

**21.02 MUNICIPAL PROFILE**

15/01/2009  
C75

**21.02-1 Location**

19/01/2006  
VC37

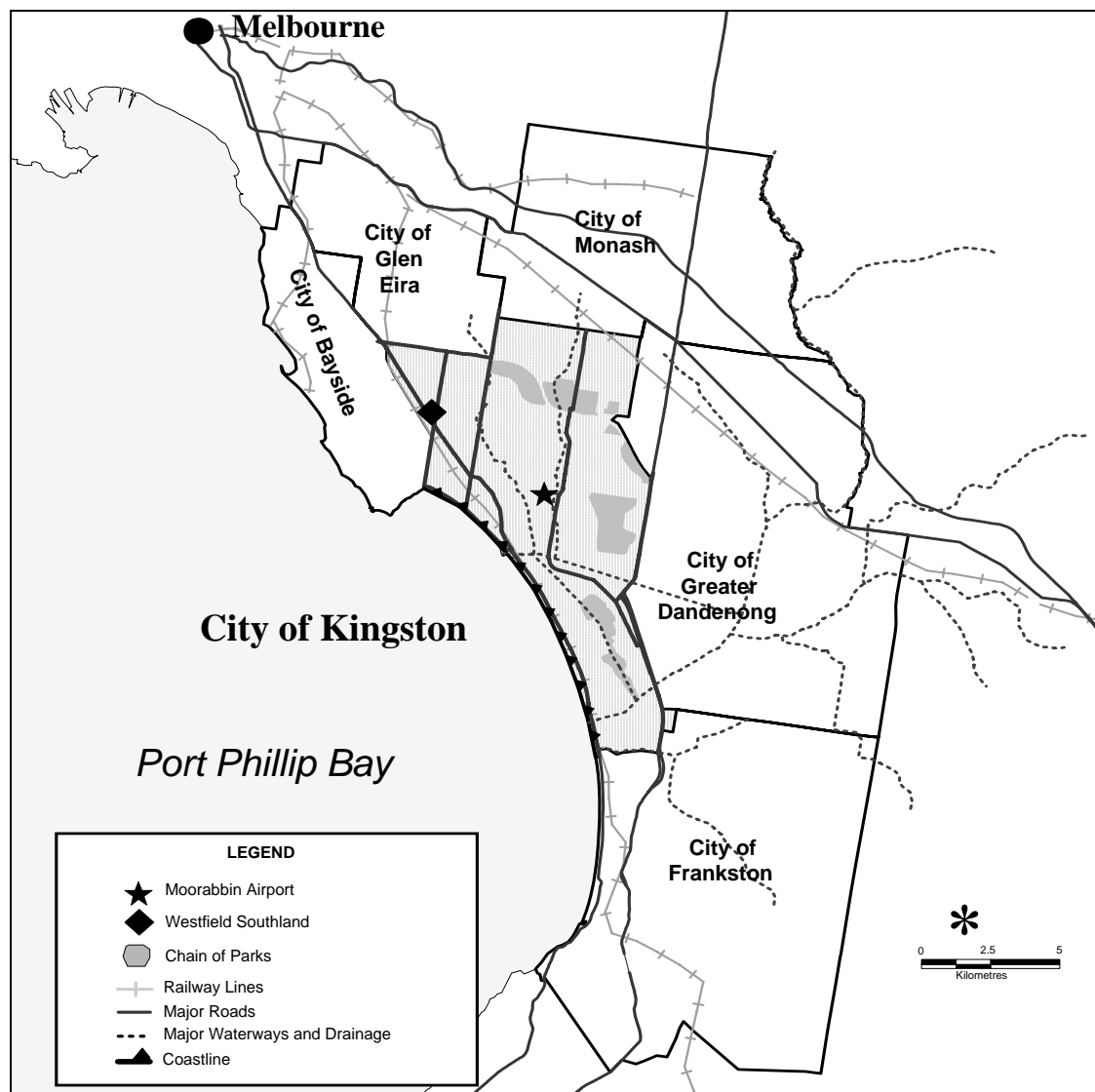
The City of Kingston is located within Melbourne’s south eastern band of middle suburbs, around 17km from the Central Business District. It is framed by the Port Phillip coastline to the west and major arterial road corridors to the north and east. Kingston’s regional neighbours include the cities of Bayside, Glen Eira, Monash, Greater Dandenong and Frankston.

