government for better urban forest outcomes.
- Support other relevant Victorian Government entities, particularly Melbourne Water, South East Water and Parks Victoria and to achieve their own urban forest and canopy cover targets as soon as possible and maximise opportunities to protect and enhance urban forest across the Green Wedge.
- Continue to capture a range of accurate and repeatable urban forest related metrics, including:
  - Percentage canopy by land use over time.
  - Changes to individual trees over time.
  - Tree height and health
  - An assessment of the biomass and storage of carbon and change over time.
  - Identification of areas of significant vegetation and significant individual trees.

### WATERCOURSES & STORMWATER

- As assets reach the end of their useful life reinstate and suitably adapt/engineer natural watercourse profiles, by removing existing concrete-lined channels and other in-stream structures and replacing these with features that can accommodate natural riverine processes.
- Enhance the extent and quality of buffer areas between waterways and other land uses.
- Improve the understanding of water quality processes within the Green Wedge by identifying suitable locations for additional watercourse gauging stations to monitor water flows and quality.
- Prioritise opportunities for open space and recreational land use initiatives where improvements to watercourses can also be achieved.
- Continue to support works undertaken by Melbourne Water to improve waterway health.
- Facilitate positive experiences for the local and broader community associated with water assets.
- Use water, ecology, aesthetic and recreational values to enhance conviviality of public spaces.

- Improve the general connectivity of water resources and consolidate or consider the removal of isolated water bodies.
- Maintain and recognise the primary function of existing wetlands to treat stormwater runoff into Port Phillip Bay.
- Seek inclusion of the Mordialloc Settlement Creek and Dunlops Creek in the next state-wide river condition assessment and prioritisation process.
- Consolidate Council's standing as leaders in best practice stormwater management and Water Sensitive Urban Design (WSUD) through consistent application within the Green Wedge.
- Establish rain gardens within common streetscape infrastructure such as bus stops, nature strips, roundabouts, etc (refer to Figure 4 for examples).
- Ensure porous paving is used instead of impervious surfaces (refer to Figure 7 for examples).
- Install wetlands and swales within Council reserves and private land developments (refer to Figure 8 for examples).
- Consider incorporating commissioned public art that integrates water and ecology (refer to Figure 7 for examples).

Figure 5 Examples of Rain Gardens across Kingston



Figure 6 Examples of Porous Paving



Linden Gardens, Adelaide

Bicentennial Park, Sydney

Source: [www.wsud.org](http://www.wsud.org)

## **WATER SECURITY**

- Work with the Victorian State Government and its agencies to realise the Dingley Recycled Water Scheme to bring recycled water to the Green Wedge and to improve the viability of agricultural, horticultural and public and private recreational uses.
- Expand water supply options including stormwater harvesting and recycled water infrastructure to service all areas of the Green Wedge.
- Assess the potential impacts associated with the erosive hazard of flood events as well as flood event inundation.
- Support the sustainable integration of major transport infrastructure by ensuring that localised impacts to water and environmental resources are suitably managed.
- Avoid hydrological impacts associated with development which changes landscape topography.
- Ensure retarding basins associated with best practice landfill mounding will not be connected to the water resources network during peak flood events.
- Investigate opportunities for Aquifer Storage and Recovery via designated stormwater collection areas, infiltration ponds or galleries to improve water quality and availability.
- Support local water storage options for individual landowners including tanks wherever possible.
- Advocate for recycled water to be connected into the State Government's Suburban Rail Loop's site for the southern stabling yard in Heatherton to green and cool landscaped areas.

Figure 7 Examples of Ecology and Water Themed Public Artwork



SOURCE: WWW.WSUD.ORG

Figure 8 Examples of Swales within Kingston



## **BIODIVERSITY**

- Protect and improve areas of remnant indigenous vegetation, sites of significant habitat and other significant vegetation.
- Reduce the negative impact on biodiversity within Kingston's Natural Resource Areas (NRA's) including natural grassland and bushland reserves.
- Undertake and encourage revegetation using indigenous species in modified areas that lack natural regeneration.
- Increase awareness, appreciation and understanding of biodiversity and participation in biodiversity management within the local community.
- Facilitate partnerships with other land managers and stakeholders to enhance and protect biodiversity.
- Establish areas of dedicated indigenous flora to improve biodiversity and to offset carbon emissions.
- Support major transport initiatives which integrate improvements to the local environment and water resources.
- Improve connectivity between areas (through revegetation and land acquisition) including along waterways and between water bodies to allow species to move between available resources and habitats.
- Expand upon and protect existing vegetation communities that are representative of early-indigenous communities and use drought-tolerant species in plantings.
- Maintain and enhance existing refuges for indigenous fauna (reserves) and protect remnant vegetation.
- Establish a sense of local community ownership, encouraging the ongoing management and preservation of the biodiversity values in the area.
- Incorporate the use of local indigenous species in landscaping works.
- Ensure research into biodiversity is up to date and reflective of the current condition of Kingston's Green Wedge.

## **ABORIGINAL CULTURAL HERITAGE**

- Foster a partnership with the Bunurong Land Council Aboriginal Corporation to establish areas, places or oral history of significance to the Green Wedge and the best way to preserve and reflect this cultural heritage, including in the naming of the Chain of Parks.
- Strengthen the reference understanding to Aboriginal cultural heritage in the Green Wedge.
- Work with the Bunurong Land Council Aboriginal Corporation to investigate best practice Aboriginal land and environment management.

## 4.4 HOW ARE WE GOING TO DO IT?

### WATER RESOURCES

- Seek inclusion of the Mordialloc Settlement Creek and Dunlops Creek in future state-wide river health assessment and waterways improvements.
- Seek to establish public access along the portions of the Mordialloc Settlement Creek and Dunlops Creek in the Green Wedge through purchase and negotiation with adjoining landowners.
- Advocate to the State Government to prepare a master plan to naturalise sections of the Mordialloc Settlement Creek and gradually convert the concrete-lined channel that stretches 8 km from Namatjira wetland to Mordialloc Creek.
- Advocate to Melbourne Water to install water flow and quality gauges for Mordialloc Settlement Creek at the northern end of the Green Wedge to provide baseline data which can then be used to design water treatment facilities.
- Advocate for the regular monitoring of pollution in creeks and waterways, including Mordialloc and Dunlops creeks.
- Where land use change occurs, use this as an opportunity to connect dams or other water impoundments to the watercourse system. Water bodies that are within relative proximity to the Mordialloc Settlement Creek, Mordialloc Creek or Dunlops Creek would be preferable.
- Incorporate the following areas into the Green Wedge:
  - the wetlands area located adjacent to the Waterways Estate between Dunlops Creek and Springvale Road.
  - the wetlands area southwest of Braeside Park known as the Woodlands Industrial Estate Environmental Wetland.
- Undertake an audit of fish barriers in the Mordialloc Settlement Creek and Dunlops Creek and prioritise replacing these with fishways.
- Protect and enhance our urban forest, increasing our tree canopy cover from 12.3% to 15.3% by 2030 and to 20% by 2050.
- Increase tree canopy cover across Council managed land with an average of 30% tree canopy cover in parks and reserves (noting contamination constraints).
- Consider new or emerging technologies which may support tree planting on rehabilitated landfill sites across Kingston's Green Wedge.
- Support tree planting on rehabilitated landfill sites in the Green Wedge and provide opportunities to enhance Kingston's urban forest in appropriate spaces.
- Identify opportunities to expand the urban forest and canopy cover.
- Develop an engagement program that articulates the benefits of trees and other vegetation to owners of Green Wedge land.
- Ensure priority areas for urban forest, habitat linkages and biodiversity, including streetscapes are planted out with appropriate species as soon as possible.
- In collaboration with other councils advocate to the Victorian Government for better urban forest outcomes.
- Continue to capture accurate urban forest metrics.

## SOLAR ENERGY

- Investigate the use of large-scale solar equipment within the Green Wedge that does not form or impact on the Chain of Parks or agricultural land prior to areas of strategic agricultural land being confirmed by the [Planning for Melbourne's Green Wedges and Agricultural Land](#) project being undertaken by DTP.

## BIODIVERSITY

- Work collaboratively with the Living Links program by Melbourne Water, to deliver relevant outcomes of the KGWMP.
- Develop a Weed Management Plan to ensure the ecological values of the Green Wedge reserves are protected from invasive species.
- Undertake targeted surveys for the Growling Grass Frog (*Litoria raniformis*), and the Southern Brown Bandicoot (*Isodon obesulus*), to determine the presence/distribution of these species, target conservation activities towards these areas and establish linkages between important habitat areas.
- Prepare Vegetation Management Plans for specific areas/ reserves identified following the completion of targeted surveys for rare or threatened species.
- The Vegetation Management Plans should include revegetation, weed management and monitoring actions, and be focused on an objective to increase fauna habitat and establish linkages between reserves and for sites with expected significant land use change (major projects).
- Include in the Vegetation Management Plans vegetation management targets focusing on remnant and re-vegetation at key sites and where land use change is expected (incorporating recommendations from (Yugovic, 2010)).
- Develop a protocol in line with National standards<sup>1</sup> for planning and establishing dedicated areas of native forestry as a sink for carbon emissions.
- Undertake detailed analysis of creeks, water bodies and land identified as having potential ecological value.
- Prepare a Habitat Links Strategy that defines the locations, species and methods for establishing a network of native fauna habitat links.
- Undertake detailed ecological surveys and/ or management plans for each site acquired as part of the Chain of Parks.
- Apply planning scheme overlay controls (e.g. Environmental Significance Overlay) to areas identified as having ecological value, including wetlands, areas with identified remnant vegetation, buffer areas and strategic habitat links.
- Apply planning scheme controls to protect and encourage appropriate vegetation along areas designated for wildlife corridors.

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<sup>1</sup> e.g. Australian Standard AS 4978.1—2006: Quantification, Monitoring and Reporting of Greenhouse Gases in Forest Projects - Afforestation and Reforestation

- Investigate the use of native vegetation offsets from other parts of the municipality to establish permanently protected areas of native vegetation in the Green Wedge.
- Consider acquiring private freehold land to improve ecological connectivity where environmental values are particularly significant if not able to be protected through appropriate overlays.
- Undertake revegetation and weed management along the Mordialloc Settlement Creek to improve habitat continuity between Braeside Park and the remnant native vegetation in golf courses to the north-west of the park such as Spring Valley and Kingston Heath.
- Work with local nurseries, which propagate indigenous vegetation for the general Sandbelt region, to establish and source plants for revegetation of private and public land.
- Continue controlled burning in The Grange Heathland Reserve to facilitate the recruitment of indigenous plants and to control weed seedlings. The controlled burns should be followed by weed control (1-2 years at each burn site) to prevent weed seedlings, especially in the first spring (Yugovic, 2010).
- Cease all planting in the Grange Heathland and Rowan Reserve Woodland Reserves and rely upon natural recruitment to obtain new plants (Yugovic, 2010).
- Remove all plantings and progeny of such plantings in the reserves, while retaining all indigenous plantings and their progeny (Yugovic, 2010).
- Investigate the status of EVCs in the Kingston Green Wedge and take appropriate management action. The investigation should include a review of the revegetation with a detailed understanding of the distribution and species composition of the EVCs prior to planting and removing plants (Yugovic, 2010).
- Maintain existing buffers to reserves and implement weed control.
- Consider methods to protect reserves from invasive species which may include fencing, having regard to any negative impact this may have on connectivity and natural recruitment between areas.
- Support the establishment of carbon sink / urban forests that utilise indigenous species and assist in the re-establishment of functioning ecological communities.

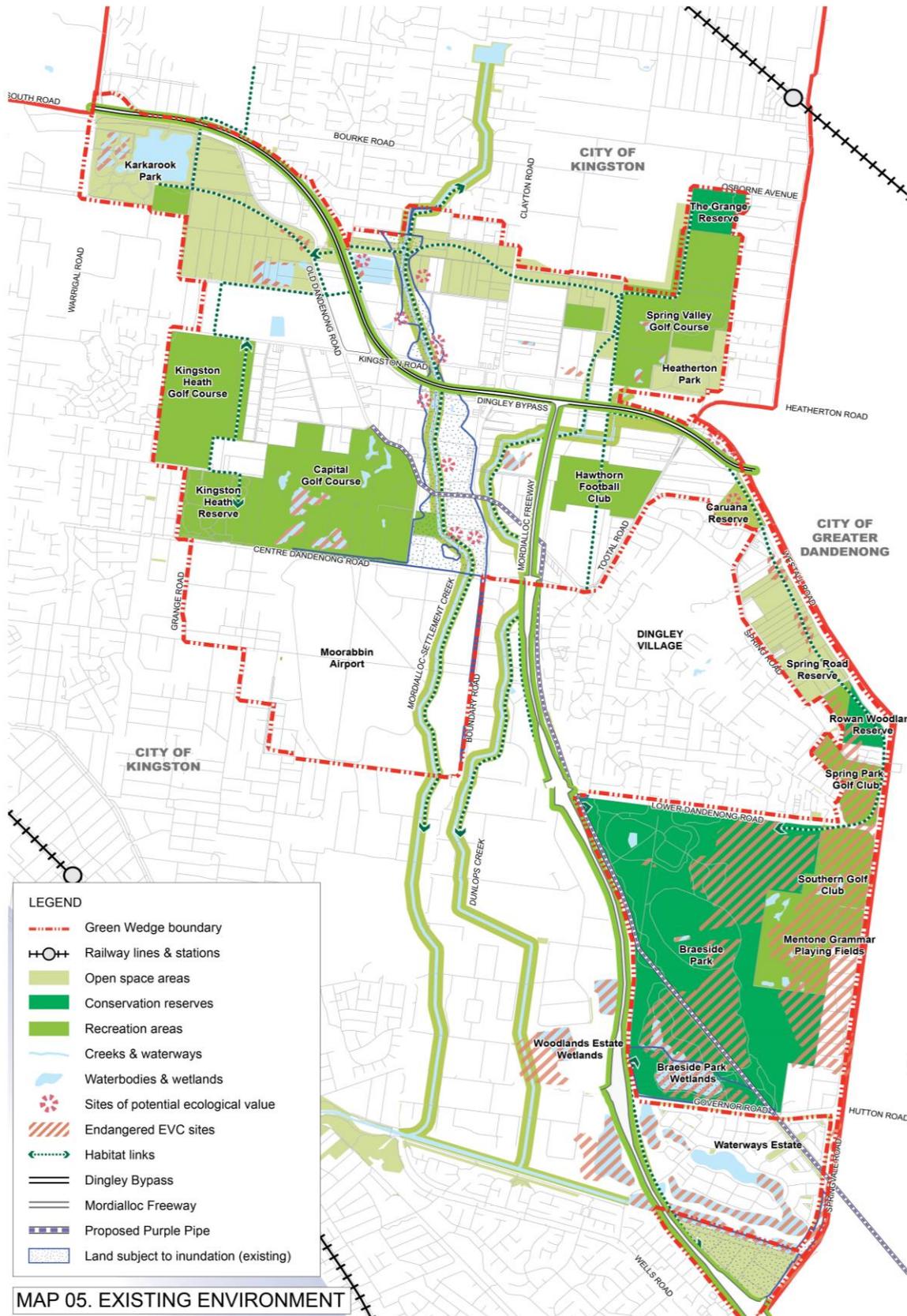
## **COMMUNITY AWARENESS AND INVOLVEMENT**

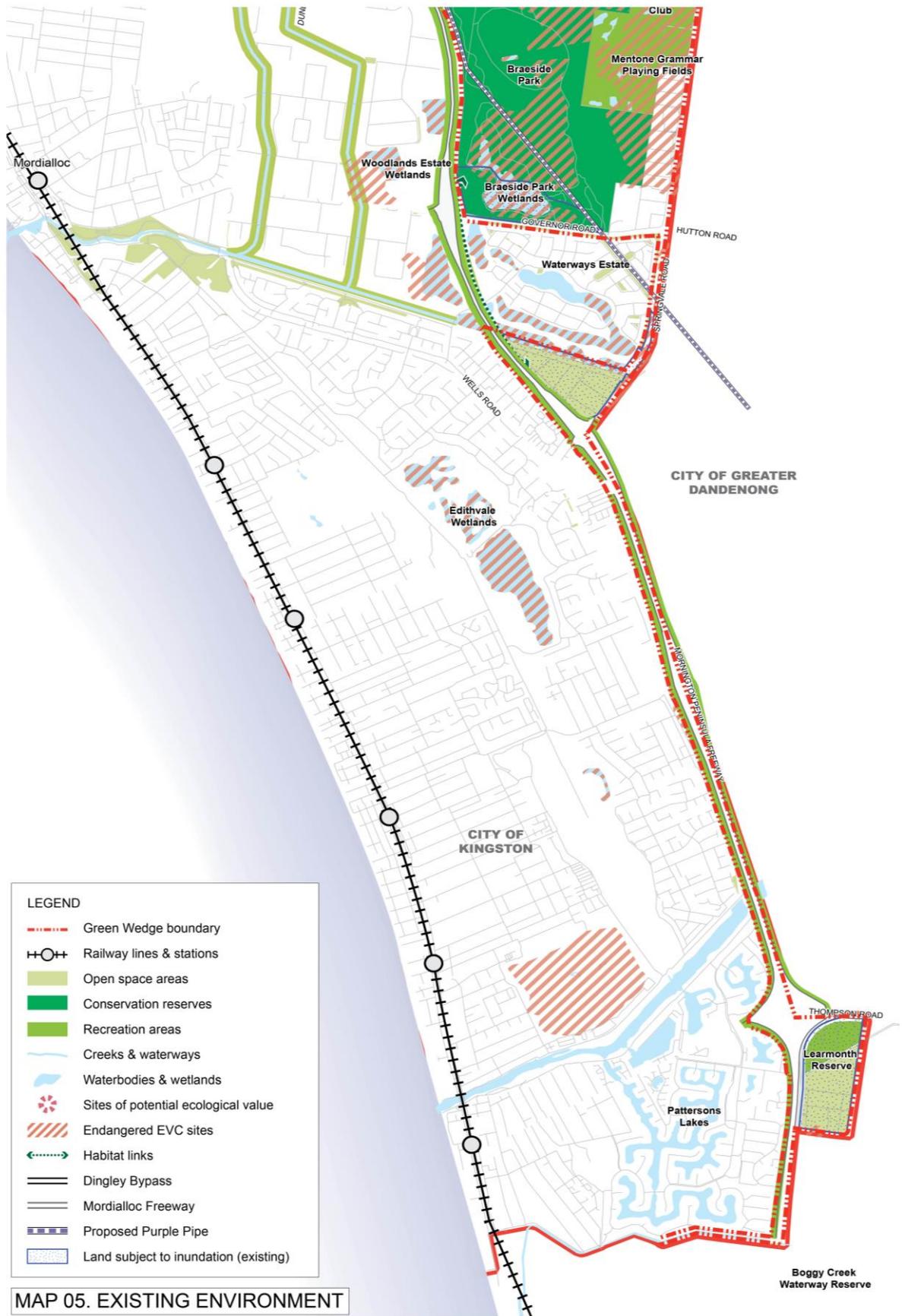
- Develop activities and/or events based around water resources, e.g. model boats, frog census, Waterwatch.
- Increase awareness, appreciation and understanding of biodiversity and participation in biodiversity management within the local community.
- Increase awareness of the cultural heritage of Kingston's Green Wedge.
- Partner with the Aboriginal community organisations to promote best practise land and environment management.
- Use different media to engage the community in valuing water resources such as Melbourne Water's Waterways Stories.
- Encourage and support landholders and residents to engage in programs of Melbourne Water, Landcare programs and Catchment Management Authority.
- Engage the more than 37 local community groups in Kingston (City of Kingston, 2019) that work on projects such as plant propagation and revegetation, weed control, erosion prevention and remediation and water quality monitoring to assist in realisation of the Chain of Parks concept.
- Develop interpretive walks for reserves in association with the Bunurong Land Council Aboriginal Corporation.
- Actively support community participation in major environmental programs (e.g. Clean Up Australia Day, National Tree Day) and establishment of Friends Groups for watercourses and new reserves.
- Actively support community participation in managing environmentally significant areas, such as through the establishment of Friends Groups and committees of management.
- Ensure that suitable publicity (e.g. website, Council publications) is made available about the impacts of dogs and cats on native wildlife, and ways to minimise this impact.
- Investigate methods (e.g. grants, free advice) to encourage landowners to undertake revegetation and biodiversity conservation on private land.

## **FUNDING**

- Access funding through available programs including:
  - Melbourne Water's Programs including Liveable Communities and Liveable Waterways.
  - Victorian Landcare Grants (between \$500 and \$20,000) available from Melbourne Water for works such as pest plant and animal management; protection, enhancement or establishment of native vegetation; landcare support; Threatened species; community education and capacity building.
- Encourage and facilitate multi-stakeholder investment in water infrastructure which can achieve multiple objectives for the Kingston Green Wedge.

# Map 5 Existing Environment





# 5 WHAT TYPES OF LAND USES AND ACTIVITIES DO WE WANT?

## 5.1 THE ISSUES

The types of activities that occur within the Green Wedge are of primary concern to everyone with an interest in the Green Wedge. What sort of uses should be allowed? What should be encouraged and what should be discouraged? Under what conditions should certain uses be allowed, and how can this be achieved?

The broader community want to see the Green Wedge used for green uses – agriculture, open space, environmental wetlands and reserves, and recreational uses. A large proportion of the community does not want to see more landfills and industrial uses. Landfills have historically been cited as the source of smells and rubbish in the streetscape by nearby residents. Many feel that some development was inevitable, and a smaller number of people support rezoning some land for residential and commercial uses.

Landowners within the Green Wedge express uncertainty and frustration regarding the limited range of land uses that are permitted, the lack of clear direction as to the future of the Green Wedge, difficulty in obtaining a market valuation for the land, and a lack of willing land purchasers within the area due to these uncertainties. Several horticultural/agricultural operators expressed their view that agricultural uses are not viable and are severely constrained by interface issues with surrounding land uses and land size.

Council is required to consider the uses that may occur within the Green Wedge within a State Planning context. State Planning Policy permits uses in the Green Wedge that cannot be accommodated within built-up areas, such as airports, agriculture, recreation and nature conservation. The KGWMP has been developed within these parameters to determine the appropriate mix and conditions under which these uses can co-exist.

State Planning Policy seeks to maintain a permanent UGB to contain Melbourne's outward growth and to protect Melbourne's Green Wedges and agricultural land. Legislation requires ratification by both Houses of Parliament for planning scheme amendments that alter the UGB or Green Wedge subdivision controls. The State Government's most recently released work titled *Planning for Melbourne's Green Wedges and Agricultural Land* notes the success of existing legislative provisions requiring any planning scheme amendment that alters or removes controls over the subdivision of Green Wedge land to be approved by the Minister for Planning and ratified by both Houses of Parliament. The paper goes on to suggest there is scope for stronger articulation and protection of the significant values and attributes of Green Wedges in these legislative provisions to replicate the requirements for other Distinctive Areas and Landscapes at part 3AAB of the Planning and Environment Act.

