



Urban Design Advice

Highett Neighbourhood Activity Centre

Prepared for
Bayside City Council

Issued
April 2018

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At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

Prepared for Bayside City Council
Urban Design Advice
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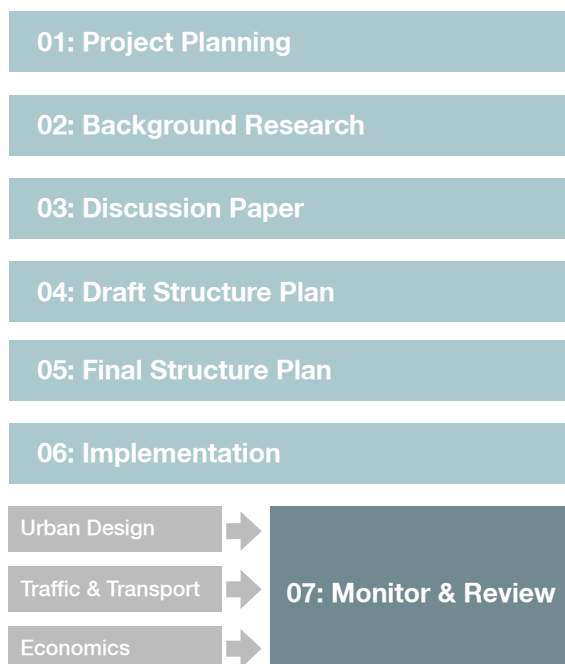
Introduction



1.1 Structure Plan Review Process

The purpose of this project is to provide urban design advice to inform the review of the Highett Structure Plan (2005). The Highett Large Neighbourhood Activity Centre straddles the municipal boundaries of Bayside City Council and Kingston City Council. The Highett Activity Centre Structure Plan was prepared jointly by Bayside and Kingston City Councils. The City of Kingston is not undertaking strategic planning work for the Highett Activity Centre, therefore the Structure Plan Review process considers only the Bayside portion of the Activity Centre.

It has been over 10 years since implementation of the Structure Plan and considerable change has occurred since. Review is necessary to ensure the Structure Plan is current and relevant. The Structure Plan Review is being undertaken by Bayside City Council with inputs from SJB Urban (Urban Design), Cardno (Traffic and Transport) and SGS (Economics).



1.2 How to Use this Document

This Report should be read in conjunction with the Highett Background Report. The Background Report provides strategic and contextual supporting information. The Report is organised around four themes; Land Use, Built Form, Access & Movement and Public Realm.

Part 01: Introduction

Provides an overview of the documents, purpose, background and structure.

Part 02: Study Area

Provides a description of the study area's physical characteristics.

Part 03: Vision

Outlines the study areas 20 year Vision and guiding Principles for Growth.

Part 04: Strategic Response

Outlines the Objectives and Strategies applying to the study area. These are broken down into four key themes:

- 1. Land Use*
- 2. Built Form*
- 3. Access & Movement*
- 4. Public Realm*

Part 05: Precincts

This chapter outlines the Study Area Precincts, including:

- Precinct 01 - Highett Road Mixed Use*
- Precinct 02 - Medium Density Residential*
- Precinct 03 - CSIRO Strategic Redevelopment Site*
- Precinct 04 - Bay Road Mixed Use*
- Precinct 05 - Incremental Change Residential*

Part 06: Implementation

Outlines an overview of next steps required for implementation of the Structure Plan Review.

Study Area



2.1 Study Area

The Study Area is generally bound by the Frankston Railway line to the east, Bay Road to the south, Beaumaris Parade and Herbert Street to the west and Wickham Road to the north.

The Study Area encompasses the Bayside portion of the Hightett Road Shopping Centre, part of the Bayside Business District (BBD), the former CSIRO strategic redevelopment site and surrounding established residential areas.



Figure 01: Study Area

Study Area

2.2 Policy Context

2.2.1 Plan Melbourne (2017)

Plan Melbourne 2017-2050 is Victoria's Metropolitan Planning Strategy that sets the vision and policy direction for the growth of Melbourne for the next 35 years. *Plan Melbourne* replaced *Melbourne 2030* the former Metropolitan Planning Strategy in 2014 and was refreshed in 2017.

Plan Melbourne broadly seeks to increase density and activity in established areas, well serviced by public transport, employment opportunities and existing infrastructure. A network of Metropolitan, Major and Neighbourhood Activity Centres is central to achieving consolidation and housing choice outcomes. Neighbourhood Activity Centres are defined as *local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community*. The following outcomes, directions and policies outlined in Plan Melbourne are relevant to Neighbourhood Activity Centres:

Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs.

- *Direction 1.2 Improve access to jobs across Melbourne and closer to where people live.*
 - *Policy 1.2.1 Support the development of a network of activity centres linked by transport.*

Outcome 2: Melbourne provides housing choice in locations close to jobs and services.

- *Direction 2.1 Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.*
- *Direction 2.2 Deliver more housing close to jobs and public transport.*
 - *Policy 2.2.3 Support new housing in activity centres and other places that offer good access to jobs, services and public transport.*
- *Direction 2.5 Provide greater choice and diversity of housing.*

Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services and goods to market.

- *Direction 3.3 Improve local travel options to support 20-minute neighbourhoods.*
 - *Policy 3.3.1 Create pedestrian friendly neighbourhoods.*
 - *Policy 3.3.2 Create a network of cycling links for local trips.*
 - *Policy 3.3.3 Improve transport choice.*

Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.

- *Direction 5.1 Create a city of 20-minute neighbourhoods.*
 - *Policy 5.1.2 Support a network of vibrant neighbourhood activity centres.*

2.2.2 Bayside Housing Strategy (2012)

Adopted by Council in September 2012 the Housing Strategy provides a framework for how residential development in Bayside will be planned and managed over the next twenty years to meet the housing needs of the community. 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.

The Strategic Framework Plan for Highett nominates land within the Highett Shopping Centre as Key Focus Residential Growth and the land surrounding for Moderate Residential Growth. Additionally, the CSIRO site is a nominated Strategic Redevelopment Site. The vision for the Neighbourhood Activity Centre includes:

- *To develop the Highett Neighbourhood Activity Centre as a neighbourhood focus for future residential development, taking advantage of its location along the Frankston railway line.*
- *To recognise the character of Highett's established residential areas and managing change in a way that responds to their character.*
- *To revitalise the Highett Road shopping centre as an attractive, vibrant and well used main street and community focal point that provides a wide range of local shopping, business and community services suited to the needs of people living and working in the area.*

- *To provide the opportunity for a mix of retail, employment, other associated activities and residential in that part of the Highett Shopping Centre to the west of the railway, in a form that complements the core of the centre located to the east of the railway, and to better link the two parts of the centre for pedestrians.*
- *Developments will achieve high levels of urban design and streetscape interface and will incorporate landscaping and particularly canopy trees within the front setback to maintain the garden feel of the Bayside suburbs.*
- *Residential developments will incorporate leading edge environmental sustainability in terms of design and renewable energy.*
- *Car parking and traffic have minimal impact on the function of the Activity Centre.*

The opportunity for the growth and diversification of the offering within Highett towards speciality and hospitality is identified. The Strategy explores precinct specific opportunities and strategies, those relevant to the Structure Plan include:

Strategy 4 – Attract innovative advanced business services to the Bayside Business Employment Area (BBEA) through the creation of an economic triangle between Southland Activity Centre, Highett Activity Centre and the BBEA.

Action 4J - Investigate opportunities to strengthen connections between the Southland Railway Station, Highett Activity Centre and BBEA through the Highett Structure Plan review process and development of the Southland Structure Plan.

2.2.3 Bayside Integrated Transport Strategy (2013)

The Bayside Integrated Transport Strategy (ITS) sets the direction for transport planning and provision. The Strategy seeks to achieve a well connected, safe, accessible and convenient transport system that positively contributes to a strong economy, the health and wellbeing of the community and a low carbon future. The Strategy acknowledges that Activity Centres, supported by public transport are identified for future growth and recognises the need for Structure Plans to ensure the ongoing improvement of the sustainable transport network within these Centres.

2.2.4 Retail, Commercial and Employment Strategy (2016)

The Retail, Commercial and Employment (RCE) Strategy provides a vision for the future of Bayside's Activity Centres and Employment Precincts and provides policy direction. The Strategy projects the following expansion of retail and commercial floor space within the Activity Centre, including both Bayside and Kingston:

- *retail floor space expansion from 5,900sqm in 2015 to 20,800sqm by 2031 (increase of 14,900sqm)*
- *commercial floor space expansion from 1,533sqm in 2015 to 1,900sqm (increase of 400sqm)*

Study Area

2.3 Physical Context

2.3.1 Land Use

Highett Road

The commercial centre of the Highett Activity Centre is centred around Highett Road, extending from Nepean Highway in the east (City of Kingston) to Major Street and Donald Street in the west. Due to availability of vacant or underutilised land and larger lot sizes within the Bayside portion of the Activity Centre, this section of Highett Road has seen significant change since the original Structure Plan. Including the mixed-use developments at the south-west corner of Highett Road and Graham Road; with full-line supermarket, retail and residential uses and the north-east corner of Highett Road and Major Street; with café, convenience store and residential uses. This mixed-use development saw the extension of commercial uses further west. The catchment of the Activity Centre is relatively extensive given the presence of a full-line supermarket (Woolworths).

