



Bayside Position Paper

OPPORTUNITIES

July 2024



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Broad Opportunities Summary

The following list and Figure 1 represent a summary of a broad suite of opportunities primarily in the public realm. Council will utilise the opportunities identified within this Position Paper to engage with key stakeholders and to develop a common advocacy position regarding the SRL project.

- 1 Utilise the space created underneath the elevated rail corridor for open space and community uses. Ensure good interfaces to adjacent streets and housing.
- 2 Harness the opportunity that comes with elevated rail to connect both sides of Highett Activity Centre and along the railway line, by reconnecting bisected streets to create new street and open space connections.
- 3 Protect existing residential neighbourhood amenity by increasing the density of people living in immediate vicinity of Highett Station and Cheltenham Station.
- 4 Re-envision Bay Road to be a green and safe corridor despite its role as one of Bayside's major thoroughfares.
- 5 Reinvigorate the Bayside Business District to create a thriving employment hub that supports a range of industries.
- 6 Expand the Jack & Bay SNAC to become a local community node with an expanded local retail, hospitality, and service offering.
- 7 Investigate the potential for new parks to help off-set the loss of open space at Sir William Fry Reserve. Investigate the role of development contributions in delivering these.
- 8 Consider the potential for new community facilities to support the expanded community.
- 9 Enhance the identity and offering at Highett Village through public realm improvements and redevelopment opportunities.
- 10 Provide community infrastructure in accessible locations that allow for the flexibility of space and can be suitably co-located so that users can access multiple services at once. Location and provision of spaces should be accessible, innovative and future proof and provides for environmentally sensitive design features as part of the development.

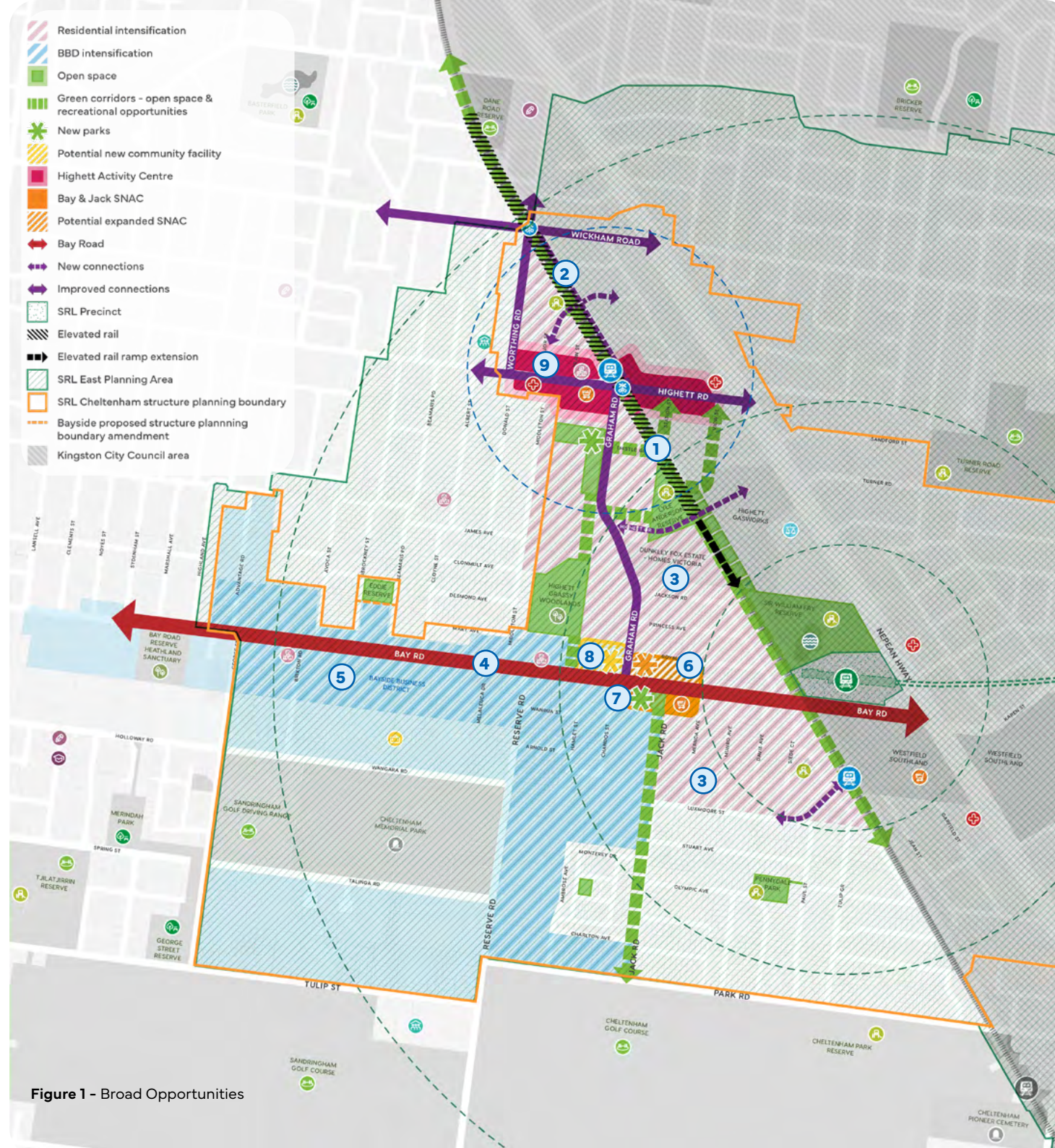


Figure 1 - Broad Opportunities

Built Form Opportunities

The built form opportunities identify Bayside City Council's preferred development scenario, that balances the need for additional dwellings with maintaining existing character and amenity.

Primary objectives:

- To increase residential density within a walkable catchment of the new SRL station in a elegant and considered way.
- To provide access to increased employment opportunities.
- To create thriving retail and commercial hubs and convenience centres that support the growing population.
- To protect the character and amenity of key existing residential areas, while intensifying core urban areas

The built form opportunities include:

- Redevelopment potential of up to 9000 new dwellings at it's highest capacity. However, recognising that the whole precinct is unlikely to be developed to it's highest capacity, the precinct can still comfortably accommodate between 4000-7000 new dwellings
- Concentrating the highest level of redevelopment potential along Bay Road, the rail corridor, and around Highett Station, so that many of the existing residential neighbourhoods in Highett and Pennydale could develop at a slower rate (thus preserving their character)
- Transitional change areas of up to 4 storeys, and transition areas to existing predominantly single storey dwellings. Realising 4 storeys in these transitional areas would rely on lot consolidation to achieve a good outcome.
- Ensuring appropriate transitional heights are applied where lower height limits interface with higher height limits.

