



Southland & Pennydale Structure Plan

Community Workshop
Saturday 21 October 2017

Juliana Aya, Acting Manager Urban
Strategy



Next 15 minutes.....

- Recap – what we've heard so far
- The Southland Pennydale Structure Plan Advisory Group
- Why do a structure plan - what we can influence, what we can't
- Possible futures



Recap – what has happened since July August

- Consultation process
 - How people have had their say
- Participation profile
 - Who we have heard from
- Insights and preliminary findings
 - What people have said so far



Consultation Process

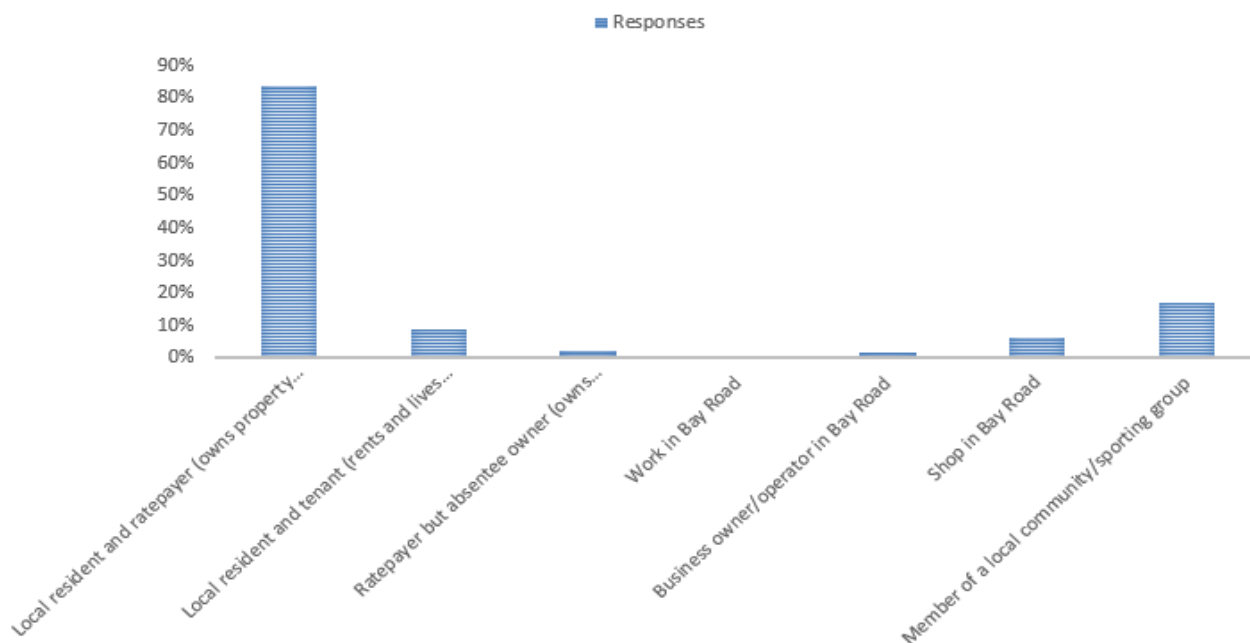
- Letters
- Brochures
- Newspaper ads
- Website
- Drop in sessions
- Café conversations
- Surveys
- Emails/letters



Who have we heard from?

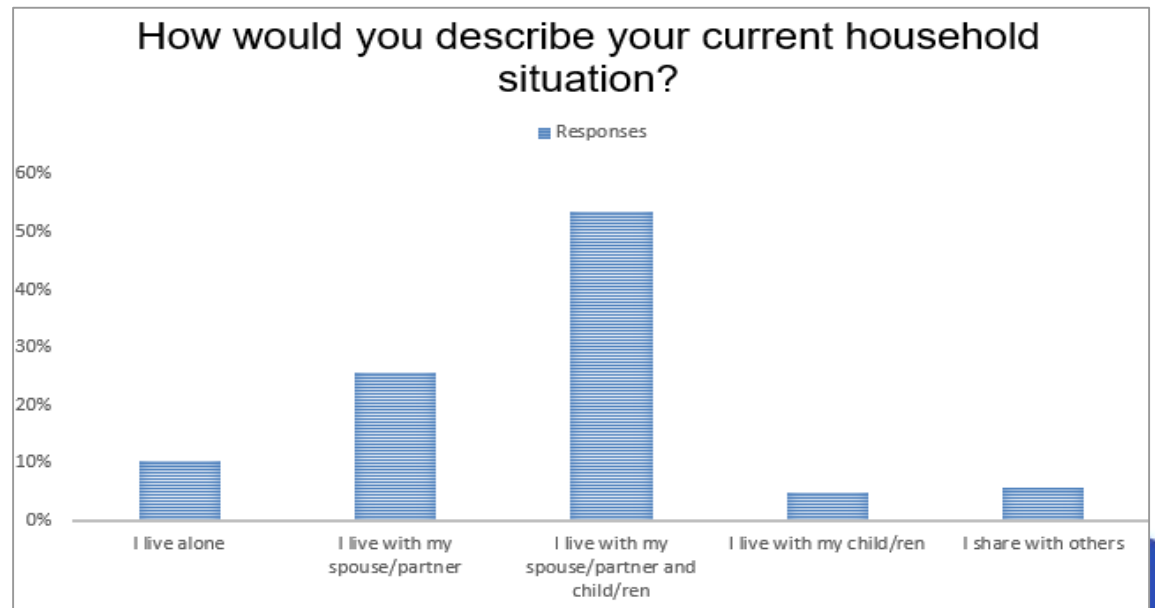
- Most participants lived in Cheltenham (95%), with 78% of these residing in the Bayside portion of the suburb.
- The majority of participants were local residents (93%) with the vast majority being ratepayers (84%) and the rest tenants.

What is your connection to this area?



Who have we heard from?

- More females (60%) than males (38%) participated, with strong participation (44%) by the 35-49 years age group. The next highest participation (23%) was from the 50-59 age group.
- People from all household structures participated, with most participants living with their spouse/partner and children



What have people said?

- People love the area's *great proximity to amenities*, the *village feel* and *strong sense of community*, the *family friendly*, quiet streets with *lots of trees and greenery* and the *low density residential character* of the area
- Improvements could be made to *traffic and parking*, the *local park*, *public transport*, *bicycle lanes* and the *local shopping strip*
- There was concern that *increased density* would put *pressure on community infrastructure* and make *traffic and parking* worse.
- There was a desire to *retain the area's family friendly community* with a *focus on single and double storey dwellings*. More *intense development should be contained to Bay, Jack and Park Roads, around the Southland and Cheltenham train stations, along the Frankston train line or located on brownfield sites such as ex-industrial land on Jack Road.*



Southland Pennydale Structure Plan Advisory Group

- Made up of 26 self selected residents of Pennydale.
- Role of the SPAG is to provide recommendations to Council on how to find a balance between planned development and the liveability of Pennydale.
- Their recommendations will be considered in the development of the draft structure plan, along with the general community feedback and technical studies.
- The information from the two community workshops (today and Wednesday 25th October) as well as from the online consultation will be considered by the SPAG at their meetings in November and December and will help inform their recommendations to Council.
- The Advisory Group has not considered or endorsed the possible futures presented here today.



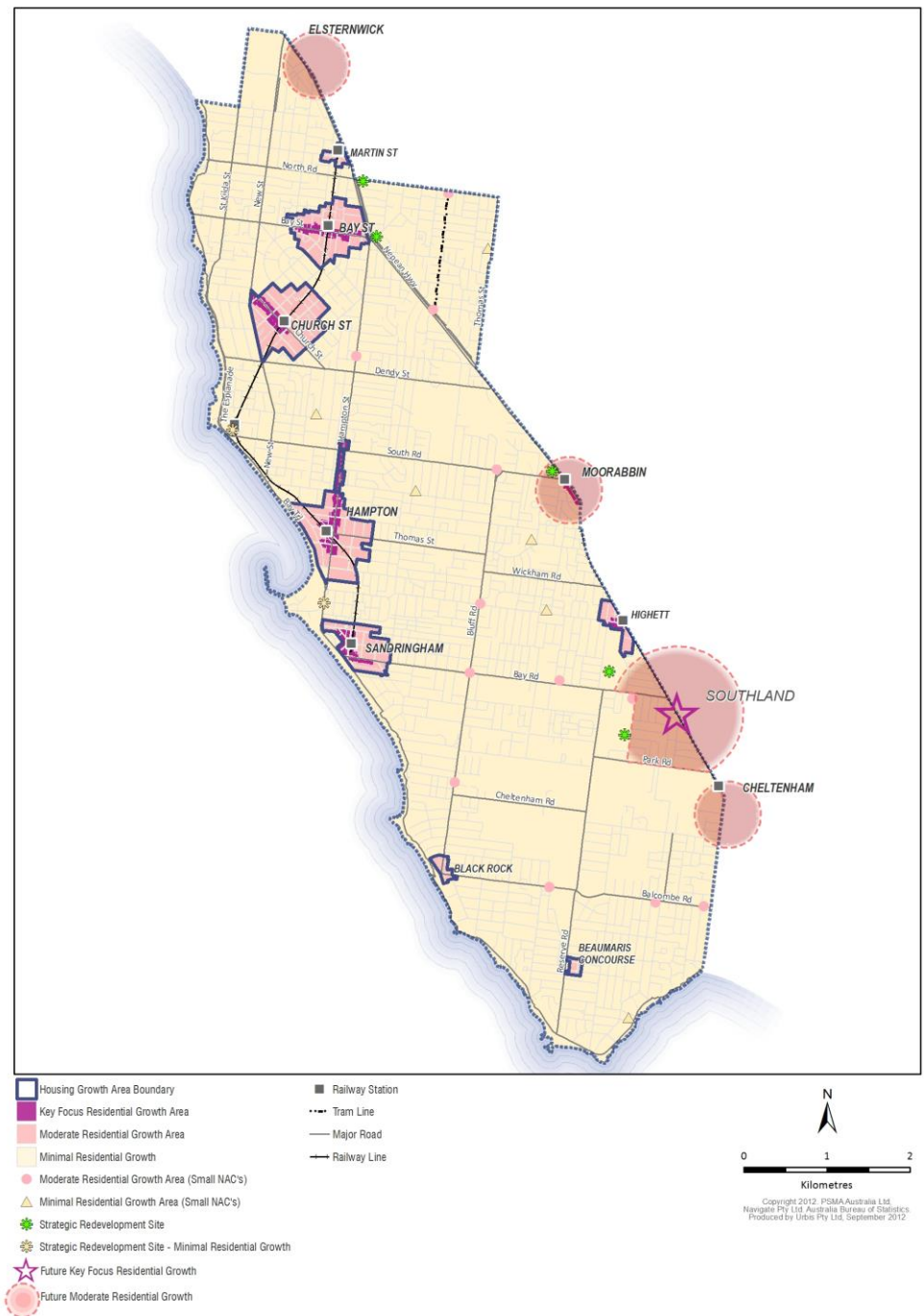
Why do a structure plan?

Southland – Cheltenham is identified in State Planning Policy as a Major Activity Centre.

The Cheltenham/Pennydale area is zoned GRZ, which allows up to 3 storey development.

Opening of the new station, activity centre designation and existing zoning = increasing development pressure.

Structure Plan to set 20 year vision for area, what density appropriate and where and address implications of increasing population.