Bayside Business District

The Bayside Business District (BBD) or Bayside Business Employment Area (BBEA) is a major focal point for business development and employment in the City of Bayside and provides the largest concentration of employment within the municipality. A small portion of the Area is within the Study Area along the northern side of Bay Road, east of Graham Road. The creation of an economic triangle between Highett Activity Centre, Southland Activity Centre and the BBD is proposed in The Bayside Retail, Commercial and Employment Strategy (2016).

The Area is undergoing transition and diversification, from a traditional industrial base to an array of activities including warehousing, offices and large format bulky goods retailing evidenced by the recent development typologies along Bay Road, including the mixed-use development under construction at 329-345 Bay Road within the Study Area. The development comprises industrial units, restricted retail, self-storage, office units and child care across four buildings, ranging from 1 to 3 storeys.

Community and Recreation Facilities

The cluster of community facilities known as the Highett Community Hub on Livingston Street includes Livingston Kindergarten, Highett Neighbourhood Community House, Highett Recreation Centre (occupied by Highett Youth Club), Highett Children's Centre, and Highett Senior Citizens Centre. The Community Hub is approximately 450 metres from Highett Station.

CSIRO Site

The Commonwealth Scientific and Industrial Research Organisation (CSIRO) site is a 9.3-hectare site fronting Graham Road. CSIRO are currently preparing the site for sale and are undergoing final phase of demolition and clean-up of the southern portion of the site. As Commonwealth Land, the CSIRO site is not included within the Bayside Planning Scheme.

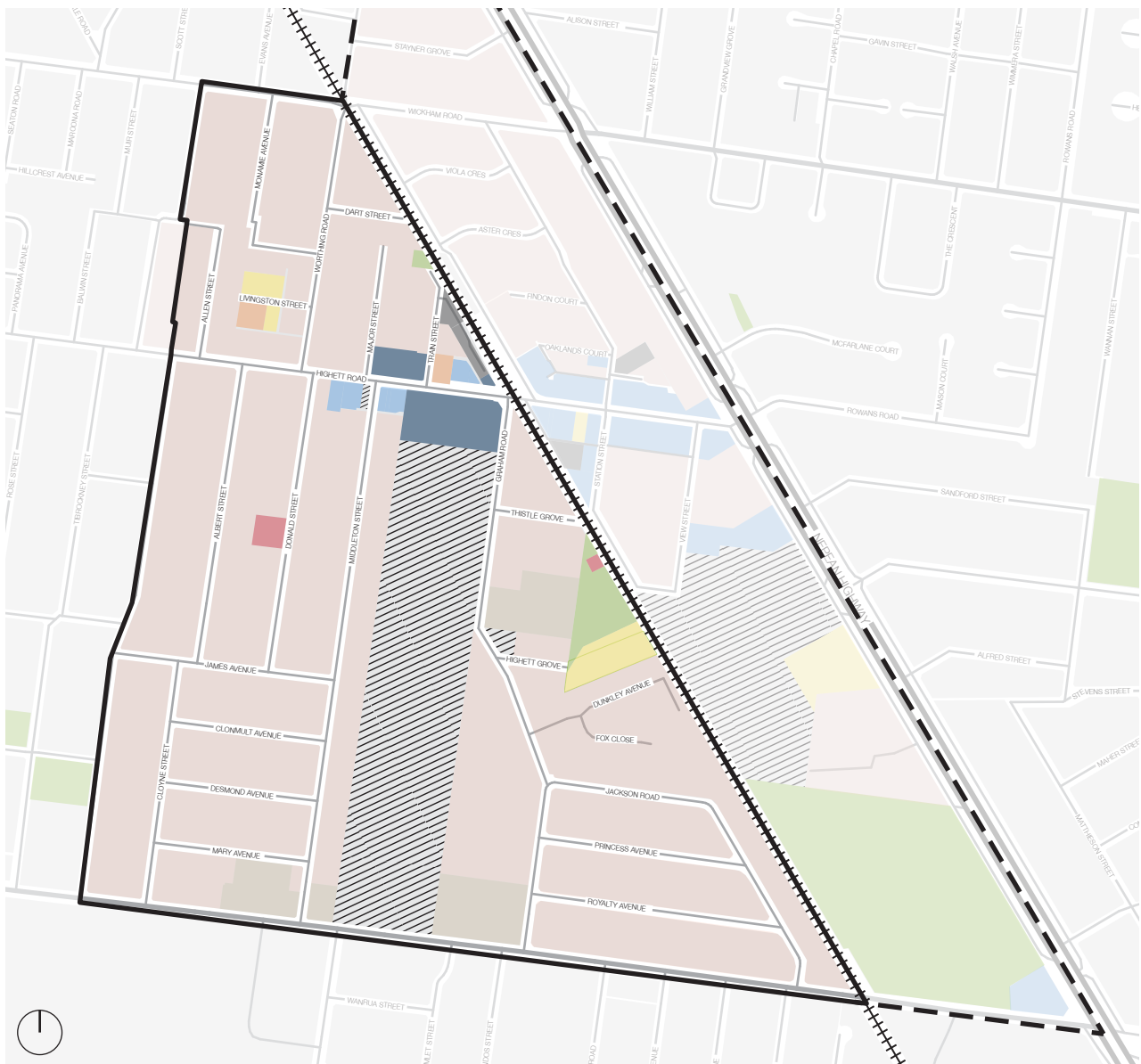


Figure 02: Land Use

- | | |
|----------------------------------|--------------------------------------|
| Bayside Structure Plan Boundary | Religious Institute |
| Kingston Structure Plan Boundary | Commercial / Retail |
| Frankston Railway Line | Mixed Use (Commercial & Residential) |
| Railway Station | Light Industrial / Warehousing |
| Public Open Space | Carpark |
| Residential | Vacant / Under Construction |
| Community & Recreation | |
| Education / Childcare | |

Study Area

2.3.2 Built Form

Highett Road

The Precinct is zoned Commercial 1 Zone (C1Z) and affected by Design and Development Overlay Schedule 4 (DDO4). The overarching intent of Design and Development Overlay Schedule 4 (DDO4) is to respect the low rise, one-two storey built form along Highett Road. Mandatory heights of 2-3 storeys apply along Highett Road based on location (3 storeys near key corners locations - Highett and Graham Roads, Highett Road and Train Street and Highett Road and Middleton Street). A fourth storey is permitted provided it is not visible from any part of Highett Road within 100 metres of the building.

Due to the timing of the implementation of the Structure Plan through Amendment C46 and VCAT decisions, built form ranges from 3 to 5 storeys. Street wall heights typically exceed the proposed 2 storeys. This is due in part to the wording of the DDO. The western Bayside portion of Highett Road has seen substantially more development than the eastern Kingston portion. This is due, in part, to the contrasting fabric and character of the east and west sections. The east (Kingston) remains predominantly fine grain with one-two storey built form. The west (Bayside), now vastly changed presented larger sites ready for redevelopment and lots conducive to consolidation.

Preferred Medium Density Residential Areas

These Precincts are zoned General Residential Zone (GRZ1 & GRZ5) and partly covered by Design and Development Overlay Schedule 5 (DDO5). The intent of Design and Development Overlay Schedule 5 (DDO5) is to allow for apartment development on larger consolidated sites with height of 3 storeys, landscaped setbacks and adequate side and rear setbacks. Apartments are emerging throughout the area, with a number completed, under construction or at the planning application phase. DDO5 does not apply to land between Bay Road, the CSIRO site, Lyle Anderson Reserve and the Railway corridor, which was rezoned General Residential Zone in accordance with the Bayside Housing Strategy (2012).

Incremental Change Residential Areas

Incremental Change areas are zoned Neighbourhood Residential Zone Schedule 3 (NRZ3). One for one and dual occupancy development is the typical development typology within the Neighbourhood Residential Zone. The exception being the approved 3 storey apartment development at 1-5 Dart Street. The application for the 3 storey apartment was submitted prior to the introduction of the Neighbourhood Residential Zone (mandatory 2 storey height limit).

Neighbourhood Character

The Study Area is part of Character Area G1 which covers a broad area, inclusive of the residential areas of Highett, Hampton East, Hampton (part) and Sandringham (part) and the Highett and Hampton East (Moorabbin) Activity Centres. Given the broad nature of Character Area G1, weight is generally applied by VCAT to specific design objectives within the Design and Development Overlays. Additionally, the Neighbourhood Policy at Clause 22.07-2 specifically recognises the need to expect change near Activity Centres where State and Local Policy support consolidation.