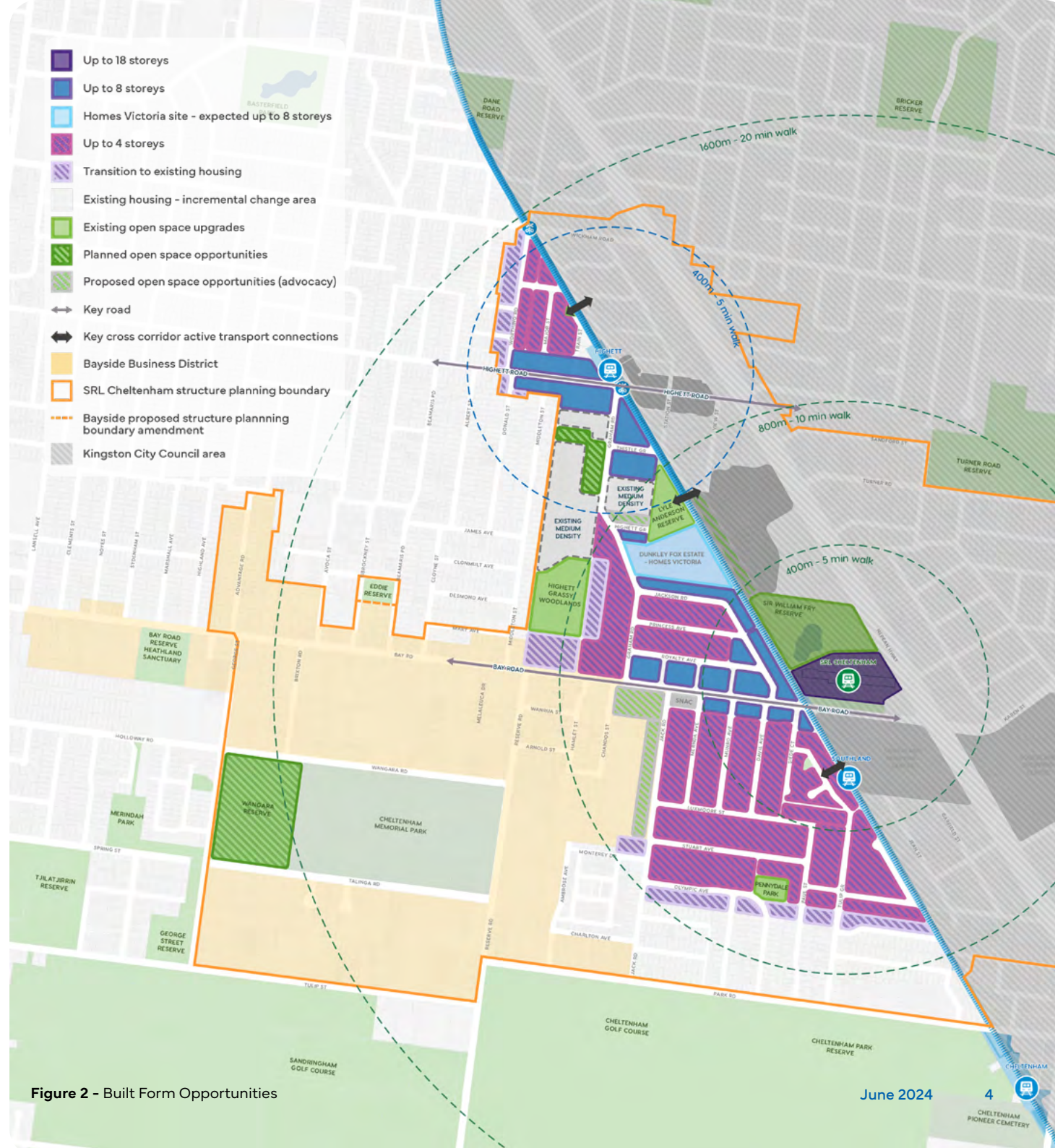


Figure 2 - Built Form Opportunities

Open Space Opportunities

With the population of the study area expected to grow, it is vital that the public space infrastructure including parks, plazas, and streets meet the needs of the community of residents, workers, and visitors.

Primary objectives:

- To increase the offering and diversity of open space.
- To leverage major rail infrastructure projects to improve open space outcomes for the community.
- To ensure that existing open space, such as Lyle Anderson Reserve is improved and not negatively impacted by the construction of major rail infrastructure.
- To offset the loss of open space in Sir William Fry Reserve in close proximity to the SRL Station.
- To ensure that the quantity and quality of available open space meets the needs of the existing and future community.

The open space opportunities includes:

- The need for additional open space within the Bayside precinct to address both the active and passive open space demand. The larger land parcels within the BBD present an opportunity to create new open space to serve this community and to achieve both structured and informal open space uses.
- Contribute toward the upgrading and/or renewal of existing open space assets, such as Lyle Anderson Reserve, Wangara Road, and the Hightt Grassy Woodland.
- Recognition that private property needs to accommodate provision for canopy trees, communal open space and identified connections as part of an increased public open space contribution requirement.
- The creation of a linear open space network arising from an elevated rail platform as part of the Hightt Station Level Crossing Removal.
- The creation of open space along Jack Road at the Laminex site to provide increased access and recreational opportunities within the precinct. For delivery via purchase, long-term leasing (50 years or more) or via Public Acquisition Overlay by the Suburban Rail Loop Authority.



Figure 3 - Open Space Opportunities

Access and Movement Opportunities

The Access and Movement opportunities acknowledges the excellent public transport connections that will be available within the study area as a result of the new Cheltenham SRL station and LXP improvements to the Frankston train line.

With the development of the SRL station and predicted increase in density, vehicle, pedestrian, and cycling volumes are likely to increase.

Primary Objectives

- To have a well-connected centre that supports and prioritises active transport connections.
- To increase connectivity within the study area, and to key destinations including train stations.
- To actively plan for a comprehensive cycling network, even if Bay Road can't safely accommodate cyclists.

The Access and Movement opportunities includes:

- Proposed intersection upgrades, including potential signalisation, and pedestrian safety measures such as refuge islands and crossings.
- Identification of key connections across the rail corridor.
- Pedestrian improvements, including implementing or upgrading pedestrian pathways and wayfinding, and increasing canopy cover and amenity.
- Identification of an active transport corridor along the rail corridor.
- A comprehensive cycling network, that doesn't rely on Bay Road as a major cycling corridor.

More detailed proposals are shown in Precinct maps following.

