

Highett Structure Plan Review Consultation Findings and Evaluation Report

Attachment 1: Consolidated Findings for Consultation

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Part A: Findings for Highett – What we love about Highett now

How to read Part A

Part A of this report provides an important contextual backdrop for reviewing the consolidated findings about planning the future for Highett. Identifying what people like and love about Highett provides clear signals about what is important, valued and cherished by those who live, work, study, play or have a connection to Highett. By applying this lens, readers can review each Section of specific feedback for the Highett Structure Plan Review in a more holistic and integrated manner.

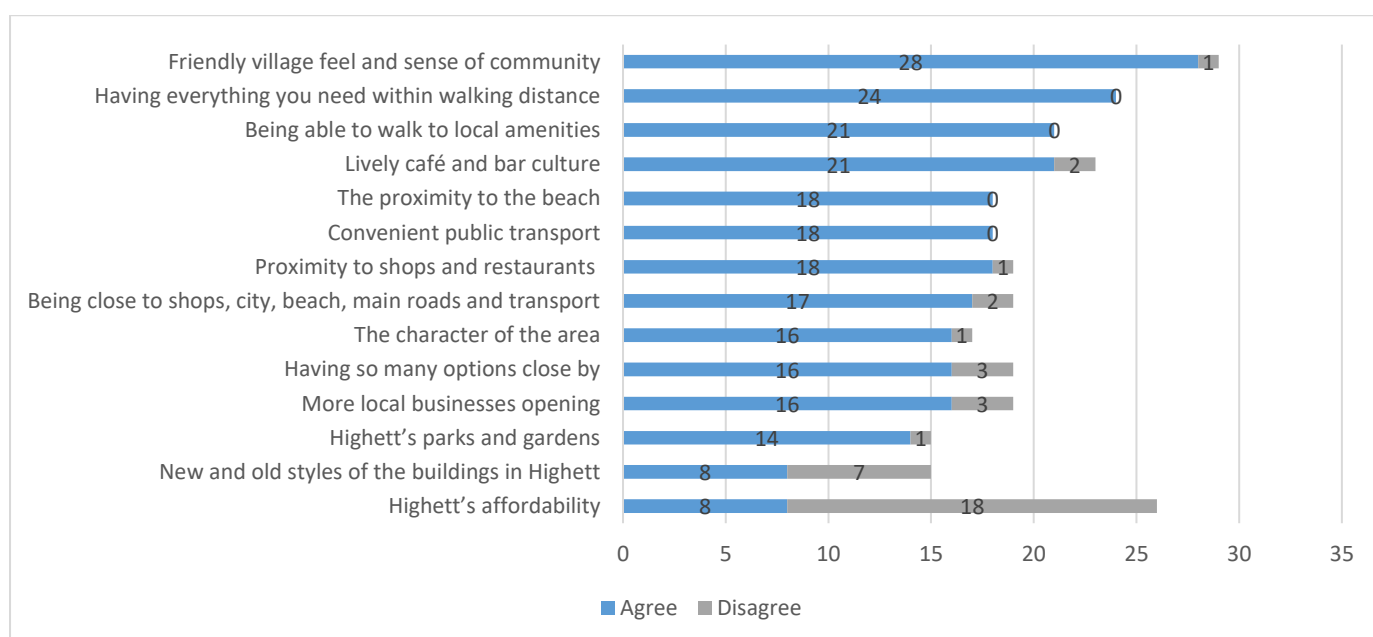
To fully appreciate **what people like and love about Highett**, Part A presents:

- **the results from Dotmocracy activities** conducted at drop-in sessions. Participants could place colour-coded sticky dots on prescribed Topic-based statements to indicate their agreement or disagreement with “We’ve heard that you love” feedback from previous consultations.
- **personalised comments** submitted by respondents when asked “What is one thing you love about Highett?” or “What do you love about Highett?”. Extensive feedback was gathered from over 250 participants across a variety of engagement activities. The feedback is presented in frequency word cloud and summary table. In many instances, residential suburb details were not captured and are hence not reported.

What people love about Highett

Participants attending drop-in sessions were invited to join a Dotmocracy activity. An overview of the results from the Dotmocracy activities is presented here and then the relevant content is re-presented in each Section. It is important to note that participants could use as many dots as they liked so the numbers represented in the table do not reflect the number of participants, but the number of dots placed.

As shown in the below summary table, Dotmocracy participants generally indicated agreement with most of the “We’ve heard that you love” statements generated from previous consultation. Particularly strong support was apparent for “Friendly village feel and sense of community”, “Having everything you need within walking distance”, “Being able to walk to local amenities” and “Lively café and bar culture”. Mixed views were evident for the statements referring to “Highett’s affordability” and “New and old styles of the buildings in Highett”.



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Themes evident in feedback	Number of references (individual comments about this theme)
Close to shops and a range of local shopping options	58
Variety of quality local cafes, restaurants, bars and entertainment	44
Village feel and sense of community	39
Our open, green spaces and going to the park	37
Being close to beaches and the bay	37
Close to the train/station and access to public transport services	35
My family, friends and the friendly people	30
Local school, gymnasium and other community facilities	25
Great location and proximity to everything	22
Bayside quality of life and liveability	20
Neighbourhood character, value for money and mix of housing forms	18
The revitalisation and improvements taking place	12
Diversifying and changing population demographic	11
Trees and natural environment	9
Family-friendly neighbourhood	7
Total	404

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

Close to shops and a range of local shopping options

Shops (repeated 8 times)
Shopping (repeated 3 times)
The supermarket (repeated 2 times)
Southland (repeated 2 times)
Highbury Woolworths (repeated 2 times)
Close to Southland Shopping Centre (repeated 2 times)
Nice small shopping centre as Highbury.
close to shopping outlets
Best part of Highbury is the butcher - best meat ever.
shopping mall
great new shops
access to shops
Community shopping strip
Convenience - to supermarket
Highbury Rd shops
Engaging shop keepers
as well as the convenience of having a Sainsbury nearby
Independent shops
It is a great shopping area
Its not southland! i.e. individual shop owners, not large chain stores.
Local shops
shopping.
Location - close to shops and services
Lots of shops / shopping centres
Love the shops close by
Meeting friends at the shops
More local businesses
Nice modern area with a well-positioned shopping centre
Proximity to facilities - Southland shopping centre
Shopping area has a roof covering pavement to protect shoppers from the weather
Shopping centres
Small community with diverse and vibrant shopping strip on Highbury Road
the local shopping strip has a great vibe
the growing vibe of its retail precinct
local stores
The shopping centre has some interesting shops and services
The shopping strip
The shops have everything we need.
The vibrancy of the shopping strip, great changes over recent years
supermarket at Highbury.
Versatility and diversity, shopping and dining experiences.
Love the shops close by
large shopping centres (eg: Southland), (pictures, department store).
Southland close distance by car
Very good shopping centre

Variety of quality local cafes, restaurants, bars and entertainment

Cafes (repeated 7 times)
Cafes and restaurants (repeated 5 times)
New restaurants (repeated 2 times)
There are nice cafes here (repeated 2 times)
Amazing coffee and best brunch hot spots!!!!
a choice of quality cafes and restaurants
Cafe culture
Cafes and restaurants keep popping up which is good
Cafes and restaurants near the station
Highett RSL. My husband is on the roll of honour there.
cafes, bars and restaurants are all fantastic. Highett Road is always busy but easy to find a car park and always clean.
in particular the cafes & restaurants
I love the amount of variety in food and drink outlets,
I love the fact that a lot of new quality venues have opened up in Highett village. We are now more likely to go out and enjoy ourselves locally other than traveling to go out.
I love the fact that there are cafes and restaurants within walking distance, it is a great place to live.
Improving cafe & bar culture
awesome cafes & restaurants & parks within walking distance.
It's great that a bar and a few restaurants have moved in.
Living in a house but being able to walk to cafes,
Lots of cafes
Love living in Highett, love that more and more cafes and restaurants are going up along Highett rd, hope that keeps happening.
Love the cafes.
New cafes
Places to eat and drink along the street
Restaurants
Eateries
cafes that are opening up
The restaurants are great
There are nice cafes here
Up and coming café and bar scene
Upcoming new cafes and deli will be great.
We love Highett and the new restaurants etc in the village

Village feel and sense of community

The community feel (repeated 5 times)
Sense of community (repeated 4 times)
The Village feel (repeated 3 times)
Community (repeated 2 times)
Its village
Amazing area! Love the sense of community here
As a resident for over 30 years I love the community and activities offered
the friendly community
Community feeling
Community spirit and energy
Connectivity
Friendly community ambience
Great local community
I did love the village feel but Bayside Council have virtually destroyed it.