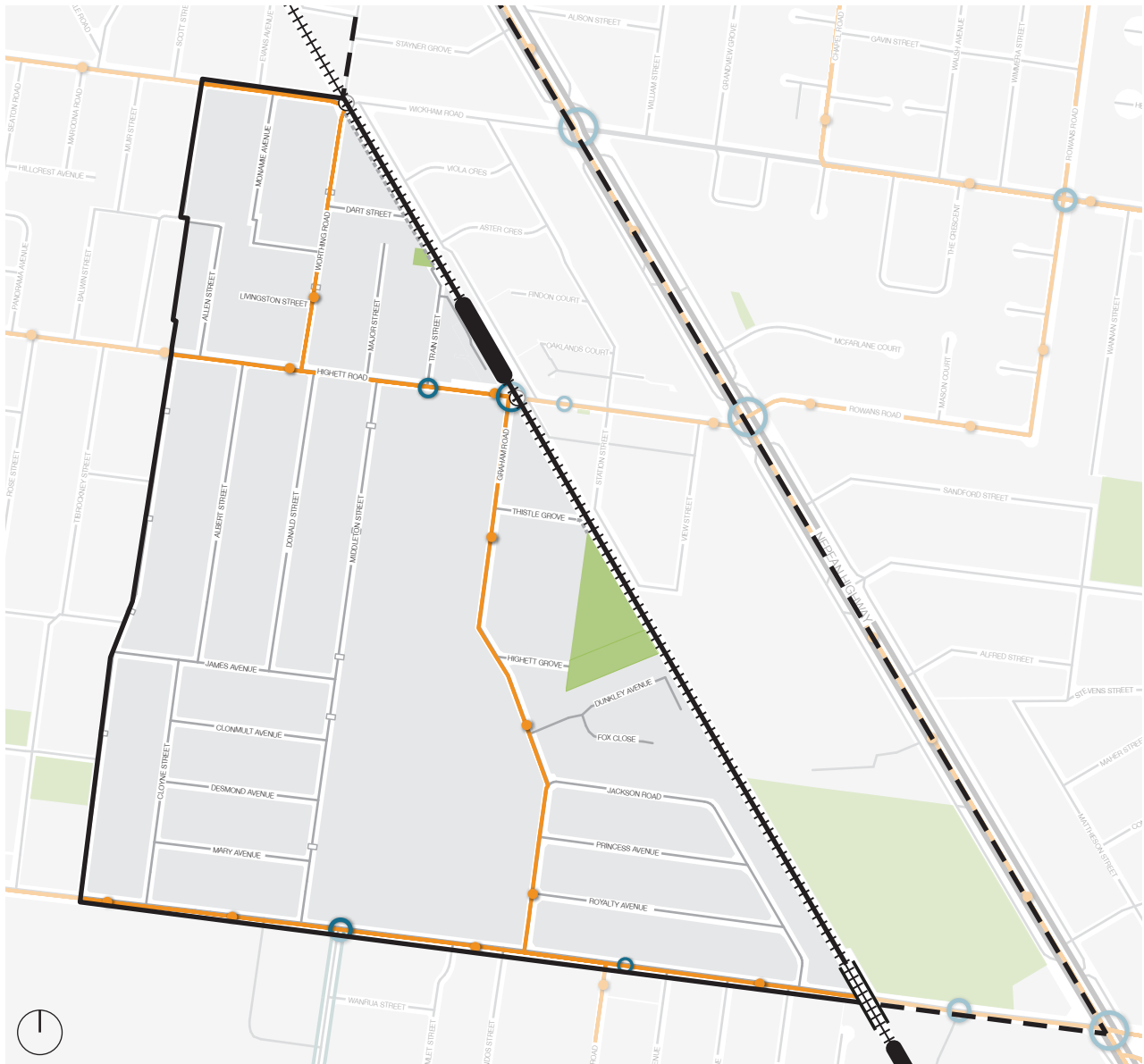


Figure 03: Movement Network

- Bayside Structure Plan Boundary
- Kingston Structure Plan Boundary
- Frankston Railway Line
- Railway Station
- Traffic Calming
- Signalised Intersection
- Existing Rail Bridge
- Pedestrian Connection
- Bus Routes
- Bus Stops
- On Road Cycle Lanes

Study Area

2.3.3 Access and Movement

Pedestrians and Cyclists

Traffic volumes, lack of provision for safe pedestrian crossing and poor provision of continuous, high quality footpaths significantly impact the pedestrian experience along the two key movement corridors, Bay Road and Highett Road. The distance between signalised crossings on Highett Road of approximately 780 metres and on Bay Road approximately 500 metres impacts the walkability of the Study Area. Barriers to east-west pedestrian movement in the Study Area include the Frankston Railway corridor, long block lengths, particularly through the CSIRO site. These barriers prevent access to facilities west of the Railway corridor, including Sir William Fry Reserve and Southland Shopping Centre. Footpaths are absent from Highett Grove and between Thistle Grove and Lyle Reserve, impeding access to the Reserve. The path along the railway corridor between Train Street and Wickham Road lacks passive surveillance and lighting. Level changes, vehicular crossings, footpath alignment and complicated intersections make pedestrian access around the Highett Road Shopping Centre and to and from Highett Railway Station difficult.

There is no designated bicycle infrastructure within the study area. Wickham Road, Worthing Road, Middleton Street, Frankston Railway corridor and Bay Road form part of the Principal Bicycle Network (PBN). The Principal Bicycle Network (PBN) is a network of existing and proposed bicycle routes identified by VicRoads. Bicycle Priority Routes (BPR) are priority sections of the PBN, Bay Road is a BPR. On-road bicycle lanes are proposed on Bay Road. Highett Road (between Clyde Street and Middleton Street) is part of the Municipal Bicycle Network (MBN) connecting to the PBN.

Public Transport

The Study Area benefits from access to the Frankston Railway services from Highett Railway Station on Highett Road and the recently completed Southland Railway Station within the Southland Shopping Centre car park accessed from Bay Road. The Railway line intersects with three east west roads, Bay Road, Highett Road and Wickham Road. Resulting in two level crossings at Highett Road and Wickham Road, Bay Road is lowered under a rail bridge. These crossings were not nominated for removal as part of the State Government level crossing removal program across Melbourne.

The Study Area is serviced by Bus Routes 708 (Carrum – Hampton via Southland), 822 (Chadstone – Sandringham via Southland) and 828 (Hampton – Berwick Station via Southland). Routes 708 and 828 run along Highett Road, stopping at Highett Station.

Road Network

Three key east west roads; Wickham Road, Highett Road and Bay Road provide access to Nepean Highway. Middleton Street and Graham Road are the two key north south links between Highett Road and Bay Road.

2.3.4 Public Realm

Open Space

There are two public recreation spaces within the study area; Lyle Anderson Reserve and Train Street Playground. Tibrockney Street Park and Sir William Fry Reserve (City of Kingston) are adjacent to the study area. The Bayside Open Space Strategy (2012) and supporting Suburb Analysis and Action Plan identifies the eastern part of the study area as having good access to open space and the north and western part as being deficient in open space. The deficiency is to be partly addressed through the redevelopment of the CSIRO site. A total of 4 hectares of open space will be provided as part of the development. This is to consist of 3 hectares of conservation reserve to protect the Grassy Woodlands within the southern portion of the site and 1 hectare of public open space for active and passive recreation central to the site.

Lyle Anderson Reserve is bound by the Railway corridor and residential properties. Access is via Highett Grove from the south and Thistle Grove from the north. The Reserve therefore lacks a sense of address and passive surveillance and access is impacted by the lack of provision for pedestrians from Highett Grove and Thistle Grove. The Reserve comprises of the Highett Bowls Club, Grace Heart Community Church, car parking, playground, vegetated passive recreation space, BBQ area and public toilets.

Study Area

2.4 Issues and Opportunities Summary

2.4.1 Land Use

- The Bayside portion of the Highett Road Centre has undergone significant change, with completion of several mixed-use developments, including a full line supermarket.
- There are limited redevelopment sites available along Highett Road for mixed use development. Economic analysis suggests expanding the commercial zoning west to accommodate the estimated expansion of retail and commercial floor space.
- The 9.3ha former CSIRO site is currently undergoing demolition and clean-up and in preparation for sale. The redevelopment of the site for medium density residential is expected.
- The Study Area encompasses a small portion of the Bayside Employment District (BBD) along Bay Road. The expansion of the mixed uses along the northern side of Bay Road between Graham Road and the Railway corridor as proposed in the Structure Plan is a long-term opportunity.

2.4.2 Built Form

- The Bayside portion of Highett Road has undergone significant change. This change in character and scale (street wall height and overall height) needs to be recognised and built form controls updated accordingly. This is due to both the timing of application and implementation of the Design and Development Overlay, as well as the wording and interpretation of the policy.
- There is a lack of clarity in built form controls under the current planning provisions, currently more stringent side and rear setback controls under Schedule 5 than the General Residential Zone.
- The CSIRO strategic redevelopment site is generally constrained by the low-density scale of residential interfaces and lack of main road frontage.
- There is a need to update the preferred medium density precincts to reflect the Bayside Housing Strategy (2012) and subsequent rezoning. There is also potential to extend these precincts to reflect the strategic location and emerging scale of development.
- There is an opportunity to improve the interfaces with public open spaces and key pedestrian routes through the redevelopment of adjacent sites, providing passive surveillance and improving amenity.

2.4.3 Access and Movement

- The Study Area benefits from access to Highett Station and Southland Station and three Bus Routes (708, 822 and 828). Bus services run at low frequencies and lack integration with rail services.
- Complex and unsafe intersections at level crossings (Highett Road and Wickham Road) that cause traffic congestion.
- There is poor east west connectivity due to CSIRO site and Frankston Railway corridor. No pedestrian footbridge or underpass along Railway corridor between Highett Road and Bay Road (distance of approximately 1km). Need to open the CSIRO site to the surrounding street network, integrating it into the neighbourhood.
- There is no provision for cyclists along nominated cycling routes, including; Wickham Road, Bay Road, Worthing Road and Middleton Street.
- Lack of footpaths along Thistle Grove and Highett Grove connecting to Lyle Anderson Reserve.
- Transport infrastructure and service upgrades rely upon advocacy to State Government and agencies (VicRoads, LXRA, PTV).
- Slope of the land associated with the road under rail bridge at Bay Road combined with the width of the footpath create access and mobility issues to Southland Station along Bay Road.
- Walkability catchment of Southland Station is significantly impacted by the limited station access, requiring a walk of 150 metres through the at-grade Southland car park to reach Bay Road.
- There is an opportunity to improve connections to the Highett Community Hub on Livingston Street, including crossing Highett Road.
- There is an opportunity to manage traffic on key movement corridors. Bay Road upgrades require approval from VicRoads.