The option presented by the paper is to:

*Amend Part 3AA (Metropolitan Green Wedge Protection) of the Planning and Environment Act 1987 to:*

- *Clearly express the Victorian Government’s vision and objectives for green wedges.*
- *Enshrine regional policy for each green wedge in legislation.*
- *Introduce legislative requirements to prepare and implement strategic planning frameworks for each green wedge.*
- *Require ministerial approval for the adoption and implementation of strategic plans for green wedges prepared by local government authorities.*

The KGWMP is consistent with the option articulated by the Paper in that it can form the *strategic plan* referenced above and has been designed to implement a strategic planning framework for the Kingston Green Wedge area.

## **LAND USE TYPES**

There is a diverse range of economic/business activity and land uses within the Kingston Green Wedge, including:

- Agriculture/Horticulture and nurseries.
- Private recreation (such as golf courses).
- Aviation and associated uses.
- Education (including associated open space).
- Industrial activity (including manufacturing, wholesaling).
- Closed landfills in various stages of rehabilitation.
- Resource recovery and recycling.
- Limited existing residential uses.

Business groups have been classified as follows:

- **Entrenched** – those businesses that are well established in their current location, have been operating in their current location for many years, have made a significant investment in the current location and expect to continue operations in the current location indefinitely.
- **Developing** – those businesses relatively new to the area but have made investments and expect to be in the current location for some time.
- **Stable** – those businesses/land uses that have operated within the green wedge for some time and see no immediate need to re-locate.
- **Uncertain** – those businesses that have identified threats to their viability in the current location and anticipate relocating unless circumstances change.
- **In transition** – those businesses who are likely to reach the end of their operations in the current location in the short term and whose transition out of the local area will need to be addressed by the KGWMP.
- **In decline** – those businesses which identified that their current location is no longer suitable and that their industry is no longer viable in the local area.

## LOT SIZES

Table 4 demonstrates lot sizes in the Kingston Green Wedge (refer to Map 6 Green Wedge Lot Size Analysis). Analysis of this data reveals that:

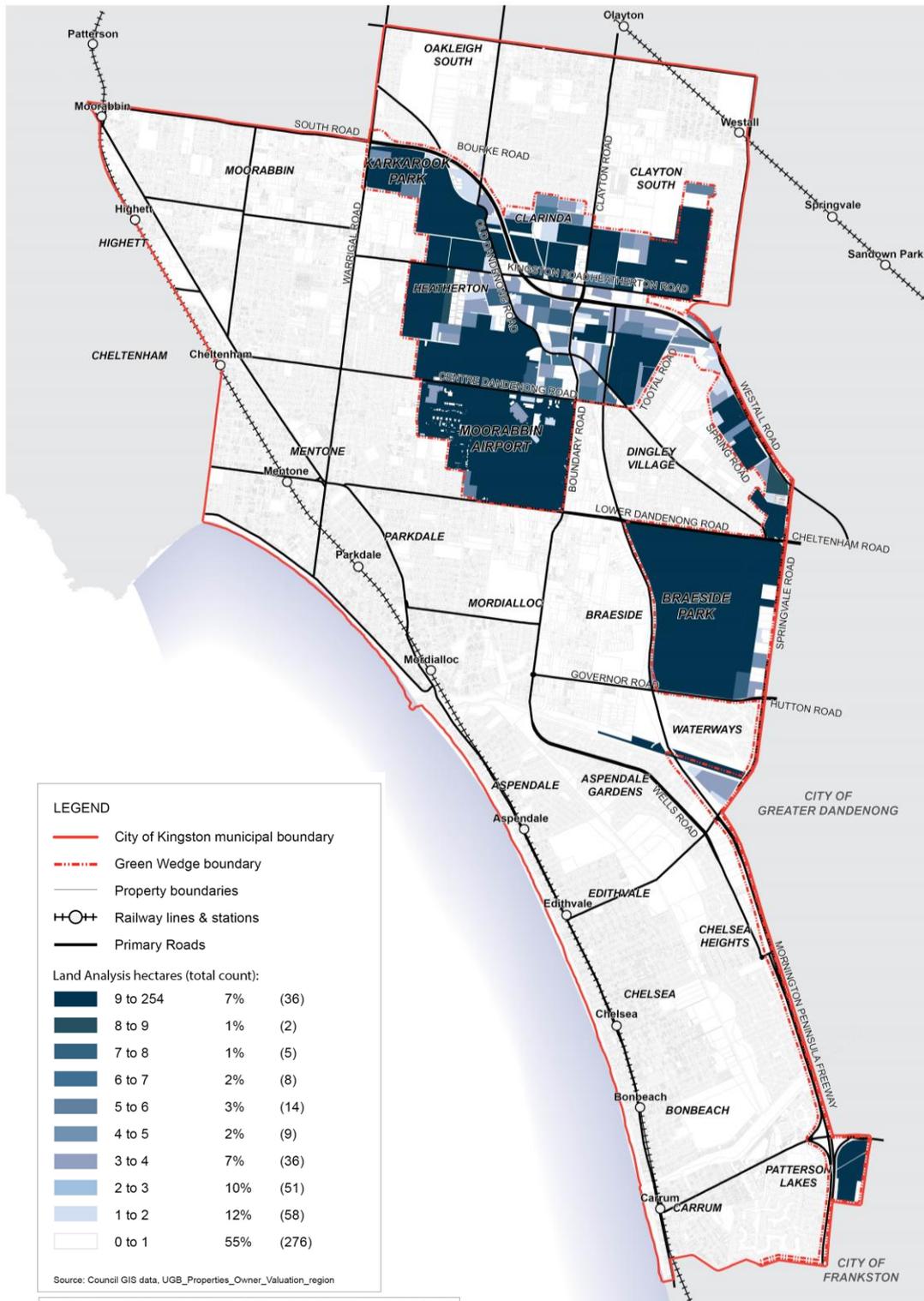
- Almost half the lots are 1ha or less.
- 84% of lots are smaller than the minimum lot size of 4ha that applies in the Green Wedge Zone.
- An additional 5% are between 4ha and 6ha, 7% over 9ha and the remaining 4% are between 6ha and 9ha.
- The large lots are primarily golf courses, open space or closed landfill sites.

The small lot sizes in the Kingston Green Wedge pose a number of constraints on potential land use both from a practical and legislative sense, as some uses are restricted by lot size in the planning scheme. The limitations on land use need to be taken into account in planning for the future of the Green Wedge.

Table 4 Lot Size Analysis

Lot size (hectares)	No.	% of lots	Cumulative %
0-1	276	55%	55%
1-2	58	12%	67%
2-3	51	10%	77%
3-4	36	7%	84%
4-5	9	2%	86%
5-6	14	3%	89%
6-7	8	2%	91%
7-8	5	1%	92%
8-9	8	1%	93%
9+	39	7%	100%
<b>TOTAL</b>	<b>495</b>	<b>100</b>	<b>100</b>

# Map 6 Green Wedge Lot Size Analysis



## AGRICULTURE / HORTICULTURE

Market gardening has been a feature of the Kingston Green Wedge since the 19<sup>th</sup> Century however the number of agricultural businesses in the area has declined significantly from a peak of around 100 market gardening farms to less than 20 agricultural businesses today.

While the number of farms has not substantially decreased since 2012, farmers have expressed concern about the long-term viability of their farms. There may be a shift in the types of agricultural uses that are present within Kingston in the future, however Council envisions that agriculture will continue to remain an important part of the Green Wedge. This position is supported by State Government policy including Plan Melbourne and the Department of Transport and Planning's *Planning for Melbourne's Green Wedges and Agricultural Land* Consultation Paper which seeks to protect all agricultural land surrounding Melbourne and provides greater support for Green Wedges and agricultural uses within them.

The APSS has been prepared for Council in order to understand the current agriculture activity and identify the drivers, constraints and opportunities for the future of agriculture within the Kingston Green Wedge. The Strategy identifies the following competitive advantages of agriculture within the Green Wedge including:

- Access to quality infrastructure, particularly energy, road transport, ports, airports, wholesale market and processors.
- Potential to introduce recycled water.
- Land capable of supporting horticulture (although there are some soil health issues due to repeated cropping over a long period of time).

In 2020/21, agricultural production in Kingston was valued at \$15 million. The types of agriculture undertaken within the Green Wedge are predominantly horticulture – vegetable growing, flowers and wholesale plant nurseries, although there is one egg farm and occasional animal grazing/agistment (refer to Figure 9).

Over more recent times challenges have been presented particularly for market garden businesses in Kingston that are impacting on the areas historical competitive advantage. The decline in the number of operators involved in commercial agriculture is due to:

- Small lot sizes to produce sufficient yields and a lack of land consolidation that has occurred.
- Land use conflict between agricultural activities and non-compatible land uses.
- Land fragmentation - small landholdings are separated by new arterial roads or other barriers leading to inefficient management practices, potential increases in occupational risks and consequentially farming costs.
- Lack of access to a reliable and cost-effective water supply.
- Lack of eligibility to access temporary migrant workers and funding programs focussed on agriculture.
- Security issues, vandalism and other anti-social activities.

The high cost of land in the Green Wedge (relative to other rural areas such as Gippsland and the South-West) due in part to its location in metropolitan Melbourne presents some implications for agriculture which include:

- An impediment to farm businesses expanding to achieve economies of scale and a deterrent to new entrants to farming. Higher capitalisation of smaller farms makes them less attractive purchases for farm expansion.
- A deterrent to capital investment particularly by farmers leasing land as they do not have long term security of tenure.
- A reduced ability to sustain a standard of living or provide for retirement such that some historical farming families speculate in their land rather than farming.

Land parcels are generally too small to create the economies of scale required to compete in the Melbourne vegetable market and this has been exacerbated in recent times by established and emerging large format grocery stores (e.g. Coles, Woolworths, ALDI and Costco). This has been confirmed by discussions with representatives from the Department of Primary Industries who noted that only small, labour intensive, niche agriculture would be viable on lots of the typical size in the Kingston Green Wedge and that growers of the produce typically produced in the local area (e.g. spring onions, lettuces, Asian vegetables) generally require at least 40 hectares (100 acres) in single ownership to be viable.

In addition, we must have regard for the opinions of those who own and work market gardens in the area, many of whom indicate vegetable growing is not a viable business even in the short-medium term. Market gardeners also cited (and confirmed by the APSS) deteriorating soil quality, traffic and access issues, restrictive zoning controls, complaints from neighbouring uses due to dust and spray overspill, impacts from nearby landfill and industrial operations, and poor water quality as contributing factors to the local industry's decline.

Only one current market gardener is of sufficient size to compete on a metropolitan level this is due to this particular market gardener leasing a number of agricultural parcels from other former gardeners who can no longer operate a viable agricultural business on their land. The fragmented nature of the resulting parcels creates significant challenges for operational efficiency.

The APSS was purposefully developed given the important role agriculture has played in the Green Wedge and a strong desire to update the KGWMP to identify additional opportunities to support this use which is encouraged in the Green Wedge.

The APSS highlights that commercial scale agricultural production is not sustainable in the Green Wedge without major and expensive intervention. The strategy identifies that agriculture could still continue to play an important role in Kingston, by broadening its scope to include tourism, recreation and education and ancillary uses.

The Strategy makes recommendations outlining how opportunities for community supported agriculture and agritourism can be enabled in the Green Wedge. It notes that given the proximity of residents and rising consumer interest in sourcing high quality, ethically produced artisanal foods there are a number of opportunities that include the development of:

- Community gardens.

- Educational gardens and school programs.
- Pick your own operations (PYO).
- Farm café/restaurants.
- Farm shops and collectives.

Broadening the scope of agriculture in the Green Wedge can bring wider benefits to the community such as job creation, social inclusion and improved health and nutrition. It will also enable agricultural producers to diversify their existing business and value-add to their current production, potentially increasing the sustainability of their farm business. Such an approach aligns with and leverages other initiatives such as the Chain of Parks concept.

### **Protected Cropping**

Protected Cropping has been identified as the most viable long-term farming activity in Kingston, given lot size constraints. Protected cropping (establishment of green/shade houses and greenhouses for flower, vegetable, herb and seedling production) is not dependent on soil types but does require access to power and water. Establishment of protected cropping will require lots of sufficient sizes to ensure sufficient setback requirements are maintained.

High-tech greenhouses within Victoria are located in areas with high daylight hours, reliable access to water and secure energy sources. Key drivers for the location of these establishments are the availability and cost of land and access to labour and energy resources. While low-tech protected cropping options are becoming more attractive, particularly in the berry industry, they often require higher sunshine hours (such as Queensland and Western Australia) or in areas where water availability can be secured (such as Tasmania). Water quality and water security are paramount in attracting these industries, followed by energy and power sources (APSS, 2020).

The APSS identifies that the Kingston Green Wedge is attractive for protected cropping due to its proximity to markets, power availability and short transport times for fresh, perishable produce. Particularly attractive areas are those with larger lot sizes as greater economies of scale can be reached.

During stakeholder consultation, establishment costs including planning and regulatory requirements were highlighted as the main barriers to the establishment of protected cropping within Kingston. Other issues raised included reliable access to cost-effective water (and of reasonable water quality) and security of property.

### **Agricultural Preservation and Strengthening Strategies**

The APSS supports the overall vision of the KGWMP and its intention to support the farming activities. It outlines three strategic themes that will support and strengthen existing activities and facilitate the establishment of new enterprises in the future. These strategic themes include:

1. Leadership and partnership

*Communicating and supporting the vision for agriculture within the Kingston Green Wedge to provide certainty and leadership to businesses.*

- Communicate the vision for agriculture in the Kingston Green Wedge.
- Develop procurement policies which promote the purchase of local products.
- Work with others to support community agriculture.

The APSS reinforced the importance of providing clarity around the role of farming in Green Wedges through work also being concurrently undertaken by the State Government.

## 2. Supportive environment

*Provide resources and planning policy to preserve and strengthen current agriculture and provide opportunities for new enterprises.*

- Improve water security.
- Increase access to labour.
- Facilitate appropriate development.
- Assess farm rebate support Protect the right to farm.

One of the most significant challenges identified for farmers is access to an affordable and reliable water supply. The APSS reinforces the importance of the opportunity to facilitate the recycled water pipeline to provide farmers with a reliable water supply. Further areas of support were around ensuring the agent of change is responsible for ensuring no impact is created on existing farmers.

## 3. Capacity Building

*Building capacity in the Kingston Green Wedge to develop agriculture that provides social and recreational benefits for the community.*

- Promote and support community supported agriculture in the Kingston Green Wedge.
- Promote and support agritourism initiatives in the Kingston Green Wedge.
- Build the resilience and capacity of Kingston Green Wedge for local food production.

The APSS reinforced the critical importance of diversifying and promoting the farming activities occurring in the Green Wedge to leverage off other activities to encourage visitation and support of farming activities. As the Chain of Parks develops opportunities through greater visitation into the area can assist to strengthen opportunities to diversify and promote agritourism.

Figure 9 Existing Agricultural & Horticultural Uses in the Green Wedge



Figure 10 Examples of Potential Future Agricultural Activities



## **NURSERIES**

There are a number of wholesale plant nurseries operating within the Green Wedge. This is a desirable industry for the Green Wedge, in that nurseries generally contribute to the economic activity of the area by creating employment and providing a service to Kingston residents and businesses, and do not generally negatively impact on the amenity and the general concept of a Green Wedge.

However, it is considered that this industry is generally uncertain about its ongoing viability in the Green Wedge due to small land parcels and the need to maintain exposure to passing traffic. There are already a number of large nurseries in the Green Wedge, meaning that the local area would be unlikely to be able to sustain any more businesses in this industry due to the high competition levels. This is an important consideration given that nurseries are one of the few commercial uses permitted within the Green Wedge Zone at present. The larger nurseries have been very supportive of the opportunities presented through bring recycled water into the Green Wedge and this may present some opportunities for further investment.

## **RECREATION FACILITIES**

Existing recreational activities within the Green Wedge includes several sports ovals/fields, tennis, basketball and baseball facilities, golf courses, go-kart circuit, pistol range, paintball fields, informal equestrian trails and facilities and private school sports fields. Many of these serve a local and regional catchment.

The Implementation Strategy for the Chain of Parks is relevant to the Green Wedge Management Plan. It identifies a guiding principle for the parks to:

*“provide for recreational pursuits not adequately catered for in surrounding districts, including facilities orientated towards: the needs of women; elderly; disabled; and ethnic groups.” The Green Wedge is also to cater for more local recreational demand. Council has a role to play in determining local and some regional level recreational facility needs and opportunities. Sport and Recreation Victoria is concerned with determining/ assessing demand for state and more regional level recreational facilities that serve a wider catchment, particularly in relation to funding for these facilities.*

Despite the current range of facilities there is a demand for more as the population increases. The Green Wedge can readily accommodate more informal and some formal facilities, in particular new playing fields/sports grounds.

Controls restrict the ability of the Green Wedge to provide indoor recreation facilities, apart from equestrian based leisure, recreation or sport. Major sports and recreation facilities are only permitted provided they are primarily used for the purpose of outdoor leisure, recreation or sport.

Climate change adaptation should be incorporated into recreation planning. For example, work already completed to store water in the Green Wedge at the Ross Street Reserve or the use of recycled water to irrigate and cool playing surfaces should be actively progressed.

## Sports Fields

As Melbourne's population continues to grow, female participation in several sports is expected to increase year-on-year. As such, meeting the demands and needs for playing fields to facilitate organised sport has become a significant and growing challenge. Given the non-existent supply of suitable land for playing fields in urban areas to support future demand in municipalities including Port Phillip, Stonnington, Monash, Bayside, Glen Eira the Kingston Green Wedge represents a 'unique' opportunity to address a critical health and wellbeing need for society now and into the future.

Kingston City Council undertook a recreation needs analysis which supports the requirement for a Regional Sporting Precinct in Kingston. The analysis found that there is a growing demand for a regional sporting facility capable of providing an array of sporting options including archery, hockey pitch, cycling criterium, BMX track, athletic tracks and ovals for cricket, AFL, soccer and baseball.

The Suburban Rail Loop business case predicts that the project will bring an additional 64,000 people into the Cheltenham and Clayton area, which is already facing significant population growth. This will even further create demand for sport.

The Victorian Government has identified a 34-ha parcel of land located at 91 – 185 Kingston Road, Heatherton also known as the Delta Site as the location for the future Suburban Rail Loop train stabling yard. This site had previously been identified as a site well located for a major regional sporting destination playing a key role in the delivery of the required sporting infrastructure to address increasing demand.

The opportunities presented are illustrated in Figure 6 and include multiple sporting fields and cycling infrastructure.



Figure 11 Delta Site Concept Plan

The opportunities identified at the Delta site were widely communicated through the adopted Chain of Parks Trail Design plan and significant expectation exists that a regional facility such as that shown above will be secured in the Green Wedge.

Given the significant commitments made by the State Government to the Chain of Parks Project and the establishment of a Public Acquisition Overlay over the Delta site for parkland, an alternative site of must be identified in the Green Wedge area of Dingley Village to replace the loss of the Dela site.

Through the Environmental Effect Statement (ESS), the Suburban Rail Loop East prepared an Environmental Management Framework (EMF). The EMF includes Environmental Performance Requirements (EPRs) that define environmental outcomes that must be achieved during the design, construction, and operation phases of the SRL project. The EPR identified that SRLA is required to develop and implement a Public Open Space Framework which includes a need to:

*Prepare the Public Open Space Management Plan for Heatherton (Stabling Facility), to the satisfaction of the Minister for Planning and also:*

- *Identify alternate land to be included in the Chain of Parks concept and set out a process for the acquisition of the replacement land.*
- *Be prepared in consultation with the Kingston City Council and DTP.*

The IAC concluded that the loss of this site from the Chain of Parks concept can only be effectively mitigated if a replacement area is identified and a process for its acquisition is implemented.

In November 2022, the Victorian Government announced that it would invest \$1 million to deliver a masterplan for the Kingston Fields project in the Green Wedge area of Dingley Village, including new sporting fields and greenspace. The delivery of the Kingston Fields project would offset the loss of the Delta site.

Opportunities are also present to work with the Hawthorn Football Club who intend to invest in the Green Wedge through the construction of recreational and community facilities. Council recently contributed \$5million in funding towards the facility, which is required to provide at least 20 hours per week for community use. There is the potential to explore future opportunities in the broader precinct where active recreation is encouraged.

## **GOLF**

The Green Wedge includes a number of private golf courses. The broader Sandbelt is well known as one of the best agglomerations of golf courses in Australia and the world. The golf courses within the Green Wedge have been located there for many decades, have had substantial memberships and have made significant investments in their current location. Overall, the golf courses are expected to be long term occupiers of the Green Wedge. Although these courses are privately owned, the green nature of the landscapes is consistent with the overall Green Wedge themes of open space, vegetation and recreation, and should be considered a desirable use within the Green Wedge.

Golf clubs in the Green Wedge have identified access to water and retaining buffer distances as their major issues. Whilst at present sufficient water can generally be accessed through recycling and storing stormwater on-site, in years of drought there have been water shortages. The delivery of the Dingley Recycled Water Scheme will assist in this regard.

Many clubs have purchased adjoining land parcels to provide a buffer to surrounding uses. Owning adjacent land allows the golf clubs to minimise amenity impacts from surrounding uses (particularly landfills) on the golf course, reduce the risk of stray golf balls causing damage to other properties/persons, and control surplus land for temporary parking or future expansion. These buffer areas need to be maintained.

It is noted that golf courses also provide significant habitat and biodiversity values which need to be recognised and enhanced where possible. The Woodlands Golf Club located in Mordialloc contains one of only two bio sites of state significance in the Green Wedge (the other being Braeside Park).

Kingston City Council has developed a Golf Course Policy. The Policy reaffirms existing planning scheme policies to protect sand-belt golf courses, as provided by Schedule 1 to the Special Use Zone. The Policy recognises that, although the land is privately owned, the current use provides considerable community amenity, recreation opportunities, landscape values and environmental benefits. Where clubs are genuinely unable to be economically viable and should the landowner wish to cease golf operations on the site, the Policy encourages the land is used for public or private open space purposes that allow the land to retain its green and open vistas.

In response to an action of Plan Melbourne, the Victoria State Government produced Planning Guidelines for the Conversion of Golf Course Land to Other Purposes and released Minister Direction 21 in June 2020. Importantly with respect to Golf Courses located outside the UBG the Guidelines state that *'Any change to a defined settlement boundary or the Urban Growth Boundary raises policy issues not addressed in these guidelines. The process outlined in these guidelines does not supersede State and local policy objectives'*.

Figure 12 Existing Golf Courses within the Green Wedge



Spring Park Golf Club



Melbourne Golf Academy (part of Capital Golf Course)



Southern Golf Club

### Other Recreation

A range of other recreational uses can be accommodated within the Green Wedge, provided they meet the objectives of the KGWMP and planning controls. Activities that involve a large proportion of the site occupied by buildings will struggle to meet these. However, there are many sporting and outdoor recreation facilities such as soccer, cricket and football that provide an outdoor based activity requiring only ancillary buildings that can be well located and vegetated. These proposals will be assessed on a case-by-case basis and would require detailed investigation having regard to issues of access, land suitability, car parking and traffic management, noise and after hours impacts on any nearby residents and land uses.