I have lived in Highett most of my life, and love the look, feel of Highett
Intimate village community
It feels like a community
It has a nice 'village' feel about it (community)
Love the village feel
That it is feeling more like a little village/community as time goes on
The community feel is just like a country town
The community feeling
The community spirit. People in Highett love Highett.
the community vibes
The sense of community - like a country town
The village ambience.
the village atmosphere
local neighbourhood feel
nice neighbourhood vibe

Our open, green spaces and going to the park

Parks (repeated 10 times)
Open spaces (repeated 2 times)
the many festivals and events at Sir William Fry Reserve!
Going to the park with my mum
Green open space
Green spaces
the park
there are a great number of parks and trees in the areas.
Love the parks
Love the parks that are close for my dog.
Love William Fry Reserve.
going to the park
Neighbourhood parks
Our apartment is situation beside Sir William Fry Reserve. Views of the park and immediate access to it are a great positive of living in a suburban apartment.
Parks and places to take the dogs
Parks and play areas for kids
Pool
Pool and holidays
ovals, space
recreation opportunities
Sport
The beautiful Parks
the park facilities are increasing in response
the CSIRO land will have 5 plus acres of parkland
parks both large and small.
Watching football
Sir William Fry Reserve

Being close to beaches and the bay

Beaches (repeated 9 times)
The proximity to the beach (repeated 7 times)
Close to the beach (repeated 4 times)
Location – close to beaches (repeated 3 times)
Being close to the Bay (repeated 2 times)

Access to beaches
Affordable suburb close to the beach.
only a short distance from beaches
Close to the beach and the sailing club
especially the beach
I like going to the beach with my dog
the bay
love the easy access to the beach
Proximity to beach and to other amenities
proximity to everything - beach
Proximity to everything important to me- Beach,
Taking the dog to the beach

Close to the train/station and access to public transport services

Train (repeated 6 times)
transport (repeated 5 times)
Public transport (repeated 4 times)
Close to the train station
close to train
access to transport
access to public transport
It's a forgotten pocket that has easy access to great amenities such as trains,
It's close proximity to public transport.
train station.
bus stop
transport services
Proximity to transport,
main roads,
easy access to public transport
The old train station
easy to get around to other places on train
To be accessible to train station
Train services
Train station (historic)
walking distance to the train
Access to rail,
An ideal location in respect of public transport,

My family, friends and the friendly people

The people (repeated 4 times)
The people in the community (repeated 3 times)
Friends (repeated 2 times)
My friends (repeated 2 times)
I can walk from my house to do a shop or go to the library and I will see people I know - friends and also with those whom I have a nodding acquaintance.
Friendly neighbourhood and community
Friendly people
I like living in Highett because of the friendly environment.
I love living in my apartment building neighbours are nice and welcoming
It has a good friendly family vibe
It is a small suburb. Where many people know each other
Nice people (community)

family and friends
family
That it is friendly and small.
my siblings,
The people who live here
hanging with my friends
Family life
Dogs
Home
My dog
My teddy bear

Local school, gymnasium and other community facilities

School (repeated 6 times)
Gymnastics (repeated 5 times)
The gym (repeated 3 times)
Ability to walk to a variety of facilities
Access to community services
Children's facilities
close to good facilities
There is available a great number of facilities in the area e.g medical practice,
playing on the playground at school
School and playing sport
School and sports
Basketball

Great location and proximity to everything

Proximity to the city (repeated 4 times)
Location (repeated 3 times)
Proximity to everything (repeated 2 times)
Ability to walk to amazing facilities i.e recreational, shopping, restaurants, public transport
Accessibility to many things from Highett, shops, cinema, beach, highway,
Access to all the facilities you need
Being close to the city, shops and station.
Close to everything and getting from here to where I need to is easy.
access to city
I enjoy the close proximity to Southland, Brighton, Black Rock
everything is quite convenient - transport, shops
not too far away from the CBD.
Proximity to amenities
ability to get out of town
There is so much within walking distance

Bayside quality of life and liveability

Feels safe (repeated 2 times)
It is quiet (repeated 2 times)
A quiet suburb
Bayside living
is a suburb right in the midst of some of the best suburbs in Bayside
cost for the lifestyle it provides
It is fun
Life

Living here 60 years
Nice place to live.
Not too busy, relatively quiet.
Safe neighbourhood
Safety and Security is great, one of the best things about our apartment complex
the community is safe
The amenity and sociability of the neighbourhood (with homes that have character, gardens and backyards where families can enjoy the Australian way of life with their friends & neighbours and where young children can play outdoors in safety - and in general live a healthy lifestyle).
Great place to live out of the riff raff of the city but not too far away
neighbouring suburbs.
We love that our apartment has NBN

Neighbourhood character, value for money and mix of housing forms

It's affordability (repeated 2 times)
At the moment it still has a quaint suburban feel
Beautiful streets with houses
Free standing homes
How it still has a suburban feel
I love the smaller complexes ...max two storey
I like that it is mostly single level and low density housing. That is why I planned my future here.
Not too densely populated
Old school housing. Still having the chance of a backyard
not yet too overcrowded
The big blocks.
The mix of old merging with new to suit all ages
The real suburban feel of it
modest houses
value for money
We love that our apartment has NBN, a bath tub
It is generously sized. The car park is also well-sized.

The revitalisation and improvements taking place

The suburb is changing into something more modern and appropriate for current trends in housing development that attracts younger population looking for a more modern life style.
Development
Invigorating new main street.
It is a vibrant growing area
Love the area and effort to make this area better and better.
new business revitalising the area
The potential to change the suburb into something more modern (new shops, comfortable cafes, nice low apartment buildings) there. It is a time of change.
The current transition it is undertaking toward a sophisticated and modern neighbourhood.
The growth of the suburb is reinvigorating the shopping centre. It's becoming a much more interesting place to live.
constant construction improving the area
Continued development of our vibrant village
The 'trendy' vibe

Diversified and changing population demographic

It's beginning to appeal to a younger audience
its cosmopolitan atmosphere

new people,
meeting new people in the street
The developing demographic (families, young couples)
the eclectic mix of community minded people.
More young families and professionals coming into the area
Lots of young families have moved in
The arrival of younger families gives Highett a lift.
Families moving in to vary age of population as it was ageing
Families moving into the area

Trees and natural environment

Open air - not heated to unpleasantly high temps which wastes power
looking at stars
Gardens
trees
animals
The quiet leafy streets
The trees
Treed environments in private gardens
Greenery, trees but want more.

Family-friendly neighbourhood

That there is a real family feel
Young families
Family feel and the fact that is starting to have a really good vibrant feel
Family friendly
Family friendly neighbourhood
Family oriented
Lots of families

Part B: Findings for Highett – Looking to the Future

How to read Part B

Part B of this report presents the consolidated findings from the community consultation grouped into seven main Sections: *People and Housing, Economy, Movement and Transport, Social and Physical Infrastructure, Built Form, Open Space and Recreation Facilities* and *Environment and Sustainability*.

As shown in the below table, Sections 1-7 relate directly to a chapter in Bayside City Council's Highett Structure Plan Review (February 2017). Two additional Sections (8-9) have emerged in response to the feedback received. It is important to note that the information presented in Section 8 Safety is a re-representation of data in sections 1-7, not a new data set.

Section 1. People and Housing	Housing in Highett Housing affordability Housing density Population growth and over-development Neighbourhood character
Section 2. The Economy	Retail and commercial characteristics Support for local businesses Highett Shopping Centre Activity Centres/Business Districts
Section 3. Movement and Transport	Public transport access (train station, bus services and routes, level crossing) Bicycle routes, networks and infrastructure Pedestrian routes and accessibility Road networks and traffic movement Car parking
Section 4. Social and Physical Infrastructure	Community facilities (Community Hub, library, education, child care, health) Physical infrastructure (drainage, footpaths, water, NBN) Spaces for the community to connect (with a focus on teenagers and all abilities access)
Section 5. Built Form	Changing forms of dwellings Building height and high rise developments Impact of developments on resident quality of life and amenity Considerations for new developments (open space, car parking, approval process)
Section 6. Open Space and Recreation Facilities	Reserves and parks Playgrounds and active/sporting spaces Pedestrian and cyclist links to public open spaces Considerations for the redevelopment of the CSIRO site
Section 7. Environment and Sustainability	Highett Grassy Woodland Natural habitat, wildlife, trees, vegetation Conservation Environmentally sustainable development features
Section 8. Safety	Appearance of public places Illegal and anti-social behaviours Street lighting Pedestrian and cycling movement
Section 9. Participant feedback on consultation and other general comments	Positive sentiments Questions and improvement suggestions Other comments not elsewhere reported

In this consultation, feedback was sought from people who live, work and play in Highett. As Council Officers expressed interest in identifying the **residential suburb of participants** and whether Highett participants resided within the Bayside or Kingston municipality, residential suburb is reported in Sections 1 to 7. In some instances, participants elected not to disclose a residential suburb and some engagement activities did not capture these details. Thus “**Blank**” is used where residential suburb has not been indicated for the main survey and “**Not stated**” is used for all other engagement activities.

