



Pennydale Structure Plan

October 2018

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Introduction

Increased housing density is encouraged in and around activity centres and other locations that offer good access to jobs, services and public transport.

The metropolitan planning strategy, Plan Melbourne identifies Southland-Cheltenham as a Major Activity Centre.

The residential neighbourhood known locally as Pennydale is directly adjacent to this Activity Centre.

Given Pennydale's location close to both the Southland and Cheltenham train stations, the Westfield Southland Shopping Centre and Cheltenham shopping strip and the Bayside Business District, a key employment precinct in Bayside, it is identified in the Bayside Planning Scheme as an area where increased housing density is appropriate.

To ensure that this increased housing is well managed and to ensure that public infrastructure and services will meet the needs of current and future residents, a structure plan is required.

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 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 Structure Plan Boundary

The boundary of the Pennydale Structure Plan 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 structure plan 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 structure plan 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.

The area within the Structure Plan boundary will be referred to as Pennydale throughout the rest of this document.

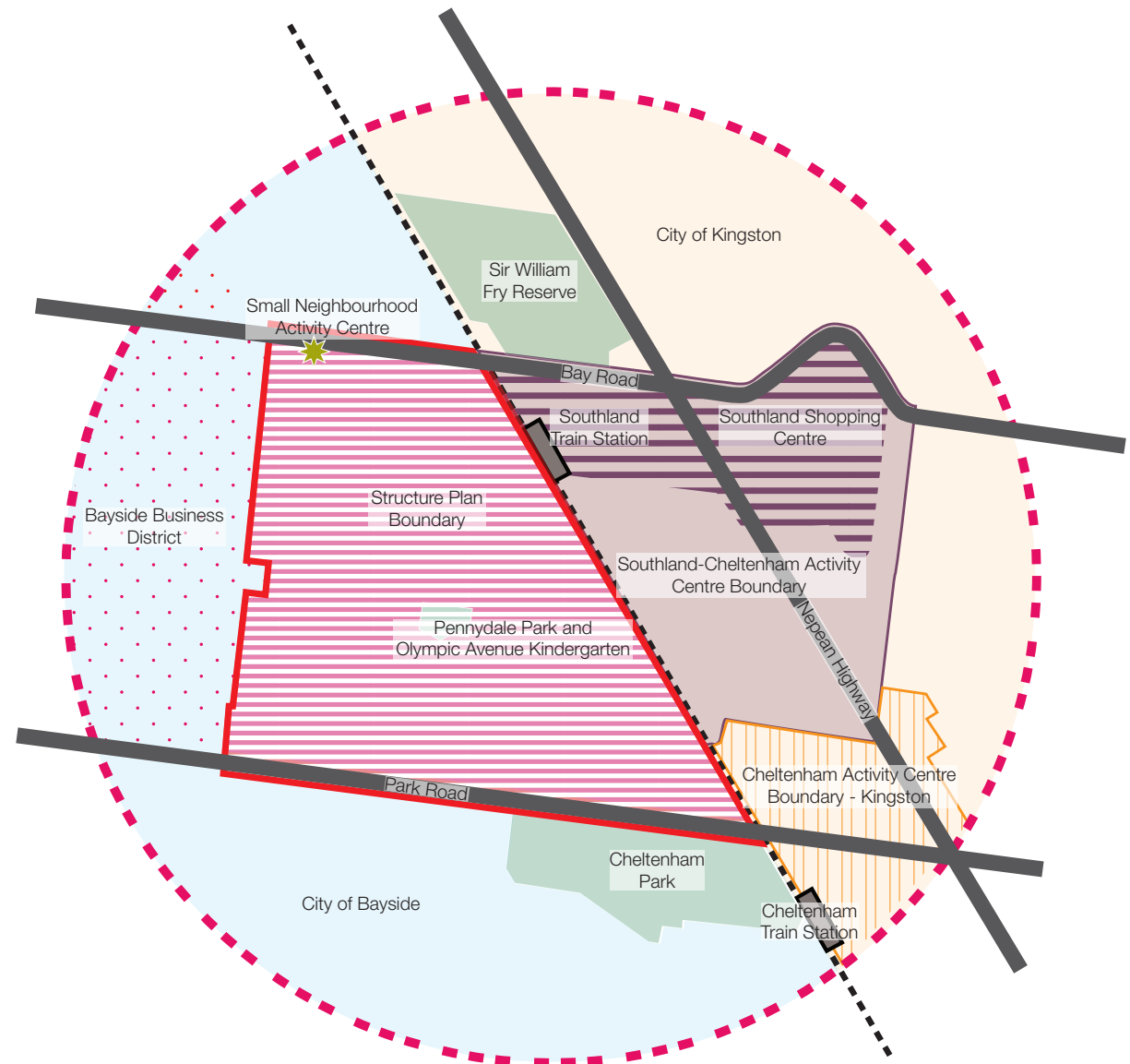


Figure 2: Context Plan

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.

