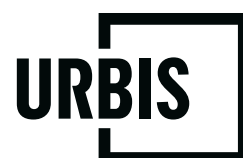




# PARK VILLAGE HIGETT DEVELOPMENT PLAN

Planning Report

Prepared for  
**SUNKIN PROJECTS PTY LTD**  
August 2021



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# EXECUTIVE SUMMARY

**This report finds that through the guidance of the Development Plan, the Park Village Highett development will realise a great opportunity to deliver more housing and community facilities in an area that is well-serviced and connected, and represents an efficient use of land supported by existing infrastructure.**

This Planning Report has been prepared to provide a town planning assessment of the Park Highett Village Development Plan.

The Park Village Highett development site is located approximately 18 kilometres south-east of the Melbourne CBD and comprises two land parcels, being 37 Graham Road and 32 Middleton Street, Highett.

The site is in a highly accessible location, within the Highett Activity Centre and easy walking distance to Highett Train Station, supermarket and retail offerings, and the Highett Road dining / café precinct.

Featuring a large frontage to Graham Road and a total site area of 9.3 hectares, the Park Village Highett development responds to a unique and significant opportunity for brownfield redevelopment of land that was formerly occupied by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) in an established urban area.

The Park Village Highett land will be developed through the guidance of a well-considered Development Plan that seeks to enhance site connections to the Highett Activity Centre, promote high quality architectural building forms and create opportunities for community recreation and leisure through the integration of new public open space, a nature conservation area and community facilities.

The development of the Park Village Highett site will transform the under-utilised land into an exciting residential-led, mixed-use precinct, delivering vast expanses of public open space interspersed with community uses that will integrate the new neighbourhood within the Highett community.

The Development Plan prepared for the Park Village Highett land sets out a clear framework for the future development of the site to transform the existing vacant land into a thriving sustainable community. The Park Highett Development Plan is considered to be generally in accordance with the requirements of Development Plan Overlay 2 and deliver against a range of planning policy outcomes, including delivering new dwellings in an Activity Centre location, provision of significant new open space and new community infrastructure.

The Development Plan that has been prepared to lead the transformation of the site proposes:

- A primarily residential setting interspersed with retail, community facilities and public open space
- Deliver approximately 1,050 new dwellings, in a mixture of typologies including townhouses, apartments and loft styles accommodating a mix of bedroom sizes to contribute to housing diversity and affordability
- A logical and highly-permeable site layout, which has been designed to create clear pedestrian connectivity
- Medium-high density residential and mixed-use buildings located within the northern part of the site, with height transitioning from the residential interfaces, with height located in the northern precinct and as a central spine towards the southern conservation area
- Low density dwellings (ranging from 2 to 3 stories) sited along site boundaries as a respectful interface to existing residential areas
- Approximately 3 hectares of nature conservation land to the southern end of the site and approximately 10,000 square metres of public open space integrated within the northern portion of the site with immediate connections to Graham Road and the surrounding neighbourhood. This land will be vested with Bayside City Council.
- A new internal street network facilitating efficient vehicle, bicycle and pedestrian movement within the site and strong connections to the existing transport network through two access points to Graham Road and one to Middleton Street
- Community contributions including:

- Undertaking landscaping works within the 10,000sqm of Public Open Space to be provided to Council.
- Gifting of a new community facility, to be located within Building K.

This report carries out an assessment of Volume 1 of the Development Plan and is to be read in conjunction with technical supporting reports comprising Volume 2.

# 1. INTRODUCTION

The purpose of this report is to provide an assessment of the Park Village Highett Development Plan in its ability to meet the requirements of Schedule 2 to the Development Plan Overlay (DPO) at Clause 43 of the Bayside Planning Scheme.

The Development Plan applies to land known as the former CSIRO site comprising two land parcels being 37 Graham Road, and 32 Middleton Street, Highett (the subject site).

The subject site is substantial in land area relative to the surrounding residential allotments and has been identified as a key strategic redevelopment site capable of accommodating increased future accommodation demand and density through diverse dwelling types, within the Highett neighbourhood.

Land contained in the Park Village Highett Development Plan is zoned Residential Growth Zone (Schedule 3) and is subject to Schedule 1 to the Development Contributions Overlay (DCPO1), Schedule 2 to the Development Plan Overlay (DPO2) and the Special Building Overlay (SBO) under the Bayside Planning Scheme.

This report undertakes an assessment of the site context and assesses the merits of the Park Village Highett Development Plan proposal based on the applicable planning controls and policies. The report establishes that the Development Plan framework represents a successful extrapolation of the vision which interweaves aspirations of high-quality built form and landscape architecture, highly accessible and functional open space, efficient vehicle, cyclist and pedestrian movement and protection of amenity for existing and future residents of Highett.

The proposed evolution of the subject site and overarching vision, as set out primarily in Development Plan Overlay Schedule 2 (DPO2), is to be achieved through the following design objectives:

- A transformation from a past research and industrial site use, largely disconnected from immediate residential surrounds, into a vibrant community that enhances the site's integration within the Highett community
- Improved natural amenity of the site through preservation of existing trees and provision of substantial areas of new public open space. Improved landscape connections and transitions into existing street landscapes through considerate planting palettes
- A range of dwelling types and sizes contributing to diversity and medium density housing, interspersed among retail and community uses within well connected precincts
- Quality building design featuring site-responsive building forms that respect the existing amenity of adjoining properties and promise great on-site amenity for future residents
- An efficient street network that supports vehicle, cyclist and pedestrian movement within the site and connects to the existing street network of Graham Road and Middleton Street

In its entirety, the Development Plan is generally consistent with the objectives of Schedule 2 to the Development Plan Overlay and aligns with the aspirations of the Bayside Planning Scheme to create a sustainable, residential and part mixed-use precinct for Highett. The development will be supported by the inclusion of vast public open spaces that integrate with the local neighbourhood and complement the Highett Activity Centre, allowing residents and visitors to experience an inner urban environment distinguished by parkland character.

## 2. SITE ANALYSIS

### 2.1. SUBJECT SITE

The subject site is located approximately 18 kilometres south-east of the Melbourne CBD and 3 kilometres east of Port Phillip Bay. It comprises two land parcels, being 37 Graham Road and 32 Middleton Street, Highett.

The site is regular in shape and features a width of 147 metres, a depth of 627 metres and a total site area of 9.3 hectares. The site features a frontage to Graham Road to the east and interfaces various residential and commercial properties to the north, south-east, south and west.

There are currently three vehicular points of access to the site: two from Graham Road and one from Middleton Street. Of the three, the primary point of access to the site is from the southern-most access from Graham Road.



Picture 1 Aerial view of 32 Middleton St site entrance



Picture 2 Aerial view of 37 Graham St entrance (1)



Picture 3 Aerial view of 37 Graham St entrance (2)



Picture 4 Site pedestrian entrance from Bay Rd

With the exception of the area at the south, which is nominated as the future conservation reserve, the site has largely been cleared as part of site decontamination works undertaken by CSIRO prior to the sale of the land. The subject site contains only natural vegetation, with no above-ground infrastructure. The site contains a mixture of introduced and indigenous vegetation, with the majority of the native vegetation located

in the southern half the site, and predominantly comprising River Red Gum and Yellow Box trees. Also located within the southern portion of the site is a small patch of remnant Grassy Woodland.

Due in-part to site decontamination works, the natural topography is varied across the subject land. Refer to the architectural documentation contained in Volume 1 of the Development Plan which provides visual detail of the fall in land across the site and the current ground levels.

The land at 37 Graham Road is formally registered on title as Lot 1 on Lot Parcel TP223183. The land at 32 Middleton Street is formally registered on title as Lot 172 on Lot Parcel TP9880. The subject land is encumbered by a number of easements and legal agreements. The Development Plan has been prepared with consideration for these encumbrances. Refer to **Appendix B** for land title details.



Figure 1 Subject site aerial

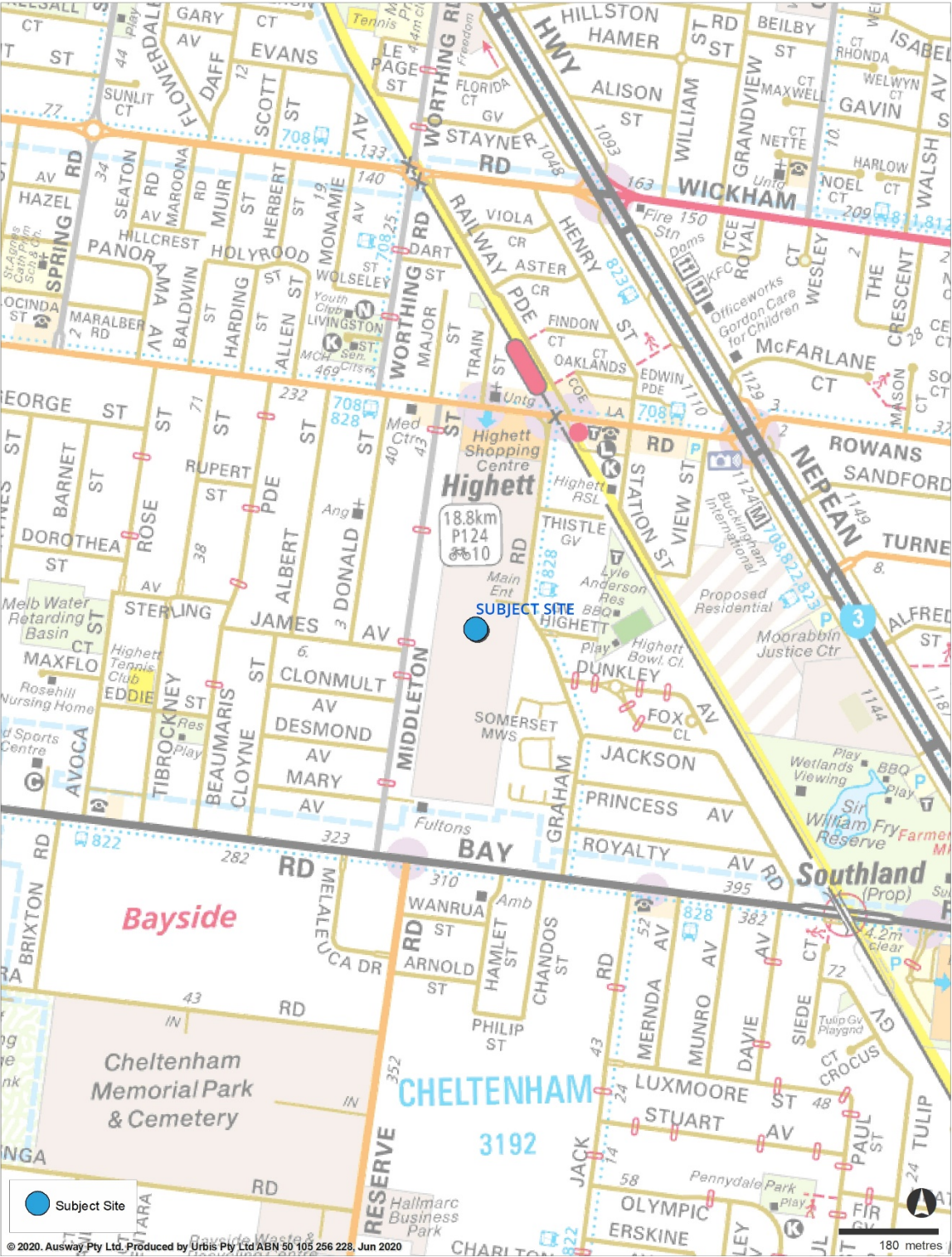


## 37 GRAHAM ROAD & 32 MIDDLETON STREET, HIGHETT

### SITE LOCATION



Figure 2 Subject site context map



**37 GRAHAM ROAD & 32 MIDDLETON STREET, HIGHETT**  
**SITE LOCATION**

## 2.2. IMMEDIATE SURROUNDS

The subject site's interfaces are described below:

### 2.2.1. North

The subject site abuts No. 286 Highett Road, Highett at its northern interface, comprising the Highett Shopping Centre complex. The land abutting the northern boundary features varied built form, including buildings ranging up to four - five storeys in height and comprising retail and residential uses with associated off-street (concealed) car parking.

North of Highett Road are various commercial properties and the Highett Railway Station, located approximately 100 metres from the subject site and providing connections on the Frankston line between Melbourne's CBD and Frankston.



Picture 5 Shopping complex at No. 286 Highett Road, viewing south west

### 2.2.2. South

To the south, the subject site abuts No. 331 Bay Road. This property is zoned Commercial 2 and is developed as an industrial estate, comprising four commercial buildings rising to three storeys. The buildings are used for storage, restricted retail and warehouse purposes. The subject site immediately abuts nineteen self-contained warehouse units along the southern interface.

A narrow footpath connects with the south-eastern corner of the site and provides pedestrian access from Bay Road to the south. Bay Road is a Category 1 Road Zone, comprising two lanes of traffic in each direction with no on-street parking. Further south of Bay Road are properties located in the Commercial 2 Zone featuring two storey building heights.





Picture 6 Commercial buildings at No. 331 Bay Road, viewing north west

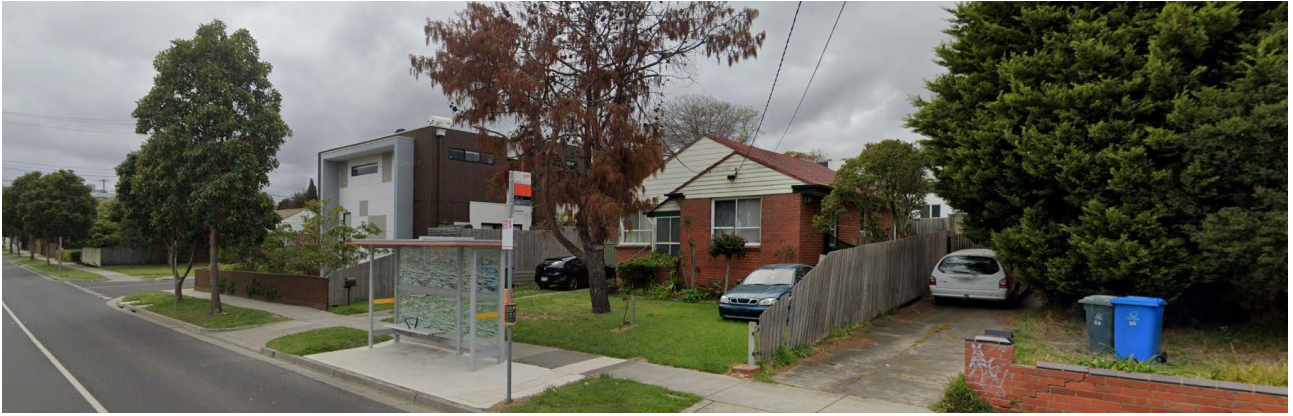


Picture 7 Bay Road, viewing west from No. 331 Bay Road

### 2.2.3. East

The subject site abuts Graham Road to the east, with the frontage extending from the north-eastern corner, approximately 270 metres to the south. Graham Road is a narrow local road accommodating one lane of traffic in each direction and no on-street parking. Graham Road provides a vehicle connection between the Highett Road commercial precinct to the north of the subject site, and the Bay Road commercial precinct to the south of the subject site.

The south eastern end of the site immediately abuts residential properties which take access off Graham Road or Somerset Mews. Further east of Graham Road are various residential properties located within the General Residential Zone. The dwellings fronting Graham Road in proximity to the site range in built form style and landscape character. Dwelling typologies include single and double storey detached dwellings, double-storey flats and emerging contemporary developments comprising double-storey multi-dwelling buildings.



Picture 8 Properties located along Graham Road opposite the subject site



Picture 9 Graham Road viewing north in proximity to subject site

#### 2.2.4. West

To the west, the subject site abuts residential properties with frontages to Middleton Street. The properties comprise a range of single and double storey detached dwellings and more recent semi-attached dual-occupancy developments. The dwellings feature a range of architectural styles, including external finishes in weatherboard, brick, render, and pitched roof forms of tile or metal construction. Secluded Private Open Space (SPOS) to many of these dwellings is contained in the rear of the properties within setbacks to the common boundary.

Middleton Street is a Category 2 Road Zone, accommodating one lane of traffic in each direction and restricted on-street parking. West of Middleton Street are residential properties located within the Neighbourhood Residential Zone.





Picture 10 Properties located along Middleton Street abutting the subject site



Picture 11 Middleton Street viewing south in proximity to subject site

## 2.3. LOCAL AND REGIONAL CONTEXT

The subject site is located in the suburb of Highett, within the City of Bayside (Council) and approximately 18 kilometres south-east of the Melbourne CBD.

The commercial core of the Highett Activity Centre is considered to be businesses located along Highett Road which extends from Nepean Highway in the east, to Middleton Street in the west. The Highett Structure Plan (HSP) prepared by Bayside City Council recognises the subject site as an 'important strategic redevelopment site' within Highett, located approximately 80 metres south of Highett Road.