2.4.4 Public Realm

- Deficiencies in open space provision, particularly for north western portion of the Study Area. The suburb has an overall low per capita provision of open space comparatively.
- Lyle Anderson Reserve, the primary open space within the Study Area lacks a street address, being bound by the Railway corridor and residential uses. The opportunity exists to significantly improve access to, and the safety and amenity of, the underutilised open space asset.
- Redevelopment of the CSIRO site presents a significant opportunity for provision of public open space and east west pedestrian and cyclist connections.
- Sir William Fry Reserve (City of Kingston) is isolated from the residential catchment of Highett and Cheltenham being bound by the Railway corridor and major roads (Nepean Highway and Bay Road).
- There is an opportunity to protect the significant environmental assets, specifically the Grassy Woodlands located within the southern portion of the CSIRO site through the application of the Vegetation Protection Overlay (VPO) and Public Conservation and Resource Zone (PCRZ).

Strategic Response

3

4.1 Council Vision

Clause 21.11-6 includes the following Vision for Highett, based on the Key Principles section of the Highett Structure Plan. The objectives and strategies for each of the Themes have drawn from the adopted Vision Statement.

*To **revitalise the Highett Road shopping centre** as an attractive, vibrant and well used main street and community focal point that provides a wide range of local shopping, business and community services suited to the needs of people living and working in the area.*

*To provide the opportunity for a **mix of retail, employment, other associated activities and residential** in that part of the Highett Shopping Centre to the west of the train line, in a form that complements the core of the centre located to the east of the train line, and to **better link the two parts of the centre for pedestrians**.*

*To provide an opportunity for as many people as is appropriate given the character of the area and the opportunities for change **to live and work in Highett, with access to public transport and within walking and cycling distance of activity centres**, and hence to provide a real transport option for people other than the private car.*

*To **recognise the character of Highett's established residential areas** and managing change in a way that responds to their character qualities, and to the proximity of some parts of the residential area to public transport and activity centres.*

*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.*

Strategic Response

4.2 Land Use

Land Use Objectives

Objective 01. Maintain a viable and vibrant mixed use corridor along Highett Road.

Objective 02. Provide for and encourage residential development at a range of densities and typologies.

Objective 03. Support the redevelopment of the CSIRO site for medium density residential use.

Objective 04. Create new public space for the community through the redevelopment of the CSIRO site.

Objective 05. Reinforce Bay Road as a key connector between the Bayside Business District and Southland Station and the Southland-Cheltenham Activity Centre.

Land Use Strategies

- Accommodate additional retail and commercial floor space through the expansion of the Highett Shopping Centre to the west. Extending the commercial core of the Highett Road Centre to Worthing Road and Donald Street.
- Encourage residential consolidation close to the Station and along Highett Road corridor, increasing housing diversity in areas close to public transport and services. The following opportunities have been identified:
 - Extend the medium density residential precinct to include; allotments bound by Dart Street, Worthing Road and the Railway Line, within 400 metres of the Station and allotments fronting Highett Road within 400 metres of the Station.
 - Allow for increased development opportunities adjacent to the commercial core, including; allotments fronting Train Street and allotments bound by Graham Road, Thistle Grove and the Railway Line.
- Advocate for Council's adopted package of Planning Provisions for the CSIRO site to facilitate redevelopment:
 - Residential Growth Zone (RGZ)
 - Public Conservation and Resource Zone (PCRZ)
 - Public Park and Recreation Zone (PPRZ)
 - Development Plan Overlay (DPO)
 - Vegetation Protection Overlay (VPO)
- Support the Bay Road corridor as a key redevelopment opportunity for medium density residential development, to establish stronger connections between Southland and the Bayside Business District along Bay Road.
- Monitor the demand for the expansion of economic activity along Bay Road in the long term. Catalysts for the expansion of mixed uses being the growth and transition of the Bayside Business District, the redevelopment and activation of the Southland interface to Bay Road and increased residential density.

Strategic Response

4.3 Built Form

Built Form Objectives

Objective 06. Maintain the emerging human scale of Highett Road.

Objective 07. Encourage development to contribute to a high quality public realm.

Objective 08. Promote excellence in architectural and design quality.

Objective 09. Encourage distinct residential areas with a range of typologies that respond to the location and surrounding context across the Study Area.

Objective 10. Encourage open landscaped street frontages and side setbacks to integrate new development with the existing valued character in residential precincts.

Objective 11. Provide for a transition to the Neighbourhood Residential Zone.

Objective 12. Ensure development addresses Environmentally Sustainable Design (ESD) considerations.

General Built Form Strategies

- Create a proportionate street wall and building height along Highett Road, distinctive from the 1-2 storey street wall profile of the eastern (Kingston) portion of Highett Road.
- Ensure developments fronting Highett Road provide weather protection in the form of canopies to improve pedestrian amenity.
- Encourage the establishment of appropriate grain (frontage width) to avoid excessive visual bulk and create visual interest.
- Ensure the amenity impacts on adjoining sites are considered.
- Ensure the reasonable development potential of all neighbouring properties.
- Encourage new development to front and activate key pedestrian links and public open space (existing and proposed) to facilitate natural surveillance.
- Encourage the consolidation of lots to provide for greater efficiency in housing development.
- Facilitate and manage growth by updating the residential precincts; recognising the emerging scale of development and Highett's transition to a Large Neighbourhood Activity Centre. The following opportunities have been identified:
 - Extend the medium density residential precinct to include; allotments bound by Dart Street, Worthing Road and the Railway Line, within 400 metres of the Station and allotments fronting Highett Road within 400 metres of the Station.
 - Allow for increased development opportunities adjacent to the commercial core, including; allotments fronting Train Street and allotments bound by Graham Road, Thistle Grove and the Railway Line.
- Encourage a mix of dwelling size and types to cater for the diverse housing needs of the population.
- Support the development of adaptable housing typologies, that can change to meet the needs of multiple users.
- Encourage opportunities for affordable housing.

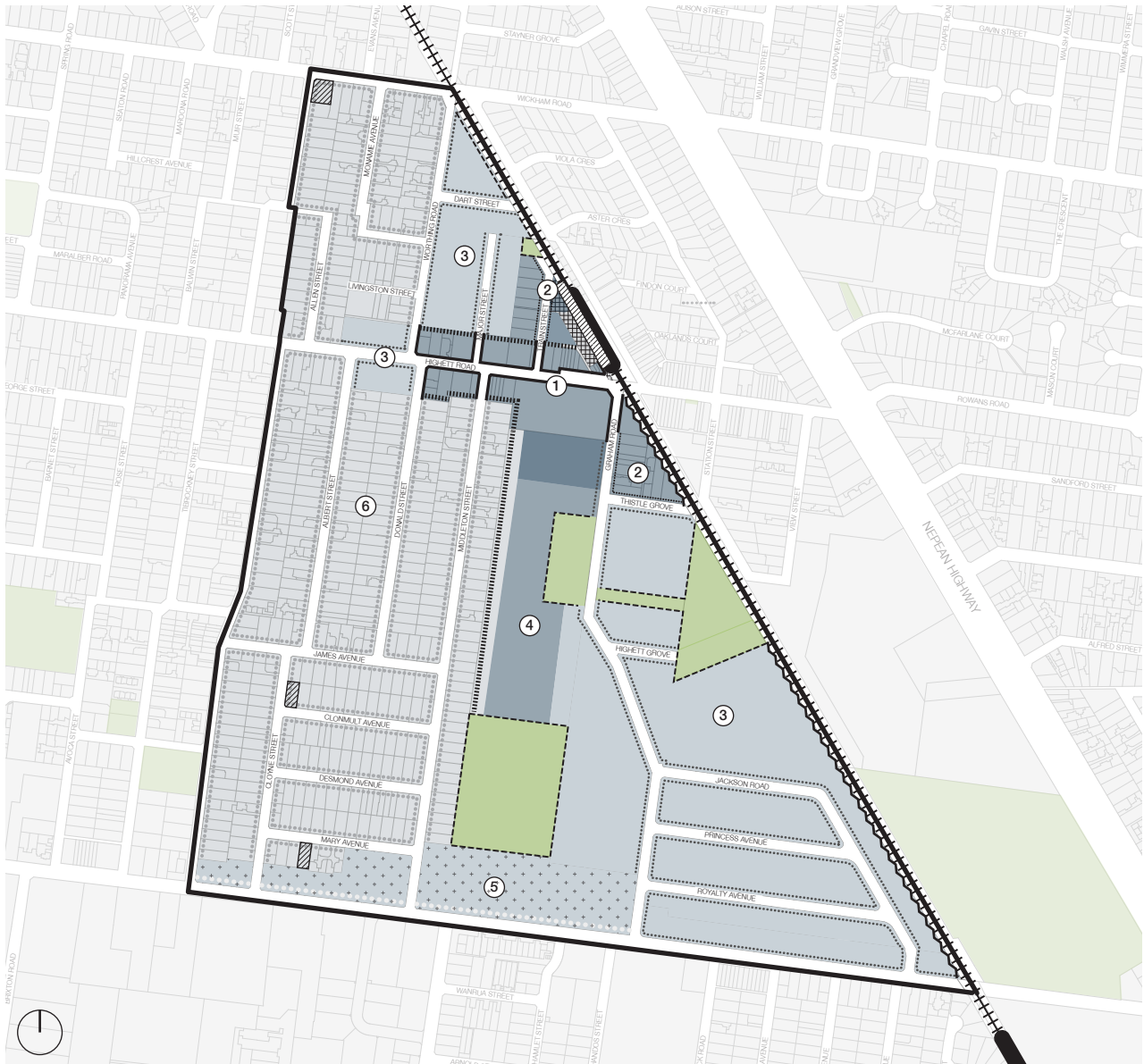
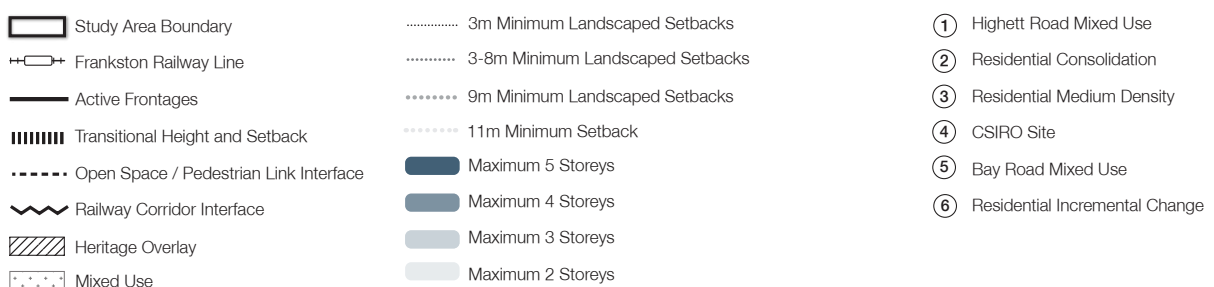


