

Southland & Pennydale Structure Plan

Possible Futures Survey results

November 2017

Prepared by: Bayside City Council

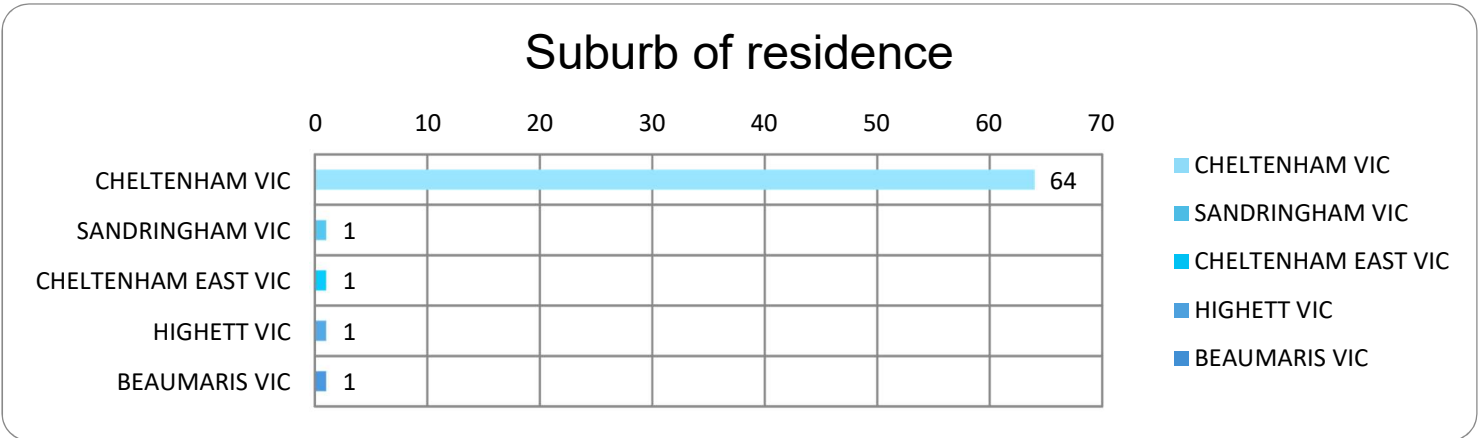
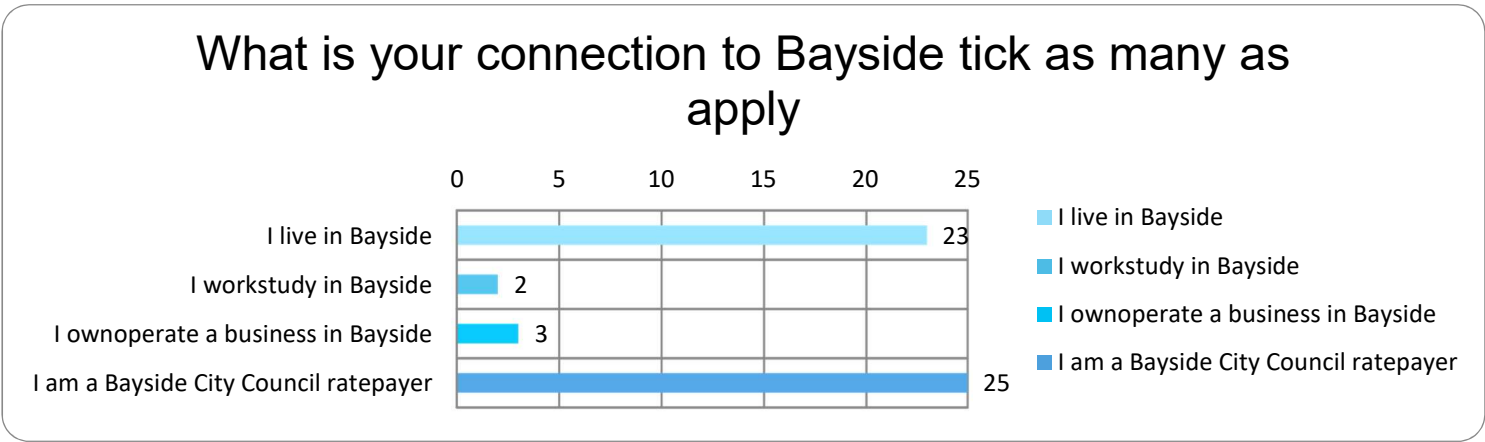
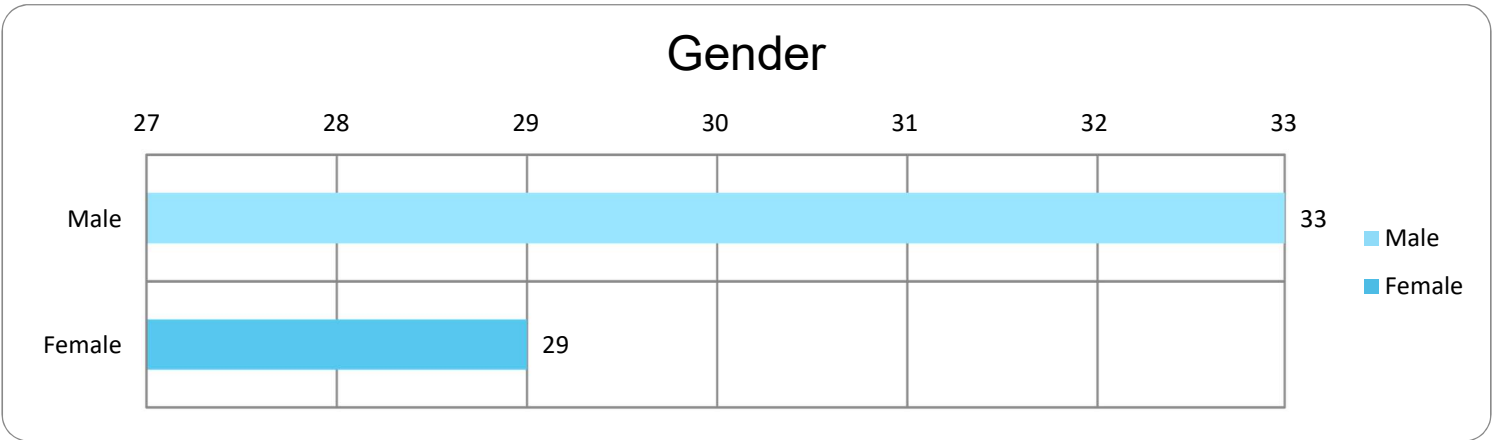
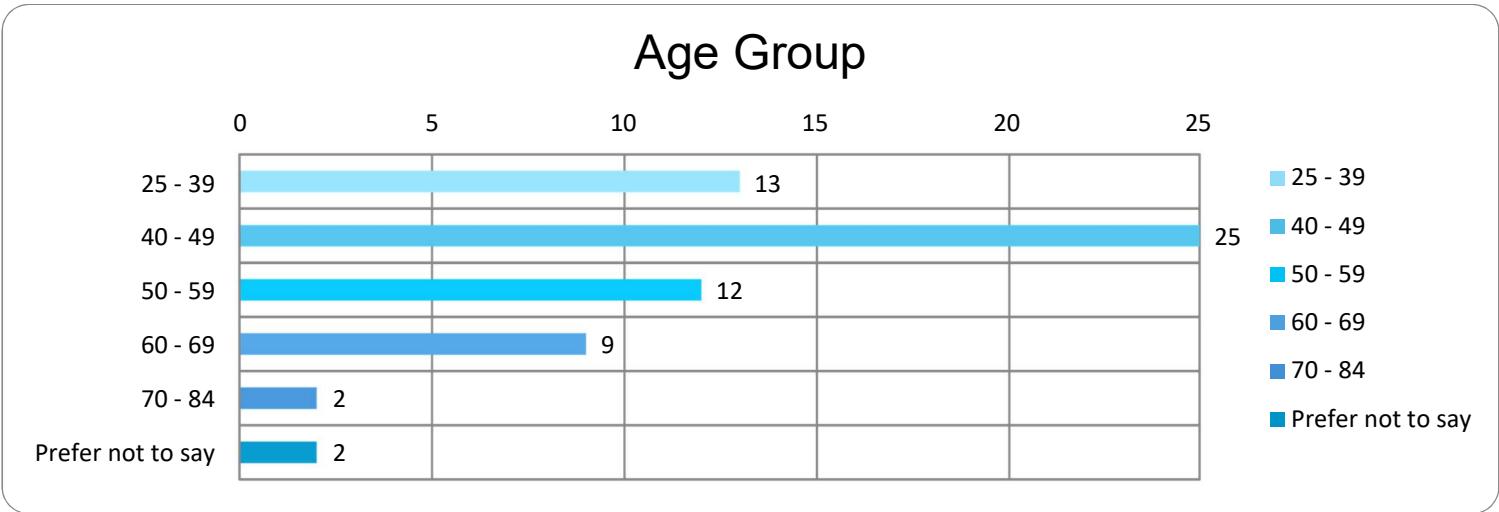


Introduction

To help inform the draft Southland–Pennydale Structure Plan, Council engaged traffic and urban design specialists to gain a better understanding of the existing conditions of the Cheltenham/Pennydale area and to think about how the area could look 15-20 years in the future. Three ‘possible futures’ were presented to the community for feedback at a community workshop on Saturday 21 October 2017. As a result of community feedback, the 3rd possible future, which considered 6 storey development around the Southland train station and parts of Park Road, was removed and is no longer being considered as an option. A further community workshop was held on Wednesday 25 October 2017 which considered the remaining two ‘possible futures’. The feedback from the two community workshops is available in the ‘Workshop Meeting Notes’ report by MosaicLab.

To complement the community workshops held on Saturday 21 October 2017 and Wednesday 25 October 2017, an online survey was available via the Bayside Have Your Say page from Thursday 26 November until 12 November 2017. A hard copy was also available for those who preferred this format. The online survey was complete by 76 individuals, with 3 individuals completing the hardcopy survey, and one typed letter.

The following summarises the demographic profile of survey participants. Not all participants filled in the demographic information, therefore these figures do not capture all survey participants.



Survey Questions and Results

To enable survey participants to understand the differences between the 2 possible futures, the characteristics of each possible future were summarised in a table, and people were asked whether they supported, didn't support, or were unsure about each different characteristic.

Participants were then asked to provide a reason/reasons for their responses to the characteristics data to help Council officers more fully understand the quantitative responses.

The questions asked are provided below, followed by the survey participant responses.

Possible Future 01

In this possible future, the area retains its existing zoning (General Residential Zone) which allows up to 3 storey development throughout the Study Area.



Provide your feedback on the characteristics of Possible Future 01 *

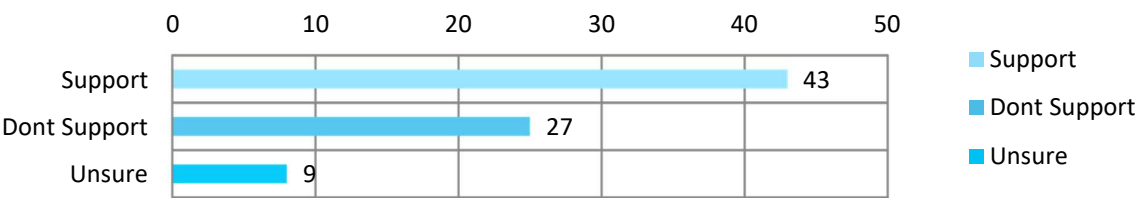
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No change to current GRZ zone three-storey development is permitted across study area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Development is spread across the study area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic management strategies will be implemented gradually as the area changes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved pedestrian connections along the railway line and across Bay and Park Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved cycle routes along Bay and Park Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community facilities and infrastructure will be upgraded as the area changes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide a reasons for your response in Possible Future 01 *

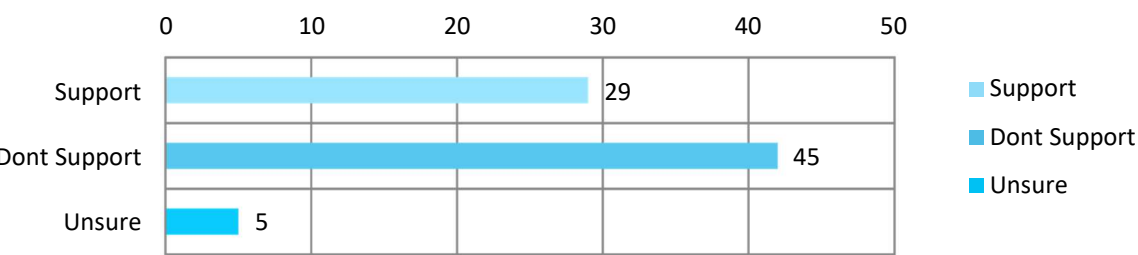
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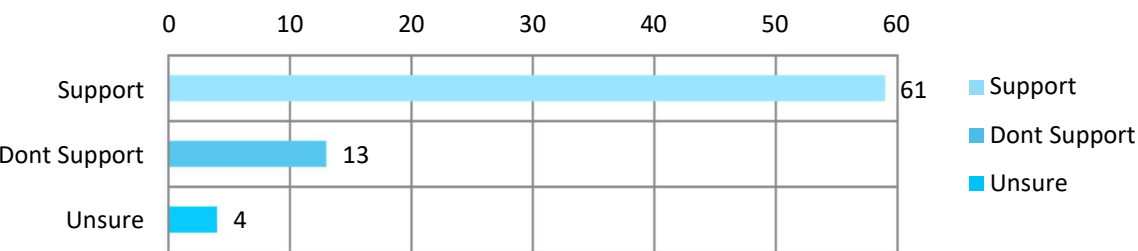
No change to current GRZ zone three storey development is permitted across study area