Kingston is home to the suburbs of Moorabbin, Highett, Cheltenham, Clarinda, Oakleigh South, Clayton South, Braeside, Mentone, Dingley Village, Heatherton, Parkdale, Mordialloc, Aspendale, Aspendale Gardens, Edithvale, Chelsea, Chelsea Heights, Bonbeach, Carrum and Patterson Lakes.

**21.02-2 Regional context**

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There are a range of major land use issues in Kingston which have significance beyond the municipality’s boundaries. These include:



### **Foreshore**

The Port Phillip coastline enjoys state significance for its ecological and environmental value. The City of Kingston has the largest stretch of coastline in a single municipality in metropolitan Melbourne.

### **Non Urban Land**

Kingston's non urban areas are part of a south eastern regional wedge of non urban land, which extends across the Cities of Greater Dandenong, Frankston, Casey and Kingston.

### **Moorabbin Airport**

The Moorabbin Airport plays a major role within the State's economic and transport infrastructure. Long term protection of its flight paths is required to optimise its potential for future growth.

### **Open Space**

Several recreational and open space areas in Kingston generate demand across a regional catchment. The proposed Chain of Parks which will extend across the northern parts of the municipality and join with open space networks in the City of Greater Dandenong will also contribute to satisfying regional open space needs.

### **Environment**

Kingston is located at the receiving end of a regional catchment system and shares responsibility for integrated catchment management with adjoining municipalities and a range of public agencies.

### **Industry/employment**

Kingston has the highest concentration of manufacturing employment in metropolitan Melbourne, and is therefore a major provider of jobs to the south-east metropolitan region.

### **Southland Principal Activity Centre**

The Southland Principal Activity Centre continues to have a major retailing presence within the region. Further diversifying its mix of uses through sustained public and private investment will be vital in strengthening its regional status.

### **Transport corridors**

A number of major north-south and east-west arterial routes traverse the municipality linking the region's industrial and commercial areas to local, interstate and international markets. The Frankston Railway line also links Kingston's residents to the CBD and Frankston. Completion of the proposed Dingley Freeway will further enhance the municipality's role in the regional transport network.

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### **Municipal overview**

Kingston is one of the largest and most physically diverse municipalities in metropolitan Melbourne, comprising an area of approximately 91 square kilometres. It combines substantial residential areas with vibrant activity centres, agricultural and non urban areas,

as well as an industrial sector which forms one of the largest and most concentrated manufacturing regions in metropolitan Melbourne.

Its diverse natural environments incorporate significant parklands, wetlands, open space and waterways, as well as the largest stretch of coast in a single municipality in metropolitan Melbourne. The City's regional prominence is also heightened by the presence of the Moorabbin Airport, which is recognised as one of the busiest airports in Australia.

