

Saturday 21 October 2017

Key Interest in coming today---

Protecting our neighbourhood

Not live in a concrete canyon

Stop the process - why are we here  
- what's going on

About balance - keep character & also  
some low & medium dwellings

Our streets not cluttered - traffic implies  
for of more people

Population figures - <sup>checking</sup> assumptions ~~based~~  
on about the data.

Councils view about Pennydale

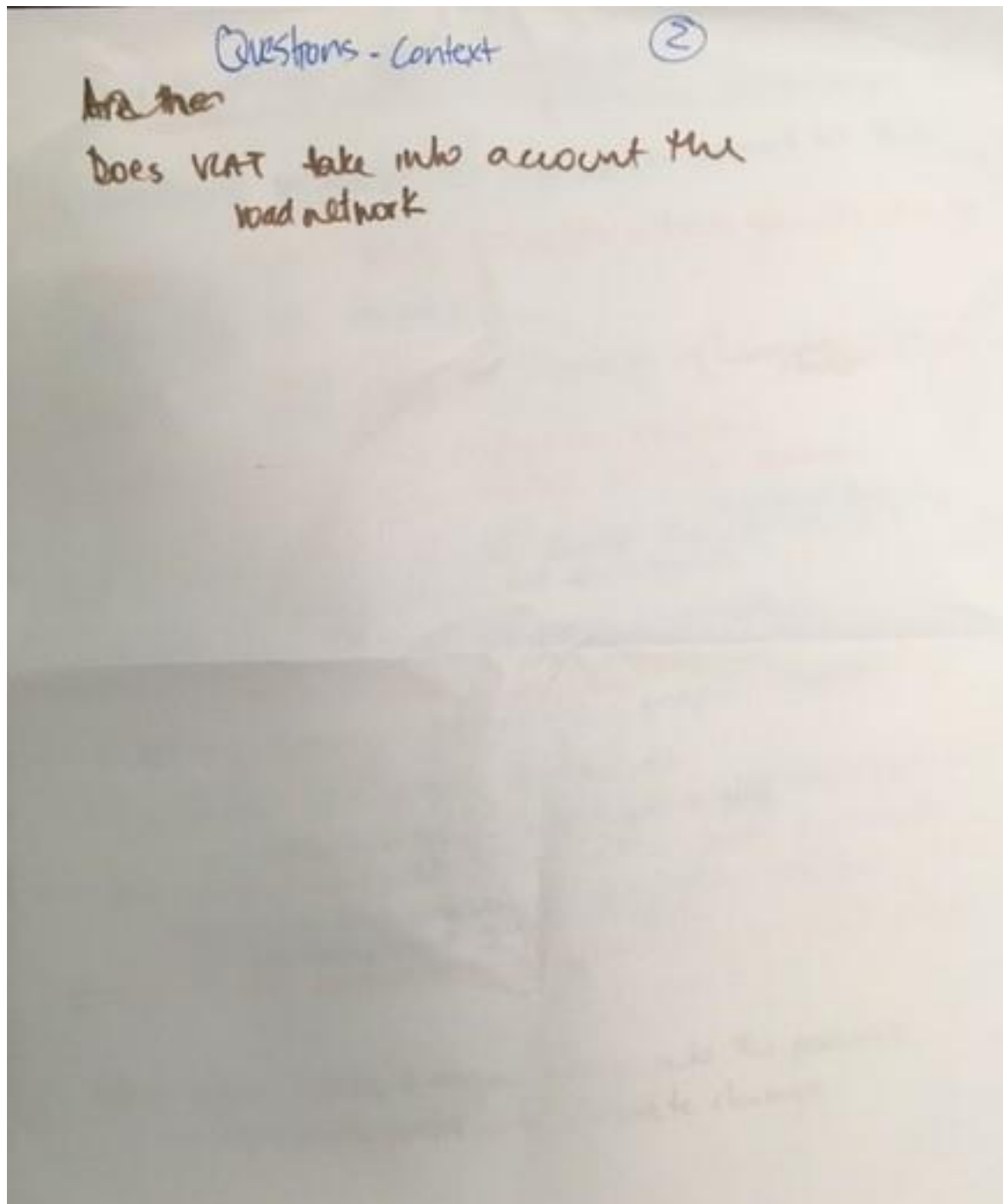
Family friendly - enhancing what we've got

Concern that we may be creating a ghetto.

## Questions - Context <sup>①</sup> - can we have written responses?

- Numbers in wider engagement (as opposed to %'s)
- Project scope - can't influence where growth can go
- Zoning - 3 stories
- Where is Jack Rd ind. area - (Lammer side + better zone)
- Station - retail or commuter station?  
? didn't tell us comm station
- Has State Govt decided where the zone is?  
- another section not considered. <sup>Southland Activity Zone IS?</sup>
- Collaboration B & K councils - how often
- Wider eng survey - how many people said higher dev along key roads  
- what people said in wider engmt - <sup>use when people said</sup> going into account
- How initial consultation taken into account  
- how data from consultn - <sup>into urban design</sup>  
- were consultants given full data.
- What is the motivation for doing the structure plan

How open space & vegw come into the process  
→ esp with problem of climate change.



- 1) How many people were involved in the wider engagement in July/August (as opposed to percentages) and how many people said they supported higher development along key roads?**

The findings from the previous community consultation held in July/August this year are summarised in the 'Consultation Findings and Evaluation Report – Southland and Pennydale Structure Plan – Stage 1'. This is available at <https://www.yoursay.bayside.vic.gov.au/managing-growth-in-cheltenham> under 'Key Documents'.

- 2) Why can't Bayside influence where growth goes?**

Bayside can influence where growth goes within the planning context set by the State Government.

The State Government sets the metropolitan planning context, focusing increased housing around areas that have good access to public transport, employment and services. Bay Street Brighton, Church Street Brighton, Hampton Street Hampton and Sandringham are designated in state planning policy as Major Activity Centres, these are wholly located in Bayside City Council. Cheltenham- Southland, Hampton East- Moorabbin, Cheltenham and Elsternwick are also designated as Major Activity Centres and are partially located in Bayside. These centres are mapped and listed in Plan Melbourne, the metropolitan planning strategy <http://www.planmelbourne.vic.gov.au/>.

It is then up to the local council to develop a structure plan, in consultation with local residents, and stakeholders such as service authorities and state government agencies to determine the boundary of the activity centre, and what type of increased housing density is appropriate and where for each activity centre.

The Southland/Pennydale area is currently zoned General Residential Zone which allows development of up to 3 storeys, recognising the area's close proximity to Southland and Cheltenham train stations and shops.

- 3) How come the area is zoned for 3 storeys but few exist?**

Planning Zones outline what development is permitted, not what must be developed. It is up to individuals/developers to apply for a planning permit and develop sites. In addition, not all sites are suitable for 3 storey development. Factors such as overlooking, overshadowing, appropriate setbacks, open space and car parking all need to be considered on a site by site basis prior to planning permission being granted. In some cases this will result in a 3 storey development not being feasible or appropriate.

- 4) Where is the Jack Road Industrial area?**

It is 332-336 Bay Road, Cheltenham, the area is known locally as the Laminex site and includes the grass buffer zone that fronts Jack Road. The grass buffer zone is zoned General Residential Zone, although it must be retained as a buffer zone whilst the current use continues.

The site is part of the Bayside Business District (BBD), an important business precinct and employment generator in Bayside. *The Bayside Retail, Commercial and Employment*

## Questions and Comments from Southland and Pennydale Structure Plan Community Workshop

*Strategy (2016)* canvassed options for the Bayside Business District, including an option to transition the area into a residential precinct. This was not supported as it would result in the loss of local jobs and employment opportunities and could result in interface issue between residential and existing commercial uses. Rezoning of land within the BBD to residential use is therefore not supported. Once employment land is lost to residential, it is difficult to replace. Council is currently undertaking further strategic work to identify specific actions to grow the BBD as a premium commercial precinct.

**5) Southland station – Is it a retail or commuter station? Not aware it was a commuter station.**

Southland station is opening at the end of November. According to Public Transport Victoria, the station will provide direct and safe access for shoppers and staff and will help ease traffic and parking congestion both at the shopping centre and in the local area by enabling people to leave their car at home. Once open, the station will operate in line with all other stations on the Frankston line and will cater for an estimated 4,400 passengers each day. The Southland station has been future proofed to allow for second and third entrances from Tulip Grove and Garfield Lane if required in the future.

**6) Has the State Government decided where the Southland Activity Centre is?**

Plan Melbourne 2017 (the State Government metropolitan planning strategy) maps and lists the activity centres on page 52 and 53 of the document respectively

<http://www.planmelbourne.vic.gov.au/the-plan> .

Cheltenham-Southland is identified in Plan Melbourne as a Major Activity Centre.