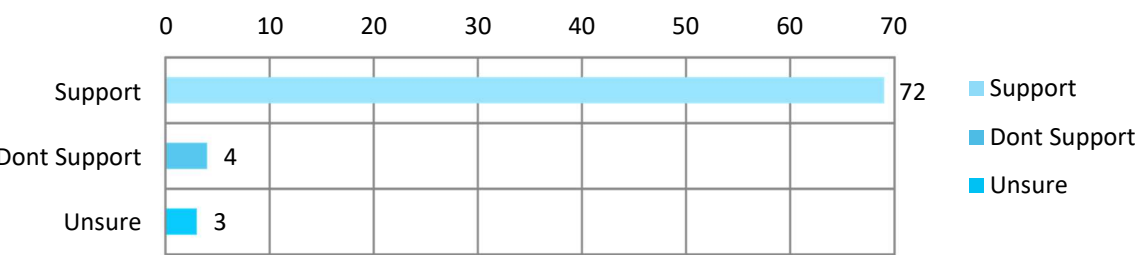
Development is spread across the study area



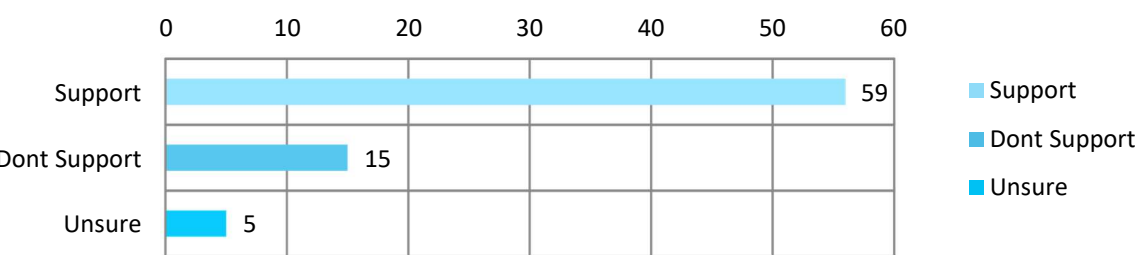
Traffic management strategies will be implemented gradually as the area changes



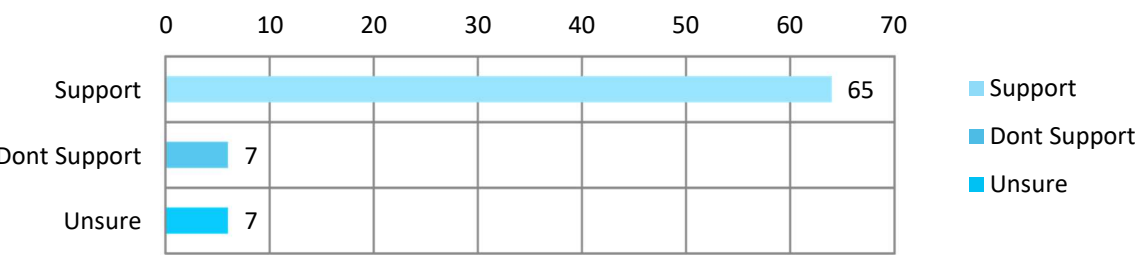
Improved pedestrian connections along the railway line and across Bay and Park Road



Improved cycle routes along Bay and Park Road



Community facilities and infrastructure will be upgraded as the area changes



Reasons given for above responses

Please note, these responses have been taken verbatim from the survey responses. They have not been edited by Bayside City Council.

We don't want over developed slums.
I have no understanding of what “improved pedestrian connections” access to station means? There are pedestrian footpaths on Bay Rd and park Rd. There was no plan anywhere for crossings on park Rd ?!?! So what do you mean ... what traffic management will be implemented?? Parking restrictions? Lights at end of jack Rd onto Bay Rd?? I saw NO community facilities or infrastructure added for any increase in population- is there a library? A community centre? Health nurse? Parks? Playground? What infrastructure - schools ?
I've recently purchased a house in pennydale for a considerable amount, because we value a nice quite suburban environment to raise our young family. We don't want to live in a high density environment, and are disappointed this is the direction council has taken.
Development should be less encouraged in the area that is distant from station and main roads
The proposal should provide for reasonable development and increased density which is consistent with the existing character of the area.
Think this is a fair approach and allows everyone in the area to have equal development potential of their land.
This possible option is viable, however a structure plan may provide greater certainty. My knowledge of structure plans is improving, hence the option of using a Structure plans is gaining preference
In my opinion, there are no negative suggestions and all are in residents' interests.
More development means more cars. It takes 10 min just to get into bay road from Davie Avenue. Jack Road/ Bay road intersection is very inadequate. Only 2 cars at a time can take a right turn. If someone has parked on the sensor and IF other cars travelling along Bay Road from Sandringham have obeyed the keep clear sign. Option go the long way around via Park Road. This is becoming as bad as Bay Road. More development means more stress on ALL infrastructures - Drainage Sewerage, Traffic is a nightmare now. I would not like this lovely neck of the woods turned into another St Kilda with slums of the future.
Each development should be considered on its merits. It is unfair to those residents near main roads to have high rise development at the periphery. To be surrounded by high rise development within a residential area is visually and psychologically detrimental to residents within the boundary. This is the best option of the two.
We need to accept and provide for population growth near stations and shopping centres
<p>I feel we're being coerced into a specific outcome again (choice 1 or 2); neither are suitable.</p> <p>I object strongly to any high rise development that directly impacts current residents' homes and quality of life. No home should be forced to have a 3+ storey apartment block overlooking them.</p> <p>I object based on:</p> <p>(1) loss of privacy</p> <p>(2) loss of current home value</p> <p>(3) it being unfair and unjust. We purchased in a quiet residential neighbourhood to raise a young family. This was not our choice.</p> <p>Choice 1 of no change feels like a threat - if you choose option 1 we will build 3 storeys anyway and we won't regulate it (no set back, no architects designs) - that was literally said at the community evening. Appalling.</p>
<p>Community facilities and infrastructure should be set in place if you are serious about this.</p> <p>Just wondering if Bayside Planning know how to build a house?? First you do the foundations before starting any work.</p> <p>It should be 3 storeys along Bay Rd and Park Rd. Jack Rd Buffer zone should be designated Open Space, due to disadvantage of open space in this part. And the rest of the area to remain as residential two storey dwellings.</p>

We are unique where most families can only afford to live in this part of Bayside. Unless you are prepared to pay my mortgage to move to the lucky people of NRZ. Then make this area a max 2 storey limit all across Pennydale. It is adhoc to just make changes after the horse has bolted.

Possible future 1 does not seem to be any different to the current status quo.

I don't support three storey development and thus do not understand how to respond to this survey. Out of two options this is the better.

- This is a very family oriented area and a safe place for the children to grow up in in it's current form.
- Residents are happy with the current format.
- Has adequate parking for current residents.
- Streets are not congested and cope well with the current traffic flow.
- Preference is for dual occupancy on blocks, not high density housing.

Support all of the above, especially the cycle path along Park Rd. It would be better, and safer, if Park Rd wasn't the designated truck route to the Nepean Highway (you might say it isn't the official truck route but spend 30min there and you can see it is). Would be willing for changes to the zone if this meant Bay Rd bridge was redesigned to allow all trucks through.

Would like to preserve heritage overlay and restrict development. There is too much development happening too quickly in Melbourne and I believe that this is devaluing areas. I think we need to stop and see the consequences of this development, rather than rushing in for the benefit of developers making a quick dollar. Once a suburb has been changed there is no going back.

There is little difference between three-story development and the height of some houses in the area (including our own). You also need to consider that as the population ages, and wishes to downsize but remain in the area, higher density housing needs to be available.

Need to see nature of changes before responding appropriately

Appropriate family friendly development of three or more bedroom townhouses with increased facilities to support community in having a healthy connected lifestyle

3-storey limit could be applied on properties fronting Park Road, Jack Road and Bay Road, but not across whole study area

3 storey development throughout the Study Area, as well as improved traffic management and pedestrian/cycle connections, balances the need to increase density within the area, while also maintaining the neighbourhood culture and aesthetic.

I do not agree with the development of Park Road - this leafy and house focussed street is a draw card for new residents and reflects the leafy outlook of the golf courses opposite. The road is not suitable for heavily increased traffic to then join Reserve Road

Absolutely no three-storey should be allowed to be erected in this area. The character of the neighborhood must be retained. The 'greenery' must be kept.

I believe change is happening at a reasonable rate in the Pennydale area. No need for mass intervention by council. I don't think many streets around this area can accommodate three storey buildings and extra traffic. It is difficult to enter and exit the neighbourhood now. Change should NOT be forced upon US!

Please don't change this beautiful neighbourhood. This is why many years ago we purchased here and why people continue to want to live in this untouched / overdeveloped neighbourhood.
Listen to the residents..... thank you.

I support this growth Zone. However i would prefer to keep the green space along Jack Road as this adds to the areas amenity and livability and if/when the time comes that Laminex closes and moves away then rezone that large property for housing. More green space is needed in this area as we at present only have the tiny tulip st park and pennydale parks. Three levels should also be the absolut maximum in this area as i don't believe the road infrastructure in this neighborhood can support the multi level apartment development.

I think 3 storeys is the maximum to retain character of the area. I would prefer 2 storeys.

Future traffic flows must be seen as a priority with right hand turns from Pennydale streets banned with the exception of Jack Rd where traffic lights could be further enhanced.

Bike paths within the boundaries of Pennydale should be enhanced for safety of children.
Don't see Bay Rd as an option until a widening program is made possible.

Bay Rd railway bridge pedestrian access must be improved. Currently very unsafe as an access area.

I am unclear as to what the changes proposed above will do to the area

The distinctive character of the Pennydale precinct and existing low level dwellings in it should be preserved. There is already significant high rise development close to the Nepean Highway which has altered the character and ambience of that area. The heritage estate at 109-111 Park Road will be overwhelmed by excessive bulky development around it. The excessive bulk will also block north facing light and there will be overshadowing and overlooking into the property, most significantly in the main living areas and entertainment zones. Privacy will be impacted significantly. Other houses in the precinct will also be hemmed in by proposed multi-level apartment dwellings along the main roads. An example of the resulting loss of character and amenity can be seen close to South Yarra station where bulky developments and shadowing now dominate. Congestion on the streets (which are narrow) will be significant due to the increase in population and residences guests. There is currently significant cars parking in the street due to individuals needing to park there cars in order to access the public transport (train). The pavilion is being reconstructed on Park Road and this will lead to considerable increase activity (for example: training on week nights up to 8 pm, parking will be taken by individuals who are training and observing. The residence lifestyle and current living standers will be adversely impacted further by any proposed development that has been proposed.

Development should be targeted at specific Pennydale sites

I feel that a maximum of 2 story houses is more in keeping with the character of the neighbourhood. Also, I do not think that council have an accurate understanding of traffic issues in the area, which denser housing would only exacerbate. I would like to see improvements to traffic management along roads exiting to Bay rd, as well as along Park rd before accepting that any 3 story development is appropriate. Improved pedestrian connections, especially for school children crossing Park Rd are critical. The road is very busy at peak times (including school start and end time) and very risky for school children to cross.

I understand the need for growth but I believe that 3 storey dwellings will impact the feel and lifestyle of the Pennydale area. As much as I would like to say put all multi storey buildings in one area away from Luxmoore St that would not be fair. It is an absolute nightmare trying to get out onto Bay Rd and it is only going to get worse with all the high rises going up in Sandringham so something desperately needs to be done. Bay Rd is already shocking, not sure it is the right sort of road for cyclists.

Pennydale is a unique part of Bayside, with a village style feel, having many small cottage or Californian bungalow style homes with lots of greenery, that is interconnected by relatively narrow streets. The area and its inhabitants are best served by a continuation of the current policy of allowing 2 dwellings up to 2 storeys high replacing the older buildings rather than adding 4 storey buildings which will totally destroy the character of the area. As the council has found, it has a strong community who are united in their struggle against the proposed changes which are seen as being forced upon them by people from outside this area.

I feel the area already has enough development with dual occupancy properties to not need further development. The roads and parking are already at capacity without more housesproperties

I am concerned with the current level of over development and lack of street packing caused by this over development

The excessive amount of sub-divisions occurring at the moment are already adversely changing the character of our neighbourhood. To allow 3 storey developments would further compound this issue as well as create traffic and shadowing issues.

Pennydale should not be GRZ as development up to 3 storeys is inappropriate and will destroy the neighbourhood character. There should be maximum 2 storeys and maximum 2 residential dwellings on a single block.

EXPLANATIONS:

I support the no change from GRZ1, however the question is loaded as whilst it currently is possible for 3 storey, under DDO2 and H5 Neighbourhood Character the FUTURE PREFERRED height is 2 storey.

