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C143**LAND USE CHALLENGES FOR THE NEW MILLENNIUM**

The development of the Kingston Planning Scheme has been strongly guided by Council's understanding of the critical land use issues which are likely to challenge Kingston's future growth and development into the new millennium.

A brief summary of the key land use issues which Council has identified is provided below.

Future housing need

Kingston's population is continuing to age at a faster rate than the metropolitan average. The ageing of the population, coupled with the metropolitan wide trend towards smaller household size, may lead to a significant imbalance in future decades between the type of housing stock available in Kingston and the actual housing needs of the population.

The need to provide suitable housing stock which meets the future housing needs of our population and to sustain an appropriate mix of supporting urban infrastructure will continue to provide a focus for Council's residential land use planning.

Residential amenity and neighbourhood character

Recent pressures for redevelopment, consolidation and medium density housing within the City's residential environments have contributed to a sense of change in the character and amenity of local neighbourhoods. Management of change within our suburbs will require an approach which integrates urban consolidation objectives with an understanding of the specific character issues which are important to each local neighbourhood within Kingston.

Retailing changes - activity centre sustainability

Over the past decade, despite relatively modest population growth, the City has witnessed substantial changes across its retail sector through investments at Southland, Moorabbin Airport and in the emergence of homemaker centres at Moorabbin, Heatherton and Mentone. Ensuring that future planning decisions prioritise the facilitation of retail reinvestment into Kingston, activity centres will be vital in successfully achieving metropolitan planning objectives.

Industrial revitalisation

Industry trends indicate that Kingston will continue to play a major role within the manufacturing sector in both a regional and state context. The City's older industrial areas however are in need of significant revitalisation if they are to remain viable locations for modern manufacturing businesses. Significant infrastructure funding will be required if Council is to provide assistance to these industries to overcome the major physical constraints which currently inhibit their efficiency and operation.

Foreshore enhancement

The Kingston Foreshore will continue to experience pressures for new tourism, recreational and commercial related development, with Mordialloc standing out within the coastal hierarchy as a major focus for the exploration of new development opportunities. Balancing opportunities which enhance the overall foreshore experience with the need to protect the integrity of natural coastal ecosystems will be the major challenge facing Council in its future foreshore management role.

Protecting and enhancing ecological value

The integrity of many of Kingston's pre-settlement natural ecosystems has been degraded over time as a result of the impacts of urbanisation and environmental negligence in key remnant natural areas. Opportunities to enhance the quality and ecological value of Kingston's natural environments exist through improved management of urban stormwater, land use and resource management, and integrated catchment planning.

Council's future management of its natural environments will continue to give priority to initiatives which offer the potential for re-establishment of wetland morphologies, indigenous vegetation, and flora and fauna habitats, and seek to improve water quality, flood storage and ecological value.

Sustainable management of the Green Wedge

Kingston's Green Wedge will continue to experience significant pressure for more intensive urban development as a result of changing metropolitan growth patterns, the availability of physical infrastructure, diminishing extractive resources and a decline in the area's agricultural production.

The sustainable management of Kingston's Green Wedge is one of the largest challenges facing the City. Specific issues affecting this area include:

Agriculture

The long-term role of the agricultural industry within Kingston's Green Wedge is unclear. The future of intensive agriculture particularly in the Heatherton region will be strongly influenced by external factors such as international markets, changes in technology, etc.

Extractive industry

Extractive industries were a feature of Kingston's Green Wedge and these have predominantly now been filled with waste of varying types and over many years. Whilst many of the landfill operations are now coming to a close, there remain a number of working facilities. At the current rate of tipping, it is expected that landfills will be operational in this area for at least another 5 years. These operations will be phased out, whilst the filling of extraction pits needs to be coordinated under the Metropolitan Waste and Resource Recovery Strategic Plan to ensure that rehabilitation after completion is well planned. The after use of these sites will need to be managed where alternative uses that have the potential to detrimentally impact on the amenity of the locality will be actively discouraged.

Sandbelt open space strategy

Rehabilitation of landfill sites should be properly co-ordinated to provide for the timely development of regional open space networks through the Sandbelt Open Space Strategy.

Moorabbin airport

The viability of the aviation activities on the Moorabbin Airport will depend upon the long-term protection of its flight paths from inappropriate development.

Non urban interface

Land on the urban fringe often exists as a 'zone of impermanence' where the use of land is in a state of transition from non-urban to urban uses. This pattern creates uncertainty and

instability for land owners and the community alike, and can frequently result in urban blight along the urban/non urban interface. The creation of a 'hard' edge will be an important planning outcome of future structure planning in Kingston's non urban areas. Such edges must be clear, stable and capable of enduring development pressure.

Managing transport

Existing capacity deficiencies in the municipality's north-south and east-west arterial routes is causing ongoing conflict between arterial traffic and sensitive abutting land uses. Council will continue to advocate for improvements to the primary arterial network and the construction of missing links in the regional network to assist in reducing the impact of heavy traffic on Kingston's local road network.