Also, the **following legend** has been used for easy identification of the engagement activity (source) of submissions:

- IC: From an Idea Card submitted at one of the various engagement activities
- APT: from the apartment residents survey
- Handprint: From children’s drawing engagement activity
- Drop-in: From one of the numerous drop-in sessions
- Submission: From a personalised submission provided directly to Bayside City Council

Note: Where none of the above sources are indicated, assume the feedback is from the **main survey**. The main survey provided the largest and most in-depth volume of feedback.

The surveying instruments used at engagement activities contained a combination of open-ended and closed-ended questions. Some approaches were intended to capture respondents’ demographic profiling as well as their views, preferences and ideas about particular topics in relation to Highett.

In relation to managing the data and reporting the findings, the responses were analysed with the assistance of Microsoft Excel and QSR NVivo11 data analysis software package. NVivo assists with the rigorous analysis and transparent reporting of large volumes of personalised responses to the open-ended questions. The data were subjected to content analysis using a template approach which allowed the data to be carefully sorted and categorised by main and/or minor themes. This approach permitted themes to be identified in advance and as they emerged throughout the course of analysis. Where appropriate, findings are presented as a visual word cloud, in summary tables or listings accompanied by illustrative verbatim comments.

Preview of the sentiment in the community feedback

An extensive volume of detailed, personalised feedback was captured in this consultation. A frequency word cloud is presented below to visualise and preview the feedback reported in relation to the issues for *People and Housing*, *Economy, Movement and Transport*, *Social and Physical Infrastructure*, *Built Form*, *Open Space and Recreation Facilities* and *Environment and Sustainability*. The size and density of each word reflects the frequency reported. This image shows the “100” most frequently reported “**exact**” words comprising a minimum of “four” letters.



A short commentary is provided here on some **key words mentioned in excess of 100 times** in the community feedback. These key words signal the **tone in the community sentiment** and the **complexity and linkages** in the assortment of issues under consideration when planning for the future of Highett.

- At a glance the word **Highett** is clearly evident, mentioned over 300 times in reference to Highett as a suburb, activity centre, village, Road, Grove or Station
- **Parking** was mentioned around 190 times. As expected, most of the **Parking** feedback related to specific questions covered in *Movement and Transport*. However, parking issues appear widespread with specific references in all Sections with the exception of *Environment and Sustainability*
- Around 140 references to **Traffic** are mostly reported in *Movement and Transport* but also apparent in issues relating to *People and Housing, Economy, Built Form* and *Environment and Sustainability*
- **People** was mentioned over 100 times. References were made to people in terms of issues relating to the number, types and behaviours of people, people movements, people as service and transport users, amenity and quality of life. **People** issues appear widespread with specific references made in all Sections other than *Economy*
- Over 100 references to **Space** are mostly reported in *Built Form and Open Space and Recreation Facilities*. However, **Space** issues appear widespread with specific references in all Sections
- **Need** was also mentioned over 100 times with many inadequacies and improvement suggestions referenced. **Need** issues were identified throughout all Sections with a particular emphasis on *People and Housing, Social and Physical Infrastructure* and *Movement and Transport*
- Over 100 references to **Community** are mostly reported in *Open Space and Recreation Facilities, Social and Physical Infrastructure* and *Built Form*. However, **Community** issues appear widespread with specific references in all Sections

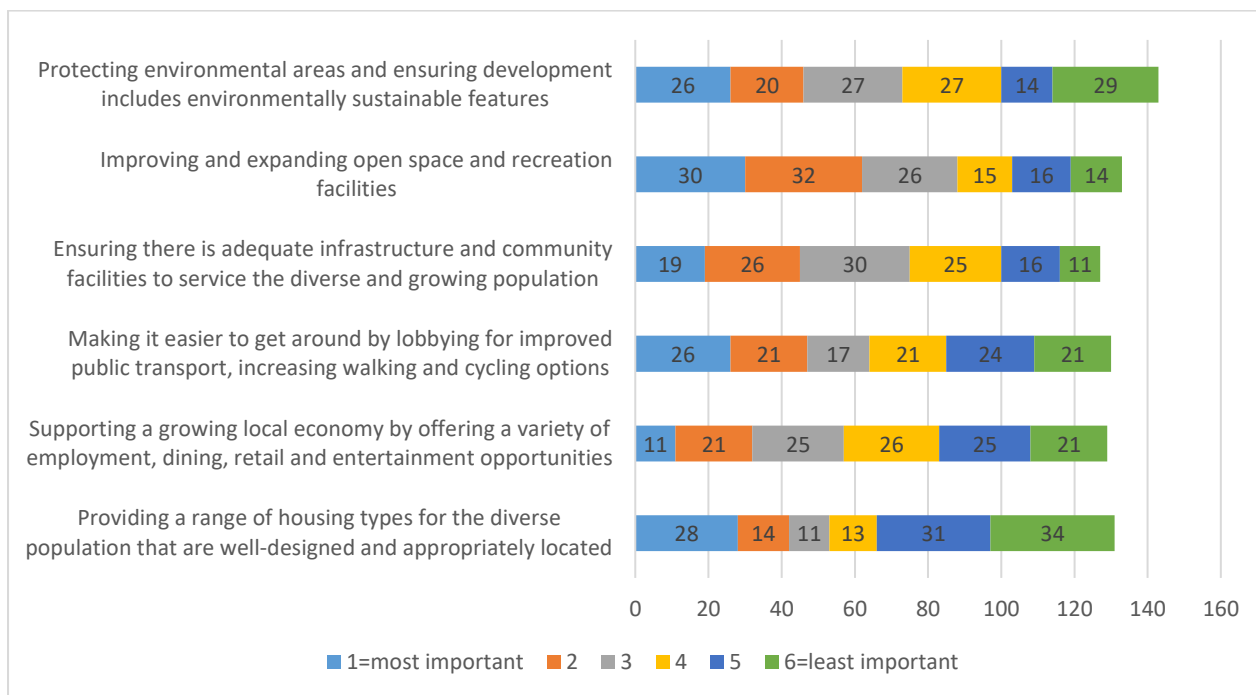
In terms of how the community feedback looks in relation to Sections 1 to 7, the below table presents an overview of the number of references evident in the personalised responses. The largest number of references (258 or 22.2% of total references) are presented in **Section 3. Movement and Transport**, followed by **Section 1. People and Housing** (217 or 18.6% of total references).

Section	Number of references	% of total references
Section 1. People and Housing	217	18.6%
Section 2. The Economy	119	10.2%
Section 3. Movement and Transport	258	22.2%
Section 4. Social and Physical Infrastructure	143	12.3%
Section 5. Built Form	163	14.0%
Section 6. Open Space and Recreation Facilities	157	13.5%
Section 7. Environment and Sustainability	107	9.2%
Total references	1164	100.0%