Clause 16.01 of the State Planning Policy Framework specifies where new housing should be located across metropolitan Melbourne. The objective of Clause 16.01-2 is to locate new housing in or close to activity centres. The strategies for achieving this include increasing the proportion of new housing within established urban areas with access to jobs, services and transport in order to reduce development on the fringe in greenfield sites and identifying opportunities for consolidation.

Local Planning Policy explains how this State Policy will be implemented locally in Bayside. In Bayside, in order to accommodate population increases and respond to changing demographic profiles, new medium density housing is to be directed to Major Activity Centres, large Neighbourhood Activity Centres and residential opportunity areas, particularly those with good access to public transport, as identified in the Residential Strategic Framework Plan (Bayside Planning Scheme, Clause 21.03).

The Residential Strategic Framework Plan (Bayside

Planning Scheme, Clause 21.02-5) identifies the area around the Southland train station as a 'Future Key Focus Residential Growth Area' with the remainder of the residential area, known locally as Pennydale, identified as a 'Future Moderate Residential Growth Area'. A Future Key Focus Residential Growth Area is an area where the majority of medium and high density residential development will be located. A Future Moderate Residential Growth Area is an area where medium density development will occur (Bayside Housing Strategy, 2012, a reference document in the Bayside Planning Scheme).

The role of the Structure Plan is to look at locally specific opportunities and constraints in Pennydale and determine what built form is appropriate in different locations. Given the design of the Southland station and the road layout in Pennydale, high density development (over 3 storeys) is not considered appropriate in Pennydale.

Physical Context

Pennydale 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. Pennydale is adjacent to the Cheltenham-Southland Activity Centre, which is anchored by the Westfield Southland Shopping Centre and the new Southland Station. Cheltenham Park to the south, and Sir William Fry Reserve to the north, are both important areas of open space in the area.

Socio Economic Context

People

The most common household composition in Pennydale 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 Pennydale 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

Pennydale 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 Pennydale generally has good access to open space, the *Bayside Open Space Strategy* (2012) identified that the western part of Pennydale 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 Pennydale 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 Pennydale neighbourhood. Also within Kingston, to the south of Pennydale, 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 Pennydale by 2031 will all be accommodated within the Southland Shopping Centre.

Directly west of Pennydale is the Bayside Business District (BBD). Whilst it is outside the Structure Plan area 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, increased connectivity between Cheltenham-Southland Activity Centre, Highett Activity Centre and the BBD is proposed. This 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 Pennydale 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.

Bay Road is identified in both State and local policy as part of the Principal Bicycle Network (PBN), as well as a Bicycle Priority Route and Strategic Cycling Corridor. The PBN is a network of existing and proposed cycle routes identified to help people ride to key destinations around Melbourne with a focus on getting people to and from activity centres and to make more use of local roads and off-road paths. Bicycle Priority Routes are priority sections of the PBN and identify routes that should be elevated to a higher order of priority. Strategic Cycling Corridors have been identified to help guide State investment in developing a network of bicycle routes that provide access to key destinations.

The Vision

A family-friendly neighbourhood with green and leafy streets, access to excellent transport, shopping and open spaces, with a range of medium density housing to meet the needs of a range of demographics and life stages, while retaining the area's valued neighbourhood character and amenity.



Document Structure

The Structure Plan is organised around four themes:

Land Use	This section provides objectives and strategies for how the area will be used including residential, commercial and open space.
Built Form	This section provides objectives and strategies to guide the built form of the area 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 objectives and strategies incorporating public spaces, open space, streets and laneways.

Pennydale is predominately residential, with 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-Southland Activity Centre, the Cheltenham Activity Centre, the Bayside Business District, Cheltenham Park and Sir William Fry Reserve. In the future, Pennydale will retain its predominately 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. 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.



Pennydale Structure Plan Land Use Plan



Legend

- Structure Plan 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.

