6.3.3 **Summary of strategic directions**

The overall project has complexities of land use within the green wedge and industrial zones. Also, the local councils’ strategic vision is to develop more integrated open spaces, environmental linkages and pedestrian connectivity across the area.

There are a number of future projects and strategic directions that should be considered as part of the project assessment. They include, but are not limited to:

- the Hawthorn Football Club training facility and community space on Tootal Road
- the green wedge boundary, vision and values from both City of Kingston and City of Greater Dandenong
- the public spaces and open space links, as a part of the Sandbelt Open Space Project – ‘Chain of Parks’ and Living Links
- the habitat and open space links, as part of the Kingston and Greater Dandenong Green Wedge Plans
- the pedestrian and cycle links, as part of the Kingston and Greater Dandenong Green Wedge Plans and Cycling and Walking Plan
- the existing and future land use, planning zones and overlays.

0 illustrates these key directions.
Figure 15. Strategic direction summary
8.1.4 Public movement networks

Public movement networks include pedestrian paths, cycle paths, informal trails and public transport routes. They provide a picture of public access throughout the study area and identify routes that may be affected by the project or potentially augmented through the project.

Pedestrian and cycle links

The Kingston Cycling and Walking Plan 2009–2013 and the Kingston Green Wedge Plan 2012 identify a number of pedestrian and bicycle networks, some of which will be affected by the project (see Figure 14). As part of this Report’s development process, the City of Kingston identified specific community connections that are used more informally by the community, including informal links across the project area between the Redwood Gardens Industrial Estate and the eastern part of Chadwick Reserve.

In the broader context of the bicycle and shared path network, further east of the project site (following Mordialloc Creek’s alignment and Pillars Road) is the existing EastLink Trail.

Public transport network

The public transport network is important to communities and their access to broader networks. This Report includes information on public transport as an important element of the existing conditions.

Figure 33. Existing public transport network
Legend
- Existing bike & pedestrian paths
- Proposed bike & pedestrian paths
- Informal trails
- Existing open space (Victorian Planning Authority)
- Study area (1km)
- Project site boundary

Figure 34. Existing and proposed pedestrian and cycle paths