I DO support development over the entire study area. Asking some of our residents to wear high density to save the core is simply wrong and leaves us with a walled city effect. This type of development DOES NOT and HAS NOT occurred ANYWHERE in any of the MACS around Melbourne and should NOT occur here.

I put unsure for traffic management because again the question is too open. Traffic management needs to occur PREFERABLY BEFORE it is needed as it should be noticed in advance, however it should occur WHEN needed not after the fact.

I have put SUPPORT for Pedestrian access but again this is a leading question. Whilst it is obvious that proper crossings need to occur across Bay road and Park Road, along the railway line is NOT - I repeat is NOT necessary, warranted OR WANTED. 60 Tulip Grove should NOT be opened to area for pedestrians or anything else.

Improved cycle routes down Bay road and Park Road are NOT warranted or needed. Bay Road is TOO DANGEROUS to thin the roadway any further with more than 20,000 vehicles including MULTIPLE TRUCKS along this road that is technically only 1 lane for a large portion of its length along Pennydale's boundary. Park road is similarly issued with parking along the South edge and North edge as well as open space that does NOT give itself up for cycling paths.

I put support for Community facilities because we all want better community facilities but it is only because we don't have much - a couple of parks and a kinder is all we have in this area plus the roadways etc. Roads and drainage should be updated AS AND WHEN NEEDED TO BE

The family friendly village feel of Pennydale should be protected by keeping current zoning and implementing a specific DD0 that states preferred two storey and limiting block consolidation given the unique neighbourhood character of Pennydale.

Pennydale is a unique area and should not be lumped under the Southland/Cheltenham development strategy. Our neighbourhood is a quiet residential area with narrow streets and a unique character that is not in line with other areas more suited to higher density development.

Pennydale has already seen a recent change to planning to allow 3 story developments I believe which will in itself result in a significant increase to population density in the area. I certainly don't support anything greater than 3 stories and would actually like to see this reviewed to a limit of 2 stories.

While Park, Bay and Jack would be more suited to higher density development I believe there may be areas within the boundary that are also suited.

There seem to be little consideration taken into account for the Mirvac development on Jack Rd. This is a major development and while not technically within the boundary of Pennydale it will have an impact on residents.

The controls mentioned in the recent meeting concerning setbacks, green space and reduction of height towards the back of developments have my full support. Developers need to have clear controls and guidelines on developments.

There are plenty of preferably options in this area for higher density development (and this is not a case of MIMBYism) that are much better suited.

The 3 story across the board ruling does not take into account the topography of the area. In particular those streets that are extremely steep - that is a 3 story development on the crest of a hill would be like a high rise to their neighbours. 3 story development in a residential area is unacceptable in the rest of Bayside as should be here too. The nature of many of the streets being dead ends and narrow does not assist with traffic and parking and a major increase in development with in the above boundary would make travelling in and out of Pennyday a nightmare.

I strongly feel that even 3-storeys is too high. I know it is currently allowed, however it is a very real worry for us to think that 3-storey homes could go up in properties next to us. We highly value our privacy, quiet neighbourhood, neighbourhood character and the existing feel. Similarly more than 2 dwellings on a block is too much for the same reasons, parking included. Therefore Possible Future 01 is absolutely the maximum development that we want to see happen. I feel it is unfair for existing residents to have the ongoing concern what could go up in neighbouring properties (and ensuing objections/VCAT etc). I feel that there is so much development already - the Mirvac site, Bay Rd apartments, apartments around Cheltenham and Highett stations, multiple dwellings per block, the list goes on. Surely this is all already more than enough. We will lose what makes Bayside a great and desirable place to live and visit. It needs to be preserved and valued, and the concerns of existing residents given priority and peace of mind.

Growth inevitable, but should be along roads and the train line. Definitely would appreciate my kids not having to cross Bay Road traffic to get to Sir William Frye reserve.

Response is to "softly" accommodate a moderate increase in housing density with minimal impact on existing neighbourhood feel.

I would prefer to see no 3 storey developments, consolidated blocks or large apartment complexes, especially in the narrow dead-end streets. Cycling on Bay Rd is dangerous. Unless land is bought back to widen Bay Rd and create additional lanes, car parking and a separated cycle lane the idea just is not viable. The best options for cycle paths linking Pennydale with other areas are Cheltenham Golf Course to Weatherall Rd, a future link through the Highbury Grassy Woodland and/or William Fry Reserve (ideally joining up with the cycle path along Nepean Hwy north of South Rd), and links down Talinga Rd and Spring St to Royal Ave and Beach Rd, with crossings at all main roads.

Given the amount of traffic that Park road manages (you can often wait for 5 minutes to turn right onto it during peak periods) I can't see the benefit to both the local community and residents to Sandringham, Beaumaris, et al by reducing the road to one lane either way

In the absence of widening roads, how would the council propose to increase bike access, whilst ensuring roads have sufficient ability to manage the increased capacity of cars, given the Bayside council continues to push development towards its boundaries?

Three storey development would be consistent with the broader bayside zone. Unless there is a clear intent to develop increased development across each station of the sandringham line (which there clearly isn't), I would oppose any further development on the 'poorer' boundary.

I like high density but not multi story slums.

We believe this will be a better choice as the developments will be across the whole area and will give a better look and feel to the area, with less dramatic impact on a smaller section of the area. It will also be a gradual impact on the area.

These possible futures are not realistic to put high or medium density along the arterials. The federal government required growth should be contained in the Kingston boundary between the train line and nepean highway, go up 10-15 stories where people can get onto a freeway, onto two train stations accessible from that side of the rail line (cheltenham and southland). Pennydale cannot support the growth. You cannot even drive down Jack Rd when there are cars parked there at present, most streets are dead ends and the flora will be ruined.

I support GRZ 3 storey development everywhere in my suburb, and higher in the immediate vicinity of Southland Station, along Tulip Grove north of Fir Grove, and on Siede Court, Crocus Court and Heather Grove.

Current GRZ is preferable as the mandatory height limit is 3 storeys means that 4-6 storey high density developments cannot be built. Buildings 4-6 storeys high are not appropriate to the Pennydale area due to inability of local road network to handle such developments and the loss of amenity to existing residents that would result, if the current GRZ zoning was not maintained. Whilst GRZ1 should be maintained I would support some amendment to the DDO or a new DDO.

We live in this study area and don't want over development. We bought in two years ago and paid a fortune for our modest house so that we can have a village type feel to bring up my young family. I think 2 stories is enough on a building in this area, keep the high rises to the highway

The study area is residential and lacks the infrastructure to support increased density. The area is not a major activity centre. Access to the study area by road and foot is limited. The area has a significant and unique vegetative character which needs to be protected

Over development will lead to further congestion of already over crowded streets.

We bought our house in this area because we loved the neighbourhood we wanted to buy in an area in bayside which had access to train station, parks, schools nearby and close to the beach. We love our area and do not want high development through this area to ruin the great neighbourhood character. We want to have children here and live in this area for 30+ years we DO NOT want high developments around us ruining our small community.

This area cannot take development higher than three storeys due to narrow dead end streets and a lack of infrastructure that would inevitably come with medium to high density. The council staff need to stop by deceitful stealth continually try to justify the activity centre of Southland being included in bayside. They are doing this via C126 and also enact on a flawed housing strategy that has been heavily criticised at two planning panels previously. When will these staff learn and try to keep pulling the wool over the eyes of both the community and the councillors.

This area doesn't need any more than 3 storey development, and the roads can't sustain additional traffic. Whilst I support improved pedestrian and cycle routes I have concerns how that will be done without already affecting the carrying capacity of Bay and Park Roads. I don't think you can introduce higher population density, more cars and better routes for pedestrians and cyclists.

Allowing for 3 storeys to spread across the area will substantially alter the character of the area which is protected by DDO2, something I support. My primary concerns around allowing/being pressured for 3+ storey development across the area are:

- Change in character of the neighbourhood
- Reduction in the important tree canopy of the area (with impacts on both amenity and environment and climate)
- Traffic and parking issues (especially when data relied on by consultants is incomplete and not representative of the actual situation)

I also challenge that Pennydale should even be considered part of the Major Activity Centre and why Bayside is pushing for increased

housing density when neighbouring Kingston is basing their planning on housing diversity, without spreading 3+ levels throughout the area.

3 storey developments close to the rail line (not along the entire length of Bay and Park) should be sufficient, along with increasing the number of 2 storey dual occupancy properties which is already happening within the area. Along with the proximity of the Mirvac development off Jack Road there is already good housing diversity and density within proximity of both Southland and Cheltenham train stations.

I don't support that traffic management strategies will be implemented gradually - they need to be more proactive. There are already deficiencies in the current road infrastructure that need to be addressed before considering growth for the area.

I believe the study area, taking into account the new Mirvac estate (whilst I understand this is not in the study area it is on the doorstep of the study area, along with all of the traffic this estate generates and the use of infrastructure) and all of the new development of dual occupancies, and possible 3 dwellings on a block that we are doing our fair share in providing for growth in bayside. Ideally I do not want to see 3 story buildings, but understand that it is inevitable - but hopefully developers will have to comply to neighbourhood values and privacy and also be made to provide ample parking with the acceptance or acknowledgement by all planners, Council and developers that most residences have at least 2 cars, yes one or both car owners may catch a train to work, but that is not guaranteed, we were sufficiently provided for with Public Transport before the Southland station was put in, I have 3 train stations I can walk to in under 15 minutes, however I do not use public transport save for maybe 6 - 10 times per year

Want to retain the neighbourhood character and avoid overdevelopment

Limit 3 storey development. Too much development impacts on the traffic hazards in our narrow streets, shading and reduction green space

The focus on development in this area should be no more than 2 storeys to maintain the character of the area. If higher density buildings need to be built then other areas should be investigated - such as a mix of residential and business in the current business area, the reserve road business area looks pretty scrappy and would benefit from this. Also acquire land from rsl and build on reserve road and also develop laminex site. What about the bus depot on Jack road, that's a waste of space as it stands currently. How about building a tramline down to Beaumaris and black rock so that they can take some of the additional head count, they currently use chelt station as their nearest station so not only will our small pocket have to continue to service this area, but you are also proposing we bear the brunt of future growth too. 3/4 storey apartments would be detrimental to pennydale. I would also be interested to know how you propose to support all these extra people in terms of services, where will kids go to school (they won't be able to go to Beaumaris secondary!), Sandringham hospital is overstretched already, not to mention the roads- we don't yet know the impact of Mirvac, but bay road and park road are a nightmare already

To maintain the current identity of Pennydale

The idea of this area being consumed by 3 story developments is too dreadful to even contemplate. No thought seems to be given to amount of people and animals that may live in the area or the number of vehicles that would go with them. Traffic management is already a shambles as Bay Road is now extremely busy and it will become worse. It is hard to imagine how a cycling route could be managed on Bay Road. It is a dangerous, narrow road for cycling as it is and to put in bike lanes will only cause more motor vehicle congestion. Almost the same can be said of Park Road. What community facilities and infrastructure will be upgraded? This is not clear at all. There are enormous developments occurring in the areas immediately surrounding this one - Cheltenham shops, Fry Reserve, Jack Road and Bay Road (near Bluff). We need to preserve some areas for better standard living and this area should only be two level.

I support limited development (up to three-storey) in Pennydale and Cheltenham close to the railway line 300 meters only. This development should be done in consultation with and in conjunction with LXRA and Kingston Council

Traffic management and improved pedestrian crossings at along Park Road and Bay Road are urgently needed NOW, not a gradual implementation

Improved cycle rote along Park Road only - not Bay Road unless Vic Road widens Bay Road

Any higher than three storey will vastly change the character of Pennydale and the population density will cause major traffic issues. The privacy and the aesthetic of having a single store dwelling located next a three storey development would detract from the local area. Also this would impact on the availability of places for local schools in the area. Why are the Cheltenham and Charmen Rd local areas not being included in the strategic Plan? (Why just Pennydale?) The local roads are already highly congested. Just one example is the intersection of Park Road and reserve road. Continued and high density development with the proposed structure plan will only make this worse.

Maintain current integrity of the area and limit over development whilst providing improved infrastructure

We wish to ensure the area stays close to how it is currently, without large developments ruining the feel of the area. Already there is too much traffic and this is not accounting for the large developments around our area off jack rd and Nepean hwy. Also, schooling and hospital access will become a problem with higher density.

Improved pedestrian connections are needed now. I am unsure about the first item as I don't believe 3 storey residences are appropriate in this area (even though they are currently permitted, there are very few (if any) that I am aware of as they are out of character in Pennydale. Traffic management is already an issue - hence the "unsure" feedback - I believe it needs to be looked at now.

Upgrades should happen before area changes not during

If the mooted Activity Centre is to be across the Pennydale Precinct, inappropriate 3-story development must be absorbed WITHIN the entire precinct - NOT on the perimeter. Example: the grossly inappropriate 378-382 Bay Road 30-unit, 3-story complex will have "up to 175 trips per day" in & out of the complex's entrance (15m from Bay Road): "...which will require to absorb into surrounding road network..." and "... producing extra traffic and burden from local streets (i.e, including traffic speeding and other amenity issues)..." - Bayside traffic engineer's memo, 11/1/16. (BTW - the developer's subcontracted equivalent sees NO problem with 180 trips, of course). We have lived here for 36 years - we emphatically agree with your traffic engineer! Dangerously, Bay Road carries 20,000 vehicles per day, (on ONE lane EACH way, along the entire northern edge of Pennydale, as defined by Vicroads' signs stating 'Form One Lane' at each end). The road danger, always exponentially increasing on this perimeter, will be magnified by this building's traffic, but NO responsible government authority was commissioned to undertake a forward study, yet Bayside planning staff were determined to issue a building permit! Plus, your own Cardno people were unaware of this building's future existence and future impact on local & arterial traffic - until after they'd done their forecast of this perimeter! Road safety here is paramount, above profits, above careers, above results. If 3-plus stories must be imposed on us by you, keep them WITHIN Pennydale, not on Bay Road otherwise the risk of death, injury and maiming on these dangerous roads here will soar. Please do not impose these deadly risks on all of us and others. No matter how you attempt to smooth traffic flows, you can never reduce ever-increasing traffic volumes, and even MORE so when the new railway station opens.