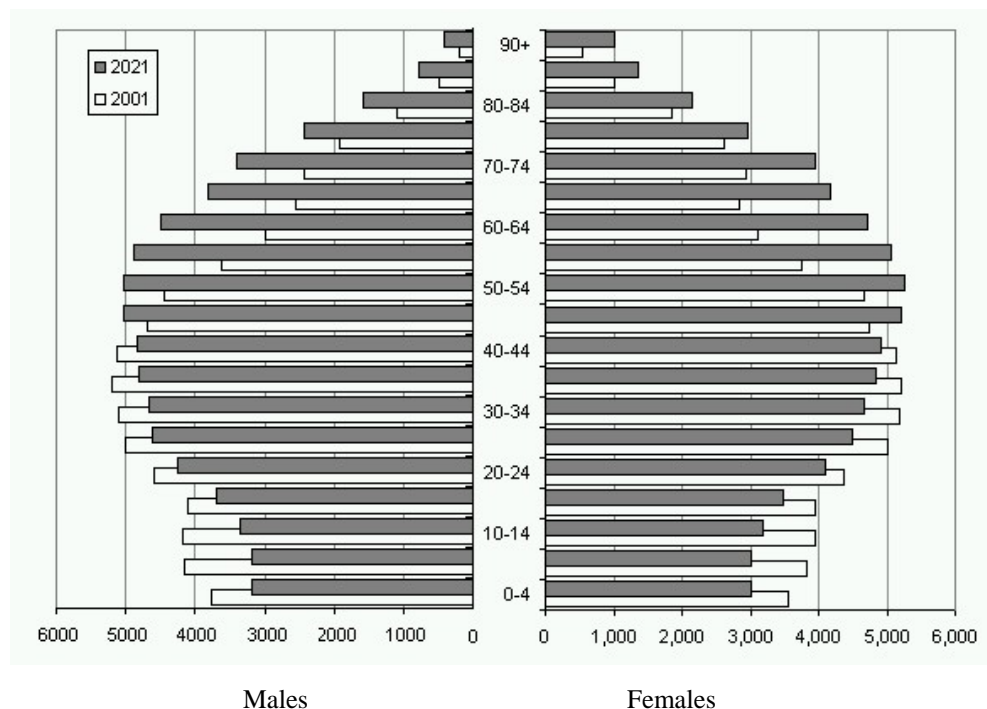
### People

The City of Kingston is home to around 135,000 people, with approximately 54,000 households scattered throughout the municipality. It is expected that Kingston's population will increase over the next 15 years reaching a figure of approximately 151,000 by 2021.

Like many other metropolitan areas across Melbourne, Kingston's population is an ageing one. 2001 Census figures released by the Australian Bureau of Statistics indicate that around 31% of people in Kingston are aged over 50, with 19.3% of the population aged over 60. These proportions are considerably higher than the Melbourne average, which stand at 27% and 16% respectively.

The people of Kingston are therefore slightly older than the Melbourne average, with less people in the 0-39 age group and more people aged over 50 years. In the 15 years from 1986 to 2001, the proportion of the Kingston population aged over 70 increased from 7.5% to 11%, which further confirms the municipality's trend towards an ageing population.

### CITY OF KINGSTON, AGE AND SEX STRUCTURE OF THE POPULATION, 2001 AND 2021



Data adapted from DOI, Know Your Area, 2003

## A City of Diversity

At a municipal wide level Kingston's demographic profile is not dissimilar to the Melbourne average. A much higher degree of diversity becomes apparent, however, when the characteristics of smaller neighbourhoods are examined across the municipality.

For instance, at a localised level, Kingston is simultaneously faced with ageing populations in its established suburbs and growing numbers of young families in its newer suburbs.

Major variations include:

- Higher proportions of people aged over 60 years concentrated in:
  - Kingston's bayside suburbs (22%).

These concentrations may be attributed to a range of factors including historical settlement patterns, characteristics of housing stock, access to transport and services, etc.

- Higher proportions of children and younger people concentrated in Aspendale Gardens and Patterson Lakes:
  - Aspendale Gardens accommodates a higher proportion of pre-school aged children than the City of Casey, which is one of Melbourne's designated growth areas.
- Marked variations in income levels across the municipality:
  - Higher proportion of high income households in Patterson Lakes, Dingley Village and Mentone.
  - Higher proportion of low income households in Chelsea, Edithvale and Clarinda.
- High ethnic diversity in Clayton South, Clarinda and Oakleigh South:
  - 40% of people in Clarinda speak only English at home.
  - 32% of people in Clayton South speak only English at home.

This compares with 73% for the whole municipality and 69% for the Melbourne average.