It is up to Bayside Council to decide the exact boundary of the Activity Centre. This is done by looking at many elements such as the location of open space, proximity to public transport, the availability of redevelopment sites and heritage constraints among other things.

Practice Note 58 – Structure Planning for Activity Centres explains how the boundary is determined and can be downloaded here:

<https://www.yoursay.bayside.vic.gov.au/managing-growth-in-cheltenham/documents>

**7) How often do Bayside and Kingston collaborate on this project?**

As part of this process council officers have been working closely with Kingston to ensure cross boundary issues are addressed and community feedback is shared. Officers meet on an as needs basis to discuss cross border issues including the level crossing removal, Cheltenham Structure Plan Review, Highett Structure Plan Review and the Southland-Pennydale Structure Plan.

**8) How what was said in wider engagement was taken into account. How data from consultation was taken into account for the urban design ‘futures’ – were the consultants given the full data?**

The feedback from the previous community consultation held in July/August this year has been passed on to the urban design and traffic and transport consultants, who are considering them as part of their analysis and recommendations.

**9) What is the motivation for this Structure Plan?**

The Cheltenham/Pennydale area is zoned General Residential Zone, which allows up to 3 storey development. The opening of the new station, the designation of Cheltenham-Southland and Cheltenham as major activity centres and the existing zoning means increasing development pressure is likely.

The Structure Plan provides Council and the community an opportunity to influence what type of development is allowed in the area and what changes and improvements to traffic, parking, walking, cycling, open space etc are needed to ensure the area continues to be a great place to live. The Structure Plan seeks to provide a clear vision for the future development expectation. It provides an opportunity to set the development expectations in a proactive rather than reactive approach.

**10) How open space and vegetation come into the process, especially with the problem of climate change.**

As part of the urban design context analysis the existing public realm conditions of the study area are assessed including: streets and streetscapes, public realm, landscape/ vegetation and open space.

The General Residential Zone includes a minimum garden area requirement that must be provided and there is the ability, through a schedule to the General Residential Zone to include neighbourhood character objectives to be achieved for specific areas and to vary side and rear setback, site coverage and permeability and private open space requirements.

A number of other Councils have also introduced an Environmentally Sustainable Design Policy into their planning schemes that requires a sustainable design assessment to be submitted for new developments. This is designed to improve the environmental performance of buildings and assist in adapting to climate change. Bayside City Council could consider introducing such a policy into the Bayside Planning Scheme.

**11) Does VCAT take into account the road network?**

Yes. Applicants to VCAT must provide a traffic management plan as part of their planning permit application.



## Questions for consultants PF#1 ②

- ✓ Park Rd - why aren't there ~~any~~ traffic lights to cross Park Rd.
  - LRXA - process to connect with fix re Park Rd lights.
- ✓ Could we apply st pl on Thrs model
  - can we build certainly into P.F #1.
- ✓ Why ~~ped~~ <sup>shown</sup> access Heathergrove to Station when not possible  
~~Southland that does not exist~~
- ✓ When Laminex designated as resid?
  - Why <sup>was</sup> green wedge been developed
  - Can we make this area as open space (buffer zone)
- ✓ Can we have incremental version preferred height 2 store
  - Park & Jack Rd lights?
- ~~Cross over~~ — are lights at Bay & Jack Rd to be properly operated rather than ped?
  - were you aware of Mirvac exit to Jack Rd
- ✓ Mirvac devt # 2 train stns - does traffic modelling ignore these?
- ✓ Survey before or after the new 2 hour restrictions



Questions - Content - for the FF#1 ③  
consultants

✓ No ped access <sup>shown</sup> at Heathergrove  
- yellow access on Pennydale - <sup>we were</sup> told not happening  
(SAME AS PREVIOUS QUESTION)

~~How can we~~  
~~if we have~~  
~~How reliable~~

What is the current impact of  
Mirvac & 2 train stations on  
the traffic model 115

### **12) Park Road – why aren't there any traffic lights to cross?**

There are limited pedestrian crossing opportunities on Park Road to enable residents to get to the station, school or park. A pedestrian refuge has been installed at Tulip Grove to help address this. The need for additional crossing points/traffic lights is being considered as part of the development of the Structure Plan.

### **13) LXRA – process to connect with them about Park Rd lights**

As part of developing the structure plan, Council is liaising with LXRA and Public Transport Victoria in relation to the impact of the level crossing removal and the impact it will have on the local area, including pedestrian access across Park Road.

### **14) Could we apply a structure plan to PF #1? Can we build certainty into it?**

Yes, a Structure Plan could be developed based on Possible Future 1.

### **15) Why pedestrian access shown from Heather Grove to the station when it isn't possible?**

Cardno has shown locations that may require improved pedestrian facilities (connection, crossing or route) based on a high-level assessment of current missing links and infrastructures. Moving forward, Cardno will consider nominating or removing locations as appropriate, following feedback from the Southland-Pennydale community and in consultation with Council.

Whilst some connections may not be currently possible, the Structure Plan is a long term plan (15-20 year) so we may consider future/potential pedestrian access to take into consideration future needs.

### **16) When was the Laminex site designated as residential?**

332 – 336 Bay Road, Cheltenham, the area known locally as the Laminex site is largely zoned Commercial 2 Zone. However, it includes a grass buffer zone that fronts Jack Road. The grass buffer zone is zoned General Residential Zone, although it must be retained as a buffer zone whilst the current use continues.

The structure plan looks 15-20 years into the future and as such the possible futures explored in the workshop included residential development in this grass buffer zone. There is no current proposal to allow residential development on the buffer zone (it must remain a buffer zone whilst the current use continues). However, in the future it is possible that the industrial uses within the Commercial 2 Zone may change to less industrial uses such as offices. If this was to occur, and the buffer zone was no longer required, residential development on the land that is currently a buffer zone may be possible.

In terms of the portion of the site that is zoned Commercial 2 Zone, it is part of the Bayside Business District (BBD), an important business precinct and employment generator in Bayside. *The Bayside Retail, Commercial and Employment Strategy (2016)* canvassed options for the Bayside Business District, including an option to transition the area into a residential precinct. This was not supported as it would result in the loss of local jobs and employment opportunities and could result in interface issue between residential and existing commercial uses. Rezoning of land within the BBD to residential use is therefore not supported. Once employment land is

## **Questions and Comments from Southland and Pennydale Structure Plan Community Workshop**

lost to residential, it is difficult to replace. Council is currently undertaking further strategic work to identify specific actions to grow the BBD as a premium commercial precinct.

### **17) Why has the green wedge along Laminex been developed? Can we make this area as open space? (buffer zone)**

See answer to Q16 above. In terms of converting it to open space, it is privately owned land. Council would need to purchase this land to convert it to open space.

### **18) Can we have an incremental version- where the preferred height is 2 storeys?**

The existing zoning (GRZ) allows development up to 3 storeys. The area is identified in the Bayside Planning Scheme as a location for increased housing density. Given this, and the area's location directly adjacent to the Southland train station and in close proximity to the Cheltenham train station, rezoning to Neighbourhood Residential Zone (which allows development up to 2 storeys) is unlikely to be supported by State Government.

### **19) Does the traffic modelling take into account the Mirvac development and Southland and Cheltenham stations?**

At this stage, Cardno has undertaken a high-level traffic analysis assessing only the possible futures as presented by SJB. The objective is to provide a comparison between the differences in the levels of development across the two possible futures.