I think that 3 story buildings in this area is too high. I would like there limit to be 2 story. This will minimise overlooking properties & shading. Also the roads are already crowded with on street parking & traffic. 3+ story buildings will make this worse. Pennydale is at the moment a pleasant leafy area & the reason why many move here. Already trees are being removed & the character of the area is changing.

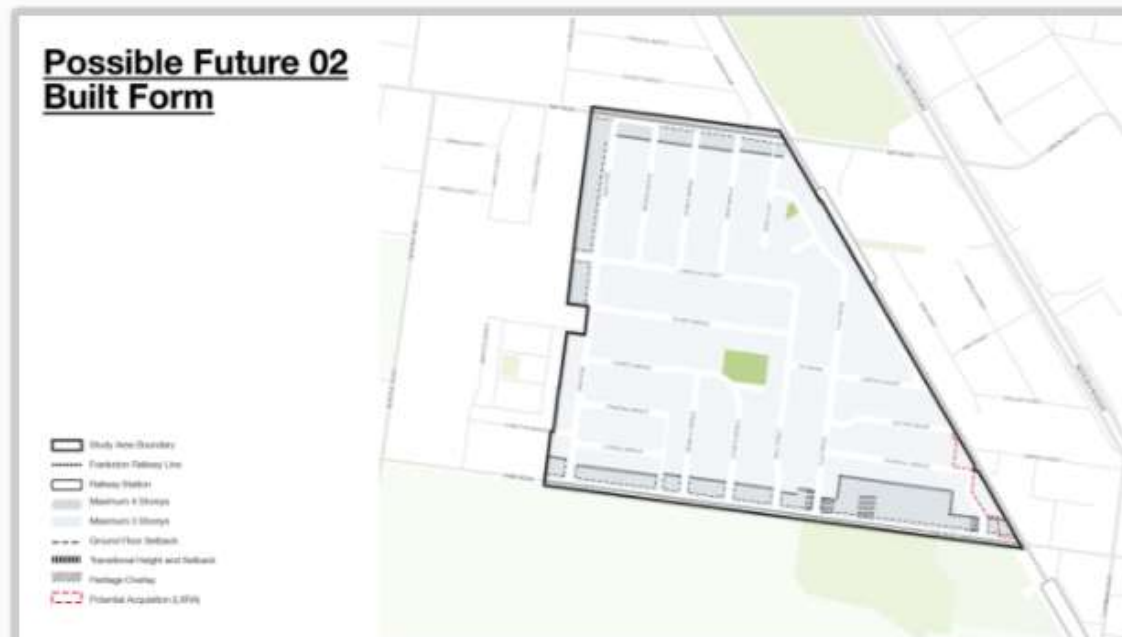
I feel that the core of Pennydale should be retained as a low density 1-2 storey homes. However, under the current GRZ1 zoning, there is a maximum of 3 stories which is too high in the core.

Development should be restricted to the periphery of the suburb, especially near Southland & Pennydale Station.

There should not be development along Jack Rd or the Western end of Park Rd, as these are too far from the station.

Possible Future 02

In this possible future, the lots fronting Bay Road are proposed to be rezoned to Mixed Use Zone to encourage shops, cafes and offices along Bay Road with residential above. Development of up to 4 storeys would be allowed along Bay and Park Road and along some of the west side of Jack Road. The remaining area retains its existing zoning (General Residential Zone) which allows up to 3 storey development.



Provide your feedback on the characteristics of Possible Future 02 *

	Support	Don't Support	Unsure
Development of four-storey permitted around the perimeter of the Study Area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to three-storey development permitted across remainder of the study area as per existing planning controls.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mixed use development, including shops, cafe's and offices, with apartments above, encouraged along Bay Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic management strategies will be implemented gradually as the area changes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved pedestrian connections along the railway line and across Bay and Park Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved cycle routes along Bay and Park Road.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community facilities and infrastructure will be upgraded as the area changes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

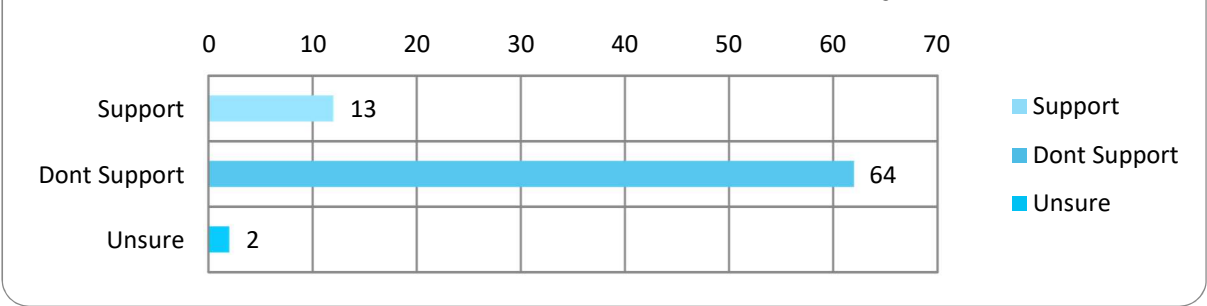
Please provide a reason for your responses in Possible Future 02 *

[< Previous Page](#)

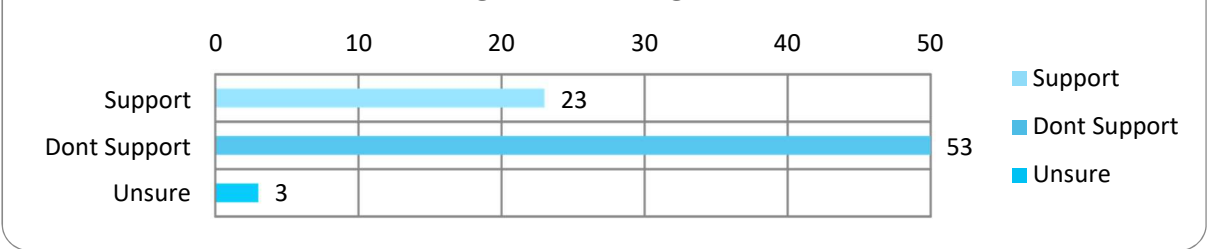
Cancel

Save & continue

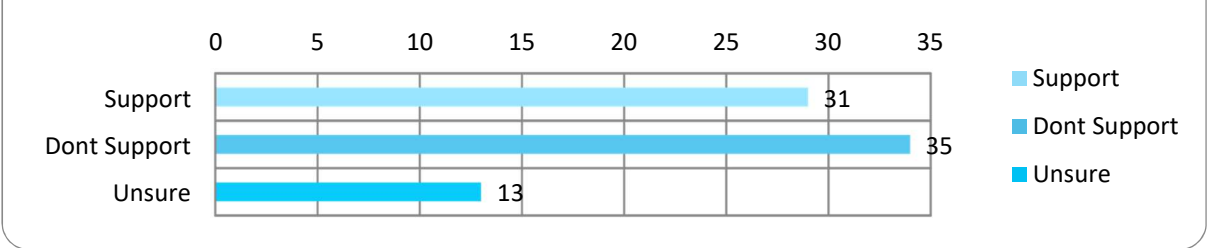
Development of four storey permitted
around the perimeter of the Study Area



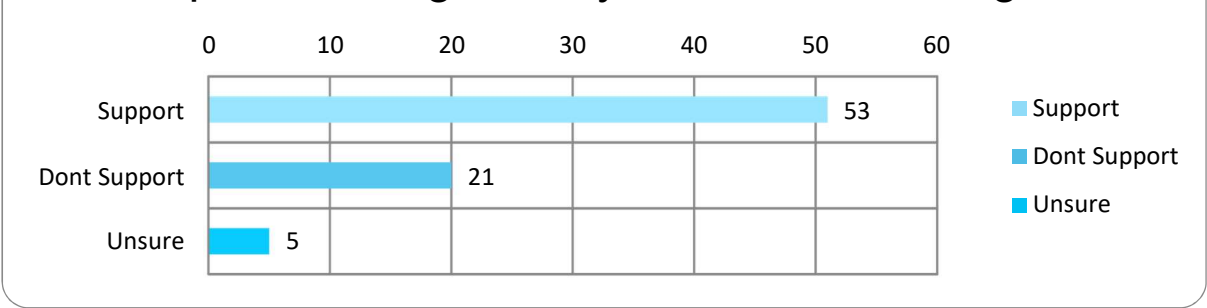
Up to three storey development permitted
across remainder of the study area as per
existing planning controls



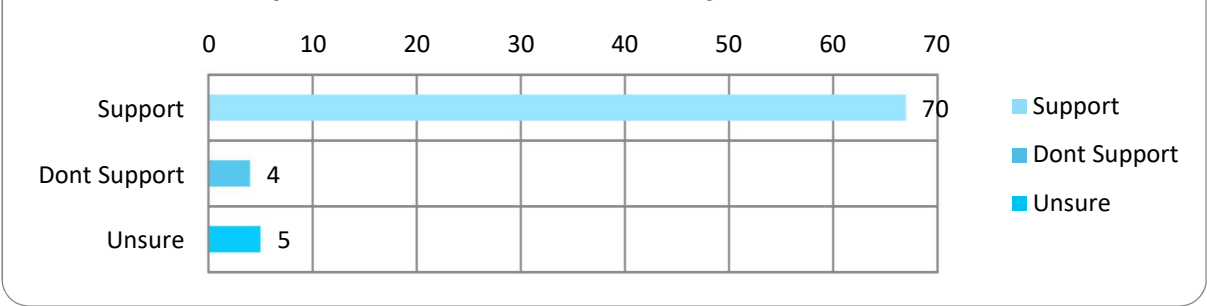
Mixed use development including shops
cafes and offices with apartments above
encouraged along Bay Road



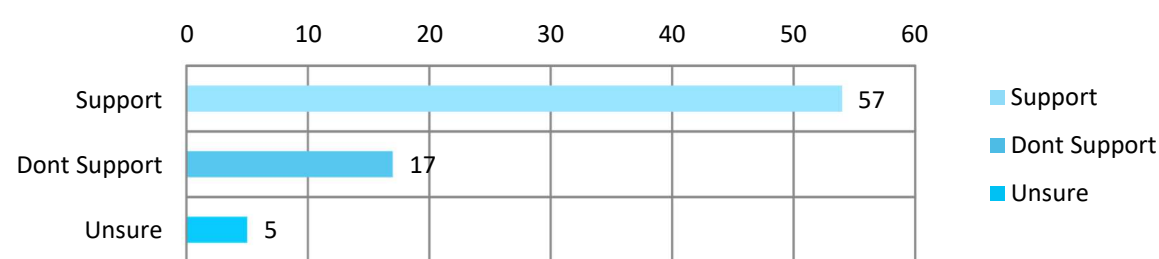
Traffic management strategies will be
implemented gradually as the area changes



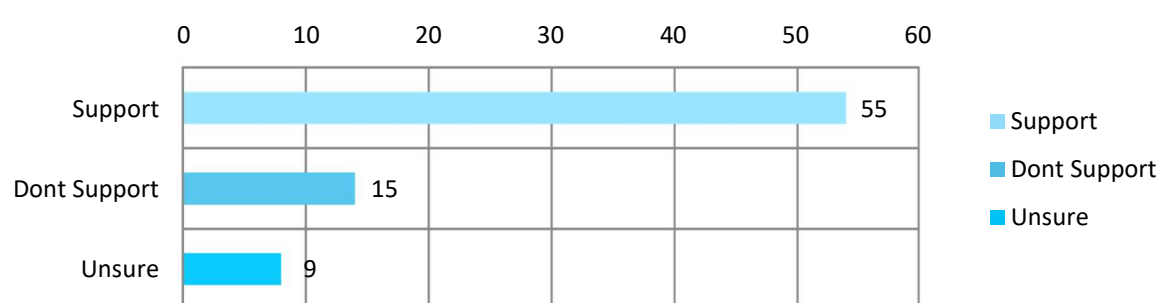
Improved pedestrian connections along the
railway line and across Bay and Park Road



Improved cycle routes along Bay and Park Road



Community facilities and infrastructure will be upgraded as the area changes



Reasons given for above responses

Please note, these responses have been taken verbatim from the survey responses. They have not been edited by Bayside City Council.

We don't want slums.

As per possible future comments I cannot see any info from council that actually states what traffic management, improved pedestrian access improved cycle routes (there is no cycle route or bike path on either park or Bay Rd) and painting a white line in either road is absolutely not safe, reduces traffic flow and is the most ridiculous stupid idea I've ever heard. What a lazy "plan". I see no community facilities added - library, drop in centre, community centre ?? Infrastructure ?!?! What shops ?? That's why we are in this mess because we are too close to shops apparently - they already exist!