## Housing

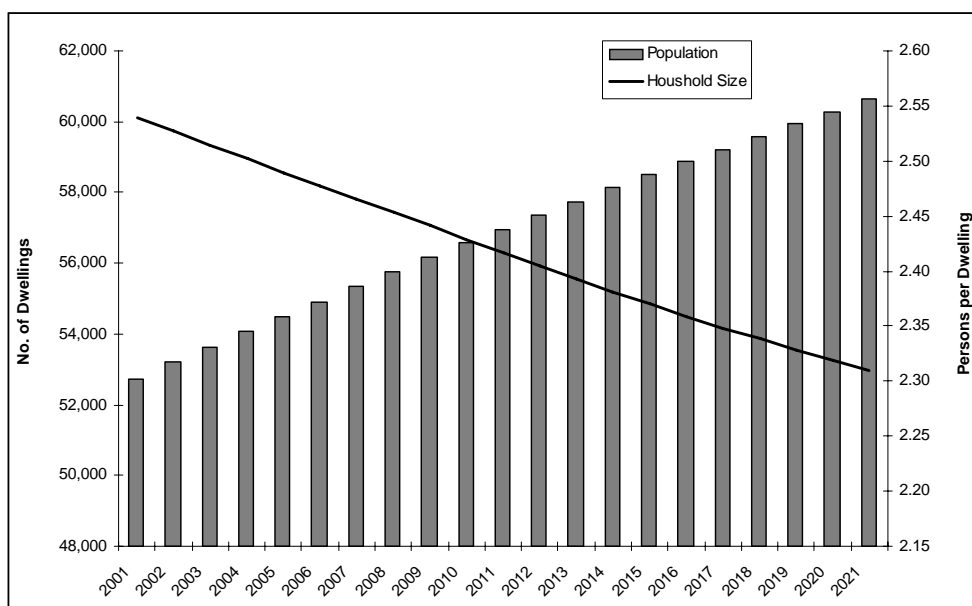
Detached housing remains the predominant housing form in Kingston, accommodating around 80% of our population. Although most of Kingston's residential areas are characterised by single detached dwellings on conventional lots, the City does offer a range of housing choices, including medium and high density housing developments.

Kingston's residential areas contain a variety of housing styles and types, varying from post war homes in Moorabbin and Clayton South, through to newer and larger dwellings in Patterson Lakes and Aspendale Gardens.

The future housing needs of Kingston residents will be influenced by the following demographic indicators:

- Around 53% of Kingston households are currently only one or two person households.
- Average size of households in Kingston:
  - Has decreased from 2.9 in 1981 to 2.5 in 2001.
  - Is projected to fall to 2.31 by 2021.

**CITY OF KINGSTON - PROJECTED AVERAGE HOUSEHOLD SIZE AND NUMBER OF DWELLINGS 2001 TO 2021**



**Industry**

Kingston is one of the largest and most concentrated manufacturing bases in metropolitan Melbourne. The municipality has over 4,000 manufacturing businesses which provide employment for over 25,000 people, representing around 10% of Melbourne’s manufacturing jobs.

Locations for industry range from older established areas in Moorabbin, Cheltenham and Braeside, which accommodate small to medium sized industries, to newer estates at Redwood Gardens, Parkview and Woodlands, which are generally within a garden setting and provide for medium to large scale firms.

