



Draft Southland-Pennydale Structure Plan

February 2018

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Introduction

The Cheltenham-Southland Activity Centre has been identified in both state and local planning policy as a location for increased housing density, capitalising on the opening of Southland Station in late 2017 and the services and facilities provided as part of the Westfield Southland Shopping Centre.

The Activity Centre is shared between Kingston City Council and Bayside City Council, with the centre's commercial core, the Southland Shopping Centre, located in Kingston. Whilst ideally a joint structure plan would be undertaken with Kingston City Council for the Cheltenham-Southland Activity Centre, Kingston already have planning controls in place for their side of the Centre and are not planning on reviewing them in the near future. In developing this structure plan, regard has been given to the planning controls on the Kingston side.

The Bayside component of the Activity Centre includes the residential hinterland directly adjacent to the Southland Shopping Centre and Southland Station. This area is locally known as Pennydale. Reflecting this local identity, the structure plan has been called the 'Southland-Pennydale Structure Plan'. Given the identified role of the Cheltenham-Southland Activity Centre in accommodating future development, a structure plan for the part of the Centre within Bayside City Council is required to ensure that this future growth and development is located and managed appropriately as well as ensuring that public infrastructure and services will meet the needs of current and future

residents.

What is a structure plan?

A structure plan is a strategic planning tool that establishes a shared long-term vision for the development of a defined area and identifies the type and scope of change over time. It is a tool to help manage, influence and facilitate change and provides an implementation program which articulates the actions and strategies necessary to achieve the plan's vision and objectives.

Background

The Southland-Pennydale Structure Plan has been prepared by Bayside City Council with inputs from expert traffic, economic, vegetation and urban design analysis and extensive community engagement, including the following:

- Consultation on background issues and opportunities
- Consultation on 'possible futures'
- Establishment of a Community Advisory Group to provide feedback to the Council at key stages in the development of the structure plan.



Figure 1: Project Timeline

The Cheltenham-Southland Activity Centre Boundary

The boundary of the Bayside component of the Cheltenham-Southland Activity Centre encompasses the residential neighbourhood bounded by Bay Road to the north, the Frankston Railway corridor to the east, Park Road to the south and the residentially zoned land to the west of Jack Road. It is an area known locally as Pennydale.

In determining the activity centre boundary, 'walkability' to the Southland and Cheltenham train stations was considered (400 – 800 metre walk), as was the location of existing major roads, the Bayside Business District and land currently zoned General Residential Zone (GRZ).

All land currently zoned General Residential Zone (GRZ) has been included within the activity centre boundary, to provide guidance on future development. This approach allows Council to consider how to mitigate and respond to amenity impacts that result from future development growth including traffic, access and mobility, neighbourhood character, community and civil infrastructure, amongst other influences.