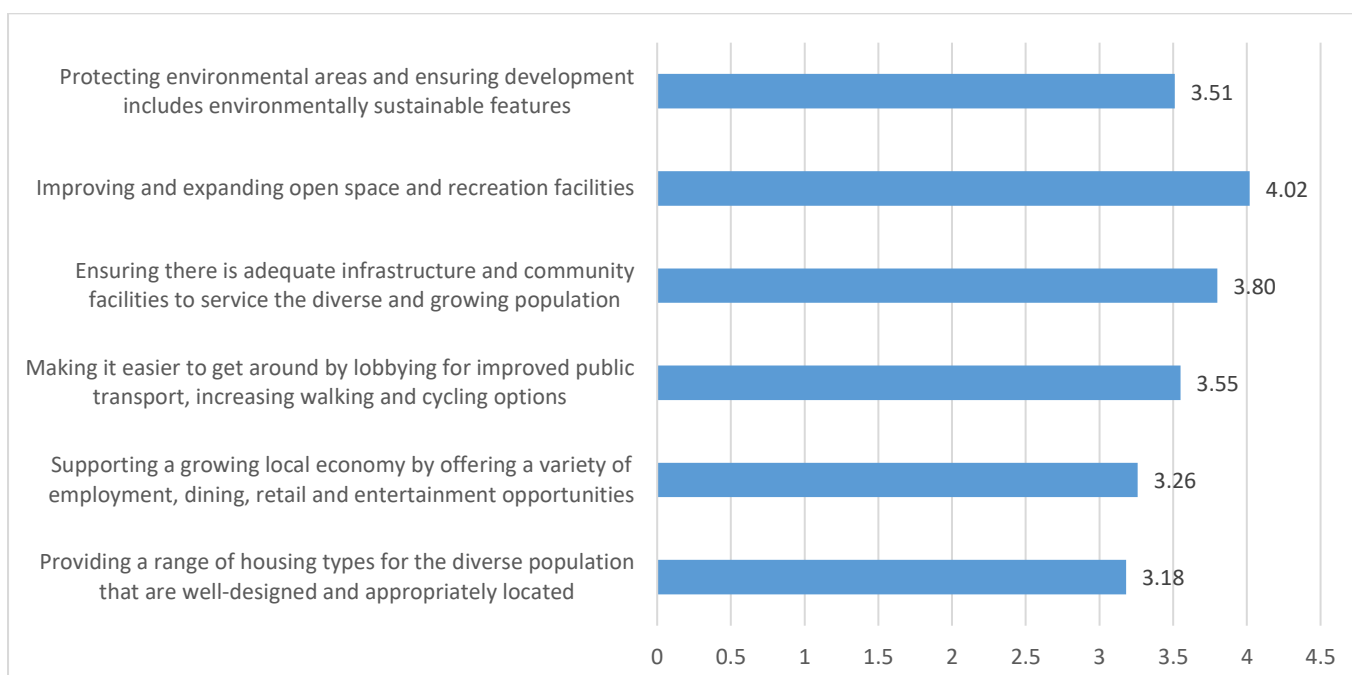
Further, 149 **Safety**-related references identified in Sections 1 to 7 were collated and have been re-presented in Section 8.

Most important factors to make Highett a great place to live, work and play

Survey participants were asked “Which factors are most important to make Highett a great place to live, work and play in the future? (Please number the items 1=most important to 6=least important)”. Not all respondents ranked each statement (between 129 and 143 respondents ranked the six prescribed statements). As shown below, mixed ratings are apparent for the statements. **No conclusive finding is apparent** as respondents appear to hold different views and priorities on these key areas.



For ease of readability, the mean scores for each statement are also presented. The higher the score of out of 6 indicates the more important it is regarded by respondents. As shown below, **“Improving and expanding open space and recreation facilities”** is ranked the highest in terms of overall importance based on mean scores.



High level observations

This section presents the community feedback relating to **People and Housing** and addresses topics such as housing in Highett, housing affordability, population growth, housing density, over-development and neighbourhood character. This section presents the level of agreement or disagreement with statements based on what Council has heard in previous community consultations, suggested features and actions to ensure new developments are well-located and appropriate and other issues that need to be considered with planning for **People and Housing**.

What Council has heard in previous community consultation with regard to **People and Housing** has generally been reaffirmed – what the community **loves** (with the exception of Highett's affordability), the **improvements** that the community would like to see and **Council's actions** to ensure new development is well-located and appropriate.

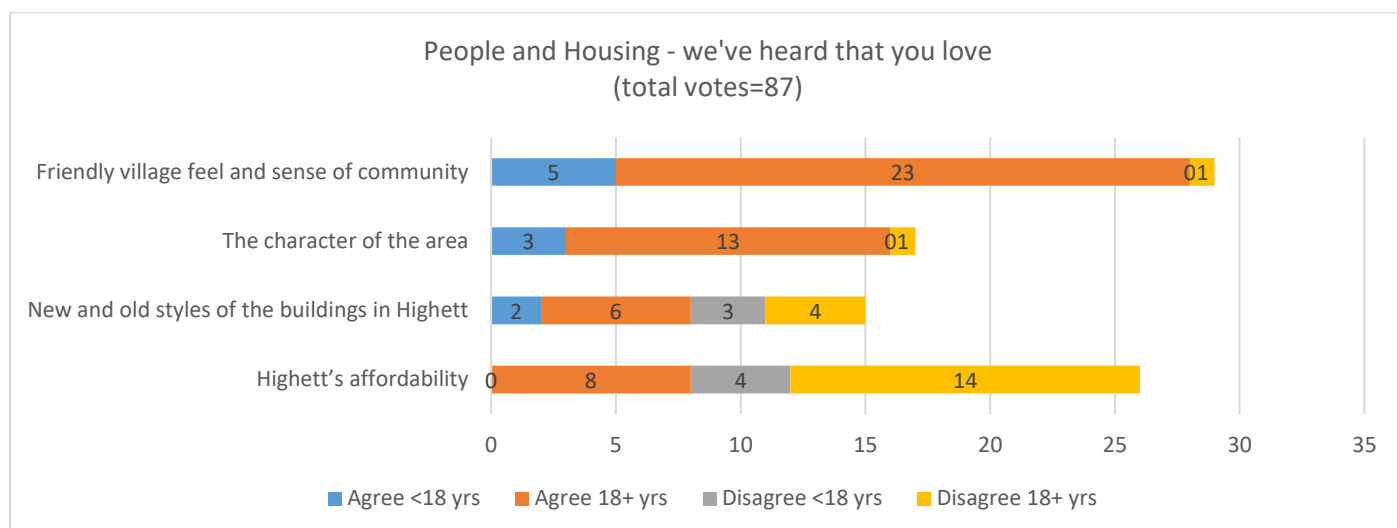
Based on the community feedback, issues to consider when **planning for People and Housing** are **complex and multi-faceted**. Many responses referred to themes specifically relevant to People and Housing (housing density and overdevelopment; retaining our neighbourhood character; and protecting our village feel and sense of community). In addition, respondents also identified a variety of inter-connected issues and areas for improvement:

- Intensified traffic congestion and car parking inadequacies
- Upgrading and increasing community facilities and services
- Upgrading and improving physical infrastructure
- Upgrading and increasing public open space and recreation facilities
- Improvements for pedestrian and cyclist movements and safety
- Capacity of public transport and traffic congestion due to level crossing
- Looking after our natural environment and wildlife
- Improving the shopping streetscape and supporting local businesses

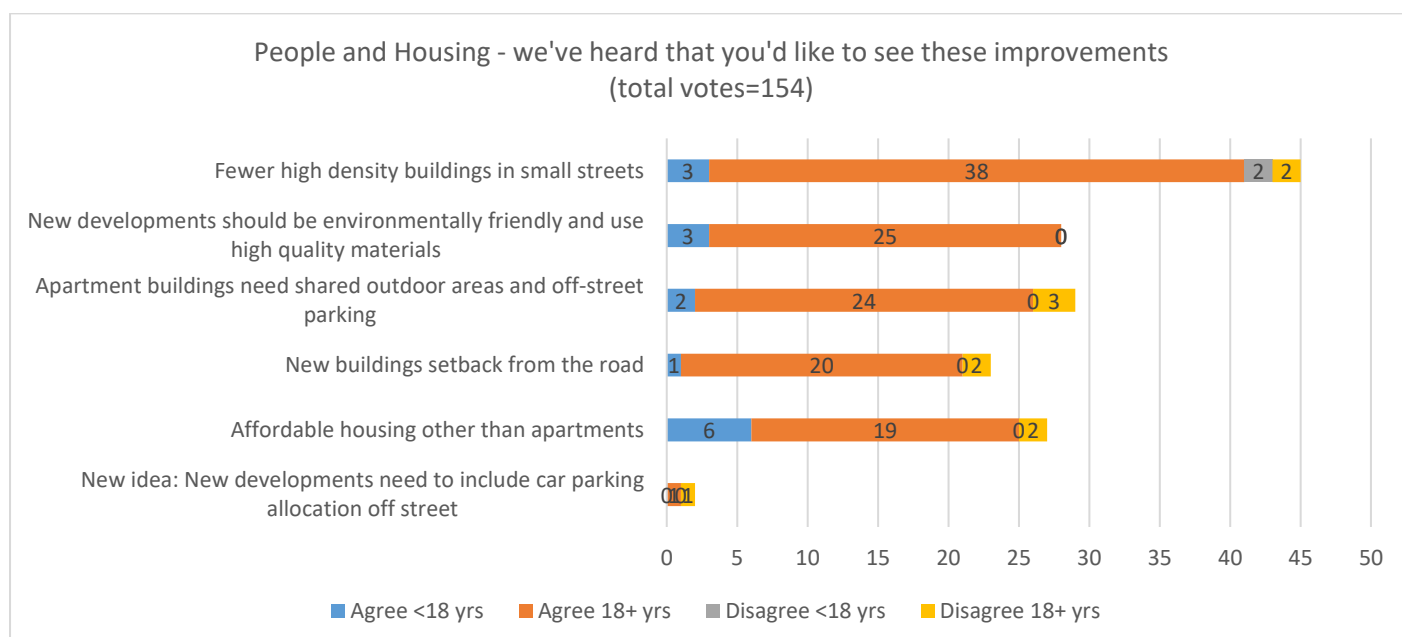
The above themes were reinforced in the input captured via the Online Forum and Community Workshops.