Figure 05: Concept Plan - Built Form



Strategic Response

Preferred Built Form Outcomes

Precinct 1: Highett Road Mixed Use

Extended west to include allotments fronting Highett Road to Worthing Road and Donald Street.

Front Setback: 0 metres

Maximum Height: 4 storeys

Street Wall Height: 3 storeys

Upper Level Setback: 5 metres

Rear Setbacks: Rear elevations should step down to a two-storey wall height to avoid amenity impacts to sensitive residential interfaces. Where there is a direct residential abuttal (no laneway), built form should be setback a minimum of 3 metres at ground floor. Rear access laneways should be a minimum of 4.5m, ground floor setbacks to laneways of 3m should be setback 1.5m to achieve this. Above the second storey rear elevations should generally be setback behind a 45-degree plane.

Precinct 2: Residential Consolidation

Includes allotments fronting Train Street and allotments bound by Graham Road, Thistle Grove and the Railway Line.

Front Setback: 3 metres

Maximum Height: 4 storeys

Street Wall Height: 3 storeys

Upper Level Setback: 5 metres

Side and Rear setbacks: ResCode Standards A10 and B17

Typology: Apartments and townhouses

Strategic Justification:

- Proximity to Highett Railway Station and Highett Road commercial core of the Activity Centre
- Interface with the Railway Corridor and Station Precinct
- No direct abutments to residential areas designated for minimal change (NRZ)
- Graham Street expected to undergo transformation with the redevelopment of the CSIRO site (up to 5 storeys)
- Existing development at corner of Graham and Highett Road 5 storeys

Precinct 3: Residential Medium Density

Extended to include allotments bound by Dart Street, Worthing Road and the Railway Line, within 400 metres of the Station and allotments fronting Highett Road within 400 metres of the Station.

Front Setback: Responsive to streetscape typology; Highett Road and Bay Road 3-5m, Graham Road and Worthing Road 6m, all other internal streetscapes 8m.

Maximum Height: 3 storeys

Street Wall Height: 2 storeys

Upper Level Setback: 3 metres

Side and Rear setbacks: ResCode Standards A10 and B17 of the General Residential Zone- Schedule 1

Typology: Apartments and townhouses

Strategic Justification:

- Proximity to Highett Railway Station and Highett Road commercial core of the Activity Centre.
- Interface with the Railway Corridor.
- Responsive to the emerging character along Highett Road and the eastern side of Graham Road.
- Facilitate the transition to minimal change areas (NRZ) along Highett Road.

4.4 Movement and Transport

Movement and Transport Objectives

Objective 13. Prioritise walking and cycling through the Activity Centre, with a convenient, safe and connected local infrastructure network.

Objective 14. Integrate and enhance public transport infrastructure in the Activity Centre.

Objective 15. Manage safe and efficient vehicular movement throughout the Highett Activity Centre.

Movement and Transport Strategies

Public Transport

- Advocate for the removal of level crossings at Highett and Wickham Roads (State Government / LXRA) to improve intersection safety and transport efficiencies. Further considerations include:
 - Engineering solution;
 - Heritage Station buildings;
 - Land Value Capture / Integrated Development Opportunities (IDO).
- Advocate to PTV for improved public transport services (frequency and coverage) serving the Activity Centre.

Walking & Cycling

- Create a continuous pedestrian experience along Highett Road through raised thresholds to side streets. Threshold treatments provide a level surface for pedestrians and slow traffic and are proposed on; Worthing Road, Donald Street, Middleton Street and Major Street.
- Provide a pedestrian bridge over the Railway corridor, connecting Lyle Anderson Reserve to the east, in conjunction with VicTrack and Kingston City Council.
- Public realm, way finding and connectivity improvements to the Railway Station from Highett Road and Train Street to improve access to and the overall image of the Station Precinct. Access to the Station should be direct, legible, safe and accessible to all users.
- Improve pedestrian access to Lyle Anderson Reserve by providing footpath infrastructure along existing streets (Thistle Grove and Highett Grove) and providing a new public open space link through the redevelopment of 36 Graham Road.

Strategic Response

- Enhance existing pedestrian amenity and experience on all streets through the provision of improved street lighting, greening, and nodes to stop and rest.
- Investigate pedestrian crossing opportunities on Graham Road, corresponding with the link to Lyle Reserve and open space on the CSIRO site and Highett Road at Worthing Road.
- Create a network of cycle infrastructure, including on road facilities and shared paths. Nominated routes include: Wickham Road, Worthing Road, Middleton Street and Bay Road (VicRoads).
- Provide a network of shared paths through the CSIRO site, including a north south path along Graham Road connecting to Bay Road and east west connections to Middleton Street.
- Advocate for the provision of a continuous shared route along the Frankston Railway corridor.
- Provide additional bicycle parking facilities in areas of high demand including Livingston Community Hub, Lyle Anderson Reserve and Highett Station.
- Seek to improve cross-rail linkages and amenity through the level crossing removal.

Private Vehicles

- Investigate with VicRoads the following upgrades to Bay Road:
 - Left in left out access restriction to Bay Road from Middleton Street;
 - Signalisation of Bay Road and Graham Road intersection;
 - Signalisation of Bay Road and Jack Road intersection; and
 - Formalisation of single traffic lanes between Jack Road and Frankston railway line.
- Provide two vehicular access points to the CSIRO site from Graham Road and Middleton Street to distribute generated traffic.