## **MOORABBIN AIRPORT**

The Moorabbin Airport is one of the largest land users within the Kingston Green Wedge, covering approximately 294 hectares. The land is owned by the Commonwealth Government and includes airport, retail and business park functions. Some of these uses have been expanded or intensified since 2012 including further investment into aviation.

The airport is considered an entrenched use, given that the land is subject to a long-term federal lease arrangement, significant investments have been made on the site (to support both aviation and commercial uses), and there are plans to further develop the site for commercial use. The site has a strong commercial advantage in that urban uses are not permitted on surrounding land within the Green Wedge, thus minimising competition for retail and commercial land in the local area. Furthermore, the development of the site for commercial uses has been encouraged by the Moorabbin Airport, creating a strong commercial environment for the site.

Given that the land is controlled by the Federal Government and as such is not subject to the Kingston Planning Scheme it is important that ongoing communication between all levels of government is maintained to ensure that the Moorabbin Airport contributes to, and does not undermine, the overall objectives for the Kingston Green Wedge.

Figure 13 Existing Moorabbin Airport Uses within the Green Wedge



Chifley Business Park



DFO



Flight Training School

## LANDFILLS

The northern section of the Kingston Green Wedge has historically been extensively mined for its sand resources. In 2012, it was noted that a number of landfills located on these former mines were nearing the end of their lifecycle and that most landfills would stop accepting waste by 2017. These landfill sites have now for the most part been decommissioned and are in the process of rehabilitation and in some instances conversion to parkland or organised sport (Hawthorn facility).

In 2015, Amendment C143 rezoned land north of Kingston Road from a Special Use Zone Schedule 2 Earth and Energy Resources Industry to the Green Wedge A Zone. This prohibits uses associated with waste and resource recovery, such as landfill and materials recycling from occurring in the future. The Amendment effectively transitions this land to the Chain of Parks and is a significant action resulting from the 2012 KGWMP.

Amendment C143 also permanently incorporated a Local Policy (Materials Recycling in the Green Wedge) which was a previously temporary control as well as to introduce a Schedule to the Environmental Significance Overlay and an Environmental Audit Overlay to much of the area covered by the Amendment. These controls will manage future development on or in proximity to areas previously used for landfill.

The images below illustrate the extent of change in the Kingston Green Wedge over the decade which has occurred as rehabilitation of the landfill sites are advanced, facilitating the progression of the Chain of Parks.



Figure 14 Chain of Parks Aerial – April 2010 to April 2022

Guidelines produced by the EPA for landfills include buffer distances from residential or other sensitive uses. Many of the existing sites would not comply with these guidelines. In addition, the guidelines state that as potential risks from landfill gas exist for at least 30 years post-closure, this needs to be considered in all planning exercises. This has been adopted by VCAT in determining recent approvals within the buffer distances of existing and closed landfills.

## **TRANSFER STATIONS AND MATERIALS RECYCLING**

Through the very significant changes introduced through Planning Scheme Amendment C143 the status of the recycling industry as a developing industry as described in the previous 2012 KGWMP is no longer current. With the significant transition away from landfills and the substantial existing and planned investment into the Chain of Parks and by other entities such as the Hawthorn Football Club the historical relationship between transfer stations and materials recycling no longer exists. Since the previous KGWMP Council approved a transfer station on the Industrial Zoned land (outside the Green Wedge) on the former Fraser Road landfill and although this facility did not proceed a local transfer station continues to operate.

No other part of Melbourne's Green Wedge is located as close to residential areas as Kingston's and therefore off-site impacts are of primary concern. As with landfills and mining activities, these uses are not considered to be a suitable long-term use of the Kingston Green Wedge due to the high potential for conflict with residential, agricultural and recreational facilities. With only one significant facility remaining that being the Alex Fraser Recycling facility which has a recently extended limited life permit to 2033 and with recycling and transfer facilities increasingly operating in Industrial areas the transition away from such activities is nearing completion.

The current Green Wedge Zone (applying to the southern part of the Green Wedge) permits transfer stations and materials recycling activities. However, the Green Wedge A Zone prohibits these uses. The KGWMP recommends the rezoning of remaining Green Wedge land (excluding the Special Use Zone 1 that applies to golf courses) to Green Wedge A to prohibit any future transfer station and materials recycling uses as these are not considered appropriate for Kingston's Green Wedge.

## **COMMERCIAL / INDUSTRIAL**

There are two main clusters of commercial/industrial activity in the Kingston Green Wedge (see Figure 15). The cluster on Clayton Road near Kingston Road (including manufacturing, a reception centre, and other light industrial uses) and the cluster on Springvale Road between Lower Dandenong Road and Governor Road (containing a mix of large format retail, wholesale, light industrial and community uses).

These clusters are considered to be stable, in that businesses have been located there for a number of years and have made significant investments in buildings and plant machinery/equipment. These businesses are generally urban uses, well located from a business perspective with exposure to passing traffic and on appropriately sized parcels with good buffer distances to residential areas.

These industries provide local employment within the Green Wedge and do not generate any significant amenity impacts or land use conflicts. These businesses can continue to operate utilising existing use rights where they apply. In the longer term, however, it needs to be recognised that these uses are not suitable for the Green Wedge, and they should be encouraged to phase out for more suitable uses.

Figure 15 Existing Business Uses in the Green Wedge



Clayton Road



Clayton Road



Clayton Road



Springvale Road



Springvale Road



Springvale Road

## **EDUCATION**

There are a number of educational uses currently operating within the Kingston Green Wedge, including primary, secondary and tertiary education as well as associated active recreation facilities (see Figure 16). The Heatherton Christian College is centrally located in the Green Wedge. The College is growing in terms of student numbers and consider that they will be located in the current location in the medium to long term. Mentone Grammar School owns a sports field which is located in the southern Keysborough section of the Green Wedge.

Education uses are considered to be compatible with the overall Green Wedge vision and existing schools and education facilities should be encouraged wherever possible. This will enable the existing and potential future education providers to invest with confidence in the Green Wedge, both in terms of buildings and hard infrastructure as well as active open space facilities.

Schools often present the opportunity for the broader community to benefit from their facilities, as is the case with Mentone Grammar School and Heatherton Christian College. Both schools offer their active recreation facilities to public sporting groups and associations for use after school hours. There is a capacity for this to increase, especially at Heatherton Christian College.

Any expansion plans by these schools or tertiary institutions that provide agriculture related programs should be facilitated where possible by Council particularly where public use can be secured, as this will increase investment in the Green Wedge and contribute to the amenity and infrastructure of the local area. This is particularly desirable where an education provider may be interested in developing currently vacant or disused land.

There is an opportunity to enhance to ensure the appropriate siting and design of non-agricultural uses in the Green Wedge.

The Policy could be applied to uses that can establish in zones typical of the Green Wedge with a permit, such as primary and secondary schools.

It should be drafted to ensure that uses that require large building footprints and are traffic-generating, are located appropriately to ensure traffic and access does not place unreasonable pressure on roads within the Green Wedge while protecting the amenity of surrounding uses. Such buildings should ensure sufficient area is set aside to provide a buffer from surrounding uses and roads and allow for sufficient landscaping to enhance the visual appearance of the site and soften the built form.

Figure 16 Existing Educational Facilities in the Green Wedge



Heatherton Primary School



Heatherton Christian College

Source: HCC Website



Holmesglen TAFE Industrial Skills Site



Mentone Grammar Playing Fields

## **RESIDENTIAL**

There are a number of dwellings scattered throughout the Green Wedge that reflect former or existing farming uses, and there are pockets where residential development has become entrenched due to old subdivision patterns. The scattered residences are not of concern to the Green Wedge objectives, although the servicing of these dwellings with urban style mail, rubbish and infrastructure services are not ideal.

The cluster of residential land use along Pietro Road will remain, and it is considered that there could be wider benefits to the Green Wedge in recognising this usage and formalising the conditions under which residential development may be appropriate. This will ensure that residential development maintains large lots, semi-rural spaciousness and appearance. There may also be a benefit in extending this large lot style of residential development to the south to enable a public, pedestrian/cycle path and an appropriately vegetated habitat link between parkland to the north and Kingston Heath Reserve.

State Government policy seeks to maintain a permanent UGB to contain Melbourne's outward growth and to protect the values of non-urban land, provide for opportunities for productive agricultural land and significant landscapes. The State Government has advised that changes to the UGB will not be supported. The KGWMP does not recommend that land be rezoned or excluded from the Green Wedge to allow for further residential uses.

## **SOLAR ENERGY PARK**

A viable use in the Green Wedge and former landfill sites could be as a Solar Energy Park.

A solar park of considerable size could generate enough energy to power a significant number of homes. In addition, the construction and ongoing operation of the facility would create employment. A Solar Park in the Green Wedge has many benefits:

- It provides a very high profile example of the type of renewable infrastructure investment necessary to respond at scale to Councils declaration of a Climate and Ecology Emergency.
- Proximity to the existing electricity grid (most solar parks to date are in remote locations).
- Minimal off-site impacts.
- Opportunity for community education about sustainable energy.

Funding for facilities of this nature is currently available through Federal Government (Solar City) and State Government (Sustainability Victoria) sources and can involve community financial support in some cases.

In determining the suitable location of solar farms their relationship with the core parkland parts of the Chain of Parks and existing agricultural land must be considered. The Chain of Parks is a regionally significant project and a solar energy facility should not be located on or detract from the provision or amenity of the Chain of Parks. Any potential solar energy facility would need to be sited and designed to ensure it has a

soft interface. This includes appropriate setbacks and landscaping with the Chain of Parks and other surrounding land uses to protect the community's amenity and ensure the Green Wedge and Chain of Parks is developed in accordance with community expectations.

One method to create a soft interface between the Chain of Parks and surrounding land uses (including residential) with a solar park, could be to incorporate ancillary educational facilities that support the solar facility and/or other agricultural uses as a link between the Chain of Parks and these facilities.

Figure 17 Examples of Solar Energy Parks



## **Community Supported Agriculture / Environment Park**

The Agricultural Strengthening and Preservation Strategy highlights education and community gardens as being opportunities for community supported agriculture.

It states that community gardens are places where people come together to grow food and other plants, to learn new skills, meet people and be part of their local community. The land used for these gardens is generally owned by local government, schools, churches and as part of State Government housing estates. There are two main types of community gardens:

- Shared gardens, where gardeners have responsibility for the entire garden, working together to care for the plants and taking a share of what is produced.
- Allotment gardens, where gardeners each have their own plot and use it as they wish.

Community gardens can:

- Strengthen community ties and social cohesion and provide a space for socialisation.
- Recover the traditional culture of gardening based on organic and sustainable crops.
- Respond to the social and therapeutic needs of vulnerable people through participation in community gardens.
- Boost the educational and recreational nature of existing agriculture.
- Provide education on Aboriginal traditional land practices.

Activities can include community participation in local food production and gardening, training and technical advice, awareness raising on agroecology and dissemination of local produce to community organisations.

Establishment of a Community Sustainable Environment Park or an urban farm modelled on several highly successful examples including the Centre for Education and Research in Environmental Strategies (CERES) in East Brunswick, Myuna Farm, Doveton, Edendale Community Environment Farm or the Collingwood Children's Farm Abbotsford could serve multiple purposes:

- Educate the community about the benefits of sustainable energy and/or sustainable farming practices.
- Provide a community focal point.
- Accommodate an indigenous plant nursery.
- Provide a café and venue for a farmers' market.
- Provide a location for a community garden.

Developing and maintaining a community garden will require a sound governance structure to oversee operations. This could be provided by Council, a community organisation or social institution.

Council has adopted a Community Garden Policy, May 2020. This Policy provides a process for residents wanting to establish a community garden and transparency around the criteria Council uses in order to approve the use of Council land for

community gardens. The Policy also provides clarity on the level of support existing or established community gardens can expect to receive from the City of Kingston.

Educational gardens and school programs such as the examples at Figure 12 are a way to:

- Provide support and training to transform the food choices offered by school canteens.
- Promote direct sourcing of food from local producers which can support their continuity, favour the establishment of new producers and reduce transportation costs.
- Prioritise the daily consumption of seasonal and local food product such as fruit and vegetables.
- Increase awareness of Aboriginal traditional land practices.

Educational gardens integrated with school programs can provide advice and support to canteens, including assessment of the current service, support in the design and operation of a school garden, review and design of seasonal menus and advice on the assembly of a new kitchen or the adaptation of an existing one. This type of program generally requires the involvement of:

- Local producers close to schools.
- Companies managing school canteens.
- Paediatricians and nutritionists, who validate the menus.
- Schools, their staff, students and their parents.
- NGOs involved in food sovereignty.
- City councils and regional authorities.

The Stephanie Alexander Kitchen Garden Foundation is an example of an educational garden and school program working with organisations to improve health and wellbeing outcomes for Australian children.

Funding for this type of facility can be sourced from Government grants, private sponsorship and self-funding activities. The actual location of this centre could potentially be on Council owned land; however, it should be located with good access from residential areas and on public transport and walking/cycling routes. Co-location with a future Solar / Energy Park would be ideal, however along one of the waterways would also be a good location.

Figure 18 CERES, Brunswick



## **Agritourism**

The APSS also identifies agritourism as being an alternative opportunity to retain agricultural type activities in Kingston.

The APSS notes that one of the key challenges to developing successful community supported agriculture within Kingston's Green Wedge is the need to create a destination feel to the area. Agritourism is reliant on people wishing to visit the area and seeing it as destination rather than a place to travel through. The City of Kingston has an opportunity to integrate community supported agriculture with the current Chain of Parks concept which will significantly increase the amenity and aesthetic value of the Green Wedge. Through the development and promotion of community gardens and school programs, in conjunction with the Chain of Parks it is hoped that public perception would shift to viewing Kingston's Green Wedge as a place to visit. This would increase the popularity of agritourism activities and improve the viability of businesses in the area. This could be encouraged through a pick-your-own operation or via farm shops/cafes.

A pick-your-own (PYO) operation is a farm where customers may go to pick, cut or choose their own product out of the field. Also called u-pick, cut-your-own or choose-your-own, this type of enterprise is commonly a direct marketing channel choice for farms growing berries, tree fruit and flowers.

PYO operations have a number of advantages for producers including the reduced need for product harvest and handling labour, lower equipment costs, the opportunity for larger transactions per customer and the potential to sell lower-quality products. The location of the Kingston Green Wedge is a key advantage for PYO due to the proximity of potential customers and the ability to advertise locally.

Disadvantages of PYO operations include higher public liability premiums and risks of having customers on the farm, the need for additional labour to supervise customers and the potential for crop damage from improper harvesting.

PYO operations have recently benefited from food industry trends including:

- Consumers seeking a greater sense of connection to their food.
- Perception of self-harvested crops as affordable and high-quality.

Not all crops are suitable for PYO operations. Tree fruit such as apples (semi-dwarf and dwarf trees), cherries and other stone fruit are often popular however these crops are not suited to the land available in the Green Wedge.

The inclusion of a café or restaurant on a farm/plant nursery can enable producers to diversify their income and increase customer traffic and revenue during quieter production periods. They can either be added to existing agricultural businesses or as in the case of Acre farm and eatery (an example of a new urban agricultural project on the former Burwood Brickworks site) created as a new business.

Lastly, the sale of products directly on the farm or through a collective outlet can assist farmers to:

- Shorten the supply chain and maximise revenue.

- Promote the consumption of local seasonal and quality food through direct contact between consumers and producers as well as raise awareness.
- Strengthen the local farming community.

Products can be sold at farm gate prices, under a collective brand (if desired) and the range can be widened through the addition of other suitable product to increase appeal to consumers.

Although grants/investment may be required to establish the collective, it should aim to be self-sustaining in the longer term by using a portion of sales to pay rent and wages.

The APSS notes that mechanisms to improve access to land for community groups and/or new entrants to establish community supported agriculture or agritourism activities are Farmland or Agriculture Trusts. Farmland Trusts are private, non-profit organisations that own and manage farmland, hold farmland covenants and lease farmland to tenant farmers. A Farming Trust can help preserve agricultural land for the future. They can operate at local, regional, and national scales. The trust requires:

- A governance structure to ensure appropriate management and supervision of the trust.
- Donor and member contributions, and land grants.
- Investment to fund the purchase of private land (if public land is not available).
- Community members to drive the initiative.

Examples of where Farmland Trusts have been used to create community and education gardens exist in Europe, but they are usually started using public land.

If Council has publicly owned land that could be used for community focussed agriculture, then the establishment of a Trust to manage the land and associated activities could be a viable concept. An example of a Trust focussed on the establishment of urban farming is the Western Sydney Parklands Trust. This Trust was established in 2006 to manage over 5,280 hectares and to create the largest urban parkland system in Australia. The Precinct within the Parklands is comprised mostly of agricultural land which is part private and part owned by the New South Wales Government. A key strategic direction of the Parklands Plan of Management 2020 is to establish urban farming. This strategic direction has been pursued through the establishment of the Future Farming Program.

Furthermore, existing planning controls require a planning permit for the development of agritourism activities such as restaurants/cafes and farm shops. For a farm shop, the area used to sell and display primary produce cannot exceed 50 square metres without a planning permit, and only produce “grown on the land or adjacent land” can be sold (including processed goods made from that produce, such as jams) resulting in restrictions on farmgate sales, which could provide a useful income stream for producers.

## **SPECIFIC SITES**

There are several key sites and areas within the Green Wedge that require direction and provide opportunities to realise the Vision. The future of these sites can shape the image, perception and direction of the rest of the Green Wedge if managed appropriately through this Plan.

### **Springvale Road Existing Commercial**

The Green Wedge Zone applies to a strip of land parcels on the west side of Springvale Road between Lower Dandenong Road and Governor Road. This strip includes a range of light industrial, commercial and community uses, such as petrol station, boat sales, plant nursery, transport depot, church, social club and educational sports fields, and effectively appears as an urban highway cluster, with a majority of the land opposite in Springvale Road being located in a residential zone. The variety of land uses along this section of the Green Wedge land is not entirely unusual in the Green Wedge, but it constitutes a type of activity and appearance that is not representative of the desired activity mix and appearance for the Green Wedge.

The activities are generally well established and have made investments on their current sites in terms of buildings and site improvements. However, the current Green Wedge zoning restricts the established businesses in terms of their land use options, ability to access finance for improvements and certainty for future development. In addition, the land is constrained by the allotment sizes of approximately 1ha to 5ha.

These sites are strategically located, being at one of the gateways to the Green Wedge and directly abutting the regionally significant Braeside Park. Consequently, the appearance, siting and design of development, public domain treatments and the impacts of any activity on the park environment and values are of paramount concern. The current sites present an inconsistent and unattractive frontage to a major arterial and at the entrance to the Green Wedge. There is an opportunity to improve the appearance of the properties, their setting and the relationship with Braeside Park through enabling controlled redevelopment and reuse of these sites.

Changes to activities on these sites should be on the condition that the environmental values of the park are protected and the interface between the sites and the park improved. An appropriate buffer should be required to ensure that ecological and environmental values are maintained, and possibly improved, having regard to the current operations which have no such consistent buffer. In addition, design guidelines to ensure that future buildings are designed to minimise visual impact and improve the appearance of the sites could also be imposed. Public domain improvements to road verges and intersection areas are needed to set the context and complement any private domain changes to reflect the gateway status of the area. Public benefits in the way of landscaping treatments to the verge areas (in accordance with an overall landscape master plan for the whole frontage), improvements to the kerb and channelling (in consultation with DTP), gateway signage or markers, or funds to undertake these works, should be obtained through the approvals process for new development.

Changes to the land use on the sites should also maintain a low scale community or commercial approach to reflect its role as a gateway to the Green Wedge. Any new buildings should have a low site coverage and be set within spacious landscaped grounds, with minimal advertising material. Uses should have a minimum floor area to reflect the large format style of development and ensure that each site does not accommodate several uses within the building envelope. The types of uses encouraged should be community uses and not retail, other than a plant nursery.

The other sites fronting Springvale Road in this location are used for residential (single dwellings on each allotment), recreation or community purposes and are considered compatible with the Green Wedge. A property fronting Governor Road adjacent to the petrol station is not used for, or considered to be suited to, commercial activity and should remain within the Green Wedge.

### **Tootal Road Existing General Residential Zone**

A small section of the Green Wedge is in the General Residential Zone. This area covers approximately 8ha near the intersection of Tootal Road and the Dingley Bypass. This appears anomalous as it is an urban zone that sits outside the UGB. The land is primarily located within the Public Acquisition Overlay for the Dingley Bypass however portions of the land appear to be privately owned. This anomaly needs to be rectified through a planning scheme amendment in consultation with DTP and landowners, and the potential for future open space area determined. Rezoning of the land to a Public Park and Recreation Zone and/or Green Wedge Zone may be an appropriate outcome.

The portions of adjoining land included in the SUZ2 (Earth and Energy Resources Industry) also appear to be zoned anomalously. This land should not be encouraged for this type of activity and would more appropriately be rezoned to a Green Wedge Zone as the land is contained outside the UGB.

### **Triangle Site**

Privately owned land referred to as the triangle site is located in Aspendale Gardens in the southern section of the Kingston Green Wedge. The site is on the western side of Springvale Road opposite the intersection with the Mornington Peninsula Freeway and is currently within the Green Wedge Zone. A large portion of the site has been acquired for the Mornington Freeway. The site is approximately 17 hectares in area.

The triangle site adjoins the residential development both to the north and south, but forms part of the South East Green Wedge opposite in the City of Greater Dandenong. This site adjoins the Mordialloc Creek and is flood prone.

Melbourne Water has advised that the remaining land would preferably be established as an open space reserve to support and regenerate environmental values, in association with Melbourne Water's River Health department.

Should the site not be purchased for open space, development options are limited by environmental, access and flooding issues that will require substantial investigation.

Figure 19 Triangle Site



## 5.2 WHAT DO WE WANT?

Land uses and activities that will be encouraged in the Kingston Green Wedge are:

- Conservation areas that safeguard the environmental values of the area and provide passive open space opportunities.
- Public and private recreation facilities that accommodate local sporting clubs, specialist sports, and address growing regional demand generated through population growth.
- Agricultural type activities and community gardens or programs that produce/support food for local, regional or metropolitan markets.
- Urban forests that provide for the re-establishment of functioning ecological communities, a green backdrop and carbon sink benefits.
- Environment parks that demonstrate best practice in resource management and sustainability.
- Educational and community programs that recognise and increase awareness of Aboriginal cultural heritage.
- State of the art energy generation facilities that are not located in the Chain of Parks or on strategically important agricultural land and have minimal off-site impacts on nearby uses including visual impacts, noise and air pollution.
- Eliminate uses that cause off-site impacts on environmental qualities, rural landscapes, residential amenity, agricultural viability including visual impact, noise and air pollution and traffic congestion.
- A semi-rural style residential cluster along Pietro Road that provides a public, pedestrian/cycle path and an appropriately vegetated habitat link between parkland to the north and Kingston Heath Reserve.
- School and tertiary education campuses set within large grounds and associated recreation and open space uses that provide for local and regional students and incorporate publicly available facilities.
- Community and places of worship facilities that offer services or are available for use by the local and regional community.
- More intensive land uses located on main roads where public transport access is possible, and smaller lots are common.
- Moorabbin Airport and associated aviation activity in a setting that contributes to the appearance, intent and function of the Kingston Green Wedge.