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.
- Encourage and support 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 passive surveillance of the Bay Road footpath.

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 Pennydale are predominately single storey and detached, although there are an increasing number of unit and townhouse developments. Pennydale is identified as a Future Moderate Growth Area in the Bayside Planning Scheme, is in close proximity to two Major Activity Centres and two railway stations and as such built form in the area will change as more medium density development occurs. While the newly opened Southland Station is located in direct proximity to Pennydale, the design of the train station presents formidable 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. Pennydale 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: Bay Road	An area of medium density housing, where residential renewal and consolidation is encouraged with high-quality, well articulated apartments set within a landscaped setting that address Bay Road.
Precinct 2: Park Road	A leafy gateway boulevard with a range of high quality, well articulated apartments surrounded by trees.
Precinct 3: The Residential Core	An area of lower residential density 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.

Pennydale Structure Plan Precinct Plan

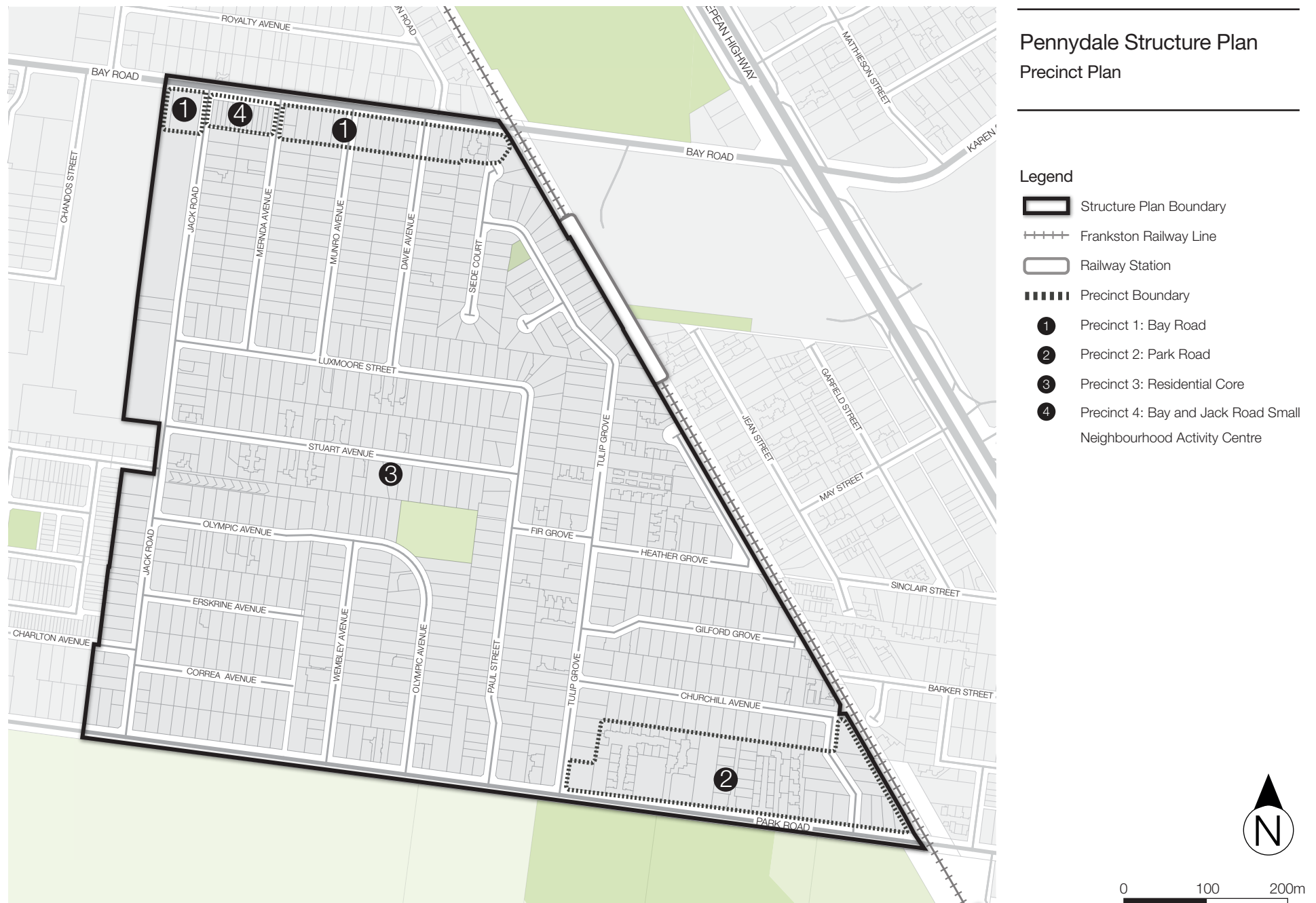


Figure 4: Precinct Plan

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

Pennydale Structure Plan Built Form Plan



Legend

- Structure Plan Boundary
- Frankston Railway Line
- Railway Station
- Townhouses and Detached Dwellings Encouraged (Maximum 3 Storeys)
- Apartments Encouraged (Maximum 3 Storeys)
- Active Frontages (0m Setback)
- Existing Laneways
- Open Space Interface
- Heritage Overlay
- 6m Setback
- 9m Setback
- Recessed Third Level



0 100 200m

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 within 400-800 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.
- Should a new station entrance open at Tulip Grove, a review of the residential streets around the Station will be undertaken to determine what, if any, changes to built form and pedestrian access are required.
- Implement specific built form requirements for each precinct:

Precinct 1: Bay Road