Agreement/disagreement with feedback from previous consultations and planned actions

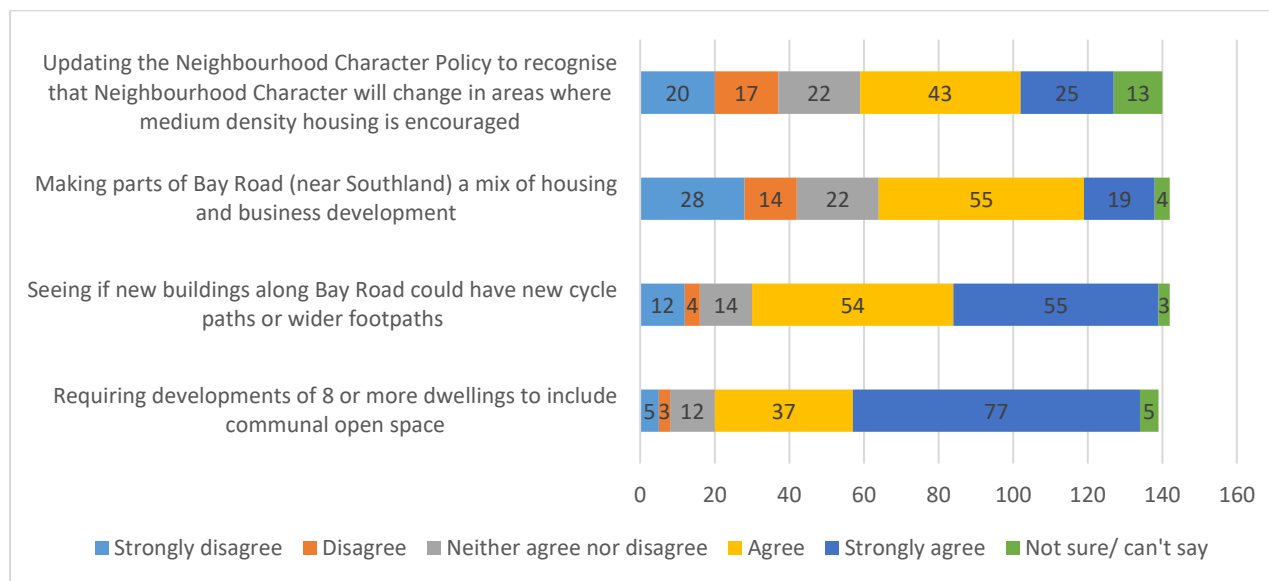
Participants attending drop-in sessions were invited to join a Dotmocracy activity. Participants could place colour-coded sticky dots on Topic-based statements to indicate their agreement or disagreement with “We’ve heard that you love” and “We’ve heard that you’d like these improvements” feedback from previous consultations. As shown in the below summary table, participants generally indicated agreement with the statements “Friendly village feel and sense of community” and “The character of the area”. Mixed views were apparent for the statement referring to “New and old styles of the buildings in Highett”. Mixed views were also evident for “Highett’s affordability”, attracting more disagree votes than agree votes.



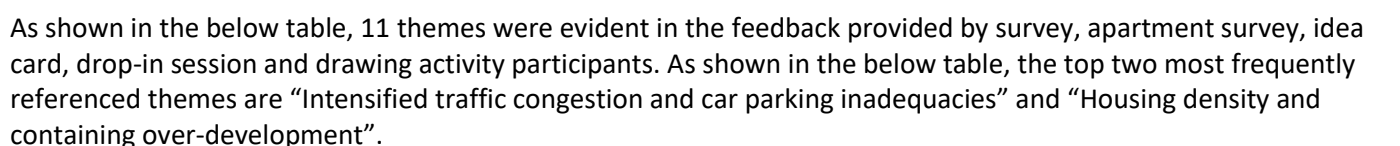
As shown in the below summary table, many participants indicated agreement with all the improvement statements. Particularly strong agreement was apparent for “Fewer high density buildings in small streets”, “New developments should be environmentally friendly and use high quality materials” and “Apartment buildings need shared outdoor areas and off-street parking”. One new idea was recorded, “New developments need to include car parking allocation off-street”.



Survey respondents were asked “We are considering the feasibility of the following actions to ensure new development is well-located and appropriate. Do you agree or disagree with these actions?”. Between 139 and 142 respondents indicated their level of agreement or disagreement, as shown below. Strong agreement was apparent for “Requiring developments of 8 or more dwellings to include communal open space” and “Seeing if new buildings along Bay Road could have new cycle paths or wider footpaths”. Mixed views were evident for “Making parts of Bay Road (near Southland) a mix of housing and business development” and “Updating the Neighbourhood Character Policy to recognise that Neighbourhood Character will change in areas where medium density housing is encouraged”.



As extensive feedback was captured, a frequency word cloud is presented below to visualise and preview the content. The size and density of each word reflects the frequency reported. This image shows the “100” most frequently reported “exact” words comprising a minimum of “four” letters.

20

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

Intensified traffic congestion and car parking inadequacies

Highett - Bayside	Adequate parking per dwelling
Highett - Bayside	Ensure every new dual occupancy incorporates a two car garage minimum to get parked cars off residential streets.
Highett - Bayside	Consider impact to traffic with increased dwellings, in particular along Bay Rd - more traffic crossings needed to access businesses on either side of road.
Highett - Bayside	As stated, Traffic and parking is most important as Highett main road is quiet narrow.
Highett - Bayside	Parking
Highett - Bayside	Improve traffic engineering please to improve traffic flow. You are adding intensity of development without addressing traffic needs. You are creating congestion, frustration and potentially dangerous situations which exacerbate near the shopping strip.
Highett - Bayside	Making Highett road large enough to access from/to Nepean Highway
Highett - Bayside	Parking is an issue on highett road. Already lack of packing for shops, restaurants, train, apartments, new child care centre opening
Highett - Bayside	Parking Parking Parking
Highett - Bayside	The traffic is horrendous on Bay Rd and is only going to get worse with all the new apartments planned. More lights needed ie graham rd.
Highett - Bayside	parking,
Highett - Bayside	The amount of cars on the roads and the congestion.
Highett - Bayside	Parking and traffic around the centre of town is a problem.
Highett - Bayside	parking
Highett - Bayside	Traffic and car parking - Bad!
Highett - Bayside	Traffic and parking are the main issues. I'm also very disappointed with the cheap building materials being used that will mean the apartment blocks are already starting to look shabby.
Highett - Bayside	Traffic cannot be mentioned often enough
Highett - Bayside	Traffic control, and not overdeveloping
Highett - Bayside	Traffic flow, parking spaces
Highett - Bayside	Lack of traffic lights at Bay Rd and Graham Rd intersection: Congestion occurs at this intersection and increased population will only make this worse.
Highett - Bayside	Narrow streets and lack of parking: Matthew Guy, the then Liberal Minister for Planning, observed that the narrow streets of Highett were not suitable for the type of apartment development that has already occurred and is still being proposed. Just because developments are near a train station doesn't mean people won't have cars. With cars parked on either side of the narrow streets only one directional traffic can occur.
Highett - Bayside	Safety and traffic congestion
Highett - Bayside	Consider problems accessing Bay Road from Graham Road as Bay road traffic has doubled in last three years.
Highett - Bayside	PARKING!!
Highett - Bayside	The bayside area traffic is horrendous now esp in the activity area of graham rd and Highett rd and around the railway area. Overdevelopment in this area will further create problems. There are major accidents waiting in the wings now. I am very concerned.
Highett - Bayside	I wish the Bayside City Council to consider the impact of apartment buildings on adjoining roads. Major St in particular has seen a lot of confusing traffic since the apartment buildings have been added. I'd like to see street parking limited to one side at the entryway.
Highett - Bayside	Car ownership and usage is increasing rapidly, and public transport, walking, cycling are not encouraged adequately, despite Council's "active transport" policy.