## **5.3 WHAT ARE WE GOING TO DO?**

### **GENERAL LAND USE**

- Support the ongoing operations of activities in the Green Wedge, that have minimal off-site impacts and conform with the vision for the Green Wedge.
- Increase certainty for existing landowners within the Green Wedge regarding future land use.
- Recognise where stable and entrenched urban uses are located within the Green Wedge.
- Manage the transition of those businesses and industries identified to be in decline or in transition to desirable and viable Green Wedge uses.
- Implement planning scheme changes that encourage desired land uses and discourage or prohibit undesirable land uses, including requiring appropriate minimum lot sizes.
- Support educational and community programs that recognise and increase awareness of Aboriginal cultural heritage.

### **AGRICULTURE TYPE ACTIVITIES**

- Support the retention of existing agricultural activities, including market gardens, horticulture, poultry and egg farming and animal husbandry.
- Support the continued operation of the farmers' markets and support establishing farm produce retailing within the Green Wedge.
- Encourage agricultural education and training facilities, including community-based gardens and agricultural programs.
- Support the establishment and ongoing management of agritourism uses including pick-your-own operations, farm cafes and farm shops on farmland.
- Provide expert agricultural advice to farmers.
- Support new, viable agricultural activities, such as protective cropping.
- Support new agricultural activities that incorporate new techniques and processes, and structures to grow produce and accommodate equipment.
- Establish a community/educational garden for use by Kingston residents.
- Investigate appropriate locations for community gardens close to urban areas.
- Promote the need to use water wisely throughout the Green Wedge, including less drinking water (portable water) and supporting the uptake of recycled water from Melbourne Water's Eastern Treatment Plant.
- Investigate the establishment of an Agricultural Trust to retain and encourage agricultural uses in the Green Wedge.

### **RECREATION FACILITIES**

- Ensure the State Government delivers an alternative regional sporting site in the Green Wedge area of Dingley Village to offset the loss of the Delta site.
- Work with DTP to advance the planning and site investigations associated with Kingston Fields.

- Facilitate the development of active open space facilities, including those for commercial, school and community use in locations where the amenity of surrounding land uses are protected, and visual appearance and landscaping is enhanced.
- Facilities must provide for sufficient landscaping and enhance the visual appearance of the Green Wedge.
- Work with private investors like the Hawthorn Football Club to expand community access as part of their projects.
- Retain and improve existing sports fields and facilities providing for local sports groups.
- Allow for specialist sports and active recreation facilities in areas where activities will not impact the amenity of nearby residential areas.
- Ensure seating structures and associated facilities are located to retain open views and vistas of the surrounding landscape features.
- Support the development of a kiosk or café as part of sporting facilities to serve the needs of sporting spectators.
- Support the establishment of additional private sporting activities such as soccer, cricket and football subject to the protection of nearby residential properties from undesirable off-site impacts.

## **WASTE & RECYCLING FACILITIES**

- Monitor the few remaining operations in accordance with existing approvals.
- Continue to monitor the decommissioning and rehabilitation of closed landfill sites in accordance with EPA requirements.
- Actively discourage any new activities from occurring in the Green Wedge by promoting the opportunities for such investment in Industrial Zone areas.

## **ENVIRONMENT PARKS**

- Establish a Sustainable Energy Park on land in the Green Wedge.
- Establish a community-based garden that demonstrates the best environmentally sustainable practices and technologies, agricultural education and provides information, and community activities.
- Support activities that incorporate environmentally sustainable practices and technologies.

## **EDUCATION**

- School campuses within large grounds, and school playing fields, provided that the buildings form a small proportion of the site, facilities are made available for general community use and the school meets a local or regional need.
- Tertiary institutions that provide agriculture and sustainability training, provided that the buildings form a small proportion of the site, and facilities are made available for general community use.

## **ABORIGINAL CULTURAL HERITAGE**

- Understand areas, places or oral history of significance to the Green Wedge and the best way to preserve and reflect this cultural heritage.
- Investigate best practice Aboriginal land and environment management.

## **COMMUNITY SERVICE USES**

- The establishment of community service uses (such as health facilities, places of worship, social clubs, community organisations) that provide for an identified need in the local or regional area.
- Ensure community service uses are well-located to enable easy access by the local and regional community.

## **RESIDENTIAL**

- Allow for existing residential uses to remain in the Kingston Green Wedge.
- Allow for additional dwellings along Pietro Road to achieve a public, pedestrian/cycle path and an appropriately vegetated habitat link between parkland to the north and Kingston Heath Reserve.

## **5.4 HOW ARE WE GOING TO DO IT?**

### **AGRICULTURE**

- Support the retention of existing agricultural activities in the Green Wedge.
- Provide educational and advisory support to farmers.
- Support the establishment of new small-scale horticultural activities that involve farm sales, and wholesale plant nurseries.
- Support establishment of new, viable agricultural activities, such as protective cropping.
- Support the establishment and ongoing management of farmers' markets.
- Investigate appropriate locations for community gardens in urban areas.

### **SOLAR PARK**

- Allow a Solar/Energy Park within the Green Wedge that does not form or impact on the Chain of Parks or agricultural land.

### **COMMUNITY SUPPORTED AGRICULTURE**

- Determine the optimal location of community supported agriculture, such as a community garden.
- Undertake a general feasibility assessment and concept for a community environmental park/non-urban farm.
- Seek sponsorship and State Government funding for the concept.
- Involve the local community and environment groups in the proposal and funding applications.

### **COMMUNITY FACILITIES**

- The establishment of new community facilities by public or private organisations that demonstrate a local or regional need, are conveniently located for access by users and are designed and sited appropriately.

### **EDUCATION**

- Act as an intermediary between Heatherton Christian College and local sports clubs and associations to facilitate public use of the College's facilities.
- Develop planning controls such as a Local Policy and Design and Development Overlay to guide the suitable location and development of educational activities (e.g. located in substantial grounds, sporting fields with shared usage) in the Green Wedge that are located, designed and sited appropriately.
- Encourage agricultural related education facilities within the Green Wedge.

## **ABORIGINAL CULTURAL HERITAGE**

- Foster a partnership with the Bunurong Land Council Aboriginal Corporation to establish areas, places or oral history of significance to the Green Wedge and the best way to preserve and reflect this cultural heritage, including in the naming of the Chain of Parks.
- Strengthen the understanding to Aboriginal cultural heritage in the Green Wedge.
- Work with the Bunurong Land Council Aboriginal Corporation to investigate best practice Aboriginal land and environment management.

## **RECREATION**

- Advocate to the State Government to provide suitable land in the Green Wedge area of Dingley Village for the Kingston Fields project. This project will deliver a regional sport and recreation facility to offset the loss of the Delta site. Work with DTP to advance the planning and site investigations associated with Kingston Fields.
- Co-locate active recreation facilities where compatible, so amenities and other infrastructure can be shared, economies of scale achieved, and ensure maximum usage of facilities.
- Encourage dual use of facilities where feasible to maximise their usage, which is not necessarily limited to recreational use.
- Support the implementation of the Chain of Parks and trail for pedestrian, cycling, and equestrian use.
- Develop planning controls such as a Local Policy and Design and Development Overlay to guide the suitable location and development of sporting facilities (e.g. located in substantial grounds, shared usage) in the Green Wedge that are located, designed and sited appropriately.
- Site recreational uses that have greater acoustic, visual amenity and traffic impacts away from residential areas to protect residential amenity.
- Site recreational facilities that have minimal environmental impacts and higher usage/demand, closer to residential areas.
- Ensure recreational facilities incorporate a range of sustainability measures in building/infrastructure/landscaping design, management and maintenance.
- Generally, develop recreational facilities close to arterial roads, public transport nodes, car parking, walking/cycling tracks and employment and residential hubs.
- Seek funding from Sport and Recreation Victoria via grants for recreational facility planning, construction and management (e.g. Community Facility funding program).
- Seek opportunities for Federal Government grants which are often associated with international events.
- Investigate the purchase of the Triangle site by Melbourne Water for open space purposes to support and regenerate environmental values.

## **WASTE AND RECYCLING**

- Continue to ensure current approvals, including those issued by the EPA, are adhered to and enforced.
- Rezone all Green Wedge Zone land south of Heatherton Road to the Green Wedge A Zone to prevent new landfill or materials recycling uses from establishing.
- Resolve the zoning of land along Tootal Road zoned Special Use Zone Schedule 2 Earth and Energy Resources Industry.

## **MOORABBIN AIRPORT**

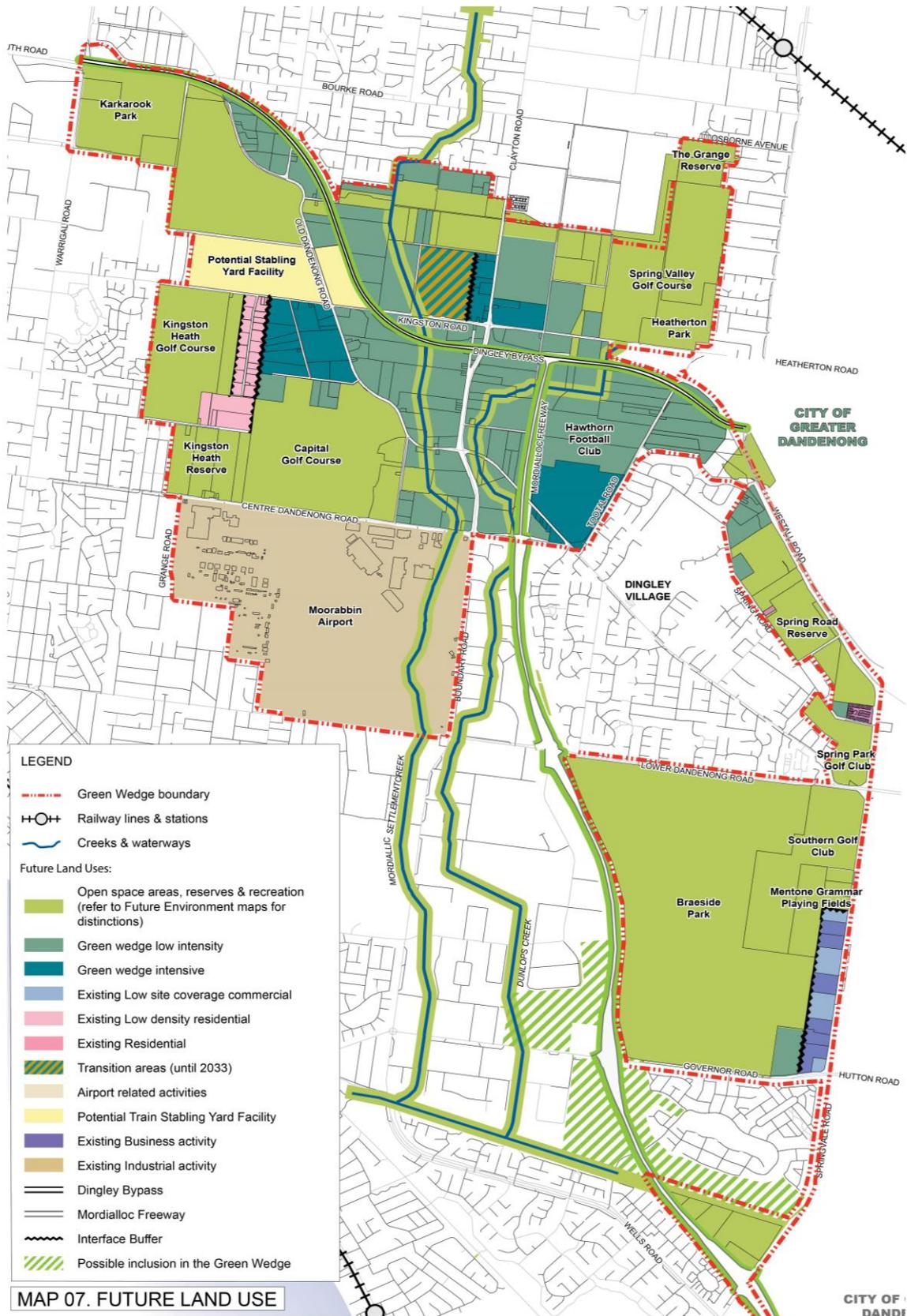
- Maintain close liaison with Airport planning authorities to establish plans and provide input.
- Support environmental improvements on the site.
- Oppose additional non-airport related activities that may impact commercial activities in the remainder of the city.
- Support activities that will generate employment for nearby residents.
- Lobby State and Federal Government for greater input to Airport planning by local authorities.

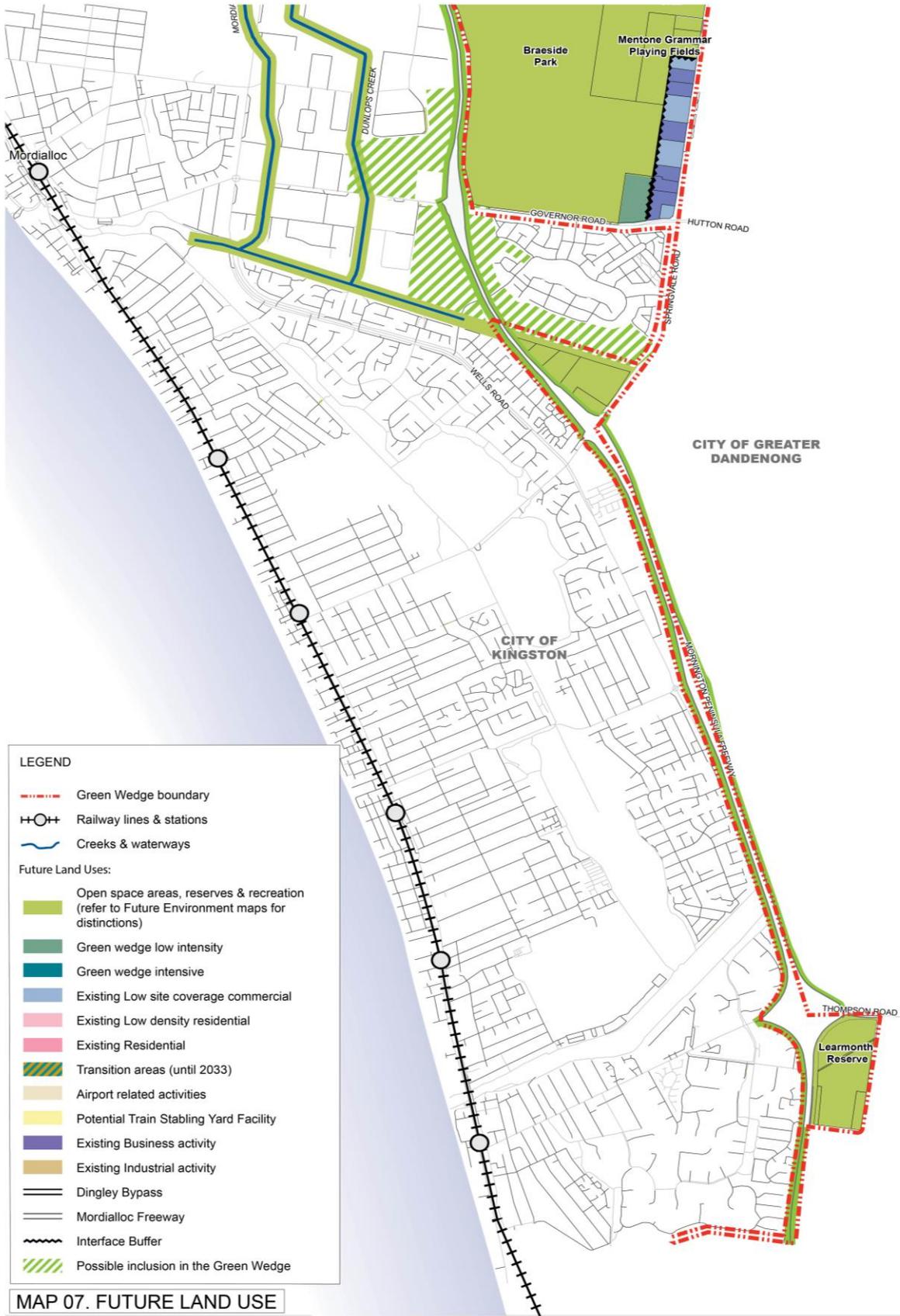
## **PLANNING SCHEME CHANGES**

- Change the planning scheme controls to include the recommendations of KGWMP as Strategy and Policy to effectively guide all future decision-making.
- Through the planning scheme, actively discourage new landfills, materials recycling, transfer stations and mining operations throughout the whole Kingston Green Wedge.
- Change the minimum lot size for properties south of Pietro Road at 135 to 149 Farm Road, Heatherton to 1ha subject to the provision of a permanent public, pedestrian/cycle path (2 to 4 metres in width, depending on the volume of users) and an appropriately vegetated habitat link as indicated on Map 4 Chain of Parks and Map 8 Future Access and Movement.
- Rezone all Green Wedge land south of Heatherton Road to the Green Wedge A Zone.
- Change the zoning of land in the Special Use Zone Schedule 2 (SUZ2) to a Green Wedge A Zone.
- Resolve the potential open space use of remaining residentially zoned land located between Tootal Road, Dingley Bypass and Westall Road and rezone land to a Public Park and Recreation Zone or Green Wedge A Zone as appropriate.
- Resolve the unutilised Road Zone Category 1 land north of Caruana Reserve by rezoning land to a Public Park and Recreation Zone or Public Conservation and Resource Zone as appropriate.
- Include detailed policy to guide decision-making about appropriate land uses in Green Wedge Intensive and Low Intensity Areas, as shown on Map 7 Future Land Use, to ensure:

- Intensive Areas accommodate uses such as accommodation (not residential), recreational or other Green Wedge uses that involve frequent public access, smaller sites and high site coverage (e.g. camping and caravan parks, markets, hall, place of assembly, retail plant nurseries, some recreation facilities, place of worship, and some forms of tourist accommodation and education).
- Low Intensity Areas accommodate agriculture, open space, recreational and sporting facilities, low site coverage community, and education uses.

# Map 7 Future Land Use





# 6 WHAT ACCESS AND MOVEMENT SYSTEMS DO WE WANT?

## 6.1 THE ISSUES

Linkages and movement are important to connect land uses throughout and to the Green Wedge. What access to and within the Green Wedge is required? What recommendations should be made regarding existing transport proposals?

In previous consultations, there was strong support in the community for improvements to public transport and access within the Green Wedge. Many noted they would like to see improvements to bus stops and bus frequency, better connections to Southland and railway stations and more walking, cycling and horse trails.

There was support for better road maintenance; improvements to roadside treatments, prevention of waste dumping and upgrades to key roads.

The key concerns for most residents were the heavy traffic, perceived lack of safety and congestion that was then present through local roads. Many were not happy with the high volume of trucks along Old Dandenong Road, and the condition of the roadway. With the closure of many landfill sites, the volume of movement of trucks and heavy vehicles on Old Dandenong Road is anticipated to decline.

### PUBLIC TRANSPORT

Existing public transport infrastructure within the Kingston Green Wedge is considered to be of a relatively poor and inconsistent standard that requires upgrading to serve the needs of the area. The Green Wedge is located approximately 3km from the Frankston and Dandenong railway lines. It is highly unlikely that any additional rail infrastructure will be constructed with direct access to the Green Wedge.

Public transport access within the Green Wedge is restricted to a small number of bus routes, comprising the following services (illustrated in Figure 20):

- 631 – Southland to Waverley Gardens via Clayton, Monash University
- 705 – Mordialloc to Springvale via Braeside, Clayton South
- 811 – Dandenong to Brighton via Heatherton Road, Springvale
- 812 – Dandenong to Brighton via Parkmore Shopping Centre
- 828 – Hampton to Berwick Station via Southland Shopping Centre, Dandenong
- 902 – Chelsea to Airport West SmartBus service
- 903 – Altona to Mordialloc SmartBus service
- 708 – Carrum to Hampton via Southland Shopping Centre
- 813 – Dandenong to Waverley Gardens via Springvale Road
- 814 – Springvale South to Dandenong via Waverley Gardens Shopping Centre & Springvale
- 821 – Southland to Clayton via Heatherton

- 979 – Night Bus Elsternwick to Dandenong via Bentleigh, Clarinda and Keysborough

There are only two SmartBus routes servicing the Green Wedge, one along the western periphery at Warrigal Road, and one along the east through Springvale Road. SmartBuses provide a more frequent service along cross-town routes and offers the opportunity for better connections to land uses along these routes.

The alignment of bus routes throughout metropolitan Melbourne is determined by significant amounts of modelling and strategic input, which identifies the most effective and efficient routes throughout the network. The scarcity of public transport options within the Green Wedge is most likely due to the relatively low density of development within the area. It is expected that an opportunity will exist to increase the number of bus routes operating within the Green Wedge in the future as activity increases.

The now completed Dingley Bypass and Mordialloc Freeway (see below) present potential opportunities for future SmartBus routes.

The existing bus network will benefit from future improvements due to the lack of shelter at most locations and/or poor pedestrian access across the roadways, particularly along the non-SmartBus routes (refer to Figure 20).

Figure 20 Existing Public Transport Services within the Green Wedge

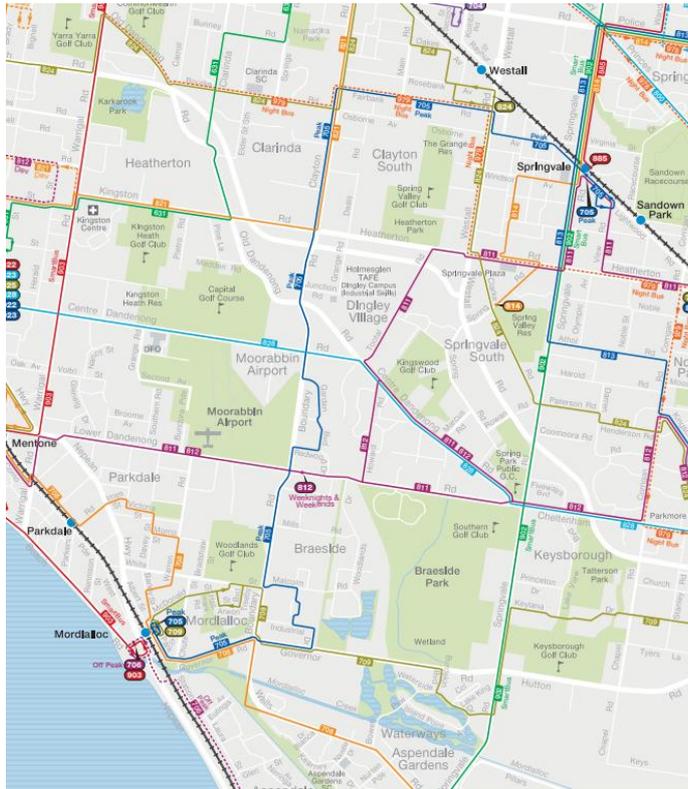


Figure 21 Existing Bus Stops within the Green Wedge



## **ACTIVE TRAVEL (WALKING & CYCLING)**

The majority of roads within the Green Wedge do not incorporate footpaths or landscaping along the verges. This requires pedestrians and cyclists to share the roadway with vehicles, resulting in a potentially unsafe arrangement for all users.