Project Scope

What we can influence

- Where growth is focused
- What development looks like
- Local planning policy
- Local planning provisions
- Local infrastructure
- Local services
- Other Council programs

What we can't influence

- Whether growth will occur
- State planning policy
- State planning controls*
- Regional infrastructure*
- Regional services*

**but we can advocate*



What outcomes the structure plan will influence

- Land use
- Built form and public realm
- Transport and movement

How the Structure Plan will influence outcomes:

- Planning Scheme policy and controls
- Council programs
- Capital works projects
- Partnerships – Government/Private/Community

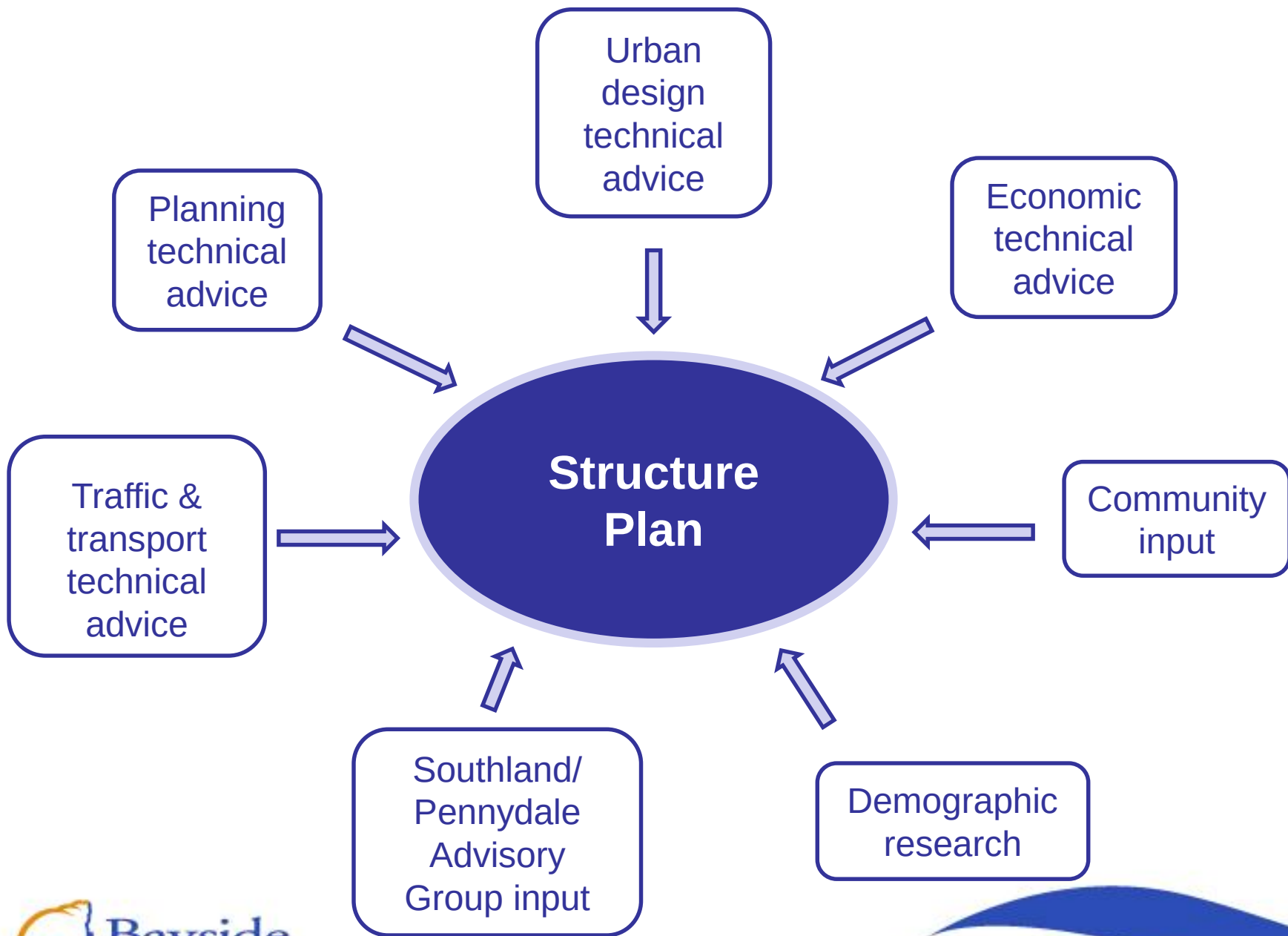


Study Area

Bayside portion

- Bay Road
- Jack Road
- Park Road
- Frankston train line.





Possible Futures

- Area is currently zoned General Residential Zone which allows 3 storey development.
- As part of developing structure plan, need to look at all possible futures. What could area look like in 20 years time?
- Appointed urban design consultants SJB and traffic and transport consultants Cardno to look at the area from an urban design perspective and from a traffic and transport perspective.
- The Southland and Pennydale Structure Plan Advisory Group (SPAG) have not considered or endorsed the possible futures presented here today.
- Today, we want to know from you, the community, what you think of these possible futures and what other possible futures we should consider.



Southland and Pennydale Structure Plan
Community Workshop
October 2017

Urban Design and Traffic Analysis





Architecture
Interior Design
Planning
Urban Design

Community Workshop

Southland and Pennydale

Structure Plan

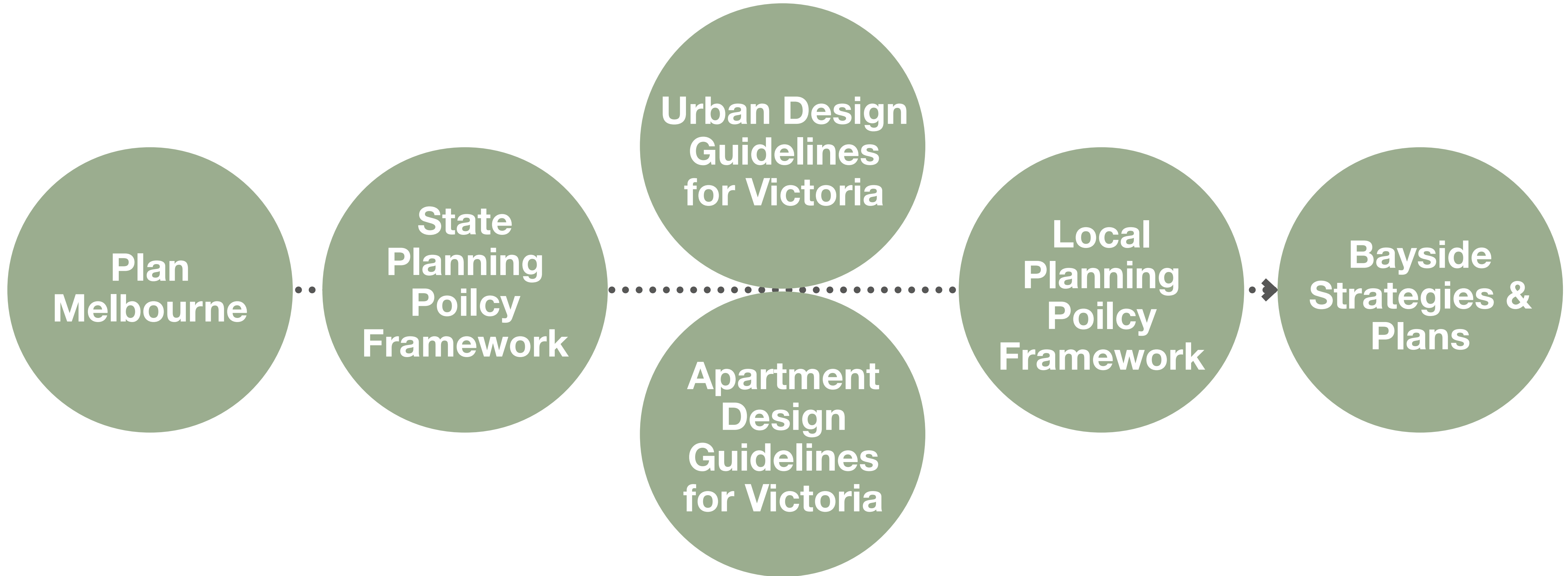
Prepared for Bayside City Council

25 October 2017

Policy Context



Policy Context



Activity Centre Context

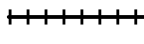


-  Study Area Boundary
-  Railway Line
-  400 & 800m Radius
-  Commercial / Mixed Use
-  Industrial
-  Residential Growth Zone
-  General Residential Zone

Site Analysis



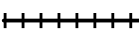
Movement Network

-  Study Area Boundary
-  Frankston Railway Line
-  Cheltenham Railway Station
-  Southland Railway Station
-  Proposed Station Entrance
-  Proposed Station Entrance Site
-  Existing Level Crossing (to be removed)
-  Existing Rail Bridge
-  Pedestrian Connection
-  Signalised Intersection
-  Bus Routes
-  Bus Stops
-  Southland Bus Interchange
-  Public Open Space
-  Public Open Space (Restricted Access)
-  Private Open Space
-  Existing On Road Cycle Lanes
-  Proposed On Road Cycle Lanes

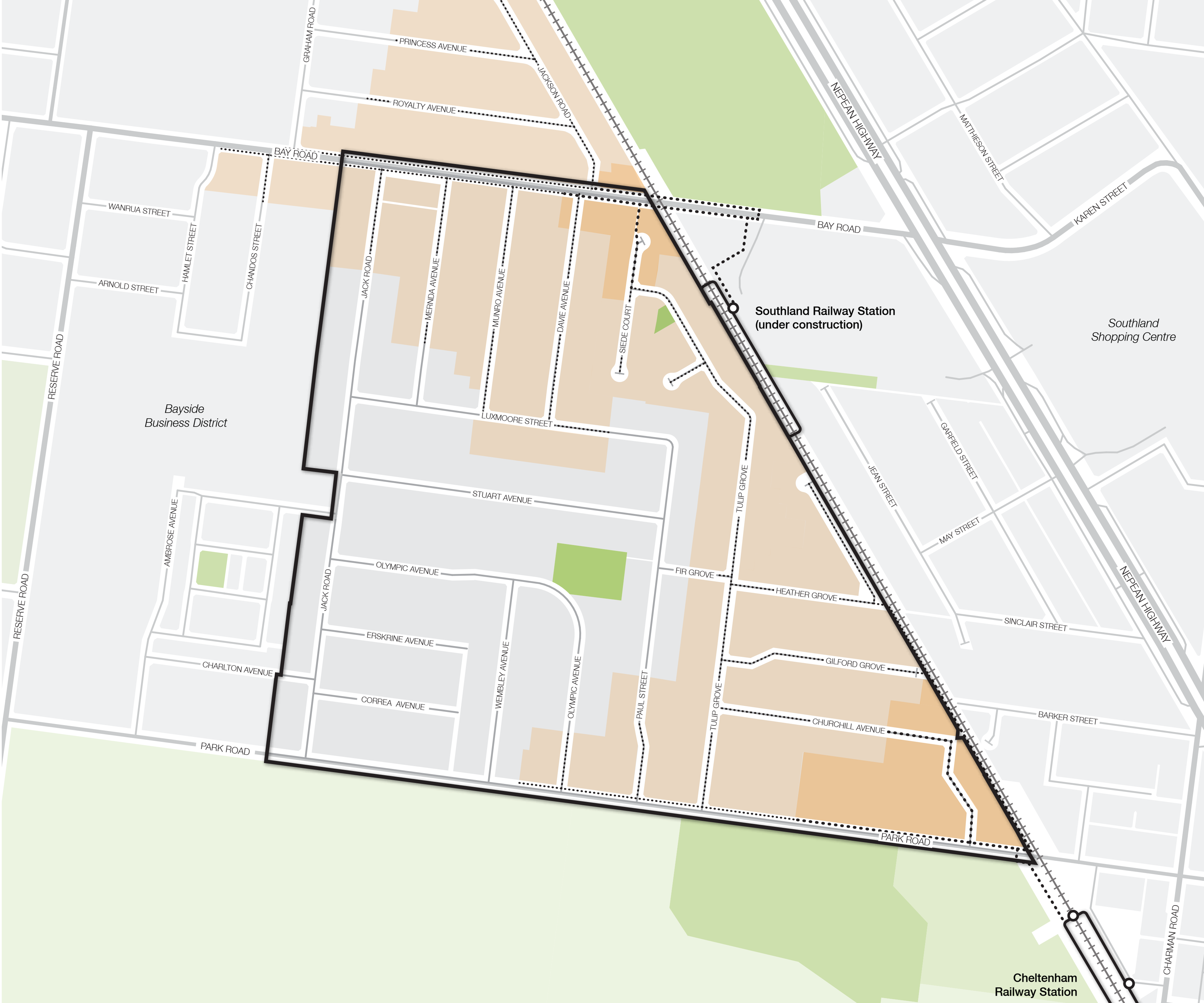


Open Space



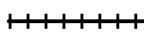
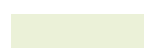
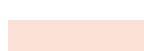
-  Study Area Boundary
-  Frankston Railway Line
-  Railway Station
-  >400m Distance to Recreation
Open Space >0.9Ha
-  Public Open Space
-  Public Open Space (Restricted Access)
-  Cemetery
-  Conservation Reserve
-  Private Open Space
-  Golf Course