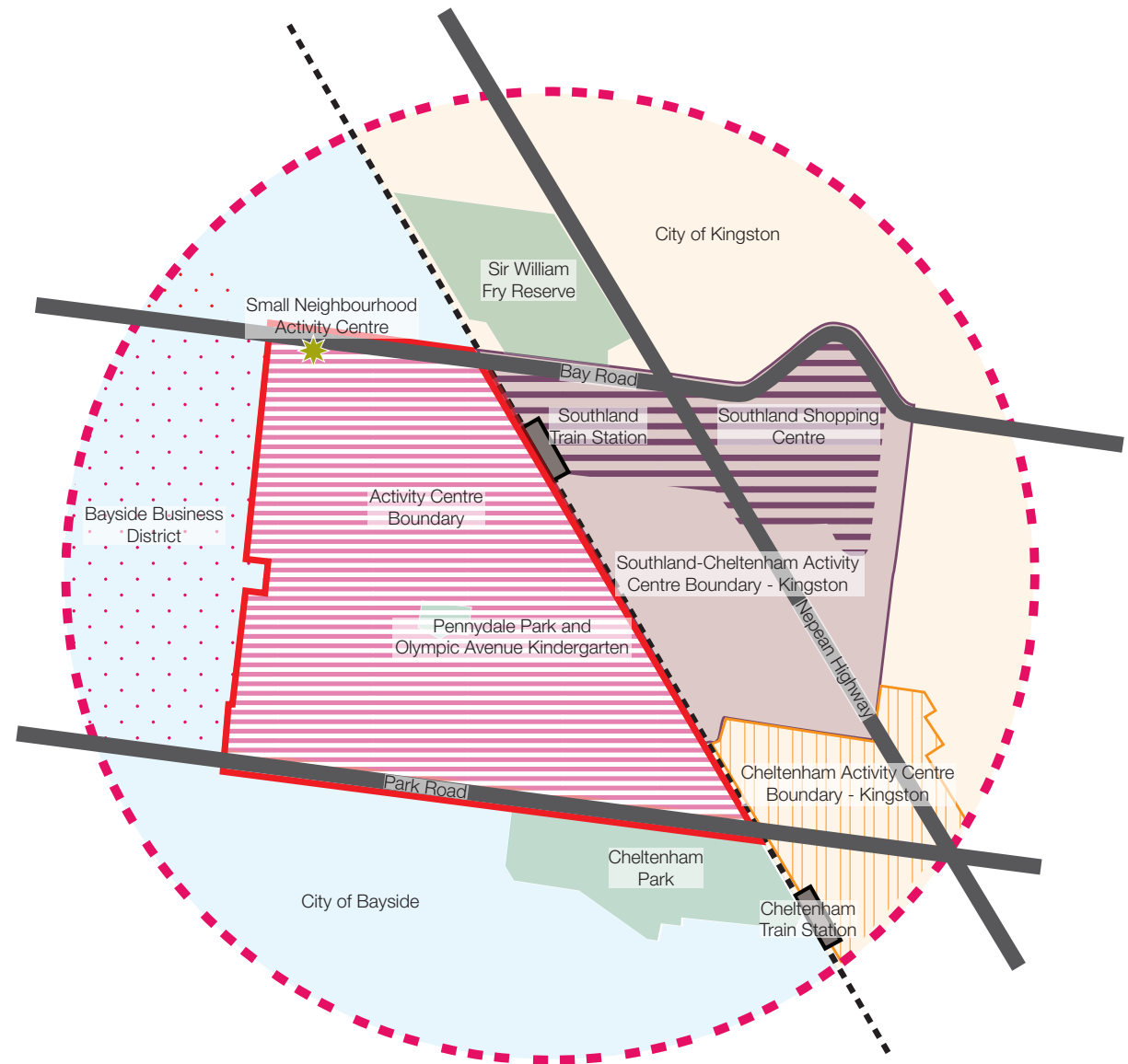


Figure 2: Context Plan

Context

Policy Context

Plan Melbourne 2017–2050 is the Victorian Government's metropolitan planning strategy that will guide the city's growth to 2050 and seeks to address future housing, transport and employment needs. Under *Plan Melbourne*, Cheltenham-Southland is identified as a Major Activity Centre. Activity Centres are intended to support population growth by providing access to a wide range of goods, services, housing and employment within walking distance of train, tram or SmartBus routes. For the Cheltenham-Southland Activity Centre this means that additional employment and housing, with a range of housing types needs to be planned for along with improved walking and cycling routes.

The *Bayside Housing Strategy* (2012) provides a framework for how residential development in Bayside will be planned and managed over the next 20 years, by identifying the location and type of residential development required in order to meet the changing needs of the Bayside community. The Housing Strategy recommends that the main focus for new housing should be within Bayside's Major and Neighbourhood Activity Centres where there is existing infrastructure and good transport connections. The Cheltenham-Southland Activity Centre along with the Hampton East (Moorabbin) Activity Centre are identified as a primary focus for future medium and high density residential development within Bayside.

Physical Context

The Cheltenham-Southland Activity Centre is located approximately 19 kilometres southeast of central Melbourne. The Frankston Railway line forms the municipal boundary separating the City of Kingston to the east and the City of Bayside to the west. Anchored by the Westfield Southland Shopping Centre and the new Southland Station, the Kingston portion of the Activity Centre includes the Shopping Centre and surrounding residential land to the south, whilst the Bayside portion of the Activity Centre includes the residential neighbourhood to the west of Southland Station, known locally as Pennydale. To the south of the Activity Centre, within Bayside is Cheltenham Park, whilst to the north of the activity centre, within Bayside is Sir William Fry Reserve, both important areas of open space in the area.

Socio Economic Context

People

The most common household composition in the Bayside component of the Cheltenham-Southland Activity Centre is families with children followed by lone person households. As with the rest of Bayside, the population is also aging. These diverse groups require different housing options. Housing prices, income levels and education levels in the area are all increasing, which is an indication of the on-going process of gentrification.

This may result in an increased demand for amenity-based retail services such as cafes, groceries and specialty shops which may impact the current mix of the Bay Road-Jack Road Small Neighbourhood Activity Centre.

Housing

Redevelopment and renewal of the existing housing stock is occurring in the Structure Plan area as in other parts of Bayside. This development has been dominated by the replacement or renovation of existing single dwellings with larger houses or medium density town-house infill development. A diversity of housing types, including detached family homes, townhouses and apartments will be increasingly important to meet the diverse needs of an aging population, an increasing number of couples without children and lone person households while still providing traditional housing for families as the dominant demographic in the area.

Social and Community Infrastructure

The Cheltenham-Southland Activity Centre is relatively well located with respect to access to community services and facilities, particularly those relating to health and open space. The majority of these services are clustered around Southland Shopping Centre, along the Nepean Highway and in the Cheltenham Activity Centre located within the City of Kingston. Cheltenham Park and Sir William Fry Reserve are important open spaces within the area as is the smaller Pennydale Park and Tulip Grove pocket park.

The current community infrastructure capacity was assessed based on the 2036 projected population to determine if there was a provision gap. This included community centres and halls, neighbourhood houses and meeting rooms, day care centres and preschools, occasional care, maternal and child health service capacity and libraries. It was found that all these services can accommodate the projected increase in population.

Whilst the Activity Centre generally has good access to open space, the *Bayside Open Space Strategy* (2012) identified that the western part of the Activity Centre is deficient in open space. The open space being provided as part of the Jack Road redevelopment site will assist in addressing this deficiency as will the eventual redevelopment of the CSIRO site. However, increased density within the Activity Centre and consequent decreases in the amount of private open space available to residents, will result in additional demand and pressure on these existing open spaces in the future

Retail, Services and Employment

The Southland Shopping Centre is a regional centre. Whilst located in Kingston City Council, it is immediately adjacent to and has an important influence on the neighbourhood. Also within Kingston, to the south of the structure plan area, is the Cheltenham Activity Centre which includes a mix of convenience and food retailing. A strip of shops is located on Bay Road just east of Jack Road. This shopping area is classified a Small Neighbourhood Activity Centre, which provides convenience retailing for the daily ‘top-up’ shopping needs of local residents and passing motorists.

Given the scale of the Bay Road-Jack Road Small Neighbourhood Activity Centre, it is expected that the additional retail and commercial office floor-space that will be needed in the Activity Centre by 2031 will all be accommodated within the Southland Shopping Centre.