The lack of pedestrian crossing across arterial roads to connect sections of the Green Wedge is an issue, as it forces pedestrians and cyclists to travel extended distances to cross the road, or risk crossing unaided. Pedestrian access to the Green Wedge and bus stops nearby is also poor and can be unsafe particularly if passengers need to cross busy roadways.

It is considered that the provision of links (e.g. footpath or shared-use paths, tracks) along existing roadways will be highly beneficial to support the pedestrian and cyclist network within the Green Wedge.

### **ROAD PROJECTS**

The Dingley Bypass was completed in 2016, and the Mordialloc Freeway (previously known as the Mordialloc Bypass) was completed in 2021.

#### **Mordialloc Freeway**

The Mordialloc Freeway provides a link between the Mornington Peninsula Freeway and the Dingley Bypass. It creates a continuous freeway from Clayton to Frankston which runs for nine kilometres and was completed in 2021.

The Mordialloc Freeway comprises of four new interchanges. Specific aspects of the project include:

- Bridges over Springvale, Governor, Lower Dandenong and Centre Dandenong Roads, including new freeway entry and exit ramps.
- Bridges over Old Dandenong Road and the sensitive waterways area.
- A connection to the Dingley Bypass with traffic lights.
- Upgrades to the existing interchange at Thames Promenade, Chelsea, with the Mornington Peninsula Freeway to provide freeway entry and exit ramps.

The freeway has resulted in a redistribution of traffic movements within the Kingston Green Wedge and the reduction of movements along key roads.

The SRL's stabling yards will truncate Old Dandenong Road proximate to the Henry Street trail. This will prevent access along Old Dandenong Road into much of the Green Wedge. The road presently plays a significant role as a bus route and access for vehicles into the Green Wedge a suitable alternative link must be identified.

#### **Moorabbin Airport access**

The Moorabbin Airport represents a significant transport generator within the Kingston Green Wedge and the Melbourne southeast region. This has intensified through additional land use change on the airport and is expected to continue into the future based on the direction of the Airport Masterplan.

The continued use of the airport as a key aerial transport route, with accompanying road transport requirements, will stimulate the need for a high level of vehicular access.

## 6.2 WHAT DO WE WANT?

Improved transport and movement systems in the Green Wedge that will be achieved by:

- Establishment of a safe, efficient and attractive road network within, through and around the Green Wedge.
- Increased use of public transport as a mode of travel to, from and within the Green Wedge.
- Increased use of walking and cycling as a mode of travel to, from and within the Kingston Green Wedge.
- Pedestrian pathways along roads to link with and complement off-road links.
- Cycle routes along major through roads, and via a linked pathway system from Karkarook Park to Braeside Park.
- Advocate for DTP for improvements to public transport timetabling, stop locations, stop facilities and service frequency.
- Consider the implications of the potential truncation of Old Dandenong Road (between Henry Street and Kingston Road) as a result of the Suburban Rail Loop Project's Stabling Yard Facility.
- The safe and efficient operation of Moorabbin airport as a state transport facility and as an employer.
- Frequent pedestrian, cycle and habitat links across new and existing roads including arterial roads, major local council roads, collector roads and freeways that meet safety standards and guidelines.

## **6.3 WHAT ARE WE GOING TO DO?**

### **PRIVATE (ROAD-BASED) TRANSPORT**

- Provide roads and paths that complement the existing transport network within the Green Wedge.
- Provide a high level of vehicular access to Moorabbin Airport to support its role as a major transport generator in the Kingston Green Wedge and the southeast of Melbourne.

### **PUBLIC TRANSPORT**

- Advocate for a high level of public transport accessibility within the Kingston Green Wedge.
- Advocate to DTP and PTV to improve the frequency and infrastructure of existing bus services within the Green Wedge.

### **ACTIVE TRAVEL (WALKING & CYCLING)**

- Establish formalised and strong pedestrian and cycling connections within the Kingston Green Wedge, including off-road pathways linking Karkarook Park in the northwest to Braeside Park in the southeast.

Figure 22 Existing Walking and Cycling paths within the Green Wedge



Eel Race Creek, Palm Beach Drive,  
Patterson Lakes



Braeside Park

## **6.4 HOW ARE WE GOING TO DO IT?**

### **PRIVATE (ROAD-BASED) TRANSPORT**

- Advocate the State Government (including DTP) to incorporate the upgrading of Westall Road, Centre Dandenong Road, Lower Dandenong Road, Governor Road and Springvale Road in the vicinity of any interchange with the Mordialloc Freeway.
- Investigate the potential to downgrade or remove other roads within the Kingston Green Wedge which are not located near interchanges and if traffic volumes decrease as a consequence of the Mordialloc Freeway or its related works.
- Review existing and proposed access arrangements to Moorabbin Airport to identify potential opportunities for increased connectivity to and from the site.
- Lobby Federal Government for the external traffic impacts of major land use proposals on the Moorabbin Airport site to be mitigated as appropriate.
- Evaluate the traffic impacts associated with the potential truncation of Old Dandenong Road as part of the Suburban Rail Loop Project.

### **PUBLIC TRANSPORT**

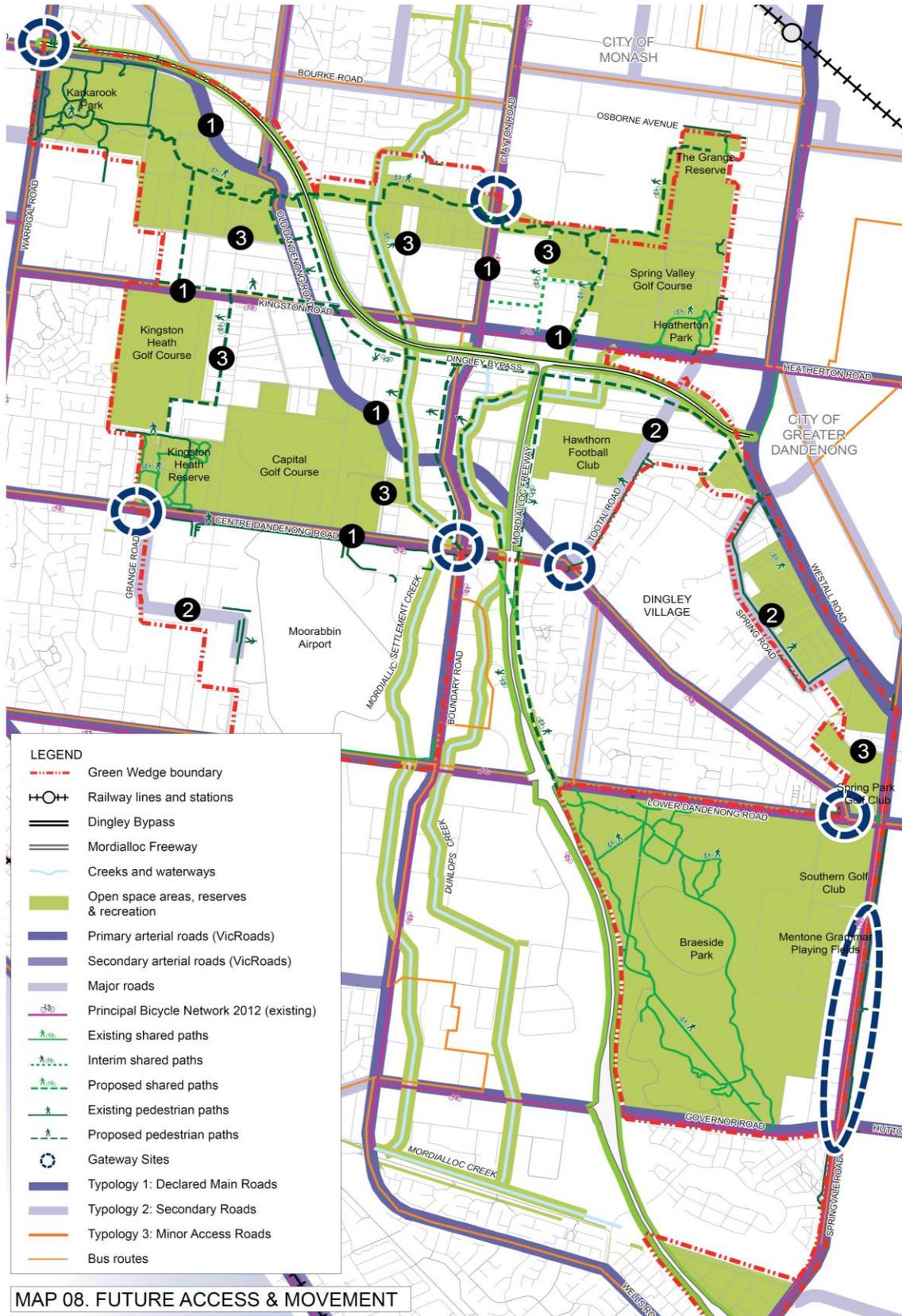
- Advocate to the State Government and liaise with the PTV to provide additional bus services within the Kingston Green Wedge, including those to/from existing transport services.
- Advocate to the State Government and liaise with the PTV to better incorporate the existing SmartBus routes operating in the vicinity to existing and future land uses within the Green Wedge.
- Advocate to DTP and PTV to improve the quality of bus stops and shelters located within the Green Wedge. The quality of the bus stops and shelters should extend to all facets of design including proximity to key land uses, visibility, weather protection, design, safety, comfort and convenience, incorporation of lighting (preferably solar powered) and DDA compliance.
- Understand the implications on the Green Wedge associated with the construction of the Suburban Rail Loop connection from Cheltenham to Clayton.

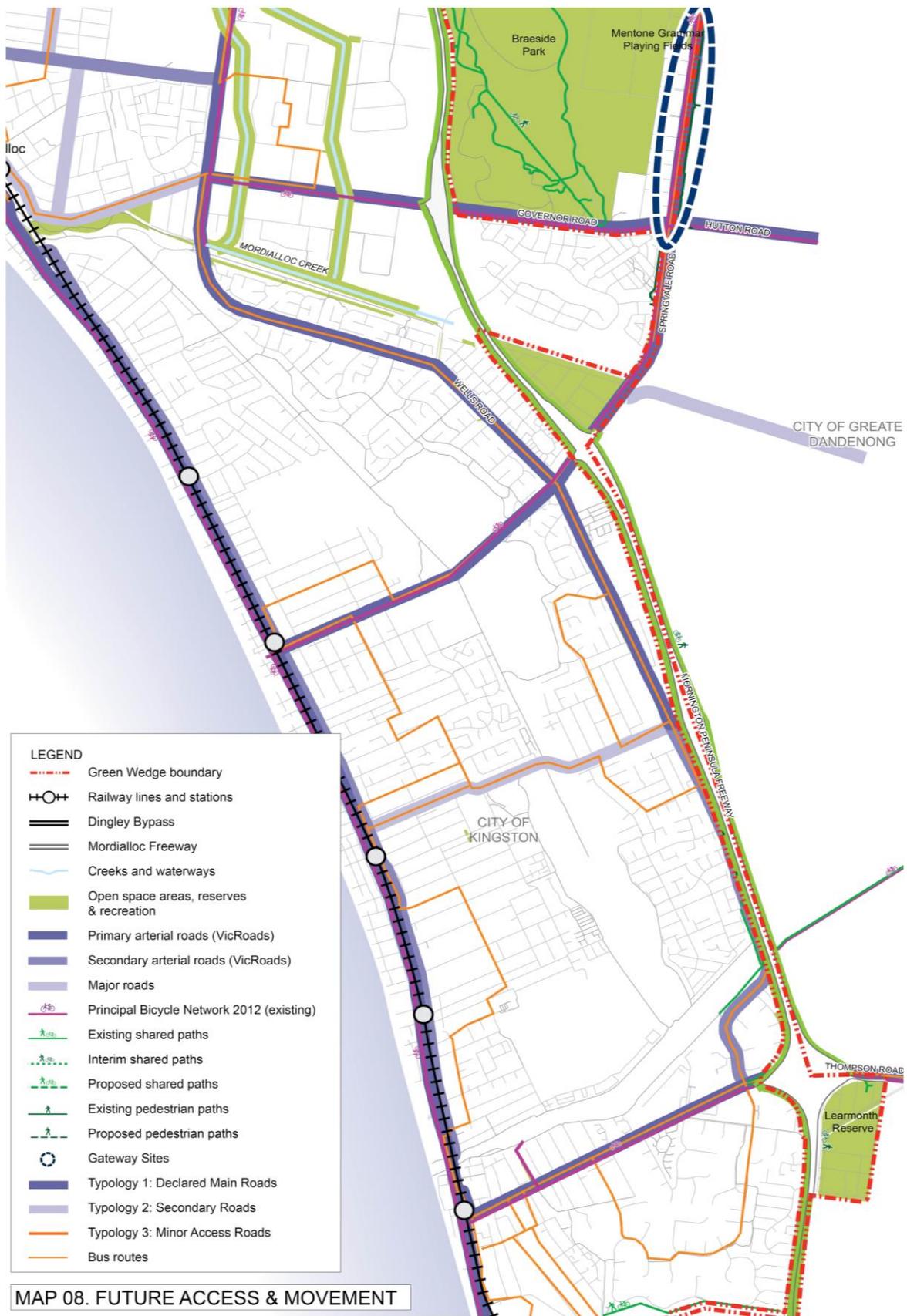
### **ACTIVE TRAVEL (WALKING & CYCLING)**

- Prioritise the implementation of the Chain of Parks to ensure appropriate linkages are formed throughout the Green Wedge.
- Investigate the possibilities for additional east-west shared path and habitat links.
- Provide off-road connections to key uses including schools, shopping centres, community facilities and major sporting venues within the Green Wedge.
- Implement the Strategic Cycle Route network and priorities of the Kingston Walking and Cycling Plan through advocating to the State Government and construction/marketing of bike lanes.

- Ensure that all new land uses within the Green Wedge provide bicycle parking facilities that at a minimum accords with statutory requirements.
- Advocate the State Government (including DTP and Melbourne Water) to increase the amount of cycle infrastructure currently provided within the Green Wedge.
- Advocate to DTP for new pedestrian crossings of the arterial road network.
- Advocate to SRLA to provide a high-quality north-south pedestrian link across the Train Stabling Yard Facility to connect Kingston Road to the Chain of Parks.

# Map 8 Future Access & Movement





# **7 WHAT BUILDINGS DO WE WANT?**

## **7.1 THE ISSUES**

The way buildings are sited and designed within a landscape is important to the appearance and image of a place. The integrity of the landscapes in the Green Wedge has the potential to be threatened by new developments which do not respond positively to the local characteristics of the Green Wedge environment. How should buildings be designed and sited to fit into the Green Wedge landscape? How can the various building forms for differing land use types be accommodated and still create a cohesive whole'?

### **BUILDING SITING AND DESIGN**

In the mixed semi-rural, part industrial and open space environment of the Kingston Green Wedge the siting of buildings is complex and needs guidance. Maintaining, and in some places reinstating, a green appearance requires space around buildings and attention to the surroundings. In addition, other elements such as vegetation, fencing, car parking, signage, lighting etc. must be considered to ensure that the character of the landscape is not compromised by new development.

### **GATEWAY SITES**

The construction of the Mordialloc Freeway included the provision of key interchanges along its length, with many of these within the Kingston Green Wedge. The Mordialloc Freeway includes bridges over Springvale, Governor, Lower Dandenong and Centre Dandenong Roads, with associated entry and exit ramps. This will result in a redistribution of traffic movements within the Green Wedge.

These interchanges will elevate the use and importance of these entry points into the Green Wedge. As a result, there is a need for high quality buildings and/or substantial vegetation at identified gateway sites, dependent on existing/future land uses.

## 7.2 WHAT DO WE WANT?

Buildings in the Green Wedge that:

- Protect and strengthen the existing character of the Green Wedge environment.
- Are sited and designed to maintain an overall sense of spaciousness in the landscape.
- Provide adequate space around buildings for existing and new vegetation and landscaping.
- Maintain open views and vistas from roads and public spaces.
- Do not dominate the landscape.
- Are fit for purpose.
- Landscaping that reinforces the semi-rural landscape and vistas of the Green Wedge and is not used for the screening of buildings unless necessitated by a larger structure.
- Incorporate best practice environmentally sustainable building design and techniques.
- Utilise materials, colours and finishes that best immerse buildings within the landscape.
- Reflect the particular locality and future use of the land within the Green Wedge.
- Use indigenous vegetation and substantial trees that blend with the roadside treatments.
- Are sited and designed to minimise the effects of the use/development on nearby properties and ensure future development is protected from adjoining uses that may have off-site impacts.
- Respect the predominant building height of the area where one exists.
- Create gateway sites that project the green, semi-rural image of the Green Wedge.
- Improve the appearance of existing land and activities in the Green Wedge.
- Ensure the site layout and built form of significant proposals are designed to complement the spacious and natural setting of the Green Wedge, and do not result in dominant or bulky structures.

### **7.3 WHAT ARE WE GOING TO DO?**

- Implement building and design guidelines that achieve the desired outcomes.
- Provide the guidelines to ensure they are considered in all development proposals (public or private).
- Investigate methods to enforce improvements to the appearance of land.
- Support and encourage private realm improvements and invest in public realm improvements.

### **7.4 HOW ARE WE GOING TO DO IT?**

- Apply the Building Design Guidelines through the planning scheme.
- Monitor the effectiveness of the Guidelines and amend as required.
- Investigate utilising Local Laws to improve the appearance of unsightly or unkempt land.
- Apply the Category 3 advertising controls through the Green Wedge and implement Policy to limit the height of a pole sign to 7m to ensure that the signs do not extend beyond the tree canopy height.

Private Realm Design Guidelines have been developed to manage new development, control negative change and protect and strengthen the valued qualities of the Green Wedge. The Guidelines have been structured around seven precincts based on existing characteristics and varying land uses.

The seven precincts are:

1. Green Wedge Residential
2. Highway Low Site Coverage Commercial
3. Green Wedge Intensive
4. Green Wedge Low Intensity
5. Transition Areas
6. Open Space/Recreation
7. Green Wedge Gateway Sites

## **7.5 BUILDING DESIGN GUIDELINES**

### **DESIGN OBJECTIVES**

To protect and enhance the well vegetated, landscape dominated character of the Kingston Green Wedge.

To ensure that development spacing, form, height and density are consistent with the landscape character of the area.

To ensure that any new development responds to the Kingston Green Wedge Management Plan Vision and Objectives.

To ensure that development incorporates environmental sustainability principles and features.

### **REQUIREMENTS**

Buildings and works must be developed in accordance with the following general and precinct specific requirements:

#### **General Requirements**

##### **Built form and Character**

- Retain the rural and spacious landscape character of the Green Wedge by providing large informal open spaces, street treatments and vegetation.
- Utilise informal road treatments such as spoon and grassed drains and avoid suburban detailing such as upstanding kerbs and channels.
- Design and orient all buildings and structures to utilise natural light and ensure optimal thermal performance.
- Utilise building materials that are muted in colour and finish, to immerse built form within the semi-rural landscape (e.g. timber, render, low reflective glazing, stone, brick and iron roofing).
- Articulate building facades using design treatments such as:
  - Well considered placement of doors and windows.
  - Variations in surface texture, colours or materials.
  - Avoiding large expanses of blank walls.
  - Avoiding reflective glazing to the exterior of buildings.
- Avoid bland, boxy, unarticulated building forms, including urban styles of residential development.
- Minimise the use of bold, bright materials, colours and finishes.
- Ensure development adopts best practice environmentally sustainable design and development principles.

##### **Landscape**

- Remove environmental weeds and plant appropriate native / indigenous vegetation.
- Minimise native vegetation removal in new development. If native vegetation removal cannot be avoided, then replace or rehabilitate with an equivalent vegetation cover using locally appropriate species.

- Encourage the use of indigenous vegetation in all new developments.
- Encourage the use of vegetation for screening rather than fencing, wherever possible.
- Incorporate Water Sensitive Urban Design to improve the water quality of the catchment and maintain appropriate flows.
- Ensure that spaces between buildings can support substantial vegetation and landscaping.
- Screen service areas, large developments, or developments with an unavoidably urban character with large native trees and vegetation.

### **Fencing**

- Avoid high/solid fencing, particularly along the road frontage and in front of buildings.
- Ensure boundary fencing and entry gateways, where required, use vegetation, traditional rural fencing styles (e.g. timber, post and wire) or visually permeable fencing styles that allow views between buildings and along streetscapes.

### **Pavements and Surfaces**

- Minimise use of non-permeable surfaces including for driveways and car parking areas.
- Avoid formal paved footpaths and any large expanses of hard, paved or other impermeable surfaces within road reserves, landscaping and setbacks.

### **Lighting**

- Incorporate functional and modest lighting, set within the overall landscape.

### **Signage Application Requirements**

Any application for signage must consider:

- Minimising the size and extent of signage and advertising, particularly internally illuminated signs.
- Consolidating signage into a single location where possible.
- Locating signage on the building where possible, so that it complements the architecture.
- Avoiding advertising elements such as banners, flags, fence signs and inflatables.
- Restricting lighting for advertising to business operation hours, as far as reasonably possible.