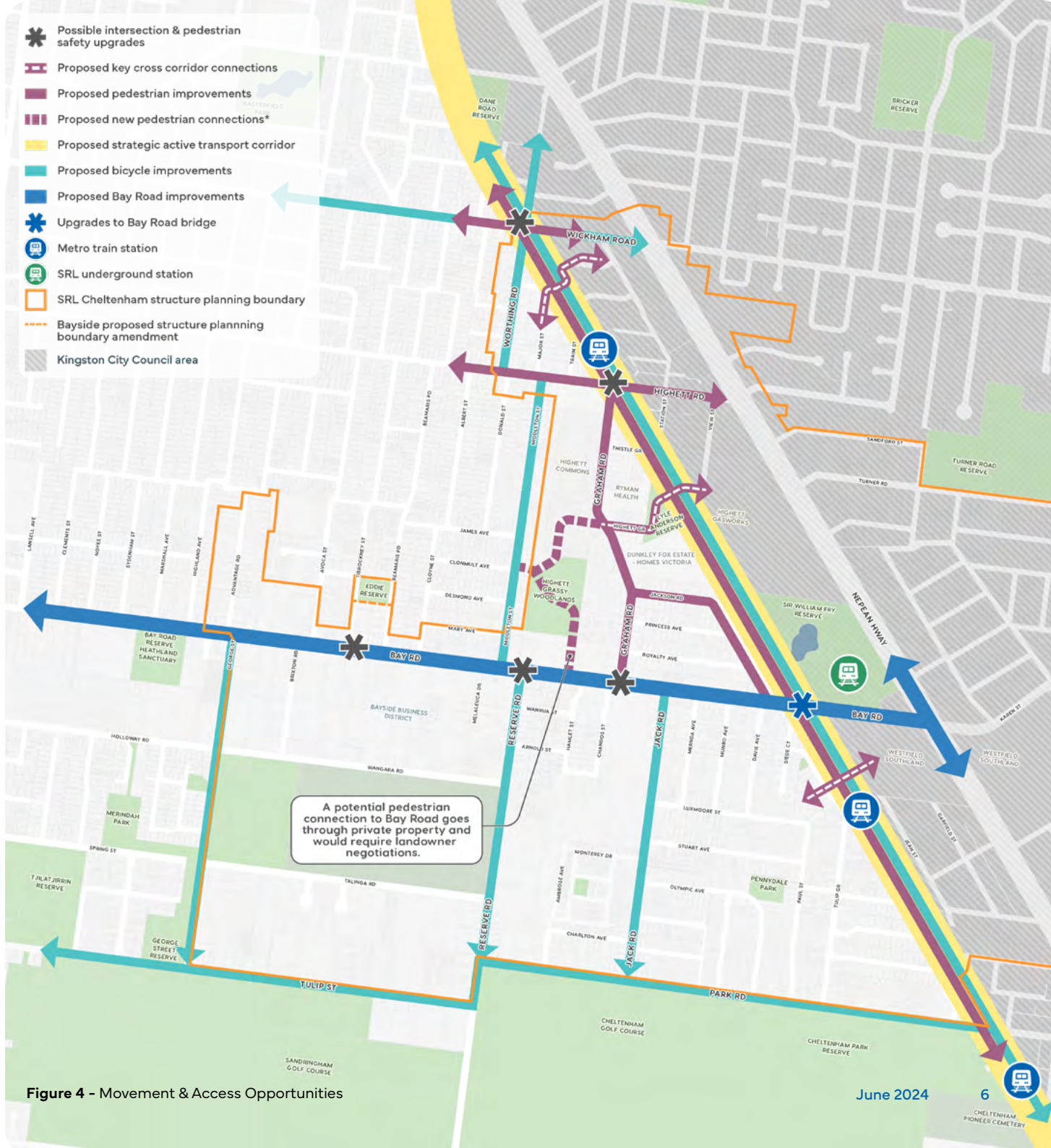


Figure 4 - Movement & Access Opportunities

Precincts

This section of the document outlines more detailed opportunities at a precinct by precinct scale. The overall study area is broken into four precincts where there is the greatest capacity for change.

The opportunities identified in this section are primarily within the public realm.

The precincts identified in Figure 5 are as follows:

- ① Highett Village
- ② Residential Core
- ③ SRL Cheltenham Surrounds
- ④ Bayside Business District

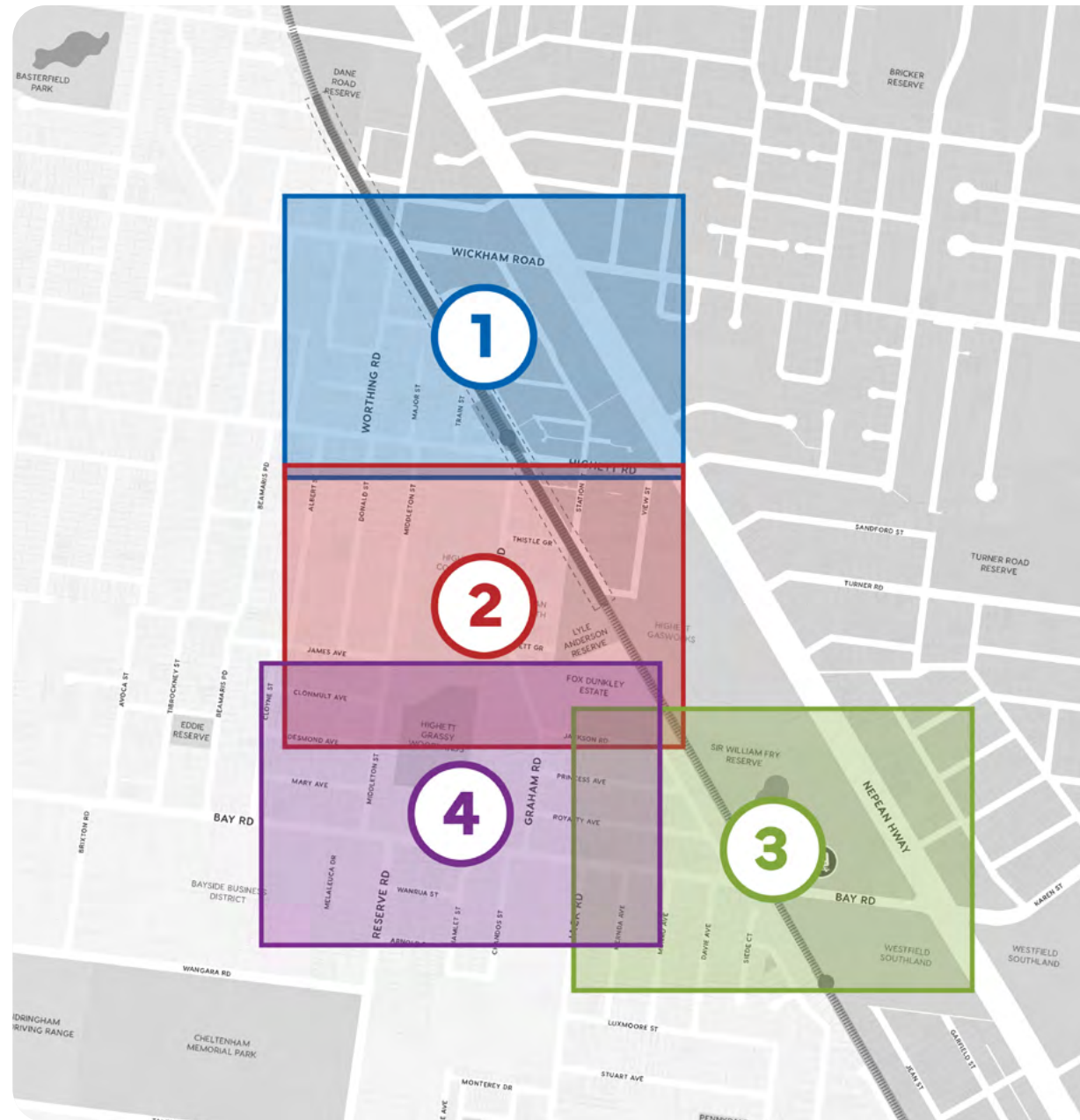
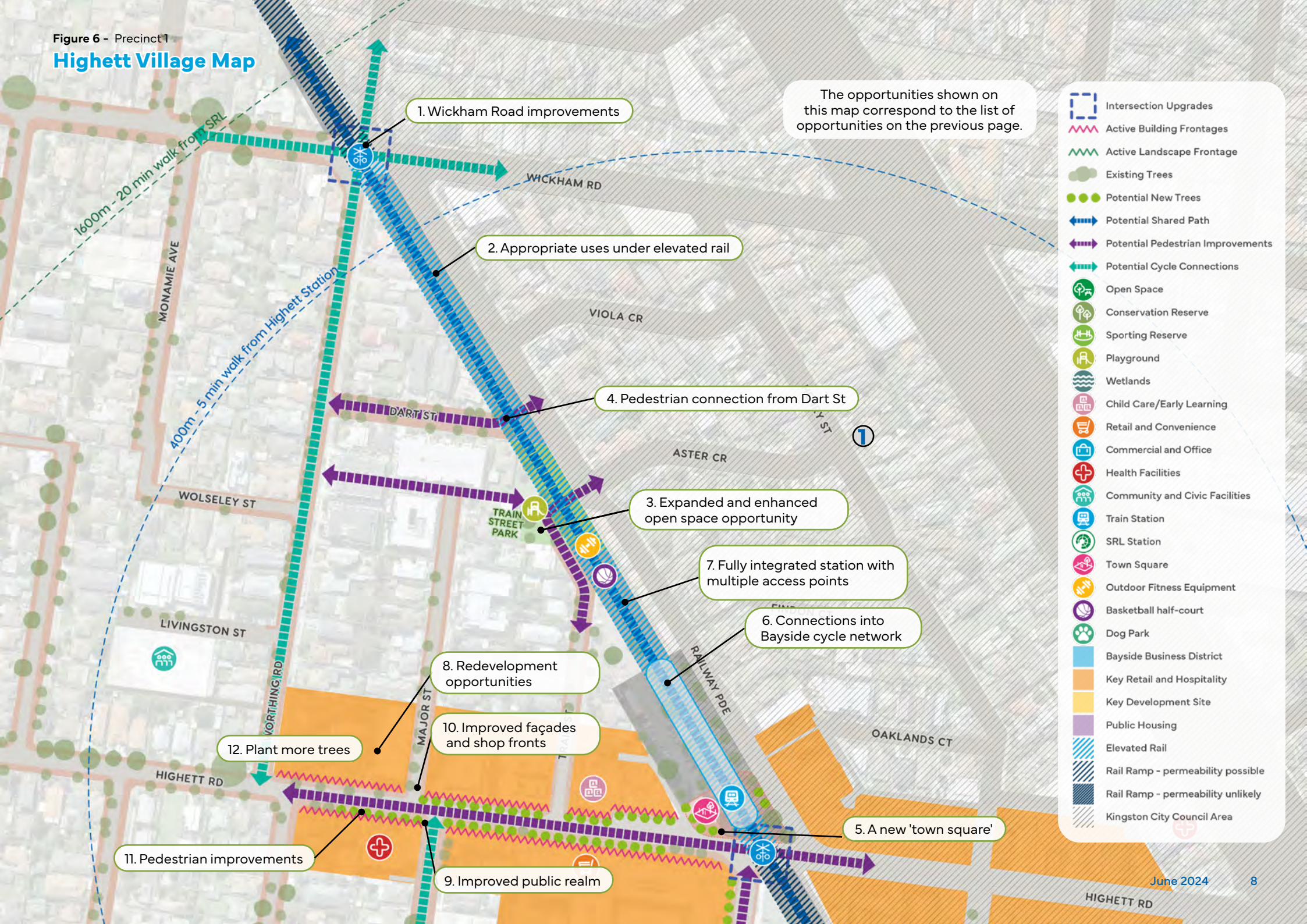