However, in the long term, if the Southland Shopping Centre were to expand westward towards Southland Station and re-orient to face Bay Road there may be an opportunity to extend this economic activity west along Bay Road towards the Bayside Business District. This should be investigated further should the expansion and re-orientation of the Southland Shopping Centre ever eventuate.

Directly west of the Cheltenham-Southland Activity Centre is the Bayside Business District (BBD). Whilst it is outside the Activity Centre, it is an important employment precinct in Bayside. The vision for the area is for it to become an innovation precinct which is nationally competitive and provides employment opportunities for advanced business services of the highest calibre. To attract innovative, advanced business services to the BBD, an economic triangle between Cheltenham-Southland Activity Centre, Hightett Activity Centre and the BBD is proposed. This triangle would allow the BBD to benefit from convenient access to public transport and other services, with the Centres working together as interconnected nodes rather than competing for similar land use and development. For the Cheltenham-Southland Activity Centre this means strengthening the connection between the BBD and the Southland Station through improvements to the public realm and walking and cycling routes along Bay Road.



The Vision

A family-friendly neighbourhood with green and leafy streets, access to excellent transport, shopping and outdoor recreation opportunities, with a range of housing to meet the ongoing needs of the local community.



Document Structure

The Structure Plan is organised around four themes:

Land Use	This section provides objectives and strategies for how the Centre will be used including residential, commercial and open space.
Built Form	This section provides objectives and strategies to guide the built form of the Centre such as building and street wall heights, typologies, setbacks and how the buildings are experienced on the ground.
Access and Movement	This section outlines objectives and strategies relating to public transport, walking, driving and cycling.
Public Realm	This section provides actions and strategies incorporating public spaces, open space, streets and laneways.

The Bayside component of the Cheltenham-Southland Activity Centre is largely residential, with the commercial core of the Activity Centre, the Southland Shopping Centre, located in Kingston City Council. There is however a small local convenience shopping strip on the corner of Bay and Jack Road (Bay and Jack Road Small Neighbourhood Activity Centre), as well as the Olympic Avenue Kindergarten, Pennydale Park and the smaller Tulip Grove pocket park. Also nearby is the Cheltenham Activity Centre, the Bayside Business District, Cheltenham Park and Sir William Fry Reserve.

In the future, the Bayside component of the Cheltenham-Southland Activity Centre will retain its largely residential nature, with the Bay and Jack Road Small Neighbourhood Activity Centre providing local convenience retailing, cafes and personal services.

332-336 Bay Road, known locally as the Laminex site, includes a buffer strip along the frontage of Jack Road to prevent loss of amenity to the neighbourhood as a result the car park on the Laminex site. This buffer strip is zoned General Residential Zone and must remain as a buffer zone whilst the current use continues. Should the use of the Laminex site change in the future, it is possible that this buffer strip would no longer be required. Should the buffer strip no longer be required, residential development of this General Residential Zone strip could then be considered, along with the provision

of public open space, subject to the successful remediation of any contamination.


The following section outlines the objectives and strategies which will be used to guide land use in the future.



Southland-Pennydale Structure Plan Land Use Plan



Legend

-  Activity Centre Boundary
-  Frankston Railway Line
-  Railway Station
-  Commercial - Bay Road and Jack Road Small Neighbourhood Activity Centre
-  Residential
-  Open Space
-  Potential Open Space
-  Laminex Buffer - Possible future residential and open space subject to successful remediation of any contamination



0 100 200m

Figure 3: Land Use Plan

Objective 01: To retain the largely residential nature of the neighbourhood.

Strategies:

- Retain the existing General Residential Zoning in the area.
- Ensure that any redevelopment of the Laminex buffer strip does not detrimentally impact the commercial viability of the commercially zoned land directly adjoining the site.
- Rezone 338 Bay Road from Commercial 1 Zone to General Residential Zone to reflect its existing residential use.

Objective 02: To support community facilities that cater to the needs of existing and future populations.

Strategies:

- Support the strong civic and community role that Pennydale Park plays in the area.
- Investigate opportunities for future public open space on Jack Road subject to the buffer strip no longer being required and any contamination being successfully remediated.
- Retain the current role of Olympic Avenue Kindergarten to meet the needs of young families now and in the future.

- Investigate the potential for local community events in the area throughout the year.

Objective 03: To reinforce Bay Road as a connector between the Southland Shopping Centre, Southland Station and the Bayside Business District

Strategies:

- Ensure new residential development along Bay Road provides active surveillance of the Bay Road footpath.
- Should Southland Shopping Centre expand westward towards the Southland train station and re-orient to face Bay Road, investigate the feasibility of extending this economic activity west along Bay Road towards the Bayside Business District.

Objective 04: To reinforce the role of the Bay and Jack Road shops as a Small Neighbourhood Activity Centre that provides convenience retailing for the daily convenience and 'top up' needs of local residents.

Strategies:

- Retain the Commercial 1 Zoning of the Bay and Jack Road Small Neighbourhood Activity Centre.
- Support the local convenience retailing role of the Bay and Jack Road Small Neighbourhood Activity Centre

by encouraging the development and retention of local convenience retailing.

- Encourage activities within the Bay and Jack Road Small Neighbourhood Activity Centre that provide for community interaction at a local level.
- Retain an active commercial street frontage at ground level with residential above to maintain the commercial viability and focus of the centre.

Dwellings in the Bayside part of the Cheltenham-Southland Activity Centre are predominately single storey and detached, although there are an increasing number of unit and townhouse developments. The Cheltenham-Southland Activity Centre is identified as a location for future housing growth in both state and local planning policies and the opening of the Southland Station provides opportunities for increased housing density in close proximity to the station. As such, built form in the area will change as more medium density development occurs.