As of 2016, within the Bayside portion of the Highett Activity Centre the most common household types were couples with children (27%) and lone persons (27%), and the most common dwelling type being separate houses (49%). The HSP acknowledges these statistics indicate a need for a diversity of housing types including '*smaller one or two bedroom homes*'.

The majority of house construction in Highett in recent times has been 1 for 1 redevelopment of existing dwellings or dual occupancy development. A number of apartment buildings proximate to Highett Road and Major Street have also been completed, with the HSP acknowledging that approximately 1197 additional dwellings will be needed by 2036.

In terms of existing social and community infrastructure proximate to the site, there is a cluster of community facilities known as the Highett Community Hub on Livingston Street, approximately 450 metres from Highett Station. The Highett Community Hub includes Livingston Kindergarten, Highett Neighbourhood Community House, Highett Recreation Centre, Highett Children's Centre, and Highett Senior Citizens Centre. The HSP states that there may be a need for a new library in the future.



The subject site's wider context is generally defined by development consistent with its designation as residential and commercial zoned land (GRZ1, NRZ3, C1Z and C2Z) within the Highett Neighbourhood Activity Centre (NAC). The site is bounded by low-density housing to the east and west, which transitions to more intensified commercial and mixed-use development to the north (Highett NAC) and to the south (toward the Bayside Business District).



Picture 12 Medium density contemporary development along Highett Road, viewing east



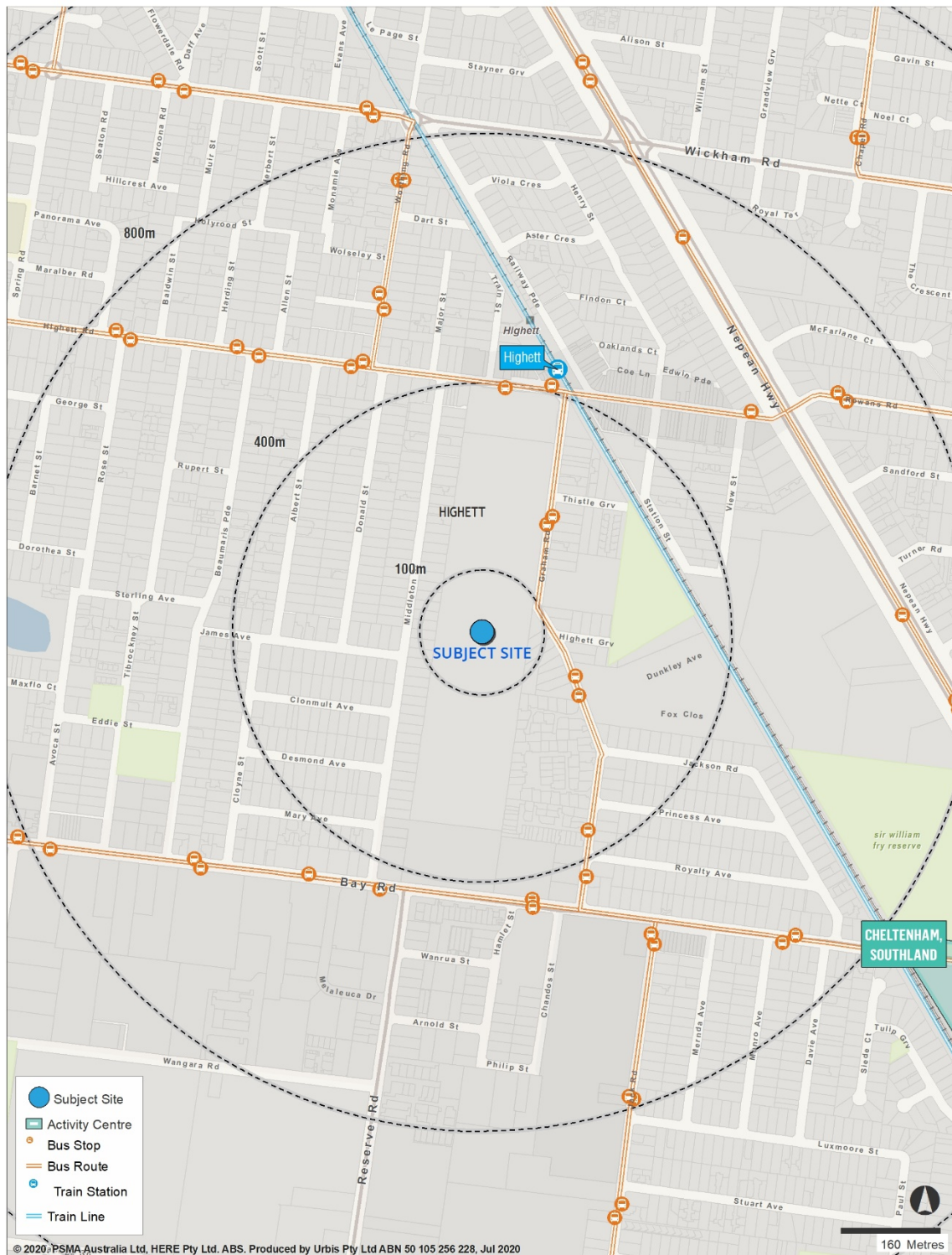
Picture 13 Mixed housing character along Middleton Street, west of the subject site

The site is well located within close proximity to a variety of commercial, community and public transport services. The subject site is located on the southern border of the Highett NAC, affording convenient walkable access to various retail, commercial and community service offerings located on Highett Road and Railway Parade. The site is connected to Melbourne's wider public transport network via the Highett Railway Station and bus services along Highett Road and Graham Road, all located within convenient walking distance of the subject site.

A summary of existing transport, commercial land and community services proximate to the subject site is provided below:

- Highett Road, located approximately 80 metres north, comprising the main street of Highett Neighbourhood Activity Centre, including cafes, restaurants, retail shops, supermarket and professional services
- Highett Railway Station, approximately 100 metres north of the site, providing direct access to the Melbourne CBD on the Frankston Railway Line
- Bus stops on Highett Road and Graham Road that form part of the Principal Public Transport Network
- Bay Road, located approximately 100 metres south, comprising the western edge of the Bayside Business District and including commercial and industrial businesses
- The Southland Major Activity Centre located approximately 800 metres south-east of the site and including major retail, professional service and commercial offerings, as well as cafes, restaurants and entertainment.
- Recreation spaces are also in close proximity, including the Lyle Anderson Reserve and the Sir William Fry Reserve to the east of the subject site.

Figure 3 Subject site public transport map



## 37 GRAHAM ROAD & 32 MIDDLETON STREET, HIGHETT

### ACTIVITY CENTRES & PUBLIC TRANSPORT



## 3. SITE PLANNING CONTEXT

### 3.1. BACKGROUND

For many years, the land contained within the Development Plan was used by CSIRO as a scientific research and development site. The land contained multiple buildings of varying sizes for a range of scientific research and development-based uses.

During the period in which the site was owned by the Commonwealth Government (CSIRO) it was exempt from state and local planning controls and the Victorian Planning Provisions. Accordingly, the site had no zoning or overlay controls during that time.

In 2010 CSIRO commenced discussions with Bayside Council and the then Department of Planning, Communities and Development (DPCD) regarding its intention to vacate and dispose of the subject site. Extensive discussions and negotiations ensued between CSIRO, Council and the Federal Government over the following years, in relation to the planning control framework for the site and in particular the provision of public open space on the land.

To support the disposal of the land, appropriate VPP controls were required to be prepared for introduction once the site passed into private ownership. The proposed zoning and overlay framework were the subject of exhaustive review and discussion between Council and CSIRO between 2012 and 2016, with various iterations made to reflect Council's desired open space and conservation outcomes, and broader design objectives.

In October 2018, Planning Scheme Amendment C162 was lodged with DELWP on behalf of CSIRO. The amendment sought to apply appropriate Victorian Planning Provisions, zone and overlay controls in order to facilitate the subject site's future integrated redevelopment. The amendment proposed the following zones and overlay provisions to the subject land:

- Application of the Residential Growth Zone
- Application of new Schedule 3 to the Residential Growth Zone
- Application of the Development Plan Overlay – Schedule 2

On 30 June 2020, Amendment C162 was gazetted and the zone and overlay controls were formally applied to the site. Concurrent with the gazettal, the land passed into private ownership by the permit applicant. The following section outlines the planning controls that apply to the site.

### 3.2. STATE AND LOCAL PLANNING POLICIES

The Planning Policy Framework (PPF) seeks to develop the objectives for planning in Victoria (as set out in the *Planning and Environment Act 1987*) to foster appropriate land-use and development planning that encompasses relevant environmental, social and economic factors. The Purpose and Vision set out Council's vision and a framework for the strategic direction for the municipality. The local policies within the PPF provide objectives and strategies specifically for land use and development with the Bayside municipality.

The Planning Policies of relevance to the proposed development are listed below, with further detail on each provided at **Appendix A**.

#### 3.2.1. Purpose and Vision

- Clause 02 – Municipal Planning Strategy

#### 3.2.2. Planning Policy Framework

- Clause 11 – Settlement
- Clause 13 – Environmental Risks and Amenity
- Clause 15 – Built Environment and Heritage
- Clause 16 – Housing

- Clause 17 – Economic Development
- Clause 18 - Transport
- Clause 19 – Infrastructure

### **3.2.3. Local Policies within the Planning Policy Framework**

- Clause 11.03-1L-06 – Highett
- Clause 13.07-1L-01 – Amenity
- Clause 13.07-1L-02 – Discretionary uses in residential areas
- Clause 15.01-1L – Urban Design
- Clause 15.02-1L – Energy Resource
- Clause 16.01-1L – Housing Supply
- Clause 18.02-1L – Sustainable Personal Transport
- Clause 18.02-2L – Public Transport
- Clause 18.02-4L – Car Parking

## **3.3. BAYSIDE STRATEGIC DOCUMENTS**

### **3.3.1. Highett Structure Plan**

The subject site has long been recognised in Council's local planning policy framework as a site of strategic importance to the Highett activity centre, referred to as the 'CSIRO site'.

The Highett Structure Plan was adopted by Council on 27 June 2005 and implemented through Bayside Planning Scheme Amendment C46, which included MSS changes, the introduction of a new local planning policy at clause 22.08, and the rezoning of land within the activity centre (excluding the subject site).

In 2006 Council adopted a final version of the Structure Plan, responding to changes made through the Panel process. In early 2018, Bayside City Council undertook a review and update to the 2006 Highett Structure Plan. The Structure Plan encompasses the land bounded by Dart Street in the north, the Frankston railway line in the east, Bay Road in the south and Middleton Street and Worthing Road in the in the west, excluding the commercial land directly abutting Bay Road.

The revised Highett Structure Plan (2018) includes specific aspirations for the site including future built form, objectives and strategies. Details of the 2018 document as it relates to the subject site are set out in **Appendix A**.

At the time of this report, The Highett Structure Plan 2018 is not a reference document within the Bayside Planning Scheme and has no statutory status with regard to future development of the site.

#### **3.3.1.1. Planning Scheme Amendment C160**

In September 2018, Council resolved to adopt the revised Highett Structure Plan and commence a Planning Scheme Amendment (C160) to implement the plan. The Amendment does not propose to include the Structure Plan as a reference document in the scheme. The Objectives and Strategies of the Structure Plan are proposed to be implemented through the introduction of new planning controls and amendments to local policies in the Bayside Planning Scheme as part of this Amendment.

Proposed amendments under C160 to local policy relevant to the subject site are set out in **Appendix A**.

At the time of writing this report, Council have resolved to adopt Amendment C160, incorporating the Planning Panel's recommended changes. Amendment C160 is under consideration by the Minister for Planning for approval.

The Park Highett Village Development Plan's response to the Highett Structure Plan and Amendment C160 is discussed in chapter 4.



### **3.3.2. Bayside Housing Strategy**

The Bayside Housing Strategy 2019 represents a review of Council's original 2012 Housing Strategy.

The Housing Strategy recommends that Bayside's Major and Neighbourhood Activity Centres with existing infrastructure and transport connections should be the focus for future medium and high density residential development with minimal growth directed to low scale less accessible residential neighbourhoods.

With regard to additional housing capacity in the pipeline, the Housing Strategy recognises the subject site as a 'strategic redevelopment site' and notes that it is likely to be sold and redeveloped in the near future.

## **3.4. ZONING**

### **3.4.1. Residential Growth Zone – Schedule 3 – Former CSIRO Site, Highett**

The site is zoned Residential Growth Zone – Schedule 3 (RGZ3). The Residential Growth Zone (RGZ) also sets out permit requirements associated with building and works.

No specific built form requirements for the site are included in the schedule to the RGZ, on the basis that the Development Plan Overlay Schedule establishes clear direction for the proposed discretionary building heights. Further detail of the requirements of the RGZ3 are provided at **Appendix A**.

## **3.5. OVERLAYS**

### **3.5.1. Development Plan Overlay – Schedule 2**

A Development Plan Overlay (DPO) affects the entirety of the land, which requires an integrated plan for the site to be prepared by the land owner prior to development commencing on site.

The DPO provides guidance around the nature of future development and open space provision on the land, and requires consideration of the contextual and physical constraints, issues and opportunities that have been identified on this site.

Further detail of the requirements of the DPO2 are provided at **Appendix A**.

### **3.5.2. Special Building Overlay**

The subject site is partially affected by the Special Building Overlay (SBO). The SBO seeks to identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority. Further detail of the requirements of the SBO are provided at **Appendix A**.

### **3.5.3. Environmental Audit Overlay**

The subject site is partially affected by the Environmental Audit Overlay (EAO). The EAO seeks to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination. Further detail of the requirements of the EAO are provided at **Appendix A**.

### **3.5.4. Development Contributions Plan Overlay – Schedule 1 – Bayside Drainage**

The subject site is affected by the Development Contributions Plan Overlay – Schedule 1 – Bayside Drainage (DCPO1). The DCPO identifies areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence. Further detail of the requirements of the DCPO are provided at **Appendix A**.

## **3.6. AREA OF CULTURAL HERITAGE SENSITIVITY**

The southern portion of the site is identified to be located within an 'area of cultural heritage sensitivity'. Under the Aboriginal Heritage Regulations 2018, 'areas of cultural heritage sensitivity' are one part of a two part trigger which require a 'Cultural Heritage Management Plan' (CHMP) be prepared where a listed 'high impact activity' is proposed.

Where a CHMP is required, planning permits, licences and work authorities cannot be issued unless the CHMP has been approved for the activity.

## 4. DEVELOPMENT PLAN

The Development Plan prepared for the subject site has been strongly influenced by the need to realise the potential of an inner-urban brownfield site that is substantial in land area, and identified in planning policy as a key strategic redevelopment site capable of accommodating increased future housing demand and density.

The layout of the proposed development is responsive to existing site context through the application of 'precinct' design which allows specific areas of the site to be designed to respond appropriately to the individual existing character of that area. Precincts of largest built form scale are located within the centre of the site and towards the commercial precinct on Highett Road, and reduce in scale and intensity in proximity to existing residential properties. Each precinct integrates permeable open space for seamless precinct transitions and to maintain high levels of accessibility across the site.

The Development Plan interweaves aspirations of high-quality landscape and built form architecture, efficient vehicle, cyclist and pedestrian movement, highly accessible and functional open space, and protection of amenity for existing and future residents of Highett. These aspirations are to be achieved in-part through the guidance of established design guidelines / principles centred around:

- Open space, landscape and streetscapes
- Amenity
- Accessibility and movement
- Building heights and massing

The following discussion provides an assessment of the Development Plan against the objectives of the Development Plan Overlay and the vision to create a sustainable, residential and part mixed-use precinct for Highett, that is distinguished by parkland character.

### 4.1. COMMUNITY BENEFIT

The development is expected to ultimately deliver the following outcomes which are considered to result in a community benefit:

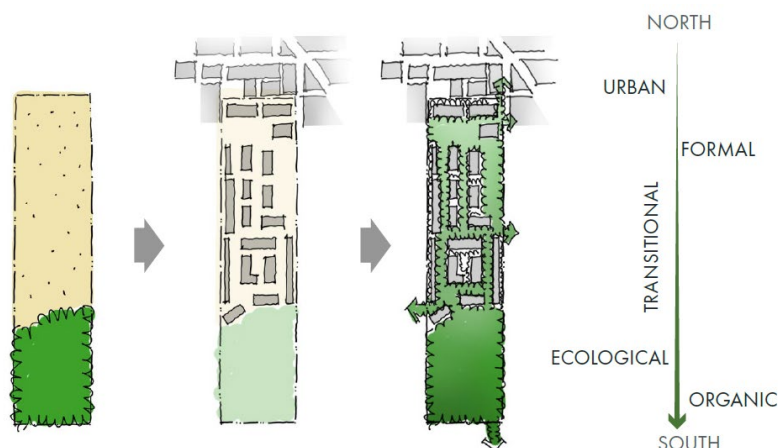
- Design, procurement, funding (to an amount agreed with Council) and delivery of a landscaped northern parcel of open space. This parcel comprises two land reserves (Reserve no. 2 at approximately 8,980sqm and Reserve no. 3 at approximately 1,020sqm) as illustrated within the Development Plan
- Design, procurement, funding (to an amount agreed with Council) and delivery of a Community Facility on the ground floor and mezzanine floor of the proposed Building 'K' within the location illustrated in the Development Plan
- Transferring underground the high voltage powerlines currently located in Graham Street adjacent to the boundary of the site
- Donation of a percentage of all residential lot sales prices to affordable housing provider/s in accordance with the procedure to be established by Council.