Figure 5 - Precincts

Figure 6 - Precinct 1

Highett Village Map



Highett Town Square

The station development presents an opportunity to stitch the east and west of Highett Village together with a unifying civic gesture. A Town Square to the north of Highett Road will invite pedestrians and cyclists from the main street and further south from the proposed SUP to enter and linger in the village.

Key Components:

- A** Elevated Station Building (with consideration of best location for and reuse of heritage station building)
- B** Platforms set back from street to allow natural light
- C** Shared retail street connected to station Plaza along Railway Parade (Kingston)
- D** Integration of adjoining existing buildings (499C Highett Rd)
- E** Buffer zones with planting, seating and canopy trees
- F** Separated cycle and pedestrian crossing
- G** Dedicated cycle lane
- H** Carpark
- I** Local road
- J** Shared Use Path



Figure 7 - Highett Station Town Square Concept

Figure 8 - Precinct 2

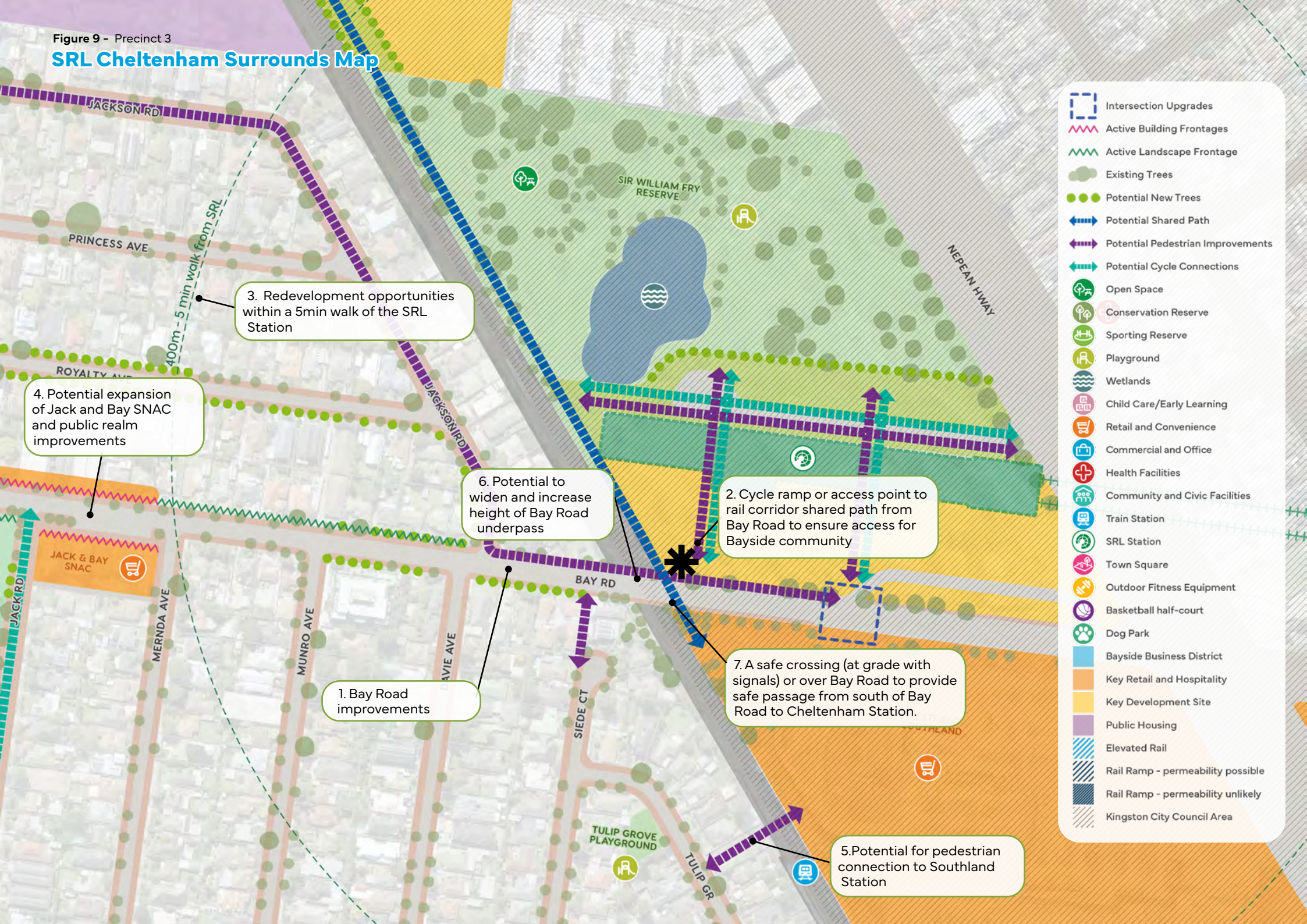
Highett Residential Core Map

- Intersection Upgrades
- Active Building Frontages
- Active Landscape Frontage
- Existing Trees
- Potential New Trees
- Potential Shared Path
- Potential Pedestrian Improvements
- Potential Cycle Connections
- Open Space
- Conservation Reserve
- Sporting Reserve
- Playground
- Wetlands
- Child Care/Early Learning
- Retail and Convenience
- Commercial and Office
- Health Facilities
- Community and Civic Facilities
- Train Station
- SRL Station
- Town Square
- Outdoor Fitness Equipment
- Basketball half-court
- Dog Park
- Bayside Business District
- Key Retail and Hospitality
- Key Development Site
- Public Housing
- Elevated Rail
- Rail Ramp - permeability possible
- Rail Ramp - permeability unlikely
- Kingston City Council Area



Figure 9 - Precinct 3

SRL Cheltenham Surrounds Map



3. Redevelopment opportunities within a 5min walk of the SRL Station

4. Potential expansion of Jack and Bay SNAC and public realm improvements

6. Potential to widen and increase height of Bay Road underpass

2. Cycle ramp or access point to rail corridor shared path from Bay Road to ensure access for Bayside community

1. Bay Road improvements

7. A safe crossing (at grade with signals) or over Bay Road to provide safe passage from south of Bay Road to Cheltenham Station.