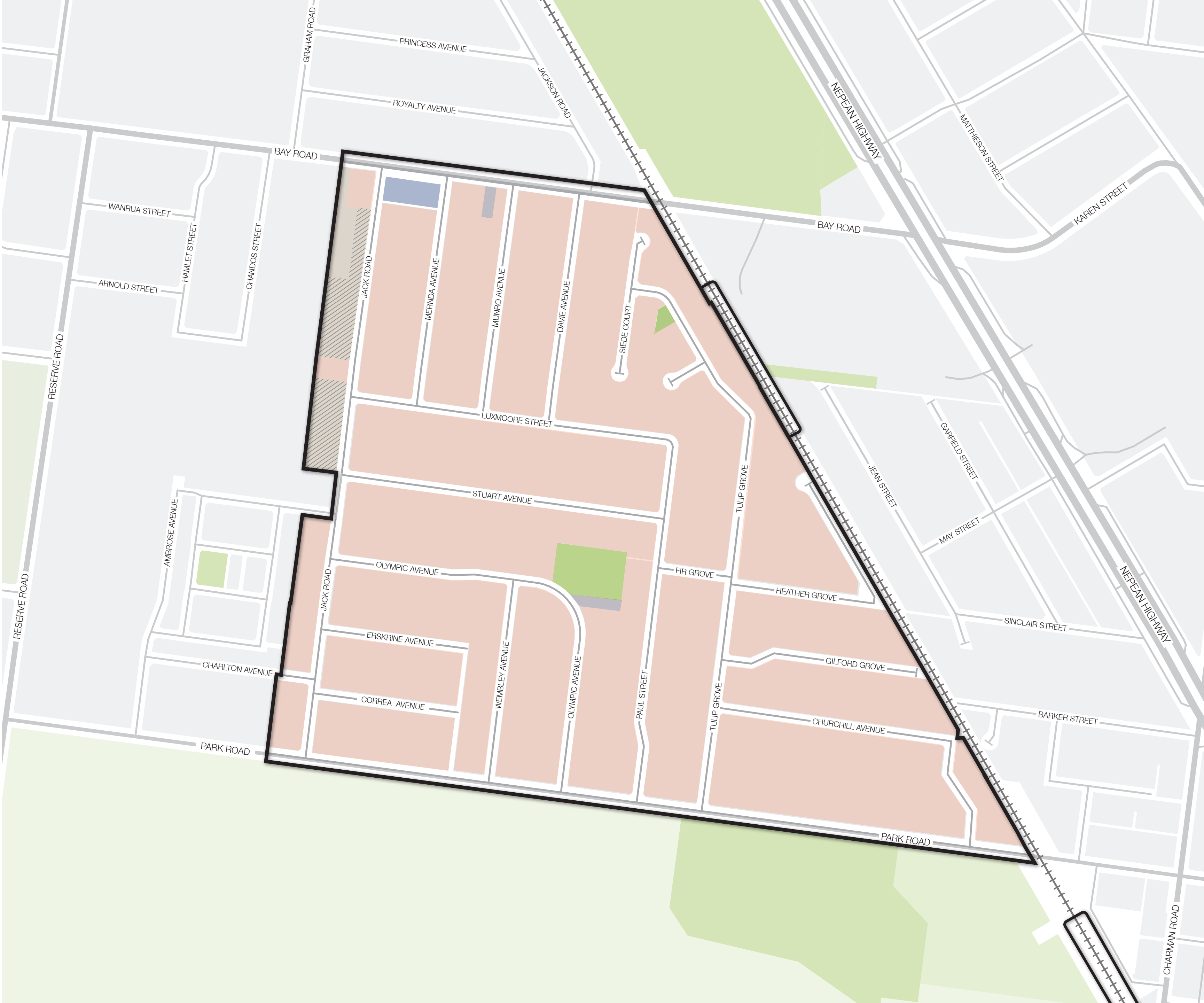
Walkability Analysis



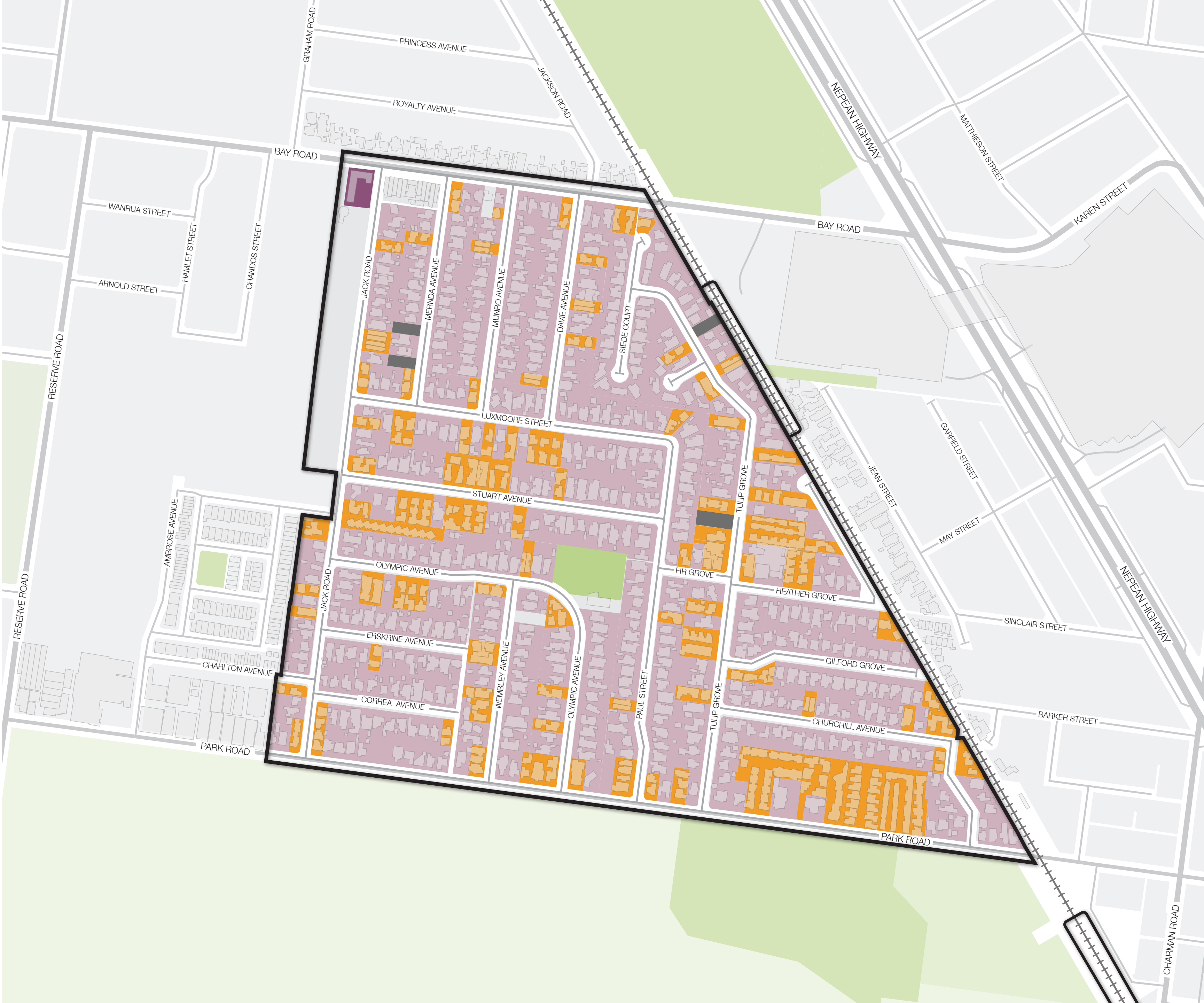
- Study Area Boundary
- Frankston Railway Line
- Railway Station
- Proposed Station Access
- Walking Route
- Within 400m Walking Catchment
- Within 800m Walking Catchment

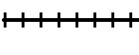
Existing Land Use

-  Study Area Boundary
-  Frankston Railway Line
-  Railway Station
-  Public Open Space
-  Public Open Space (Restricted Access)
-  Private Open Space
-  Residential
-  Commercial / Retail
-  Health & Education
-  Light Industrial
-  Vacant



Housing Typologies



-  Study Area Boundary
-  Frankston Railway Line
-  Railway Station
-  Detached Dwelling
-  Townhouse / Unit
-  Apartment
-  Vacant

Southland and Pennydale Structure Plan: Background Report

Key Directions



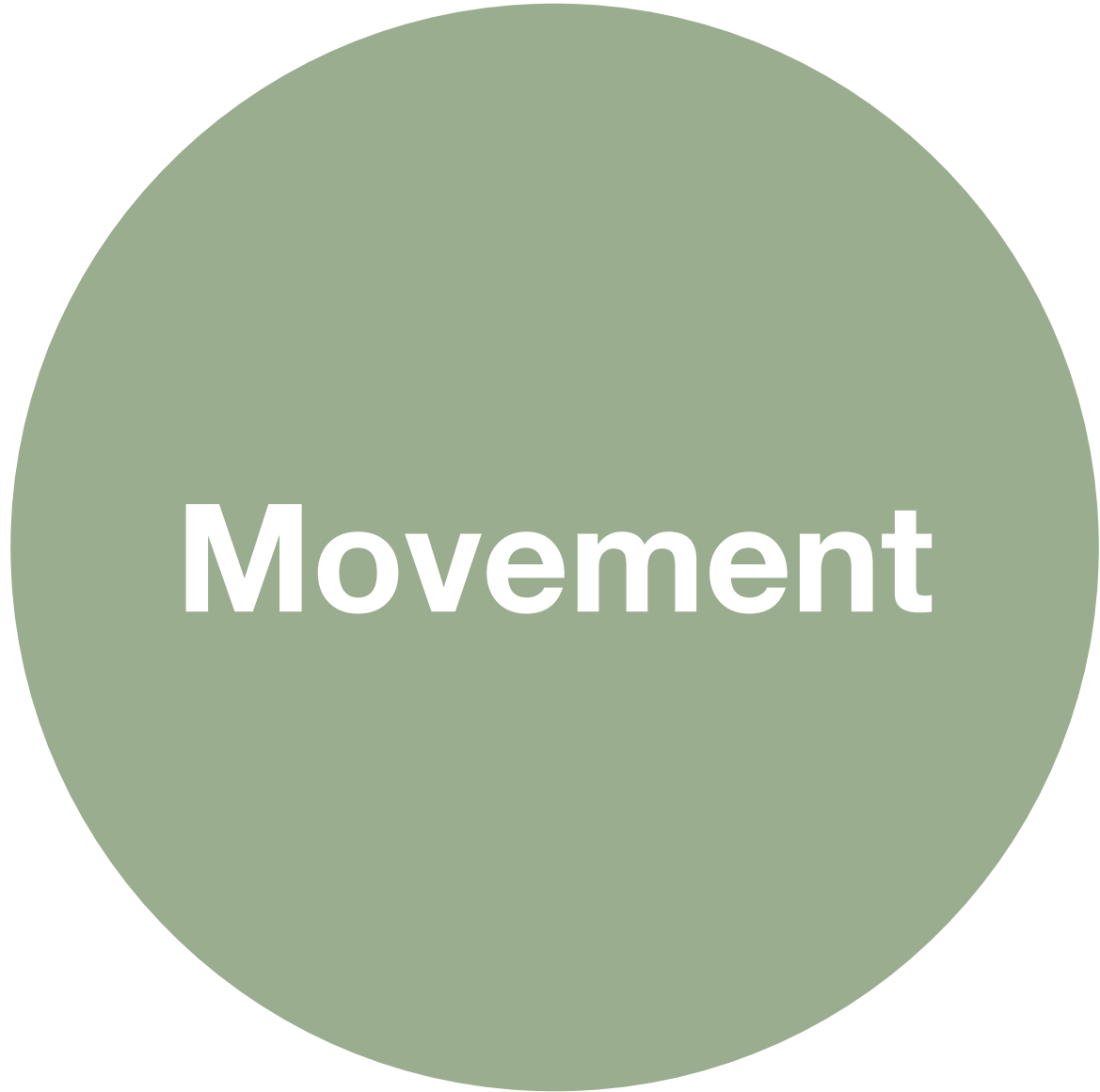
Background Report: Key Directions



Land Use

Strengthen the connection between the study area, Bayside Business District (BBD) to help create an economic triangle between Highett Activity Centre (HAC), Southland Shopping Centre and BBD.

Background Report: Key Directions



Movement

Advocate for **increased bus frequency and improved access** to Southland bus interchange.

Improve pedestrian and cycling amenity, particularly along Bay Road.

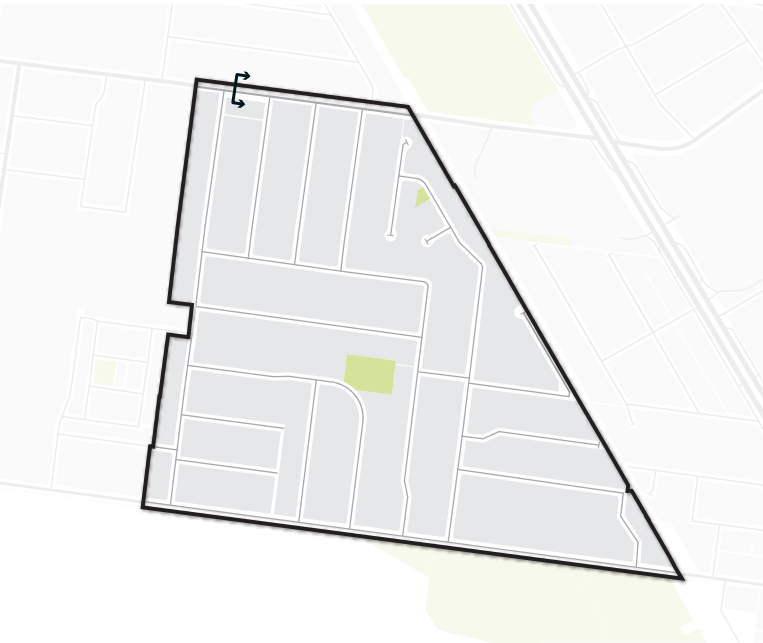
Consider the **limited permeability** of the road network when looking at potential locations for increased density and **ways to improve movement**.