However, the design of the train station presents some barriers to integration with the existing 'Pennydale' neighbourhood. There is no direct access to Tulip Grove from the station (and residents have consistently requested that no pedestrian access is provided). Pedestrian access to the station from the surrounding neighbourhood is therefore circuitous. In addition, the train station has been designed to limit overlooking into existing properties on Tulip Grove. This has resulted in a blank wall facing the backyards of these properties which limits the extent to which the station can be integrated into the neighbourhood through any future residential redevelopment.

The existing character of the neighbourhood is highly valued by residents. The elements that contribute to the neighbourhood character of the area include low scale (1 and 2 storey) dwellings sitting within established

gardens with large native and exotic trees providing a backdrop, pitched roof forms, low front fencing that gives a sense of openness to the streetscape and consistent front and side setbacks that provide spacious visual separation between buildings. The Activity Centre is located within Precinct H5 within Clause 22.06 Neighbourhood Character Policy in the Bayside Planning Scheme.

The Bay and Jack Road Small Neighbourhood Activity Centre provides opportunities for shop-top housing which supports the centre's local convenience role. Built form guidelines have been developed for the future of the area using a precinct-based approach. Each precinct reflects its unique character within the neighbourhood.

Precinct	
Precinct 1: Main Road Environs	An area of residential renewal and consolidation with high-quality apartments and pedestrian friendly laneways with a sense of scale appropriate to its main road interface.
Precinct 2: Southland Station Interface	An area of increased density with apartments and townhouses with landscaped setbacks and sensitive interface to the street.
Precinct 3: The Residential Core	An area of residential regeneration and consolidation including a mix of townhouses, units and detached houses with front gardens, back gardens and greenery.
Precinct 4: Bay and Jack Road Small Neighbourhood Activity Centre	A small commercial centre that encourages community interaction through the provision of local convenience retailing, services and cafes. Active ground floor frontages help to create a safe and attractive pedestrian environment whilst shop-top housing provides activity and passive surveillance for the Centre.

Southland-Pennydale Structure Plan Precinct Plan



Figure 4: Precinct Plan

The following section outlines the objectives and strategies which will be used to guide built form in the future.

Southland-Pennydale Structure Plan Built Form Plan

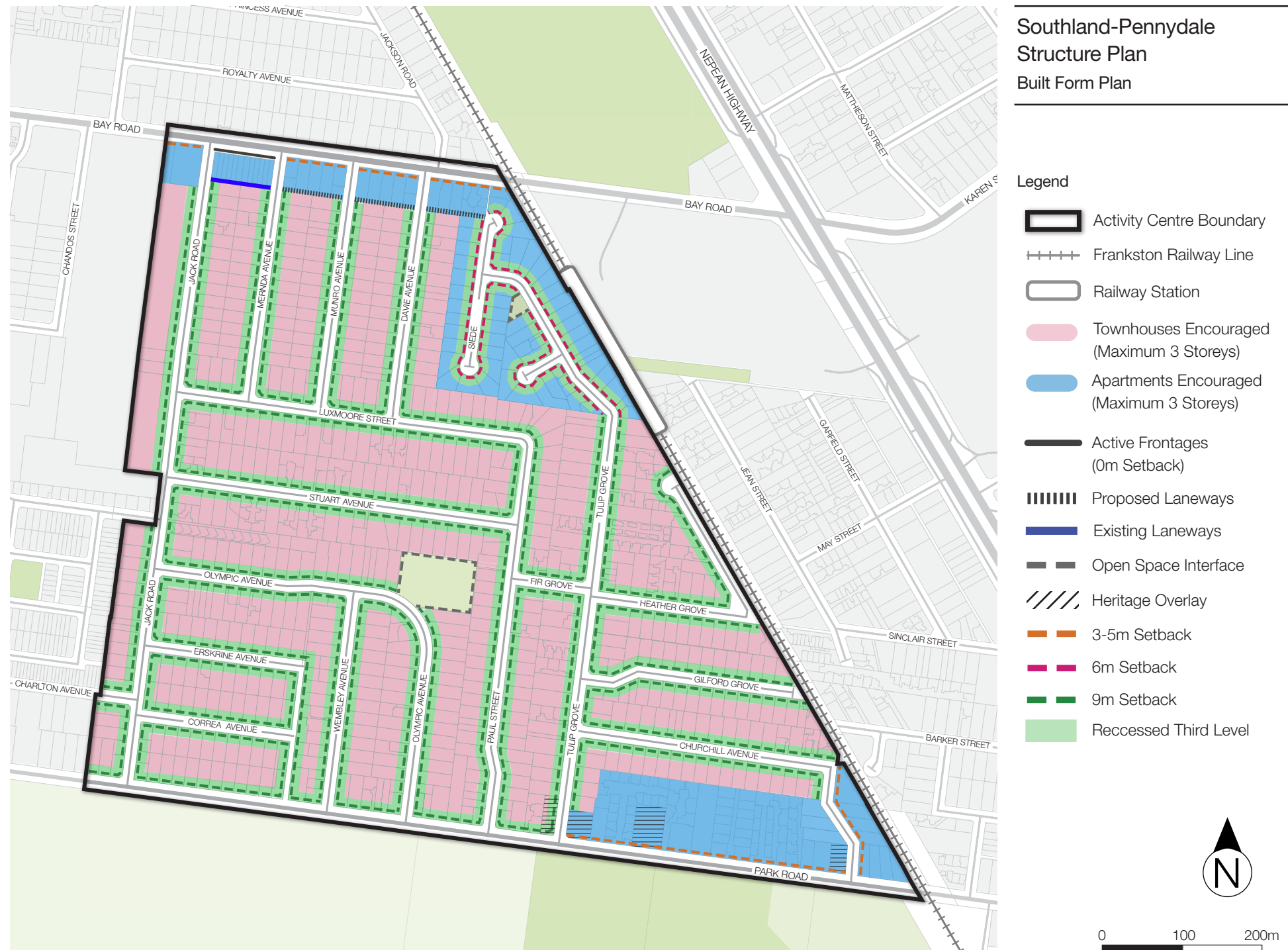


Figure 5: Built Form Plan

Objective 05: To cultivate distinct precincts that reflect their unique contexts.

