

Changes to Structure Plan to address PRAG concerns	Pg No	Reason
<p>Vision</p> <p>The Vision has been amendment to read:</p> <p><i>'A family-friendly neighbourhood with green and leafy streets, access to excellent transport, shopping and open spaces, with a range of medium density housing to meet the needs of a range of demographic and life stages while retaining the area's valued neighbourhood character and amenity.'</i></p>	9	To clarify that high density housing is not appropriate.
<p>Land Use</p> <p>The first paragraph on page 11 has been amended with 'largely' replaced with 'predominately', so it now reads: <i>'....In the future, Pennydale will retain its predominately residential nature....'</i></p> <p>The second paragraph on page 11 has been amended to remove '....as a result of the car park on the Laminex site', so it now reads: <i>'332 – 336 Bay Road, known locally as the Laminex site, includes a buffer strip along the frontage of Jack Road to prevent loss of amenity to the neighbourhood.'</i></p> <p>The following Strategy, under Objective 1, has been deleted: <i>'Rezone 338 Bay Road from Commercial 1 Zone to General Residential Zone to reflect its existing residential use.'</i></p> <p>The fourth Strategy, under Objective 2, has been amended to replace 'Investigate the potential for' with 'encourage and support', so it now reads: <i>'Encourage and support local community events in the area throughout the year'</i></p> <p>The following Strategy, under Objective 3, has been deleted: <i>'Should Southland Shopping Centre expand westward towards the Southland train station and re-orient to face Bay Road, investigate the feasibility of extending this economic activity west along Bay Road towards the Bayside Business District.'</i></p>	11 11 13 13 13	PRAG request Unnecessary detail. This is dealt with through Amendment C126 More positive wording. It is a hypothetical situation. If it occurs in the future, it can be looked at as part of the review of the Structure Plan.

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<p>Built Form</p> <p>The first paragraph on pg 14 has been amended with 'some' replaced with 'formidable', so it now reads:</p> <p><i>'...the design of the train station presents formidable barriers to integration with the existing Pennydale neighbourhood.'</i></p> <p>Built form precincts have been changed. The Main Road Environs Precinct which encompassed both Bay and Park Road has been split into two distinct precincts, one for Bay Road and one for Park Road.</p> <p>Bay Road Precinct description now reads <i>'An area of medium density housing, where residential renewal and consolidation is encouraged with high-quality, well articulated apartments set within a landscaped setting, that address Bay Road.'</i></p> <p>Park Road Precinct description now reads <i>'A leafy gateway boulevard with a range of high quality, well articulated apartments surrounded by trees.'</i></p> <p>The Southland Station interface Precinct has been removed and is now part of Precinct 3-The Residential Core.</p> <p>A new Strategy has been added under Objective 5 which reads: <i>'Should a new station entrance open at Tulip Grove, a review of the residential streets around the Station will be undertaken to determine what, if any, changes to built form and pedestrian access are required.'</i></p> <p>Precincts have been updated to reflect the above changes. In addition, front setbacks for Bay Road and Park Road Precincts have been increased from 3 metres to 6 metres. For the Park Road Precinct, total building height remains at 3 storeys (11 metres), but the third</p>	<p>14</p> <p>14</p> <p>14</p> <p>14</p> <p>14</p> <p>17</p> <p>17</p>	<p>PRAG request</p> <p>To reflect the different characteristics of Bay and Park Road.</p> <p></p> <p></p> <p>This recognises that there is currently no access to the Southland train station from Tulip Grove.</p> <p>To enable further consideration of built form and pedestrian access should a new station entrance at Tulip Grove open.</p> <p>To allow increased space for landscaping and the planting of canopy trees.</p>