## BUILDING DESIGN GUIDELINES

PRECINCT	PREFERRED MINIMUM BUILDING SETBACKS	PREFERRED MAXIMUM HEIGHT	PREFERRED BUILT FORM AND SITING OUTCOMES
1: Green Wedge Low Density Residential	10-metre minimum front and rear setback 5-metre minimum side setbacks to both sides	6 metres	<p><b>Built form and Character</b></p> <ul style="list-style-type: none"> <li>· Buildings should be highly articulated and avoid contemporary rendered styles.</li> <li>· Site coverage must not exceed 20% of the total site area.</li> <li>· Maintain the semi-rural and low-density character of properties along Pietro Road, which are characterised by large private open spaces, hobby farms and the absence of footpaths.</li> <li>· Ensure new dwellings are sited at a distance from boundaries to minimise potential interface issues with adjoining golf course or agricultural uses.</li> </ul> <p><b>Landscape</b></p> <ul style="list-style-type: none"> <li>· Landscape front and side setbacks to enhance spaciousness between buildings and include the planting of large canopy trees.</li> <li>·</li> </ul> <p><b>Pavements and surfaces</b></p> <ul style="list-style-type: none"> <li>· Minimise crossovers, garages and driveways, such that they do not dominate the streetscape and are less than 20% of the street frontage.</li> </ul>

<p>2: Highway Low Site Coverage Commercial</p>	<p>10-metre minimum front setback 20-metre minimum rear setback 5-metre minimum side setbacks to both sides</p>	<p>8 metres (2 storeys)</p>	<p><b>Built form and Character</b></p> <ul style="list-style-type: none"> <li>· Buildings should be setback a minimum of 5 metres from any side boundary to allow views through to Braeside Park.</li> <li>· Site and orientate buildings so that they provide a consistent setback of at least 10 metres and are oriented parallel to Springvale Road.</li> <li>· Minimise the extent of storage yards, car parks and service areas along the highway frontage.</li> </ul> <p><b>Landscape</b></p> <ul style="list-style-type: none"> <li>· Incorporate large scale tree planting and vegetation along the front 5 metres of the road frontage to complement the existing/proposed planting theme of Springvale Road.</li> <li>· Provide a 20-metre buffer along rear boundaries of all properties for appropriate indigenous vegetation planting in consultation with Parks Victoria and Friends of Braeside Park.</li> <li>· Any lot in Precinct 2 must provide a plantation buffer along the rear boundary of all properties, landscaped with appropriate vegetation, in consultation with Parks Victoria and Friends of Braeside Park.</li> </ul> <p><b>Fencing</b></p> <ul style="list-style-type: none"> <li>· Where fencing is required, it should be low and transparent, or setback from the road within the landscaping.</li> </ul> <p><b>Crossovers</b></p> <ul style="list-style-type: none"> <li>· Minimise the number and width of vehicle entry points off Springvale Road.</li> </ul>
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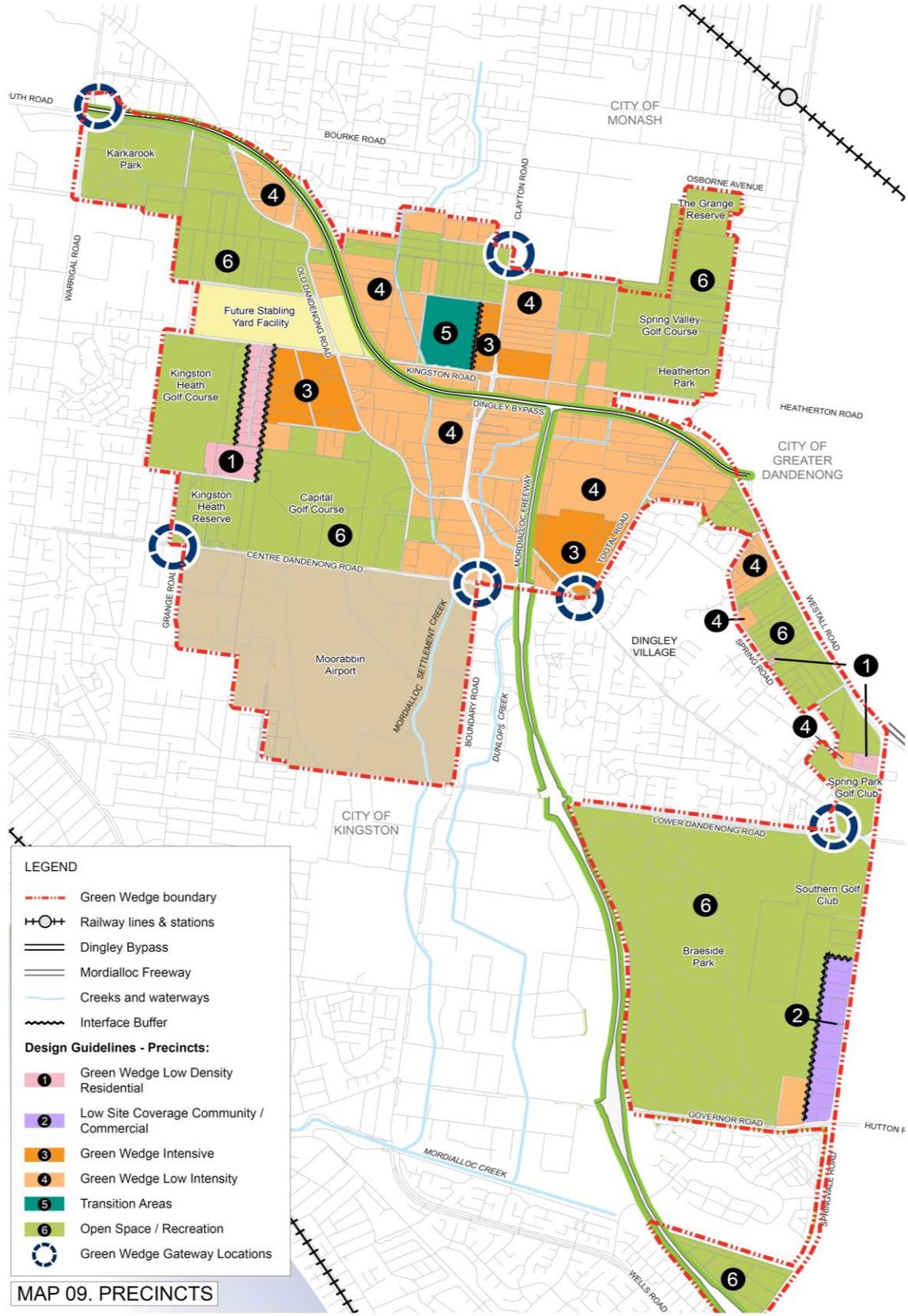
3: Green Wedge Intensive	10-metre minimum front setback 4-metre minimum side setbacks to both sides	8 metres (2 storeys)	<p><b>Landscaping</b></p> <ul style="list-style-type: none"> <li>· Incorporate large scale tree planting and vegetation along the front 5 metres of the road frontage.</li> <li>· Incorporate substantial planting within all side setbacks.</li> <li>· Incorporate a formal landscape design (e.g. edges, row planting, garden beds) using locally appropriate species.</li> <li>· Use indigenous vegetation to screen large buildings/structures and unsightly areas (e.g. service yards, industrial elements).</li> </ul> <p><b>Fencing</b></p> <ul style="list-style-type: none"> <li>· Where fencing is required, it should be low and transparent, within 5 metres of the front boundary.</li> </ul>
4: Green Wedge Low Intensity	10-metre minimum front setback 20-metre minimum rear setback 5-metre minimum side setbacks to both sides	8 metres (2 storeys)	<p><b>Built Form and Character</b></p> <ul style="list-style-type: none"> <li>· Minimise building footprints and limit the overall presence of built form to enhance the rural character and maintain a sense of openness.</li> <li>· Setback buildings, farming infrastructure (such as sheds and machinery) and horticultural structures away from roads and where possible, within existing clusters of buildings/structures.</li> <li>· Maintain wide spacing between groups/clusters of buildings.</li> <li>· Avoid development on any property boundary.</li> </ul> <p><b>Landscaping</b></p> <ul style="list-style-type: none"> <li>· Buildings should be subordinate visually to the spacious, rural landscape.</li> <li>· Soften buildings and structures from roads with substantial vegetation.</li> <li>· Avoid formal landscape design in the private realm (e.g. geometrically aligned/spaced tree avenues or garden beds) and hard surfaces.</li> </ul> <p><b>Lighting</b></p> <ul style="list-style-type: none"> <li>· Prioritise interior lighting systems that emit minimal light on the outdoor environment.</li> <li>· Lighting should be functional and modest, set within the overall landscape.</li> </ul> <p><b>Fencing</b></p> <ul style="list-style-type: none"> <li>· Use traditional fencing materials (e.g. timber, post and wire) or transparent materials that allow a view to the property frontage.</li> <li>· Avoid high, solid fences or the use of cyclone wire fencing where practicable.</li> </ul>
5: Transition Areas	10-metre minimum front setback 20-metre minimum rear setback	8 metres (2 storeys)	<p><b>Built Form and Character</b></p>

	5-metre minimum side setbacks to both sides		<ul style="list-style-type: none"> <li>· Setback buildings, farming infrastructure (such as sheds and machinery) and horticultural structures away from roads and where possible, within existing clusters of buildings/structures.</li> <li>· Provide substantial setbacks from the front boundary for adequate landscaping.</li> <li>· Development should be kept below the future mature tree canopy height.</li> <li>· Avoid development on any property boundary.</li> <li>· Maintain wide spacing between groups/clusters of buildings.</li> <li>· Site built form to minimise the visual and amenity impacts of the development on nearby properties.</li> <li>· Incorporate informal road treatments such as spoon and grassed drains and avoid suburban detailing such as upstanding kerbs and channels.</li> </ul> <p><b>Landscaping</b></p> <ul style="list-style-type: none"> <li>· Soften buildings and structures from roads with substantial vegetation.</li> <li>· Where space permits, medium to large sized trees should be planted to provide scale, aesthetic relief and shade to building entrances.</li> <li>· Screening should use vegetation rather than fencing.</li> <li>· On sites where buildings are not present, provide for substantial native/indigenous tree planting,</li> <li>· Minimise native vegetation removal.</li> </ul> <p><b>Fencing</b></p> <ul style="list-style-type: none"> <li>· Avoid high, solid fences or the use of cyclone wire fencing where practicable.</li> </ul> <p><b>Lighting</b></p> <ul style="list-style-type: none"> <li>· Lighting should be functional and modest, set within the overall landscape.</li> </ul>
6: Open Space and Recreation	None	8 metres (2 storeys)	<p><b>Built Form and Character</b></p> <ul style="list-style-type: none"> <li>· Keep development below the future mature tree canopy height.</li> <li>· Site built form with existing clusters of buildings/structures.</li> <li>· Set back buildings from watercourses and roads.</li> <li>· Site and construct buildings to minimise the effects of the development on nearby properties.</li> <li>· Create a positive relationship between new development and natural features such as creeks or reserves.</li> </ul>

			<p><b>Landscape and Vegetation</b></p> <ul style="list-style-type: none"> <li>· Built form should be site responsive and substantially absorbed by the landscaped setting.</li> <li>· Site buildings to maintain the sense of spaciousness in the landscape and minimise visibility.</li> <li>· Set built form amongst existing vegetation, and/or proposed landscaping of locally appropriate species.</li> <li>· Site built form in a location that requires minimal vegetation removal.</li> <li>· Encourage extensive planting of large native canopy trees and vegetation.</li> </ul> <p><b>Fencing</b></p> <ul style="list-style-type: none"> <li>· Use traditional fencing materials (e.g. timber, post and wire) or visually permeable materials that allow a view to the property frontage.</li> <li>· Avoid high, solid fences and the use of cyclone wire fencing where practicable</li> </ul>
7: GREEN WEDGE GATEWAY SITES	None	8m (2 Storeys)	<p><b>Built Form and Character</b></p> <ul style="list-style-type: none"> <li>· Incorporate well designed, high quality architecture that is responsive to the surrounding landscape setting.</li> <li>· Provide frontages that address all visible facades, by incorporating windows, entrances and articulated facades that front the street.</li> <li>· Providing active frontages to all visible facades.</li> <li>· Ensure articulated and attractive side and rear elevations where visible from public places.</li> <li>· Buildings should be setback from the front boundary to provide for adequate areas of car parking and landscaping.</li> </ul>

			<p><b>Landscape and Vegetation</b></p> <ul style="list-style-type: none"> <li>· Provide robust, suitably scaled landscape treatments.</li> <li>· Provide substantial native/indigenous vegetation that reduces the visual mass of new development and softens any large areas of hard surfaces.</li> <li>· Incorporate landmark elements such as urban art/sculpture reflecting the landscape and semi-rural environment.</li> <li>· Incorporate large scale native/indigenous tree planting along or close to the property frontage/s to complement the existing planting theme of the public realm/road reservation.</li> <li>· Where space permits along other boundaries and within the site, incorporate medium to large sized trees to provide scale, aesthetic relief and shade to front entrances.</li> <li>· On sites where buildings are not present, provide for substantial native/indigenous tree planting.</li> </ul> <p><b>Pavements and Surfaces</b></p> <ul style="list-style-type: none"> <li>▪ Avoid large expanses of sealed surfaces, particularly in front setbacks.</li> </ul>
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# Map 9 Precincts





# 8 WHAT GOVERNANCE AND LEADERSHIP MODELS DO WE WANT?

## 8.1 THE ISSUES

The implementation of the KGWMP is critical to its success. What role should the Council play, and what should be the responsibility of different levels of government? How should the implementation of the KGWMP be managed and funded? Answers to these questions are critical and take it from being a coffee table production to an active, living document.

### MANAGEMENT

The Council has a lead role to play in driving the implementation of the KGWMP. Additionally, in areas where it does not have control over land it can seek ways to influence decision-making. The role of the Council can therefore vary between advocate, lobbyist, responsible authority/decision maker under the planning scheme, and coordinator. The in-house mechanisms to drive and oversee the implementation of the KGWMP will need to be established early. This requires ownership of the KGWMP by the Council, and ideally involves staff who will implement the Plan in the development phase. A cross-departmental approach will be required to engage all areas of Council administration in the carriage of different elements, and high-level coordination and reporting will need to be established.

The Council will also have a role in coordinating various community groups in implementing parts of the Plan. For example, the many environmental groups active in the Green Wedge need to be harnessed to input to detailed planning and possibly implementation and maintenance. Council will also have a role in advocating methods of self-funding public activities or programs.

The role of community groups is fundamental to the success of the implementation of the KGWMP. There are opportunities for:

- The local community groups in Kingston to work on projects such as plant propagation and revegetation, weed control, erosion prevention and remediation, and water quality monitoring, to assist in realisation of the Chain of Parks.
- Significant community participation in major environmental programs (e.g. Clean Up Australia Day, National Tree Day) and establishment of Friends groups for watercourses.
- Community participation in managing environmentally significant areas, such as through the establishment of Friends Groups and committees of management.
- Community groups to deliver public activities or programs, such as educational programs and urban farms in the Green Wedge.

## **FUNDING**

The implementation of the recommendations in the KGWMP will require investment and funding from a range of sources, including State Government, State Government agencies, Local Government and the private sector.

A key component KGWMP is the acquisition of land previously occupied by undesirable uses or uses in decline or transition, to enable the transition to a more desirable and appropriate use for a Green Wedge, and to implement major projects/concepts such as the Chain of Parks and the pedestrian, cyclist and equestrian shared pathway. Acquisition of large amounts of private land can be very costly however Council through its Green Wedge Reserve and the State Government through its election commitments have developed sizeable allocations to advance these significant projects.

### **Government**

A variety of sources of funding through State and Federal Government are available including through environmental programs (e.g. Melbourne Water Living Rivers). Other opportunities including ensuring that assets (e.g. concrete drainage culverts) get to the end of their useful life, opportunities for naturalisation projects may be possible to further the objectives of the KGWMP. These funding sources need to be examined against the highest priority projects identified in the KGWMP.

In 2018, the State Government announced the allocation of \$24.8 million to acquire land to deliver the vision of the Chain of Parks. In 2023, the Department of Energy, Environment and Climate Action (DEECA) acquired 7 sites which had previously been subject to a public acquisition overlay. A further 2 sites are currently being investigated by DEECA for future acquisition to complete the Chain of Parks.

It will be important for the City of Kingston to co-ordinate the implementation of the KGWMP with the State Government and vice-versa to ensure a strategic and collaborative outcome for the effective establishment of the Chain of Parks and associated shared pathway. Council has provided the State Government with a very clear understanding of its priorities for acquisition and development of the Chain of Parks. In addition, adjoining local Councils may be a source of funding for some aspects of the implementation of the KGWMP where it can be demonstrated to them that the changes, improvements or uses will be of direct benefit to their communities and will reduce their costs in the provision of open space.

## **Sponsorship / Partnerships**

Private sponsorship or partnerships is a distinct possibility for some of the more cutting edge and high-profile components of the KGWMP. The Solar Park for example could seek sponsorship/part ownership from energy companies. A community energy park/garden can also seek seed funding from businesses due to its community aspect and educational role (as has the CERES facility in Brunswick).

Horticultural and small-scale agricultural uses, as well as solar energy production, could also incorporate an educational component such as training courses or tours. Sponsorship through educational institutions may be an appropriate mechanism to fund these opportunities.

There is also a range of research and development based programs for the nursery and garden industry that are supported by the grower research and development levy fund and matched by government contributions (APSS, 2020).

Opportunities to also look at co-investment models with private recreational investors such as the Hawthorn Football Club which, has already attracted Federal Government support is another opportunity to expand community access to facilities in the Green Wedge.

## **Rates and Charges**

It is important to note that the acquisition of other private land parcels will be costly and challenging, particularly where the land is privately owned and unencumbered. This challenge may reduce the viability of the development of active open space reserves and a continuous shared pathway within the Green Wedge. Open Spaces are generally a public use that requires significant Council funding for the acquisition of large land parcels and development of associated facilities.

At the local level, Council has the opportunity to fund some of the works through development contributions, Section 173 agreements and special rates and charges. However, given the low overall levels of new development expected in the Green Wedge, Council will not have the opportunity to obtain significant funding from local sources. Therefore, it is essential that Council actively pursues funding opportunities through major State Government projects, partnerships with State Government agencies and applying for State and Federal Government grants to implement the key components of the KGWMP. Grants can be accessed to develop/improve local infrastructure, particularly passive and active open space facilities, community facilities and trails.

It is important to note that it is extremely difficult to quantify the levels of funding required to implement the actions of the KGWMP at this stage due to the broad nature of the actions proposed. Further work on identifying funding opportunities and quantifying the costs of actions is recommended.

## **Council Land**

Fees, leases or rents received for Council owned land or buildings in the Green Wedge could be applied to improvements in the Green Wedge.

## **8.2 WHAT DO WE WANT?**

Governance and leadership in the Green Wedge will:

- Be clear and unequivocal about the future of the Green Wedge.
- Provide consistent and focussed decision-making.
- Deliver a coordinated and comprehensive approach to the implementation of the KGWMP that is clearly communicated to the community.
- Seek funding from State and Federal Governments to support the implementation of the KGWMP in recognition of the area as a regional resource.
- Support community groups and participation in environmental programs.
- Deliver methods of self-funding public activities or programs, such as educational programs and urban farms in the Green Wedge.
- Investigate further funding methods to achieve infrastructure improvements to benefit the wider community.

## **8.3 WHAT ARE WE GOING TO DO?**

### **MANAGEMENT**

- Further embed the KGWMP in the planning scheme as soon as possible following its completion and adoption by Council.
- Co-ordinate the KGWMP actions with major projects in the area and regional and metropolitan strategic planning.
- Establish in-house Council mechanisms and processes to implement, coordinate and monitor the implementation of the KGWMP.
- Lobby and advocate at State and Federal levels of Government for assistance in the implementation of the KGWMP.
- Coordinate local groups in detailed planning, implementation and maintenance of aspects of the KGWMP.

### **FUNDING**

- Monitor all State and Federal Government grant opportunities.
- Prepare funding applications for all identified Government sources of funding.
- Approach adjoining Councils to discuss contributions to aspects of the KGWMP implementation that involve open space and linkages provision that will benefit their communities.
- Seek private sponsorship and seed funding from business, organisations and authorities that would benefit from marketing opportunities from involvement in sustainability related projects.

## **8.4 HOW ARE WE GOING TO DO IT?**

- Incorporate the revised KGWMP into the Kingston Planning Scheme as a reference document.
- Meet with adjoining Councils regarding the implementation of the KGWMP.
- Actively monitor State and Federal grant programs, particularly in the areas of recreation, sustainability, agriculture innovation, environment and economic development, and submit funding submissions based on the outcomes and actions of the KGWMP.
- Advocate for the Kingston Green Wedge to be recognised and included in major strategic and open space planning projects.
- Identify and approach key stakeholders and potential sponsors to discuss opportunities to provide funding for recreational, sustainability and community facilities within the Green Wedge.
- Support landowners in the Farmland Trust to work with investors in agricultural land to be preserved for agricultural uses.

## **8.5 PLANNING SCHEME IMPLEMENTATION OPTIONS**

The planning scheme is only one method of implementing the recommendations of the KGWMP, however it is the focus of landowner attention, and one of the few statutory tools available to the Council. All changes to the planning scheme will require a separate planning scheme amendment process, with an exhibition, probable independent Planning Panel process and approval by the Minister for Planning. Changes to the zoning, UGB and minimum lot sizes require the approval of both houses of Parliament. The State Government has sent a clear message about maintaining a permanent UGB to protect the values of non-urban land, opportunities for productive agricultural land and significant landscapes.

### **GENERAL**

The Kingston Green Wedge contains a wide array of urban style uses, in addition to the more traditional non-urban uses for which the Green Wedge is intended. It is not a clean slate, but one with a long history of agricultural, mining, recreational and business utilisation resulting in a complex range of existing use rights, approvals under various Acts, land acquisition proposals, freeways and a mix of land ownership including all levels of Government, many different Government department responsibilities, large corporations, long standing small private landholders, small business owners and operators. The preferences of all these people and organisations, and the wider community need to be taken into account, but ultimately the planning controls cannot satisfy all those with an interest in the Green Wedge due to the widely divergent views held by the various interested parties.

It needs to be recognised and acknowledged that the Green Wedge is a sensitive environment close to, surrounded by and containing residential uses. This, combined with the area's history and fragmentation of lots and land ownership, has meant that the potential for land use conflicts is magnified and needs to be carefully managed. This land use conflict is much more pronounced and ongoing compared to other municipalities containing the Green Wedge due to the proximity of the UGB on all sides.

### **POLICY**

Policy and strategy can be used to guide decision-making on appropriate locations for various land uses in the Green Wedge. The policy should be used to designate more intensive land uses (allowable within the Green Wedge) to the areas designated for Green Wedge Intensive on Map 7 Future Land Use as discussed in that section of the KGWMP. These uses include camping and caravan parks, markets, hall, place of assembly, retail plant nurseries, some recreation facilities, place of worship, and some forms of tourist accommodation and education.

Policy can also contain built form, landscape, environmental and conservation objectives that can be utilised in the consideration of permit applications. In addition,

policy can be utilised to discourage undesirable uses and certain uses in locations where land use conflict may occur, such as some intensive forms of agriculture close to residential areas, and residential uses close to activities that may disrupt residential amenity such as recreational or sporting venues.

## **LOT SIZE**

The vast majority of lots within the Kingston Green Wedge are very small, with almost half being under 1ha and 75% being under the minimum lot size of 4ha. This makes the Kingston Green Wedge unique, for while all Green Wedges have some element of small lots and inappropriate subdivision, none would have this level of fragmentation.<sup>2</sup>

Small lot sizes result in many properties being less than the minimum required for various land uses under the zoning requirements. This effectively renders the land with significant land use constraints. Ideally, lot sizes should continue to be encouraged to increase to ensure that the spacious, green appearance of the Green Wedge is improved and not further compromised. Incentives to consolidate lots are provided through the planning provisions of the Green Wedge zones by requiring the minimum lot sizes for certain uses (e.g. restaurant, function centre in conjunction with agriculture). While it may be tempting to extend the minimum lot size to other uses, further restricting land use options would be counterproductive to achieving change and improvements to the appearance and function of the area.