5. Potential for pedestrian connection to Southland Station

- Intersection Upgrades
- Active Building Frontages
- Active Landscape Frontage
- Existing Trees
- Potential New Trees
- Potential Shared Path
- Potential Pedestrian Improvements
- Potential Cycle Connections
- Open Space
- Conservation Reserve
- Sporting Reserve
- Playground
- Wetlands
- Child Care/Early Learning
- Retail and Convenience
- Commercial and Office
- Health Facilities
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Bay Road Cross-section

Double lane in each direction: Opportunities and considerations

- Limited opportunity for pedestrian amenity
- Limited buffer to traffic, leading to perceived safety issues from higher driving speeds and traffic noise
- No opportunity for cycling infrastructure
- Tree species to be of small size to limit impact to overhead wires
- Additional capacity between the Railway overpass and Nepean Highway would potentially result in more motorists electing to use Bay Road, as opposed to alternative routes - which may reduce traffic volumes on local streets.
- Increased ability to accommodate additional bus services.
- Opportunity to provide increased arterial road connection to the proposed SRL station precinct.

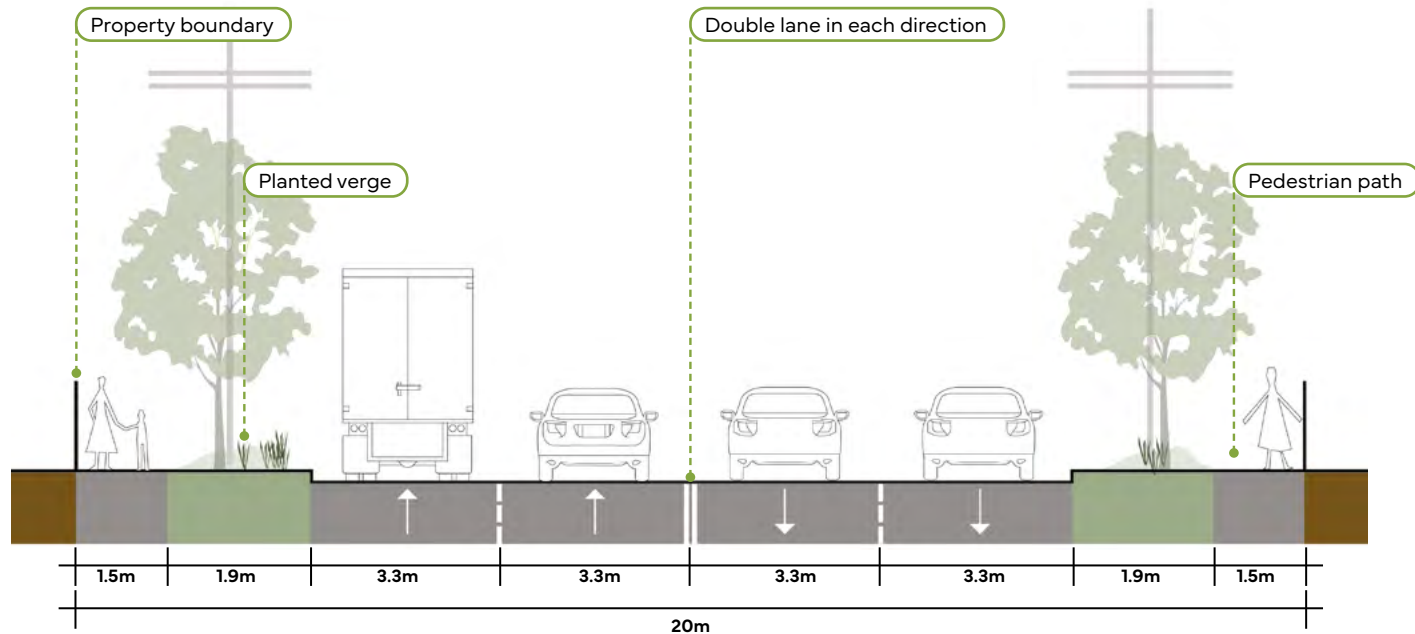
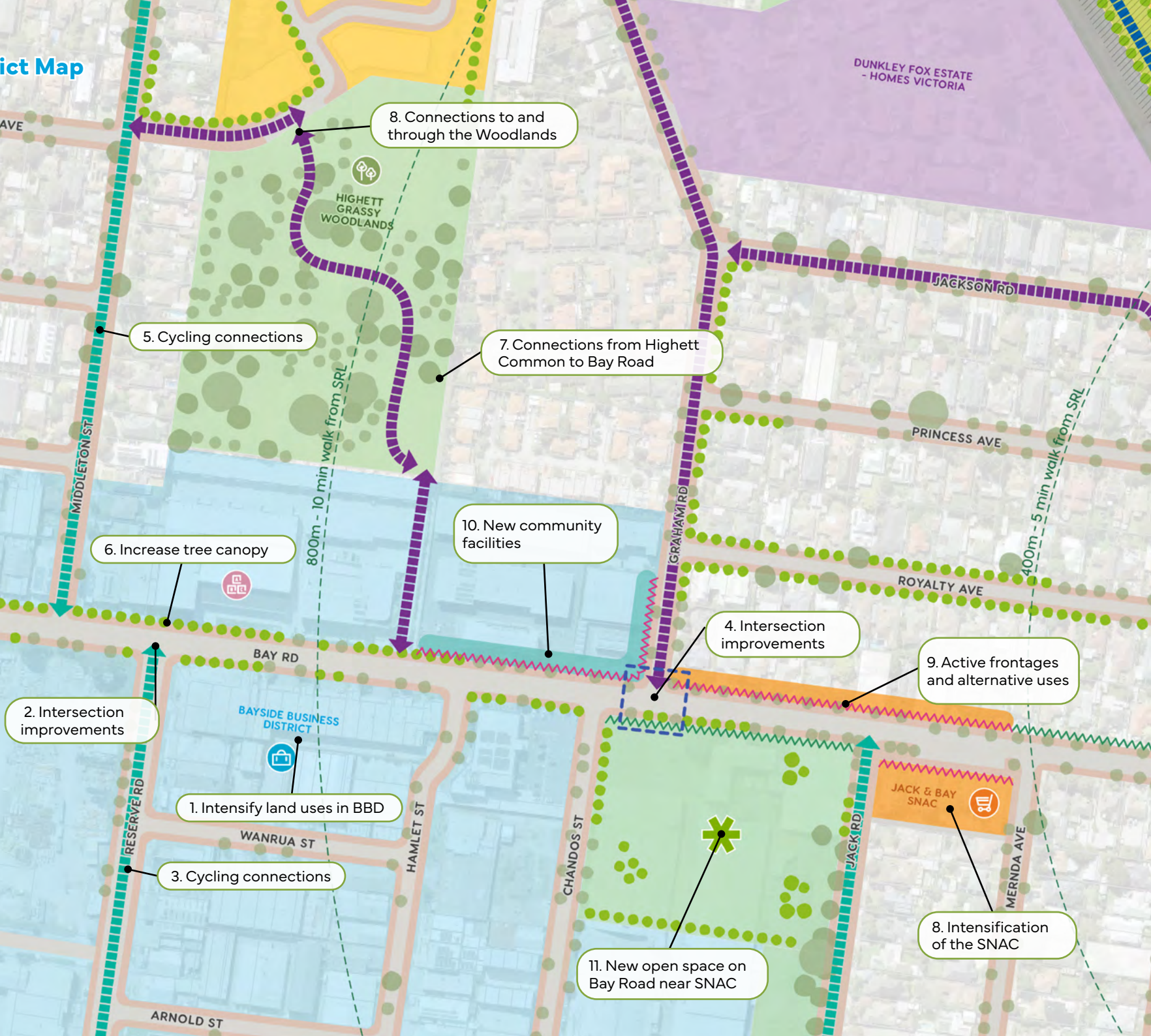