<p>storey must now be recessed a minimum of 3 metres from the second storey. Side and rear setbacks for Park Road Precinct are the same as Bay Road Precinct.</p> <p>Figure 7 – a photo of a two storey town house has been included.</p> <p>The first Strategy under Objective 7 has been reworded to replace ‘require’ with ‘encourage’, so it now reads:</p> <p><i>‘As part of any redevelopment of residential lots around Pennydale Park (open space interface) and Tulip Grove Park, encourage new development to incorporate natural surveillance of the park.’</i></p> <p>A new Strategy has been added under Objective 7</p> <p><i>‘Ensure development provides articulated and well-designed facade, fenestration, parapet treatments and other detailing and materials to provide interest at street level and reinforce the human scale.’</i></p> <p>The following new Strategies have been added under Objective 8:</p> <ul style="list-style-type: none"> • <i>‘Within Precinct 2, ensure deep soil (at least 41m3 of soil volume) is provided within the front setback to enable the planting of a 10 metre wide canopy tree.’</i> • <i>‘Ensure new development is respectful of and does not detract from any adjacent heritage building.’</i> • <i>‘Encourage screen planting, including canopy trees, in rear setbacks of new developments to reduce the amenity impacts of new development and to provide a green and leafy setting.’</i> <p>The wording of the VPO Strategy under Objective 8 has been reworded to reflect the wording in the Highett Structure Plan, so it now reads:</p> <p><i>‘Investigate whether a Vegetation Protection Overlay or Significant Landscape Overlay is justifiable and appropriate for some or all of the residential areas of Pennydale.’</i></p>	<p>17</p> <p>19</p> <p>20</p> <p>20</p> <p>20</p> <p>20</p> <p>20</p>	<p>To minimise building bulk and retain Park Road as a leafy, gateway boulevard.</p> <p>To illustrate what a two storey town house can look like.</p> <p>PRAG request</p> <p>To ensure development is well articulated and designed.</p> <p>To retain and enhance the leafy, gateway boulevard character of Park Road.</p> <p>To ensure developments consider any adjacent heritage properties.</p> <p>To reduce amenity impacts and increase greenery.</p> <p>For consistency.</p>
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<p>Access and Movement</p> <p>First Strategy under Objective 9 has been updated to include reference to a possible pedestrian overpass bridge. It now reads:</p> <p><i>‘Advocate to VicRoads for a safe pedestrian crossing across Bay Road near the Frankston railway line bridge either in the form of a pedestrian overpass bridge or a signalised pedestrian crossing. This would allow safe and controlled movement.....’</i></p> <p>Fourth Strategy under Objective 9 has been updated to include reference to also connecting Pennydale to Sir William Fry Reserve and that the pedestrian access would ideally be in the form of a pedestrian overpass bridge. It now reads:</p> <p><i>‘Advocate for pedestrian access adjacent to the Frankston railway line corridor to Bay Road to better connect the train station to Bay Road and Pennydale to Sir William Fry Reserve. This could be incorporated into the future shared path along the Frankston Railway line, ideally in the form of a pedestrian overpass bridge’</i></p> <p>A new Strategy has been added under Objective 9 which reads:</p> <p><i>‘Investigate options for improving pedestrian connectivity, safety and access to Cheltenham Park. There should be a direct, legible path to the Cheltenham Park entrance from the pedestrian refuge on Park Road.’</i></p> <p>The seventh Strategy under Objective 9 has been amended to replace ‘provide’ with ‘investigate’. It now reads:</p> <p><i>‘Investigate the need for a signalised pedestrian crossing at Park and Jack Road.’</i></p> <p>The first Strategy under Objective 10 has been updated to remove reference to on-road bicycle lanes along Bay Road. It now reads:</p> <p><i>‘Advocate to VicRoads to deliver the Bay Road Strategic Cycling Corridor by providing cycling lanes along Bay Road. These will connect to....’</i></p>	<p>23</p> <p>23</p> <p>23</p> <p>23</p> <p>23</p>	<p>To reflect PRAG’s preferred solution, a pedestrian overpass bridge.</p> <p>To recognise that this would also improve access to Sir William Fry Reserve and to reflect PRAG’s preferred solution, a pedestrian overpass bridge.</p> <p>To improve access to Cheltenham Park.</p> <p>To recognise this may not be needed.</p> <p>It is up to VicRoads to determine the best way to deliver bicycle lanes along Bay Road.</p>