Why do we need my shops in Pennydale, what's wrong with Southland shopping centre and Cheltenham shopping precinct.

As more residents would be expected in this plan I recommend traffic management and facilities upgrade to be carried out proactively

Developments of up to four storeys, even if only around the perimeter, would be too high in an area which is currently dominated by single and double storey dwellings. A maximum of three storeys would be a suitable compromise, and would be better suited to the existing character of the area.

If density is allowed then infrastructure must be addressed immediately to support this, significant investment is needed.

Why is concentrating the density on the parameter of Pennydale considered a good idea? The centre of the activity centre is Southland station so why isn't the density concentrated on the centre of the Activity Centre and along the railway corridor? Why isn't this a option? This would also allow proper transition of median to low density (transition density the further away you move from the activity centre core). With the current options there is no transition of 4 storey 80% site coverage zoned land (only one block allowed) to adjoining GRZ zoned land with 3 storey permitted but with 50% site coverage and min garden requirements and strict set back requirements (Bayside schedule to the zone).

Can Bayside please provide a more comprehensive assessment to the community of the planning controls under GRZ rather than just saying 3 storeys. Garden requirements, site coverage and set backs under this zone are all relevant for the community to consider. A balanced view is not being provided.

Option to zone all of Pennydale for 4 storey 80% site coverage, this would at least allow all property owners equal development opportunity reducing potential impact on anyone's property.

Would also like to see a possible future allowing more than one block along the parameter to be zoned for 4 storeys (medium density), one block deep doesn't allow for development of any decent scale and parking requirements will struggle to be met on these tight blocks. Apartments on 700 - 900 sqm blocks of land doesn't seem to make sense as the depth of the blocks are not enough to allow for

appropriate set backs , garden area ect. if the land to the rear could also be amalgamated then this would allow for more attractive development (decent size - not tall and skinny) and also allow for the required garden set backs etc. to be feasibly met.

Don't support 4 stories anywhere, however open to discuss 3 stories in certain areas.

Four storey overlooking the golf course would be prime location and make sense for private development. It appears Jack Road boundary is on Laminex land so anything to hide the factory would be welcome. Four-storey apartments next to the new Southland station makes perfect sense for professionals working in CBD etc.

Do we need more shops - with Southland just under the Bridge?
If it becomes shops. where are the shoppers going to park. In Pennydale side streets?

See comments at option 1. The surrounding of the perimeter is visually, psychologically detrimental to residents. Possible wind tunnels? This would block the parkland view and light which forms the basis of the neighbourhood character of the area. Development should proceed in a village like environment. This has found to be where most residents are happiest , with accompanying services within a short walk. This option has a prison like feel.

Population growth must be provided for

I strongly do not support option 2. This is not appropriate development for a family area. Our home backs onto one of these perimeter 4 storey blocks. The back of our house is all glass; we lose every bit of indoor and outdoor privacy. We would also lose all morning light given the orientation of our property (Tulip Grove). This is irrespective of a set back. Limiting any development to a bordering property to 2 storeys is the only way to avoid this.
I do, and will continue to, object strongly to any perimeter development that impacts negatively a current resident on the following grounds:
1) our loss of privacy
2) our drop in property value
3) our drop in quality of life
4) it being unfair and unjust - we deliberately purchased in a family friendly residential neighbourhood where our children would be safe and their privacy maintained in our own garden and home. We did not purchase into a high density area nestled among a wall of high rise apartments. No thought was put into this - no one looked at the neighbouring properties in detail when proposing this 'wall'.
The lack of care given to current residents and the threats given to not choosing option 2 is appalling.
I desire an option 3. An option that works in conjunction with Kingston council, that makes use of current available and commercial land in Bayside (the laminex site, corner of reserve/bay, csiro, and many more). An option that retains the character of our neighbourhood while not ruining anyone's property, it's value or their privacy in the process.

How to Build a house 101. Build the foundations first. This is a preposterous idea, once all the perimeter is surrounded it will become a waste land with developers doing the same inside the area. The Highett area has trouble getting residents into their dwellings.

Hahahahahahahahahahaha! You want me to take you seriously. Please get Michael Buxton to have a look at this, get his opinion. Urban Planning done wrong!!!

I support Possible Future 2, on the condition that council guarantees funding and construction (with state government/Kingston) of an access point to Southland station on the North-West corner of Southland (at the pedestrian bridge), a crossing over Bay Rd at this position, improved pedestrian access under the bridge, and activation of Sir William Fry reserve along Bay Road (South-West corner).

Do NOT support this level of development in a community housing area.

- I don't believe four-story developments belong in this area.
- I don't believe there will be adequate parking within these developments to cater for the number of people that will reside in them. Gone are the days of a 1 car family. eg. a 1 brm apartment could house a couple, therefore potentially 2 cars. Under the current system a parking permit would not be issued to the second car. Where will the second car park?
- Given what I heard at Wednesday's Council meeting, nothing was mentioned about improving road or rail infrastructure. I don't believe the bordering roads will cope with the extra traffic or the current overcrowded Frankston line with the extra people.
- Given my house sits where a proposed four-storey development has been identified, I was not convinced that my land would not be 'acquired', even though the council representative at Wednesday's Council meeting said there was no intention to acquire property.

As per my previous response in future 1, four storeys along the perimeter would be OK if we gained advantage elsewhere (ie. No trucks on Park Rd). But would like to see more detail.

Would prefer to restrict height of future developments to preserve the character of the area

It seems that this would be a better solution than Possible Future 01 as it provides services much closer to residents living in the area.

Keep development as it is along Bay Rd. Too heavy traffic now. Need intersection control lights at Jack Rd / Bay Rd similar to Park and Reserve road. Present pedestrian lights totally inadequate

There is limited capacity on our roads to support four storey development. Park Rd and Bay Rd in particular are difficult to cross as a pedestrian.
Townhouse preferred option

3-storeys should be the upper limit for properties fronting Park Road, Jack Road and Bay Road, and a 2-storey limit throughout the balance of the area

Four-storey residential development will certainly reduce the wonderful community, suburban feel of the area. This is especially true along Park Rd, which doesn't have the many businesses that Bay Rd. does (I don't object to 4-storey development on Bay Rd for this reason).

I do not support the increased growth and population cramming in this model

Absolutely no three-storey should be allowed to be erected in this area. The character of the neighborhood must be retained. The 'greenery' must be kept.

Possible Future 02 is ridiculous.
I think Bayside Council NEED to go back to the planning company they employed and ask for some plans that are sensitive to the residents of Pennydale.
I also feel that structure plans need to be done in conduction with Kingston Council as this area borders both councils.

Overdeveloped neighbourhood is what you are suggesting.... we purchased here because it wasn't.
Please listen to the residents, thank you.

I absolutely DO NOT support developments above three storeys in Pennydale. In particular along Jack Road. This road cannot support the increase in traffic unless all new developments are made to have adequate off street parking. Four Levels plus are completely inappropriate for this area which is low rise and currently has good amenity and liveability which would be destroyed with large scale apartment development. I would prefer to see the green space along Jack Road maintained and the Laminex site used for housing if/when the factory closes down. I was also und the impression that there was a long standing caviate preventing building on that side of jack road anyway?
In addition any new development needs to be thrugh out carefully we also do not want anothe "Mirvac" style development occuring as the "Jack Rd" mirvac estate is a shameful blight on the Bayside community that we now have to live with. We are just lucky it is tucked away out of view, but this is an example of what we don't want.

As in my previous answer, 4 storeys and commercial use in Bay and Park roads will destroy neighbourhood character and add to already congested streets and parking issues.

Basically as per previous comments.

The character of Pennydale's home's must be protected and improvements promoted. No high rise developments over two stories permitted within the boundaries.

Too much development in a relatively single/double storey family home area. That type of development is suited to this area

Refer to reasons outlined in proposal one (1)

Bay and Park Roads seem sensible 4 storey development options. Other Residential area restriction to two storeys ideal.

I do not want to see 4 story developments along Bay Rd because it would mean that my own house, which is located back from a corner with Bay Rd, as well as many others in the neighbourhood, would be in permanent shade for much of the winter when the sun is low in the sky. The Northern sun makes a big difference to our house in the winter as it is designed to utilise natural light to create both warmth and brightness in our living area. That would all disappear if a large building was built behind us on Bay Rd.

Three story development throughout the area is simply too high, for similar reasons to the above. There are quite a few 2 story town houses and they manage to fit in with the neighbourhood. There would be the distinct possibility of many 3 story dwellings being built next to 1 story dwellings, which would present significant shading and privacy issues.

I understand the need for growth but I believe that 3 storey dwellings will impact the feel and lifestyle of the Pennydale area. 4 storey developments along the boundaries of the study area would not impact as many residents and more business would be good for the local community. As much as I would like to say put all multi storey buildings in one area away from Luxmoore St that would not be fair. It is an absolute nightmare trying to get out onto Bay Rd and it is only going to get worse with all the high rises going up in Sandringham so something desperately needs to be done. Bay Rd is already shocking, not sure it is the right sort of road for cyclists.

The streets which run through Pennydale are not suited to further increases in traffic particularly with more cars being parked in the streets as the number of residences increases. Recently whilst driving down Jack Road, Olympic Avenue and Tulip Grove I have had to stop to let traffic going the other way pass before I could get through and I see the same happening with Mernda, Munro and Davie Avenues as further development along Bay Road occurs.

the streets for possible development are already at near capacity, are too narrow and would never cope with further traffic. 4 stories would spoil our beautiful suburb and people would lose a lot of privacy. Public transport is already at capacity at peak times and couldn't cope with further passengers.

I would be concerned about emergency vehicles accessing the small one way streets as they are far too narrow and with people parking, it's a nightmare waiting to happen and I feel someone could lose their life due to access issues. Garbage trucks are already having difficulties turning in the streets.

The area known as Pennydale is such a special little community and this development would change our area forever

Concerned with the current level of over development with lack of adequate parking

Four storeys, even on the boundaries is detrimental to the character of the neighbourhood. The Bayside-side of Highett Rd has become claustrophobic, dark and uninviting since the tall developments have been built around the station and Woolworths. It would be very disappointing to see the same occur in our residential area.

Development up to 4 storeys on Bay Rd, Park Rd, and Jack Rd is inappropriate and will destroy the neighbourhood character of Pennydale. The residents will feel like they are trapped inside a prison wall of gigantic apartment buildings. There are enough shops and cafes at Southland so Bay Rd should remain as residential and not be responded to Mixed Use Zone. It will just create more traffic congestion in Pennydale for no benefit to residents.

EXPLANATION:

I DO NOT support 4 story development anywhere in Pennydale. It is a small pocket neighbourhood that is TOTALLY UNIQUE in all of Melbourne and DOES NOT lend itself to 4 story high density development AT ALL. Further, there are NO OTHER areas similar to this which is singularly residential that is being asked to do this type of development. We should NOT be being asked either.

As per previous answer for Possible future 1 - this question is misleading as whilst it is possible to have 3 storey now under GRZ1 and DDO2, the PREFERRED AND FUTURE PREFERRED height is 2 storey with neighbourhood character H5 backing this up.

I DO NOT support mixed use development along any further section of Bay Road. Again, NO OTHER SIMILAR RESIDENTIAL AREA IS BEING ASKED TO DO THIS. This is simply something council wants to formalise a link between Southland and the Bayside business district which are 2 COMPLETELY SEPARATE AND DIFFERENT ENTITIES and DO NOT need to be linked. Further, the existing stock of businesses are having enough trouble keeping viable as it is with regular turnover and any more would simply be a death knell for all of them. Further, Bay road along the rest of Pennydale DOES NOT lend itself to any further shops or businesses as the road along this section is far too DANGEROUS. Further, with Southland being metres away, no other businesses would sign up to go there either. All of this was also stated almost word for word in the Highett Structure Plan Review yet council continues to push this point solely for its own benefits, NOT those of the residents and certainly NOT those of the shop keeps.

As per previous answer for Possible future 1, traffic management needs to be thought out in ADVANCE of issues becoming too much of an issue and should be done as soon as possible when determined, NOT trying to fix it afterwards.

As per Possible Futures 1, Bay road and Park road YES, m 60 Tulip grove ABSOLUTELY NOT.

As per possible futures 1, NO bike lanes along Bay road or Park Street due to SAFETY ISSUES.

As per possible futures 1, community facilities and infrastructure should be maintained and updated when required, not as the area changes.

The family friendly village feel of Pennydale should be protected keeping current zoning and implementing a specific DDO that states preferred two storeys and limiting block consolidation given the unique neighbourhood character of Pennydale. Max 3 storeys along Bay Road. Max 3 storeys along the first 100 metres of Park Road from Cheltenham railway level crossing. Max 2 storeys in the remainder of Pennydale. Mixed use along Bay Road will be problematic as the road is too narrow, too busy, too dangerous and there would be insufficient on-street parking.

Largely covered in previous comments on Option 1.

This area is not suited to >3 story development, full stop. This will have a significant impact on residents.

While I have listed support for 3 stories across the area my preference is to limit development to 2 stories.

Bay Rd is a nightmare at the best of times, adding increased residential density as well as commercial shops is unfeasible.