Figure 10 - Potential Bay Road cross-section showing a double lane in each direction

Figure 12 - Precinct 4

Bayside Business District Map

- Intersection Upgrades
- Active Building Frontages
- Active Landscape Frontage
- Existing Trees
- Potential New Trees
- Potential Shared Path
- Potential Pedestrian Improvements
- Potential Cycle Connections
- Open Space
- Conservation Reserve
- Sporting Reserve
- Playground
- Wetlands
- Child Care/Early Learning
- Retail and Convenience
- Commercial and Office
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- Bayside Business District
- Key Retail and Hospitality
- Key Development Site
- Public Housing
- Elevated Rail
- Rail Ramp - permeability possible
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Bayside Built Form Position Summary

July 2024



Understanding the Scale of Change

Existing dwellings in Bayside SRL study area

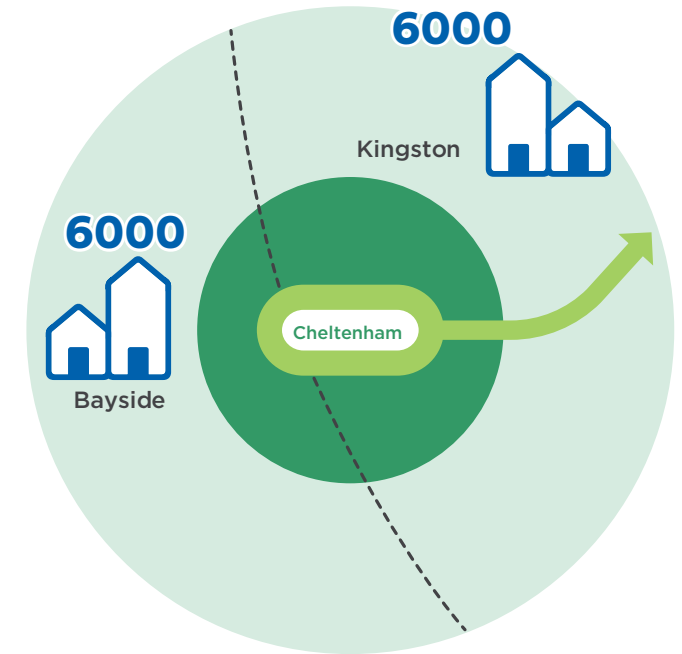
There are currently approximately 3700 existing dwellings in Bayside within the 1600m catchment of the proposed SRL Cheltenham Station. The 1600m catchment is the declared planning area, which is the area most likely to benefit from the delivery of the new Stations.



A hypothesis for potential proposed dwellings

Recent statements from SRLA suggest that SRL East will contribute to housing diversity by accommodating an estimated 70,000 additional households by 2056.

If the 70,000 new dwellings were equally split between the six proposed stations (which they may not be), it could constitute up to 12,000 new dwellings within the Cheltenham Station catchment. Divided roughly equally across Kingston and Bayside, Bayside could potentially be expected to take half the of the proposed 12,000 new dwellings which is approximately 6000 new dwellings.



It is important to note that these are assumptions, in the absence of any detailed information from SRL.

It is expected that not all station precincts will accommodate the same levels of population increase and new dwellings, in which case SRL expectations may vary between precincts. The extent of population increase will likely vary with regard to the availability of land, existing infrastructure, as well as education and health anchors such as universities and hospitals in Clayton, Monash and Box Hill.

However for the sake of this exercise and to provide some quantitative understanding, this document considers a potential increase of 4000-7000 new dwellings in the Cheltenham Station precinct within Bayside City Council area. This also includes the replacement of existing dwellings with new dwellings.

The May 2024 SRL Draft Key Directions proposes new height limits and outlines the expected scale of change, but does not suggest new dwelling targets.

In response to the 'Enhancing Place' key direction which suggests new height limits across the SRL structure planning boundary, Bayside City Council has proposed a preferred development scenario (Figure 1) that suggests a more reasonable scale of development with regard to the existing character and context.



Preferred Redevelopment Scenario

Bayside City Council has undertaken an exercise in scenario testing, to understand the opportunities and impacts of increased growth for the existing communities. A preferred scenario has been identified that balances the need for additional dwellings with maintaining existing character and amenity.

Key features of the preferred development scenario are as follows:

- Redevelopment identified in Figure 1 could accommodate up to 8000 new dwellings at its highest capacity. However, recognising that the whole precinct is unlikely to be developed to its highest capacity, the precinct can still comfortably accommodate between 4000-7000 new dwellings.
- The highest level of change would be accommodated along the rail corridor north and immediately south of Bay Road, and around Highett Station.
- Includes transitional change areas of up to 4 storeys, and transition areas to existing predominantly single storey dwellings.
- To realise 4 storeys in these transitional areas would rely on lot consolidation to achieve a good outcome. Incentives for consolidation should be considered.
- Ensure appropriate transitional heights are applied where lower height limits interface with higher height limits.
- No change has been modelled in the balance of the precinct, which remains light grey.
- By concentrating the redevelopment potential along Bay Road, the rail corridor, and around Highett Station, many of the existing residential neighbourhoods in Highett and Pennydale could develop at a slower rate.
- This scenario assumes the existing public housing at Dunkley Fox would be redeveloped by Homes Victoria, at a similar scale of development to the rest of the precinct.
- This scenario assumes new areas of open space to service the increase in population.
- Existing planning controls and permits for Highett Common (former CSIRO site) to remain.