Small lot sizes also result in limited opportunities for agriculture of any economic scale. A 40ha minimum is generally required for economic agricultural operations such as market gardening or similar. Small, labour intensive, niche agriculture may be viable on smaller allotments, possibly as small as 8ha. However, only 5% of lots in the Kingston Green Wedge are 8ha or larger, and although small, contiguous lots in the same ownership occur occasionally, most lots over 40ha are occupied by open space, future open space, golf courses and former refuse disposal uses which are unsuitable for agriculture. Encouraging agricultural uses that can economically operate on smaller lots will involve more intensive land uses requiring structures or supplementary sources of income (e.g. protected cropping, agritourism or produce sales). The planning controls and policy must recognise and accommodate these options.

Having regard to the extreme level of lot fragmentation, it is not considered realistic or reasonable to impose a requirement for consolidation in this Green Wedge through a Restructure Overlay for example. The purpose of a requirement to create larger lot sizes would be to make the land more usable for uses that require larger land holdings such as broadscale farming, plant nursery, or recreational facilities. The number of 0-4ha lots required to establish a lot large enough for these purposes would be numerous in many instances, and therefore an unrealistic imposition. However, this

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<sup>2</sup> The minimum lot size of 4 hectares is exceptional in the metropolitan Green Wedge context, as most Green Wedge areas have a minimum of 40 hectares, with minor exceptions.

does not preclude the independent consolidation of lots or rental options for those who are seeking larger lot sizes.

## **ZONING RECOMMENDATIONS**

The 2012 KGWMP recommended that land in the Special Use Zone Schedule 2 Earth and Energy Resources Industry be rezoned to the Green Wedge A Zone, which would prohibit the establishment of any landfill or materials recycling land uses and encourage these existing uses to cease. Amendment C143 rezoned land north of Kingston and Heatherton Road from Special Use Zone Schedule 2 Earth and Energy Resources Industry to a Green Wedge A Zone in 2014.

The southern section of the Green Wedge is in a Green Wedge Zone (GWZ). There is an option to rezone this land to the Green Wedge A Zone (GWAZ). The zone is applied in a number of fringe municipalities typically outside but adjacent to the UGB. The zone purpose is similar to that of the Green Wedge Zone, with the absence of a reference to mineral and stone resources, emphasis on sustainable land management, and addition of reference to protecting the amenity of existing rural living areas. The land uses permitted are similar to the Green Wedge Zone, however significantly most industry and materials recycling is prohibited. Rural industry remains a Section 2 use under the Green Wedge A Zone.

The Green Wedge A Zone provides the best fit with the needs identified for the Kingston Green Wedge. The mix of land uses allowable in the Green Wedge A Zone is appropriate for the majority of the Green Wedge. There are a number of zoning anomalies located between Tootal Road, the Dingley Bypass and Westall Road. Areas of land zoned residential, Principal Road Network and Special Use Zone Schedule 2 Earth and Energy Resources Industry should be resolved as a Public Park and Recreation Zone or a Green Wedge A Zone as appropriate.

### **Green Wedge Intensive areas**

The KGWMP identifies the areas designated as Green Wedge Intensive as the most appropriate locations for many of the more business oriented activities that require proximity to users. The intention in these areas would not be to allow residential subdivision, and this will need to be clear in policy, but rather to allow other suitable uses such as camping and caravan parks (strictly tourist-style accommodation), markets, hall, place of assembly, retail plant nurseries, some recreation facilities, place of worship and education. The local policy / strategy needs to reflect these land use intentions with the accompanying map.

## **EXISTING LOCAL PLANNING POLICY**

Within the Kingston Planning Scheme there are a number of local planning policies that are relevant to Green Wedge land these include:

### **Clause 11.01-1L Green Wedge – Kingston**

Clause 11.01-1L applies to all land in the Green Wedge it sets out policy and strategies to deliver the vision of the Green Wedge. The content of the policy is considered still relevant.

### **Clause 19.02-6L-01 Open Space and Chain of Parks - Sandbelt Open Space**

Clause 19.02-6L-01 sets out, policy and strategies in support of the Sandbelt Open Space Project also known as Chain of Parks. These aspects of the policy remain relevant, however the policy should be updated to reflect progress in the delivery and master planning of the Chain of Parks.

The clause also applies to the land surrounding the intersection of Clayton Road, Heatherton Road and Boundary Road known as the Enterprise Sites. Local policy content relates to the design and development in the area and its integration into the surrounding public open space areas. The KGWMP recommends that land on either side of Clayton Road and north of Heatherton Road to the west of Clayton Road have the Green Wedge Intensive policy and that a DDO be applied to the entire area. These recommended controls will supersede the Enterprises Sites policy area and once implemented and should be deleted from the Planning Policy Framework.

### **Clause 19.03-5L Materials Recycling**

Clause 19.03-5L sets out strategies and policy guidelines to reduce the impact of materials recycling facilities on land outside of the UGB. Although materials recycling is prohibited under the recommended Green Wedge A Zone, while the Green Wedge Zone is still applied in Kingston the policy should be retained.

Additional discussion could also be included under Clause 19.03-5L that highlights that the materials recycling industry is being phased out in the area.

### **Transitional areas**

The rezoning of land in the Special Use Zone Schedule 2 Earth and Energy Resources Industry located to the north of Heatherton Road to Green Wedge A Zone rendered (then operational) landfill, materials recycling and transfer station activities as non-conforming uses, and the existing use provisions of the planning scheme at Clause 63 apply for those few remaining uses. The effect of these provisions is that any change to the operations of the Refuse disposal / Materials recycling / Transfer station will require approval and will need to demonstrate that the amenity of the area will not be further impacted by that change or that a new use will be less detrimental to the amenity of the locality. Given the advanced nature of the Chain of Parks Council will not be seeking to facilitate further investment in these areas.

## **Pietro Road / Kingston Heath Reserve Link**

The KGWMP does propose to allow for smaller lot subdivision in a small area between Pietro Road and Heath Reserve in order to obtain a community benefit of a pedestrian/cycle link through to the Kingston Heath Reserve. This link is considered to be important to the establishment of a connection between the future parkland extending from Karkarook Park to Kingston Heath Reserve. A north-south link between the two open space areas is considered highly desirable not just for pedestrians and cyclists, but also for wildlife, and a wildlife corridor is designated to the west of the Pietro Road properties, on land owned by the Kingston Heath Golf Course. This wildlife corridor needs to extend through the 2 properties between the southernmost extents of this land to Kingston Heath. Achievement of the physical path and the wildlife corridor can be managed through planning approvals for subdivision and/or development of the lots.

In order to achieve the links, the KGWMP therefore proposes to allow for the subdivision of these lots to a minimum of 1ha, which is slightly larger than the existing Pietro Road properties. This can be achieved through the designation of the area with a minimum 1ha subdivision size in the schedule to a Green Wedge zone for example. A Vegetation Protection Overlay should also be applied to the Pietro Road properties, the site to the west, and the lots between Pietro Road and Kingston Heath to preserve existing vegetation. The policy will require additional planting in appropriate species at the time of any approvals for subdivision or development in this area.

## **Earthworks**

In addition, due to the importance of groundwater and other environmental concerns, and the appearance of the area, a permit should be required for all earthworks in the Green Wedge A (or similar) zone. This requirement can be included as a requirement in the relevant schedule of the Green Wedge A Zone.

## **MINIMUM LOT SIZE PROVISIONS**

Future minimum lot size requirements for the existing Green Wedge Zone must be considered should the zoning be changed as is recommended in previous paragraphs. There are existing minimum lot sizes in the Green Wedge Zone area, these include:

- Green Wedge Zone Schedule 1 - 40ha.
- Green Wedge Zone Schedule 2 - 4ha
- Green Wedge Zone Schedule 3 - 2ha (if the land has a frontage to Springvale Road and the frontage width must be at least 76 metres).
- Green Wedge Zone 4 - default requirement of 40ha.

The minimum lot size of the Green Wedge A Zone is 8ha. This minimum lot size is greater than currently applied under some of the existing Green Wedge Zone schedules. It is also larger than the reduced minimum lot sizes recommended for the Pietro Road area.

If Green Wedge Zone land is rezoned to Green Wedge A Zone, the minimum subdivision requirements that currently apply to Green Wedge Zone Schedule 2 and Green Wedge Zone Schedule 4 areas and that are recommended for the Pietro Road area should be transferred over to the Green Wedge A Zone through additional schedules. These schedules can be drafted to include the existing minimum lot sizes of 4ha and 2ha for Green Wedge Zone Schedule 2 and Green Wedge Zone Schedule 4 respectively and the recommended minimum lot size of 1ha for properties between Pietro Road and the Kingston Heath Reserve. This is considered a minimal impact to existing subdivision provisions under the Green Wedge Zone.

## **DESIGN GUIDELINES**

The Design Guidelines prepared for the KGWMP should be introduced into the planning scheme in some form to provide statutory weight and guidance about the form, siting, landscaping and design of new buildings. Options for introducing these controls into the planning scheme include policy/ strategy or an Overlay such as the Design and Development overlay or a Significant Landscape Overlay. The advantages and disadvantages of each option are discussed below.

### **Policy**

Local policy or strategy within the Kingston Planning Scheme could be included to guide land owners and planners as to the preferred built form in the various precincts within the Green Wedge. This would be utilised when a permit is required for buildings or works under the provisions of the zone but will not trigger a permit in its own right. Local planning policy contained in the Planning Scheme is not afforded the same statutory weight as an overlay and cannot include specific provisions such as preferred setbacks or heights.

### **Overlays**

Overlays can contain specific built form or landscaping requirements and require that a permit be obtained for all buildings and works or exempt certain types of development. A Design and Development Overlay is the usual method by which to

apply built form objectives and requirements such as appearance, setbacks, heights or materials. The Design and Development Overlay can be used to implement the Built Form Guidelines contained in the Green Wedge Management Plan, however it cannot control vegetation removal.

The Significant Landscape Overlay can be used in circumstances where the landscape is the primary concern and worthy of protection. While the rural landscape is certainly worthy of protection, there are areas within the Green Wedge where this is not the primary issue, therefore the Design and Development Overlay is considered to be the more appropriate tool.

Where significant vegetation or environmental values have been identified, additional schedules to the Environmental Significance Overlay could be added to the Planning Scheme. These can be specifically place based and set out permit triggers for buildings and works and/ or vegetation removal and articulate specific environmental objectives to be achieved.

In areas that have previously been used for potentially polluting purposes, an Environmental Audit Overlay could be applied to ensure future sensitive uses are appropriately protected from any contamination risk. These sites would need to be identified through specialist analysis of use history and associated risk profile.

To effectively apply the Design Guidelines over all the Green Wedge it is proposed that the Design and Development Overlay be applied to all present and future Green Wedge land. The Design and Development Overlay should require a permit for all development over 2-storeys in height (8m), and closer to the front/side boundary in each precinct than specified in the Guidelines. The Guidelines regarding site coverage should also form part of the permit trigger.

Once a replacement site for the Delta site is identified, if not already in government ownership, a Public Acquisition Overlay may be required to identify the intended future use of the land for active recreation.

## **CHANGES TO THE UGB**

Two changes to the UGB are advocated in the Plan to include land outside the UGB:

- Location of the Woodlands environmental wetlands owned by Melbourne Water.
- Location of part of the wetlands adjacent to the Waterways estate.

All these changes would be subject to Ministerial approval, and it is recognised that the current policy is to maintain the UGB. The rationales for each of these changes are discussed in the KGWMP and may be relevant if the State Government position on the UGB changes in the future.

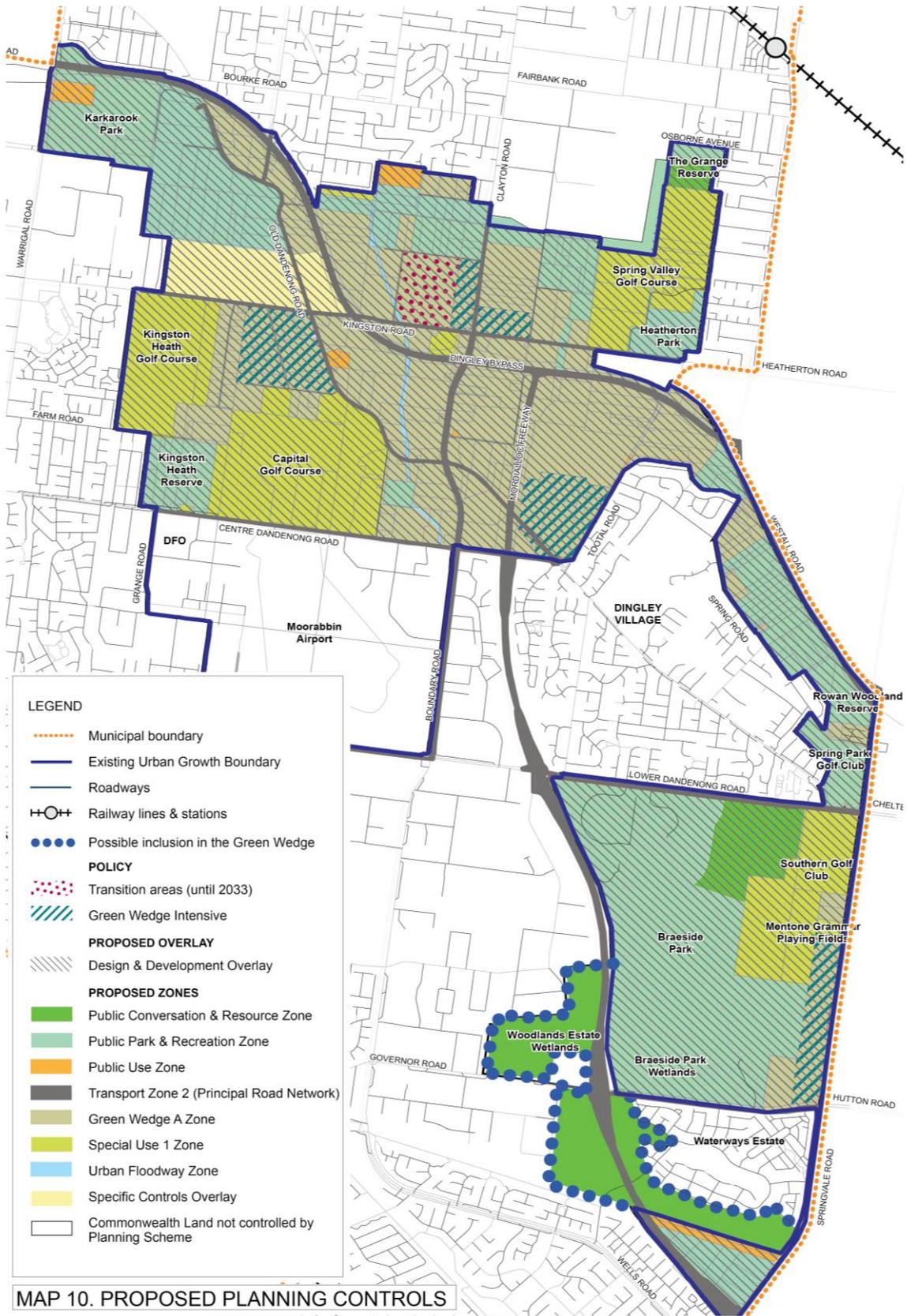
## **SUMMARY OF PROPOSED PLANNING CONTROLS**

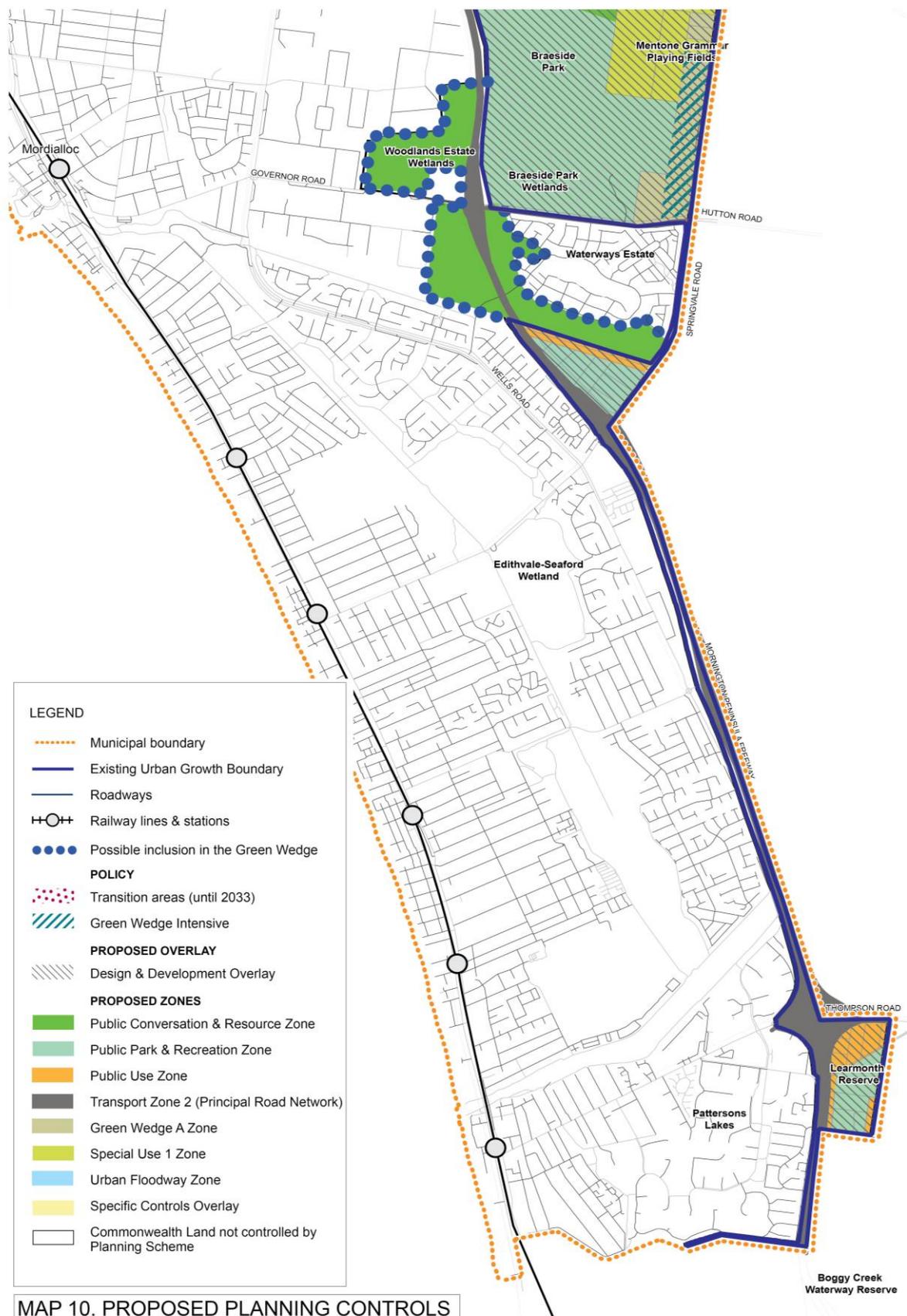
It is therefore proposed that:

- The Green Wedge Zone land be included within a Green Wedge A Zone.
- The minimum lot size for land in Pietro Road be amended to 1ha.
- Rezone Council owned land within the Chain of Parks Trail Design plan area to a Public Park and Recreation Zone.
- A new policy / strategy be developed and inserted in the planning scheme that includes:
  - Vision and objectives for the Green Wedge.
  - Appropriate land uses in Transitional areas and timelines for phasing out of activities.
  - Appropriate land uses in Intensive areas.
  - Broad design objectives.
  - Guidelines for Pietro Road and adjacent land for subdivision.
- A permit be required for all earthworks in the Green Wedge A Zone.
- Update the Sandbelt Open Space Project at Clause 19.02-6L-01 Open Space and Chain of Parks - Sandbelt Open Space of the Kingston Planning to reflect progress in the delivery and master planning of the Chain of Parks
- Delete policy in the Sandbelt Open Space Project at Clause 19.02-6L-01 Open Space and Chain of Parks - Sandbelt Open Space that relates to enterprise sites.
- A Design and Development Overlay be introduced over all land within the Green Wedge containing the built form guidelines specific to each area.
- A Vegetation Protection Overlay be introduced over land fronting Pietro Road, adjacent land to the west and to the south to protect existing trees.
- Apply planning scheme overlay controls (e.g. Environmental Significance Overlay) to those sites identified as having ecological value, including wetlands, buffer areas and strategic habitat links.
- An Environment Audit Overlay be introduced on any land where a transition to a sensitive use is envisaged.
- Apply planning scheme controls to protect and encourage appropriate vegetation along areas designated for wildlife corridors.
- Review Public Acquisition Overlays with the recent purchase of land by the State Government to deliver the Chain of Parks and pending the decision of an alternative replacement site in the Green Wedge area of Dingley Village to offset the loss of the Delta site.

The final proposed planning controls applying to the Kingston Green Wedge are shown on Map 10 Proposed Planning Controls.

# Map 10 Proposed Planning Controls





# 9 IMPLEMENTATION

## 9.1 INTRODUCTION

The KGWMP will be implemented over a 20 year period. A detailed Action Plan has been prepared identifying the responsibilities for action and approximate timeframes.

Implementation of the KGWMP will require cooperative involvement from a number of government departments, agencies and organisations. The Kingston Planning Scheme is the primary statutory tool to implement the recommendations of the Plan, however it is not the only statutory mechanism that may be used by the Council. While most of the actions require some input from the Council in its various roles, some require direct input and management by others.

The Action Plan identifies the Council department that will be responsible for hosting the implementation of the action, or providing input, and it is anticipated that these actions will then be contained within the business plans for the relevant departments. Other responsible agencies or stakeholders that would be directly involved or consulted are listed in the second column. These organisations may provide funding, own relevant sites or manage related infrastructure, for example.

Implementation will be staged over the 20 year timeframe. The staging will be required as certain actions have to be completed before others can be commenced. In some cases, the changes proposed are substantial and require incremental implementation, or accumulation of funds from a number of potential sources.