Strategies:

- Focus more intense residential development typologies on existing primary road corridors and within 400 metres of Southland and Cheltenham train stations (Precinct 1, 2 and 4).
- Encourage larger family homes in the residential core (Precinct 3).
- Ensure new development in the Bay Road and Jack Road Small Neighbourhood Activity Centre is designed to provide an appropriate interface with and transition to surrounding residential lots.
- Implement specific built form requirements for each precinct:

Precinct 1: Main Road Environs (Bay Road and Park Road)

Typology: Apartments

Street wall height: 3 storeys (11 metres)

Total height: 3 storeys (11 metres)

Front setback: 3 metres

Side and rear setbacks: 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.

Precinct 2: Southland Station Interface

Typology: Apartments

Street wall height: 2 storeys (9 metres)

Total height: 3 storey (11 metres)

Front setback: 6 metres

Side and rear setbacks: 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.

Precinct 3: The Residential Core

Typology: Townhouses and detached dwellings

Street wall height: 2 storeys (9 metres)

Total height: 3 storey (11 metres)

Front setback: 9 metres

Side and rear setbacks: 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.

Precinct 4: Bay and Jack Road Small Neighbourhood Activity Centre

Typology: Commercial at ground floor with shop top housing above.

Street wall height: 3 storeys (11 metres)

Total height: 3 storeys (11 metres)

Front setback: 0 metres

Side and rear setbacks: 0 metres from a side or rear boundary that adjoins land in a Commercial Zone.

1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres from a side or rear boundary that adjoins land in a Residential Zone.

Where a side or rear boundary is separated from a boundary of a property in a Residential Zone by a through laneway, the laneway width can form part of the setback distance at ground floor level.

Announce street corners (Bay and Jack Road and Bay and Mernda Avenue) through building massing and design detail. This may be achieved through the following techniques:

- Variations in parapet details.
- Incorporating design features to create visual interest through the use of material and colour variations.
- Incorporating focal points of activity and building entrances.
- Wrapping design treatments around building corners.