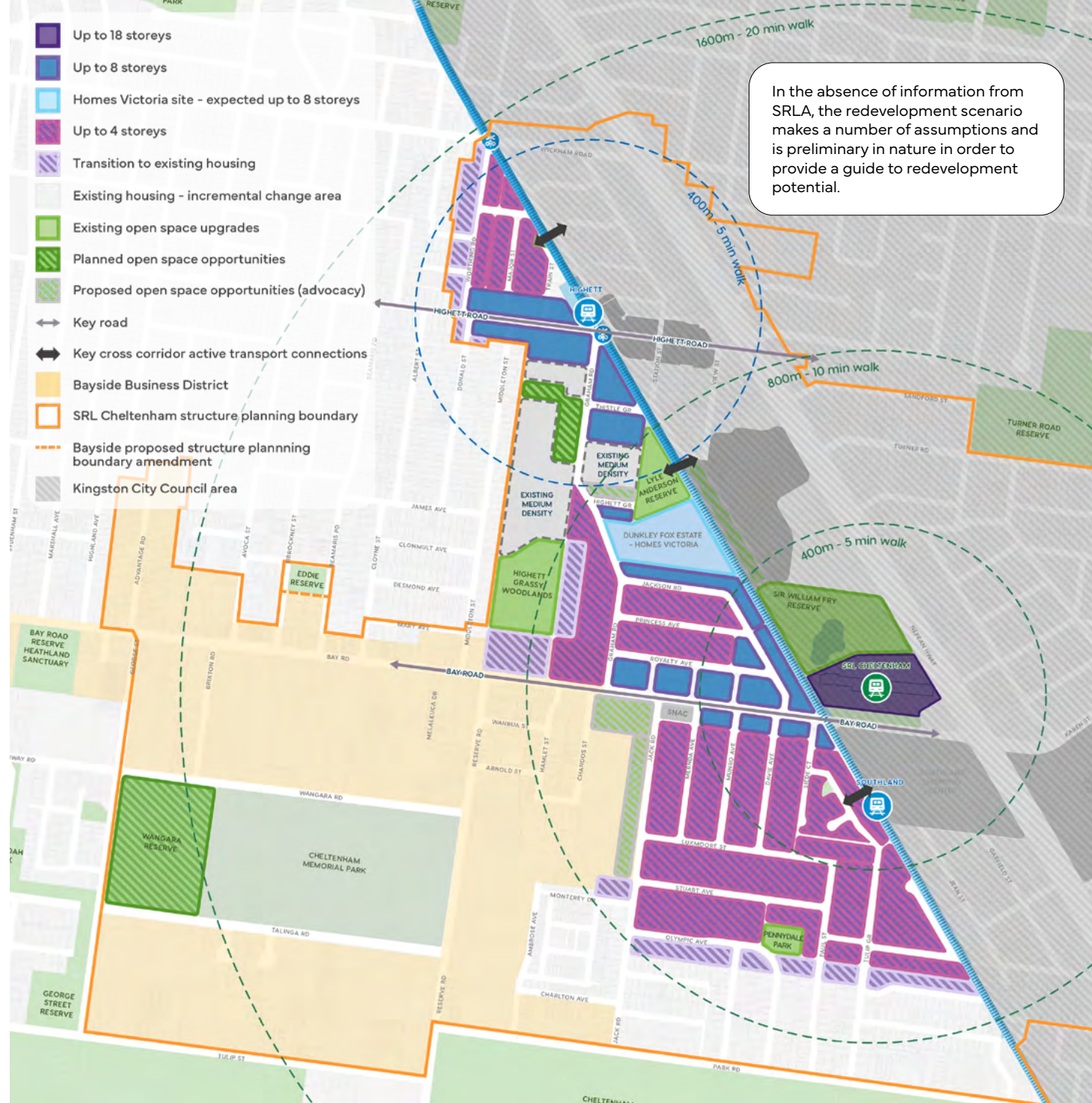


Figure 1 - Preferred Development Scenario

Bayside's Built Form Position

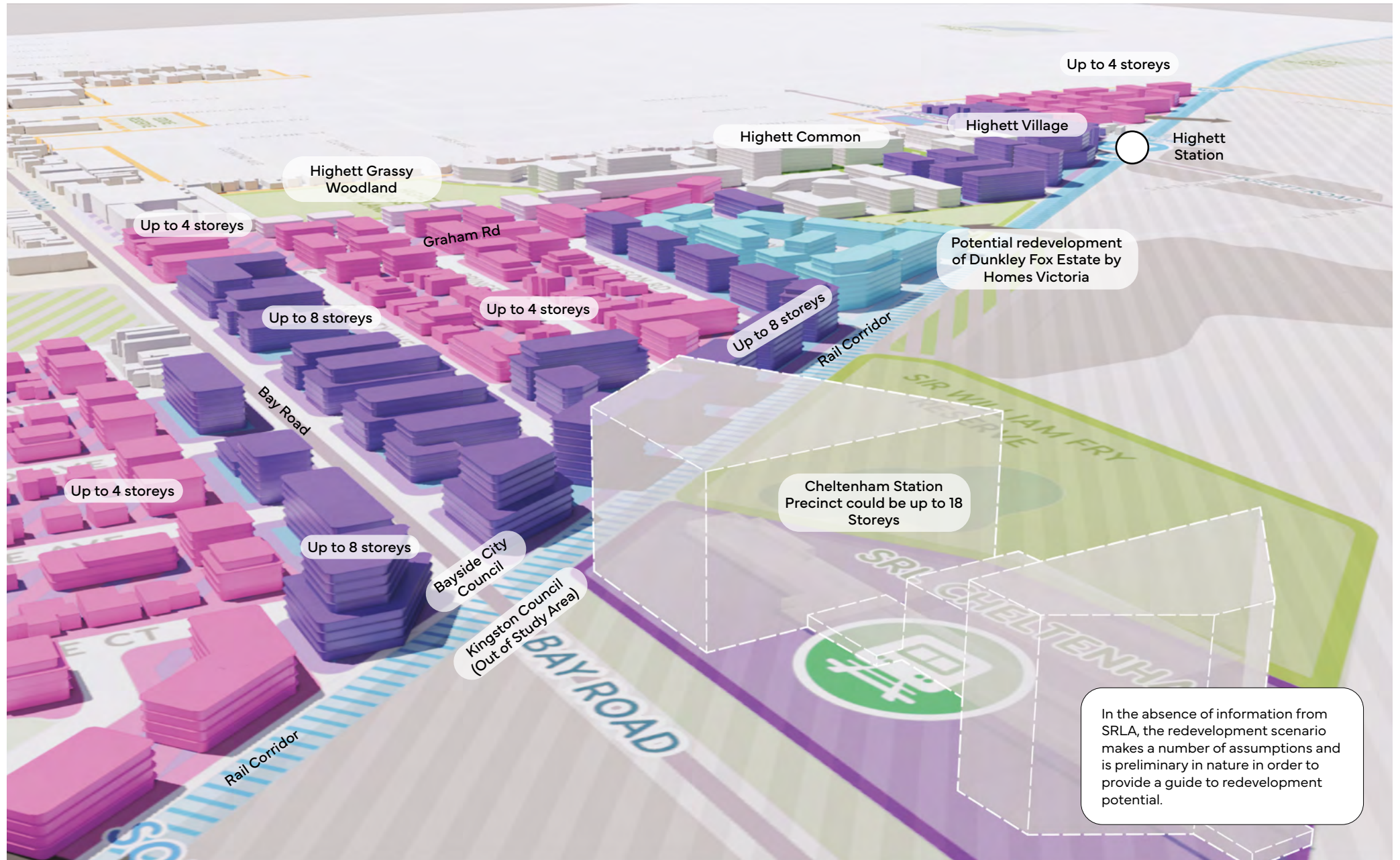


Figure 2 - Potential Development Scenario - Looking north-west along Bay Road and the railway corridor