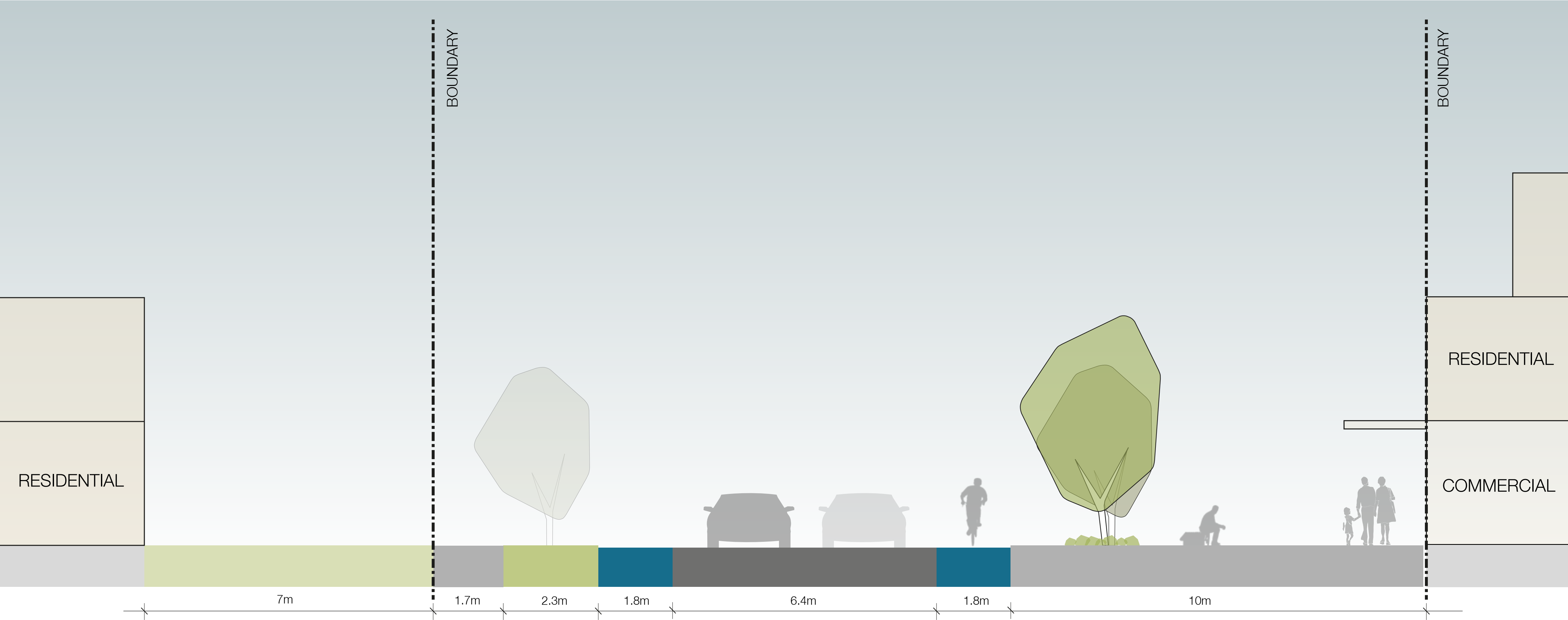
Address parking and traffic congestion associated with Southland Station.



Bay Road (existing)

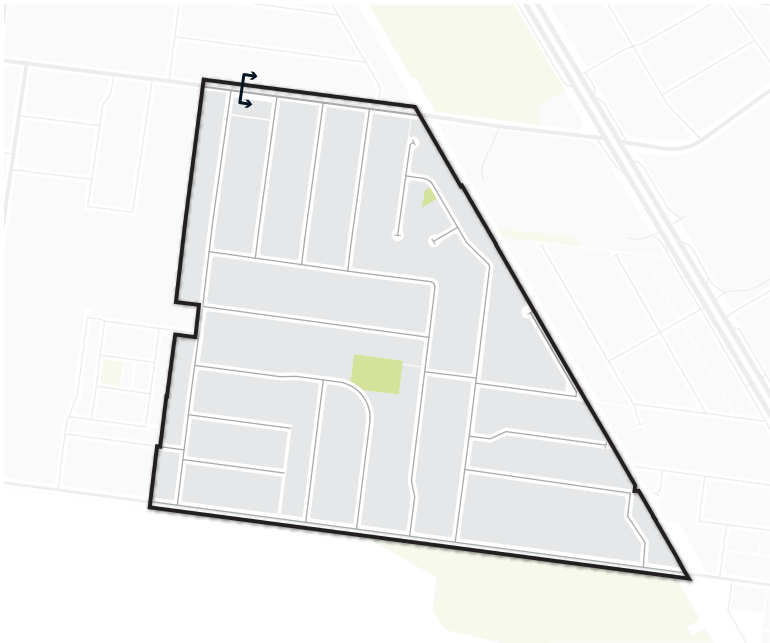
- Carraigeway
- Footpath
- Nature Strip
- Residential Setback

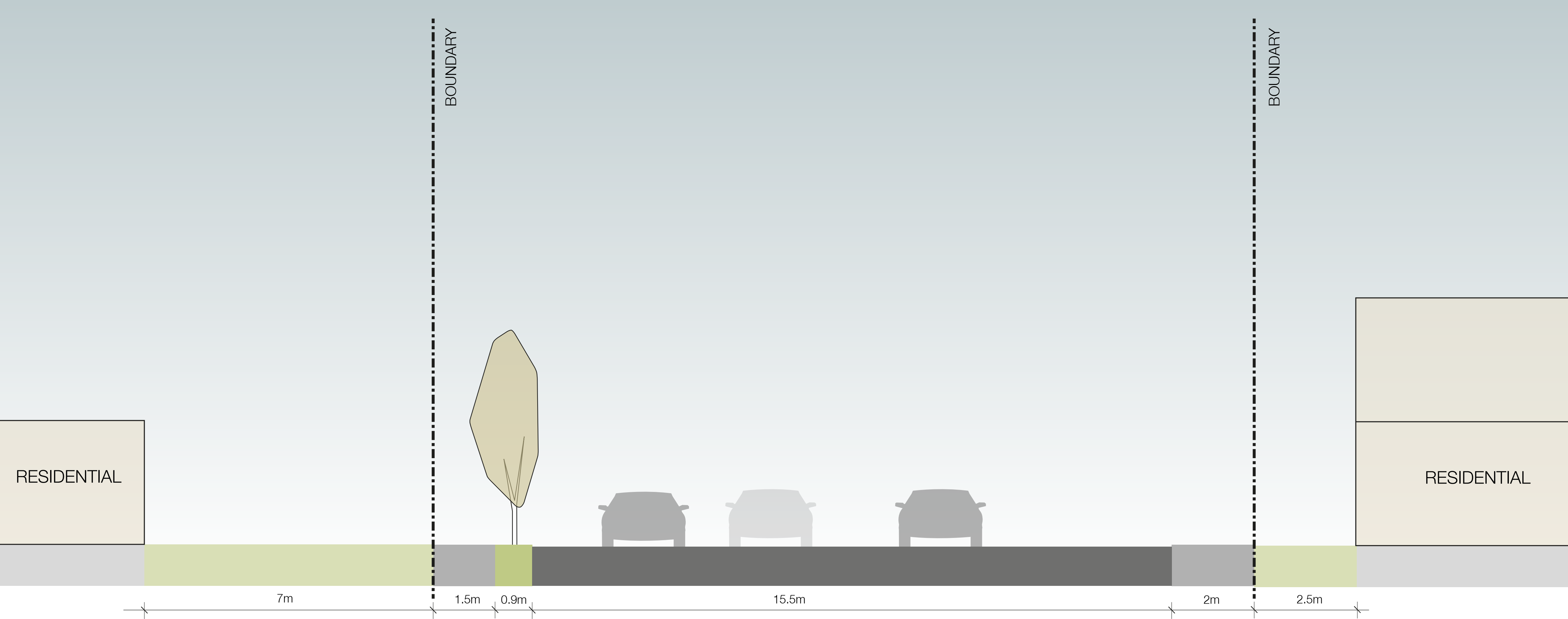




Bay Road (potential)

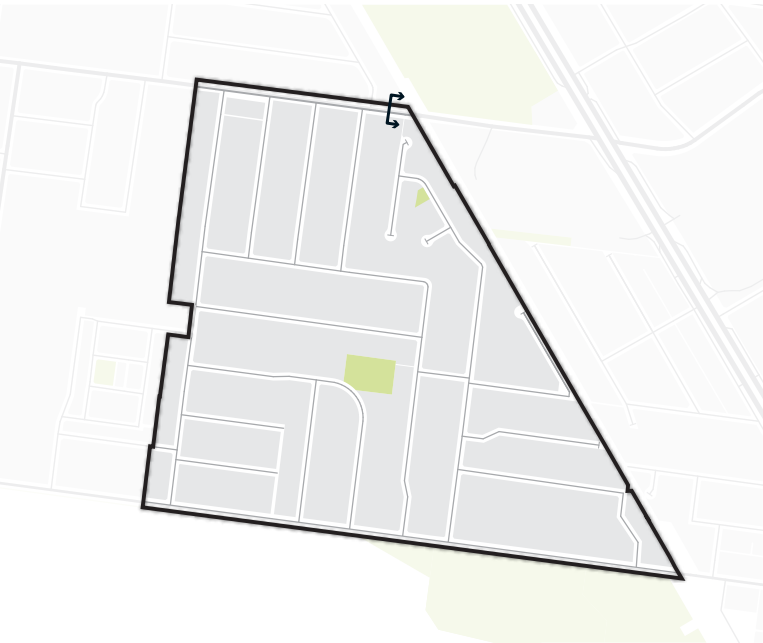
- Carraigeway
- Footpath
- Nature Strip
- Residential Setback
- Potential Bicycle Lane
- Potential Off Road Shared Path

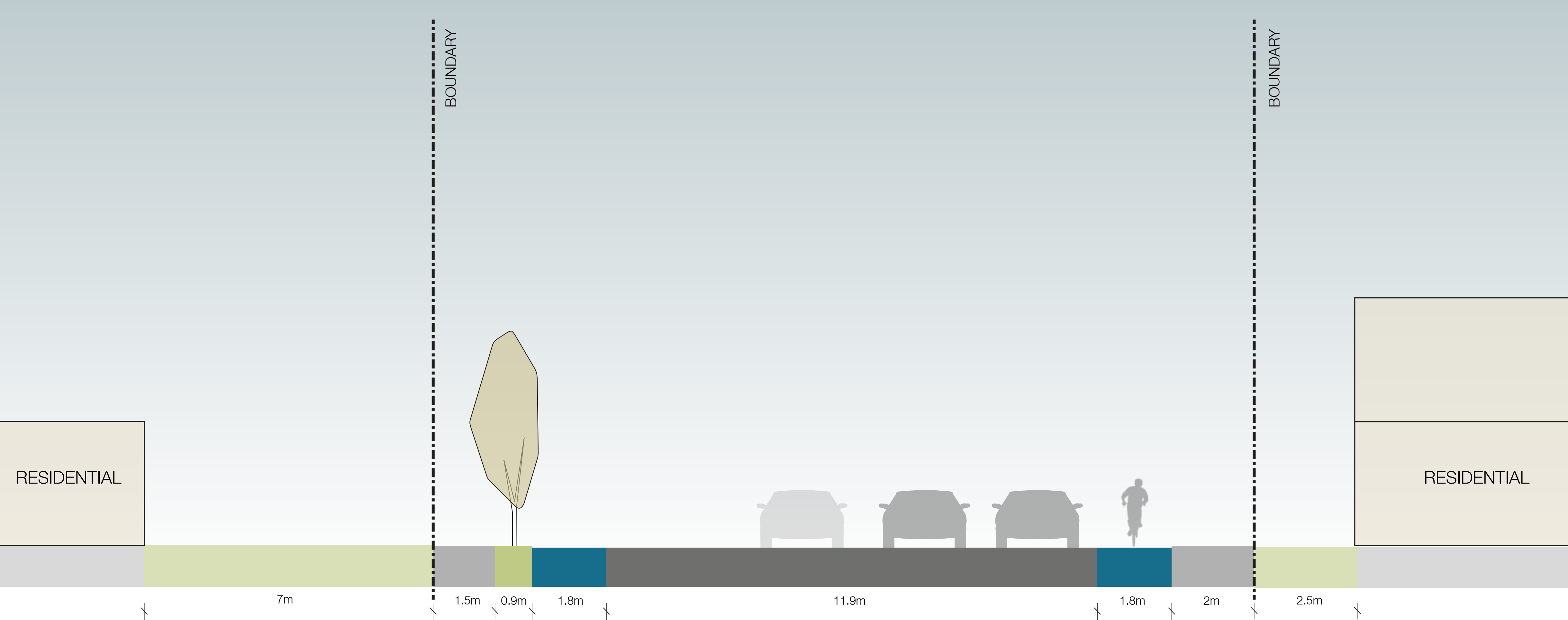




Bay Road (existing)