Typology: Apartments

Street wall height: 3 storeys (11 metres)

Total height: 3 storeys (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 2: Park Road

Typology: Apartments

Street wall height: 2 storeys (9 metres)

Total height: 3 storeys (11 metres) with third storey recessed minimum 3 metres from second storey.

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) with the third storey recessed minimum 3 metres from second storey.

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:

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

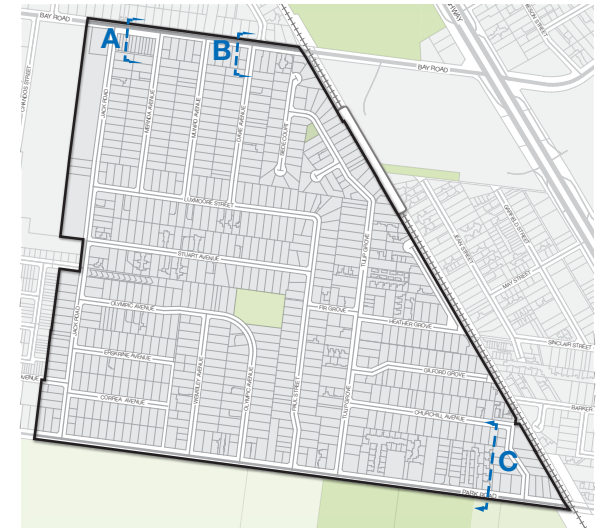


Figure 6: Built Form Cross Sections

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: Bayside Built Environment Awards 2018)

Figure 7: Examples of 2 storey townhouses



(Source: SJB Architecture)

Figure 8: Examples of 3 storey townhouses



(Source: SJB Architecture)



(Source: Bayside Built Environment Awards 2017)

Figure 9: 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, encourage 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.

- Ensure development provides articulated and well-designed facade, fenestration, parapet treatments and other detailing and materials to provide interest at street level and reinforce the human scale.

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

Strategies:

- Encourage the use of green roofs 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 1 and 3, ensure deep soil (at least 41m³ of soil volume) is provided within the front or rear setback to enable the planting of a 10 metre wide canopy tree.
- Within Precinct 2, ensure deep soil (at least 41m³ of soil volume) is provided within the front setback to enable the planting of a 10 metre wide canopy tree.
- Investigate whether a Vegetation Protection Overlay or Significant Landscape Overlay is justifiable and appropriate for some or all of the residential areas of Pennydale.
- Ensure new development is respectful of and does not detract from any adjacent heritage building.
- Encourage screen planting, including canopy trees, in rear setbacks of new developments to reduce the amenity impacts of new development and to provide a green and leafy setting.

Pennydale 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 Pennydale 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.