### 4.2. OPEN SPACE AND VEGETATION

The landscape design for the Development Plan has been progressed as one with the architectural built form design, ensuring a cohesive landscape and built form outcome across the site. A key starting point for the landscape layout is the provision of at least 3 ha of land for conservation purposes in the southern portion of the site, and 1 ha of land for passive open space purposes, distributed in a manner that maximises equitable access in balance with good urban design outcomes.

Based on a design philosophy that aims to provide user benefits including visual connections to outdoor spaces, shade, micro-climates and spatial definition, the landscape layout has been influenced by a character that expresses a transitional form, from the organic conservation reserve to the south, up to the formal urban character of the Highett Road environs.

Figure 4 Landscape Design Approach



Source: Extract from Landscape Design Report

The Landscape Concept Plan plays a key role in the physical character and levels of visual amenity that will be afforded to the public and private open spaces within the development site and at the external site interfaces. The plan provides for a variety of hard and soft surfaces as well as planting palettes for the public open space (1HA park landscaping not included), the conservation zone, public realm spaces (including streetscape planting) and private open spaces.

The landscape design responds to existing site characteristics including topography with a gentle slope from the south west of the site towards the east, existing significant vegetation within the conservation zone and the site's proximity to public transport networks and urban infrastructure, retail amenity and community facilities.

The Landscape Concept Plan confirms no existing trees within the site are proposed for removal, with all mature trees on site to be retained and be provided with adequate setbacks to development in response to the requirements of DPO2.

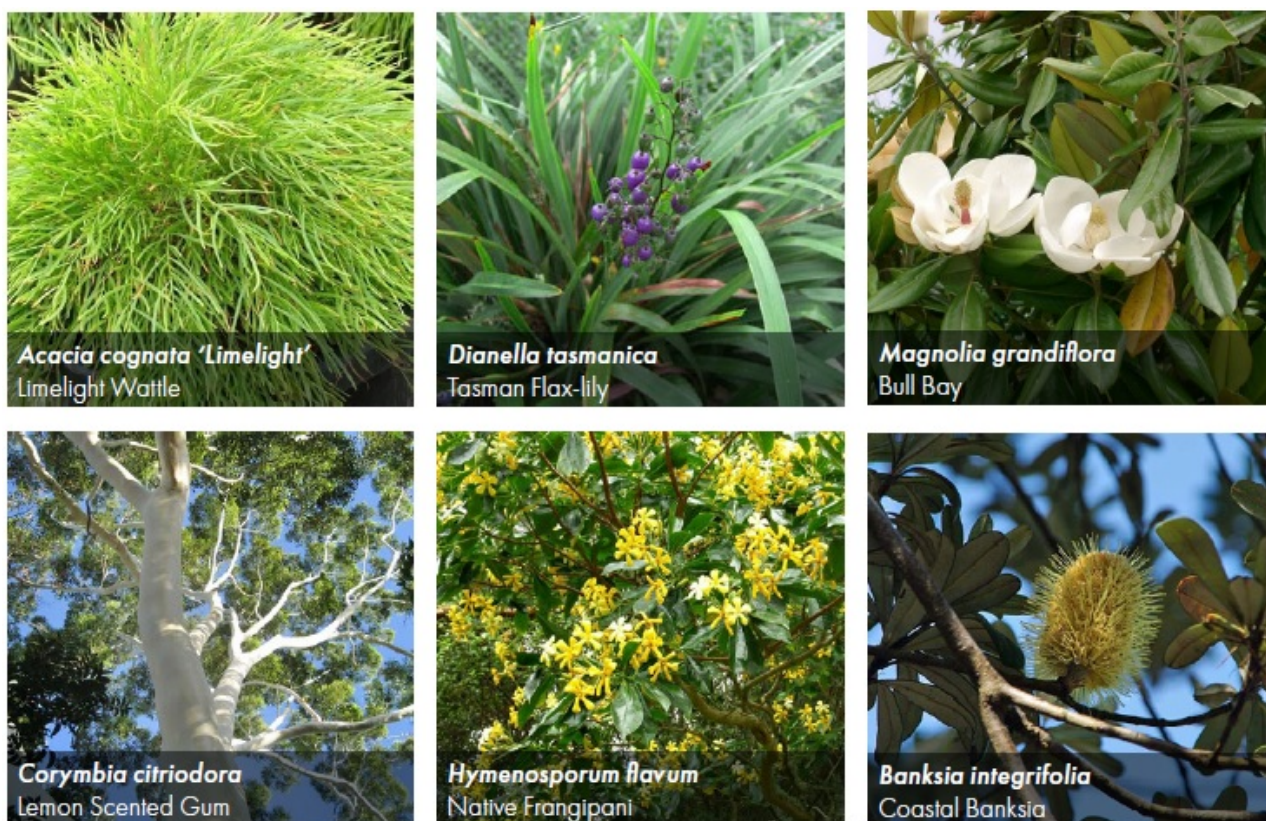
As no native vegetation within the site is proposed for removal, destruction or lopping as part of the proposed development, no offset strategy is required. The arborist reports and Flora and Fauna report contained within the supporting Volume 2 package for this Development Plan provide an assessment of existing vegetation on the land.

The arborist reports confirm that Tree Management Plans will be required for trees located proximate to future buildings and works, and these can be suitably provided as part of future planning permit applications when detailed design has been progressed.

The site is located in an area of cultural heritage sensitivity. Heritage Insight has prepared a Cultural Heritage Management Plan (CHMP), which is enclosed within Volume 2 of the Development Plan package.

The final landscape design proposes a diverse native and indigenous planting palette to complement surrounding landscape character that includes River Red Gum trees, Yellow Box trees, Wattle, Saltbush, remnant Grassy Woodland and scattered Weeping Grass and Mistletoe, all located within the proposed conservation area.

Figure 5 Some of the potential proposed plant species



Source: Extract from Landscape Design Report

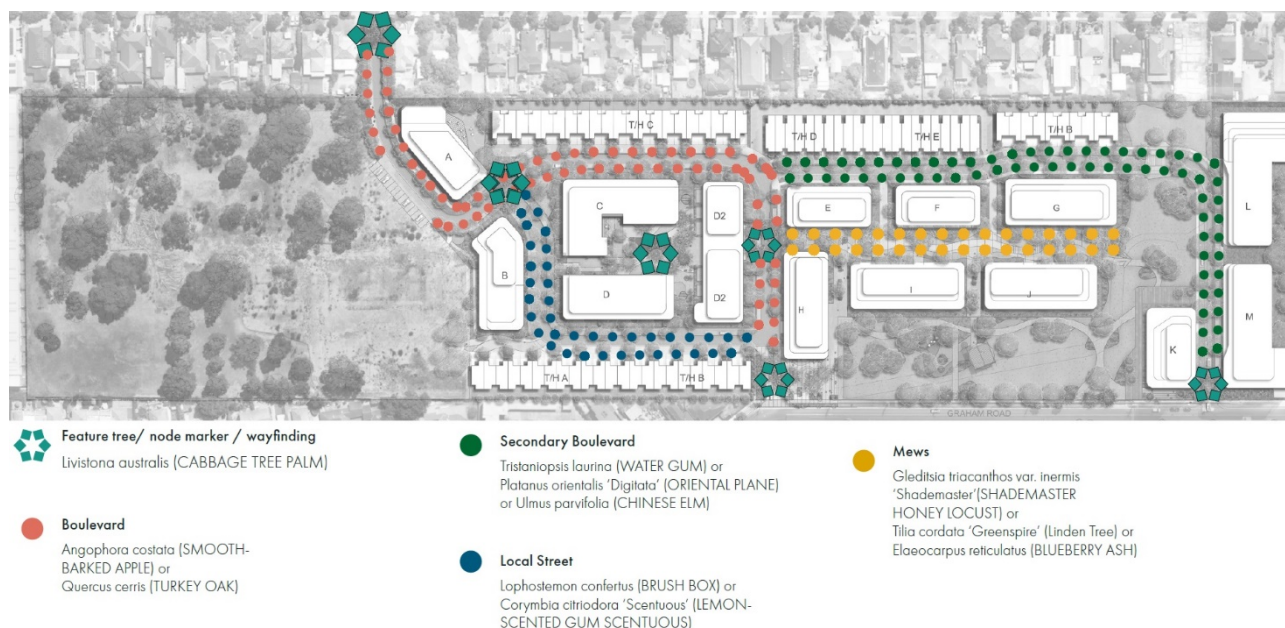
In keeping with the intent of the built form architecture, the landscape has been planned in precincts to maintain variety and interest as one precinct transitions into another. As the Landscape Concept Plan demonstrates, each precinct has been designed to create a unique material and planting theme which reflects the character of the precinct. This includes design features such as:

- A contemporary sculpture with a water feature marking the main entrance to the site and welcoming residents and visitors
- Planting at the southern entrance off Graham Road that celebrates coastal living, including palm trees and low plantings to preserve sightlines
- Organic paved surfaces, areas of public realm providing opportunities for WSUD and tree planting as well as raised planters in the Central Mews precinct. The Mews have been designed to provide a contemporary variation to a suburban laneway which delivers shared zones and opportunities for passive recreation
- A sensitive response to the conservation area interface through new plantings that are respectful of remnant vegetation and reflect the existing native and indigenous plantings
- Outdoor spaces that provide a civic scale and function, including wayfinding and trees for shade within the Civic hub precinct
- A mix of garden beds and trees to provide a green envelope around the site that respond to neighbouring properties. Trees for shade, lush plantings to kerbs and low fences characterise the transitional density precinct
- Open lawn areas, active recreation spaces, formal language and design to achieve the multifunctional, all-year space that is considered the Public Park precinct
- A transitional zone of varied building forms aligns with the introduction of indigenous/native planting as it transitions to the conservation reserve from the suburban hinterland precinct



Streetscape landscape character will be responsive to the hierarchy of streets, including 'Formal' street character, 'Green' linking streets, and the 'Mews' which feature shared path designs. The Street Tree Masterplan contained within the Landscape package details the variation in planting that will occur within the streets based on their location and function, generally categorised as Boulevarde, Secondary Boulevarde, Local Street, and Mews.

Figure 6 Street tree masterplan



Source: Extract from Landscape Design Report

Each of the landscaped precincts and streetscapes detailed within the Landscape Concept Plan demonstrate a key intention to provide connections through all open spaces of the site. Through intelligent planting layouts and complementary landscape features including seating furniture and paving, the landscape within the site will connect private residential areas with internal streets, public open spaces and the community facilities. This ensures safety for users through passive surveillance and site activation as required by the DPO2.

The proposed native planting themes, layout of landscape in conjunction with well-considered individual precinct landscape character ensures a high-quality open space network will be achievable that integrates with surrounding interfaces and enhances the natural amenity of Highett.

## 4.3. CHARACTER AND BUILT FORM

The design of the framework to guide development of built form within the subject site takes into account the site's wider context which is generally defined by development consistent with its designation as residential and commercial zoned land (GRZ1, NRZ3, C1Z and C2Z) within the Highett Neighbourhood Activity Centre (NAC).

### 4.3.1. Character Precincts

The Development Plan demonstrates a critical understanding of the scale of the site by designating individual precincts which integrate appropriate transitions between them, in response to the objectives of Schedule 3 to the Residential Growth Zone and Schedule 2 to the Development Plan Overlay which seek the 'former CSIRO site' to be redeveloped in an integrated manner.

The creation of precincts within the framework allow the future development of the site to respond to changes in landscape and built form character where the site is bounded by low-density housing to the east and west, and where it transitions to more intensified commercial and mixed-use development to the north (Highett NAC) and to the south (toward the Bayside Business District).

Guiding the precinct concept is the overarching designation of the subject land into a southern precinct, central precinct and northern precinct.

As detailed within the Landscape Plan, **the southern precinct** largely comprises the nature conservation area and a transition to a suburban hinterland environment within the site.

The **central precinct** is defined as the gateway to residential properties with landscaped connections to public open spaces of the adjoining precincts.

The **northern precinct** responds to the opportunities provided by its location within 400 metres walk of the activity precinct of Highett Road and nearby Highett Train Station, supporting the precinct's designation for higher density housing and community uses.

Figure 7 Overarching site precinct designations



Source: Extract from Development Plan

The design of built form within the site is then broken down into 7 key precincts:

1. Civic Heart
2. Transitional Density
3. Central Mews
4. Pubic Park
5. Boulevard Entry
6. Suburban Hinterland
7. Conservation Interface

The scale of the site in terms of land area is important to note when considering it in the context of the surrounding subdivision character. The large development area supports the application of precincts within the Development Plan, which facilitate appropriate location-specific responses to the varied character along the multiple site interfaces. These precincts simultaneously achieve architectural diversity while allowing the redevelopment to realise a cohesive outcome.

### 4.3.2. Site Layout

The Park Village Highett overall site layout has been informed by a series of key urban design principles. The result is a highly permeable site layout.

Key outcomes include:



- High quality pedestrian permeability through the site, including private and public open space;
- Safe pedestrian key routes through the site, where pedestrians can avoid key cross-over locations on at least one footpath
- High quality pedestrian amenity with street tree planting;
- Location of the public open space to provide a linear open space connection to the east;
- A network of private roads, which distribute traffic to the adjoining road network;
- Location of building forms that a highly responsive to the site layout opportunities and constraints.

### 4.3.3. Buildings

Each of the precincts will contain multiple buildings with architecture unique to the precinct and site location. Buildings located within the Civic Heart precinct will present as the largest in terms of built form scale, being sited closest to the intensified commercial and mixed-use development of the Highett NAC featuring large scale built form (in the order of four storeys) adjoining the northern common boundary.

The architecture of buildings will be refined appropriately through the planning permit process, however principles have been established which seek that the community use within the Civic Heart precinct is appropriately demarcated through the building aesthetic. The building housing the community use will incorporate apartment style dwellings to the upper levels. The dwelling use within the building will be differentiated by screening, a residential palette of materials and setbacks to define a break in built form. The ground and first floor levels of the community use will feature open built form elements that reflect the civic use and connection to the adjoining public space.



Picture 14 Architect inspiration for the suburban setting

The Transitional Density precinct and Suburban Hinterland precinct will comprise apartment and townhouse style dwellings to create diversity in the streetscape and present as lower density interfaces to the common boundaries. The Central Mews precinct will mainly comprise apartment style dwellings afforded by the larger scale buildings able to be accommodated within the 'spine' of the site. The Conservation Interface precinct will mainly comprise apartment style dwellings with appropriate transitions in built form scale as they interface with the open space of the conservation area and nearby residential properties. Buildings located within the Boulevard Entry precinct will comprise apartment and townhouse style dwellings which respond to the designation as a key gateway to the site.





Picture 15 Architect inspiration for transitional density area



Picture 16 Architect inspiration for transitional density area

#### 4.3.4. Housing Diversity and Affordability

The Development Plan seeks to satisfy the objective of the DPO2 to provide a range of dwelling types to cater for a variety of housing needs and contribute to housing diversity, though proposing:

- Approximately 972 apartment style dwellings including a mix in the order of:
  - 220 one-bedroom apartments (23% of total apartment supply)
  - 600 two-bedroom apartments (61.5% of total apartment supply)
  - 94 three-bedroom apartments (10% of total apartment supply)
  - 53 three-bedroom townhome style apartments (5% of total apartment supply)
  - 5 four-bedroom townhome style apartments (0.5% of total apartment supply)
- Approximately 76 townhouse style dwellings including a mix in the order of:
  - 71 three-bedroom townhouses (93% of total townhouse supply)
  - 5 four-bedroom townhouses (7% of total townhouse supply)

The Bayside Housing Strategy 2019 identifies the role of housing supply and the need for affordable housing. Key take outs from the Strategy include:

- An additional 422-541 additional dwellings are needed per year to meet housing forecast population growth to what date. The Housing Strategy identified the former CSIRO site at 37 Graham Road as playing a role in delivering this housing growth.
- Families with children make up the largest household type, although the growing household formations are couple and lone person households.
- Bayside is a wealthy municipality. The majority of Bayside households are either homeowners or purchasing their own home. The Median house price for an apartment is \$811,00 and for a house \$1.8 Million.
- Around 3.6% of Bayside households have an unmet need for affordable housing. Lone persons are the largest group in need.

In response to Housing Policy and the DPO2 objective ‘*To contribute to the housing diversity within the area by providing a range of dwelling types and densities, including affordable housing*’, the Park Village Highett housing offer delivers against key housing challenges and policy objectives in the following ways:

- Delivering substantial new housing supply (target of approximately 1050 new dwellings) on a strategic redevelopment site (refer to **below figure**).