Whilst 4 stories accounts for frontage onto main roads - it does not take into account people in their home living behind these developments and beside them. I don't think anyone would like this in reality. Perhaps at the western end of Bay rd and Park rd where there is no infringement on residential area I would not mind provided traffic and parking could be addressed suitably.

I do not support 4-Storey around the perimeter, it is totally unfair for the existing neighbouring residents. As per my response to Possible Future 01 - even 3-Storey's is too much (although I know currently allowed), and more than 2 dwellings per block is too much on a standard block. The impact on the close residences is too great, and the ongoing worry of what could go up next to them is not right. We need to protect existing residents, their homes, privacy, and peace of mind. I re-iterate: We highly value our privacy, quiet neighbourhood, neighbourhood character and the existing feel. I feel that there is so much development already - the Mirvac site, Bay Rd apartments, apartments around Cheltenham and Highett stations, multiple dwellings per block, the list goes on. Surely this is all already more than enough. We will lose what makes Bayside a great and desirable place to live and visit. It needs to be preserved and valued, and the concerns of existing residents given priority and peace of mind. The train at Cheltenham station is already full when it gets here, it does not make sense.

Still think there is scope for development closer to the train station.

Sensitive 3 story development along Park and Bay roads (with strictly enforced setbacks) will increase density but minimise a walling in of remainder of neighbourhood. 4 story development limited (with strictly enforced setbacks) to west side of Jack Rd only. Improved pedestrian and cycling connections from there to Cheltenham, Southland and Highett stations will help occupiers of those developments for commuting. The benefit of maximising development and housing there is that there will be far fewer existing occupiers of adjoining properties impacted by multi level structures overshadowing their homes. I believe there should be a 2 storey limit on properties neighbouring the heritage listed residences on Park Rd so as to prevent a visual impact on those properties.

Additional shops in Bay Rd is not a good idea. Existing shops struggle to survive the competition with Southland, and existing roads and parking facilities struggle to cope. It is not sensible from economic, commercial or amenity perspectives.

I have no problem with properties along major roads having a large increase in density, I do however have issue with rest of the area having a large increase in density. I believe my reasons why have been accurately captured during the community meetings/consultations

This proposal is quite outrageous. Community concern and anger on the increased development is clearly not being listened to, otherwise we would not be seeing this type of proposal being put forward.

As I said I support High density but not multi-storey slums.

This particular development will be far more dramatic and will create much more crowded spaces with both residents and traffic. It will create a ghetto type appearance with the large buildings looking like walls.

These possible futures are not realistic to put high or medium density along the arterials. The federal government required growth should be contained in the Kingston boundary between the train line and nepean highway, go up 10-15 stories where people can get onto a freeway, onto two train stations accessible from that side of the rail line (cheltenham and southland). Pennydale cannot support the growth. You cannot even drive down Jack Rd when there are cars parked there at present, most streets are dead ends and the flora will be ruined.

Because development is a fact of life. People have to live somewhere.

The Possible Future 2 would more than double the number of dwellings in Pennydale and the area simply cannot accommodate this. The proposed 4 storey developments extend too far along Park Road. Any development on Park Road should be limited to 400m from Cheltenham station. I support the existing GRZ1 zoning being maintained for internal Pennydale area. Mixed Use development should be located on the Laminex site, instead of the strip of Bay Road within Pennydale. Creating bike lanes along Bay Rd is not a good idea as this would narrow Bay Road, and mean that cars turning right from Bay Road would cause the traffic to stop leading to severe traffic congestion and difficulties getting into and out of Pennydale.

We live in this study area and don't want over development. We bought in two years ago and paid a fortune for our modest house so that we can have a village type feel to bring up my young family. I think 2 stories is enough on a building in this area, keep the high rises to the highway

The study area is not appropriate for increased density.

There is too much congestion on Bay Rd. With no parking and bottle necks in traffic flow. Commercial development will make this worse.

As previously stated WE DO NOT support 4 storey development in this area.

Why is concentrating the density on the perimeter of Pennydale considered a good idea? The centre of the activity centre is Southland station so why isn't the density concentrated on the centre of the Activity Centre and along the railway corridor? Why isn't this a option? this would impact significantly less people, and those along the railway corridor would not be backing onto and looking into others private open spaces. This would also allow proper transition of median to low density (transition density the further away you move from the activity centre core). It does not make sense to have the areas along Park Road all zoned high density when they are more than 1 km from both Southland station and Cheltenham station. Corner of Park Road and Wembley Avenue which in this new proposal is zoned to be high density is in fact a 20minute walk from Southland Station and is 1.6ks away. How does this make sense to have high development here?? It is not even close to the activity hub! Why has Beaumaris/ Cheltenham area up by Charman road not be considered for this proposal. 1 Coape Street is only 650m from Cheltenham station, 1.4ks from Southland shopping centre and Cheltenham village which has multiple restaurants, cafes and shops within 500m walk, this makes more sense to have development up here, Charman Road is a wide road that can handle significantly more traffic. Park road development does not make sense!

As per previous response to option 1. This area CANNOT reasonably accommodate anything greater than 3 storeys. You are flogging a dead horse.

I do not support four-storey development around the perimeter of the area. It creates a walled in feeling and inextricably changes the character of the area. I also have concerns about how this will affect the climate in the remainder of the area.

As such I don't support that three-storey development applies to the remainder of the area. Whilst the GRZ allows for up to three-storeys it is not the existing character of the area and is protected by the DDO2. As per my response to Possible Future 01 - 3 storey development should be restricted to areas closest to the railway line (and as per Possible Future 02, in mixed use zones).

I support mixed use zones in Bay Road to an extent, in that it occurs in existing commercial areas and does not encroach on residential only areas. In such mixed use zones (eg East Bay Road shopping strip) I believe 3-4 storeys can be appropriate but only with sufficient parking and traffic infrastructure, and considerate setback and privacy for existing residential properties.

I don't support that traffic management strategies will be implemented gradually - they need to be more proactive. There are already deficiencies in the current road infrastructure that need to be addressed before considering growth for the area.

As per my answer to Possible Future 01 - I have doubts that the infrastructure can cope with increased population as well as improved cycle routes on the existing roads.

Again, adding the level of 4 storey housing to this area will require a more proactive approach to upgrading facilities and infrastructure, especially as the current road infrastructure is already reaching capacity and causing safety concerns. A child was hit on Park Road just yesterday with no safe crossing provided. It was lucky it wasn't one of the big trucks the council has given permission to use Park Road.

As per my comments for Possible Future 01 - I believe the study area, taking into account the new Mirvac estate and all of the new development of dual occupancies, and possible 3 dwellings on a block that we are doing our fair share in providing for growth in bayside. Again, I really do not want to see any or too many 3 story buildings, but understand that it is inevitable - I hope that developers will have to comply to neighbourhood values and privacy and also be made to provide ample parking with the acceptance or acknowledgement by all planners, Council and developers that most residences have at least 2 cars. Four storey apartment buildings around the perimeter of the study area, even if it only eventually happens over 10 to 20 years will ruin what is a lovely place to live. Again ... yes I accept that development will occur, but it should be done and managed so as to not affect the many people who live in this area already, some who have done for many many years. I say again - we, in the Cheltenham suburb within Bayside City Council are doing our fair share in helping Bayside achieve the increased population being sought

I live in park rd and do not support the overdevelopment here as it will increase traffic congestion and impact on the amenity of the area

If we have to increase our density as part of planning in Melbourne for the future, well this is best option. Increasing high density along the main roads not in the lesser streets which are too narrow to cope with increased traffic.

The focus on development in this area should be no more than 2 storeys to maintain the character of the area. If higher density buildings need to be built then other areas should be investigated - such as a mix of residential and business in the current business area, the reserve road business area looks pretty scrappy and would benefit from this. Also acquire land from rsl and build on reserve road and also develop laminex site. What about the bus depot on Jack road, that's a waste of space as it stands currently. How about building a tramline down to Beaumaris and black rock so that they can take some of the additional head count, they currently use chelt station as their nearest station so not only will our small pocket have to continue to service this area, but you are also proposing we bear the brunt of future growth too. 3/4 storey apartments would be detrimental to pennydale. I would also be interested to know how you propose to support all these extra people in terms of services, where will kids go to school (they won't be able to go to Beaumaris secondary!), Sandringham hospital is overstretched already, not to mention the roads- we don't yet know the impact of Mirvac, but bay road and park road are a nightmare already

Bay rd, Park rd and Jack rd are already jam packed with traffic, and are not exactly streets where you could go for a walk with a family or an outdoor shopping mall. The description of plan 2 is too vague, I don't see how this plan is going to benefit the area, as it looks right now is going to add only more chaos to a quite neighborhood.

This is a repeat of Future 1, only worse. This area should retain its existing character of two level development. There are enough huge developments in immediately surrounding areas such as Cheltenham, Fry Reserve, Jack Road and Bay Road (near Bluff). We don't need more shops etc in the Bay Road area. This only creates more traffic and parking issues. With Southland so close it is unnecessary. Traffic management is poor now and will become extremely difficult if this further high density development is permitted. Not sure what is meant by community facilities and infrastructure? Cycling is dangerous enough now on Bay and Park Roads. Bike lanes are only likely to exacerbate motor vehicle congestion. Agree that there is a need for better pedestrian access in Bay and Park Road and a speed limit reduction should apply in Bay Road to the part from Southland down to past the rail crossing where the road starts to narrow.

I support limited development (up to three-storey) in Pennydale and Cheltenham close to the railway line 300 meters only. This development should be done in consultation with and in conjunction with LXRA and Kingston Council

Medium density development in Pennydale and Bayside Cheltenham except as outlined above - 2-3 unit development per block depending on the size of the land. Height limit to 2 storey above ground. Underground parking where applicable.

The roads in Pennydale are too narrow to accommodate additional development and the associated traffic. Many are "No Through" roads and there is only difficult access to the zoned secondary colleges - Sandringham and Cheltenham

Traffic management and improved pedestrian crossings at along Park Road and Bay Road are urgently needed NOW, not as a gradual implementation

Improved cycle route along Park Road only - not Bay Road unless Vic Road widens Bay Road

.

Any higher than three storey will vastly change the character of Pennydale and the population density will cause major traffic issues. The privacy and the aesthetic of having a single store dwelling located next a three storey development would detract from the local area. Also this would impact on the availability of places for local schools in the area. Why are the Cheltenham and Charmen Rd local areas not being included in the strategic Plan? (Why just Pennydale?) The local roads are already highly congested. Just one example is the intersection of Park Road and reserve road. Continued and high density development with the proposed structure plan will only make this worse. My understanding Laminex site is actually zoned as industrial use zone (along jack rd), I was under the impression the green belt strip must never be built on, as its an industrial buffer area, Yet the plans show proposed high rise buildings in that location. Please confirm why this is the case.

I feel there is sufficient development on Bay Rd, west of Reserve Rd, and no need to further develop the Pennydale area. Traffic is already too congested on Bay between Southland and Reserve Rd

The area cannot support additional traffic, especially bay rd. There is already lots of development down Bay rd, and new being built currently very close by.

Per previous response to Possible Future 01 - pedestrian connections, traffic management and infrastructure need to be looked at now. 4 storey development is out of character and would not suit this area. It would be inappropriate for this type of development to proceed.

Why is there no development suggested in the actual epicenter where the actual station is? This is absurd. Too much focus on bay road which is already far too busy and dangerous traffic wise. And if Bay road can be re zoned and redeveloped then so can tulip grove and all along the tracks where the actual station IS LOCATED.

My comments (following) are partly as per Possible Future 1, with modifications to suit Possible Future 2:

The Southland Activity Centre, now being the Southland Station (why no longer at the Southland East bus terminus??) - should be the epicentre of the high density housing you wish to impose on us, plus resultant redevelopment to suit, down the railway line towards Cheltenham Station.

Railway lines and stations are where activity centres are deemed to be placed - and this is where all redevelopment should occur. You have linked the Hightett Business Development Centre area to the Pennydale precinct (defined as the Southland/Pennydale Activity Centre), with Bay Road running through the middle, therefore giving you the opportunity to impose multi-storey development in Bay Road. But this puts redevelopment on the northern perimeter of Pennydale. This is dangerous...

Example: the grossly inappropriate 378-382 Bay Road 30-unit, 3-story complex will have "up to 175 trips per day" in & out of the complex's entrance (15m from Bay Road): "...which will require to absorb into surrounding road network..." and "... producing extra traffic and burden from local streets (i.e, including traffic speeding and other amenity issues)..." - Bayside traffic engineer's memo, 11/1/16.

(BTW - the developer's subcontracted equivalent sees NO problem with 180 trips, of course). We have lived here for 36 years - we emphatically agree with your traffic engineer! Dangerously, Bay Road carries 20,000 vehicles per day, (on ONE lane EACH way, along the entire northern edge of Pennydale, as defined by Vicroads' signs stating "Form One Lane" at each end). The road danger, always exponentially increasing on this perimeter, will be magnified by this building's traffic, but NO responsible government authority was commissioned to undertake a forward study, yet Bayside planning staff were determined to issue an building permit! Plus, your own Cardno people were unaware of this building's future existence and future impact on local & arterial traffic - until after they'd done their forecast of this perimeter! Road safety here is paramount, above profits, above careers, above results. If 3-plus stories must be imposed on us by you, keep them WITHIN the Southland Station Activity Centre & adjoining railway line, not on Bay Road, otherwise the risk of death, injury and maiming on these dangerous roads here will soar. Please do not impose these deadly risks on all of us, and others. No matter how you attempt to smooth traffic flows, you can never reduce ever-increasing traffic volumes, and even MORE so when the new railway station opens.