Pennydale Structure Plan Access and Movement Plan

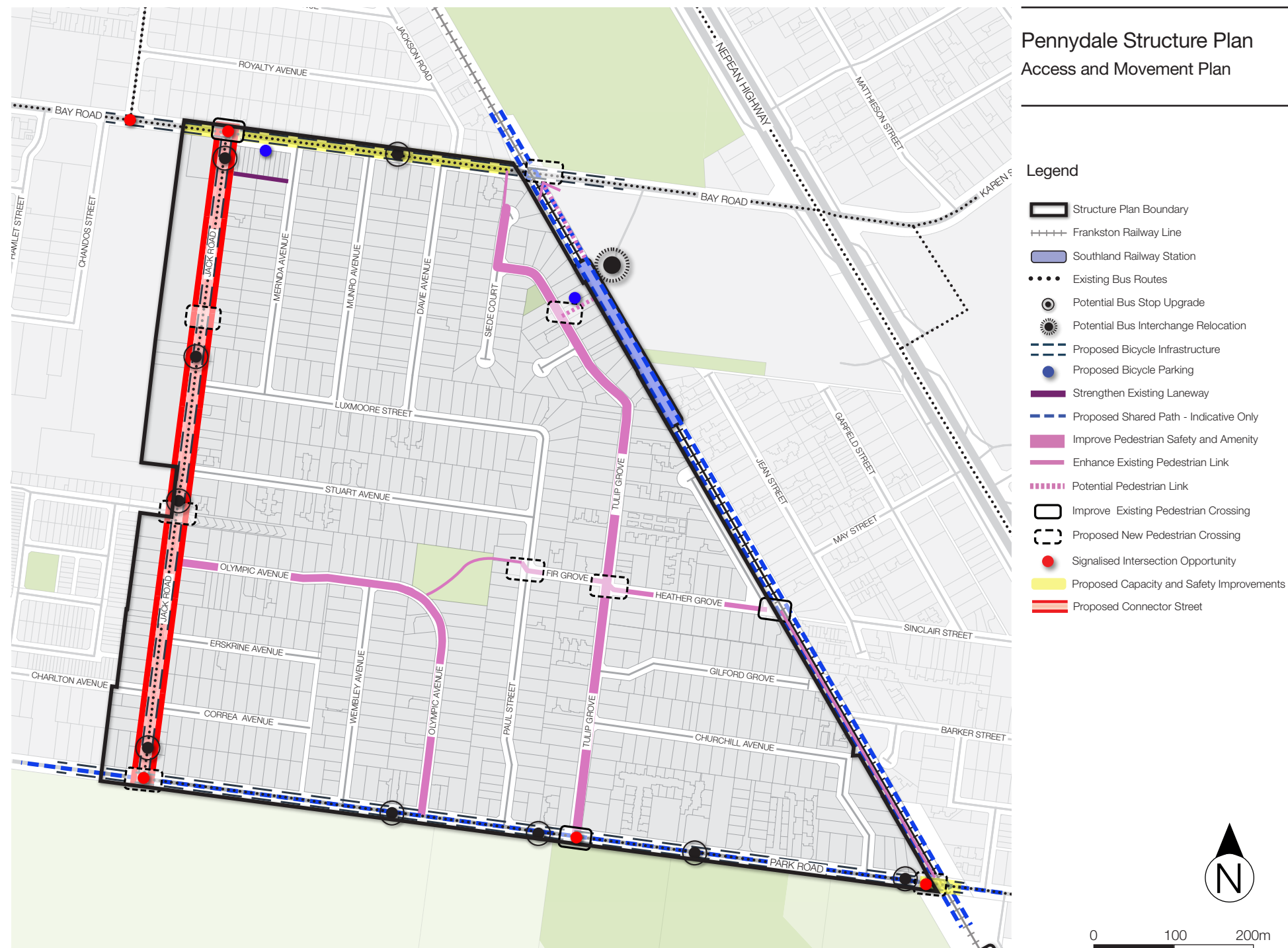


Figure 10: Access and Movement Plan

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 safe pedestrian crossing across Bay Road near the Frankston railway line bridge either in the form of a pedestrian overpass bridge or a signalised pedestrian crossing. This would 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 more direct pedestrian access from Bay Road to the Southland train station so that pedestrians do not have to navigate the Southland Shopping

Centre car park to access the train station. This should be considered as part of the planning for shared path along the Frankston railway line.

- Advocate for better pedestrian access from Pennydale to Sir William Fry Reserve. This could be incorporated into the future shared path along the Frankston railway line, ideally in the form of a pedestrian overpass bridge.
- 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 as part of the LXRA Park Road/Charman Road Level Crossing Removal project.
- Investigate the need for a signalised pedestrian crossing at Park and Jack Road. 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.
- Investigate options for improving pedestrian connectivity, safety and access to Cheltenham Park. There should be a direct, legible path to the Cheltenham Park entrance from the pedestrian refuge on Park Road, ideally in the form of a shared pedestrian/cycle path along the southern side of Park Road.