- Responds to the predominance of stand-alone dwelling prevalent in Bayside, by providing housing diversity and choice. This includes attached houses (townhouses) and a variety of apartment sizes (1, 2 and 3 and 3+ beds) across medium and high-density forms.

Figure 8 Subject site indicated as Strategic Redevelopment Site



Source: Extract from Clause 21.02 of the Bayside Planning Scheme

The Park Village Highett Development Plan outlines an approach to affordability that seeks to:

- Deliver a range of densities including smaller dwelling typologies which are under-represented in the Municipality.
- Deliver a range of price points (linked to the size and type) to include relatively more affordable options compared to the Bayside median house (median price of \$1.8M) and apartment (median price \$811,000).

These homes can be affordable for singles and couples in the upper bracket of the 'moderate' income range for the purposes of defining affordable housing (Victoria Government Gazette 30 June 2020 – refer to the following figure), where individuals have a deposit and meet other lending criteria.

Affordable housing is intended to be further facilitated by the development of the subject site through development contributions which will be based on a percentage of dwelling sales, that will be gifted to affordable housing provider/s.

Figure 9 Government Gazette Planning and Environment Act 1987 Section 3AB – Specification of income ranges for affordable housing order in Council

Table 1 – Greater Capital City Statistical Area of Melbourne

	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to \$ 26,090	\$26,091 to \$41,750	\$41,751 to \$62,610
Couple, no dependant	Up to \$ 39,130	\$39,131 to \$62,620	\$62,621 to \$93,920
Family (with one or two parents) and dependent children	Up to \$ 54,780	\$54,781 to \$87,670	\$87,671 to \$131,500

### 4.3.5. Building Heights

Reflective of the 'heights and massing' design guideline, the preparation of the Development Plan has involved significant consideration of building heights to be achieved within the site, which have been informed by analysis of existing site context and preferred future character. The large development area resulting in the application of precincts within the site translates to varied building heights across the site, providing appropriate location-specific responses to the varied character of the site interfaces. The architectural Masterplan included within the Development Plan provides a conceptual general layout and height of proposed buildings showing the graduation of building heights across the site.

In summary, the site layout and overall building heights are considered to be generally in accordance with the objectives of DPO2 in the following ways:

- Higher density development is located in the northern precinct, with buildings of 6+ storeys. Where buildings are higher than 6 storeys, a maximum of one additional storey is setback to diminish visual

impact from adjacent residential area and future public open space and to minimise additional shadow impact to future public open space.

- Building heights transition from north to south, and towards the periphery of the site (east and west).
- In the central precinct, building heights transition down to podiums in the order of 4-6 storeys and generally present to the street as four to five storeys given the slope of the site, which can be seen in the more detailed analysis and sectional details within the Development Plan. Again, upper levels are smaller and setback to reduce their massing and reading from public realm spaces and in near and far views.
- Lower density development, two-three storeys, is located at the periphery of the site, interfacing with residential areas.

Below is further analysis of each building:

Apartment building A (Apt\_A) is sited in proximity to low scale residential properties fronting Middleton Street, within the Neighbourhood Residential Zone. In response to this interface, the building appropriately assumes a two-storey podium. Apartment building A is proposed to rise to five storeys in response to its proximity to the Middleton Street site entrance and its extension towards the 'spine' of the site.

Apartment building B (Apt\_B) is located within the centre of the site (on an east-west axis) and proposes a height of up to five storeys where it will interface with buildings internal to the site that are proposed to be of similar scale. Apartment building B is also sited adjacent the conservation area to the south, and therefore seeks a two storey street wall which will present a lower scale transition to the open space area.

Townhouse buildings A (T/H\_A) are located parallel to the eastern site boundary, adjacent to existing residential properties located within the General Residential Zone. Considering the low-density context of these properties, the townhouses propose a low-rise height of two storeys.

Townhouse buildings B (T/H\_B) are sited parallel to the western and eastern site boundaries, adjacent to existing residential properties located within the General Residential Zone and Neighbourhood Residential Zones. The townhouses propose a low-rise height of two storeys in response to the low-density context of the abutting properties.

Townhouse buildings C (T/H\_C) are located parallel to the western site boundary, adjacent to existing residential properties located within the Neighbourhood Residential Zone. Townhouse buildings C propose a low-rise height of two storeys to respect the low-density context of the existing abutting properties.

Townhouse buildings D and E (T/H\_D and T/H\_E) are sited parallel to the western site boundary and propose three storey building heights with increased setbacks to the common boundary (relative to Townhouse buildings B and C) to soften the height.

Apartment buildings C and D and D2 (Apt\_C, Apt\_D, Apt\_D2) are located in a transitional area within the site between the designated central and northern precincts. Apartment buildings C and D primarily interface with buildings internal to the site, and through a height of up to 6 storeys will provide a transition from the lower-height southern conservation area towards the taller form at the north of the site which Apartment building D2 reflects through a height of 7 storeys. The building heights predominately in the order of 5 to 6 storeys provide a transition down to the townhouses along the residential boundaries.

Apartment buildings E, F, G, H, I and J (Apt\_E, Apt\_F, Apt\_G, Apt\_H, Apt\_I, Apt\_J) are sited in the northern precinct of the site and propose maximum heights of seven storeys. The proposed heights are considered to continue a height transition from Apartment buildings C and D towards the taller built form at the northern end of the site. Design principles are included within the Development Plan to emphasise relationship of form to the adjacent proposed townhouses, and create a more distinctive streetscape.

Visual impacts from Middleton Street associated with these buildings are considered to be mitigated on the basis that they will appear as secondary, recessive form due to internal siting within the development, and their location behind the townhouse buildings abutting the common boundary.

Apartment building H is located in proximity to the site entrance off Graham Road and is expected to contribute to the 'gateway' character of this location through its prominent seven storey form. Visual impacts from Graham Road associated with buildings I and J are considered to be mitigated on the basis of their internal siting within the development, being located over 40 metres from Graham Road.

Building K is sited on the north-eastern corner of the proposed northern site entrance to Graham Road. The building is proposed to reach a height of 7 storeys in response to the prominent location, providing a clear sense of address to the community facility for people approaching from Highett Road to the north. The building proposes a podium of four storeys to integrate the civic use with the surrounding public park.

Apartment buildings L and M (Apt\_L, Apt\_M) are located at the northern-most point of the development and propose maximum heights of seven storeys. These buildings are appropriately located closest to the large built form scale of the existing commercial buildings fronting the Highett Road shopping strip. Building M will incorporate a 4 storey podium to Graham Road and the internal road, providing a transition from the commercial land uses to the north, while building L will transition down to a 2 storey podium in proximity to residential properties abutting the western site boundary.

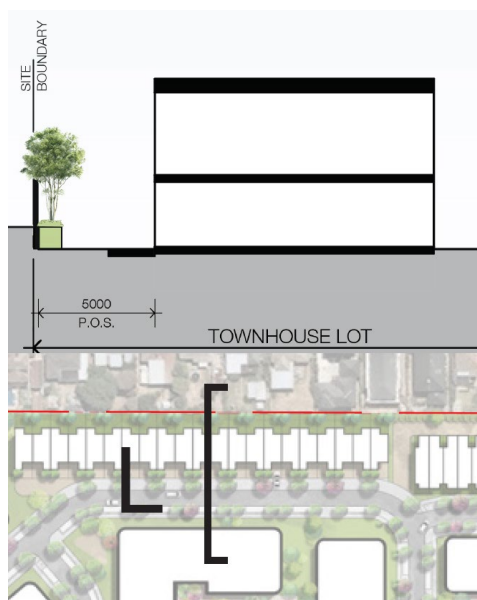
#### 4.3.6. Setbacks

Consideration of the built form setbacks has also formed an integral part of the building envelope design for the Park Village Highett development. Each building featuring the apartment typology will incorporate upper level setbacks in the order of 3 to 4 metres to provide a recessive appearance of upper level forms above the building podium. Section 5 of the Development Plan contains conceptual views to the proposed buildings which visually demonstrate this.

Internal to the site, a setback in the order of 11+ metres is proposed between buildings, to achieve an appropriate building separation to habitable rooms. A building setback in the order of 6 metres is proposed to Graham Road, to reduce the perception of building bulk from the street and provide opportunities for landscaping at ground level.

The most sensitive interfaces of the site are considered to be the residential properties immediately abutting the western and eastern site boundaries. In response, low height townhouse dwellings are proposed in proximity to these interfaces, to allow a gradual transition in scale towards the central spine of the development. Detailed design of the townhouse dwellings will be appropriately progressed at planning permit application stage, however the Development Plan sets out a minimum townhouse building setback of 5 metres to the common boundary. This will ensure the minimum setbacks of Clause 55 (Bayside Planning Scheme) are comfortably exceeded, satisfying the relevant setback objectives.

Figure 10 Indicative townhouse setbacks to site boundary



Source: Extract from Development Plan

#### 4.3.7. Bulk / scale

The Development Plan sets out a strategy to reduce amenity impacts arising from perceived building massing through a number of design interventions. As previously discussed, the proposed building heights

have been selected through careful consideration of building siting within the development. By virtue of the tallest built forms being deliberately located within the central 'spine' of the site it will achieve a recessive appearance through its location behind townhouse buildings and open spaces containing landscaping as a natural visual buffer.

Perceived massing of buildings within the site will also be reduced through the application of upper level setbacks which will further function to provide a recessive appearance of built form above podiums.

Detailed design of individual building aesthetic will be appropriately progressed at planning permit application stage and at that time, will also incorporate the following measures to ensure appropriate mitigation of built form scale:

- Material variation to provide visual breaks in building appearance
- Physical breaks (both vertical and horizontal) in built form through the use of varied building setbacks

It will be important for future planning permit applications to include detailed consideration of the building architecture which ensures the interfaces of built form abutting public open space within the site (nature conservation area, community facility, public park) are not visually dominant. Each transition between public and private open space will be dealt with through detailed design, with the landscape design in the Development Plan committing to a landscaped interface that will provide planting that softens the appearance of built form through natural screening.

#### **4.3.8. Overlooking**

Application of measures to mitigate the potential for overlooking impacts (both internal and external to a site) requires detailed design of dwellings to take place first, allowing window and private open space locations to be established.

Internal to the site, built form separation in the order of 11+ metres is proposed between habitable rooms / windows, allowing overlooking impacts to be avoided in these areas. To limit views into the secluded private open space and habitable room windows of dwellings within the development, future detailed design will be guided by the requirements of Clause 55.04-7 (ResCode Standard B23).

It is noted that the minimum interface between buildings D and D2 is 9 metres, where the ground two levels of the D2 building extend to better ground the building and provide for interest at the ground level. At this interface, the habitable windows are offset, and the balconies of the D2 building will be orientated east and west to avoid overlooking.

The townhouse dwellings proposed to the western and eastern site boundaries are sited within proximity of private open space located within established residential properties. To limit views into the secluded private open space and habitable room windows of existing dwellings abutting the development, future detailed design will be guided by the requirements of Clause 55.04-6 (ResCode Standard B22).

#### **4.3.9. Shadow impacts**

Overshadowing and solar access for individual buildings or groups of buildings should be detailed at planning permit stage. By virtue of the proposed heights and building setbacks of the townhouse buildings, it is expected that the development will not create additional overshadowing of Middleton Street residential properties abutting the western site boundary, or additional overshadowing of Graham Road residential properties abutting the eastern site boundary at the equinox.

It is expected that the development will not create additional overshadowing to future public open space where the shadow from upper levels of apartment buildings will fall within the shadow of lower levels of each building.

Indicative shadow diagrams have been prepared for the planning envelope described in section 5 of the Development Plan. These diagrams demonstrate the anticipated extent of overshadowing of the public park and conservation area measured between 9 am and 3pm. For the purposes of the Development Plan these diagrams generally demonstrate that the built form envelopes are acceptable from an overshadowing perspective at equinox, considering:

- The greatest extent of new shadow cast to the proposed public park area occurs late afternoon, and an area in the order of 68% of the total public park area remains unshadowed

- The greatest extent of new shadow cast to the proposed conservation area occurs late afternoon, and an area in the order of 99% of the total conservation area remains unshadowed

#### **4.3.10. Site amenity**

The Development Plan sets out an intention to deliver a built environment which protects the amenity of surrounding properties and provides high levels of amenity to future residents.

To fulfil these aspirations, the design of the built form in conjunction with integrated landscaping will make appropriate consideration of the policy contained within Clause 55 and 58 of the Bayside Planning Scheme.

Policy set out within Clause 55 (Two or more dwellings on a lot and residential buildings) will be responded to in the design of buildings up to four storeys (excluding basements) that will contain dwellings. The development will meet the objectives of Clause 55 by providing:

- A design response demonstrating how the proposed design responds to neighbourhood character and residential policy
- Dwelling diversity
- Integration with the street and providing a clear sense of address to each building
- Respectful building setbacks and heights that don't significantly overshadow existing private open space
- High levels of permeable ground surfaces and open space (public, communal and private)
- Energy efficient dwellings and adequate daylight access to existing properties and new dwellings
- Safety and security to residents through good lighting, visibility and surveillance opportunities throughout the site
- High quality landscaping
- Car parking and vehicle accessways that are respectful and supportive of alternative transport modes
- Dwelling architecture which limits views into private open space and habitable room windows
- Protection of existing and future residents from noise impacts (external and internal)
- Consideration for people with limited mobility, including accessible design features
- Adequate storage facilities for each dwelling

Policy set out within Clause 58 (Apartment developments) will be responded to in the design of buildings over four storeys (excluding basements) that will contain dwellings. The development will meet the objectives of Clause 58 by providing:

- A design which meets the objectives of Clause 55 that are repeated in Clause 58
- Communal open space which is accessible, practical, attractive, easily maintained, integrated with the layout of the development and enjoys good levels of solar access
- Deep soil areas for planting of canopy trees across the site as a whole
- Integrated water and stormwater management
- Common property spaces which are practical, attractive and easily maintained
- Waste and recycling storage facilities which are accessible, encourage recycling, and designed to minimise impact on surrounding amenity
- Internal layouts of dwellings which feature functional layouts, allow adequate daylight into habitable rooms and encourage natural ventilation



## 4.4. COMMUNITY INFRASTRUCTURE

A key feature of the Park Village Highett development will be the community facility that is intended to be delivered as an integrated use within one of the proposed buildings on site. The Development Plan contains a map which sets out the proposed siting of all buildings, and it is intended that the community facility is located within building 'K' which is sited to the north-eastern area of the site. The community use is expected to span the ground and mezzanine floor of building 'K'.

The community use will complement the delivery of the nature conservation area to the south of the site and the public open space (in the order of 10,000 square metres) to the northern end of the site. The decision to locate the community use within Building K will ensure the public use is highly accessible from public space, benefitting from strong connections within the activity centre including proximity to the train station and Highett Road.

Building K features a prominent siting, being located on the south-western corner of the proposed northern site entrance intersecting with Graham Road. The building will provide a clear sense of address to the community facility for people approaching from Highett Road to the north. The location of Building K is considered appropriate to house the community use due to its close proximity to the core of the activity centre on Highett Road. The use of the building and its location will ensure its activation and status as landmark within the development.

The public exposure of the community facility has been maximised by taking advantage of its direct frontages to Graham Road, the public park to the south and west, and the proposed internal road intersecting with Graham Road. In conjunction with the frontages described above, siting of the community facility immediately adjacent to the public park will allow the facility to integrate appropriately within the site.

The proposed community facility will be conveniently accessible off Graham Road and will feature both on-street and off-street visitor parking adjacent to building K. Car parking is not intended to be visually dominant in appearance across the building but will remain accessible for public use. The building will incorporate compliant access features including lifts and ramps.

The architecture of the building will be refined through the planning permit process prior to construction of the facility, however the architects have set out principles which seek that the community use is appropriately demarcated through the building aesthetic. Building K will incorporate apartment style dwellings to the upper levels, which will be distinguished from the community use through setbacks to define a break in built form. The ground and mezzanine floor levels of the community use will feature open built form elements that reflect the civic use and connection to the adjoining public space. The dwelling use within the building will be differentiated by screening and a residential palette of materials.

## 4.5. ACCESS AND MOVEMENT

The Development Plan sets out a key design principle being 'accessibility and movement'. The master planning of the development has been strongly guided by expert traffic engineering advice to assist in maintaining a balance across transport modes involving pedestrian, cyclist and vehicle access and movements.

Influence of the design principle 'accessibility and movement' is evident in the Development Plan where footpaths have been intentionally located opposite townhouse dwellings to achieve unbroken footpaths through the site and to minimise conflict with vehicles accessing garages in the frontages of townhouses.

While in ownership by CSIRO, the site was relatively disconnected from its surrounds through lack of public access. The proposed design seeks to rectify this through strong connections through the site between Graham Road, Middleton Street and Bay Road to the south (through the conservation area).

Figure 11 Improved pedestrian permeability



Source: GTA Transport Impact Assessment

The transport analysis contained within Volume 2 of the Development Plan demonstrates appropriate consideration for future visitors to the site. The transport analysis recognises a statutory rate of zero visitor car parking spaces is allowed where the site is located within the PPTN, however allocates a number of visitor spaces in proximity to the conservation area and proposed community use to the northern end of the site to reasonably support future visitors accessing the site via car.