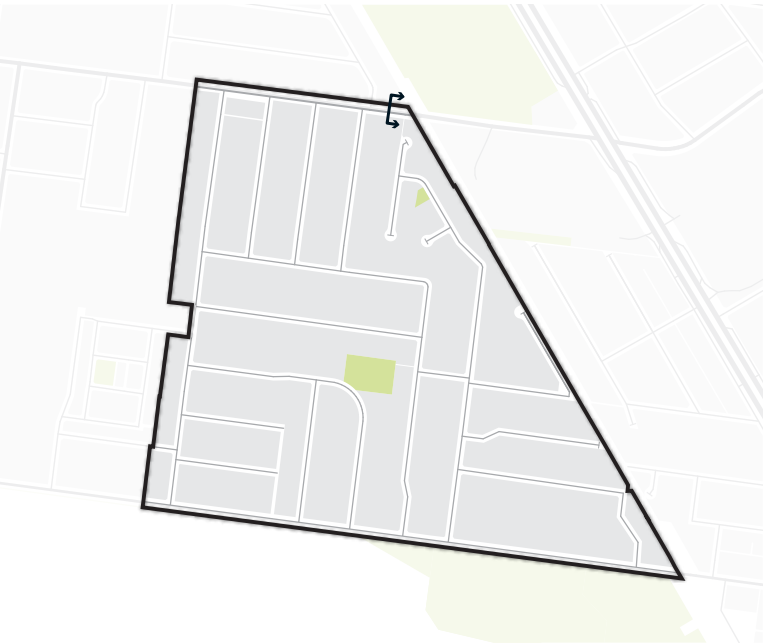
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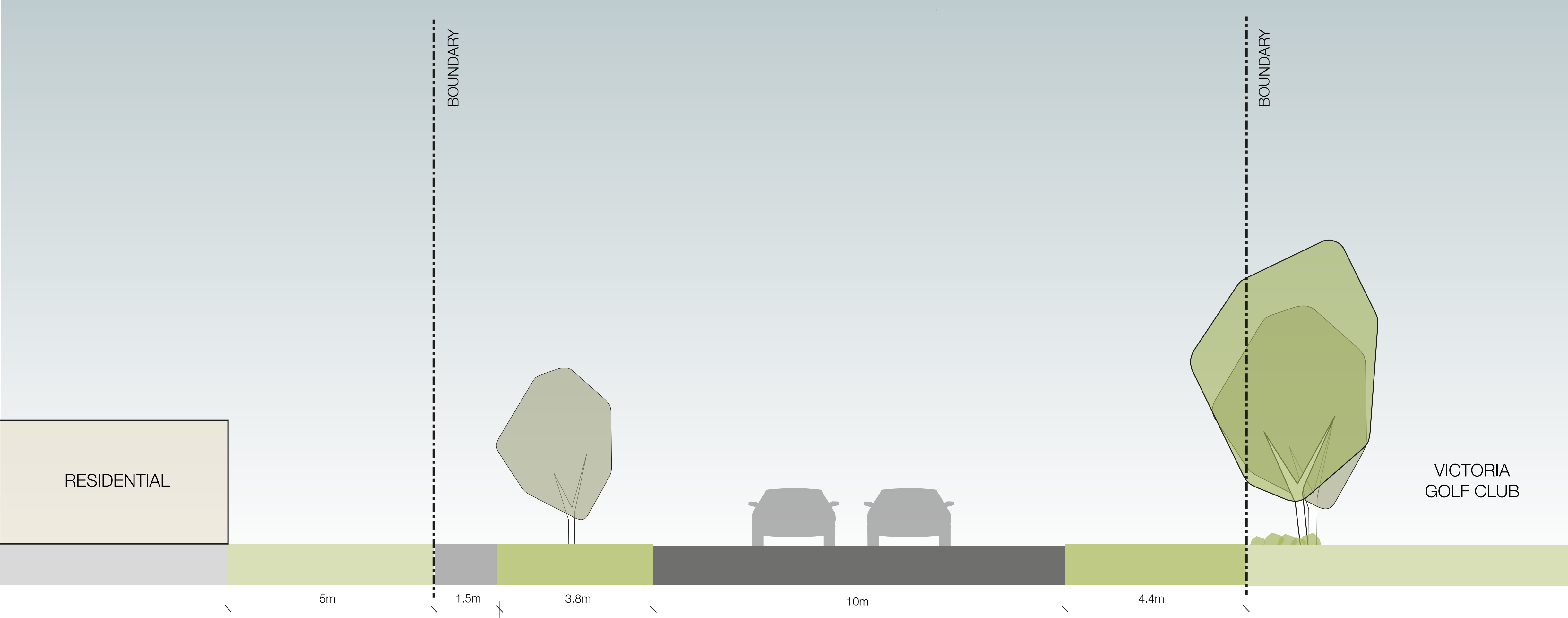




Bay Road (potential)

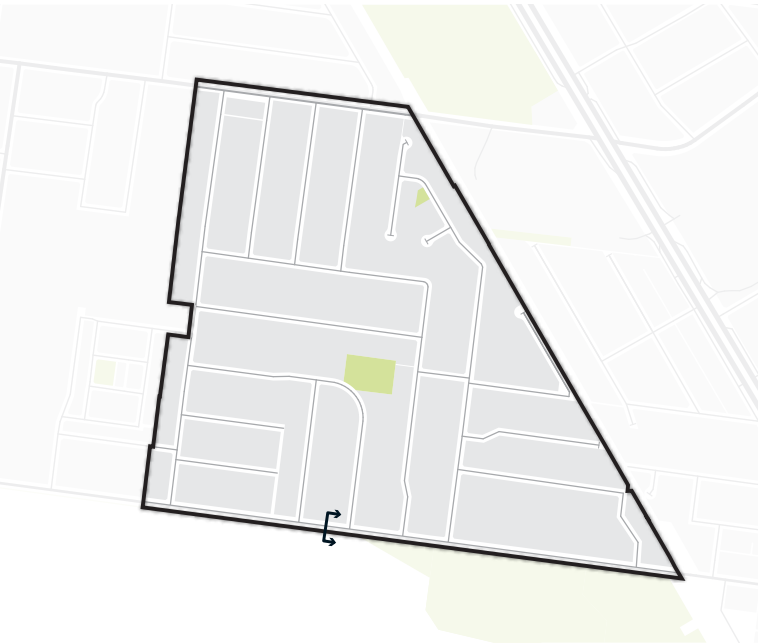
- Carraigeway
- Footpath
- Nature Strip
- Residential Setback
- Potential Bicycle Lane
- Potential Off Road Shared Path

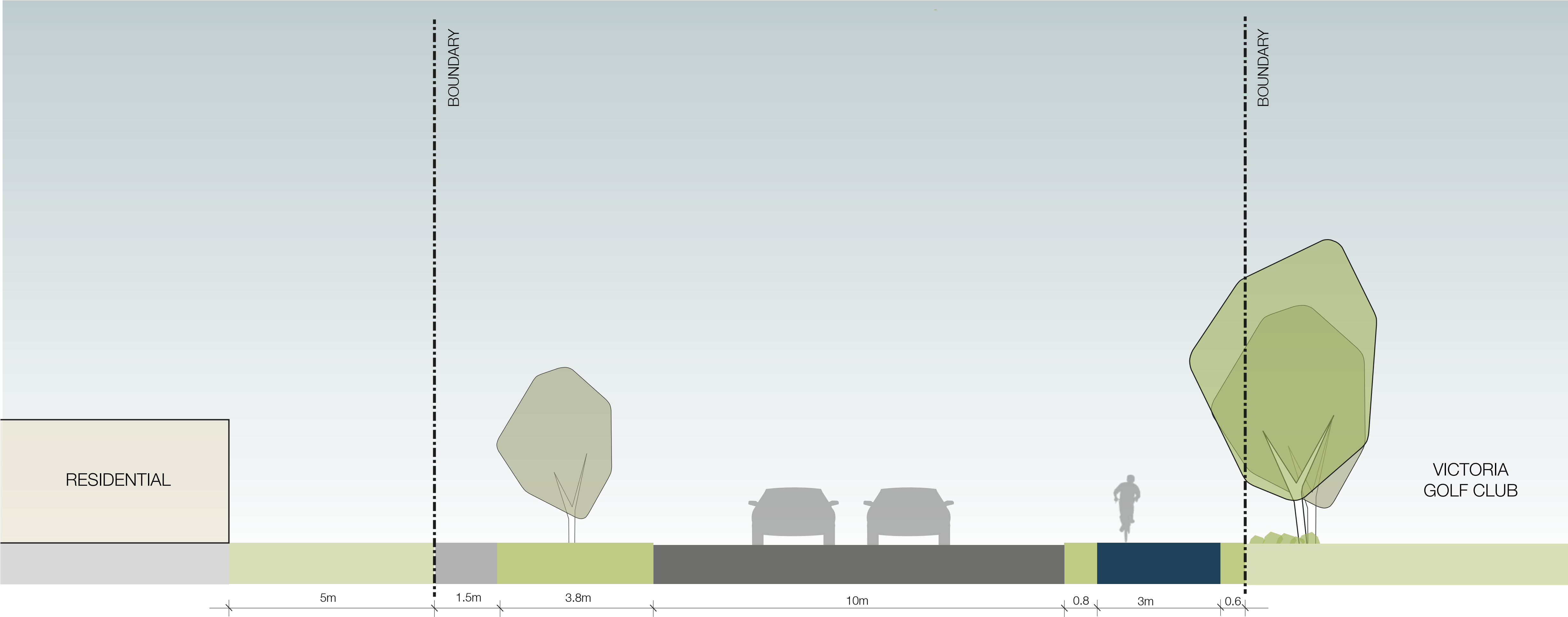




Park Road (existing)

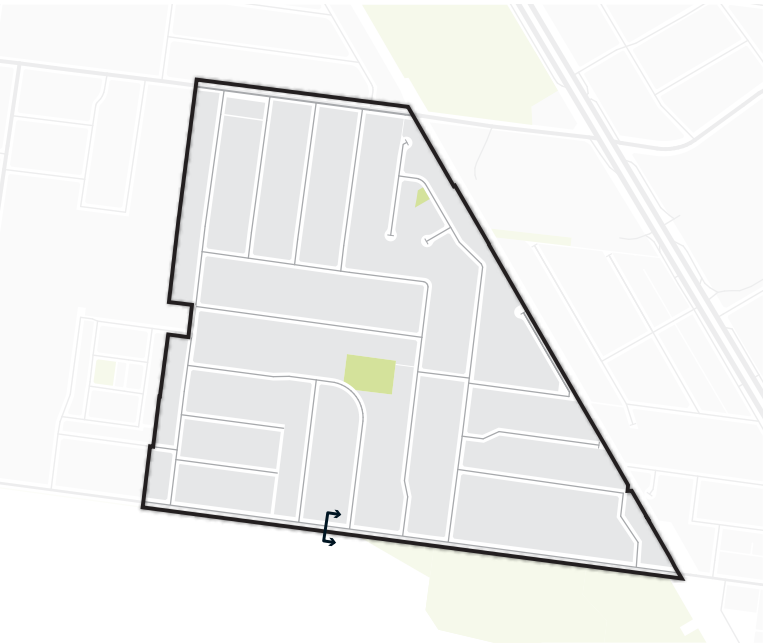
- Carraigeway
- Footpath
- Nature Strip
- Residential Setback