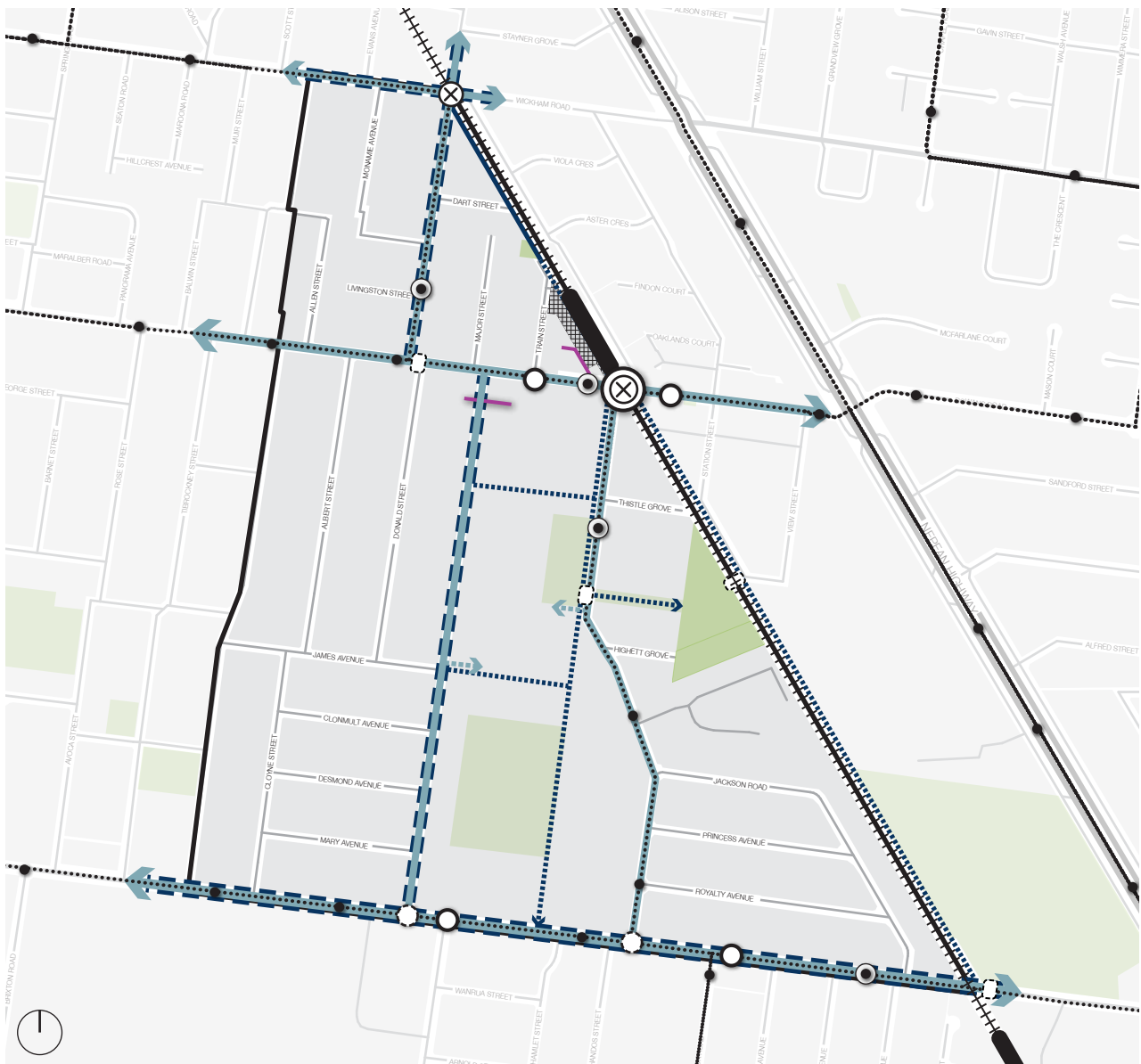


Figure 06: Concept Plan - Access and Movement

- | | | | |
|--|---------------------------------|--|---|
| | Study Area Boundary | | Proposed Cycle Infrastructure (On Road) |
| | Frankston Railway Line | | Primary Vehicular Movement |
| | Level Crossing Removal | | Potential Vehicular Movement |
| | Existing Bus Routes | | Existing Laneway |
| | Bus Stop Upgrade | | Existing Pedestrian Connection |
| | Existing Signalled Intersection | | Proposed Cycle Infrastructure (Shared) |
| | Proposed Intersection Upgrade | | Pedestrian Crossing Opportunity |

Strategic Response

4.5 Public Realm

Public Realm Objectives

Objective 16. Enhance the main street quality of Highett Road, including better infrastructure, landscaping and pedestrian spaces.

Objective 17. Improve the provision of public open space and enhance the amenity of and access to existing open space assets.

Objective 18. Enhance the desired treed streetscape character of residential streets.

Objective 19. Protect the biologically significant Highett Grassy Woodland.

Objective 20. Incorporate green infrastructure initiatives as part of all public realm works.

Public Realm Strategies

- Enhance amenity along Highett Road through consistent paving treatments, street tree planting and street furniture in conjunction with Kingston City Council.
- Develop a Streetscape Masterplan for Highett Road in conjunction with Kingston City Council that provides design guidance on the treatment and details to be used throughout the Activity Centre.
- Upgrade and integrate public transport infrastructure on Highett Road, creating a seamless and accessible precinct, improving the arrival experience to Highett Activity Centre.
- Enhance all primary corridors (Graham Road, Worthing Road, Highett Road, Middleton Street, Graham Road and Bay Road) and key pedestrian/cycle links (along the Railway corridor) to encourage active modes of transport. Improvements may include widened or upgraded footpaths, street furniture, lighting, landscaping and wayfinding.
- Enhance and upgrade existing open space assets (Lyle Anderson Reserve and Train Street Playground). Providing diverse infrastructure for all ages and incorporating sustainable infrastructure.
- Provide a public open space link between Lyle Anderson Reserve and the CSIRO site through the redevelopment of 36-40 Graham Road. To be delivered via open space contribution and transferred to Council.
- Enhance greening throughout the streetscapes within the neighbourhood, through large tree planting and landscaping.
- Deliver footpaths to Thistle Grove and Highett Grove, improving access to Lyle Anderson Reserve.
- Provide a pedestrian connection across the Railway corridor from Lyle Anderson Reserve, in conjunction with Kingston City Council and VicTrack. The location of the connection to be determined in collaboration with the proposed redevelopment of the former Gas and Fuel Site.
- Provide a 1ha public open space fronting Graham Road through the redevelopment of the CSIRO site. The open space is to be Council owned - Public Park and Recreation Zone (PPRZ) and provide passive and active recreation opportunities.
- Protect environmental assets of the CSIRO site by advocating for Council's adopted package of Planning Provisions:
 - Public Conservation Resource Zone (PCRZ) to the area (3ha) of conservation value to the south of the site around the Grassy Woodland.
 - Vegetation Protection Overlay (VPO) to the entirety of the site.
- Ensure streetscape and open space upgrades incorporate green sustainable infrastructure, including increased canopy cover and landscaping, stormwater management and water sensitive urban design (WSUD) strategies, and energy capture.

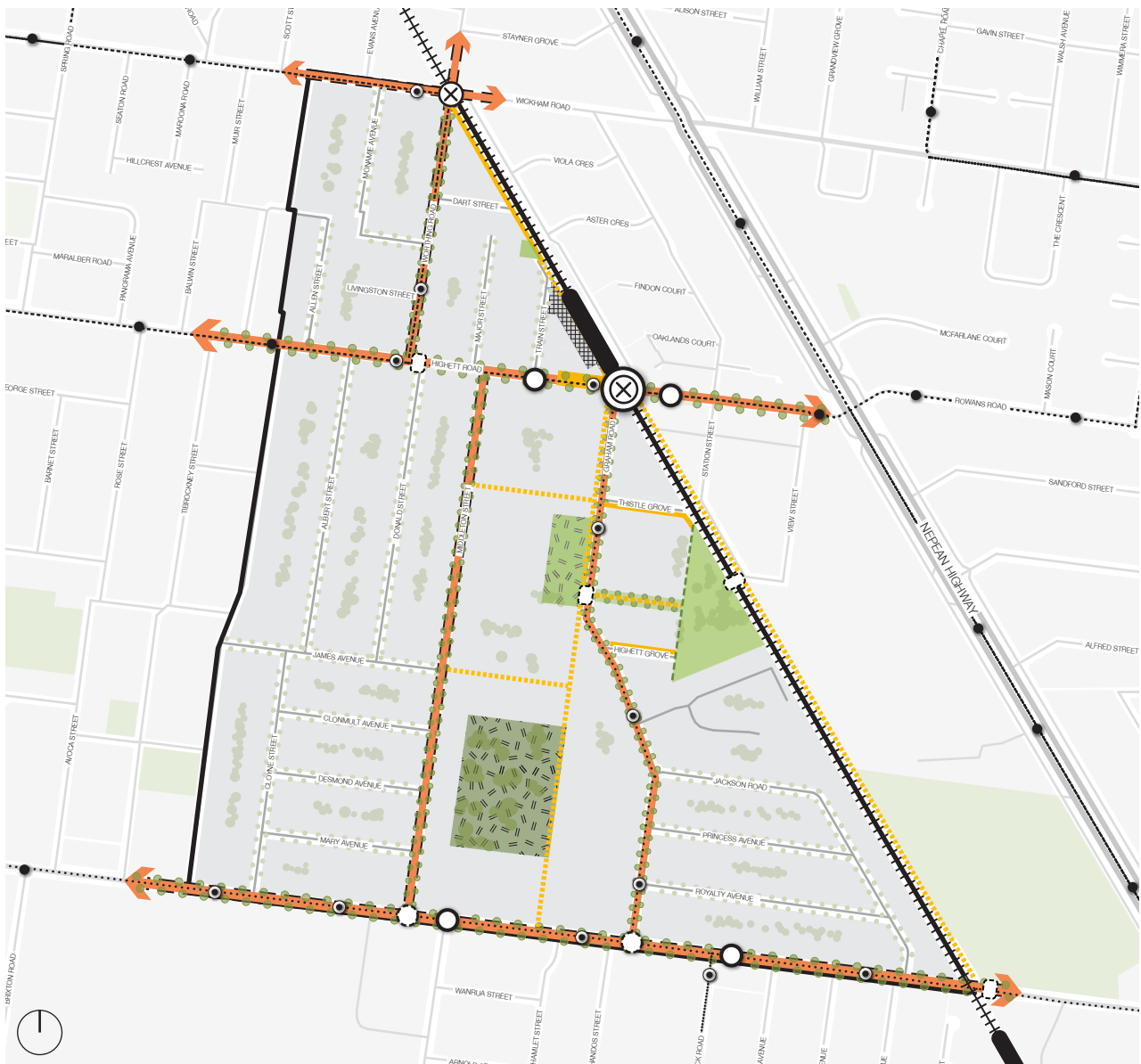


Figure 07: Concept Plan - Public Realm



Precincts

4

The Highett Study Area has been broadly divided into six (6) built form precincts:

- Precinct 01 - Highett Road Mixed Use Precinct
- Precinct 02 - Residential Consolidation
- Precinct 03 - Residential Medium Density
- Precinct 04 - CSIRO Site
- Precinct 05 - Bay Road Mixed Use
- Precinct 06 - Residential Incremental Change

Precinct Concept Plans for Highett Road (Precinct 01) and the CSIRO Site (Precinct 04) are provided within key initiative annotated.