Highett - Bayside	Off street parking
Highett - Bayside	No point putting high density in areas where streets cannot cope with traffic (ie not flow, but cause traffic jams).
Highett - Bayside	Parking for walkers crossing Bay road. Listen to rate payers.
Highett - Bayside	Watch out to ensure traffic is kept to a safe number of cars ie: cars to a minimum
Cheltenham	Parking
Cheltenham	Roads becoming too congested.
Cheltenham	Allow enough parking in new residences.
Cheltenham	Make local streets around Southland 2hr only or resident parking only.
Cheltenham	Reduce speed limit on Bay Road to 50 between Bluff and Southland.
Hampton	The increased traffic on the roads as a result of development needs to be seriously considered - developments (either completed or underway) is a huge factor for safety and traffic flow around bayside.
Hampton	Traffic surveys/traffic flows and impact if existing developments need to be taken into consideration to avoid creating an unlovable bayside.
Hampton East	parking
Highett - Kingston	The roads will not be able to cope with the additional traffic in Highett road.
Blank	Parking
Hampton East	Parking. As much as I believe in public transport, we need to be realistic and make spots for people to park cars.
Blank	improved parking - train station and streets
Blank	Increasing parking availability around train station I. E. Multi storey carport. Commuters often utilise shopping space parking, and residential streets. Due to Lack of space.
Beaumaris	Ease and convenience for residents, visitors and services. Highett Road Highett between Bluff Road and the railway line is now no parking 24 hours a day on both sides of the road. This is an overreaction to a relatively narrow road and who ever stops at any time of the day on either side of the road for whatever reason is illegally stopped. Realistically services cannot operate and residents are inconvenienced. The road is wide enough to allow parking on one side of the road and still allow the passage of traffic in both directions safely. Recommend allowing parking on one side of the road. A time limit could be placed on this parking i.e 2 hours if thought necessary.
Highett - Bayside	Flexibility for homeowners to increase parking on own property (consider second crossover requests for single residence on block) when on street parking is not affected
Highett - Bayside	The amount of parking that needs to be provided for the new development in 3-5 Thistle Grove, Highett. My parents live in Graham Rd, near the Highett Rd end and it is already difficult to find a parking space to visit them. This new development needs to have more parking spaces so that ALL residents and their visitors will be able to park underneath. Alternatively, the number of apartments needs to be reduced.
Highett - Bayside	With development of the site on Bay Rd where Fultons is about to take place the council needs to be advocating and working towards vehicle access from the CSIRO site to somewhere as close to Reserve Rd as possible. There really needs to be more than one access point to the development apart from Graham Rd and the only other options are through to Bay Rd or via the current emergency access at 32 Middleton St. With 400 dwellings planned that will lead to at least 400 cars, and in reality will be much, much more, the already busy Graham Rd which is a bus route and used by trucks will not cope with the increased traffic which is already gridlocked at times at the intersections of both Bay and Highett Rds.

Housing density and containing over-development

Highett - Bayside	Not over populating the area and killing what makes it great now
Highett - Bayside	Not to oversupply apartments in the area
Highett - Bayside	Interesting that even though you state future development is a given, why is this so population doesn't have to grow. I noticed that this is the first statement in the Highett Stricture plan. We are already over populated. How many apartments that have been built over the past 15 years are owner occupied and affordable or even empty. Where are the statistics for this? Fill these first before you allow more, there are enough.
Highett - Bayside	over development will devalue property so it's critical the fabric, look, feel of Highett is maintained as it develops
Highett - Bayside	Overcrowding, not packing us in like sardines. Make it exclusive
Highett - Bayside	Over development there is a critical point between well and over populated that once tipped is very difficult to correct. The wealthiest and most liveable suburbs in Victoria have a strong combination of houses and apartments but does not consume the functionality of the areas.
Highett - Bayside	Stop overdeveloping It's outrageous what has happened to our suburb
Highett - Bayside	Also, each time a house on our street is demolished and 2 townhouses go up, the street gets more & more crowded with cars parking on the street.
Highett - Bayside	There shouldn't be any more housing developed in Highett. It is too small take on any more homes, cars and people.
Highett - Bayside	We are over developing Highett with high density housing when we have this fantastic opportunity to create beautiful native vegetation Heathland spaces.
Highett - Bayside	2 Major Street - vacant land for sale - advert as another development block!
Highett - Bayside	Allowing houses to be built within farting distance of one another does not reflect the Australian way of life.
Highett - Bayside	Moved to Highett from Brighton because residential development destroyed the ambience. Now considering moving again because of the same.
Highett - Bayside	Our once lovely suburb is now a congested nightmare with more overdevelopment to come. Its such a shame what has happened to Highett
Hampton	Huge apartment buildings and larger scale developments including CSIRO, Jack Road and Bay Road, plus those on Highett Road are cause for concern. Squashing people into Bayside to meet government quotas isn't going to provide a safe living environment.
Not stated	Highett will become over-populated if the development of houses is not restricted at some stage
Devonport	yes, too many units being built in back yards
Highett - Bayside (Apt)	Don't love it so much anymore. Council is allowing higher level apartment blocks and TOO MANY apartments especially around shops and station. VERY POOR PLANNING especially around station and adjoining streets.
Highett - Bayside (Apt)	There has definitely been a dramatic increase in apartments being built in Highett and townhouses over the last 3 years. I'm concerned that there is an oversupply of apartment dwellings which could drive down the value of apartments in the area.
Highett - Kingston (Apt)	Too many apartment developments; worried about the prospects of our apartment as an investment.
Cheltenham	Adequate growth is already in the pipeline (e.g. CSIRO area) and further growth should be slowed until infrastructure, open space, support services and other needs can catch up.
Highett - Bayside	Highett is booming, in a good way BUT we need to try and slow the development down so that we can take a broader approach to how everything is coming together. Developers need to work together, we need to stop these massive structures being so close to the road - we need good safe pedestrian flow.
Highett - Bayside	Highett is really on a good way to become a lively suburb. We need to make most of it. Over-development is a big issue. If this can be kept under control and/or well planned, the future is bright.

Highett - Bayside	I come from Manly in Sydney and they have created a village atmosphere by restricting heights of new developments and avoiding fast food chains. I contrast this with Bondi Junction which allowed high rise development which has driven out the local people and left the area for tourists. I invested in Highett and redeveloped appropriately and do not wish to see the place turned into a Chatswood.
Highett - Bayside	Less subdivision please
Highett - Bayside	Less traffic, no more Apartments, just causes more traffic, fill the ones that are already there.
Highett - Bayside	No more dumping inappropriate development in Highett. Poor building standards have resulted in the destruction of the village on Bayside Councils side. What a disgrace to allow building that are already falling down (cnr Train st) or unoccupied after 3 years (cnr Graham rd).
Highett - Bayside	reduction of permits allowing subdivision of existing residential properties west of Middleton St and west of Worthing Road
Cheltenham	Stop overdevelopment and packing us in like sardines. <i>This comment has been modified to remove offensive/inappropriate content.</i>
Highett - Bayside	Stop the over development with all these giant apartment blocks
Highett - Bayside	Please remember "there are no pockets in shrouds" and we should try to stop "money-grabbers" from overdeveloping the area: sun and space (plus cold weather - it is Victoria after all) are important.
Highett - Bayside	I'm really happy with the community feel and I did love the homey neighbourhood, but that is being eroded by overdevelopment.
Highett - Kingston (Apt)	Need to keep apartments at medium density. We don't want to live in South Yarra as we have left that area. It's quieter here and that's nice
Drop-in	Potential overdevelopment
Drop-in	Highett is being overdeveloped with poor quality buildings
Drop-in	Reduced subdivisions
Drop-in	Too many apartments

Housing density and containing over-development – my idea for Highett is ... so that ...