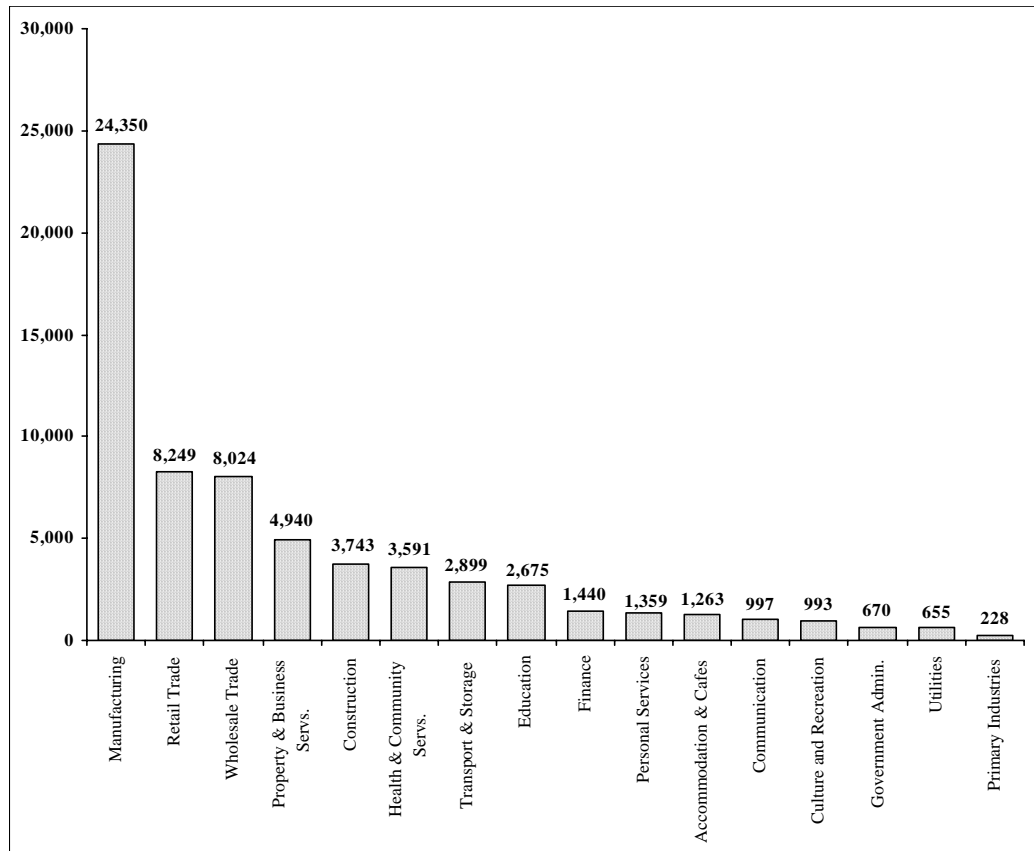
**Employment**

Kingston is one of Victoria’s most important centres of commerce and industry, with over 66,000 people relying on around 7,000 businesses in Kingston for their employment.

Kingston has a significantly higher proportion of its workforce employed in ‘blue collar’ occupations than the Melbourne average, which may be attributed to the high concentration of manufacturing jobs in Kingston.

There are lower proportions of people in Kingston employed in managerial or professional occupations, with only 25% represented in this sector as compared to 29% for Melbourne as a whole.

**JOBS IN THE CITY OF KINGSTON**



Source: ABS, Business Register

**Retail and commerce**

The pattern of retail and commercial land use in Kingston is characterised by a diverse mix and size of activity centres. The Southland Principal Activity Centre provides the major regional focus for retail and entertainment activity within the municipality, and in the future will play a further diversified role..

A number of restricted retail (bulky goods) precincts exist along the Nepean Highway between Moorabbin and Parkdale as well as an established precinct on Warrigal Road, Heatherton.

Other major and neighbourhood activity centres are generally clustered on the main traffic routes through the municipality, and perform a range of different functions in the retail hierarchy.

Several commercial office precincts flank the Nepean Highway particularly through Moorabbin and Cheltenham which generally complement the role performed by surrounding retail activity centres.

The land which is not required for aviation purposes at the Moorabbin Airport is becoming increasingly utilised for a diversity of retail and commercial activities.

## Open space

Kingston's natural open space areas are one of our most highly valued resources. Open space areas in Kingston include major parklands, golf courses, foreshore reserves, wetlands and potential regional open space networks to be provided for through the Chain of Parks project.