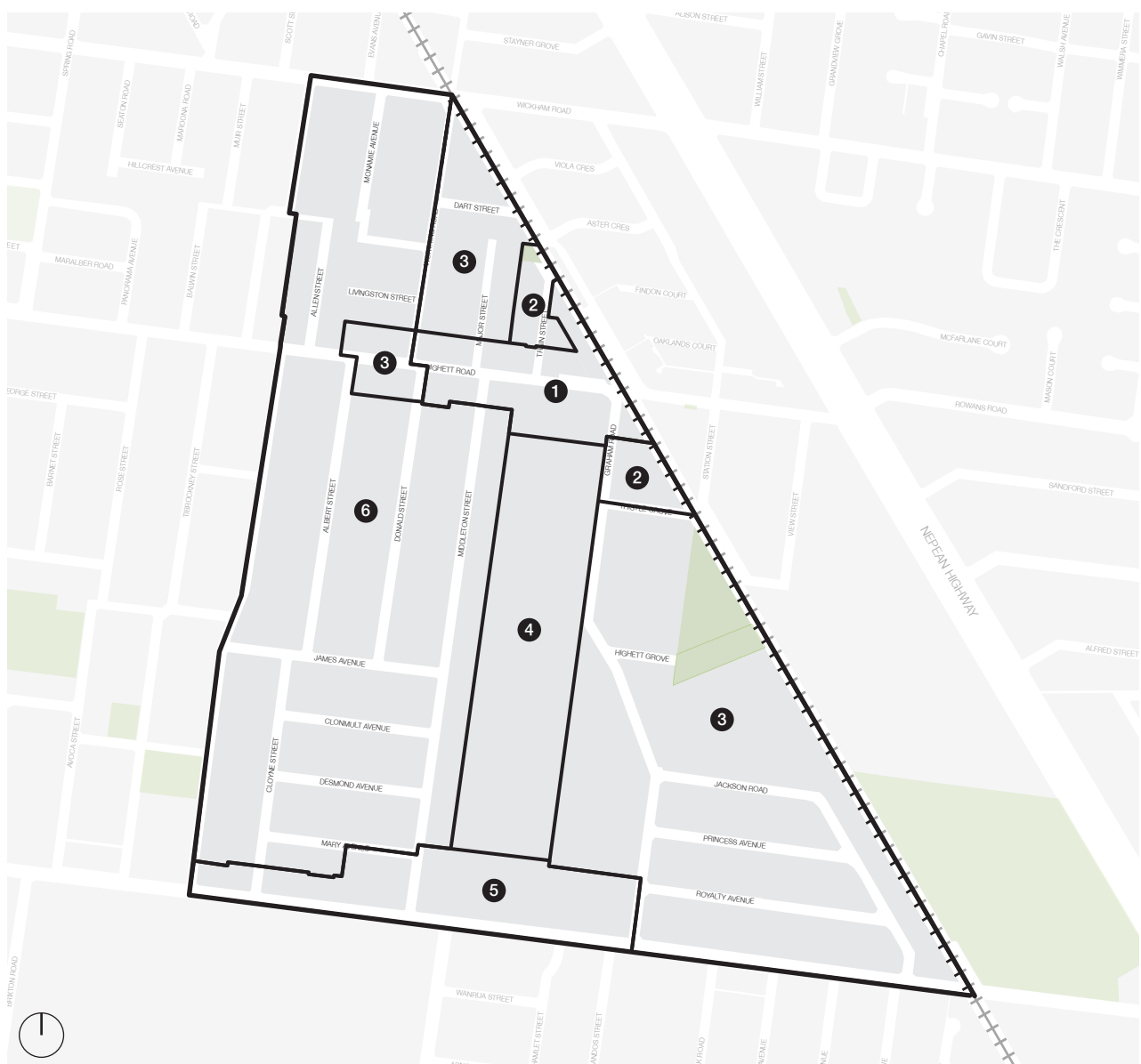


Figure 08: Precinct Plan

Precincts

5.1 Highett Road

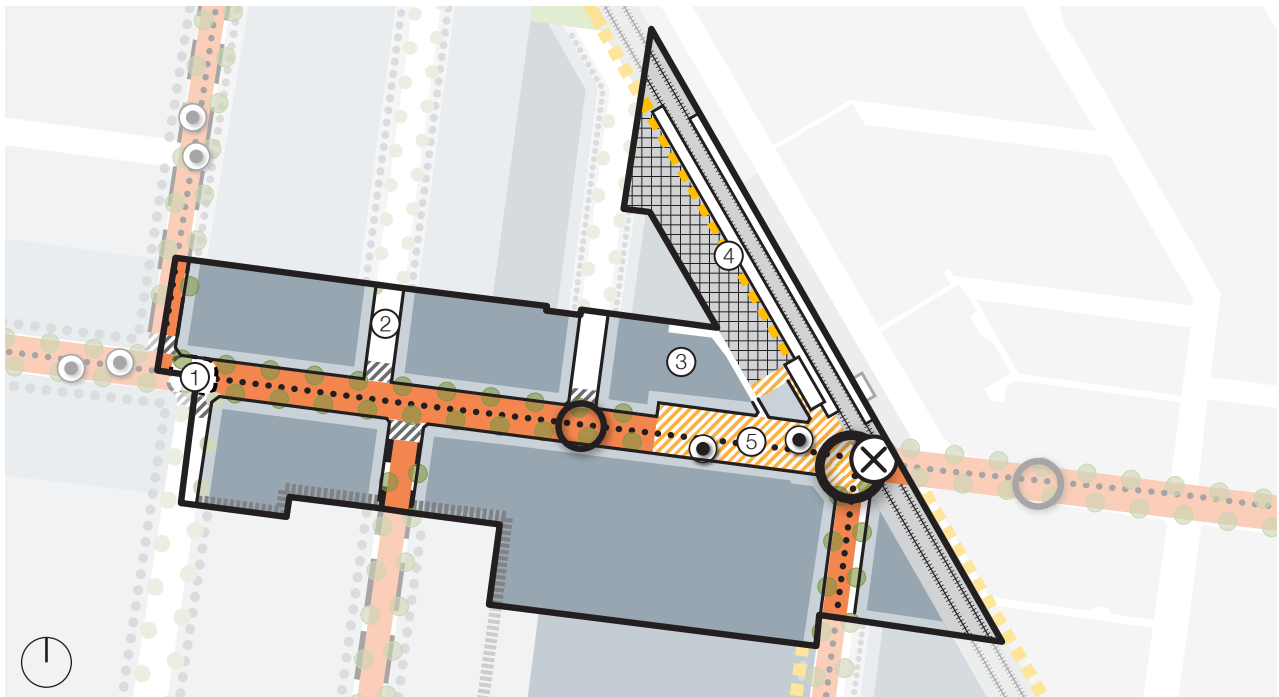


Figure 09: Concept Plan - Highett Road

Key Actions / Initiatives

- ① Investigate the provision of pedestrian crossing infrastructure at the intersection of Highett Road, Worthing Road and Donald Street, improving access to the Highett Community Hub at Livingston Street.
- ② Create a continuous pedestrian experience along Highett Road by raising thresholds to side streets.
- ③ Establish a consistent human scale street wall of three (3) storeys along Highett Road with a maximum height of four (4) storeys.
- ④ Encourage an improved presentation to Highett Road, development should be designed with activated, engaging and articulated frontages.
- ⑤ Provide a safe and direct pedestrian / cycle link to Highett Station from the north, connecting to the existing path along the Railway corridor.
- ⑥ Improve the amenity, safety and pedestrian environment around Highett Station and Highett Road, establishing clear and direct access to Highett Station.
- ⑦ Advocate to State Government for the removal of level crossing at Highett Road.