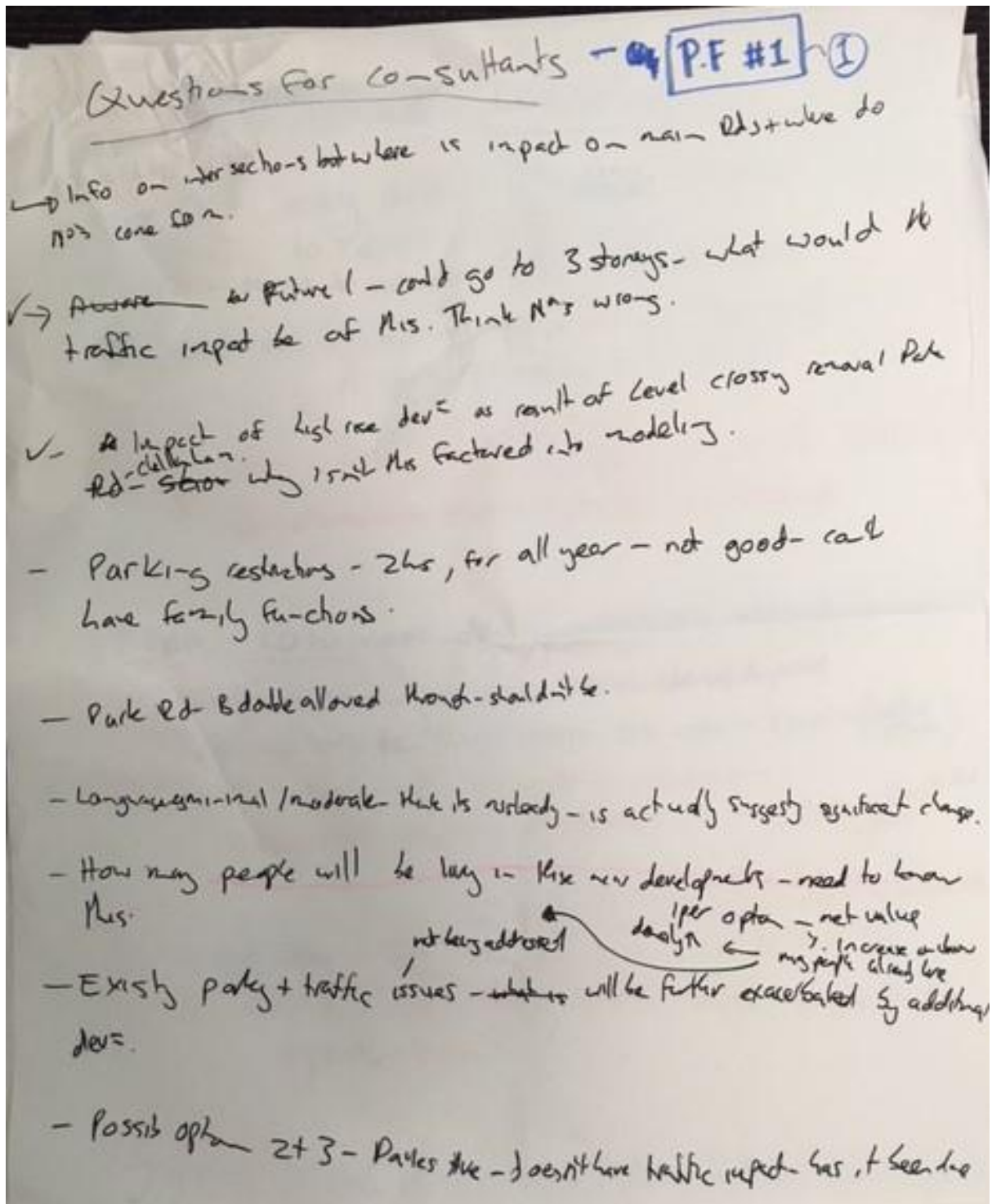
The assessment does not include the traffic impact resulting from the Jack Rd Mirvac development, nor any traffic impact associated with the existing Cheltenham Station and the future Southland Station, as the impact of these options would not change between the two possible futures. Moving forward, Cardno will consider the traffic impact of the Jack Rd Mirvac development and other relevant developments to provide a more detailed traffic assessment to inform the Structure Plan process.

### **20) Was the traffic survey done before or after the new two hour parking restrictions?**

The consultants carried out their surveys after the new parking restrictions were introduced.

### **21) What is the current impact of Mirvac and 2 train stations on the traffic modelling?**

Refer to Q19 answer above.



**22) Info on intersections – where is the impact on main roads and where do the numbers come from?**

The information presented at the key intersections shows a high-level traffic assessment to provide a comparison between the two development options from a traffic and parking perspective.

## Questions and Comments from Southland and Pennydale Structure Plan Community Workshop

The objective is to provide a comparative impact assessment at key intersections within the study area, ensuring the same assumptions (i.e. typical traffic generation rates were adopted for the indicative dwelling schedules) are adopted for both the possible future options.

**23) Future 1 could go to 3 storeys – what are the traffic impacts of this? Think numbers are wrong.**

Cardno has undertaken a high-level traffic analysis comparing the possible futures as presented by SJB. This does not include an assessment of the traffic impact resulting from any future developments currently approved or undergoing planning application process or any possible future development within the interior of the study area, as the impact of such development would not change between the two possible futures.

Moving forward, once a preferred option is identified, Cardno will prepare a detailed traffic plan which will address existing issues and the likely outcomes of future development and the steps that need to be taken by Bayside Council, VicRoads, PTV and other stakeholders to address these issues.

**24) What are the impacts of high rise developments as a result for level crossing removal (Park Road Cheltenham) – why isn't this factored into the modelling?**

The Level Crossing Removal Authority (LXRA) is in the process of finalising a preliminary design that will provide Council with an understanding of future implications/opportunities for the area. No high rise developments have been identified in the preparation of the preliminary LXRA design for this area. Any proposed development as part of the LXRA works that resulted in residential/development outcomes will have to be considered in consultation with Council.

**25) Parking restrictions – 2 hours for the whole year is not good and makes family functions difficult.**

Feedback noted.

**26) Park Road – B doubles allowed through – shouldn't be**

Park Road is a gazetted B-Double route administered by VicRoads, providing a key alternative to Bay Road and a key service route to industrial areas located to the west of Jack Road.

Whilst Bay Road provides a key east-west connection between Beach Road and Nepean Highway, the existing height restriction at the Bay Road Railway Bridge is a major restriction for trucks.

**27) The language used in the possible futures is misleading. Words such as minimal and moderate shouldn't be used as they do not accurately reflect the level of change proposed in relation to what now exists.**

Feedback noted.

**28) How many people will be living in these new developments? Need to know for each option what the net value increase will be.**

The exact yield of each site is difficult to calculate at this stage, as not built form controls have been established to know what will be built. A more detailed yield assessment will take place in the next stage of the Urban Design work, once a preferred option is identified.

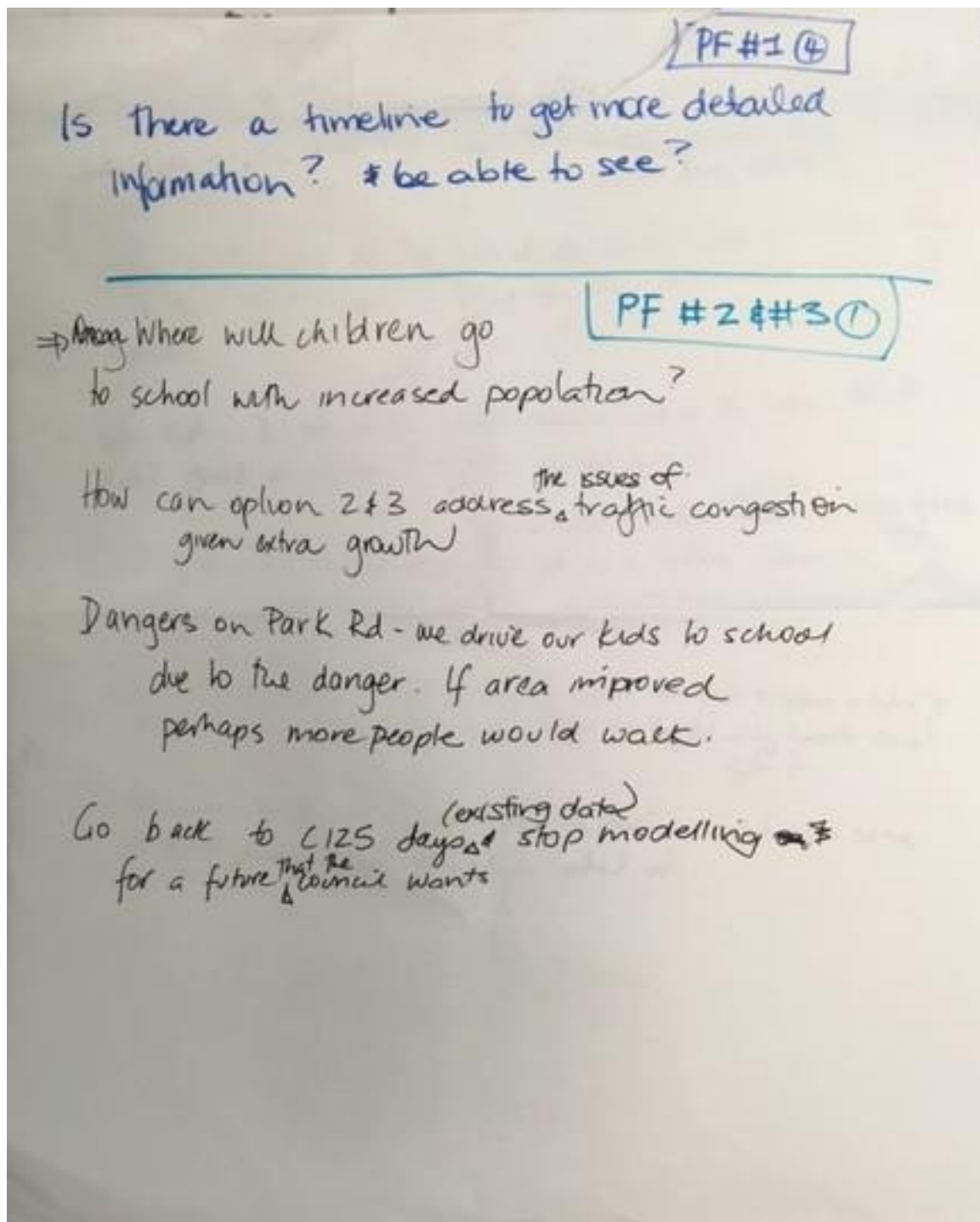
**29) Parking and traffic issues already exists that have not been addressed that will be further exacerbated by additional development.**

Noted. Cardno has looked at existing traffic and transport conditions as part of their background work for the structure plan. The next phase of their work is to prepare a detailed traffic plan which will address existing issues and the likely outcomes of future development and the steps that need to be taken by Bayside Council, VicRoads, PTV and other stakeholders to address these issues.