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 deliver a safe Bay Road Strategic Cycling Corridor by providing cycling lanes along Bay Road. These 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, for example with the construction of a pedestrian overpass bridge across Bay Road.
- Investigate ways to improve bicycle safety and amenity along Jack Road.
- 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 to VicRoads to upgrade the Bay Road/Graham Road intersection to a signalised intersection.
- Investigate the upgrading of the Bay Road/Jack Road intersection to a signalised intersection that includes the existing signalised pedestrian crossing in order to improve safety for pedestrians, cyclists and vehicles using Bay and Jack Roads.

- 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.
- Advocate to VicRoads to formalise the traffic lanes along Bay road between the Frankston Railway Bridge and Jack Road. Either to reflect the existing arrangement (single lane in each direction), or two lanes.
- Consider designating Jack Road as a Connector Street to reflect its current and future function as a key movement corridor.
- Once the level crossing has been removed at Park Road, undertake a traffic study to investigate the impact it has had on traffic movement and the road network across Pennydale.
- Require shop-top development on Bay Road to provide access from the existing laneways to minimise vehicular crossovers and movements on Bay Road.

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 Pennydale, 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 in close proximity to Pennydale, 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.



Pennydale Structure Plan Public Realm Plan



Figure 11: 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:

- 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.
- Encourage residents to plant on their nature strips, in line with Bayside City Council nature strip planting requirements.
- 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.

- For new subdivisions, ensure nature strips widths are sufficient to allow for the planting of larger canopy tree species (5 metres). Services should be located to allow for street tree planting in accordance with the Road Management Act 2004, Code of Practice, Management of Infrastructure in Road Reserves.

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 from Tulip Grove occur, advocate for public green space to be incorporated into this opening and for pedestrian and cycling access to be prioritised.

Implementation

The Pennydale Structure Plan provides a desired vision for the Pennydale Moderate Residential Growth Area. 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.

The majority of the strategies outlined in this Structure Plan will be implemented through a Planning Scheme Amendment to the Bayside Planning Scheme. However there are a number of initiatives that cannot be achieved purely through an Amendment. These require action and input from other Council department, Kingston City Council, external authorities such as VicRoads or the State Government. The following table summarises in brief the different responsibilities. A full implementation plan including timeframes and funding will follow the adoption of the Pennydale Structure Plan.

Objective	Tool	Department or Authority
Objective 01, Objective 02, Objective 03, Objective 05, Objective 06, Objective 07, Objective 08	Planning Scheme Amendment	Strategic Planning Department
Objective 04	Planning Scheme Amendment	Strategic Planning Department
Objective 09	<ul style="list-style-type: none"> Advocacy Further studies Incorporation into departmental future works plan 	Strategic Planning Department Sustainability and Transport Department
Objective 10	<ul style="list-style-type: none"> Advocacy Further studies 	Strategic Planning Department Sustainability and Transport Department VicRoads Public Transport for Victoria Level Crossing Removal Authority
Objective 11	<ul style="list-style-type: none"> Advocacy Incorporation into departmental future works plan 	Strategic Planning Department Traffic Department Sustainability and Transport Department VicRoads Public Transport for Victoria
Objective 12	<ul style="list-style-type: none"> Planning Scheme Amendment Advocacy Incorporation into departmental future works plan 	Strategic Planning Department Sustainability and Transport Department VicRoads
Objective 13	<ul style="list-style-type: none"> Planning Scheme Amendment Incorporation into departmental future works plan 	Strategic Planning Department Sustainability and Transport Department
Objective 14	<ul style="list-style-type: none"> Planning Scheme Amendment Incorporation into departmental future works plan 	Strategic Planning Department Open Space, Recreation & Wellbeing Department
Objective 15	<ul style="list-style-type: none"> Planning Scheme Amendment Incorporation into departmental future works plan 	Strategic Planning Department Open Space, Recreation & Wellbeing Department
Objective 16	<ul style="list-style-type: none"> Planning Scheme Amendment Further studies 	Strategic Planning Department Sustainability and Transport Department

Monitoring and Review

The successful implementation of the 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.

Should a new station entrance open at Tulip Grove, a review of the residential streets around the Station will be undertaken to determine what, if any, changes to built form and pedestrian access are required.

Contact us

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

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