Kingston's open spaces also cater for the more traditional leisure and recreational demands of the community, through a wide variety of unstructured open space areas and sporting and active recreational facilities, including the Kingston Heath Reserve, Bicentennial Park, Bradshaw Park and the Sir William Fry Reserve.

A significant proportion of privately owned open space also contributes to the landscape character and open space qualities of the municipality, provided through a range of private golf courses, agricultural holdings and non urban land. Kingston enjoys a significant reputation for its world class golf courses, with continuing community demand likely to consolidate golf as a prominent recreational activity within Kingston.

## Non urban land

Kingston's non urban areas extend across the northern and eastern parts of the municipality, including Heatherton/Clayton South and Braeside/Keysborough. These areas form part of a south eastern regional wedge of non urban land which traverses the Cities of Kingston, Greater Dandenong, Frankston and Casey to Westernport Bay.

Kingston's non urban land fulfils a range of rural and 'urban related' roles, including agricultural production, sand extraction, land filling, regional open space, protection of Moorabbin Airport's flight paths, nature conservation, and a location for urban related uses including churches, sporting facilities, institutional uses, etc.

The non urban areas comprise a largely rural landscape character, and although some areas have developed a semi-urban appearance the re-creation of pre-settlement landscapes remains an important objective in Kingston's non urban areas. The area also plays an important role in providing recreational opportunities for the south east metropolitan area. The future transformation of the non urban area into a carefully managed network of parks will bestow community benefits of the highest order, following years of blight brought about by the negative impacts of sand extraction and land filling.

The Moorabbin Airport is located within Kingston's non urban area and plays a significant role within the State's economic and transport infrastructure. It operates as the third busiest airport in Australia. The contribution that Moorabbin Airport makes to the local and regional economies is enhanced by the associated aviation and aviation related industrial/commercial activities located on the airport, which supply a significant number of jobs to the local economy.

Based on future growth forecasts the airport is likely to play an increasingly significant role within the region and should therefore be protected from development which may constrain its potential for future growth.

## Environment and heritage

The environmental landscape of the City of Kingston is recognised for its diversity and significance in both a local and regional context. It includes the Port Phillip Bay and foreshore reserve, other natural and man-made waterways, wetland systems, floodplains, heathlands and significant flora and fauna habitats.

Other environmentally significant areas within Kingston include Braeside Park, the Grange Reserve, Bradshaw Park, Karkarook Park, the Patterson River, Mordialloc Creek, and the Edithvale/Seaford Wetlands, which are presently under consideration by RAMSAR for inclusion as an internationally significant wetland.

Kingston will continue to identify sites with historical significance as part of its heritage study.

Kingston's wide range of heritage buildings and places demonstrate the city's growth and assist with the interpretation of the city's layers of history.

There are a number of significant residential, commercial, industrial, and community buildings and areas in the municipality of local, state and national significance, some protected by Heritage Overlays and others potentially suitable for heritage protection.

While some of the old industries and uses have declined and buildings of past architectural styles and development patterns have disappeared, remnants of the city's historical features remain a testament to the area's heritage. Retaining and conserving this history is important for this and future communities.

### **Traffic and transport**

An extensive transport network serves the municipality which provides linkages to the wider metropolitan region. Major future transport corridors within the City include the proposed Mornington Peninsula Freeway extension, Westall Road carriageway duplication, and the proposed Dingley Freeway.

Significant pressure exists on the city's limited east-west transport linkages, which connect the established industrial areas in the east to the Nepean Highway and greater Melbourne in the west.

The Melbourne-Frankston railway line follows the coastline and includes eight stations in the municipality, whilst the Melbourne-Dandenong railway line traverses through the top north-east corner with Westall Station. Limited bus services also link the City's established residential areas to its key activity centres and rail station. Public transport services are less well provided for in the newer residential areas around Patterson Lakes and Aspendale Gardens.

Kingston also has a developing network of bicycle trails, which are being further developed particularly around the Port Phillip Bay and between residential and major open space areas as part of the Kingston Bicycle Strategy.