Highett - Bayside (IC)	to review the number of new residents being assigned to Highett and spread them more evenly across Bayside (Brighton, Brighton east, Hampton, etc)	Highett isn't the poorer suburb compared to other suburbs that also have train stations
Highett - Bayside (IC)	To consider the impact of too many apartment and how they adversely affect the traffic and parking, particularly around the Highett station area	The flow of traffic is somehow able to flow - e.g. lobby the government to put the rail under the road
Not stated (IC)	Not all to be developed as apartments, retain yard	Not stated
Not stated (IC)	Less dual occupancy and apartments	Highett is getting extremely busy and it's hard to get parking. Traffic is chaotic at the Highett shops
Not stated (IC)	Density should be restricted. Increasing density makes it difficult to drive and exit the local area. New vegetation does not soften new development and new development changes garden character. Consequently, vegetation appears to be 'incomplete.' There should be stronger vegetation requirements for new	Not stated

	development, including requirements to plant more mature species and retain existing vegetation	
Not stated (IC)	Not too many buildings	The neighbourhood doesn't look to cramped.
Not stated (IC)	To be strategic with land use and development to ensure we don't become overpopulated.	Not stated
Not stated (submission)	The idea that the CSIRO site will deliver at least 400 dwellings is horrid	Not stated
Not stated (submission)	To not allow developers to overdevelop Highett so that we are able to keep the community/village feel we currently have and love.	Not stated
Not stated (IC)	To keep development of the already established streets to a minimum	Overcrowding of such a small area with so few amenities and so little public space does not occur. The health of the community as a whole will suffer

Retaining our neighbourhood character

Highett - Bayside	I think that we need to keep Highett to a manageable number of people in the area. We do not need high density housing in the rea as we need to maintain the urban integrity of Highett. Eg single and two storey houses only
Highett - Bayside	The aesthetic of the buildings to fit with existing structures
Highett - Bayside	Integration of public and private housing rather than continuing to foster the stigma and segregation that is created by existing public housing estates
Highett - Bayside	Do not destroy the character of the residential area as this is why people have invested in the area.
Highett - Bayside	The designs of the new buildings are devoid of street appeal and out of character
Highett - Bayside	I support the current priorities of the Bayside City Council in terms of attempting to balance the "character" of the neighbourhood against the need for increasing the number of dwellings.
Highett - Bayside	Neighbourhood character is an over-rated description. Highett was a working class suburb not too long ago. There are numerous housing commission homes that are littered around the suburb. These suited a purpose, but have zero character.
Highett - Bayside	I planned for my future and purchased a house in an area with all single level houses. This is changing and the rules keep changing. this should stop. Development keep getting further away from the so called activity centre. Where are our rights to make plans based on current zones that may change.
Drop-in	Ugly structures
Hampton East	What is Highett's character? I believe recent developments have overall improved the look and feel of Highett, certainly from what it was 20 years ago. Traffic and parking are considerations but I feel like we have a great opportunity to redefine Highett's image in the next 10 years with careful planning and development. Accommodating for the growth is more important than keeping Highett's 'character' in my opinion.
Highett - Bayside	Put people and quality first and \$\$\$\$ second. Especially do not fall into the trap of agreeing with a very horrid Developer who, at a recent Council meeting, said "we all know that Highett is a knock down suburb". Does he wonder why we kick against the traces of inappropriate development when he seems to be stalking the area waiting for Nanna to fall of the perch so he can demolish her house???? I have lived in Highett for 30 years and am now firmly in those Senior ranks. Please remember that we Seniors live in homes, not just houses. We have the time, caring and intelligence to continue to cast a vigilant shadow over new developments. We see through a long lens and wish Highett to retain the maximum amount

	of its unique character as is possible. A tragically misplaced, overly boxy and high building will last as long as a respectful one. We must welcome many new neighbours as the population grows and it would be nice to also welcome the buildings in which they reside. Thanks for listening.
Highett - Bayside	The reasons for choosing to live in Highett when we moved here in 2006 have slowly but surely eroded in the last six years. We no longer enjoy the environment of the area. Streets are crowded with parked cars, we live in a perpetual area of building sites. There is little that nourished ones feeling of wellbeing as it was in 2006 when we took up residence.
Highett - Bayside	Western side has become a dark unpleasant canyon, due to new buildings you have allowed, with huge increase in congestion to come.
Highett - Bayside	Consistency in neighbourhood feel. Maintain roof pitches, setbacks
Highett - Bayside	I agree with the above. Instead of tearing down single family homes to build units and apartments, existing homes need to be renovated and offered for sale and/or lease at AFFORDABLE prices. As a family with a young child, we need a house with a garden/lawn. We love living in Highett but are going to have to move because we can't afford the price of renting a house here. Small 1-2 bedroom apartments are not practical for families!!
Highett - Bayside	That the residents already here have planned for their future by buying into a low density housing area. With many single level houses

Retaining our neighbourhood character – my idea for Highett is ... so that ...

Highett - Bayside (IC)	To discourage tall front fences	The openness of views and front gardens are maintained
Highett - Bayside (IC)	Discourage side by side unit developments, give preference to front and back developments with single stories at the rear	Neighbourhood character and gardens are preserved
Not stated (IC)	The amenity of existing residents should be protected as a priority moving forward.	Not stated
Not stated (IC)	To ensure the character of the area is maintained. Balancing the older and younger people is crucial in ensuring the character of Highett is kept.	Not stated
Not stated (submission)	To be a diverse, medium density living space where the proposed development has a basic consistency with the traditions of area.	There is a balanced development that provides a capacity for long term family and two bedroom accommodation spaces, with areas for low-medium density tertiary industrial activities aligned with the needs of community. That as part of the supporting of this community building exercise, that the Council and the State Government fund an expansion of that Highett Bowls (given the club is the primary tenant of the site) and other endeavours that are complementary to the Lawn Bowls facilities. This could include Netball, futsal, Basketball and circuit work activities, with an option to expand to the railway line and encroach into the Anderson Park. It might also include the expansion of Club house to an enlarged structure to support the suggested external developments.

Not stated (IC)	To vary housing prices to make them more affordable.	Housing is more affordable and parking in apartment locations aren't crowded
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Upgrading and increasing community facilities and services

Highett - Bayside	Like to see improvement is local library.
Highett - Bayside	Mental health and services to ensure we are looking after our community
Highett - Bayside	Aged care
Highett - Bayside	Improved community centres for seniors
Highett - Bayside	Schools,
Highett - Bayside	library
Highett - Bayside	Public schools - physical size of classrooms as well as number of children in class - the playgrounds cannot be sacrificed - money needs to be allocated to build upwards at schools and they need to be adequately staffed.
Highett - Bayside	We need a Highett Primary school for local children. I believe the CSIRO site is the perfect place to build a public school, library and the remainder to be parkland.
Highett - Bayside	Lack of services in the area: doctors, dentists, specialists, community services, range of shops, etc. People will still have to travel outside of the area as Highett is not an MAC with everything in situ, such as Hampton.
Highett - Bayside	Ensure that a public school is considered in Highett as there isn't one.
Highett - Bayside	Lack of infrastructure, e.g. schools
Highett - Bayside	Develop or improve youth facilities --- which would encourage youth to air their concerns and suggestions and action them if practicable.
Highett - Bayside	Relevant and appropriate community services and infrastructure - open spaces and facilities like community hubs and libraries
Highett - Bayside	Also need to ensure that community facilities are in place for the increased population. eg library, open space, community centre etc
Cheltenham	Schools including pre-school
Cheltenham	Need to advocate for a primary school in the area with the increase in population
Highett - Kingston	Make sure to improve public facilities such as parks/libraries as more and more people will use these.
Caulfield South	Availability of community infrastructure to support growth
Blank	Education! Childcare, kindergartens and schools
Blank	CSIRO site should include community resources i e. Bayside library and open public accessible space.

Protecting our village feel and sense of community

Highett - Bayside	Risk of losing the village feel.
Highett - Bayside	Please keep our streets family friendly. No one wants to live next to a block of flats. Keep the apartment buildings on Nepean hwy/Bay road but not in the small streets where we have family homes.
Highett - Bayside	Ensuring planning incorporates and respects the local community, mix of people, and isn't led by property developers.
Highett - Bayside (Apt)	Should ban more apartments so we can maintain community feel.
Highett - Bayside (Apt)	Don't allow too many apartment buildings please or the village feel will be lost.
Highett - Bayside	Keep the community feel,
Highett - Bayside	Keep the suburban / village feeling

Mt Eliza	The feel and energy of Highett is what sets it apart from other suburbs in the area. It's grounded, down to earth and warm. It would be a huge achievement if these descriptions of Highett could be maintained throughout this process.
Highett - Bayside	Please protect our family friendly neighbourhood and keep apartments to main roads ie nepean hwy.
Highett - Kingston	We love our street's sense of community. We say hello to our neighbours and look out for each other. I think it's important that this is maintained - tricky with housing developments imminent
Drop-in	Better support to locals
Highett - Bayside	Risk of losing the village feel.

Capacity of public transport and traffic congestion due to level crossing

Highett - Bayside	Access to public transport
Highett - Bayside	Capacity of public transport. Trains in peak hour are full. Sometimes cannot get on the train.
Highett - Bayside	Public transport, parking and seating at bus stops
Highett - Bayside	Too much traffic on Highett Rd caused by train line
Highett - Bayside	Very regular public transport in and around so that traffic is not the number one problem
Highett - Bayside	Just put the level crossing at Highett station underground.
Highett - Kingston	Increase public transport availability to reduce road congestion and environmental impact.
Blank	public transport is/will be abundant soon, so maybe more disabled consideration
Highett - Bayside	The viability of this small area to support the proposed growth must be kept in perspective. Issues that need to be seriously considered are the constraints of the proposed area for development: Even though it is alongside a main line, it is already a very overcrowded line and at capacity during peak times. As it is, every second train through Highett station is express, and wait times are higher than at other stations, such as along the Sandringham line. Southland station will not relieve this congestion and will only slow down the overall journey. It is apparently not even meant to be a commuter station.
Highett - Bayside	Highett line not being sunk below the road: Highett Rd and Graham Rd get very congested at this intersection, especially during peak hours. It is only going to get worse with further increase in population. It is a dangerous crossing.