Bayside's Built Form Position

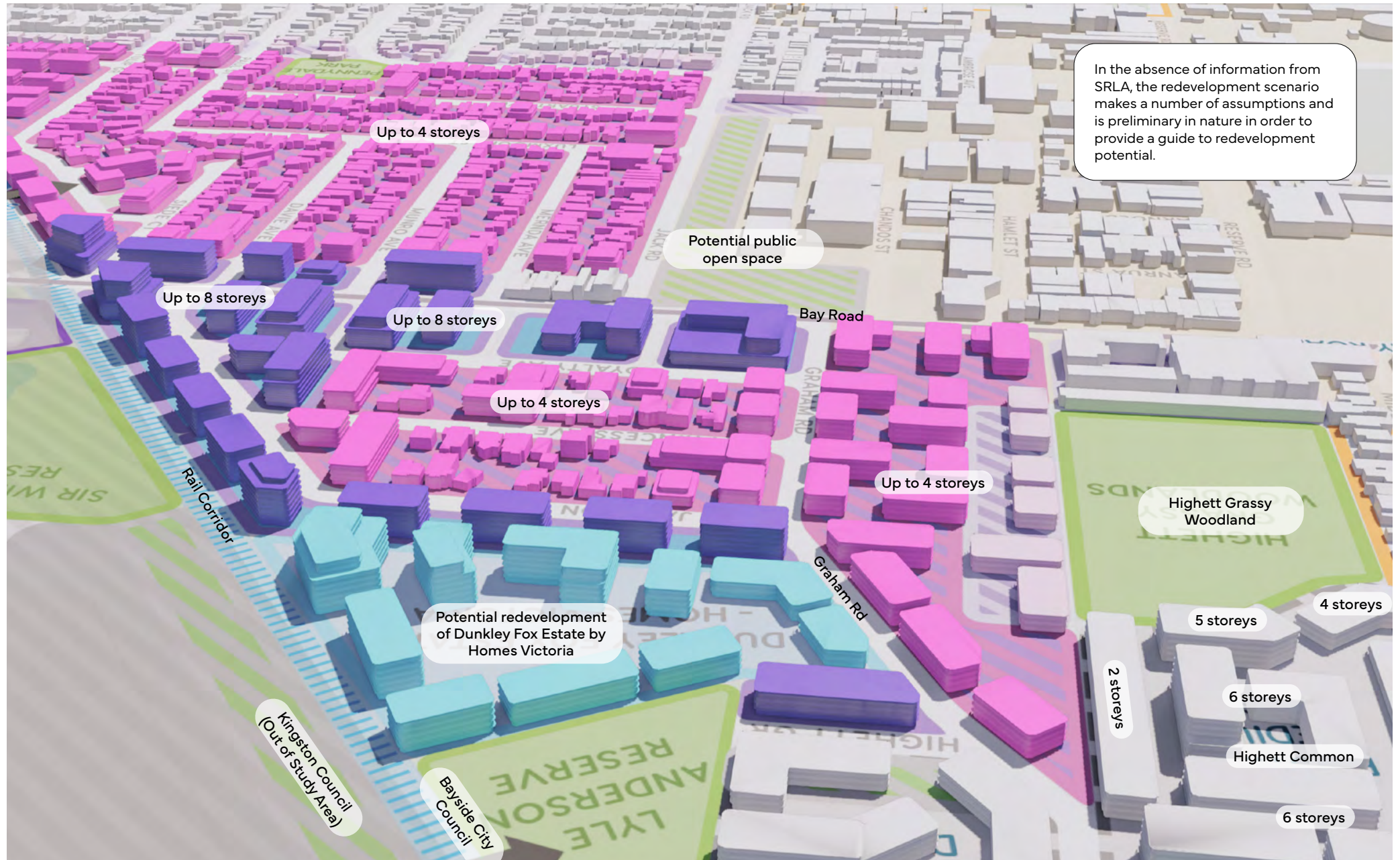


Figure 3 - Potential Development Scenario - Looking south-west towards Pennydale, from Lyle Anderson Reserve

Bayside's Built Form Position

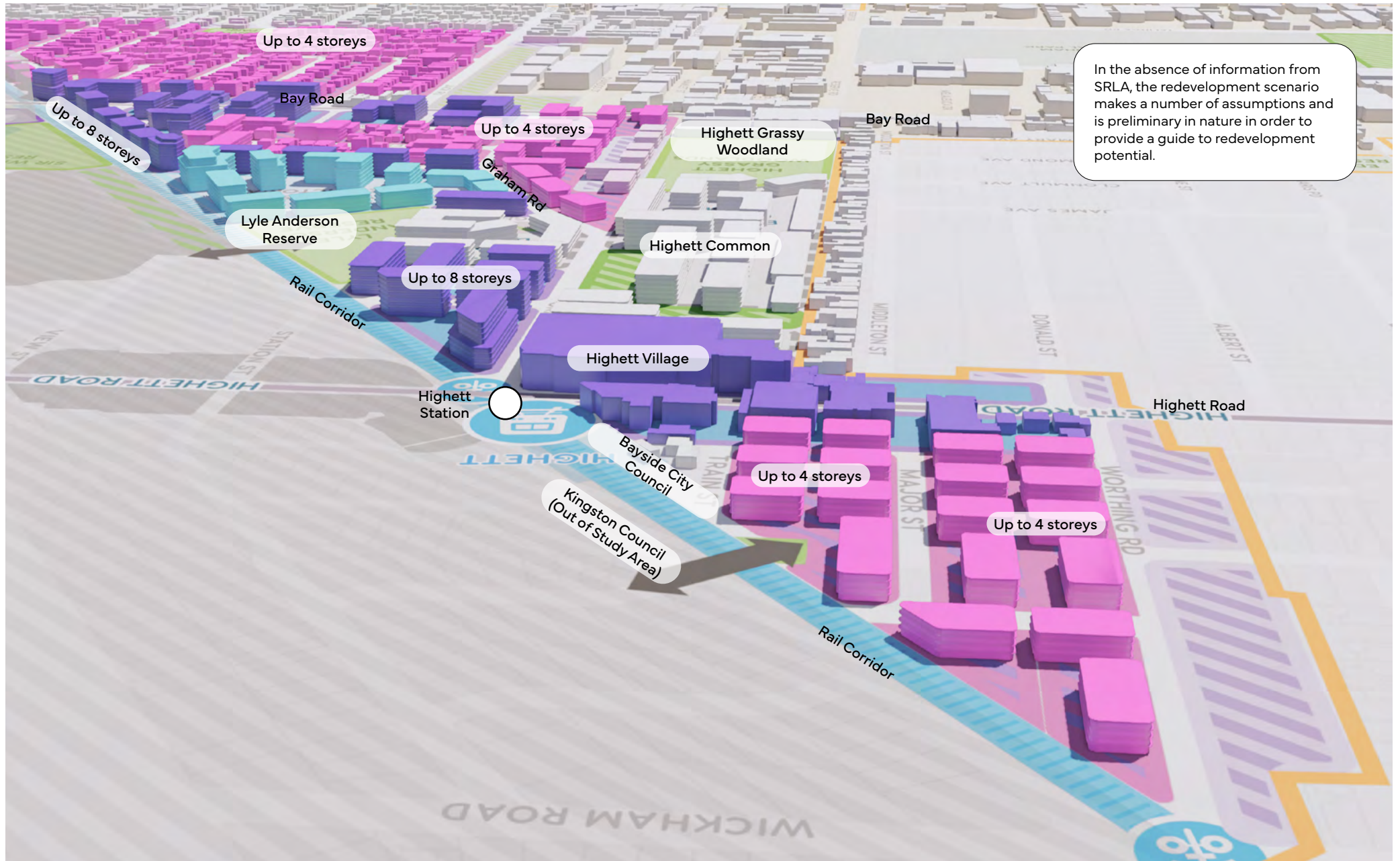


Figure 4 - Potential Development Scenario - Looking south-west along the railway corridor, from Wickham Road