<p>The third Strategy under Objective 10 has been updated to refer to the possibility of a pedestrian overpass bridge. It now reads:</p> <p><i>‘Advocate for a shared pedestrian and bicycle path along the Frankston Railway line from Park Road to Bay Road, providing a safe and continuous route to and from Southland Railway Station and Shopping Centre and from Bay and Park Road, with local access to residential areas wherever possible, for example with the construction of a pedestrian overpass bridge across Bay Road.’</i></p>	24	To reflect PRAG’s preferred solution, a pedestrian overpass bridge.
<p>The 4th Strategy under Objective 10 referring to providing an on-road bicycle path along Jack Road has been reworded. It now reads:</p> <p><i>‘Investigate ways to improve bicycle safety and amenity along Jack Road.’</i></p>	24	To focus on the outcome. There are a number of ways this outcome could be achieved.
<p>The first Strategy under Objective 12 has been reworded to replace ‘advocate’ with ‘investigate’. It now reads:</p> <p><i>‘Investigate the upgrading of the Bay Road/Jack Road intersection to a signalised intersection that includes the existing signalised pedestrian crossing in order to improve safety for pedestrians, cyclists and vehicles using Bay and Jack Roads.’</i></p>	24	If Graham Road/Bay Road intersection is signalised, this upgrade may not be necessary.
<p>A new Strategy has been added under Objective 12, that reads:</p> <p><i>‘Once the level crossing has been removed at Park Road, undertake a traffic study to investigate the impact it has had on traffic movement and the road network across Pennydale.’</i></p>	24	To investigate the impacts of the Level Crossing removal on traffic flow.
<p>The Strategy under Objective 12 referring to signalisation of Tulip Grove/Park Road intersection has been deleted.</p>	24	Not needed now that Southland Interface Precinct has been removed.
<p>The fourth Strategy under Objective 12 has been reworded to: <i>‘Advocate to VicRoads to formalise the traffic lanes along Bay road between the Frankston Railway Bridge and Jack Road. Either to reflect the existing arrangement (single lane in each direction), or two lanes.’</i></p>	24	To recognise the different options that exist to formalise the lanes.

<p>The Strategy under Objective 12 referring to new development providing access via a rear laneway has been deleted.</p> <p>A new Strategy has been added under Objective 12. <i>'Require shop-top development on Bay Road to provide access from the existing laneways to minimise vehicular crossovers and movements on Bay Road.'</i></p> <p>The last Strategy under Objective 12 has been reworded from 'Designate' to 'Consider'. It now reads: <i>'Consider designating Jack Road as a Connector Street to reflect its current and future function as a key movement corridor'.</i></p>	<p>24</p> <p>24</p> <p>24</p>	<p>PRAG request.</p> <p>To make it clear where vehicular access is to be provided from.</p> <p>To enable further consideration.</p>
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<p>Public Realm</p> <p>The Strategies under Objective 14 and 16 regarding shared zones on Olympic Avenue and Tulip Grove have been removed.</p> <p>The 1st Strategy under Objective 16 has been reworded to read: <i>'Should any future opening to the Station from Tulip Grove occur, advocate for public green space to be incorporated into this opening and for pedestrian and cycling access to be prioritised.'</i></p>	<p>28</p> <p>28</p>	<p>PRAG request.</p> <p>To ensure pedestrian and cycling access is prioritised.</p>
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<p>Monitoring and Review</p> <p>A new paragraph has been added: <i>'Should a new station entrance open at Tulip Grove, a review of the residential streets around the Station will be undertaken to determine what, if any, changes to built form and pedestrian access are required.'</i></p>	<p>30</p>	<p>To reflect new Strategy under Objective 5.</p>