Rather than maximising car parking on the site, as prescribed by the planning scheme, it is proposed to limit car parking on-site to reduce traffic generation from the site. Where resident parking is proposed, the Development Plan seeks to conceal parking from view through basement car parks in apartments, and garages in townhouses.

The transport analysis contained within Volume 2 of the Development Plan carries provides an analysis of expected traffic volumes associated with the proposed use and development of the site, and includes a discussion on potential measures to mitigate the impacts of existing traffic, and traffic generated by the development on the surrounding road network. The report considers the mitigation measure of left-in, left-out restrictions for Bay Road / Graham Road to indicate the intersection can function effectively noting this intersection is currently operating above its capacity.

The Park Village Highbury development proposes a private internal road network, under control and management of the body corporate. Appropriate easement access rights will need to be provided in order to maintain Council vehicle access to their assets and these detailed arrangements will be determined at planning permit stage.

While a private internal road network is proposed, each of the internal roads will be developed consistent with the dimensional requirements set out in Clause 56.06 of the Bayside Planning Scheme, noting that



these requirements are more stringent than those that could be provided under the requirements of Clause 52.06 (which would otherwise apply).

The transport analysis contained within Volume 2 includes a plan to address the transport, traffic, pedestrian and bicycle needs of the development which integrates with the form and structure of the surrounding network. The expert traffic engineering guidance received through the preparation of the Development Plan has resulted in a low-speed, internal road network through the site which provides for functional, safe and efficient pedestrian and cyclist routes to, from and within the site. This includes the provision of shared road zones for multiple transport modes.

The internal road network depicted in the Development Plan in conjunction with the transport analysis contained within Volume 2 demonstrates that the Park Village Highett development will achieve the DPO2 objective of providing safe and efficient traffic and pedestrian networks that integrate with the surrounding neighbourhood.

## 4.6. DRAINAGE

The overland flooding characteristics of the site are well understood and documented, including the application of the Special Building Overlay over the site (due to it being subject to overland flooding from surrounding properties in a 1% Annual Exceedance Probability (AEP) event). The Development Plan has been progressed with an understanding that an existing flooding issue is present off-site (to the east), which necessitates a complex design process to be carried out as development on the site proceeds in future.

A flood impact assessment is contained within Volume 2 of the Development Plan, and makes an important note that flooding is not expected within the subject property for more frequent flood events (e.g. 20% and 10% AEP events) as the Highett Main Drain has capacity to cater for these events, based upon the outcomes of Melbourne Water's flood modelling. Therefore flooding events within the site will be infrequent.

In the event of an infrequent flood event, there is no way to deal with overland flooding onto the subject site without a considerable extent of land being affected. Through the design process it has been established that it is not viable to tank / store all the overland flows that enter the site during a flood event – therefore the site has been designed to ensure flows can be conveyed appropriately through the site.

A key influence on the design has been drainage and hydraulic engineering guidance. The public open space will form part of the area that conveys flood waters but it is important to note that no open space within the site will act as a basin to contain stationary water for more than approximately 5 hours.

The intent of the hydraulic engineering design has been to make a large area of the site 'work hard' to manage the overland flows, avoiding the direction of flows through only public open spaces. In conjunction with overland flow management, Water Sensitive Urban Design (WSUD) measures will be incorporated into the development to assist with the treatment of stormwater within the site.

The Stormwater Management Plan and Flood Impact Assessment contained within Volume 2 of the Development Plan provide an assessment of the capacity of infrastructure to service the development in regard to the treatment and retardation of stormwater and include WSUD principles, meeting the requirements of the DPO2.

Figure 12 1% AEP Flood Hazard Existing and Developed Conditions modelling



Source: Engeny Flood Impact Assessment (attachment 13)

## 4.7. ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

The Park Village Highett Development Plan is cognisant that the continued success of the development is partially reliant on the environmentally sustainable design that is incorporated. In order for the vision of a sustainable development to be achieved, a range of ESD commitments are required.

The Sustainability Strategy Development Plan (SSDP) contained within Volume 2 of the Development Plan sets out the sustainability commitments and provides a strategy for the successful delivery of these. The plan includes commitments relating to:

- Water resources (integrated water management)
- Energy efficiency
- Climate responsive design (including indoor environment quality)
- Waste minimisation
- Urban ecology
- Sustainable building materials
- Alternative transport

The SSDP considers the orientation and layout of the development to make appropriate use of daylight and solar energy, references WSUD solutions (noting a separate Stormwater Management Plan forms part of Volume 2) and the incorporation of rain water tanks into the development design. It is expected that finer detail of the ESD commitments will be provided at the appropriate planning permit application stage when detailed design has progressed appropriately. The SSDP in conjunction with the Development Plan demonstrates high quality building and landscape design that implements environmentally sustainable design principles.

## 4.8. WASTE MANAGEMENT

A Waste Management Plan (WMP) has been prepared to inform the design of the development and is contained within Volume 2 of the Development Plan. The plan sets out overarching guidelines for waste storage areas and systems for waste management, access for users, waste collectors and collection vehicles, protection of amenity from waste storage and collection practices, and sustainability.

The waste storage areas will be designed to be located away from sensitive interfaces that could be affected by odour and visual impacts. Collection frequencies will be designed to avoid conflict between waste trucks and other vehicle movements across the site.

Due to the scale of the development, detail of the waste management for particular buildings will be provided at the appropriate planning permit application stage when detailed design has progressed appropriately.

In summary, the WMP confirms:

- Apartment residents shall dispose sorted waste into designated collection bins (for apartment buildings, garbage and recycling chutes shall be considered)
- For amenity areas, the future body corporate will engage an Operator to maintain the various waste receptacles
- Townhouses residents shall dispose sorted waste into their bins
- Staff and/or cleaners (Commercial and Community Facility) shall maintain all internal receptacles and transfer sorted waste to the Bin Store
- A private contractor shall provide on-site waste collections for each building (Apartments / Commercial / Community Facility)
- Collection staff shall have access to the Bin Store and transfer bins to the truck and back to the store.
- The waste collection shall be carried-out by rear-lift vehicles. Small rigid vehicles (SRV) or Medium Rigid Vehicles (MRV) shall be considered.

- Townhouse residents shall place their bins for collection at the front of their units.
- As part of a future assessment and planning application, the adoption of either a Council or private waste service shall be determined for townhouse dwellings.

## 4.9. SITE SERVICES AND STAGING

The Park Village Highett development will be delivered over progressive stages with a strong focus on early access and connectivity with the surrounding neighbourhood, primary public spaces and streetscapes. The proposed buildings will be delivered in stages to ensure development which supports the new public spaces and slowly increases the density across the site.

The Development Plan provides an indication of the likely staging of development. It is not possible to predict exact time frames and sequencing for a project of the scale and complexity of the Park Village Highett development. This is particularly the case where the project is to be delivered over a period of more than 6 years and where market forces will play a significant role in the timing and delivery of the various uses and dwelling typologies proposed.

The indicative staging provided outlines as a minimum a strategy to deliver key vehicle access points, road infrastructure and crucial traffic management prior to occupation of the site by end users. It is important to note that the staging outlined is indicative only. Flexibility of development staging is essential to ensure an orderly roll out for the project that balances the needs and objectives of all stakeholders.

It is noted that potential external road improvements are not included in the indicative staging plan as the timing and extent of these works are out of the control of the developer.

## 4.10. ENVIRONMENTAL AUDIT

Environmental audits have been carried out in conjunction with remediation works occurring at the subject site. GHD (the appointed environmental auditor) have completed environmental audit reports in accordance with section 53X of the *Environment Protection Act 1970*, and provided copies to the Environment Protection Authority and the relevant planning and responsible authority. Audit certificates have been issued which certify that the auditor is of the opinion that the condition of site is neither detrimental nor potentially detrimental to any beneficial use of the site.

The southern conservation area of the site has an Environmental Audit Overlay (EAO) applied to it. The audit included a Statement of Environmental Audit and Environmental Management Plan (EMP) for this area.

The EAO requires that before a sensitive use (residential use, childcare centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:

- A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or
- An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.



## 5. CONCLUSION

The assessment within this report has established that future development within the Park Village Highett site will be consistent with State and local government policy, when carried out in accordance with the Development Plan. The Development Plan is considered to meet the objectives of the Development Plan Overlay (Schedule 2) through:

- Setting out a clear framework for the staged delivery of individual precincts that will integrate with surrounding land uses and include appropriate precinct transitions to achieve redevelopment of the site in an integrated manner
- Delivery of significant areas of open space for conservation, recreation and leisure throughout the site which will add to the existing network of open space in the neighbourhood and improve pedestrian and cycle networks
- Realising a vibrant and sustainable residential community that features housing diversity and enhances site connections with the existing urban environment
- Implementing environmentally sustainable design principles and appropriate stormwater management to facilitate high quality building and landscape design
- Providing vehicle and pedestrian networks that will connect into the surrounding neighbourhood and realise safe and efficient movements

Development of the Park Village Highett site in accordance with the Development Plan will realise the significant opportunities presented by the site in a manner which respects the existing character of the area whilst achieving a unique neighbourhood identity. The Park Village Highett development will create a benchmark for the revitalisation of a strategic redevelopment site in an inner urban setting.

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# APPENDIX A    **PLANNING POLICY FRAMEWORK**

# 6. PLANNING POLICY FRAMEWORK & CONTROLS

## 6.1. PURPOSE AND VISION

The Purpose and Vision set out Council's vision and a framework for the strategic direction for the municipality. Clauses that are applicable to this proposal are discussed below.

### 6.1.1. Clause 2.02 - Vision

Clause 2.02 identifies two key visions for the City of Bayside being:

*"Bayside will be a city which protects and enhances the quality and character of the natural and built environment through environmentally sustainable development and management of land".*

*"Bayside will be an environmentally focussed city in which its natural resources are valued, present needs are met and development is responsibly managed for the benefit of current and future generations".*

### 6.1.2. Clause 2.03 – Strategic Directions

Clause 2.03 sets out Council's strategic planning objectives and directions which underpin the land use and development provisions of the Bayside Planning Scheme. Key directions include:

- **Clause 02.03-2 (Environmental and landscape values)** recognises the extent of significant vegetation and habitat throughout the municipality, including the Highett Grassy Woodland (located on the CSIRO site). Council's objectives include assisting in conservation of biodiversity through retention of native vegetation and protection of habitat.
- **Clause 02.03-2 (Environmental risks and amenity)** acknowledges that while a number of important uses non-residential uses should be located within residential areas and are permitted under the zoning of residential zoning provisions, these discretionary uses in residential areas should be well sited and designed to ensure the highly valued urban character and amenity of residential areas is not eroded.
- **Clause 02.03-4 (Built environment and heritage)** includes strategies to ensure new development achieve a high quality of built form and public realm outcomes and are responsive to the neighbourhood character of the area. Key objectives include:
  - Achieve built form and public realm design that conserves and enhances valued urban character and heritage places.
  - Achieve design outcomes that preserve established built form, enhance local character and contribute to a sense of place consistent with Bayside's character.
  - Retain significant vegetation and landscape characteristics that form a major element of a distinctive urban character in the municipality.
  - Reduce greenhouse gas emissions and car dependence by encouraging more environmentally sustainable development.
- **Clause 02.03-5 (Housing)** acknowledges that an increasing demand for a greater variety of housing types and more affordable housing will require more dwellings within Bayside and references the CSIRO land in Highett as a significant development opportunity for Bayside. Key objectives include:
  - Manage development associated with population growth and minimise any detrimental impact on amenity.
  - Direct increased housing densities to residential opportunity areas, particularly those with good access to public transport routes as identified in the Residential strategic framework plan at Clause 02.04-1.
  - Encourage a diversity of housing types in well serviced locations to meet the needs of the community over time, including housing for older people and affordable housing.
- **Clause 02.03-6 (Economic development)** addresses the role of the Bayside Business District and number of activity centres within the Bayside municipality as areas with a major focal point for future business development and skilled employment.



The subject site is located within a Neighbourhood Activity Centre and interfaces the Bayside Business District to the south. Key objectives include:

- Protect the primary economic role of the BBD.
- Encourage economic development that maintains and enhances the supply of and access to a range of employment and training opportunities.
- **Clause 02.03-7 (Transport)** identifies that while Bayside is well serviced by rail, a tram and buses there are still large areas of the municipality that rely principally on private motor vehicles for transport. Key objectives include:
  - Integrate transport and land use so that sustainable transport is an attractive and viable alternative to private vehicle use in Bayside.
  - Support use and development that prioritises transport modes in the following order – walking, cycling, public transport (including community transport), private vehicles and commercial vehicles serving local areas
  - Improve local accessibility by prioritising walking and cycling as the preferred modes of transport for short trips in Bayside.
  - Provide adequate car parking in and around shopping centres, employment areas and along the coast.
- **Clause 02.03-8 (Infrastructure)** seeks to provide high quality public and private community facilities throughout the municipality including accessible facilities and services responding to the needs of varying age and demographics.

Additionally, this clause acknowledges that recognises that while Bayside has a 'good allocation' of open space compared with other middle and inner ring suburbs, a considerable amount of this open space has restricted public access or restrictions on use due to occupancy by golf courses, significant vegetation and steep terrain along the foreshore. Some areas within the municipality have lower amounts of open space per capita leading to 'distribution inequity'.

It's expected that increasing population and additional households in Bayside will place further pressure on the existing open space network. With growth directed to activity centres, it will place increased pressure on the open space network which will not be equally distributed across the municipality. Clause 02.03-8 recognises that changing dwelling types will also generally result in a decreased provision of private open space which will again place additional pressure on, and focus greater importance on the role of the open space network. Key objectives include:

- Develop an open space network that:
  - Accommodates a wide range of current and future community demands and is accessible to all.
  - Provides adequate flora and fauna habitat and enhances the landscape and natural heritage values of the environment.
- Improve the connectivity of open spaces to make it easier to access existing open space.
- Provide additional public open space where needed, with an emphasis on filling the gaps in areas identified as being deficient in public open space.
- Preserve and protect open space to support the economic and environmental viability of the municipality.

Further, this clause acknowledges the importance of sustainable development, identifying that sustainable development which incorporates principles of integrated water management can help reduce the magnitude of peak stormwater flows and the amount of pollutants at the source, that in turn protect waterways, water catchments and Port Philip Bay. Key objectives include:

- The on-site retention and re-use of stormwater run-off to regulate overland flow, prevent flooding and improve water quality, particularly in terms of run-off to the Bay.

## 6.2. PLANNING POLICY FRAMEWORK

The Planning Policy Framework (PPF) seeks to develop the objectives for planning in Victoria (as set out in the *Planning and Environment Act 1987*) to foster appropriate land-use and development planning that encompasses relevant environmental, social and economic factors. Local policies within the PPF provide objectives and strategies specifically for land use and development with the Bayside municipality. Planning Policies that are applicable to this proposal are discussed below.

### 6.2.1. Clause 11 Settlement

Clause 11 sets out that planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for a variety of uses. It includes strategic directions for Metropolitan Melbourne which seek to:

- *Limit urban sprawl and direct growth into existing settlements (11.01-1S).*
- *Promote and capitalise on opportunities for urban renewal and infill redevelopment (11.01-1S).*
- *Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services (11.01-1S).*
- *Ensure retail, office-based employment, community facilities and services are concentrated in central locations (11.01-1S).*
- *Ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses (11.02-1S).*
- *Planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas (11.02-1S).*
- *Encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community (11.03-1S).*
- *Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:*
  - *Provides different types of housing, including forms of higher density housing*
  - *Is connected by transport (11.03-1S).*

Clause 11.03-1L-06 sets out residential development, economic development, access and environmental values strategies for land within the Highett Activity Centre as defined by the map within this clause. Key strategies include:

- *Encourage medium density housing developments on consolidated lots in preferred residential development areas.*
- *Design development to respect the character of Highett's established residential areas and to balance the response to existing character with proximity to public transport and the core activity centre.*
- *Support mixed use development on land at the south-west corner of Highett Road and Graham Road.*
- *Limit the impact on traffic flows in Graham and Middleton Street from development.*
- *Provide an open space link when land at 36-50 Graham Road Highett is developed to create a connection between the Lyle Anderson Reserve and open space to be provided in the CSIRO site either as an open space land contribution or an easement.*
- *Retain the Highett Grassy Woodland due to the substantial contribution it makes to biodiversity on a local and regional level.*

## 6.2.2. Clause 13 – Environmental Risks and Amenity

Clause 13 outlines that through land use and development compatibility and effective controls to prevent or mitigate significant impacts, planning should identify, prevent and minimise the risk of harm to the environment, human health and amenity.

Clause 13.07-1L-01 sets out strategies to protect the amenity for surrounding residents. A key strategy includes:

- *Design commercial buildings at the interface between business and residential precincts to respect the amenity of existing residential uses, particularly in relation to overlooking, overshadowing, noise generating uses and equipment.*

Clause 13.07-1L-02 seeks to provide design and development guidelines for discretionary uses within residential areas. This policy aims to ensure discretionary development is respectful of the neighbourhood character of the residential area, and these uses do not adversely affect residential amenity.