**30) Possible Option 2 and 3 – Davies Ave doesn't have traffic impact analysis, has it been done?**

Cardno nominated a number of key intersections to represent a snapshot of the traffic analysis undertaken across all of the intersections along Bay Road and Park Road. Whilst Davies Avenue was not shown, this intersection has been assessed across the two possible futures.





**31) Is there a timeline to get more detailed information? And to be able to see it?**

Following these workshops, and the online survey, a preferred option will be developed. More detailed urban design and traffic analysis will then be carried out specific to that option. This, combined with directions for traffic management, design guidelines, social infrastructure and the overall vision for the future of the area will be combined in a draft Structure Plan for the community to review in early 2018 (community consultation expected March 2018). A final structure plan will then be prepared and taken to Council seeking adoption of the Structure Plan. Should the Structure Plan be adopted by Council, a planning

## **Questions and Comments from Southland and Pennydale Structure Plan Community Workshop**

scheme amendment will be initiated and the community will be able to comment on the proposed changes to the planning scheme as part of this planning scheme amendment.

### **32) Where will the children go to school with the increased population?**

As part of developing the structure plan, the impact of an increasing population on social infrastructure such as schools and kindergartens is being assessed. If this assessment suggests, for example, that additional school places will be required, Council will advocate to the State Government in relation to this.

### **33) How can options 2 and 3 address the issues of traffic congestion given the extra growth?**

Cardno have identified the high level traffic and transport implications of all possible futures to enable a comparison of options. Following these workshops, and the online survey, a preferred option will be developed. Cardno will then prepare a detailed traffic plan which will address existing issues and the likely outcomes of the preferred option and the steps that need to be taken by Bayside Council, VicRoads, PTV and other stakeholders to address these issues.

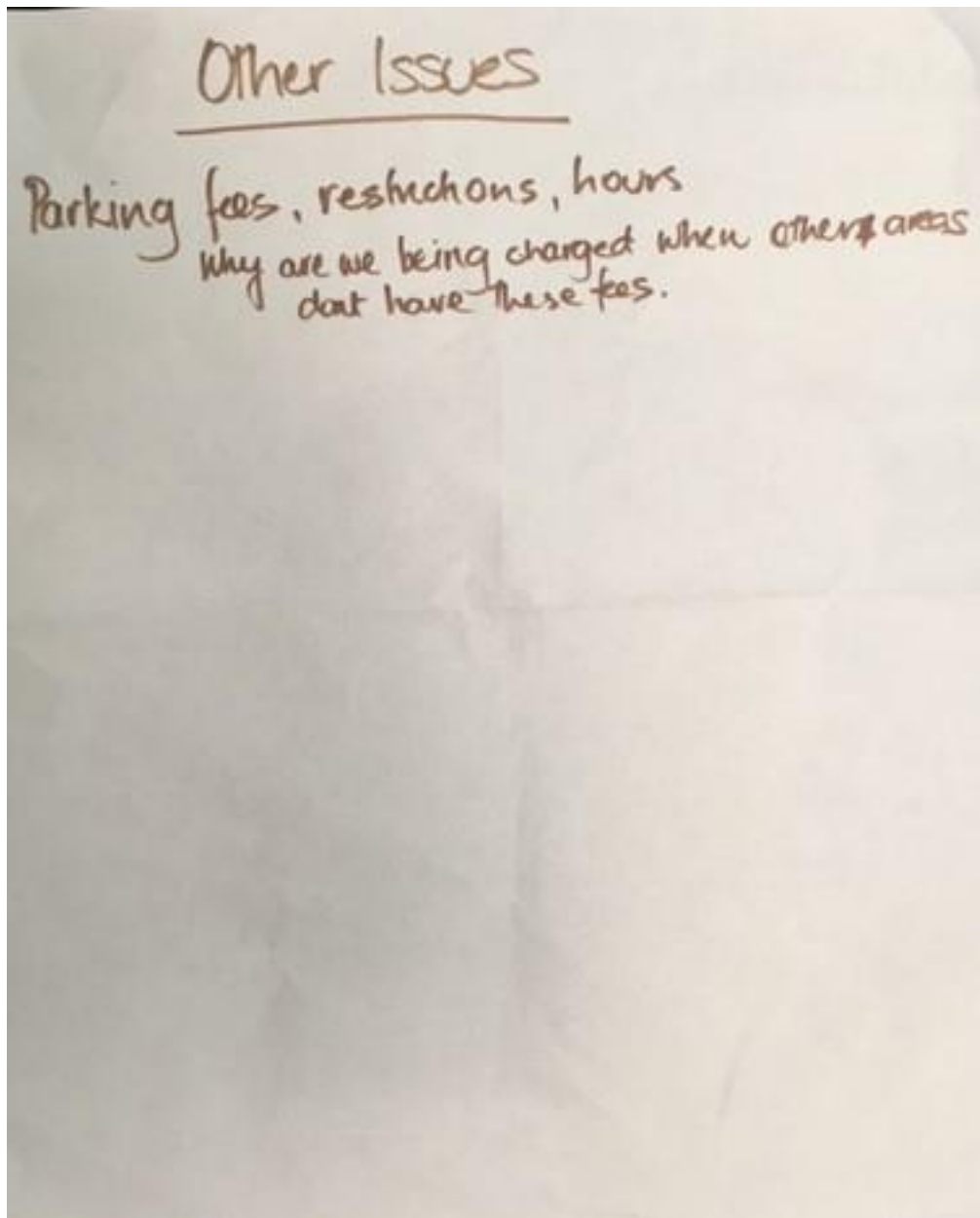
At the community workshop on Saturday 21<sup>st</sup> of October three 'Possible Futures' were presented to the community for their feedback. The third possible future which suggested intensive development of up to 6 storeys around the new train station was met with negative community feedback. In response to this feedback, Council decided to permanently remove that option from the project.

### **34) Dangers on park Road – we drive our kids to school due to the danger. If the area was improved perhaps more people would walk.**

Feedback noted.

### **35) Go back to C125 days (existing data). Stop modelling for a future that the council wants.**

Feedback noted.