I would agree with mixed use development along Bay rd as long as it is restricted to 2 stories.

It restricts development to the boundary of Pennydale while preserving the interior.
Strict rules (mandatory 2- storey 7-9 meter) for height limits need to be put into place to persevere the 1-2 storey nature of the core.

There should be more open-space opened up for the west-end of Pennydale (along jack Rd) as well as better connection to Sir William Fry Reserve & Chelt Park & the stations, in order to accommodate the growth.

Other possible futures....

Are there other possible futures you would like us to consider? Please describe

*

< Previous Page

Cancel

Submit

Description of other possible futures

Please note, these responses have been taken verbatim from the survey responses. They have not been edited by Bayside City Council, except to remove personal details.

<p>Bayside council, we don't want slums - Look at Jack road slum housing estate you have already created.</p>	
<p>Bayside should consider other locations. For example council chambers are on a large parcel of largely unused land - close to shops, facilities and transport plus adjacent to parkland. It would support parking and possible multiple storey developments. The population could also increase from zero possibly 800 fold. Your welcome</p>	
<p>Council are clearly trying to provide land and zoning for developers. The Pennydale community love their suburb and want it to follow natural development over time with older homes slowly being replaced with new ones, not exceeding a two story height limit. Thus maintaining the original character of the area.</p>	
<p>In order to make better use of public transport please consider areas around train station for high density dwellings however not 6 storeys. if this becomes possible then access to station from tulip grove should be reviewed carefully</p>	
<p>No</p>	
<p>Yes as stated in my previous:</p> <p>Option to zone all of Pennydale for 4 storey 80% site coverage, this would at least allow all property owners equal development opportunity reducing potential impact on anyone's property.</p> <p>Would also like to see a possible future allowing more than one block along the parameter to be zoned for 4 storeys (medium density), one block deep doesn't allow for development of any decent scale and parking requirements will struggle to be met on these tight blocks. Apartments on 700 - 900 sqm blocks of land doesn't seem to make sense as the depth of the blocks are not enough to allow for appropriate set backs , garden area ect. if the land to the rear could also be amalgamated then this would allow for more attractive development (decent size - not tall and skinny) and also allow for the required garden set backs etc. to be feasibly met.</p> <p>I now believe a structure plan is appropriate for the area (thanks to Amanda). I am open to considering consolidated blocks on the perimeter of Pennydale if protections can apply in other areas such as amenity, family homes, set backs. I believe appropriate growth can be accommodated in Pennydale along with the certainty arising from a structure plan. I look forward to council being open to considering options perhaps based upon possible future option 2, with changes to reflect what the community wants. Hopefully the next CAG meeting, we can get onto working on what that may look like.</p>	
<p>The Mirvac Jack Road development, a considerable number of mid-to-high earners, becomes isolated in the plans for 'Pennydale' to break away from Cheltenham. Was this factored in at the beginning of the consultations? Should the residents of Jack Road be given the opportunity to have a say?</p>	

Leave Pennydale as it is. A quiet leafy suburb not slums of the future.

PLEASE put proper adequate traffic lights at the Jack Road/ Bay Road intersection.
We often feel imprisoned. Not being able to get out of our own suburb!

A series of village like development, with services within a short walk, and green areas. Low level development preferably at single, double levels. There is a development proceeding in Brunswick which is like this. This is an opportunity to learn from other area, and be considerate of personal well being, catering to all ages, and groups. Don't waste it.

Allow a 6 story height limit

Yes. There must be other options.

This option should:

- (1) be done in conjunction with Kingston council who appear to believe the Southland Activity Centre falls under their remit;
- (2) no more than 2 storey developments bordering current residential properties;
- (3) townhouses, units, split plot (2storey max) developments rather than apartment blocks when bordering a current residential plot;
- (4) revisiting the use of the laminex site. The reason provided at the community evening was inadequate;
- (5) include Mervac site in the plan. We have already seen significant development with significant impact. It cannot be discounted.
- (6) empty plot on reserve/bay - is there a reason it cannot be developed
- (7) just to reiterate in case it was missed - no apartment blocks should overlook neighbouring properties. 2 storey max. Not within a set back, but 2 storey max.

Determine the boundary of the Activity Zone from Nepean Hwy to railway line - not PENNYDALE, then make a structure plan for a RESIDENTIAL area outside/abutting. That consists of 3 storey along Bay Rd, Park Rd.
Then 2 storeys for the rest of the area and make the buffer zone along Jack Rd Open Space to not disadvantage people of open space in this RESIDENTIAL area.

More Open Space, Let Pennydale naturally grow with two 2 storey townhouses on a block. Move the activity centre zone boundary back to the railway line with KINGSTON council. They are aware its a residential area NOT part of an Activity Centre.

5-6 storey along Bay Rd

2 storey, 2 buildings on a block ONLY!

No

No

No

Please stop to referring to the area as Pennydale as it has not been approved by a poll of local residents nor has the area ever been known by this name.

Traffic lights at Jack Road / Bay Road to provide safe exit for Pennydale area

Townhouse mews similar to Jack Rd Development

No additional thoroughfare road connections are needed, or wanted (i.e. do not connect Siede Court / Tulip Grove directly to Bay Road.

I am happy with Possible Future 1.

Just Development on Bay road

None. Keep Pennydale as is.

Possible futures for Pennydale are let one and two storey housing and units only two per block. We have enough additional development as it is. The Kingston boundary in Cheltenham around the station and shopping centre is having a huge redevelopment. Mirvac is only at stage one. We are doing our fare share for development in Bayside. This Pennydale area is an area of single and double storey homes, some units and most of all the gardens are lovely, we encourage wildlife. You won't ever replace these gardens when you let greedy developers in our area. PLEASE RECONSIDER YOUR PLANS!

Leave the neighbourhood as it is. Thank you

Carefully considered development.....no more mass developments like the Mirvac estate where houses are crammed together. This will ruin the suburb if this is allowed. We need developments that have taste.

I would prefer two storey maximum in most of the Pennydale area with up to 3 storeys on Bay Road but commercial development limited to small businesses with the proviso of more parking provision and better traffic management

One way streets leading onto Bay Rd to be a consideration
One side parking in Pennydale to be considered. Streets are deemed to be narrow.
Heritage listing in the area of Pennydale should be considered.
Further promote interaction between local councils.
Change of name Cheltenham > Pennydale to be prioritised.

Single and double storey family homes predominately. Some capacity for townhouses. There should be opportunity have these type of developments (described in previous sentence) available within walking distance - not just high rises developments close to public transport. There is enough of these type of developments on the Kingston side of the train track and to provide a DIVERSE type of accommodation, then single and double storey family homes should be available

Double story dwellings only that are consistent with the existing character of the residential precinct in Pennydale.

encourage and incentivize the building of 2 storey townhouses throughout pennydale

2 story maximum across the area. If you must introduce higher levels, I don't see why such a big area such as the whole of Pennydale should be part of it. As I understand it, the area designated by Kingston city council is much closer to Southland. Maybe use the railway line as a dividing point.
Denser housing leads to less green spaces and - especially because of global warming - warmer neighbourhoods. A possible future would be to focus first and foremost on transforming the area into something much more sustainable and climate change-ready. This would mean ensuring there remains sufficient areas of green - not just neighbouring parks but also trees and grass areas throughout the suburb. So far, it seems that the proportion of a block that must be left without building or concrete paths etc is intended to support sufficient levels of drainage but this also affects the local temperature if grass and trees are replaced by more heat-absorbing materials like concrete and metal, which radiate heat long into the evening after a hot day.
Another useful thing would be to implement policies that can help reduce the amount of traffic in the area, instead of just adding to the problem with denser housing and reactive changes to traffic rules etc. Perhaps some positive steps such as supporting car pooling and transport-as-a-service like Go-Get could help to reduce the levels of traffic in he area. Similarly, better pedestrian pathways, especially between Pennydale and Cheltenham PS could help reduce traffic by making parents more confident that their children could safely walk or ride to school.

Please please please do something with the traffic trying to turn right onto Bay Rd from Davey through to Jack Rd. Someone will get killed soon.

Even without further development the issues relating to traffic need to be addressed and I see the current parking restrictions as only a minor part of the solution to this problem. The only multiple storey development I would support would be a high rise carpark in the existing Cheltenham Station car parking area.

While I realise change is inevitable, I think it should be spread over the whole of Bayside by dual occupancies not spoil a small pocket by overdevelopment.
I certainly feel that Pennydale is regarded by council as the arse end of bayside.

Certainly not 4 storey developments

Maximum two stories throughout Pennydale. Up to three stories maximum along Bay Rd - mixed zone (apartments above shops).

I don't agree with either of the two proposed possible futures. Development up to a maximum of 2 storeys is the only appropriate option for Pennydale to ensure that the neighbourhood character is preserved for future generations. The beach sides family friendly village feel is the reason that residents love Pennydale and we don't want our quality of life destroyed by inappropriate development in our streets.

I would like to see the existing GRZ1 retained as well as a STRENGTHENED DDO which adds Neighbourhood character AND an environmental overlay to it as well as limiting consolidation of blocks to 2 blocks only and height limits on consolidated blocks being 2 storey only.

As discussed with the guests at the workshops and advisory meetings, Pennydale is absolutely UNIQUE and needs to be retained this way.

The family friendly village feel of Pennydale should be protected keeping current zoning and implementing a specific DDO that states preferred two storeys and limiting block consolidation given the unique neighbourhood character of Pennydale. Max 3 storeys along Bay Road. Max 3 storeys along the first 100 metres of Park Road from Cheltenham railway level crossing. Max 2 storeys in the remainder of Pennydale. Mixed use along Bay Road will be problematic as the road is too narrow, too busy, too dangerous and there would be insufficient on-street parking.

Limiting development to 2 stories across the Pennydale area with strict planning controls.

I would like you to consider the development of Kingston and the impact of their high density projects in Cheltenham on Pennydale before committing to this increase in development in our residential pocket. After living in Black Rock for 12 years the disparity between development that is acceptable in other parts of Bayside is shocking. How about more development in those areas and increasing transport options to Sandringham and Cheltenham stations and start spreading out the accountability for population growth. Whilst our neighbours only have the threat of 2 developments on 800sqm we have the threat of 3 story on less. It does not seem fair. I do believe there is scope for some townhouse/apartment development but I would like to see council and planners identify sites with minimal impact on ordinary residents.

What would give me peace of mind is Maximum 2-Storey's and 2 dwellings per standard block.

Higher density along train line to capitalize on new station. Plus greater contributions from development could be used to expand on Pennydale green spaces.

The level of increased housing the council is working towards puts considerable strain on this small pocket of Bayside. No there are no other reasonable options that I can think of that doesn't severely compromise the lifestyle of those who have bought into this area and settled here in good faith. I suggest only that Bayside look more closely at a more equitable spread of development options across other parts of Bayside in order to meet their targets.

Infill with low-rise (one and two-storey) units and townhouses is clearly the preferred option of the vast majority of Pennydale residents. It is also what is happening in areas of Kingston adjacent to but separated from the Southland Activity Centre. Pennydale should be recognised as NOT part of the Southland Activity Centre, with the railway line used as the boundary. Pennydale should be no more heavily developed than areas of Kingston which are adjacent to the Southland MAC, such as Jean St, and precincts around Tennyson St and Wilson St.

Does the increased density in cheltenham shops (ie towers being currently built) offset density requirements for other nearby areas?

Yes - there is a whole other train line in the council, called 'Sandringham line'. If the council is soo concerned with maintaining development, I would question why this line is not being considered. We've heard the 'excuses' around rail infrastrcture development, which is clearly not accurate. Further up the line development continues on this rail network, but it is only Bayside council that seems to be blind to the 'development opportunities' that can be applied on this line. Of course, this would no doubt anger these citizens, so perhaps easier to push the development to the boundaries.

More bike and pedestrian paths even through the back streets.

I think 3 stories in all other areas of Bayside would spread the load of urban density and would be an easier way for all, than compacting the buildings into one small area.

Development and geography cannot be looked at through the boundaries of a council electorate. It must be considered more organically and logically. Any person that lives and walks the streets of pennydale can see that the development is needed in Cheltenham however between the train line and the Nepean Highway, I am aware this does not meet your KPI's at Bayside Council, but I beg you to work with your neighbouring Kingston Council and get the Federal Government required outcomes in the most practical solution where the development can walk within 5 minutes to 2 train stations, also get onto the 8 lane highway (Nepean) and have access to shopping and amenity within walking distance, Southland and the Cheltenham structure plan which will provide for more retail and density. Please Please think more outside the box.

Although not within it's jurisdiction, Council should lobby PTV to open 60 Tulip Grove to access on BOTH sides. It is in the interests of people with mobility needs, the elderly, children and people with disabilities that this happen now.

Keep up the good work.

Alternative 1 - medium density development within GRZ1 constraints (mandatory maximum height of 3 storeys) but with the existing DDO replaced with a new one. The new DDO could allow for it to be easier to build 3 storey development along Park Rd and Bay Rd, where within a 400m walk of Cheltenham or Southland station.This would enable modest growth whilst maintaining the existing neighbourhood character and protecting the existing residential amenity.