- Precinct Boundary
- ⊗ Level Crossing Removal
- Existing Bus Routes
- ⊙ Bus Stop Upgrade
- ⊙ Existing Signalised Intersection
- ⊙ Proposed Intersection Upgrade
- ⊙ Pedestrian Crossing Opportunity
- ▨ Raised Pedestrian Threshold
- ▨ Improved Station Public Realm
- ▨ Enhance Pedestrian Experience
- ▨ Enhance Existing Pedestrian Link
- ▨ Proposed Pedestrian/Cycle Link
- ▨ Maintain Leafy Residential Streetscape
- ▨ Establish Canopy Planting
- ▨ Active Frontages
- ▨ Transitional Height and Setback
- ▨ Maximum 3 Storey Streetwall & Maximum 4 Storey Height

5.2 CSIRO Redevelopment Site

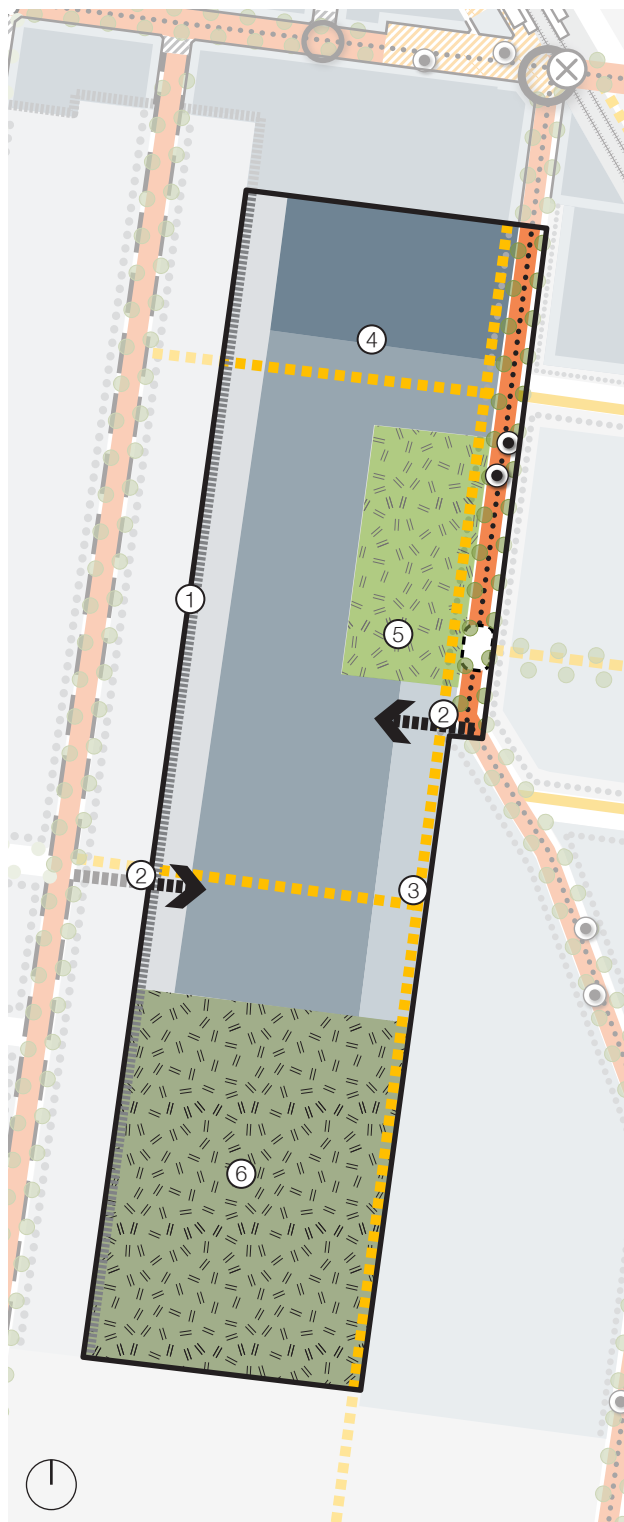
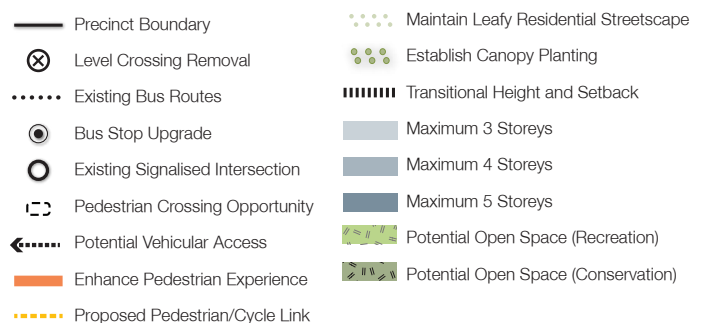


Figure 10: Concept Plan - CSIRO Site

Key Actions / Initiatives

- ① Provide a transitional built form along the periphery abutting residential properties with a maximum height of 2-3 storeys and generous landscaped setbacks to minimise any amenity impacts.
- ② Provide two vehicular access points to the site via Graham Road and Middleton Street.
- ③ Provide a network of shared paths, connecting to the surrounding street network, including a north south connection through to Bay Road via 345 Bay Road.
- ④ Achieve a graduation in building heights across the site, with a maximum of five (5) storeys to the north abutting existing mixed-use development and four (4) storeys central to the site.
- ⑤ Provide 1ha of quality public open space accessible to the community that links with Lyle Anderson Reserve to the east via the proposed shared open space link.
- ⑥ Protect the Highett Grassy Woodland by creating a Conservation Reserve (3ha) to the south of the site. Maximise opportunities to retain significant vegetation on site, outside the proposed Conservation Reserve.



Next Steps



5

6.1 Implementation

An indicative sequence of actions based on the urban design objectives and strategies is provided to inform the preparation of the Structure Plan. There are many variables that affect development in urban areas, and many outcomes will rely on other initiatives and actions, as well as changing circumstances over time (economic, social and environmental). Overarching factors affecting implementation of the Urban Design Advice include:

- Commercial development feasibility: the economic feasibility of certain types of development is key to achieving private-sector investment and redevelopment. It is expected that mixed-use and medium-density development will increase in viability over a longer time period.
- Local growth: Southland Shopping Centre, the Bayside Business District and Cheltenham Activity Centre are locally-based land uses identified for potential expansion, which could increase the local demand for dwellings, as well as commercial, retail and community spaces.
- External strategic influences: factors such as population increase, housing demand, affordability issues, transport infrastructure developments, demographic change and the political context can significantly alter the context for urban growth.

Statutory Implementation

The recommendations of this Urban Design Advice for Precincts 1, 2 and 3 can be implemented through a Planning Scheme Amendment. This may include the following:

Precinct 1: Highett Road Mixed Use

- Rezone land from General Residential Zone and Neighbourhood Residential Zone to Commercial 1 Zone along Highett Road to Worthing Road and Donald Street and apply Design and Development Overlay Schedule 4 (DDO4).
- Revise Design and Development Overlay Schedule 4 (DDO4) which applies to the Highett Road commercial corridor based on the revised preferred built form outcomes for the Precinct.

Precinct 2: Residential Consolidation

- Rezone land from General Residential Zone and remove Design and Development Overlay Schedule 5 (DDO5) to land generally within 200 metres of Highett Railway Station and adjacent to the Railway corridor including land fronting Train Street and land bound by Graham Road, Thistle Grove and the Frankston Railway corridor to allow for development up to four storeys.

Precinct 3: Residential Medium Density

- Rezone land from Neighbourhood Residential Zone to General Residential Zone, including allotments bound by Dart Street, Worthing Road and the Railway Line and allotments fronting Highett Road.
- Remove Design and Development Overlay Schedule 2 (DDO2) from the Precinct.

In addition, Council should advocate for their preferred suits of controls for the CSIRO site:

- Public Conservation and Resource Zone (PCRZ)
- Public Park and Recreation Zone (PPRZ)
- Residential Growth Zone (RGZ)
- Development Plan Overlay (DPO)
- Vegetation Protection Overlay (VPO)

Other Implementation Tools

There are a number of strategies that cannot be achieved through a Planning Scheme Amendment. These rely on advocacy and partnerships with State Government and Agencies such as VicRoads.

Next Steps

Land Use & Built Form

- Investigate the appropriate planning controls to implement the objectives, strategies and preferred built form outcomes of the Final Structure Plan.
- Undertake a Planning Scheme Amendment to update and revise the Zones and Overlays that apply.
- Facilitate the redevelopment of the CSIRO, advocating for the preferred suite of controls adopted by Council.
- Implement a performance monitoring system to monitor social, economic and environment changes in the Study Area and track that they are in accordance with the Structure Plan.

Access and Movement

- Advocate to State Government for the removal of level crossings at Highett Road and Wickham Road.
- Advocate to PTV for improved public transport services (frequency and coverage) serving the Activity Centre.
- Pursue the delivery of a pedestrian connection across the Railway corridor from Lyle Anderson Reserve, in conjunction with Kingston City Council and VicTrack.
- Investigate with VicRoads the following upgrades to Bay Road:
 - Left in left out access restriction to Bay Road from Middleton Street;
 - Signalisation of Bay Road and Graham Road intersection;
 - Signalisation of Bay Road and Jack Road intersection; and
 - Formalisation of single traffic lanes between Jack Road and Frankston railway line.
- Pursue delivery of planned bicycle infrastructure improvements including continuous bicycle infrastructure.
- Provide additional bicycle facilities in areas of high demand; Highett Station and Lyle Anderson Reserve.

Public Realm

- Develop a Streetscape Masterplan for Highett Road in conjunction with Kingston City Council that provides design guidance on the treatment and details to be used throughout the Activity Centre. Including threshold treatments at identified locations.
- Undertake detailed design to facilitate and implement upgrades to the public realm within the Activity Centre, focusing on key movement corridors and paths.
- Pursue delivery of new Public Open Space (1ha) and Conservation Reserve (3ha) as part of CSIRO redevelopment. Additionally, advocate for the application of the Vegetation Protection Overlay (VPO) to protect the significant vegetation on site.
- Pursue delivery via open space contribution of the public open space link through the development of 36 Graham Road.

6.2 Monitoring and Review

Bayside City Council will provide regular reports on the implementation of the Structure Plan. This process will enable Council to measure progress, to ensure an appropriate application of resources and to ensure the delivery of key priorities. Council will use this reporting progress to adjust the implementation program and ensure that the Structure Plan is achieving its Vision.

Review of the Structure Plan should occur every two-four years to ensure that it remains relevant and consistent with Council's strategic policies, MSS and the Council and Community Plans, and to identify any changes required to respond to new trends, policies or changing circumstances.

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