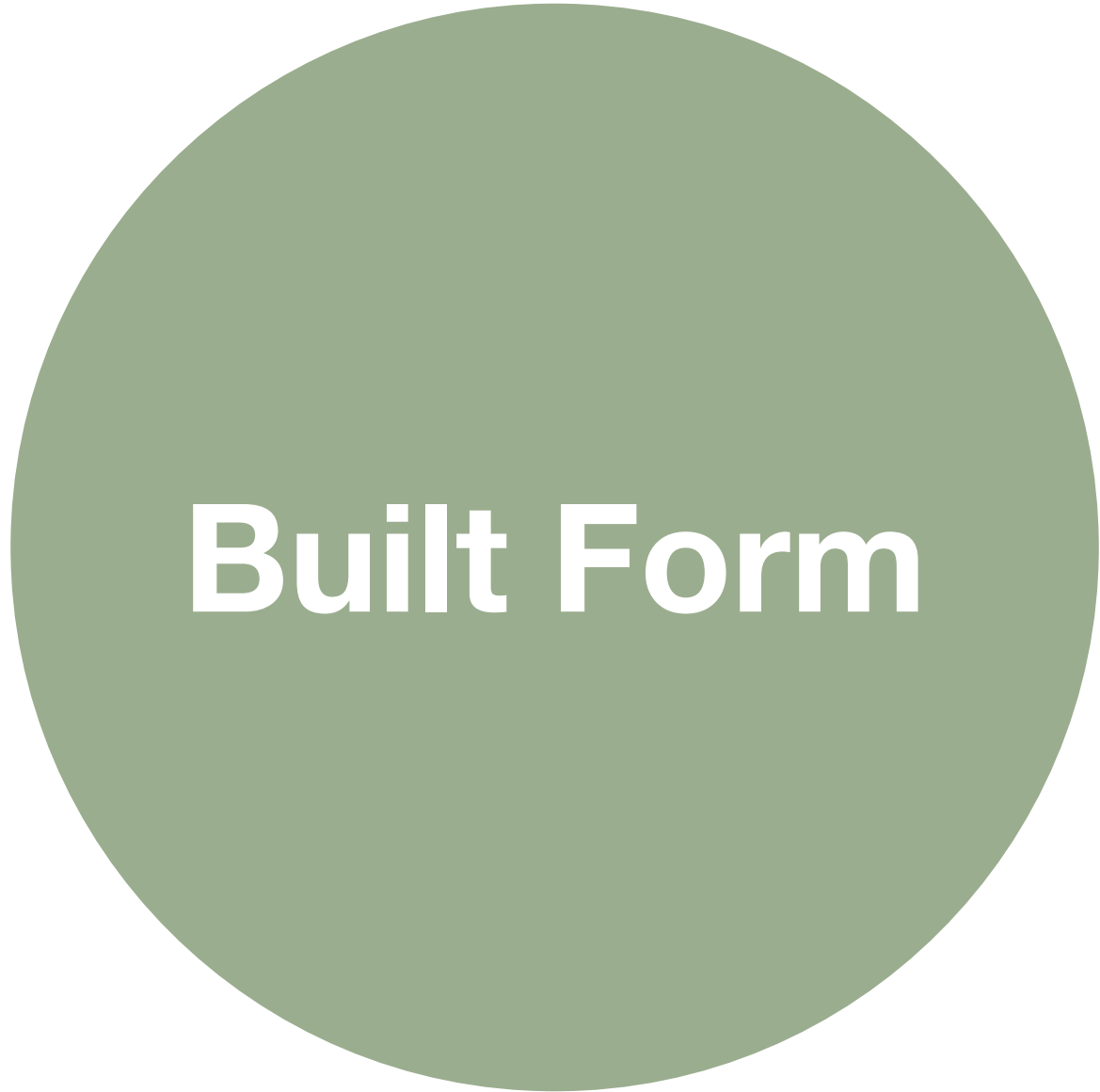


Park Road (potential)

- Carraigeway
- Footpath
- Nature Strip
- Residential Setback
- Potential Bicycle Lane
- Potential Off Road Shared Path



Background Report: Key Directions



Built Form

*Determine **locations** for **increased housing density** to meet forecast housing demand.*

*Retain elements of the areas **valued neighbourhood character**.*

Southland-Pennydale Structure Plan Possible Futures Assessment

Cardno
Bayside City Council
SJB Planning

October 2017



01 Southland-Pennydale Structure Plan Project Context

01 Southland-Pennydale Structure Plan – Project Context

> **The Project:** Provide Traffic, Transport & Parking advice to Bayside City Council for:

- Highett Structure Plan Review
- **Southland-Pennydale Structure Plan Development**

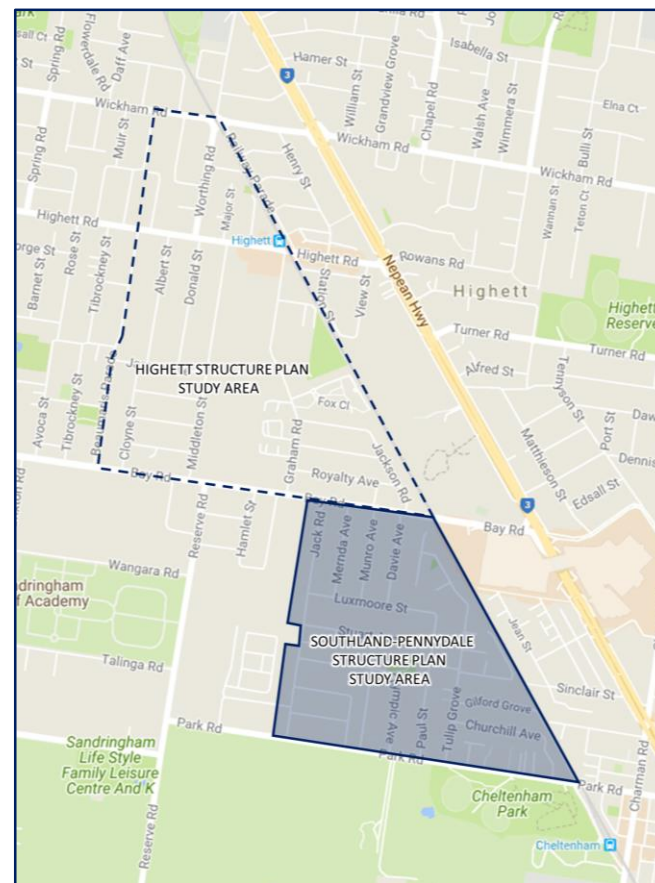
> **Key Project Objectives:**

- Provide a summary & assessment of existing conditions
- Assess potential impact of development options
- Provide advice on improving more sustainable transport mode use (walking, cycling and public transport)

> **Community request for a Traffic, Transport and Parking Study for Southland-Pennydale Structure Plan**

> **To Date:**

- Background Review & Preliminary Recommendations
- Advisory Group Presentation 11th October 2017



02 Southland-Pennydale Structure Plan Background Review

02 Southland-Pennydale Structure Plan – Method

Background Review Methodology:

- > Organise and commission **traffic and car parking surveys**
- > Conduct **site visit during peak activity periods** to gain an understanding of existing pedestrian, cycling, public transport and road networks, and issues raised by the community and Council
- > Review **Council policies/strategies** and other traffic and parking studies
- > Review **community consultation reports** to understand concerns:
 - Narrow local roads and associated traffic and car parking issues
 - Unsafe right turns into and out of local roads from major roads
 - Lack of safe pedestrian crossing points on major roads
 - Lack of bicycle connectivity and infrastructure
 - Development impact throughout Southland-Pennydale
 - Impact of Southland Station opening



02 Southland-Pennydale Structure Plan – Findings

Existing Pedestrian Network:

- > Generally well-connected with some notable missing links
- > Lack of safe crossing facilities at Bay Road and Park Road
- > Limited access to Southland Railway Station

Existing Cycling Network:

- > Local road network appropriate (low speed, low traffic environment)
- > Missing links across/along Bay Road, Park Road and Railway Line
- > No safe access to Southland Railway Station

Existing Road Network:

- > Local roads currently operating within capacity
- > Intersections with major/arterial roads currently operating within capacity

Existing Parking Conditions:

- > Car parking is generally available at peak times, with some areas observed to be at or near capacity



02 Southland-Pennydale Structure Plan – Recommendations

Improved Pedestrian Network:

- > Better provision of safe and continuous pedestrian routes and crossings across Bay and Park Roads, to / from Southland Station and along the Frankston Railway Line

Improved Bicycle Network:

- > Improve/provide bicycle routes within the Southland-Pennydale Precinct, notably along Bay or Park Roads, to / from Southland Station and to / from employment areas

Investigate Potential Intersection Upgrades:

- > Investigate/nominate whether existing intersections along Park and Bay Roads require upgrading, from both a traffic capacity perspective and a pedestrian safety perspective:

Integrate Southland Station into Transport and Land Use Planning:

- > Integrate transport network and land use planning to complement the new Southland Station, notably improving connectivity to Southland Station on foot, by bicycle and by bus



Source: Level Crossing Removal Authority 2017



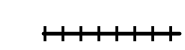
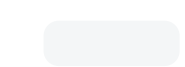
Source: PTV 2017