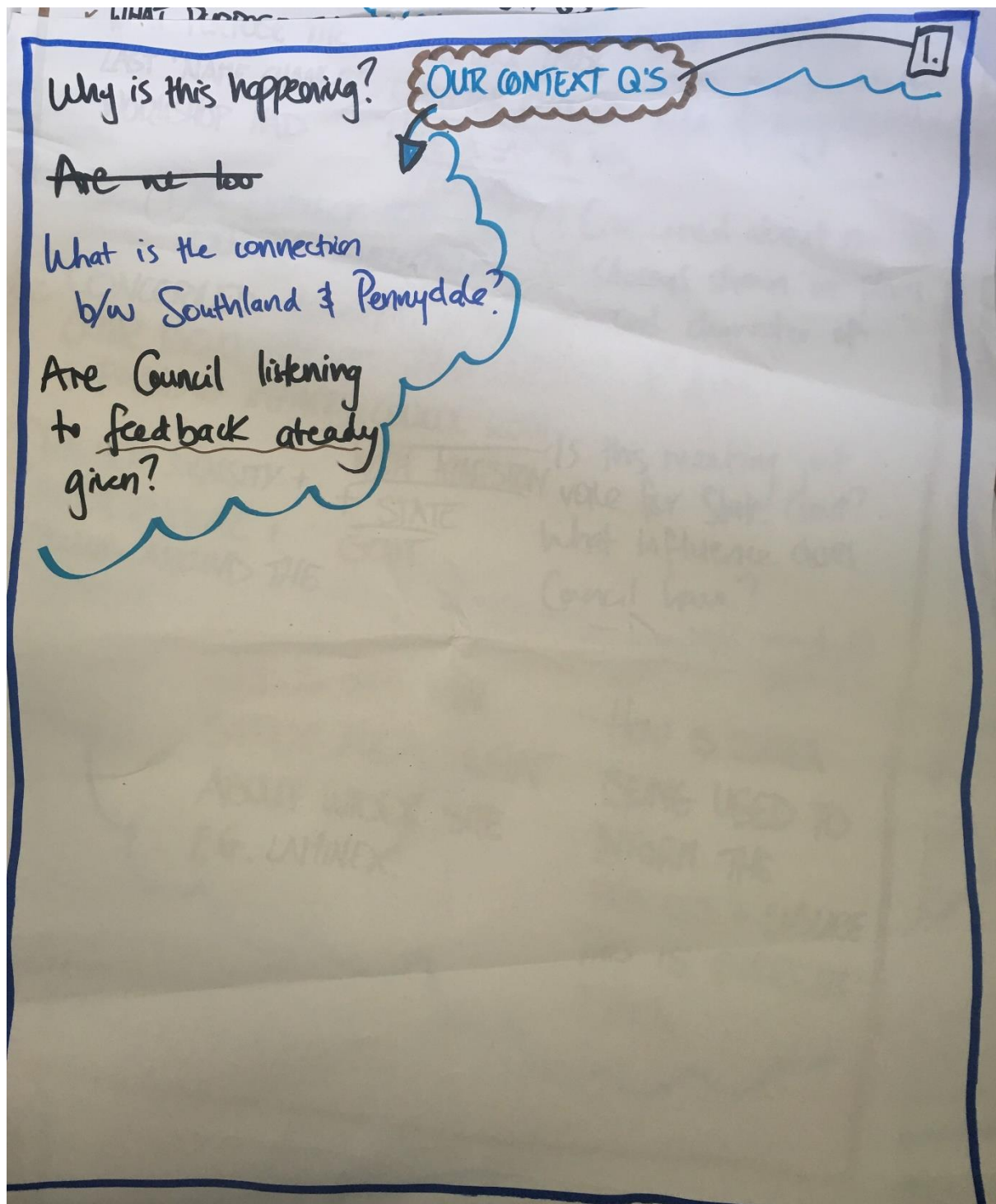


**36) Parking fees, restrictions, hours. Why are we being charged when other areas don't have these fees?**

Similar parking permits for residents exist in many other parts of Bayside where on-street car parking is in high demand, for example residential areas near schools, train stations and activity centres. Bayside City Council's 'Managing on Street Car parking Demand Policy 2016' provides further information on how new parking restrictions are introduced.

[https://www.bayside.vic.gov.au/sites/default/files/council/managing\\_on\\_street\\_car\\_parking\\_demand\\_policy\\_2016.pdf](https://www.bayside.vic.gov.au/sites/default/files/council/managing_on_street_car_parking_demand_policy_2016.pdf)

Wednesday 25/10/17



### **37) Why is this happening?**

Melbourne's population is increasing and is expected to grow by 7.9 million residents by 2051. For Bayside this means approximately 20,000 new residents from 2011 to 2036.

To keep Melbourne liveable and sustainable, the State Government is directing population growth into areas with good access to shops, employment, amenities and public transport. These areas are referred to as activity centres and are typically located around train stations

Since 2002, the State Government has identified the area around Southland as a Major Activity Centre. This means increased housing is expected to be accommodated within this centre, including within the residential area of Cheltenham historically known as Pennydale. A structure plan can help manage this growth by setting out guidelines for how growth should occur. For example, a structure plan can set out where and how this growth and development will occur; ensure development is located and managed appropriately; and ensure that infrastructure and services will meet the needs of the current and future residents.

Developing a structure plan for this area provides the community with an opportunity to influence where this increased housing is located and what it looks like and to look at the infrastructure and services that will be needed to support the needs of current and future residents.

### **38) What is the connection between Southland and Pennydale?**

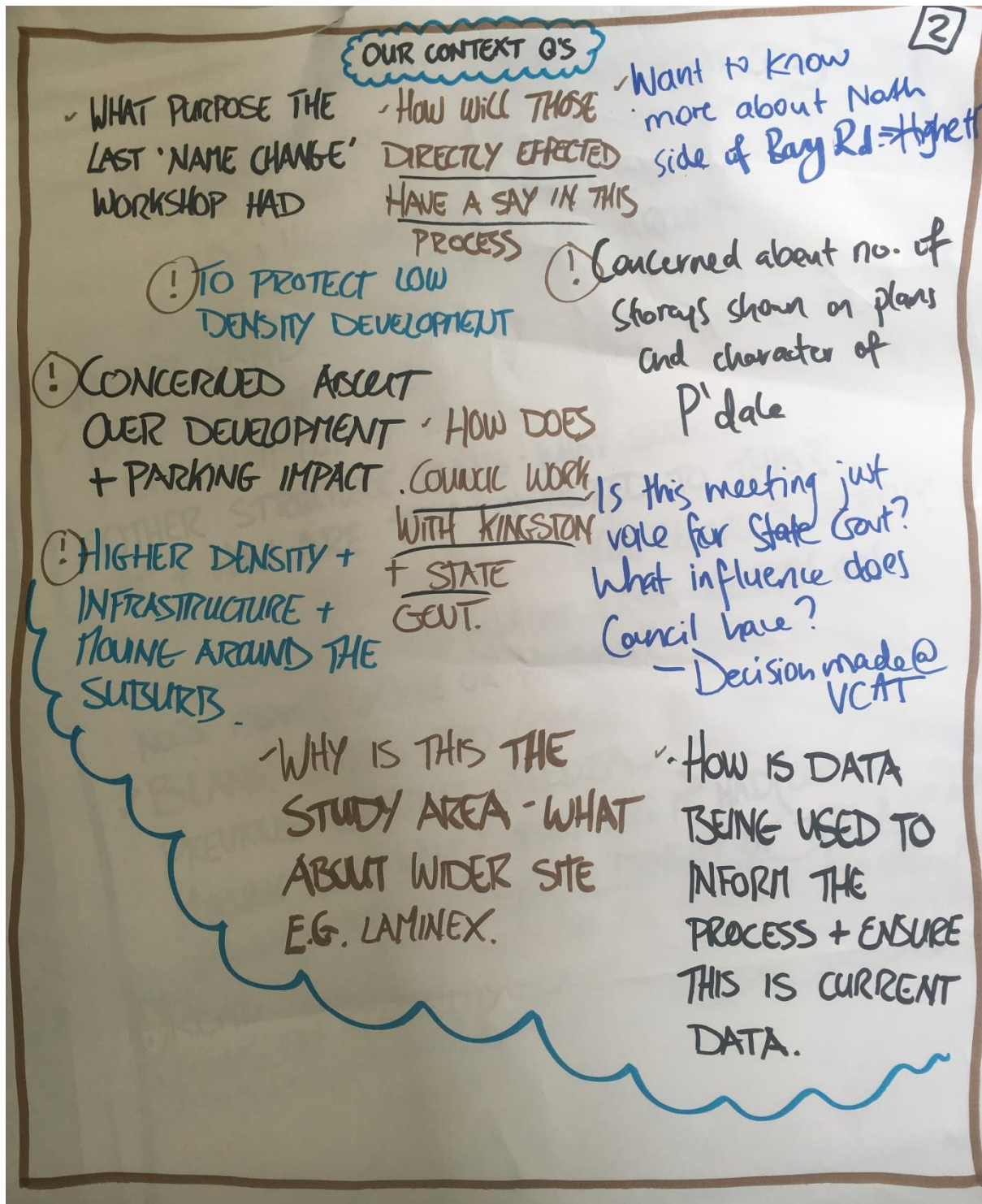
The Victorian State Government identifies approximately 1,000 Activity Centres of various types and sizes across Metropolitan Melbourne in the planning policy document Plan Melbourne. Activity Centres are focal points of retail, transport and community services. Southland-Cheltenham is one such Activity Centre identified in Plan Melbourne. The core of the activity centre is the new Southland Railway station and the Westfield- Southland Shopping Centre, but as per other activity centres, there is usually a residential component of the activity centre, which may include residentially zoned land in Bayside and Kingston City Councils. The Structure Plan will determine the exact boundary for the centre (using the criteria outlined in the practice note), but the study area that Council is looking at includes land in Bayside that is generally within 500-1000m of the new Southland train station, an area locally known as Pennydale.

### **39) Are Council listening to feedback already given?**

Yes. Council received valuable feedback during the first stage of the project in July and August this year. This feedback was analysed by Council officers and supplied to the external Urban Design and Traffic specialist consultants to provide them with a deeper understanding of the area and its residents. A report summarising the feedback received from the consultation can be downloaded under the 'Key Documents' tab here:

<https://www.yoursay.bayside.vic.gov.au/managing-growth-in-cheltenham/documents>





#### 40) What purpose the last 'name change' workshop had

The process of developing a structure plan is separate to the process to change the name of the area to Pennydale.

In terms of the name change, preliminary discussions have taken place with the Office of Geographical Names (OGN) to seek advice on the proposed name and boundaries prior to Council proceeding with this process. The OGN is also undertaking initial consultation with emergency services, Australia Post and other states and territories regarding any issues with the proposed name.



## Questions and Comments from Southland and Pennydale Structure Plan Community Workshop

The statutory renaming process, once commenced can take up to 12 months.