The timeline for implementation is classified as follows:

- Immediate: 6 to 18 months
- Short: 18 months to 5 years
- Medium: 5 to 10 years
- Long: 10 to 25 years
- Ongoing: throughout the life of the KGWMP

## 9.2 ACTION PLAN

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
<b>Environmental Qualities</b>			
<b>Water Resources</b>			
Advocate to Melbourne Water to seek inclusion of the Mordialloc Settlement Creek and Dunlops Creek in future state wide river health assessment and waterways improvement.	Engineering Design Open Space Environmental Planning	Melbourne Water	Medium
Advocate for the establishment of public access along the extent of the Mordialloc Settlement Creek and Dunlops Creek in the Green Wedge through purchase and negotiation with adjoining landowners.	Property Engineering Design Open Space	Melbourne Water	Long
Advocate to Melbourne Water to install water flow and quality gauges for Mordialloc Settlement Creek at the northern end of the Green Wedge to provide baseline data which can then be used to design water treatment facilities.	Engineering Design Environmental Planning	Melbourne Water	Medium
Advocate for the regular monitoring of pollution in creeks and waterways, including Mordialloc and Dunlops creeks.	Engineering Design Environmental Planning Open Space	Melbourne Water	Medium
Where land use change occurs, use this as an opportunity to connect dams or other water impoundments to the watercourse system. Water bodies that are within relative proximity to the Mordialloc Settlement Creek, Mordialloc Creek or Dunlops Creek would be preferable.	Strategic Planning City Development Property Open Space	Melbourne Water Land owners	
Incorporate the following areas into the Green Wedge:  1. the wetlands area located adjacent to the Waterways Estate between Dunlops Creek and Springvale Road.	Strategic Planning	Melbourne Water	Short

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
2. the wetlands area southwest of Braeside Park known as the Woodlands Industrial Estate Environmental Wetland.			
Advocate to Melbourne Water to undertake an audit of fish barriers present in the Mordialloc Settlement Creek and Dunlops Creek; prioritise measures to replace these with appropriate fish ways.	Open Space	Melbourne Water	Long
<b>Biodiversity</b>			
Continue to work with the Living Links collaborative partnership to explore opportunities for enhancing Kingston's Green Wedge through environmental works and grant opportunities.	Open Space	Melbourne Water	Ongoing
Continue to undertake Weed Management to Council owned sites to ensure the ecological values of the Green Wedge Reserves are protected from invasive species.	Open Space		Ongoing
Investigate opportunities to undertake fauna surveys in the Green Wedge once the Biodiversity Strategy is completed.			
Prepare Vegetation Management Plans for specific areas / reserves identified following the completion of targeted surveys for rare or threatened species and for sites with expected significant land use change (major projects). The Plans should include revegetation, weed management and monitoring actions, and be focused on an objective to increase fauna habitat corridors.	Open Space	DEECA	Long

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
Develop a protocol in line with National standards (e.g., Australian Standard AS 4978.1-2006: Quantification, Monitoring and Reporting of Greenhouse Gases in Forest Projects Afforestation and Reforestation) for planning and establishing dedicated areas of native forestry as a sink for carbon emissions.	Environmental Planning Open Space	Parks Vic, DEECA	Medium
Advocate to Melbourne Water to undertake detailed analysis of creeks, water bodies and land identified as having potential ecological value.	Open Space	Melbourne Water DEECA	Medium
Undertake detailed ecological surveys and/or management plans for each site acquired by Council as part of the Chain of Parks.	Open Space	DEECA	Medium
Apply planning scheme overlay controls (e.g. Environmental Significance Overlay) to those sites identified as having ecological value, including wetlands, areas with identified remnant vegetation, buffer areas and strategic habitat links.	Strategic Planning	DTP	Medium
Apply planning scheme controls to protect and encourage appropriate vegetation along areas designated for wildlife corridors.	Strategic Planning	DTP	Medium
Explore acquiring private freehold land to improve ecological connectivity where environmental values have been confirmed.	Property	Landowners	Ongoing
Advocate to Melbourne Water to improve biodiversity and habitat linkages along their drainage network, including revegetation, weed control and naturalising drains.	Open Space	Melbourne Water	Ongoing

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
Continue to work with local nurseries that propagate indigenous vegetation for the general Sandbelt region, to establish and source plants for revegetation of private and public land through the Gardens for Wildlife program.	Environmental Planning Open Space	External nurseries	Ongoing
Consider methods to protect reserves from invasive species which may include fencing, having regard to any negative impact this may have on connectivity and natural recruitment between areas.	Open Space	Parks Vic DEECA	Ongoing
Support the establishment of carbon sink / urban forests that utilise indigenous species and assist in the reestablishment of functioning ecological communities.	Environmental Planning	Parks Vic DEECA	Ongoing
<b>Urban Forest</b>			
Support the increase in tree canopy cover across Council managed land with an average 30% tree canopy cover in parks and reserves (noting contamination constraints).	City Development Open Space	Community	Ongoing
Develop an engagement program that articulates the benefits of trees and other vegetation to owners of Green Wedge land.	Communications	Community	Short
Continue to capture accurate urban forest metrics.	Environment Planning		Ongoing
<b>Solar Energy</b>			
Investigate the use of large-scale solar equipment within the Green Wedge that does not form or impact on the Chain of Parks or agricultural land prior to areas of strategic agricultural land being confirmed by the Planning for Melbourne's Green Wedges and Agricultural Land	Environment Planning Strategic Planning		Medium/ Long

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
project being undertaken by DTP.			
Support onsite power generation within the green wedge via roof top solar rebates and incentives, Virtual Power Plants and solar carparks.	City Development	Community	Ongoing
<b>Community Awareness and Involvement</b>			
Develop activities and/or events based around water resources, e.g., frog census, Waterwatch.	Open Space	Community groups	Ongoing
Use different media to engage the community in valuing water resources such as Melbourne Water's Waterways Stories.	Communications	Melbourne Water	Ongoing
Increased awareness, appreciation and understanding of biodiversity and participation in biodiversity management within the local community.	Communications Open Space	Community groups	Ongoing
Increase awareness of the cultural heritage of Kingston's Green Wedge.	Communications	Community	
Partner with the Aboriginal community organisations to promote best practise land and environment management.	Communications	Community	
Encourage and support landholders and residents to engage in programs of Melbourne Water, Landcare programs and Catchment Management Authority.	Communications Open Space	Melbourne Water DEECA Landowners Community	Ongoing
Engage the more than 37 local community groups in Kingston (City of Kingston, 2007) that work on projects such as plant propagation and re vegetation, weed control, erosion prevention and remediation, and water quality monitoring, to assist in realisation of the Chain of Parks concept.	Open Space Communications	Community groups Landowners Land managers	Ongoing

<b>STRATEGY / ACTION</b>	<b>COUNCIL RESPONSIBILITY</b>	<b>OTHER RESPONSIBLE STAKEHOLDERS</b>	<b>TIMEFRAME</b>
Develop interpretive walks for Reserves in association with Friends groups.	Open Space	Community groups Landowners Land managers	Ongoing
Actively support community participation in major environmental programs (e.g. Clean Up Australia Day, National Tree Day).	Open Space Environmental Planning	Community members Agencies	Ongoing
Actively support community participation in managing environmentally significant areas, such as through the establishment of Friends Groups, Landcare programs and committees of management.	Open Space Environmental Planning	Community members	Ongoing
Ensure that suitable publicity (e.g. website, Council publications) is made available about the impacts of dogs and cats on native wildlife, and ways to minimise this impact.	Local Laws Communications	Wider community	Ongoing
Investigate methods (e.g. grants, free advice) to encourage landowners to undertake revegetation and biodiversity conservation on private land.	Environmental Planning	DEECA Melbourne Water Parks Vic	Ongoing

### **Funding**

Explore funding options through available programs including: 1. Melbourne Water's Programs including Corridors of Green; Stream Frontage Management Program; and Living Rivers Program. 2. DEECA Community and Volunteer Action Grants. 3. Grants {between \$500 and \$20,000} available from Melbourne Water for works such as Pest plant and animal management; Protection, enhancement or establishment of native	Environmental Planning Relevant capital works delivery arm	Relevant funding body	Ongoing
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<b>STRATEGY / ACTION</b>	<b>COUNCIL RESPONSIBILITY</b>	<b>OTHER RESPONSIBLE STAKEHOLDERS</b>	<b>TIMEFRAME</b>
vegetation; Landcare support; Threatened species; Community education and capacity building.			
Encourage and facilitate multi stakeholder investment in water infrastructure which can achieve multiple objectives for the Kingston Green Wedge.	Engineering Design Environmental Planning	Relevant agencies	Ongoing
<b>Land Use</b>			
<b>Agriculture</b>			
Support the retention of existing agricultural and horticultural activities in the Green Wedge.	City Development	Landowners	Ongoing
Support the establishment of new horticultural activities that involve farm sales, and wholesale plant nurseries.	Kingston Business	Business owners	Ongoing
Provide educational and advisory support to farmers.	Kingston Business Strategic Planning	Business owners	Ongoing
Support establishment of new, viable agricultural activities, such as protected cropping.	Kingston Business	Business owners	Ongoing
Support the continued operation of the farmers' markets and support establishing farm produce retailing within the Green Wedge.	Kingston Business	Stallholders	Ongoing
Investigate appropriate locations for community gardens.	Environmental Planning	Community members	Short to Medium
<b>Solar / Energy Park</b>			
Support Solar / Energy Park on former landfill sites and in the Green wedge where they are not located on or impact on the Chain of Parks and agricultural land.	Environmental Planning	Landowners Other Council's Private Business	Ongoing
<b>Community Supported Agriculture</b>			
Determine the optimal location for community based agriculture, such as a community garden.	Property Environmental Planning	Relevant landowner	Medium to long

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
	Open Space		
Undertake a general feasibility assessment and concept for a community environmental park / urban farm.	Environmental Planning	N/A	Medium to long
Seek sponsorship and State Government funding for the concept.	Environmental Planning	Relevant State Government Department	Medium to Long
Involve local community and environment groups in the proposal and funding applications.	Environmental Planning	Community groups	Medium to Long
<b>Community Facilities</b>			
Encourage the establishment of new community facilities by public or private organisations that demonstrate a local or regional need, are conveniently located for access by users and are designed and sited appropriately.	Sport and Rec Community Hubs Buildings Public Place Projects Statutory Planning Property	Community recreation groups Landowners Sport and Rec Victoria	Ongoing
<b>Education</b>			
Act as an intermediary between Heatherton Christian College and local sports clubs and associations to facilitate public use of the College's facilities.	Sport and Recreation Property	As above	Ongoing
Develop planning controls such as a Local Policy and Design and Development Overlay to guide the suitable location and development of educational activities (e.g. Located in substantial grounds, sporting fields with shared usage) in the Green Wedge that are located, designed and sited appropriately.	City Strategy	DELWPDTP	Immediate
Support agricultural related education facilities within the Green Wedge.	Kingston Business	Tertiary institutes	Long
<b>Aboriginal Cultural Heritage</b>			
Strengthen the understanding to Aboriginal cultural heritage in the Green Wedge.	Social Development Open Space	Bunurong Land Council Community members	Ongoing

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
Foster a partnership with the Bunurong Land Council Aboriginal Corporation to establish areas, places or oral history of significance to the Green Wedge, and the best way to preserve and reflect this cultural heritage, including in the naming of the Chain of Parks.	Health and Social Policy Open Space	Bunurong Land Council Community members	Ongoing
Work with the Bunurong Land Council Aboriginal corporation to Investigate best practice Aboriginal land and environment management.	Health and Social Policy Open Space	Bunurong Land Council Community members	Ongoing
<b>Recreation</b>			
Support the State Government to provide suitable land in the Green Wedge Area of Dingley Village for the Kingston Fields project to deliver a regional sport and recreation facility to offset the loss of the Delta site.	Active Kingston	State Government	Ongoing
Co-locate active recreation facilities where compatible, so amenities and other infrastructure can be shared, economies of scale achieved, and ensure maximum usage of facilities.	Sport and Recreation Property Open Space Community Hubs	Sport and Rec Vic Sporting Clubs	Ongoing
Encourage dual use of facilities where feasible to maximise their usage, which is not necessarily limited to recreational use.	Sport and Recreation	Sporting Clubs	Ongoing
Support the implementation of the Chain of Parks trail for pedestrian, cycling, and equestrian use.	Property Open Space	Sport and Rec Vic	Ongoing
Develop planning controls such as a Local Policy and Design and Development Overlay to guide the suitable location and development of low site sporting facilities e.g. located in substantial grounds, shared usage) in the Green	Strategic Planning	DTP	Short

<b>STRATEGY / ACTION</b>	<b>COUNCIL RESPONSIBILITY</b>	<b>OTHER RESPONSIBLE STAKEHOLDERS</b>	<b>TIMEFRAME</b>
Wedge that are located, designed and sited appropriately.			
Site recreational uses that have greater acoustic, visual amenity and traffic impacts away from residential areas to protect residential amenity.	Sport and Recreation Open Space Property	Sport and Rec Vic Sporting Clubs Community members Landowners	Ongoing
Site recreational facilities that have minimal environmental impacts and higher usage/demand, closer to residential areas.	As above	As above	Ongoing
Ensure recreational facilities incorporate a range of sustainability measures in building/infrastructure/ landscaping design, management and maintenance.	As above	As above	Ongoing
Generally, develop recreational facilities close to arterial roads, public transport nodes, car parking, walking / cycling tracks and employment and residential hubs.	As above	As above	Ongoing
Seek funding from Sport and Recreation Victoria via grants for recreational facility planning, construction and management (e.g. Community Facility funding program).	Relevant project team	Relevant State govt. department	Ongoing
Seek opportunities for Federal Government grants which are often associated with international events.	As above	Relevant federal govt. department	Ongoing
Investigate purchase of the Triangle site by Melbourne Water for open space purposes to support and regenerate environmental values.	Property	Melbourne Water	Ongoing
<b>Waste and Recycling</b>			
Continue to ensure current approvals, including those issued by the EPA, are adhered to and enforced.	Property City Development	EPA	Ongoing

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
Resolve the zoning of land in the Special Use Zone Schedule 2 Earth and Resources Industry to prevent new landfill or materials recycling uses from establishing.	Strategic Planning	DTP	Immediate/Short
<b>Moorabbin Airport</b>			
Maintain close liaison with Airport planning authorities to establish plans and provide input as possible.	Strategic Planning	Moorabbin Airport	Ongoing
Support environmental improvements on the site.	Strategic Planning Environmental Planning	Moorabbin Airport	Ongoing
Oppose additional non airport related activities that may impact on commercial activities in the remainder of the city.	Strategic Planning	Moorabbin Airport	Ongoing
Support activities that will generate employment for nearby residents.	City Strategy Kingston Business	Moorabbin Airport	Ongoing
Lobby State and Federal Government for greater input to Airport planning by local authorities.	Strategic Planning	State Govt. Federal Govt.	Ongoing
<b>Planning Scheme Changes</b>			
Change the planning scheme controls to include the recommendations of this KGWMP as strategy and policy to effectively guide all future decision making. Including / considering:  -Including the KGWMP into the Planning Scheme as a reference document. Changes to Local Planning Policy to guide uses. - Design and Development Overlay (DDO) to incorporate the building design guidelines.	Strategic Planning	DTP	Short
Change the minimum lot size for properties between Pietro Road and the Kingston Heath Reserve to 1 ha, subject to the provision	Strategic Planning	DTP	Review

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
of a permanent public, pedestrian/cycle path (2 to 4 metres in width, depending on the volume of users) and an appropriately vegetated habitat link as indicated on the Access, Public Spaces and Environment Maps.			
Resolve the potential open space use of the remaining residentially zoned land located between Tootal Road, the Dingley Bypass and Westall Road and rezone land to a Public Park and Recreation Zone or to a Green Wedge A Zone as appropriate.	Strategic Planning	DTP	Immediate/Short
Resolve the unutilised Principal Road Network (TRZ2) which applies to land north of Caruana Reserve by rezoning that land to a Public Park and Recreation Zone or Public Conservation and Resource Zone as appropriate.	Strategic Planning	DTP	Immediate/Short
<p>Include detailed policy to guide decision-making about appropriate land uses in Green Wedge Intensive and Low Intensity Areas, as shown on the Future Land Use Map, to ensure:</p> <ul style="list-style-type: none"> <li>• Intensive Areas accommodate uses such as accommodation (not residential), recreational or other Green Wedge uses that involve frequent public access, smaller sites and high site coverage (e.g. camping and caravan parks, markets, hall, place of assembly, retail plant nurseries, some recreation facilities, place of worship, and some forms of tourist accommodation and education.</li> <li>• Low Intensity Areas accommodate agriculture, open space, recreational and sporting facilities, low site</li> </ul>	Strategic Planning	DTP	Immediate/Short

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
<p>coverage community and education uses.</p> <p>Rezone all Green Wedge Zone land to a Green Wedge A Zone transferring existing subdivision controls.</p>			
<p>Include the Built Form Guidelines in the planning scheme via a Design and Development Overlay to ensure buildings are setback, landscaped and designed to achieve an improved appearance of the Green Wedge and to suit the particular location and form of use.</p>	Strategic Planning	DTP	Immediate/short
<b>Public Spaces</b>			
<p>Continue to seek funding for open space acquisition from State and Federal Government sources.</p>	Open Space Property	State Govt. Federal Govt.	Ongoing
<p>Continue implementation of the Sandbelt Open Space Project Development Plan, May 1994 (known as the Chain of Parks Concept Plan) and Chain of Parks Trail Design plan, March 2020.</p>	Open Space Property Infrastructure Traffic and Transport Engineering	DEECA Landowners VicRoads Parks Victoria	Ongoing
<p>Support the conversion of purchased PAO land by the State Government to accessible open space as part of the delivery of the Chain of Parks.</p>	Sport and Recreation Open Space	DTP	Short
<p>Rezone Council owned land within the Chain of Parks to a Public Park and Recreation Zone upon completion of the Plan.</p>	Strategic Planning	DTP	Medium
<p>Advocate to Melbourne Water any water bodies identified for acquisition for their ecological values.</p>	Open Space Property	Melbourne Water	Long
<p>Involve local community, environment and user groups in volunteer days to undertake</p>	Open Space Communications	Friends Groups	Ongoing

<b>STRATEGY / ACTION</b>	<b>COUNCIL RESPONSIBILITY</b>	<b>OTHER RESPONSIBLE STAKEHOLDERS</b>	<b>TIMEFRAME</b>
works, landscaping and maintenance.			
Develop an approach to promote the design and construction of roads which incorporate footpaths and landscaping and accord with design outcomes sought in the KGWMP (refer to 5.5 Streetscape Design Guidelines).	Traffic and Transport Infrastructure Engineering	Developers Landowners if State Authorities	Ongoing
Progressively implement the road verge landscaping and footpath improvements for which Council is responsible as part of operational budgets.	Traffic and Transport Infrastructure Engineering	DTP if arterial	Ongoing
Investigate entry signage at gateway locations to promote the Green Wedge in accordance with Council's adopted Wayfinding Strategy.	Open Space	DTP	Medium/Long
Negotiate with DTP to ensure upgrades to roads are made in a timely manner, incorporate the required space for landscaping and footpaths, with minimal impacts on Braeside Park.	Open Space Traffic and Transport Infrastructure Engineering	DTP Parks Vic	Ongoing
Continue to advocate to DTP for non-standard, innovative design solutions along the interfaces of main roads and the Chain of Parks for any future road upgrades.	Traffic and Transport Engineering	DTP	On-going

### **Access & Movement**

#### **Private (Road Based) Transport**

Advocate to the State Government (Including DTP) to incorporate the upgrading of Westall, Centre Dandenong, Lower Dandenong, Governor and Springvale Roads in the vicinity of any interchange with the Mordialloc Freeway.	Traffic and Transport Engineering	DTP	Ongoing
Investigate the potential to downgrade or remove other	Traffic and Transport	DTP	Ongoing

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
roads within the Kingston Green Wedge which are not located near interchanges and if traffic volumes are expected to reduce as a consequence of the Mordialloc Freeway or its related works.	Engineering		
Advocate to the Federal Government for the external traffic impacts of major land use proposals on the Moorabbin Airport site to be mitigated as appropriate.	Strategic Planning	Government	Ongoing
Evaluate the traffic impacts associated with the potential truncation of Old Dandenong Road as part of the Suburban Rail Loop Project.	Traffic and Transport	Suburban Rail Loop Authority	Short

### Public Transport

Advocate to the State Government, and liaise with the PTV, to provide additional bus services within the Kingston Green Wedge, including those to/from existing transport services.	Traffic and Transport	PTV	Long
Advocate to the State Government, and liaise with the PTV, to better incorporate the existing SmartBus routes operating in the vicinity of the Kingston Green Wedge to existing and future land uses to be provided within the Wedge.	Traffic and Transport	PTV	Medium
Advocate to DTP and PTV to improve the quality of bus stops and shelters located within the Kingston Green Wedge.	Engineering Infrastructure	PTV	Medium
Understand any implications associated with the construction of the Suburban Rail Loop Project through the Green Wedge from Cheltenham to Clayton.	City Strategy	Suburban Rail Loop Authority	Short

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
<b>Active Travel (Walking &amp; Cycling)</b>			
Prioritise the implementation of the Chain of Parks to ensure appropriate linkages are formed throughout the Green Wedge.	Active Kingston Open Space	State Gov	Short
Investigate the possibilities for additional east west shared path and habitat links.	Engineering Infrastructure Open Space	DEECA Landowners	Ongoing
Provide off road connections to key uses including schools, shopping centres, community facilities and major sporting venues within the Green Wedge.	Engineering Infrastructure	DTP Landowners Developers	Ongoing
Implement the Strategic Cycle Route Network through lobbying DTP and priorities of the Kingston Walking and Cycling Plan through advocating to the State Government and construction/marketing of bike lanes.	As above	DTP Landowners	Ongoing
Ensure that all new land uses within the Kingston Green Wedge provide bicycle parking facilities that at a minimum accord with statutory requirements.	City Development	Developers Landowners	Ongoing
Advocate to the State Government (including DTP and Melbourne Water) to increase the amount of cycle infrastructure currently provided within the Green Wedge.	Traffic and Transport Engineering Infrastructure Open Space	DTPLI DTP	Ongoing
Advocate to SRLA to provide a high-quality north-south pedestrian link across the Train Stabling Yard Facility to connect Kingston Road to the Chain of Parks.	Urban Design and Place	SRLA DEECA	Long
<b>Buildings</b>			
Apply the Building Design Guidelines through the planning scheme.	Strategic Planning City Development	DTP	Short

STRATEGY / ACTION	COUNCIL RESPONSIBILITY	OTHER RESPONSIBLE STAKEHOLDERS	TIMEFRAME
Monitor the effectiveness of the Guidelines and amend as required.	City Development		Ongoing
Investigate utilising Local Laws to improve the appearance of unsightly or unkempt land.	Local Laws	EPA Landowners	Ongoing
Apply the Category 3 advertising controls through the Green Wedge and implement policy to limit the height of a pole sign to 7m to ensure that the signs do not extend beyond the tree canopy height.	Strategic Planning	DTP	Ongoing
<b>Governance &amp; Leadership</b>			
Include the KGWMP into the Kingston Planning Scheme as a reference document.	Strategic Planning	DTP	Immediate/short
Meet with adjoining Councils regarding implementation of the KGWMP.	Open Space	Other Councils	Ongoing
Actively monitor State and Federal grant programs, particularly in the areas of recreation, sustainability, agriculture innovation, environment and economic development, and submit funding submissions based on the outcomes and actions of the KGWMP.	All	State and Federal level funding arms	Ongoing
Advocate for the Kingston Green Wedge to be recognised and included in major strategic and open space planning projects.	Strategic Planning Open Space	Relevant State Government agency	Ongoing
Identify and approach key stakeholders and potential sponsors to discuss opportunities to provide funding for recreational, sustainability and community facilities within the Green Wedge.	Project dependent	Project dependent	Ongoing
Support landowners in the Farmland Trust to work with superannuation funds and	Strategic Planning	DEECA	Medium

<b>STRATEGY / ACTION</b>	<b>COUNCIL RESPONSIBILITY</b>	<b>OTHER RESPONSIBLE STAKEHOLDERS</b>	<b>TIMEFRAME</b>
financial institutions to invest in agricultural land to be preserved for agricultural uses.			

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