Key location, siting, built form and design strategies include:

- To encourage discretionary uses to locate on sites that:
  - Abut a Road Zone or collector road
  - Are on a corner
  - Are located on the periphery of commercial areas or adjacent to other discretionary uses to provide a transition between commercial and residential areas
  - Are located near similar community and support facilities
  - Are located within walking distance of public transport and promotes safe and convenient pedestrian access.
- Encourage use and development that respects the prevailing built form scale, and materials and finishes of surrounding buildings and responds to the preferred neighbourhood character.

Key location, siting, built form and design policy guidelines include:

- Front, side and rear setbacks in accordance with the provisions contained in Clause 54.
- Front fencing at a maximum of 1.2 metres in height.
- A minimum landscape buffer of 2.0 metres from the side and rear boundaries where car parking abuts an adjoining residential property.
- A minimum landscape buffer of 3 metres from the front boundary where car parking is located in the front setback unless a narrower buffer can achieve the same density, height and width of screen planting as the minimum buffer.

Key traffic and car parking strategies include:

- Provide on-site parking that adequately caters for the needs of the use.
- Design off street parking areas to allow for entry and exit to the site in a forward direction and restrict the number of vehicle access points.

## 6.2.3. Clause 15 – Built Environment and Heritage

This policy sets out that planning should achieve high quality urban design and architecture to create quality-built environments which support the wellbeing of communities, cities and towns. It seeks to ensure that all new land use and development appropriately responds to its site context and setting. It also provides urban design principles that seek to ensure high quality urban design and architectural outcomes are produced. Clause 15 includes strategies for development to enhance the public realm, including pedestrian spaces, to contribute to the complexity and diversity of the built environment, and achieve high standards in architecture. It includes strategic directions summarised as follows:

### Clause 15.01-1S Urban Design:

- *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*
- *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- *Ensure the interface between the private and public realm protects and enhances personal safety.*
- *Ensure development supports public realm amenity and safe access to walking and cyclin environments and public transport.*
- *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
- *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
- *Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*

**Clause 15.01-1R Urban Design - Metropolitan Melbourne:**

- *Support the creation of well-designed places that are memorable, distinctive and liveable.*

**Clause 15.01-1L – Urban Design (Local Policy):**

- *Design developments to maintain safety and security for all users through lighting of pedestrian areas used at night, the location and height of planting, the orientation of buildings and type of fencing.*
- *Retain significant trees including designing and locating buildings and works to protect them.*
- *Encourage permeable fencing on street frontages for private and commercial developments to improve the pedestrian experience and perception of safety.*

**Clause 15.01-2S – Building Design:**

- *Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.*
- *Ensure development responds and contributes to the strategic and cultural context of its location.*
- *Ensure the form, scale and appearance of development enhances the function and amenity of the public realm.*
- *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
- *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
- *Encourage development to retain existing vegetation.*

**Clause 15.01-4R Healthy Neighbourhoods:**

- *Create a city of 20-minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.*

**Clause 15.01-5S Neighbourhood Character:**

- *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*
  - *Underlying natural landscape character and significant vegetation.*

**Clause 15.02-1S Energy and Resource Efficiency**

- *Promote consolidation of urban development*



- *Reduce the urban heat island effect by greening urban areas, buildings, transport corridors and open spaces with vegetation.*
- *Encourage retention of existing vegetation and planting of new vegetation as part of development and subdivision proposals.*

#### **Clause 15.02-1L – Energy and Resource Efficiency (Local Policy):**

- *Promote sustainable design measures such as water efficient design and solar access using site layout, design and construction techniques.*
- *Allow for adaptive re-use in the future.*
- *Use landscape design to assist with passive solar heating and cooling.*
- *Make use of buildings and materials with minimal environmental impact, such as recycled materials and re-use of existing buildings.*
- *Include communal open space areas in larger residential developments.*

### **6.2.4. Clause 16 – Housing**

Clause 16 outlines that planning should provide for housing diversity with good access to services and be planned with long term sustainability including walkability to activity centres, public transport, schools and open space. It includes strategic directions which seek to:

- *Provide for housing diversity, and ensure the efficient provision of supporting infrastructure (16).*
- *Ensure the long-term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space (16).*
- *Include the provision of land for affordable housing (16).*
- *Facilitate well-located integrated and diverse housing that meets community needs (16.01-1S).*
- *Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas (16.01-1S).*
- *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport (16.01-1S).*
- *Identify opportunities for increased residential densities to help consolidate urban areas (16.01-1S).*
- *Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types (16.01-1S).*
- *Encourage the development of well-designed housing that:*
  - *Provides a high level of internal external amenity*
  - *Incorporates universal design and adaptable internal dwelling design (16.01-1S).*
- *Support opportunities for a range of income groups to choose housing in well-serviced location (16.01-1S).*
- *Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:*
  - *Urban-renewal precincts and sites*
  - *Areas for residential growth (16.01-1R).*
- *Identify areas that offer opportunity for more medium and high density housing near employment and transport in Metropolitan Melbourne (16.01-1R).*
- *Facilitate increased housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport (Clause 16.01-1R).*

- *Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas (16.01-1R).*
- *Create mixed-use neighbourhoods at varying densities that offer more choice in housing (16.01-1R).*
- *Provide for increased diversity and density of housing to meet the needs of the community and increased activity in activity centres including:*
  - *Encouraging the use, renovation and development of dwellings above commercial uses.*
  - *Encourage redevelopment of larger sites for higher density residential dwellings.*
  - *Encourage the more efficient use of built form through the consolidation of sites and construction of basement car parks.*
  - *Discourage the replacement and construction of single dwellings (16.01-1L).*
- *Deliver more affordable housing closer to jobs, transport and services (16.01-2S).*
- *Improve housing affordability by:*
  - *Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities*
  - *promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community (16.01-2S).*
- *Increase the supply of well-located affordable housing by:*
  - *Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts (16.01-2S).*

## **6.2.5. Clause 17 – Economic Development**

Clause 17 seeks to support the economic growth and development at both the state and local level. It includes objectives to encourage development which meets communities' needs for retail, office, entertainment and other commercial services so that each district may build on its strengths and achieve its economic potential. Commercial development is encouraged to provide a net community benefit relating to business services which are accessible, sustainable and make efficient use of infrastructure.

## **6.2.6. Clause 18 - Transport**

Clause 18 encourages diversity and density of development in close proximity to the Principal Public Transport Network (PPTN), activity centres and public transport interchanges. The policy also seeks to ensure adequate supply of car parking, subject to access to public transport, car parking demand and road capacity. It includes strategic directions which seek to:

- *Promote the use of sustainable personal transport (18.02-1S)*
- *Ensure development and the planning for new suburbs, urban renewal precincts and transit-oriented development areas provide opportunities to promote more walking and cycling (18.02-1S).*
- *Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres and public transport interchanges. (18.02-1S)*
- *Improve local travel options for walking and cycling to support 20-minute neighbourhoods (18.02-1R)*
- *Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to complement the metropolitan-wide network of bicycle routes – the Principal Bicycle Network (18.02-1R).*
- *Design streets and developments to not impede access for pedestrians and cyclists, or public and community transport (18.02-1L).*
- *Prioritise pedestrian and cycling access to, through and within the development, including providing mid-block links through large development sites (18.02-1L).*
- *Connect open spaces and key community destinations to encourage walking and cycling (18.02-1L).*

- *Encourage development to improve integration between walking, cycling, other vehicles and public transport at public transport stops and interchanges (18.02-2L).*
- *Facilitate enhanced accessibility to public transport services including through the provision of commuter parking and cycle storage facilities to meet the needs of users (18.02-2L).*
- *Ensure an adequate supply of car parking that is appropriately designed and located (18.02-4S)*
- *Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking (18.02-4S)*
- *Design and locate car parking to:*
  - *Protect the role and function of nearby roads.*
  - *Enable easy and efficient use.*
  - *Enable the movement and delivery of goods.*
  - *Achieve a high standard of urban design and protect the amenity of the locality, including the*
  - *amenity of pedestrians and other road users.*
  - *Create a safe environment, particularly at night.*
  - *Facilitate the use of public transport.*
- *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking (18.02-4S).*
- *Provide car parking to satisfy the needs of residents and their visitors and other road users (18.02-4L).*

## **6.2.7. Clause 19 – Infrastructure**

Clause 19 broadly seeks to ensure the efficient provision of infrastructure and services for the development of settlements. Specifically, Clause 19 seeks:

- *To develop strong cultural environments through the provision of cultural facilities with increased access to arts, recreation and other cultural facilities (19.02-03S).*
- *Provide accessible and fairly distributed social and cultural infrastructure, including cultural and sporting facilities (19.02-04S).*
- *Provide well connected open space networks, including spaces for nature conservation, recreation and play, informal and formal sport, social interaction and opportunities to connect with nature (19.02-6S).*
- *Develop a network of flexible and accessible local open spaces facilitated by urban redevelopment projects (19.02-6S, 19.02-6R).*
- *Provide for a range of open space experiences and functions within each suburb that is a balance of active and passive recreation opportunities (19.02-6L-01).*
- *Prioritise the acquisition of land in Highett for new open space over other suburbs in the municipality if opportunities arise (19.02-6L-01).*
- *Where possible, provide all residents and workers with access to either a local park, active open space or the foreshore reserve within 400 metres walking distance (19.02-6L-01).*
- *Identify when and where land contributions for public open space may be sought in preference to financial contributions or vice versa (19.02-6L-02).*
- *Identify early in the planning process suitable land to be set aside, as part of the design of new development, in order to satisfy the public open space contribution requirement (19.02-6L-02).*
- *Ensure land that is counted towards a public open space contribution to be unencumbered land (19.02-6L-02).*

- To provide for sustainable integrated water management, including the management of stormwater, wastewater, drainage, water supply, water treatment and reuse (19.03-3S).
- *Encourage recycling stormwater for use on gardens and nature strips* (19.03-3L-01).
- *Manage the impact of increased development on the quantity and quality of stormwater drainage into the environment* (19.03-3L-01).
- To encourage development that facilitates sustainable waste and resource recovery (19.03-5S).



## 6.3. PLANNING CONTROLS

The following planning controls are applicable to the proposed development.

### 6.3.1. Zoning

The subject site is located within the **Residential Growth Zone – Schedule 3 – Former CSIRO Site, Highett**.

The purpose of the Residential Growth Zone (RGZ) is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide housing at increased densities in buildings up to and including four storey buildings.*
- *To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.*
- *To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.*
- *To ensure residential development achieves design objectives specified in a schedule to this zone.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

The RGZ sets out land uses which are as of right (no permit required) and those which require a planning permit. The RGZ requires a Planning Permit to construct two or more dwellings on a lot.

A permit is required to construct a building or construct or carry out works for a use in Section 2 of the RGZ.

A development must meet the requirements of Clause 55 (with exception of development of five or more storeys, excluding a basement). An apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.

Schedule 3 to the RGZ does not specify a maximum building height, therefore a discretionary maximum building height of 13.5 metres applies to a building constructed for use as a dwelling or a residential building.

Schedule 3 to the RGZ outlines the design objective for the CSIRO site which is '*to facilitate the renewal of the former CSIRO site in an integrated manner.*'

No specific built form requirements for the site are included in the schedule to the RGZ, on the basis that the Development Plan Overlay Schedule establishes clear direction for the proposed discretionary building heights.

Figure 13 Subject site zoning map



## 37 GRAHAM ROAD & 32 MIDDLETON STREET, HIGHETT PLANNING ZONES

## 6.3.2. Overlays

The site is affected by the following overlays:

### 6.3.2.1. Clause 43.04 - Development Plan Overlay – Schedule 2 – Former CSIRO Site, Highett

The subject site is affected by the Development Plan Overlay – Schedule 2 – Former CSIRO Site, Highett. The Development Plan Overlay (DPO) affects the entirety of the land, which requires an integrated plan for the site to be prepared by the land owner prior to development commencing on site.

The DPO provides guidance around the nature of future development and open space provision on the land, and requires consideration of the contextual and physical constraints, issues and opportunities that have been identified on this site.

Key requirements of Schedule 2 to the DPO include:

- *A permit for subdivision or development of the land (excluding site preparation works) must include a requirement for a Section 173 Agreement to be entered into between the owner of the land, the Bayside City Council and CSIRO. The Agreement must provide for the following:*
  - *Prior to the issue of a Statement of Compliance for the residential subdivision of the land, the transfer of a total of 4.0ha of the land to Bayside City Council for public open space and conservation purposes. This must include:*
    - *3.0 ha of land for conservation purposes in the southern portion of the site;*
    - *1.0 ha of land for passive open space purposes, distributed across the balance of the site, in a manner that provides for equitable local access and good urban design outcomes.*
  - *The land must be transferred at no cost to Bayside City Council.*

The objectives of the DPO2 are:

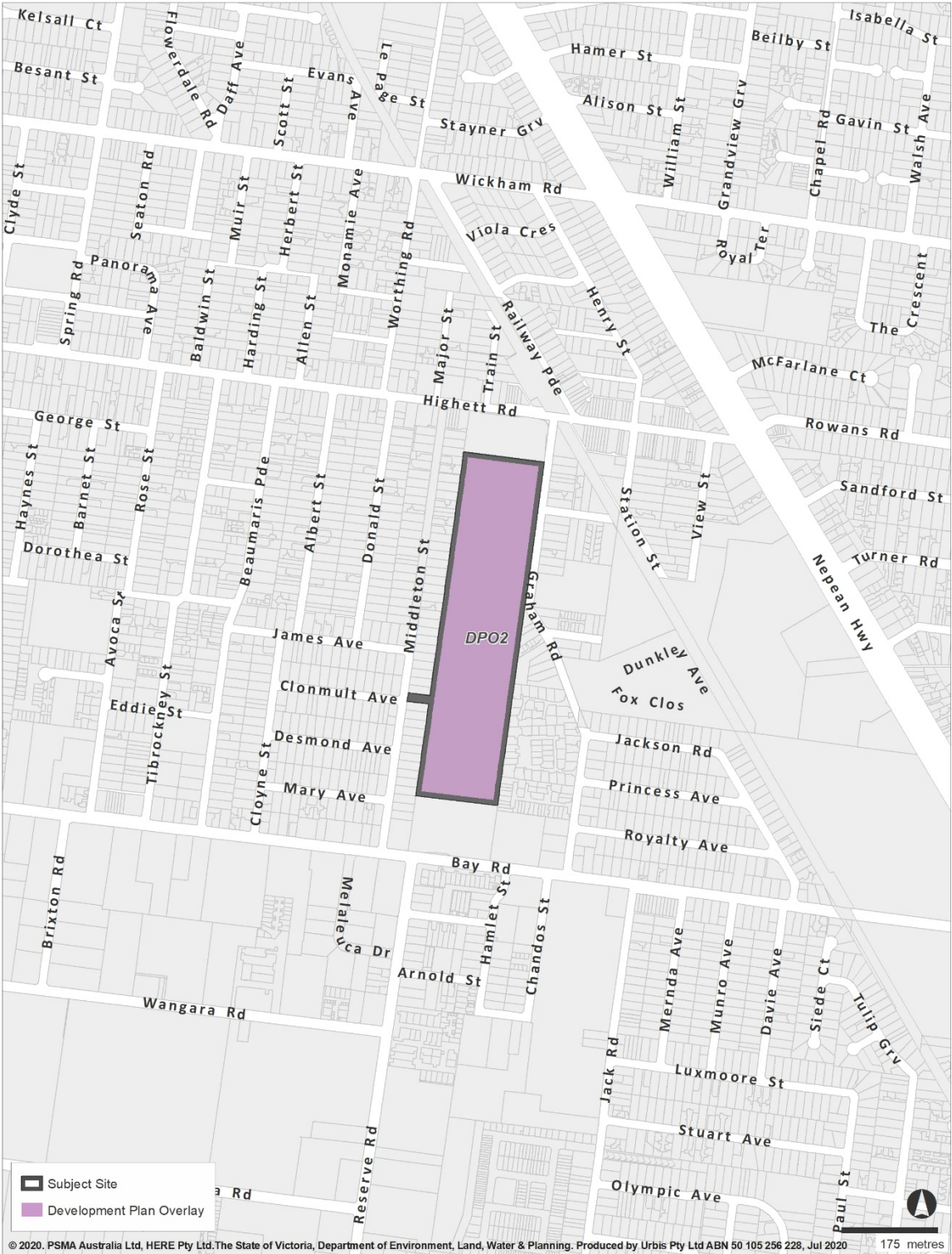
- *To redevelop the former CSIRO Highett site in an integrated manner with surrounding land uses.*
- *To provide a high-quality open space network and conservation area.*
- *To contribute to the housing diversity within the area by providing a range of dwelling types and densities, including affordable housing.*
- *To demonstrate high quality building and landscape design that implements environmentally sustainable design principles.*
- *To provide for safe and efficient traffic and pedestrian networks that integrate with the surrounding neighbourhood*

If a development plan has been prepared to the satisfaction of the responsible authority, an application under any provision of the Bayside Planning Scheme is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the *Planning and Environment Act 1987*.