### **41) How will those directly affected have a say in this process**

Once a draft structure plan has been developed, everyone within the identified Study Area will be notified by direct mail and asked to provide comment. It is anticipated this consultation will occur in March 2018.

### **42) Want to know more about the North side of Bay Road – Highett.**

The north side of Bay Road is within the Highett Structure Plan area which was adopted by Council in 2006. The needs of that area is being considered as part of the Highett Structure Plan Review.

The Highett Structure Plan can be downloaded here:

<https://www.yoursay.bayside.vic.gov.au/growth-in-highett/documents>

You can find out more about the Highett Structure Plan Review and sign up for updates here:

<https://www.yoursay.bayside.vic.gov.au/growth-in-highett>

### **43) How does Council work with Kingston and state government?**

Council collaborates with Kingston as many projects overlap geographically. The strategic planning team from both Councils consult each other on projects that may be relevant for the other municipality. State government feedback is sought at the draft structure plan stage.

### **44) Is this meeting just more for state government? What influence does Council have?**

The purpose of the community workshops are to inform local residents of the work that Council has commenced in preparing a Structure Plan for the Cheltenham/Pennydale area and to gain feedback on different possible futures.

The structure plan must be consistent with State planning policy.

### **45) Why is this the study area – what about wider site eg: Laminex**

The activity centre boundary will be defined by the Structure Plan. For the purposes of the initial background work and community consultation, the Study Area has been defined based on the existing planning controls (the General Residential Zone, Schedule 3) and the location of existing commercial areas, major roads and physical barriers, such as the Frankston Railway Line.

This State Government Practice Note provides guidance to local councils on the activity centre structure planning process. It covers the reasons for structure planning in activity centres, the policy context, possible inputs/ outputs of the process and how to define the boundary for the centre. It also sets out the following process to be followed when developing structure plans for Activity Centres.

This Practice Note is available from the project page here:

<https://www.yoursay.bayside.vic.gov.au/managing-growth-in-cheltenham/documents>

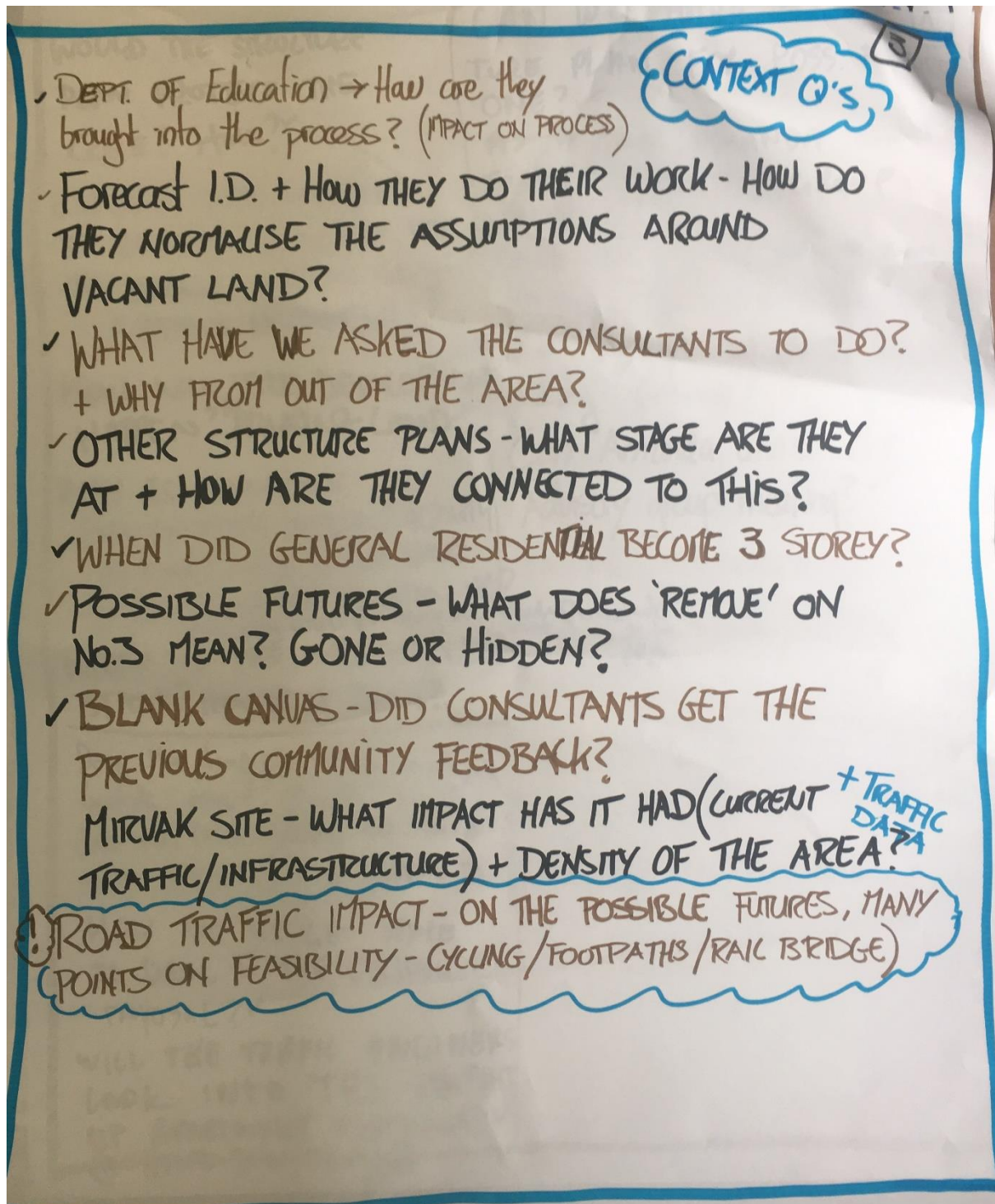
Further information on the Laminex site is provided in Q 4 and 16 above (Saturday workshop).

**46) How is data being used to inform the process and ensure this is current data.**

The primary source of data to inform Council's understanding of the demographic study area is Australian Bureau of Statistics (ABS) Census data. Bayside City Council has contracted demographic specialists *id consulting pty ltd* to collate and present population statistics for the City and its suburbs.

Further information is available at <https://www.bayside.vic.gov.au/who-lives-bayside>

Data is also being used by the traffic and transport consultants and the urban design consultants to inform their work.



**47) Department of Education – how are they brought into the process? (Impact on process)**

The Department of Education will be engaged if analysis suggests additional school places will be required as a result of increasing population.

### **48) Forecast ID – How do they do their work – how do they normalise the assumptions around vacant land?**

Cheltenham includes the golf courses that are zoned General Residential Zone, but will not be developed. The question related to whether the forecast population for Cheltenham assumed this land would be built on for housing. In their assumptions, Forecast id have assumed that the golf courses will not be developed for housing.

Further information in relation to population forecasts, methodology and assumptions is available at <http://forecast.id.com.au/bayside>

- Forecast methodology <http://forecast.id.com.au/bayside/forecast-methodology>
- Assumptions <http://forecast.id.com.au/bayside/asumptions>  
(select 'Cheltenham' in the drop down menu to see assumptions for the Cheltenham area).

### **49) What have we asked the consultants to do and why are they from out of the area?**

The Urban Design Consultants have been asked to undertake a review of existing conditions of the study area looking at built form, streetscapes, landscape, neighbourhood character, landmarks and vistas, and the public realm to identify any improvements that can be made and elements that require protection and practical ways of achieving this; Identify different development options to accommodate the anticipated increase in population for the area including potential building heights, develop a preferred option to accommodate the anticipated increase in population of the area, taking into account community feedback and traffic advice.

The Traffic and Transport consultants have been asked to consider the parking, traffic and public transport conditions of the structure plan area, existing travel patterns including walking and cycling routes, identify potential modifications to existing routes; theoretical parking demand assessments; consideration of stakeholder comments, an estimate of parking demand and any other relevant matters that arise out of the community consultation.

The consultants are technical experts. They do not need to live in the area to undertake their work. The community's perspective is captured through consultation such as that held in July/August this year, and these workshops.

### **50) Other Structure Plans – what stage are they at and how are they connected to this?**

Structure Plans for the following Major Activity Centres have been completed: Bay Street Brighton; Church Street, Brighton; Hampton Street, Hampton; Sandringham Village and Hampton East. Structure Plans for the following Neighbourhood Activity Centres have also been completed: Martin Street; Highett; Black Rock and Beaumaris Concourse.

All these structure plans except Hampton East and Martin Street have been through a planning scheme amendment process to include planning controls in the Bayside Planning Scheme. Hampton East and Martin Street have been to a planning panel.

### **51) When did the GRZ become 3 storey?**

The 3 storey maximum height limit was introduced into the GRZ through Amendment VC110, on 27 March 2017. Prior to this time the GRZ had no maximum height limit.