Structure Plan Options



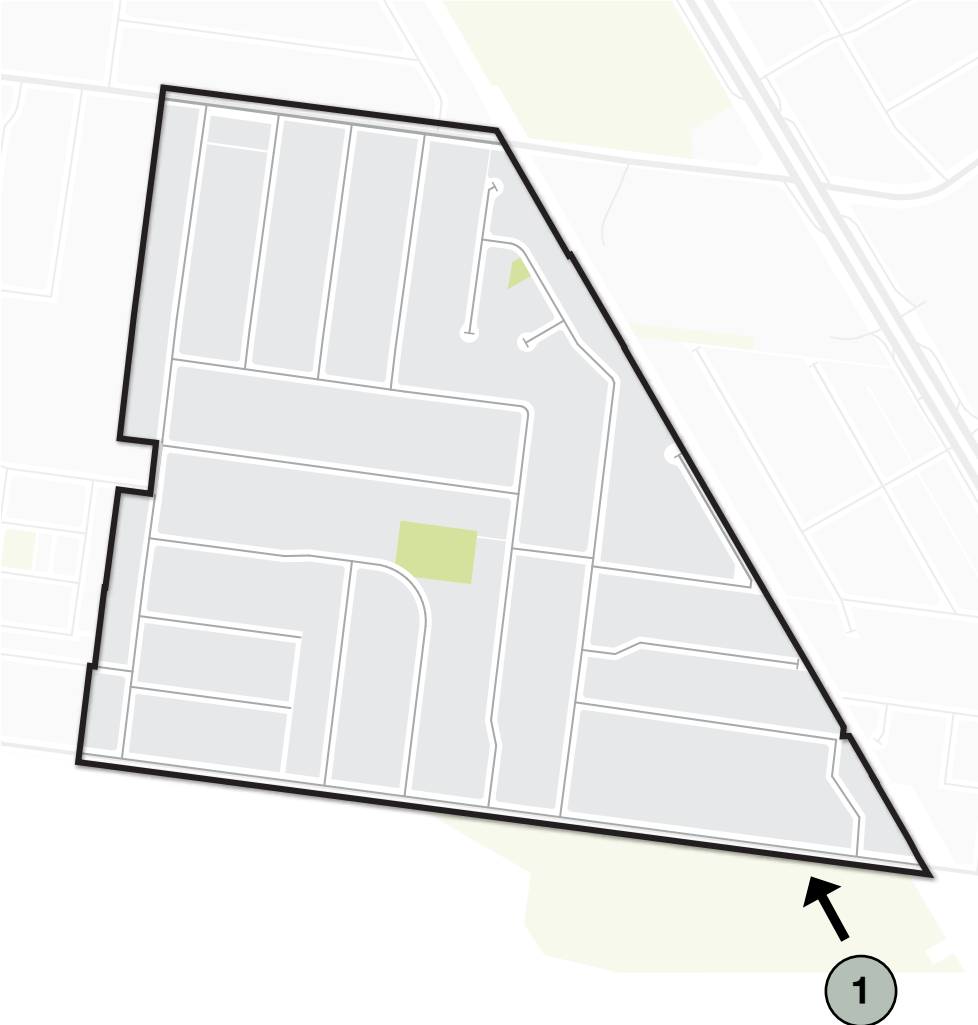
Possible Future 01

Built Form

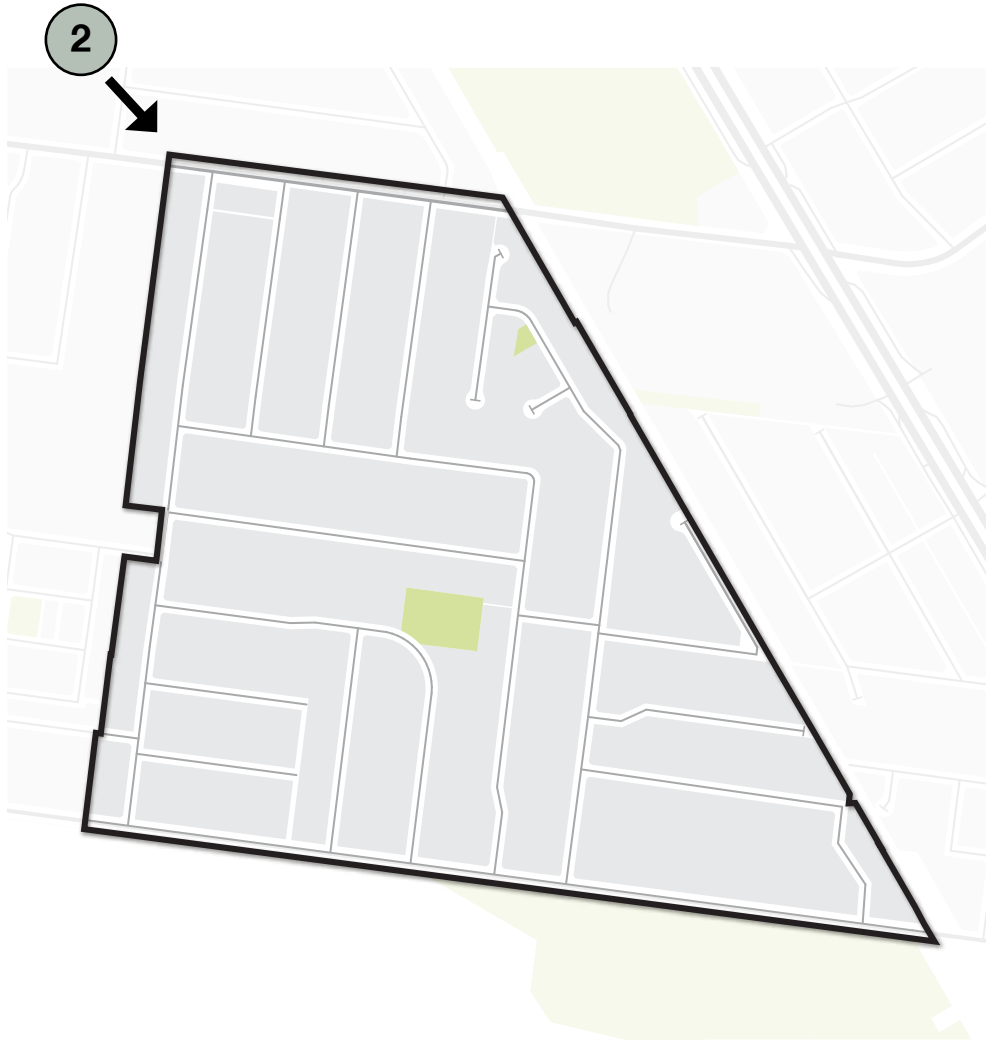
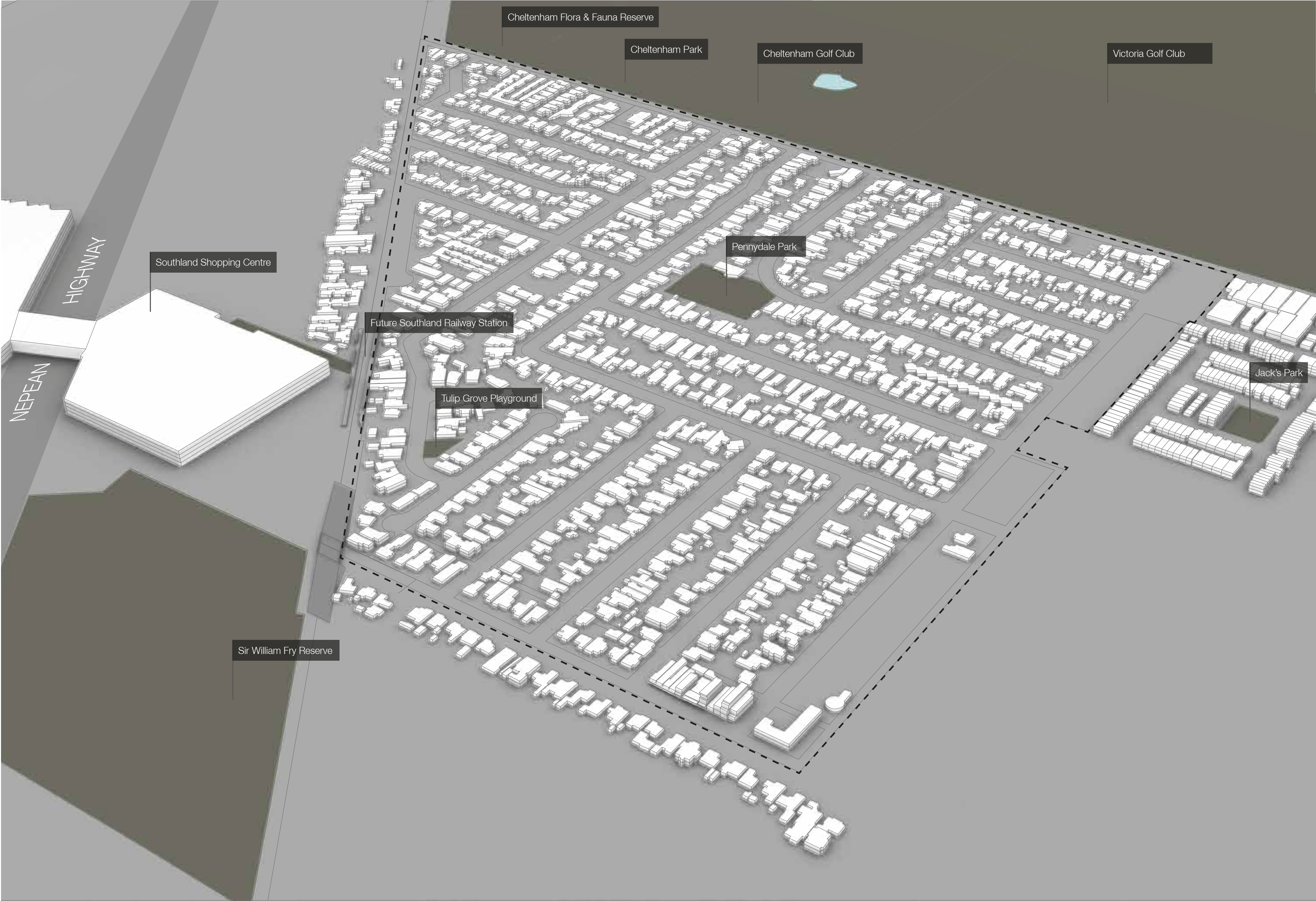
-  Study Area Boundary
-  Frankston Railway Line
-  Railway Station
-  Maximum 3 Storeys
-  Heritage Overlay
-  Potential Acquisition (LXRA)



Possible Future 01



Possible Future 01



03 Southland-Pennydale Structure Plan Possible Future 1

03 Southland-Pennydale Structure Plan – Possible Future 1



Overview:

- > **Subdivided Lots** along Bay Road, Park Road and Jack Road
- > **Improved Pedestrian Network** along Railway Line and across Park Road
- > **Improved Bicycle Routes** along Bay Road and Park Road
- > **Improved Southland Station Access** from Bay Road and Heather Grove
- > **Main Vehicle Corridors** along Bay Road, Park Road and Jack Road

03 Southland-Pennydale Structure Plan – Possible Future 1



Traffic Implications:

- > Bay Road / Jack Road
- > Bay Road / Munro Avenue
- > Park Road / Jack Road
- > Park Road / Wembley Avenue
- > Park Road / Tulip Grove
- > Park Road / Potential Access

03 Southland-Pennydale Structure Plan – Possible Future 1

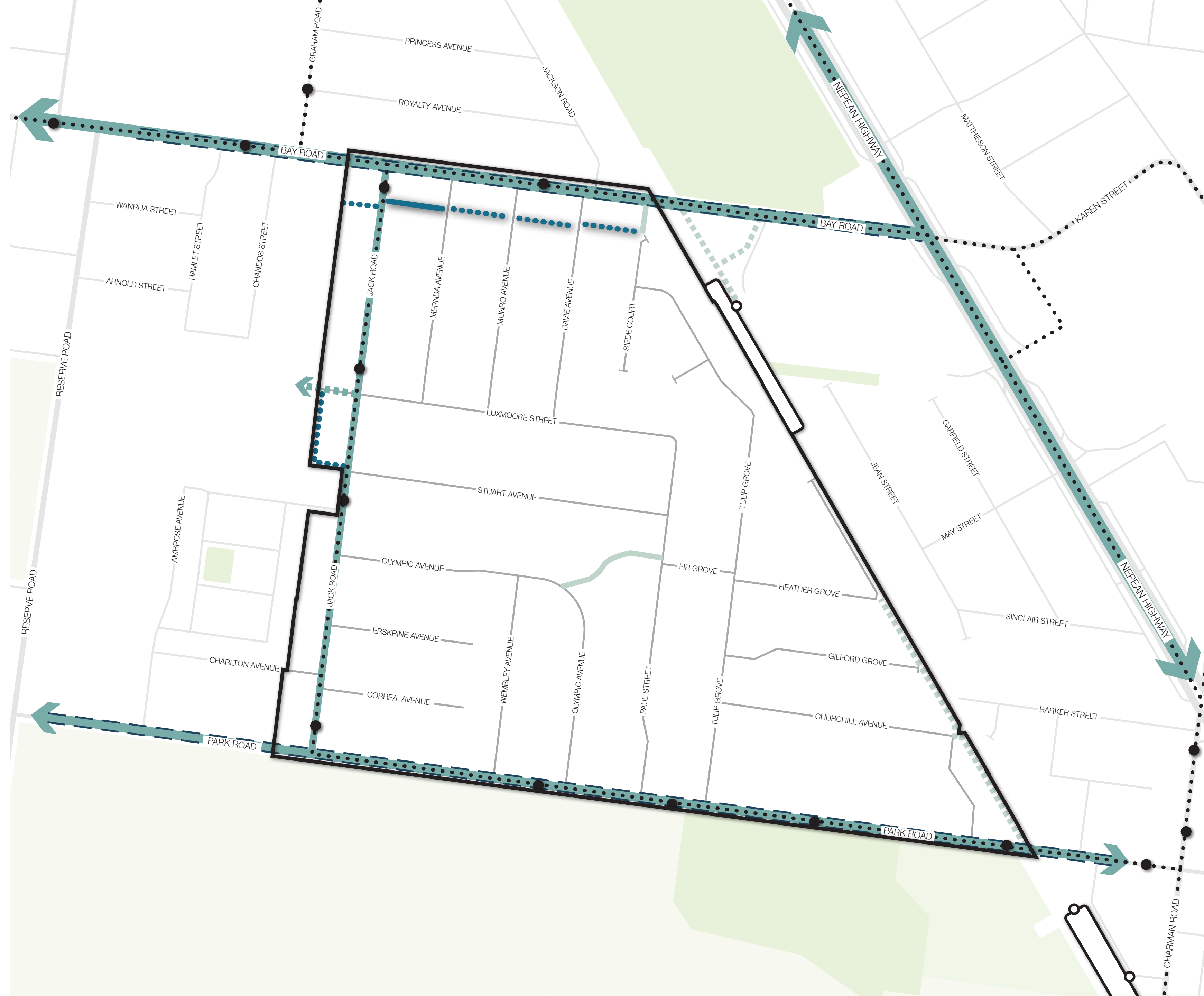


Car Parking Implications:

- > Assumes statutory requirement is provided
 - 2 spaces per dwelling for residents
 - 1 space per five dwellings for visitors
- > Represents conservative figure!
 - Actual demand may be less
- > Minor increases in on-street car parking demand
 - Expected to be accommodated within existing provisions

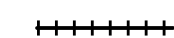
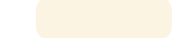
Possible Future 02 Movement

- Study Area Boundary
- Frankston Railway Line
- Railway Station
- Station Entrance
- Existing Bus Routes
- Existing Bus Stops
- Proposed Cylce Infrastructure
- Primary Vehicular Movement
- Proposed Vehicular Access
- Strengthen Existing Laneway
- Proposed Laneway
- Improve Existing Pedestrian Link
- Proposed Pedestrian Link



Possible Future 02

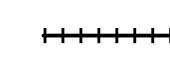
Land Use

-  Study Area Boundary
-  Frankston Railway Line
-  Railway Station
-  Mixed Use
-  Residential (substantial growth)
-  Residential (moderate growth)
-  Residential (minimal growth)
-  Existing Open Space
-  Proposed Open Space



Possible Future 02

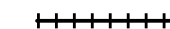
Built Form

-  Study Area Boundary
-  Frankston Railway Line
-  Railway Station
-  Maximum 4 Storeys
-  Maximum 3 Storeys
-  Ground Floor Setback
-  Transitional Height and Setback
-  Heritage Overlay
-  Potential Acquisition (LXRA)