Clause 4 of the DPO2 sets out requirements that the Development Plan must show or make provision for.



Figure 14 Development Plan Overlay map



**37 GRAHAM ROAD & 32 MIDDLETON STREET, HIGHETT**  
**DEVELOPMENT PLAN OVERLAY (DPO2)**



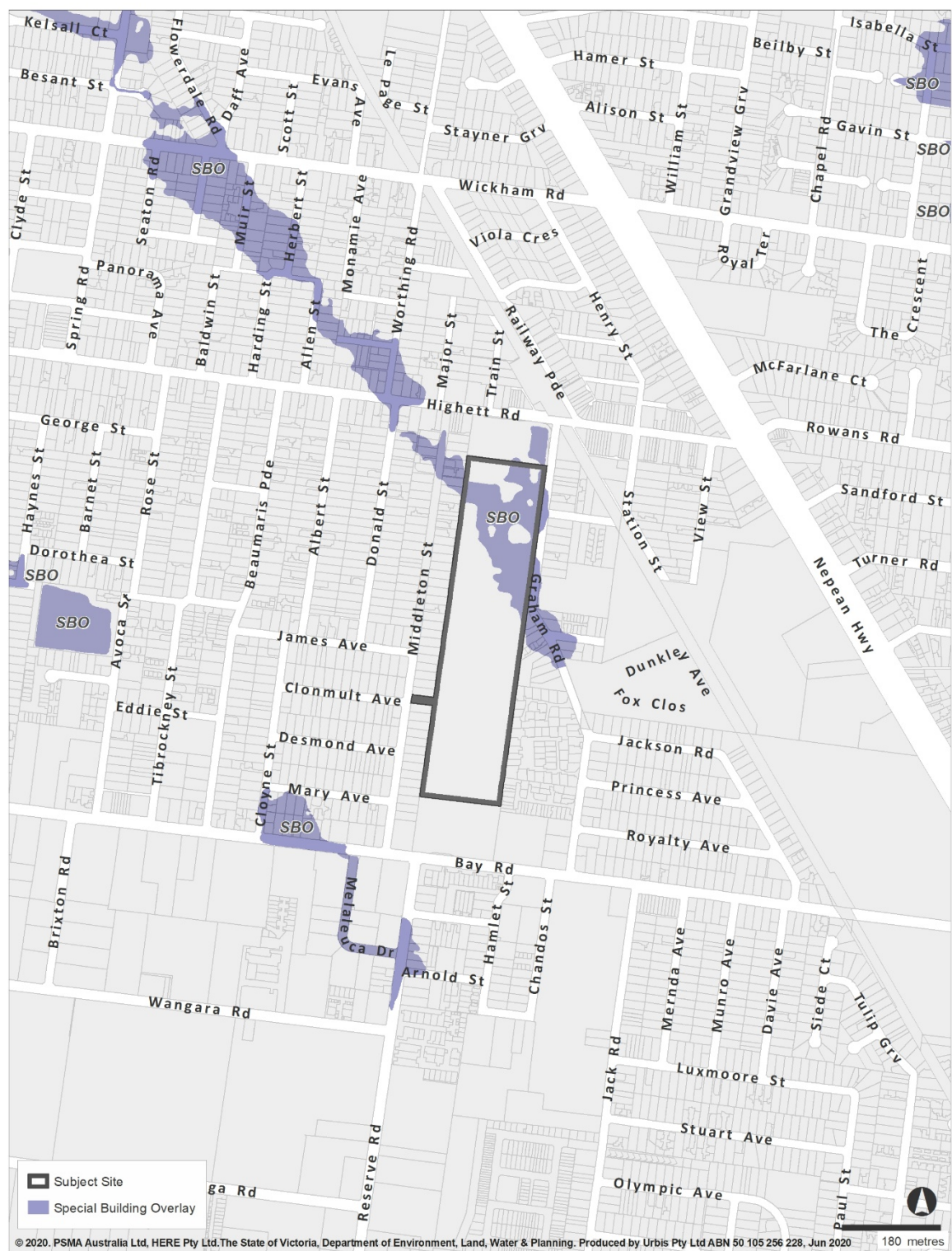
#### **6.3.2.2. Clause 44.05 - Special Building Overlay**

The subject site is partially affected by the Special Building Overlay (SBO). The relevant purposes of this Clause include:

- *To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*

Pursuant to Clause 44.05-2, a permit is required to construct a building or construct or carry out works.

Figure 15 Special Building Overlay map



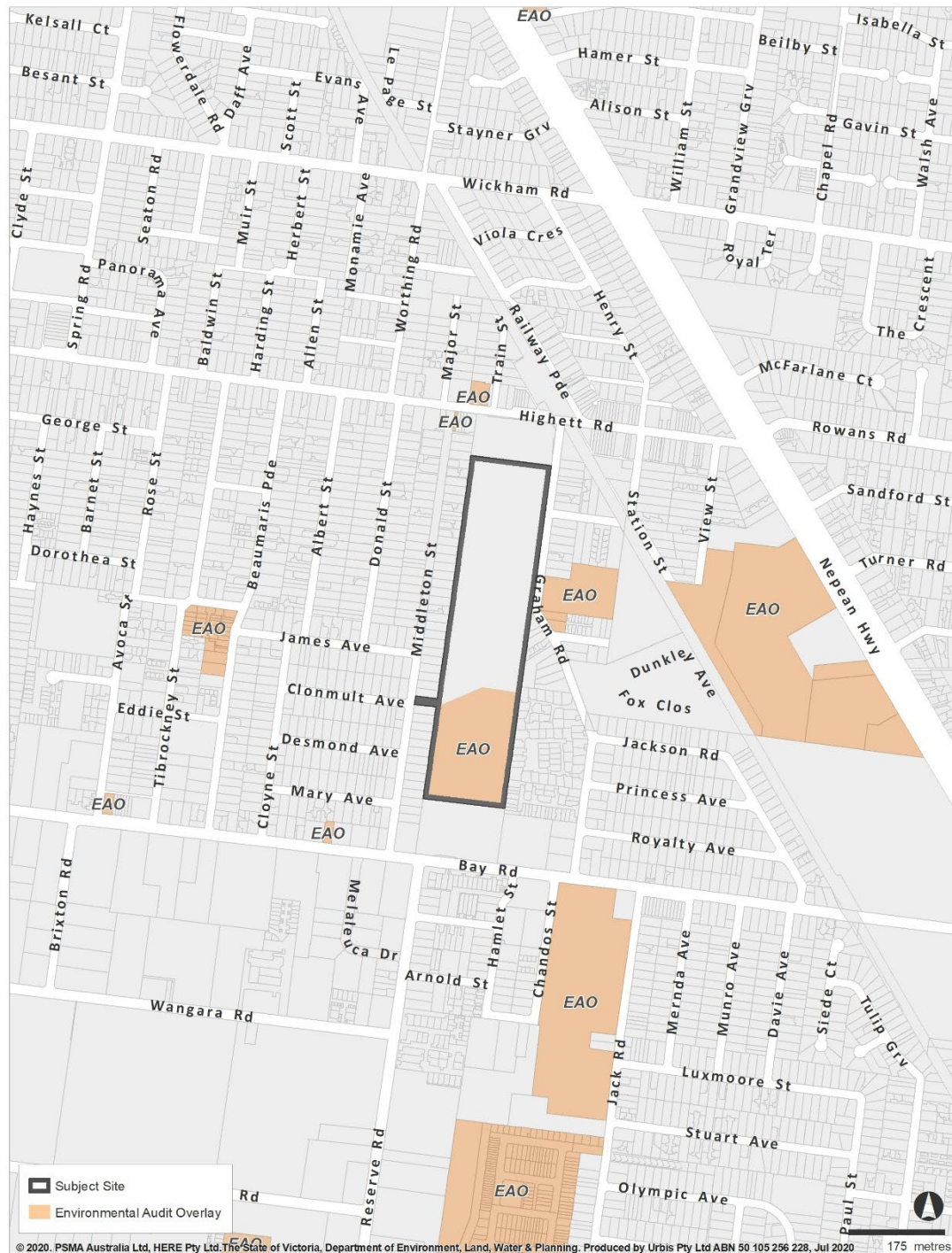
**37 GRAHAM ROAD & 32 MIDDLETON STREET, HIGHETT**  
**SPECIAL BUILDING OVERLAY (SBO)**

### 6.3.2.3. Clause 45.03 - Environmental Audit Overlay

The subject site is partially affected by the Environmental Audit Overlay (EAO). The relevant purposes of this Clause include:

- To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Figure 16 Environmental Audit Overlay map



## 37 GRAHAM ROAD & 32 MIDDLETON STREET, HIGHETT

### ENVIRONMENTAL AUDIT OVERLAY (EAO)

#### **6.3.2.4. Clause 45.06 – Development Contributions Plan Overlay**

The subject site is affected by the Development Contributions Plan Overlay (DCPO) relating to the Bayside Drainage DCPO. The purposes of this Clause are:

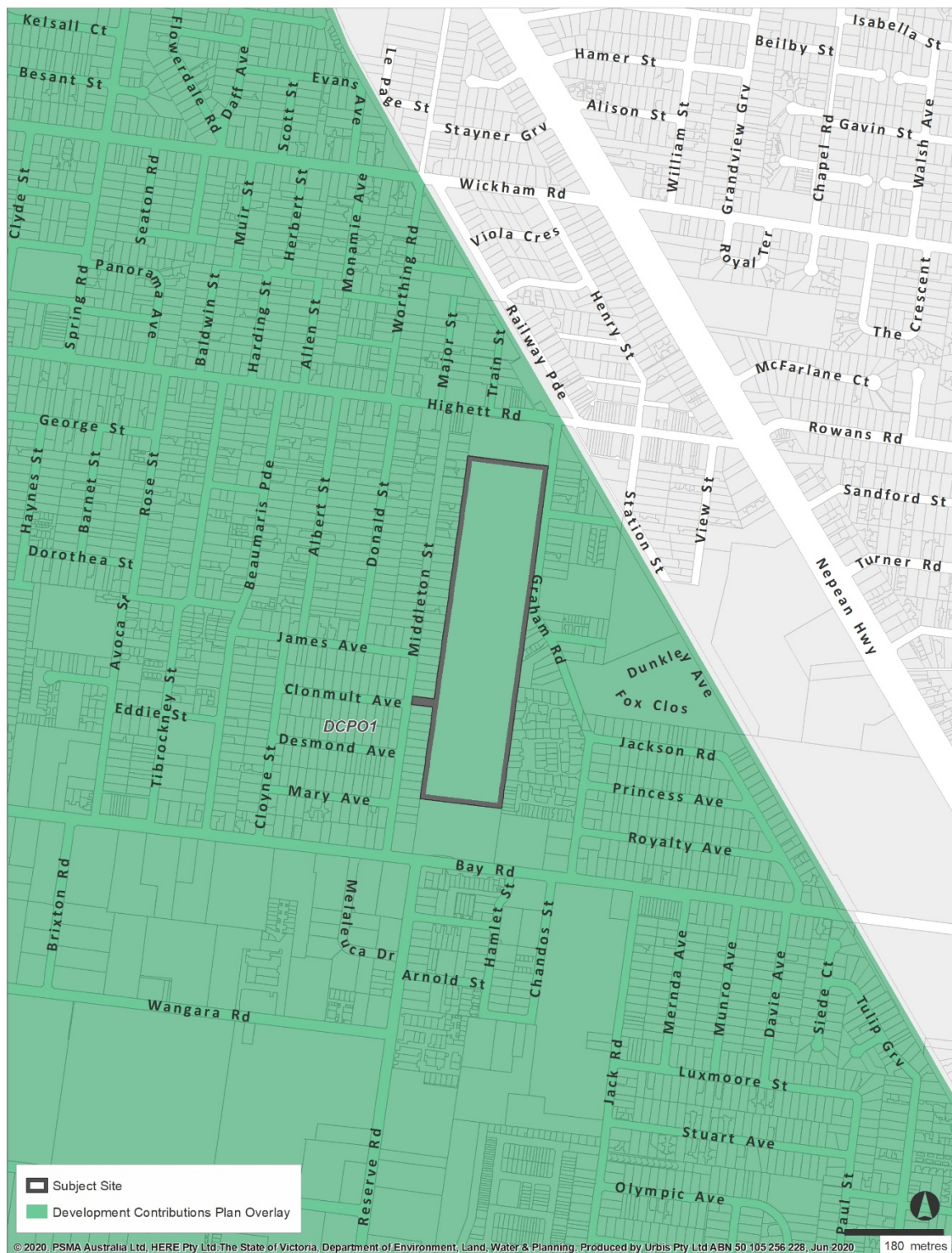
- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

Pursuant to Clause 45.06-1, A permit granted must:

- *Be consistent with the provisions of the relevant development contributions plan.*
- *Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.*



Figure 17 Development Contributions Plan Overlay map



## 37 GRAHAM ROAD & 32 MIDDLETON STREET, HIGHETT

### DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (DCPO1)

## **6.4. AREA OF CULTURAL HERITAGE SENSITIVITY**

The southern portion of the site is identified to be located within an 'area of cultural heritage sensitivity'.

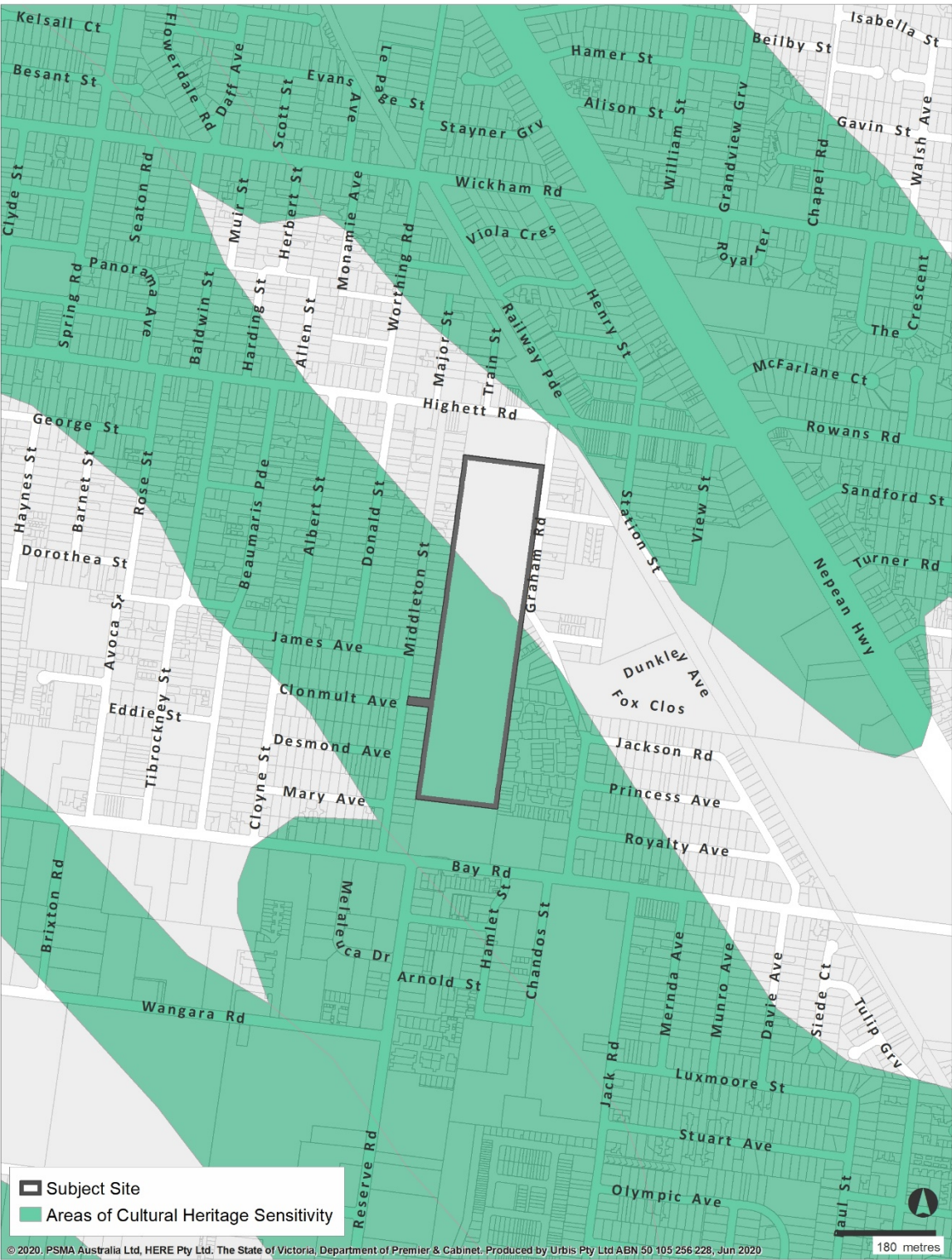
'Areas of cultural heritage sensitivity' are defined under the Aboriginal Heritage Regulations 2018, and include registered Aboriginal cultural heritage places and land form types that are generally regarded as more likely to contain Aboriginal cultural heritage.