### **52) Possible futures – what does ‘remove’ on number three mean? Gone or hidden?**

At the community workshop on Saturday 21<sup>st</sup> of October three ‘Possible Futures’ were presented to the community for their feedback. The third possible future which suggested intensive development of up to 6 storeys around the new train station was met with negative community feedback. In response to this feedback, Council decided to permanently remove that option from the project.

### **53) Blank canvas – Did consultants get the previous community feedback?**

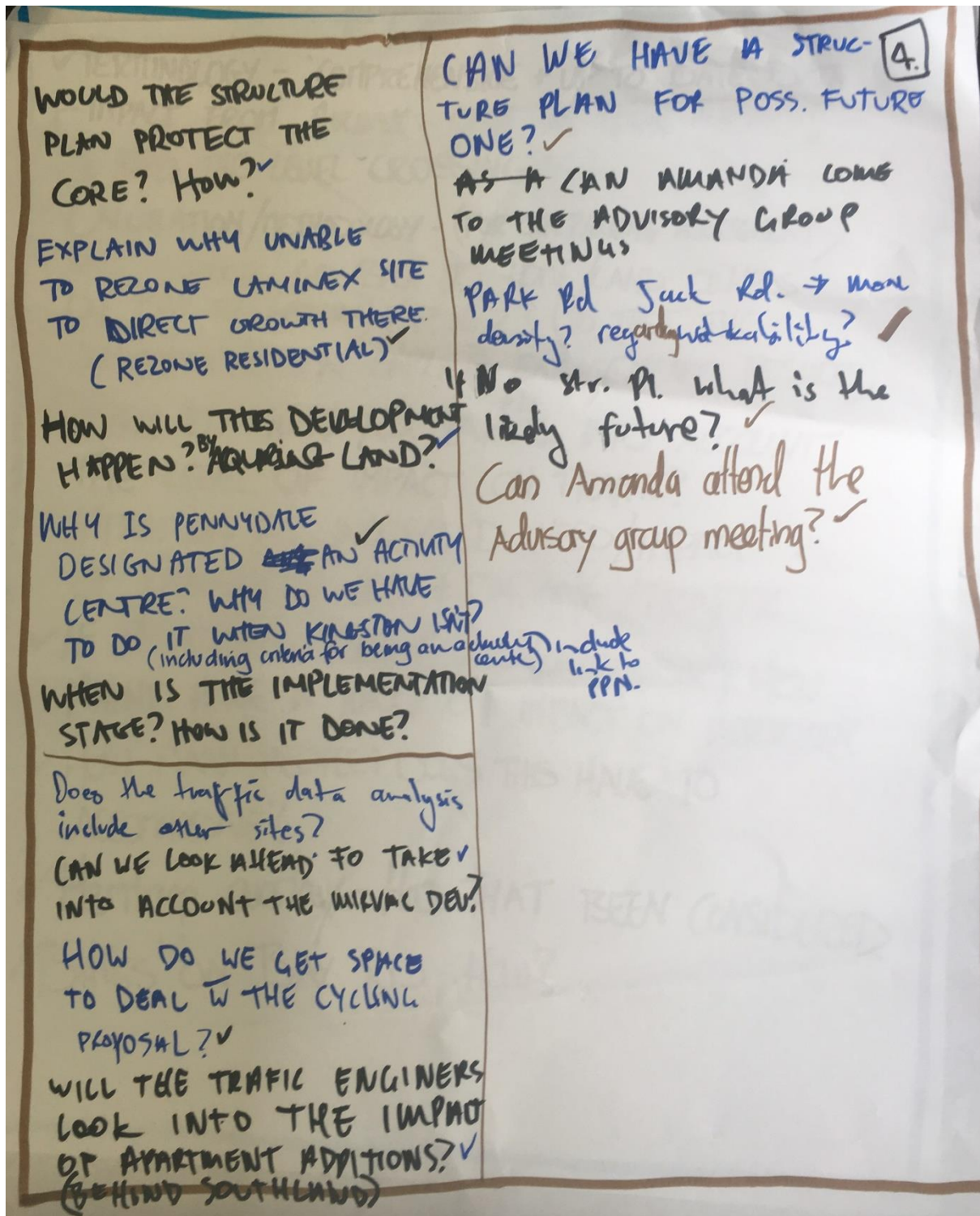
Yes, as part of the background documentation package both consultants received both the consultation summary report and the full record of verbatim comments received from the survey, drop-in sessions and online discussions.

### **54) Mirvak site – what impact has it had (current traffic and infrastructure) and density of the area? + traffic data**

At this stage, Cardno has undertaken a high-level traffic analysis assessing only the possible futures as presented by SJB. The objective is to provide a comparison between the differences in the levels of development across the two possible futures.

The assessment does not include the traffic impact resulting from the Jack Rd Mirvac development, nor any traffic impact associated with the existing Cheltenham Station and the future Southland Station, as the impact of these options would not change between the two possible futures. Moving forward, Cardno will consider the traffic impact of the Jack Rd Mirvac development and other relevant developments to provide a more detailed traffic assessment to inform the Structure Plan process.





**55) Would the structure plan protect the core? How?**

The structure plan can look at different precincts within the Study Plan Area, and identify different objectives for each area. For example, it could look at encouraging apartments in some precincts, and family housing in other precincts. What it can't do is rezone the area from General Residential Zone to Neighbourhood Residential Zone. The area is identified in the Bayside Planning Scheme as a location for increased housing density. Given this, and the area's location directly adjacent to the Southland train station and in close proximity to the Cheltenham train station, rezoning from its current zoning (General Residential Zone which



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allows development of up to 3 storeys) to Neighbourhood Residential Zone (which allows development up to 2 storeys) is unlikely to be supported by State Government.

### **56) Explain how unable to rezone the Laminex site to direct growth there (rezone residential).**

332 – 336 Bay Road, Cheltenham, the area known locally as the Laminex site is largely zoned Commercial 2 Zone. However, it includes a grass buffer zone that fronts Jack Road. The grass buffer zone is zoned General Residential Zone, although it must be retained as a buffer zone whilst the current use continues.

The structure plan looks 15-20 years into the future and as such the possible futures explored in the workshop included residential development in this grass buffer zone. There is no current proposal to allow residential development on the buffer zone (it must remain a buffer zone whilst the current use continues). However, in the future it is possible that the industrial uses within the Commercial 2 Zone may change to less industrial uses such as shops or offices. If this was to occur, and the buffer zone was no longer required, residential development on the land that is currently a buffer zone may be possible.

In terms of the portion of the site that is zoned Commercial 2 Zone, it is part of the Bayside Business District (BBD), an important business precinct and employment generator in Bayside. *The Bayside Retail, Commercial and Employment Strategy (2016)* canvassed options for the Bayside Business District, including an option to transition the area into a residential precinct. This was not supported as it would result in the loss of local jobs and employment opportunities and could result in interface issue between residential and existing commercial uses. Rezoning of land within the BBD to residential use is therefore not supported. Once employment land is lost to residential, it is difficult to replace. Council is currently undertaking further strategic work to identify specific actions to grow the BBD as a premium commercial precinct.

### **57) How will development happen? By acquiring land?**

Once finalised, the structure plan will be translated into planning scheme controls. The Bayside Planning Scheme sets out rules for development, what is allowed or not allowed on a particular parcel of land. It is up to individuals/developers to apply for a planning permit and develop sites. If the land owner does not want to develop their site, it won't be developed. No acquisition of land by Council is proposed.

### **58) Why is Pennydale designated as an Activity Centre? Why do we have to do it when Kingston isn't?**

The Victorian State Government identifies approximately 1,000 Activity Centres of various types and sizes across Metropolitan Melbourne in the planning policy document Plan Melbourne. Activity Centres are focal points of retail, transport and community services. Southland-Cheltenham is one such Activity Centre identified in Plan Melbourne. The core of the activity centre is the new Southland Railway station and the Westfield- Southland Shopping Centre, but as per other activity centres, there is usually a residential component of the activity centre, which may include residentially zoned land in Bayside and Kingston City Councils. The Structure Plan will determine the exact boundary for the centre (using the criteria outlined in the practice note), but the study area that Council is looking at includes land in Bayside that is generally within 500-1000m of the new Southland train station, an area locally known as Pennydale.

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This State Government Practice Note provides guidance to local councils on the activity centre structure planning process. It covers the reasons for structure planning in activity centres, the policy context, possible inputs/ outputs of the process and how to define the boundary for the centre. It also sets out the following preferred process to be followed when developing structure plans for Activity Centres.

This Practice Note is available from the project page here:

<https://www.yoursay.bayside.vic.gov.au/managing-growth-in-cheltenham/documents>

### **59) When is the implementation stage? How is it done?**

A key component of a structure plan is an implementation plan. Parts of the structure plan will be implemented through the planning scheme and will require a planning scheme amendment. Other parts of the structure plan may require Council to take an advocacy role, or to include certain projects in Councils future capital works program.