Southland-Pennydale Structure Plan Built Form Cross Sections

Built Form

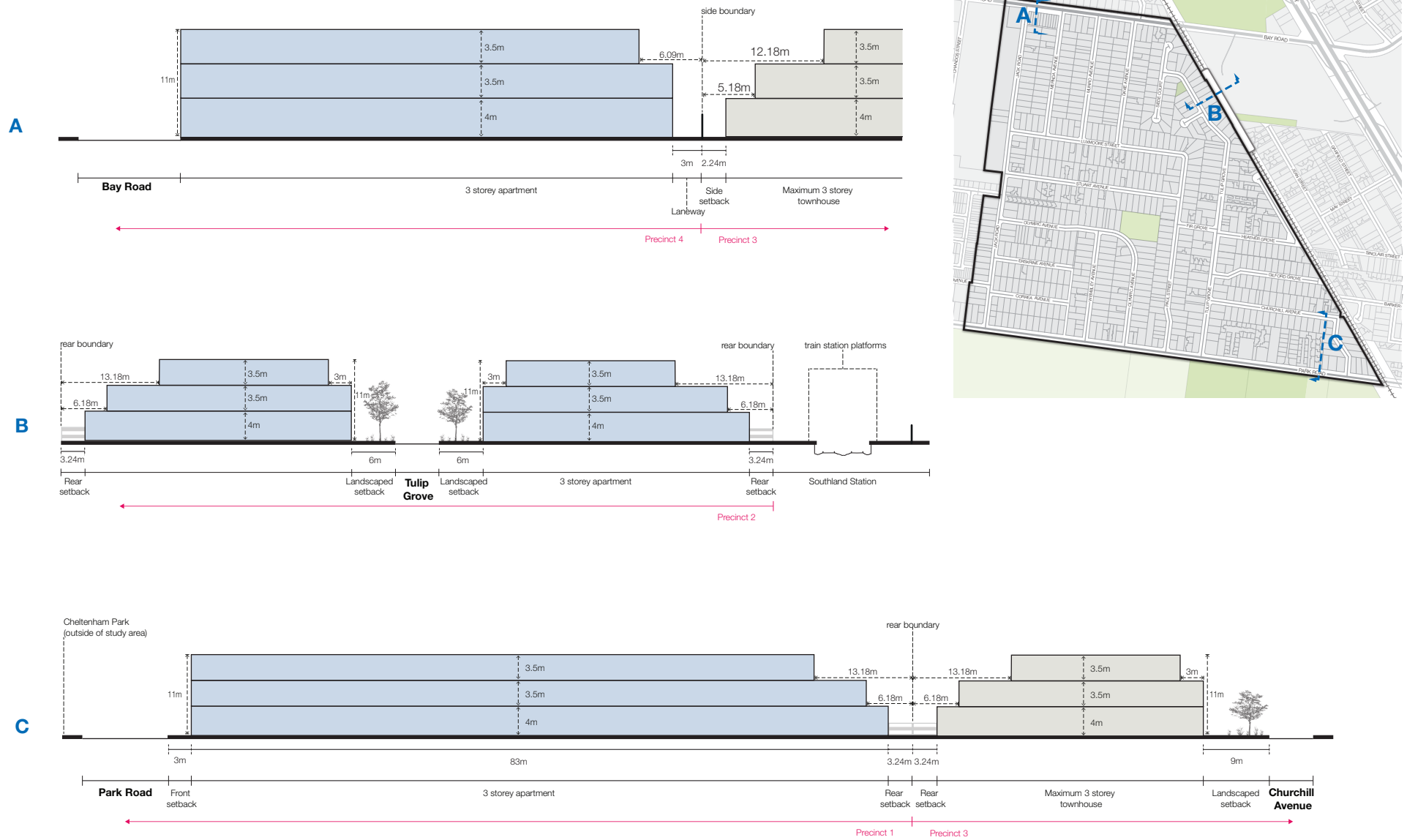


Figure 6: Built Form Cross Sections

Objective 06: To provide a range of housing typologies to cater to all ages and circumstances, and meet expected population growth demands.

Strategies:

- Encourage a range of housing typologies from detached houses, units and townhouses in Precinct 3 to apartments in Precincts 1, 2 and 4
- Support the development of adaptable housing typologies that can change to meet ongoing needs.
- Encourage opportunities for affordable housing.
- Encourage the consolidation of lots within Precincts 1 and 2 to provide for greater efficiency in housing development.



(Source: SJB Architecture)

Figure 7: Examples of 3 storey townhouses



(Source: SJB Architecture)



(Source: Bayside Built Environment Awards 2017)

Figure 8: Examples of 3 storey apartments

Objective 07: To create streets which are enjoyable, active and contribute to the vitality of the neighbourhood.

Strategies:

- As part of any redevelopment of residential lots around Pennydale Park (open space interface) and Tulip Grove Park, require new development to incorporate natural surveillance of the park.
- For the Bay and Jack Road Small Neighbourhood Activity Centre ensure that new development:
 - o Provides active frontages at ground level to Bay Road and passive surveillance of Bay Road and the laneway to the rear of the shops;
 - o Retains and reinforces the pattern and rhythm of land subdivision and narrow building frontages within the streetscape and maintains human scale proportions
- Promote design in line with Crime Prevention Through Environmental Design (CPTED) principles. New development should provide passive surveillance over the street and laneways, through windows, balconies and entrances.
- Car parking and garages should not be dominant in street frontages, and should also be designed to reduce the impact of car parking on the public realm.

Objective 08: To create high quality, liveable buildings that respect the existing valued neighbourhood character.

Strategies:

- Encourage the use of green rooves and walls where possible.
- Retain and enhance heritage features, appropriate to their character and future use.
- Strengthen Pennydale's sense of place by providing buildings of exemplary architectural quality on prominent sites and in locations adjacent to existing and proposed public spaces.
- Ensure buildings integrate with and contribute positively to the street life and public realm, by providing a continuous network of fine-grain frontages, even in apartment development.
- Ensure that development is environmentally sustainable by employing Environmentally Sustainable Design, including energy efficiency, water management and use of low embodied energy materials. Consider the introduction of a municipal wide Environmentally Sustainable Design Policy to ensure Environmentally Sustainable Design is delivered.
- Encourage canopy tree retention and planting in front and rear setbacks to retain the areas leafy character and biodiversity.

- Within Precinct 3, ensure deep soil (at least 41m³ of soil volume) is provided within the rear setback to enable the planting of a 10 metre wide canopy tree.

The Bayside component of the Cheltenham-Southland Activity Centre is bounded by the Frankston railway line, Bay Road, Park Road and Jack Road and is in close proximity to Nepean Highway. Nepean Highway is a major arterial route which extends from central Melbourne to the Mornington Peninsula. Bay Road and Park Road provide direct access to Nepean Highway.

The neighbourhood is serviced by Routes 828 (Hampton–Berwick Station), and 822 (Chadstone–Sandringham). The Southland Railway Station, on the Frankston line, has recently opened at Southland Shopping Centre. Unfortunately the bus interchange remains on the other side of the Nepean Highway within the eastern part of the Southland Shopping Centre. Encouraging walking, cycling and public transport use will be key in achieving the vision for the Southland-Cheltenham Activity Centre as will managing the traffic and car parking impacts of increasing development.

The following section outlines the objectives and strategies which will be used to guide access and movement in the future.



Southland-Pennydale Structure Plan Access and Movement Plan



Figure 9: Access and Movement Plan

Objective 09: To strengthen pedestrian access to Southland Shopping Centre and Southland Station, Bayside Business District, Pennydale Park, Sir William Fry Reserve, Cheltenham Activity Centre and Cheltenham Park.

Strategies:

- Advocate to VicRoads for a signalised pedestrian crossing across Bay Road near the Frankston railway line bridge to allow safe and controlled movement across Bay Road, to and from Sir William Fry Reserve and the proposed shared pedestrian/cycling path along the Frankston railway line corridor.
- Investigate future support for the opening of an additional station entrance at 60 Tulip Grove to allow access to the station from the western side of the railway line and encourage use of the station and sustainable transport modes by local residents.
- Improve the existing pedestrian laneway from Siede Court to Bay Road and along Bay Road under the railway bridge to increase pedestrian connectivity to the Southland train station from Bay Road. Improved lighting, surfacing and the inclusion of local art on the laneway walls should be considered as part of these improvements.
- Advocate for pedestrian access adjacent to the Frankston railway line corridor to Bay Road to better connect the train station to Bay Road. This could be

incorporated into the future shared path along the Frankston Railway line.