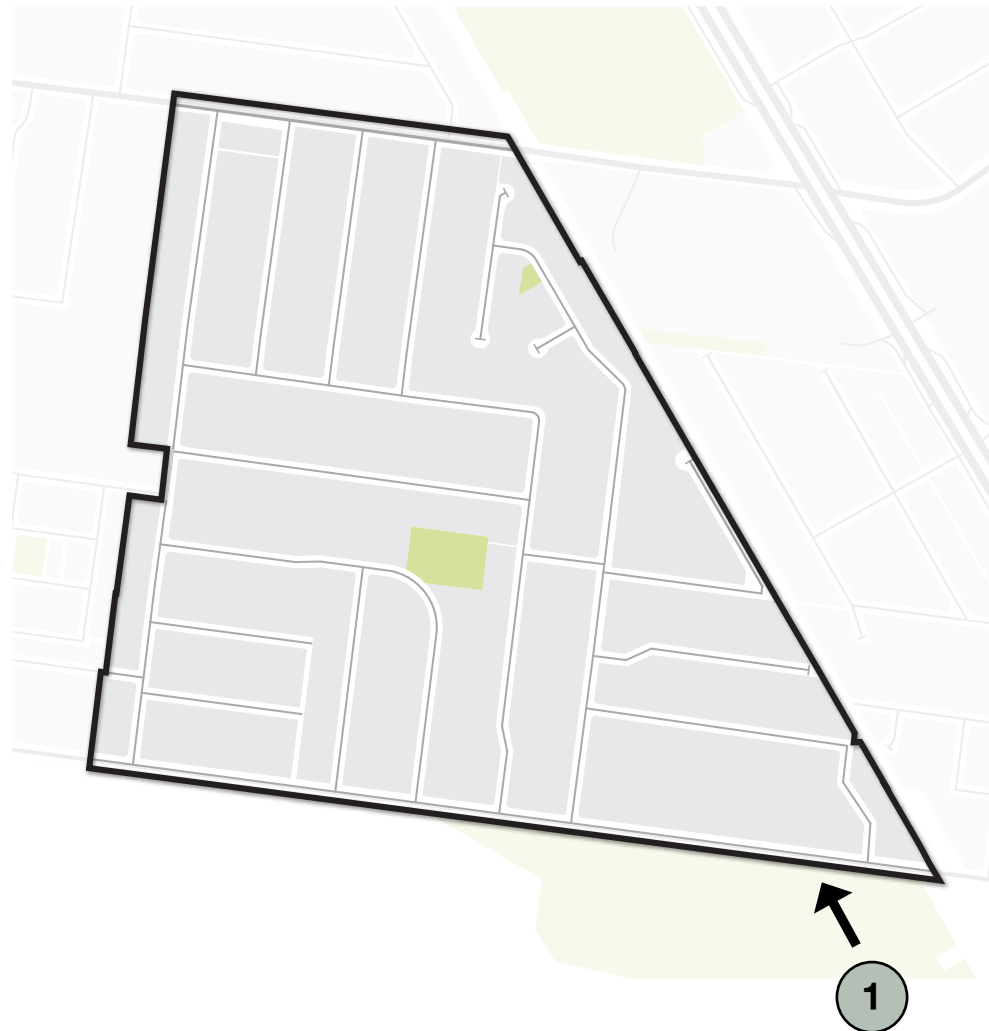
Possible Future 02

Public Realm

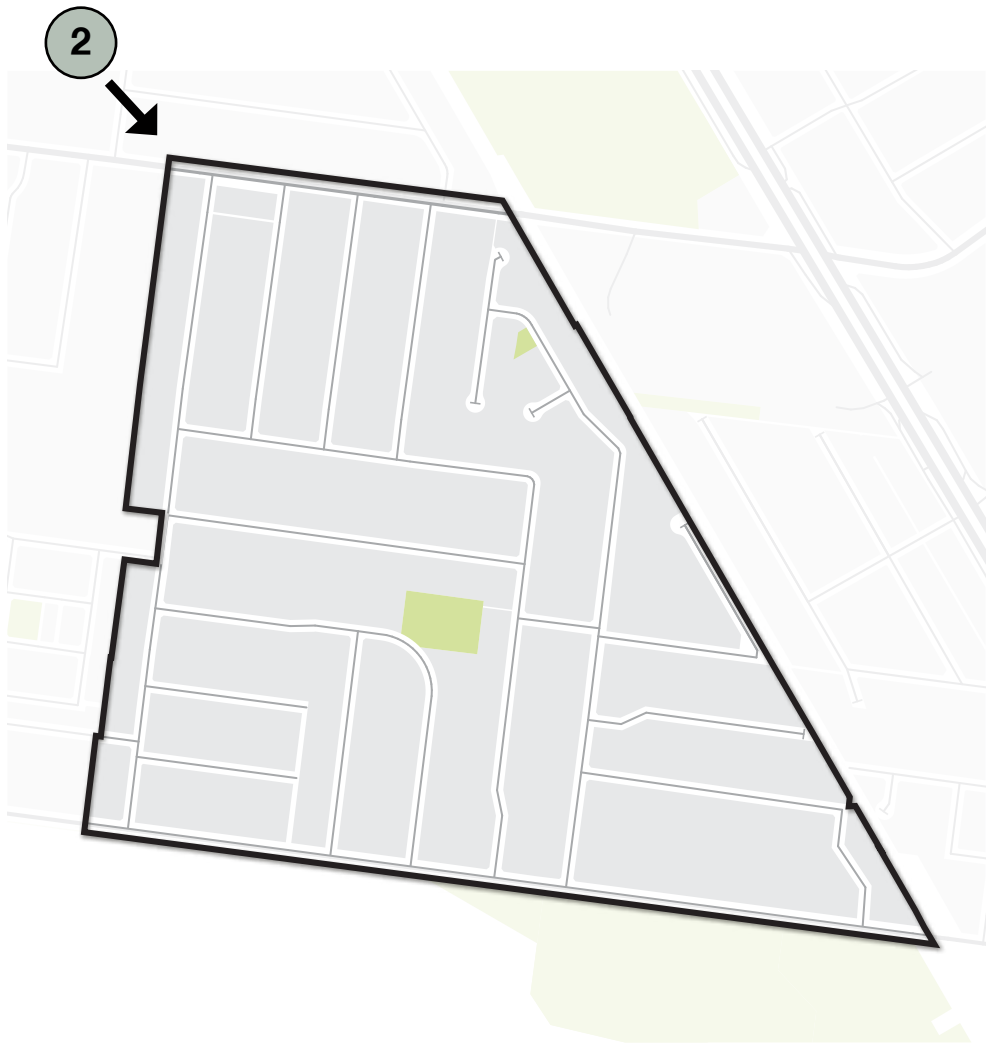
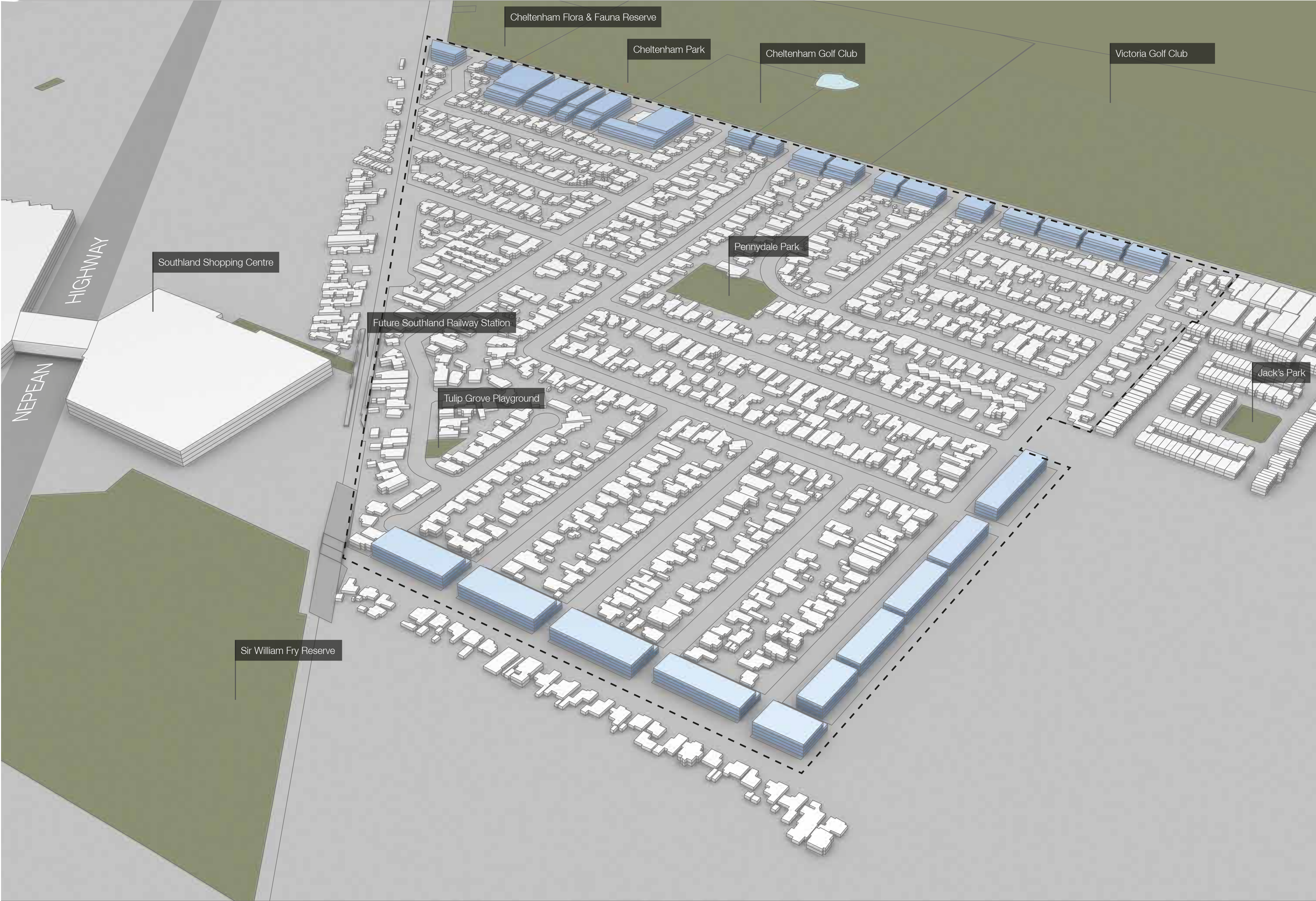
-  Study Area Boundary
-  Frankston Railway Line
-  Railway Station
-  Existing Open Space
-  Proposed Open Space
-  Protect Private Vegetation
-  Maintain Railway Screening
-  Maintain Leafy Residential Streetscape
-  Established Canopy Planting
-  Pedestrian Arrival
-  Shared Zone
-  Enhance Pedestrian Experience



Possible Future 02



Possible Future 02



04 Southland-Pennydale Structure Plan Possible Future 2

04 Southland-Pennydale Structure Plans – Possible Future 2



Overview:

- > **Four Storey Buildings** along Bay Road, Park Road and Jack Road
- > **Improved Pedestrian Network** along Railway Line and across Park Road
- > **Improved Bicycle Routes** along Bay Road and Park Road
- > **Improved Southland Station Access** from Bay Road and Heather Grove
- > **Main Vehicle Corridors** along Bay Road, Park Road and Jack Road

04 Southland-Pennydale Structure Plans – Possible Future 2



Traffic Implications:

- > **Bay Road / Jack Road**
 - May require upgrade to signalised arrangement
- > **Bay Road / Munro Avenue**
- > **Park Road / Jack Road**
- > **Park Road / Wembley Avenue**
- > **Park Road / Tulip Grove**
- > **Park Road / Potential Access**
 - Details of access arrangements to be confirmed

04 Southland-Pennydale Structure Plans – Possible Future 2



Car Parking Implications:

- > **Assumes statutory requirement is provided**
 - 1 or 2 spaces per dwelling for residents
 - 1 space per five dwellings for visitors
- > **Represents conservative figure!**
 - Actual demand may be less
- > **Some additional car parking demand on-street near development**
 - Jack Road car parking arrangement to be investigated



Alternative Possible Future

Considering our discussions today I would like to see....



Possible Future 01

Considering the information provided today I am....



CONCERNED BY...



COMFORTED BY...



FRUSTRATED BY...



ANYTHING ELSE...



Possible Future 02

Considering the information provided today I am....



CONCERNED BY...



COMFORTED BY...



FRUSTRATED BY...



ANYTHING ELSE...



Alternative Possible Future

Considering our discussions today I would like to see....