Under the Aboriginal Heritage Regulations 2018, 'areas of cultural heritage sensitivity' are one part of a two part trigger which require a 'Cultural Heritage Management Plan' (CHMP) be prepared where a listed 'high impact activity' is proposed.

If a significant land use change is proposed, a cultural heritage management plan may be triggered, noting some building works are exempt from this requirement.

Under the Aboriginal Heritage Act 2006, where a cultural heritage management plan is required, planning permits, licences and work authorities cannot be issued unless the cultural heritage management plan has been approved for the activity.

Figure 18 Area of Cultural Heritage Sensitivity Map



**37 GRAHAM ROAD & 32 MIDDLETON STREET, HIGHETT**  
**AREA OF CULTURAL HERITAGE SENSITIVITY**



## 6.5. PARTICULAR PROVISIONS

The relevant particular provisions of the Melbourne Planning Scheme include Clauses:

### 6.5.1. Clause 52.06 – Car Parking

Car parking policy seeks to ensure that an appropriate amount of car parking is provided on a site, having regard to the likely demand anticipated, the function of the land, the local context and associated policy of the Planning Policy Framework and Local Planning Policy Framework. Clause 52.06 further seeks to ensure that car parking does not adversely impact upon the amenity of an area and aims to support sustainable transport alternatives.

Clause 52.06 stipulates the car parking provision requirements for a variety of different land uses within Table 1. Where the subject land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018) the Column B rates apply.

A permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5.

Under the requirements of Clause 52.06, the relevant car parking requirements are as follows:

- Clause 52.06-8 stipulates the requirement for a car parking plan to be prepared to the satisfaction of the Responsible Authority
- Clause 52.06-9 stipulates design requirements for a car parking plan, including the design of accessways, car parking spaces and gradients

### 6.5.2. Clause 52.17 Native Vegetation

Clause 52.17 seeks to ensure no net loss to biodiversity resulting from removal, destruction or lopping of native vegetation. It seeks to achieve this by applying the following three step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):

1. *Avoid the removal, destruction or lopping of native vegetation.*
2. *Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.*
3. *Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.*

The purpose of Clause 52.17 is also to manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.

Pursuant to Clause 52.17-1, a permit is required to remove, destroy or lop native vegetation, including dead native vegetation, with some exemptions.

### 6.5.3. Clause 52.34 – Bicycle Facilities

Clause 52.34 aims to promote cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

This provision of bicycle facilities applies under the following conditions:

- *A new use must not commence, or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land*

Clause 52.34 stipulates the bicycle parking provision requirements for a variety of different land uses within Table 1.

Pursuant to Clause 52.34-2, a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

#### **6.5.4. Clause 53.01 Public Open Space Contribution and Subdivision**

Clause 53.01 requires subdivision development to provide contributions to the relevant Council for public open space at a rate of *5% or greater to the negotiation of the Development Plan* for redevelopment on Strategic Development sites.

#### **6.5.5. Clause 53.18 Stormwater Management in Urban Development**

Clause 53.18 seeks to ensure that stormwater is managed in urban development to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

This clause sets out requirements for an application under a provision of a zone to subdivide land, construct a building, or construct or carry out works.

An application to subdivide land:

- Must meet all of the objectives of Clauses 53.18-4 and 53.18-6.
- Should meet all of the standards of Clauses 53.18-4 and 53.18-6.

An application to construct a building or construct or carry out works:

- Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.
- Should meet all of the standards of Clauses 53.18-5 and 53.18-6.

An application must be accompanied by details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system.

#### **6.5.6. Clause 55 Two or More Dwellings on a Lot and Residential Buildings**

Clause 55 applies to the development of two or more dwellings on a lot and residential buildings under five storeys in a residential zone. The purposes of this clause are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To achieve residential development that respects the existing neighbourhood character, or which contributes to a preferred neighbourhood character.*
- *To encourage residential development that provides reasonable standards of amenity for existing and new residents.*
- *To encourage residential development that is responsive to the site and the neighbourhood.*

An assessment against the requirements of Clause 55 is to be provided at the Planning Permit application stage.

#### **6.5.7. Clause 58 Apartment Developments**

Clause 58 applies to apartment developments in a residential zone of five or more storeys, excluding a basement. The purposes of this clause are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*
- *To encourage apartment development that is responsive to the site and the surrounding area.*

At the time of writing this report it is understood that the State Government is preparing changes to the Better Apartment Design Standards contained within Clause 58, which will see amendments to existing standards and the introduction of two new standards. The timing of formal implementation of these changes into the Bayside Planning Scheme is currently unconfirmed. An assessment against the requirements of Clause 58 is to be provided at the Planning Permit application stage.



## 6.6. BAYSIDE STRATEGIC DOCUMENTS

### 6.6.1. Highett Structure Plan

The subject site has long been recognised in Council's local planning policy framework as a site of strategic importance to the Highett activity centre, referred to as the 'CSIRO site'.

The draft Highett Structure Plan (2004) contemplated two potential land use / development scenarios for the future redevelopment of the CSIRO site, comprising a medium density scenario and an integrated education / residential option. It described specific built form, height and open space outcomes for the site, including a requirement for 18% of the site to be set aside as public open space.

The Structure Plan was adopted by Council on 27 June 2005 and implemented through Bayside Planning Scheme Amendment C46, which included MSS changes, the introduction of a new local planning policy at clause 22.08, and the rezoning of land within the activity centre (excluding the subject site).

The local planning policy at Clause 22.08 that was introduced as part of the amendment provided the following policy direction for the CSIRO land:

It is policy to:

- *Support the redevelopment of the CSIRO site (if and when it is vacated by the CSIRO) for medium density residential use, with the opportunity for compatible education campus related activities.*
- *Create a conservation reserve to protect the Highett Grassy Woodland.*
- *Retain existing significant vegetation on the site and other vegetation that makes a positive contribution to the character of the area and to the internal amenity of the site.*
- *Provide a significant area of open space on the site and create an open space connection to the Lyle Anderson Reserve.*
- *Establish an open road and pedestrian network within the site that connects to and integrates with the local street system both to the east and to the west of the site.*
- *Achieve a site layout that responds to the existing layout of the site in terms of internal road pattern, configuration of buildings, pattern of significant vegetation and open spaces.*
- *Achieve a built form that respects the character and amenity of surrounding one and two storey residential areas.*
- *Consider the potential to reuse existing buildings.*
- *Apply the principles of water sensitive urban design in the future redevelopment of the site.*
- *Consider the potential to reconfigure Graham Road through the CSIRO site.*

In 2006 Council adopted a final version of the Structure Plan, responding to changes made through the Panel process.

In early 2018, Bayside City Council undertook a review and update to the 2006 Highett Structure Plan. The Structure Plan encompasses the land bounded by Dart Street in the north, the Frankston railway line in the east, Bay Road in the south and Middleton Street and Worthing Road in the in the west, excluding the commercial land directly abutting Bay Road.

The revised Highett Structure Plan (2018) includes specific aspirations for the site including future built form, objectives and strategies including:

#### **Objective 03**

- *Support the redevelopment of the CSIRO site for medium density residential use and a new public open space and conservation area for the community.*

Strategies:

- *Advocate for Council's adopted package of Planning Provisions for the CSIRO site to facilitate redevelopment as follows:*

- Apply the Public Conservation and Resource Zone (PCRZ) to 3 hectares of land, the area of conservation value generally to the south of the site around the Highett Grassy Woodland. The exact boundary of the area should be determined following the sale of the CSIRO land. This zoning will protect the land for conservation purposes;
  - Apply the Public Park and Recreation Zone (PPRZ) to the 1ha of open space for active and passive recreation. This should be provided within the centre of the site to link with the Lyle Anderson Reserve to the east of the site and broader Highett to the west;
  - Apply the Residential Growth Zone to the remainder of the site;
  - Apply a Development Plan Overlay (DPO) which includes design guidelines for development form and height, including prescriptive recommendations to manage the adjoining residential interface. It allows for buildings of up to 5 storeys in the northern portion of the site, up to four storeys towards the centre of the site with development immediately adjacent to the residential areas to the east and west to be 2 storeys; and
  - Apply a Vegetation Protection Overlay (VPO) to the entire site. There are a large number of substantive, mostly native trees that provide an important landscape feature of the site. As these trees have been planted by the CSIRO they are not remnant indigenous vegetation and are not protected by the Native Vegetation Framework. The VPO will require a planning permit to remove any tree over 10 metres high where it also has a trunk diameter of over 300mm. This overlay will enable Council to consider landscape and arboriculture value of existing large trees through a planning permit process.
- Undertake a Placemaking study/Urban Design Framework to ensure the CSIRO site is integrated with the existing Highett Road shopping strip, the train station and the Livingston Street Community Hub. As part of this, investigate ways to make Highett Road more pedestrian and cycling friendly and to improve the public transport experience for users.

## Objective 05

- To cultivate distinct precincts that reflect their unique contexts.

Strategies:

- Implement specific built form requirements for each precinct:

### **Precinct 4:** CSIRO development site

**Typology:** Apartments, townhouses, detached houses

**Total height:** Ranging from buildings of up to 5 storeys in the northern portion of the site, up to four storeys towards the centre of the site with development immediately adjacent to the residential areas to the east and west to be 2 storeys

**Front setback to Graham Road:** 3 metres to Thistle Grove, 6 metre minimum landscaped setback along remainder of Graham Road

**Side and rear setbacks:** Transitional setbacks to existing properties bordering the site.

### **For sites abutting the Highett Grassy Woodland:**

Provide a 3 metre wide buffer zone along the perimeter of the Highett Grassy Woodland by requiring a 3 metre setback from the property boundary adjoining the Highett Grassy Woodland plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres of height for every metre of height over 6.9 metres. Shading of the Highett Grassy Woodland should be minimised.

## Objective 11

- Prioritise walking and cycling through the Activity Centre, with a convenient, safe and connected local infrastructure network.

Strategies:

- Ensure any redevelopment of the CSIRO site provides public shared pedestrian and bicycle paths that connect Highett Road to Bay Road and Graham Road to Middleton Street.

The Structure Plan specifies land uses, including the location of open space for recreation and conservation purposes on the CSIRO site, as per the below figure.

Figure 19 Highett Structure Plan Land Use Plan (Bayside City Council, September 2018)



At the time of this report, The Highett Structure Plan 2018 is not a reference document within the Bayside Planning Scheme and has no statutory status with regard to future development of the site.

#### 6.6.1.1. Planning Scheme Amendment C160

In September 2018, Council resolved to adopt the revised Highett Structure Plan and commence a Planning Scheme Amendment (C160) to implement the plan. The Amendment proposes to include the Structure Plan as a reference document in the scheme. The Objectives and Strategies of the Structure Plan are also proposed to be implemented through the introduction of new planning controls and amendments to local policies in the Bayside Planning Scheme as part of this Amendment.

Proposed amendments under C160 to local policy relevant to the subject site are set out below.

In Clause 21.04 Environmental Landscape Values an obligation (at Objective 3) has been added to apply a 3-metre-wide buffer around the perimeter of the Highett Grassy Woodland on adjoining properties. This strategy is repeated at Clause 21.11-6, Objective 17.

Clause 21.04 is changed to include the below wording under Objective 3:

- *Apply a 3 metre wide buffer zone around the perimeter of the Highett Grassy Woodland on adjoining properties, outside the CSIRO site.*
- *Ensure new development does not overshadow the Highett Grassy Woodland.*

In Clause 21.11-6 Highett, the Vision (specific to the subject site) has been amended to delete:

*There are limited large scale vacant sites available for residential development in Bayside. The largest remaining site is the CSIRO land, currently in operation and located within the Highett Activity Centre. Should this land become available, it will present a significant development opportunity for Bayside.*

And replaced with:

*To ensure that development of the CSIRO site is sympathetic to neighbouring properties and provides open space for active and passive recreation and the conservation of biodiversity.*

In Clause 21.11-6 under Objective 10, the following strategy is inserted:

*Ensure any redevelopment of the CSIRO site provides public shared pedestrian and bicycle paths that connect Highett Road to Bay Road and Graham Road to Middleton Street.*

Clause 21.11-6 includes a new requirement for further strategic work as follows:

*Undertake a Place making study/Urban Design Framework to ensure that the housing, open space and community facilities provided on the CSIRO site are well connected and integrated with the existing Highett Road shopping strip, the train station and the Livingston Street Community Hub. As part of this, investigate ways to make Highett Road more pedestrian and cycling friendly and to improve the public transport experience for users.*

At the time of writing this report, Council have resolved to adopt Amendment C160, incorporating the Planning Panel's recommended changes. Amendment C160 is under consideration by the Minister for Planning for approval.

## **6.6.2. Bayside Housing Strategy**

The Bayside Housing Strategy 2019 represents a review of Council's original 2012 Housing Strategy. The Strategy recognises:

*the overarching spatial approach outlined in the Housing Strategy, 2012 and in this update to the Housing Strategy, is delivering increased housing in Bayside in locations that are well served by public transport, shops and services. This is the most sustainable approach to delivering increased housing density and is in line with State Government planning policy.*

The Housing Strategy recommends that Bayside's Major and Neighbourhood Activity Centres with existing infrastructure and transport connections should be the focus for future medium and high density residential development with minimal growth directed to low scale less accessible residential neighbourhoods.

The Strategy recognises that this approach does:

*lead to a concentration of development in a number of defined locations which results in a greater impact on the existing character of that area. Yet it also enables the protection of neighbourhood character throughout the remainder of the municipality, in areas that are less well located in relation to public transport, shops and community services.*

With regard to additional housing capacity in the pipeline, the Housing Strategy recognises the subject site as a 'strategic redevelopment site' and notes that it is likely to be sold and redeveloped in the near future.

## APPENDIX B    **CERTIFICATES OF TITLE**



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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 08032 FOLIO 504

Security no : 124084119000H

Produced 03/07/2020 01:23 PM

LAND DESCRIPTION

Lot 1 on Title Plan 223183H.  
PARENT TITLE Volume 06630 Folio 838  
Created by instrument 2612132 11/12/1953

REGISTERED PROPRIETOR

Estate Fee Simple

Sole Proprietor

SUNKIN HIGGETT PTY LTD of "RIALTO SOUTH TOWER" LEVEL 51 525 COLLINS STREET  
MELBOURNE VIC 3000  
AT370019Y 25/06/2020

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AT370020Q 25/06/2020  
COMMONWEALTH BANK OF AUSTRALIA

CAVEAT as to part AS415704V 06/08/2019

Caveator

UNITED ENERGY DISTRIBUTION PTY LTD

Grounds of Claim

LEASE WITH THE FOLLOWING PARTIES AND DATE.

Parties

THE REGISTERED PROPRIETOR(S)

Date

16/07/2019

Estate or Interest

LEASEHOLD ESTATE

Prohibition

UNLESS AN INSTRUMENT IS EXPRESSED TO BE SUBJECT TO MY/OUR CLAIM

Lodged by

O'DONNELL SALZANO LAWYERS

Notices to

O'DONNELL SALZANO LAWYERS of LEVEL 4 11-19 BANK PLACE MELBOURNE VIC 3000

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP223183H FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AT344064R (E)	CONV PCT & NOM ECT TO LC	Completed	17/06/2020
AT370019Y (E)	TRANSFER	Registered	03/07/2020
AT370020Q (E)	MORTGAGE	Registered	03/07/2020
AT400141Q (E)	WITHDRAWAL OF CAVEAT	Registered	03/07/2020

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Sta

Street Address: 37 GRAHAM ROAD HIGHETT VIC 3190

ADMINISTRATIVE NOTICES

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NIL

eCT Control 19436D KING & WOOD MALLESONS  
Effective from 03/07/2020

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VOLUME 07073 FOLIO 505

Security no : 124084118992R

Produced 03/07/2020 01:23 PM

LAND DESCRIPTION

Lot 172 on Plan of Subdivision 009880.  
PARENT TITLE Volume 05543 Folio 476  
Created by instrument 2123737 25/02/1947

REGISTERED PROPRIETOR

Estate Fee Simple  
Sole Proprietor

SUNKIN HIGGETT PTY LTD of "RIALTO SOUTH TOWER" LEVEL 51 525 COLLINS STREET  
MELBOURNE VIC 3000  
AT370019Y 25/06/2020

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AT370020Q 25/06/2020  
COMMONWEALTH BANK OF AUSTRALIA

COVENANT 1414073

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DIAGRAM LOCATION

SEE LP009880 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AT344064R (E)	CONV PCT & NOM ECT TO LC	Completed	17/06/2020
AT370019Y (E)	TRANSFER	Registered	03/07/2020
AT370020Q (E)	MORTGAGE	Registered	03/07/2020
AT400141Q (E)	WITHDRAWAL OF CAVEAT	Registered	03/07/2020

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 37 GRAHAM ROAD HIGGETT VIC 3190

ADMINISTRATIVE NOTICES

NIL

eCT Control 19436D KING & WOOD MALLESONS  
Effective from 03/07/2020

DOCUMENT END

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