- Improve pedestrian safety and amenity along Olympic Avenue, between Pennydale Park and Paul Street, along Fir Grove and Tulip Grove and along Heather Grove through improved lighting and way finding signage, smooth and level walking surfaces, safe crossing points and the provision of street furniture and street trees to allow pedestrians to stop and rest.
- Provide signalised pedestrian crossings at Park and Jack Road (as part of the signalised intersection at Jack Road) and as part of the LXRA Park Road/Charman Road Level Crossing Removal project. This will provide safe crossing points for residents travelling to and from the Bayside Business District, the Cheltenham Activity Centre, bus stops, local schools and Cheltenham Park.
- Provide a pedestrian crossing point across Jack Road near to Olympic Avenue and the Jack Road residential development site, to provide a safe crossing point for residents travelling to and from areas to the west and destinations to the east (Bay & Jack Rd shops, Southland Shopping Centre and train station, Cheltenham Park, Cheltenham Activity Centre).
- Investigate a new pedestrian crossing point across Jack Road to the proposed new public open space on the Laminex buffer strip should this be developed in the

future.

Objective 10: To improve bicycle access to Southland Shopping Centre and Southland Station, Bayside Business District, Pennydale Park, Sir William Fry Reserve, Cheltenham Activity Centre and Cheltenham Park.

Strategies:

- Advocate to VicRoads to provide on-road bicycle lanes along Bay Road, to be physically separated from vehicle traffic to ensure safety for cyclists. This will connect to the Nepean Highway in the east and Beach Road in the west and provide local connections to and from Sir William Fry Reserve, Southland Station and Shopping Centre and the Bay and Jack Road Small Neighbourhood Activity Centre.
- Investigate the feasibility of constructing a shared pedestrian and bicycle path along the southern side of Park Road, providing connectivity for pedestrians and cyclists to the Bayside Business District, Cheltenham Activity Centre and Cheltenham Park as well as to the wider bicycle network.
- Advocate for a shared pedestrian and bicycle path along the Frankston Railway line from Park Road to Bay Road, providing a safe and continuous route to and from Southland Railway Station and Shopping Centre and from Bay and Park Road, with local access to residential areas wherever possible.

- Provide an on-road bicycle path along Jack Road to connect with the future on-road bicycle lanes along Bay Road and the shared path along Park Road and provide connections from residential areas to the surrounding bicycle network and surrounding destinations.
- Provide additional bicycle parking facilities at Bay Road -Jack Road Small Neighbourhood Activity Centre to encourage the use of bicycles for utility and commuting trips.
- Provide additional bicycle parking facilities at Pennydale Park to encourage cycling.
- Advocate for the provision of additional bicycle parking facilities at Southland Station to encourage the use of bicycles for utility and commuting trips.

Objective 11: To support integrated public transport access across the neighbourhood.

Strategies:

- Advocate for the relocation of the Southland Shopping Centre bus interchange to a location closer to the Southland train station to enable multi-modal public transport trips to be made more easily.
- Advocate for increased frequency of service of bus routes 822 and 828 to encourage use of these services by local residents over private car use.

- Ensure access to bus stops is provided via well lit, smooth, level paved surfaces, close to safe crossing points.
- Support bus priority along the primary movement corridors of Bay Road and Park Road.

Objective 12: To improve the road network's capacity and safety

Strategies:

- Advocate for the upgrade of the Bay Road/Jack Road intersection to a signalised intersection that includes the existing signalised pedestrian crossing. This will improve safety for pedestrians, cyclists and vehicles along Bay and Jack Roads and provide additional capacity for future residential growth.
- Upgrade the Park Road/Jack Road intersection to a signalised intersection. This will improve safety for pedestrians, cyclists and vehicles along Park and Jack Roads and provide additional capacity for future residential growth.
- Upgrade the Tulip Grove/Park Road intersection to a signalised intersection once residential redevelopment in Precinct 2 occurs.
- Require lots along Bay Road to provide a rear laneway and vehicular access from this laneway as part of any redevelopment proposal. As part of any

redevelopment proposal, remove direct vehicular access to Bay Road from these lots. This will minimise vehicle crossovers and movements on Bay Road.

- As part of any redevelopment of the Bay and Jack Road Small Neighbourhood Activity Centre, encourage site consolidation and the provision of basement car parking with access from the rear laneway.
- Advocate to VicRoads to formalise the traffic lanes along Bay Road between the Frankston Railway Bridge and Jack Road to reflect the existing arrangement (a single lane in each direction). This will improve safety for cyclists currently using this route and for vehicles accessing properties along Bay Road.
- Designate Jack Road as a Connector Street to reflect its current and future function as a key movement corridor.

Objective 13: To mitigate traffic and car parking impacts of new developments

Strategies:

- Reduce vehicle speeds and provide traffic calming measures within residential streets, particularly on Jack Road, Tulip Grove and Olympic Avenue.
- Investigate the feasibility of requiring new developments in Precincts 1, 2 and 4 to provide Green Travel Plans that outline alternative transport options in

the local area, incentives for use of alternative transport options and consider partnering with transport services to provide bike or car share programs.

- Ensure developments provide the required number of car parking spaces under the Bayside Planning Scheme.
- Continue to implement the existing *Residential Parking Scheme Policy* (2016). Residents living within multi-unit developments where there are three or more dwellings and the Occupancy Certificate was issued on or after 1 July 2017 are ineligible for Resident Parking Permits on the basis that multi- unit developments constructed on or after 1 July 2007 are required to have sufficient off street parking as to not place an excessive demand on the availability of existing on-street car parks.



There are two open spaces within the Bayside component of the Activity Centre, Pennydale Park and Tulip Grove Playground. Pennydale Park offers both passive and active recreation with open lawn areas, established vegetation, seating, paths, playground and basketball facilities. It is centrally located within the neighbourhood and is accessible from Olympic Avenue and Paul Street via a narrow pedestrian accessway.