Alternative 2 - maintain existing planning controls (GRZ 1) in Pennydale but rezone a portion of the Laminex site to Mixed Use (office, retail, residential). Note that areas of the Laminex site actually have a shorter "walking" distance to Southland station than some areas of Pennydale.

Just keep the highrises to the highway 2 stories only in the study area

only 2 storey development and no more than two on a block. Two on a block should be only back and front and not side by side to protect existing neighbourhood character

Residential development as is now. With the addition of traffic management. Lights at Jack Rd and Bay Rd intersections to clear the traffic from the area. Especially when construction begins on the Park Rd rail overpass.

Consider zoning medium density along the railway corridor on Tulip Grove, Heather Grove, Churchill avenue and Cheltenham aspect off Charman Road (North of Weatherall Road- Sydney Street, Mackenzie Street, Coape Street, Higham Street, Gillman Street). These areas are less than 700m from Cheltenham station and close to shops, cafes and Southland.

I do not support any medium development throughout Pennydale or the borders along Jack Road and Park Road. Please do not ruin our lovely area, we live here for a reason and we love it. Please consider the impact on the residents when it is not even close to the Southland activity centre.

Implement a DDO specifically for this area with protection against overdevelopment. This MUST include mandatory height controls, minimum setbacks, maximum site coverage, minimum permeability and strong traffic and environmental controls. This area does not need a structure plan as it is NOT within an activity centre as declared by Kingston council that has claimed and had approved by state government that Southland activity centre is SOLELY in Kingston NOT Bayside. It is about time that council staff respectfully admit that they are pushing ahead with a flawed strategy and move on to protect the whole of bayside.

The area is a unique area within Bayside which already has high population density. The roads around and within the area can not cope with a lot more growth, especially if the plan is to add cycle and bus lanes to the already narrow and over used Bay and Park roads. I would like the council to consider a Structure Plan based on possible future 01 which is more sensitive to the existing residential amenity of the area - with a focus on growth through two storey dual occupancy across the area with areas closer to the railway line and mixed used/commercial zones being more appropriate for 3 storey development.

I also urge the council to consider what Kingston is planning for the Activity Centre (they don't consider Pennydale part of the MAC), and realise that growth can be managed in Pennydale in a more sensitive and realistic way rather than trying to force development unnecessarily and in a way that could have catastrophic impacts on traffic, parking, amenity, climate, environment and ultimately the quality of life of residents in the area.

Appreciate the City taking the Possible Future 03 off the table following consultation and meetings thru the community workshops

No

I know we need to do our part in the planning process of Melbourne but there are better places to increase density, opposite the Cheltenham station in that scrubby bit of park land and in the Gas Works park near Southland station.

I have already outlined them, these should be explored before ruining our suburb

Less apartments and more restaurants, cafes and retail shops and common areas... not just parks...we have enough of those, I was more thinking about a piazza with restaurant and Cafè to enjoy with family and friends ...a more European look and lifestyle that we all Love when we go overseas.

Council and State Government need to advise residents soon on traffic management issues that will flow from the removal of rail crossings at Park and Charman Roads. This will create significant disruption during construction over an extensive period.

A different structure plan which is developed in CONSULTATION with the existing residents advisory panel. The two options presented have been determined by people who do not live in the area and who do not have intimate knowledge of Pennydale the unique characteristics of the area. Hence for any structure plan to be workable and not subject to legal battles it is important to have the residents "on-side" and supportive. Currently this is not the case!

Sadly, it is obvious that the two Possible Futures presented have been designed by planning bureaucrats to meet a set of "perceived" state government guidelines, rather than being creative solutions to a very difficult problem.

The state government planning document for the Southland Activity Center DOES NOT include Pennydale, so the push by the Bayside Council Planning department to include Pennydale under the Southland Activity Center banner is erroneous. The Southland Activity Center is in Kingston not Bayside!

As greater housing density is required in and around transport hubs, why is no development or structure plan proposed in the area bounded by Charman Road, Weatherall Road, Cheltenham Park/Cheltenham Golf Course and the ovals? This area is also within the desired walking distance of amenities and had major road access.

It is important to retain the nature and character of our neighborhoods with carefully planned and controlled development which takes into account the local environment.

Include local Cheltenham area near Charmen Rd in the strategic Plan so it is not so highly concentrated on the Pennydale area.

Pedestrian crossings on Park Rd and less large trucks through Pennydale. More speed enforcement

Safe Pedestrian crossings across Park Rd, and less large truck usage, especially B-double trucks. Speed enforcement.

Pennydale is an area that has beautiful character - in addition to young families, we have some elderly residents and couples living here making it a fantastic, diverse neighbourhood. It would be disappointing if Council were to go against the wishes of rate payers and encourage large scale, high density development in this area. I encourage traffic management plans and pedestrian connection points to be implemented as the traffic in the area is already an issue - with many residents having access problems to their own driveways or onto Bay Road from the area. We are grateful for the opportunity to comment - particularly if you hear what we have to say and act on it in the interests of the residents. Thanks

In short its preposterous that no development is being suggested where the actual station is. its counter intuitive. You have a station, then this "protected utopia" (that pennydale group are fighting for), then daylight, and then development.. its outrageous and absurd. As you will see in my diagrams, i am suggesting the area closest to station is fully redeveloped - Seide Court, Tulip Gve, Heather Grove, all along the tracks from southland station to cheltenham station.. that area should be gutted, seide court opened up to bay road and tulip grove/seide court turned into a thoroughfare.

Clearly Pennydale Residents Action Group doesnt represent all of pennydale. They are all about self interest and driving the value of their own properties up. We in Cheltenham (Pennydale) are not a monolith and do not stand united. They want to protect their own properties and wish to foist development on others in the area. Its disgusting. Furthermore theyve submitted an alternative future that puts certain H5 residents in a development zone whilst limiting the development to 3 stories AND MAX consolidation of 2 blocks.. so effectively theyre telling some of us that we have to sell to a developer - but we must limit the potential profits from this forcible sale. Its only fair that those in development zones that have to sell, have the opportunity to maximize sale to developers by allowing building heights greater than 3 storeys, and in fact up to at least 4 or 5 storeys. Hence my 2nd alternative future that does encompass all of bay and park roads but that allows 3 block consolidation (which is already happening on Bay rd) and heights greater than 3 storeys and at least up to 4 or 5.

Its utterly absurd that the 3rd possible future was taken off the table, as it suggested development WHERE THE STATION IS. I hope that you take into account what im suggesting..and wished to convey that Pennydale action group arent about action, they are about self interest and throwing their own supporters and advocates under the bus in order to preserve their own interests. But mostly to point out that what the pennydale action group suggests is utterly nonsensical..an activity center (ie southland station) grows from the center outward.. it doesnt skip 5 blocks and then randomly place development elsewhere. As far as logic dictates, development MUST happen where ive suggested ie tulip grove, seide ct, Heather Grove etc BEFORE anywhere else is considered. That would be the most logical and fair way to approach this.

Council should not buckle under any pressure from residents groups who purport to have the entire communitys interests at heart, but clearly do not.





- 5 storeys max, mandatory setbacks, 4 consolidated blocks max
- 3 storeys max, 3 consolidated blocks max

None as yet. Thank you.

Keep the area as it is

I think there could be limited 5-6 storey development on the South Side of bay Rd ONLY, but less development on Park Rd & Jack Rd. The Southland Station should be connected to Bay Rd near the rail bridge and ideally a pedestrian crossing over Bay Rd at this spot – There may be many people crossing Bay Rd to get to Highett from the station. Thanks

In addition to the feedback in the survey, the following letter was received:

- 1 Proposed cycle track along the south side of Park road to the Cheltenham Railway Station and Shops.
This will be a very useful facility and if developed as I have suggested will help to segregate pedestrian commuters parking in Park Road from the bikes. it will also provide safe travel for parents and children riding to and from the Cheltenham Primary School.
- 2 Cycle track to Southland Station and Shopping Centre.
The proposal to build a cycle track on the West side of the railway line from the end of Heather Grove to the new platform is impractical as it will require the acquisition of residential land. However there is an existing rail crossing on the railway line that will be upgraded that connects to a laneway discharging into Jean Street. This provides safe cycling on a street that terminates at Southland Shopping Centre and Station.
This route will be ideally suited to serve most of the Pennydale residential area.
- 3 I requested the traffic layout for Bay, Jack and Park Roads be addressed showing
There is serious congestion due to the continued use by large transports and local increase.

A lack of action by both Bayside and Kingston Council to address the bottlenecks caused by kerb side parking causes undue congestion.

There are two choke points:

North side of Park Road and west of rail crossing, opposite the ramp to railway car park.

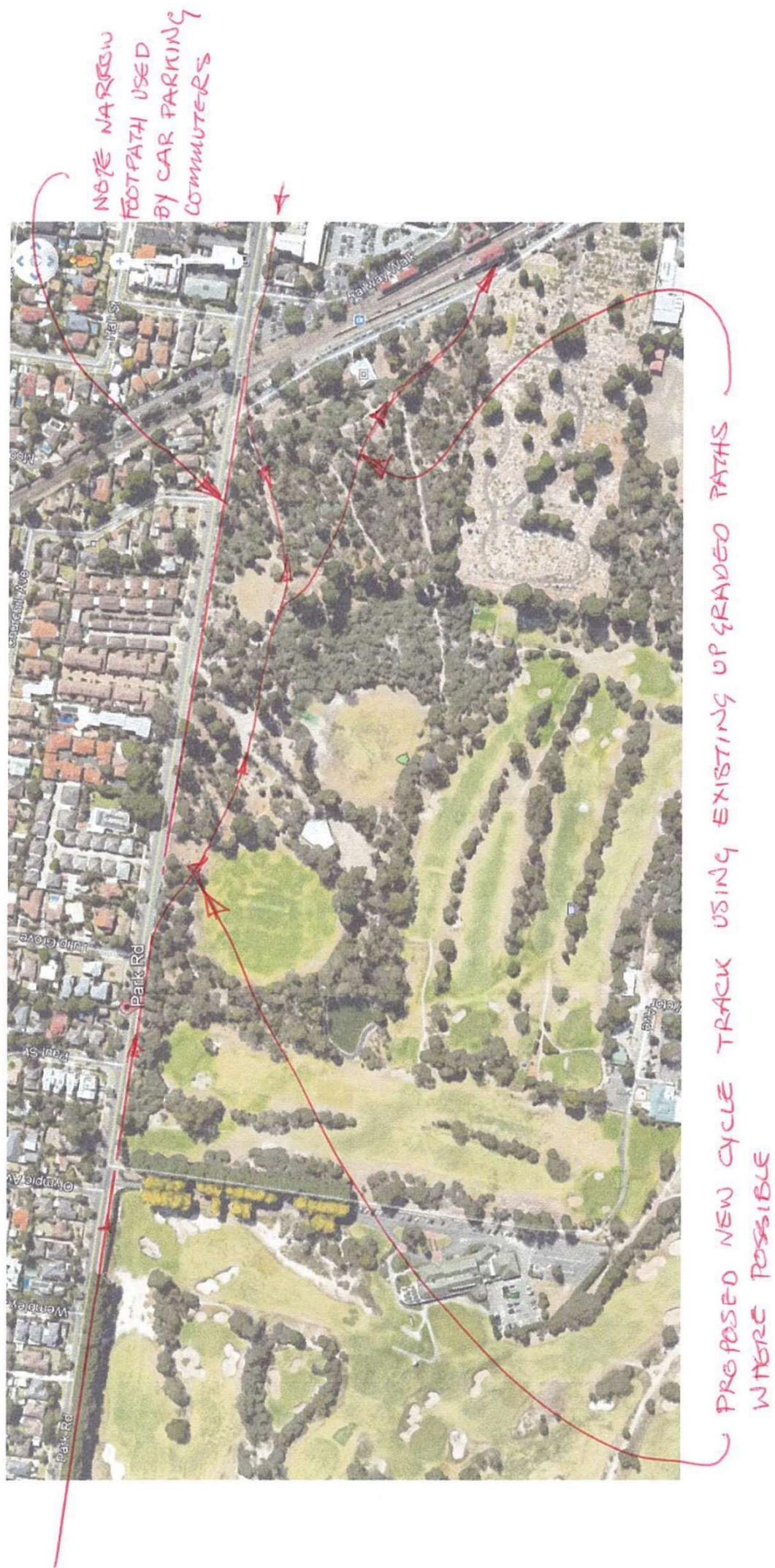
When vehicles are parked in the 2 spaces available all traffic is forced into the centre of the road frequently occupied at peak periods by cars turning right to drop off or pick up children from the Primary School. The removal of boom gates will make little difference when a stream of traffic is coming up Park Road from the Charman Road lights.

The second choke point is again in Park Road just east of Charman also on the north side.

These positions force the two lanes of traffic into one lane on the other side of the intersection. Removal of these 4 spots would allow traffic to travel unimpeded to Nepean Highway.



In this case a single car parked at the kerb is forcing two lanes into one.





Please note:

The modelling in this image represents existing site conditions in white, and the blue massing illustrates the potential built form 'bulk' and does not represent any individual building forms or designs.



SUGGESTED CYCLE PATHS TO SOUTHLAND
SHOPS + STATION USING EXISTING ROADS
+ UP GRADED RAILWAY XING



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