### **60) Does the traffic data analysis include other sites?**

Cardno has undertaken a high-level traffic analysis comparing the possible futures as presented by SJB. This does not include an assessment of the traffic impact resulting from any future developments currently approved or undergoing planning application process, as the impact of such development would not change between the two possible futures.

Moving forward, Cardno will consider the traffic impact of relevant developments within and close to the study area to provide a more detailed traffic assessment for the Structure Plan process, and in consultation with Council.

### **61) Can we look ahead to take into account the Mirvac development?**

At this stage, Cardno has undertaken a high-level traffic analysis assessing only the possible futures as presented by SJB. The objective is only to provide a comparison between the differences in the levels of development across the two possible futures.

The assessment does not include the traffic impact resulting from the Jack Rd Mirvac development, nor any traffic impact associated with the existing Cheltenham Station and the future Southland Station, as the impact of these options would not change between the two possible futures. Moving forward, Cardno will consider the traffic impact of the Jack Rd Mirvac development and other relevant developments to provide a more detailed traffic assessment that would be required to inform the Structure Plan process.

### **62) How do we get space to deal with the cycling proposal?**

Bay Road has been identified by VicRoads as a Principal Bicycle Network route, and has been nominated for eventual upgrade to include on-road bicycle lanes. A feasibility assessment will be undertaken as part of the Structure Plan process to determine whether bicycle lanes can be accommodated, and what changes (if any) may be required to the existing road reserve.

### **63) Will the traffic engineers look into the impact of apartment additions? (Behind Southland)**

Yes. This will be part of the next stage of the Traffic and Transport assessment.

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### **64) Can we have a structure plan for possible future 1?**

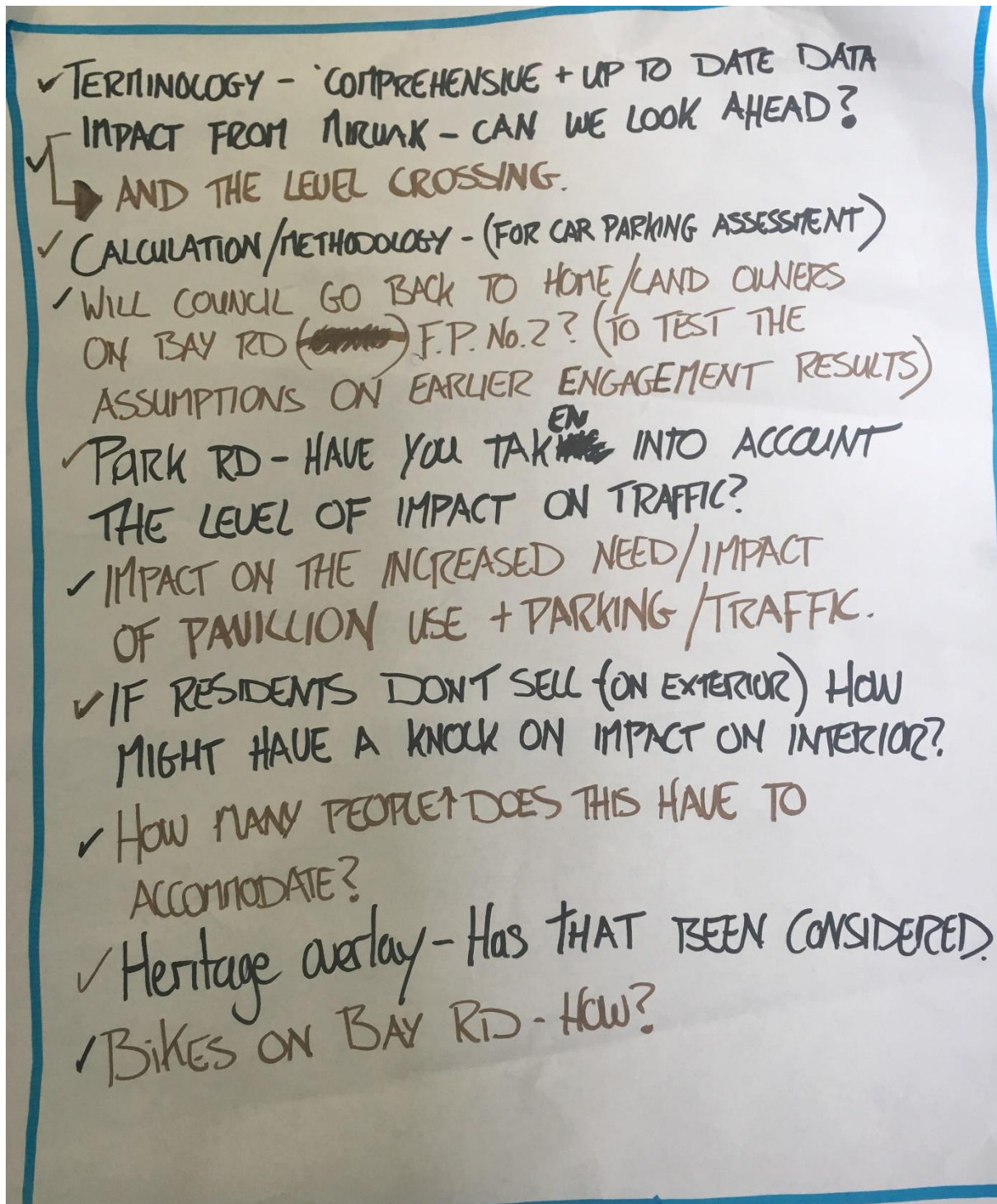
Yes.

### **65) Can Amanda come to the Advisory Group meetings?**

Yes, Amanda from SJB will attend one of the November Advisory Group meetings.

### **66) If there is no structure plan, what is the likely future?**

Without a Structure Plan, development of up to 3 storeys will be allowed throughout the area (as is currently the case). New housing design will be based on the existing controls provided by the Planning Scheme rather than locally specific controls that reflect the local characteristics of the area. Without an overarching structure plan, it will be more difficult for Council to look at the impact of increased development holistically.



**67) Terminology – need comprehensive and up to date data**

Feedback noted.

**68) Impact from MIRVAC and the level crossing, can we look ahead?**

At this stage, Cardno has undertaken a high-level traffic analysis assessing only the possible futures as presented by SJB. The objective is only to provide a comparison between the differences in the levels of development across the two possible futures.

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The assessment does not include the traffic impact resulting from the Jack Rd Mirvac development, nor any traffic impact associated with the existing Cheltenham Station and the future Southland Station, as the impact of these options would not change between the two possible futures. Moving forward, Cardno will consider the traffic impact of the level crossing removal, Jack Rd Mirvac development and other relevant developments to provide a more detailed traffic assessment that would be required to inform the Structure Plan process.

### **69) Calculation/methodology – (for car parking assessment)**

Cardno has undertaken a high-level car parking analysis based on a number of assumptions adopted for both of the possible futures, in order to provide a comparison between the different levels of development.

The objective is to provide comparative parking impact, ensuring the same assumptions (i.e. utilising typical planning scheme parking requirements) are adopted for both the possible future options.

### **70) Will Council go back to home/land owners on Bay Road FP #2? (to test the assumptions on earlier engagement results)**

Following these workshops, and the online survey, a preferred option will be developed. More detailed urban design and traffic analysis will then be carried out specific to that option. This, combined with directions for traffic management, design guidelines, social infrastructure and the overall vision for the future of the area will be combined in a draft Structure Plan.

Once a draft structure plan has been developed, everyone within the identified Study Area will be notified by direct mail and asked to provide feedback. It is anticipated this consultation will occur in March 2018.

### **71) Park Road – have you taken into account the level of impact on traffic?**

Initial assessments of the current volumes of traffic on Park Road have been undertaken. Following these workshops, and the online survey, a preferred option will be developed. More detailed urban design and traffic analysis will then be carried out specific to that option looking at current volumes combined with forecasted increases.

### **72) If residents don't sell (on exterior) how might this have a knock on impact on interior?**

If residents don't sell or develop, then the area won't change. The Planning Scheme outlines what development is permitted. It is up to individuals/developers to apply for a planning permit and develop sites.

### **73) How many people does this have to accommodate?**

Id consulting forecast that there will be an increase of approximately 1,800 new residents in Cheltenham between 2016- 2036. This is not a target, but a forecast to help plan for the future.

### **74) Heritage overlay – has this been considered?**

Yes, it is not proposed to alter the Heritage Overlay.

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### **75) Bikes on Bay Rd – how?**

Bay Road has been identified by VicRoads as a Principal Bicycle Network route, and has been nominated for eventual upgrade to include on-road bicycle lanes. A feasibility assessment will be undertaken as part of the Structure Plan process to determine whether bicycle lanes can be accommodated, and what changes (if any) may be required to the existing road reserve.