Sir William Fry Reserve (within the City of Kingston) and Cheltenham Park are located immediately adjacent to the Activity Centre, as is Victoria Golf Club (private) and Cheltenham Golf Club (public).

The streetscape is generally green and leafy with nature strip planting.

The following section outlines the objectives and strategies which will be used to guide enhancements to the public realm.

Southland-Pennydale Structure Plan Public Realm Plan



Figure 10: Public Realm Plan

Objective 14: Provide for streetscapes throughout the area that are lively, green and contribute to the social vitality of the neighbourhood.

Strategies:

- Investigate designating part of Olympic Avenue near the Kindergarten a 'Shared Zone' to make it clear that pedestrians are the priority.
- Enhance greening throughout the streetscapes within the neighbourhood, through canopy tree planting and landscaping, particularly along the primary road corridors (Bay Road, Park Road and Jack Road) and along Tulip Grove.
- Ensure streetscapes provide a safe environment for all its users, can accommodate all levels of mobility and are well lit.
- Ensure streetscape upgrades utilise sustainable infrastructure, including water sensitive urban design (WSUD) strategies, and solar capture in their design.
- Advocate for the retention of railway vegetation and screening where possible.
- Maintain leafy character of residential streets through large tree planting and landscaping.
- Encourage upgrading and beautification of the streetscape in the Bay and Jack Road Small Neighbourhood Activity Centre to promote high levels of pedestrian amenity.

Objective 15: Provide a range of public realm spaces that positively promote community gathering and interaction.

Strategies

- Require the provision of new public open space as part of any redevelopment of the Laminex buffer strip along the frontage of Jack Road (the area currently zoned GRZ) subject to the remediation of any contamination.
- Enhance and upgrade Pennydale Park as a key public space within the study area and improve connections for pedestrians and cyclists to and from it.
- Provide opportunities for people of all ages to use public realm spaces through the provision of diverse infrastructure such as playgrounds, BBQ's and seating.
- Ensure that public realm spaces utilise sustainable infrastructure, including water sensitive urban design (WSUD) strategies, and solar capture in their design.

Objective 16: To provide for a considered public realm response to any future opening of Southland Station on Tulip Grove, that promotes pedestrians and cyclists and minimises conflict with vehicles.

Strategies:

- Should any future opening to the Station on Tulip

Grove occur, prioritise a new 'Shared Zone' on Tulip Grove to reprioritise the way the street is used, to redistribute more of the width to pedestrian activity and enhance the provision of large canopy trees.

- Should any future opening to the Station from Tulip Grove occur, advocate for public green space to be incorporated into this opening.

Implementation

The Southland-Pennydale Structure Plan provides a desired vision for Bayside component of the Cheltenham-Southland Activity Centre. Achieving this vision will require a multilateral approach led by Council with input and cooperation from State Government, Kingston City Council, the private sector and the community.

Actions to achieve the vision can be divided into two categories:

1. Statutory Implementation Tools: those that are within the framework of the Bayside Planning Scheme.
2. Other Implementation Tools: those that require commitment and input from other sources.

Statutory Implementation Tools

The Bayside Planning Scheme is the main tool for regulating land use and development in Bayside. It contains information on a range of topics on managing the built environment such as building heights and setbacks, how to manage significant vegetation, how open space should be provided and managed in Bayside, along with a range of other policies. In order to ensure the objectives of the Southland-Pennydale Structure Plan are implemented on the ground, the relevant parts of the Bayside Planning Scheme need to be amended to refer to the Southland-Pennydale Structure Plan.

Other Implementation Tools

There are a number of initiatives within the Southland-Pennydale Structure Plan that cannot be achieved purely through a Planning Scheme Amendment to the Bayside Planning Scheme. For example:

- Streetscape improvements;
- Revisions to the road network and hierarchy to implement the proposed movement and access improvements; and
- Provision of improved pedestrian and cycling infrastructure.

These actions rely on other methods of implementation and delivery such as advocacy, negotiation and partnerships.

Council

Bayside City Council will develop a staging plan that will identify which actions will be initiated immediately and which will require a longer time frame for implementation. To achieve the objectives of the Structure Plan it is also necessary to explore a range of funding opportunities to deliver the actions including State and Federal Government funding sources

State Government

State Government agencies will need to play a key role in implementing some of the actions identified in the Structure Plan. This is particularly relevant where actions are outside the control of Council (such as on Bay Road, a VicRoads-controlled road). In these instances, Council will play an advocacy role to develop long term partnerships for the delivery of these projects.

Community

The successful implementation of the Southland-Pennydale Structure Plan will rely on strong community ownership and support for the vision outlined in the Plan. This will require ongoing engagement with the community and a commitment by Council to adapt to the changing aspirations of current and future residents.

Inter-Municipal Cooperation

A key component in the successful realisation of the Structure Plan will be an ongoing collaboration with Kingston City Council. Shared initiatives such as a new shared path on the Frankston railway line are beneficial to both municipalities and strengthen the role of the wider Southland-Cheltenham Activity Centre.

Monitoring and Review

The successful implementation of the Southland-Pennydale Structure Plan is ongoing monitoring and review of progress. To achieve this, a series of targets and indicators will be developed against which the successful implementation of the Plan can be measured.

This monitoring and review measures will include:

- Reporting of progress undertaken against the objectives of the Structure Plan;
- A review of demographic changes envisaged as a consequence of the Structure Plan in relation to population growth within the study area at 5 yearly intervals; and
- Mapping of development activity within the activity centre.

Contact us

If you have any queries with regards to the Southland-Pennydale Structure Plan, please contact the Strategic Planning Team:

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