Capacity of public transport and traffic congestion due to level crossing – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Drop the train station to below ground, similar to Ormond.	Far less traffic congestion - you can wait up to 15 minutes to cross during peak hour
Highett - Bayside (IC)	Drop the station below ground, similar to Ormond.	Far less traffic congestion. You can wait up to 15 minutes to cross during peak hour.
Highett - Bayside (IC)	Rail crossing removal - you're unable to drive down residential st as there are too many cars	We can drive around our neighbourhood
Highett - Bayside (IC)	Rail crossing removal. You are unable to drive down residential streets - too many cars parked.	We can drive down, and around our neighbourhood.
Highett - Bayside (IC)	To get rid of the blasted rail crossings. You get stuck and the Highett lights don't match, creating huge traffic congestion	We have more safer and more efficient roads

Improvements for pedestrian and cyclist movements and safety

Highett - Bayside	Consider being a pedestrian. It feels like we are crowding right to the footpaths and losing trees and nature strips in the Highett shops area.
Highett - Bayside	Including traffic light/pedestrian lights to allow same movement of people /cars. This is a significant problem on Bay Road
Highett - Bayside	Better cycling path infrastructure to connect to bay path.

Highett - Bayside	Bike access pathway
Highett - Bayside	improved maintenance of footpaths & roads etc (too many times they are dug up and only patched), with increased traffic need increased points for pedestrians to cross busy roads (eg Bay rd between Reserve road & Noyes st)
Highett - Bayside	road crossings
Highett - Bayside	Lack of ease and safety of cycling: There are no cycle paths in Highett and it would be difficult to provide any as the streets are too narrow. There is no room along Bay Road towards the Nepean to put bicycle lanes.
Highett - Bayside	Better pedestrian crossing where they are needed. A pedestrian light crossing near the fitness first development/ALDI/Childcare centres. This is crazy that people have to navigate four lanes of traffic.
Highett - Bayside	Connectivity and the ability for people to get around Highett and Bayside more generally in a variety of ways
Blank	Crossing across Bay Road from Highett to Aldi supermarket and facilities on that side of the road.
Cheltenham	Walkability and safety

Upgrading and improving physical infrastructure

Highett - Bayside	current plan as proposed will put considerable pressure on an infrastructure already struggling to support the growth in higher density housing
Highett - Bayside	Ensure infrastructure can support additional housing
Highett - Bayside	Upgrades to services ie water power sewage
Highett - Bayside	Infrastructure.
Highett - Bayside	Aging sewers and drainage infrastructure that has not been upgraded in decades: It is no good leaving this up to developers to provide. As stated by the Panel who sat on the C125 enquiry: ad hoc provision/updating of infrastructure is to be avoided.
Highett - Bayside	Ensure drainage is addressed to stop flooding.
Highett - Bayside	More brighter street lights as some streets are quiet dark.
Highett - Bayside	Improved street lighting
Highett - Bayside	security
Highett - Bayside	Safe access for all - street lighting,
Highett - Bayside	Crime - security cameras everywhere practical to dis-interest troublemakers.
Highett - Bayside	General safety. Well-lit streets and parks help to create a safe environment for our families.
Highett - Bayside	Work with others to ensure services such as water, telecommunications etc are in place to cope with the increased demand.
Highett - Bayside	Disability access. Bus shelter at Safeway complex Highett
Highett - Bayside	Upgrade infrastructure to adjust to the population and usage changes including communications and service supplies (power & water).

Upgrading and increasing public open space and recreation facilities

Highett - Bayside	A better skate park at Peterson Street Reserve to occupy bored teens.
Highett - Bayside	Like to have more open space.
Highett - Bayside	Love to see a space where we can have communal garden to grow vegetable and plants. Will be good learning recreational for kids as well as adults. A place where community can come together. A place which has a fountain where kids can have fun during Summer and in winter some lights to keep area bright.
Highett - Bayside	Green open spaces accessibility through Highett
Highett - Bayside	Parks and parklands
Highett - Bayside	Public space, good parks,

Highett - Bayside	Severe lack of Public Open Space. Even with the 1ha that the CSIRO site will provide, overall the amount of public open space per capita will be more disadvantaged with the proposed increase in population.
Brighton East	Recreational areas for our kids to keep them busy on the weekends.
Blank	Ensuring that the old CSIRO site has parkland close to the railway end
Highett - Bayside	Infrastructure - improved open spaces that are appealing to use e.g. Park and playground at the end of Miller St
Highett - Bayside	We need Council to keep improving the open space areas (doing a great job so far)
Cheltenham	Enhance public open space.
Highett - Bayside	Healthy facilities - tennis, heated swimming pool.

Looking after our natural environment and wildlife

Highett - Bayside	maintaining trees and green spaces
Highett - Bayside	Additionally, Loss of trees and garden scapes and therefore wild birds and animal population. The current apartment and townhouse developments have seen sites flattened of all vegetation and the measly 1 or 2 replacement trees do not make up for what has been lost. Overall there is a huge loss of greenery.
Highett - Bayside	More green spaces
Highett - Bayside	We desperately need green spaces in Highett and not just useless small ones. It must support wildlife- blocks keep being cleared. Already I am seeing birdlife even in my own street! Plantings by council need to also be sensitive to these issues
Highett - Bayside	Losing wildlife corridors. We need to be smart as to how we use the CSIRO space.
Highett - Bayside	Replace/increase number of tree at the beginning of graham road (as you turn off Highett road) to remove the concrete jungle feel
Highett - Kingston	Sustainability - through eco building and continued council support for reducing waste
Highett - Bayside	Noise pollution - caps on noise emissions from any type of equipment/business.

Improving the streetscape and supporting local businesses

Highett - Bayside	Encouraging grass roots and staple businesses to set up on the street giving a diverse, local shopping experience for those looking to support locals. Ensuring not one group is monopolising business in the street.
Highett - Bayside	Landscaping and beautification could improve along the main shopping strip on Highett Road giving it a village feel.
Highett - Bayside	we need to force owners to keep their commercial properties in a good state (see shops opposite Safeway on Highett Road).
Highett - Kingston	Additionally, providing more retail/entertainment facilities such as shops, restaurants and cafes would be great!
Blank	supporting innovative local business
Highett - Bayside	The Highett Rd streetscape needs to be undertaken as an urgent project as it is outdated, not compliant to current access (public) requirements. It presents Highett as the poor area of Bayside

Online forum published comments with level of public support/vote allocations

The Have Your Say Bayside online consultation platform permitted participants to submit personalised statements. The following **People and Housing**-related comments were published. Once publicly visible as published comments, interested members of the public could indicate whether or not they supported the sentiment by allocating an unspecified number of up votes (support) or down votes (no support). Comments were published at different points in time throughout the consultation and there was no restriction on the voting option so keen participants could allocate unlimited votes for their own or other statements. *Thus, these findings should be interpreted with caution.*

Over development is a big problem near Stations and surrounding streets. Apartments are changing the face of Highett from family homes to small double story apartments without open space. Not enough parking around stations for commuters and for Shopping strip workers to park all day. Not enough parking allocated for new apartments, they are now taking up street parking. Doctors, Dentists are booked out due to the over population living in the area, there are long waits to have appointments. Long waits at Highett Railway gates and at the Graham Road/Highett road intersection. We often have difficulty getting out of our driveway due to the people cramming in to the all-day parking in our street (Aster Crescent) and overhanging onto our driveway. I have lived in Highett for over 50 years and we are becoming crammed like sardines. This also causes neighbour issues. <i>This comment has been modified to protect participant privacy.</i>	26 up votes	1 down votes
More uniformity to the design of new builds. Must fit in with the ambience of the area.	11 up votes	0 down votes
Highett suitable for NRZ or GRZ but not RGZ. Highett is a Neighbourhood Activity Centre and therefore the guidelines around development of this type of Activity Centre should be adhered to. It does not have the services, amenities and infrastructures of the Major Activity Centres. The planning Strategy for Highett must not be similar to those of the Major Activity Centres. Very little money has been spent on upgrading anything in Highett over the years and it shows. Spend more money on upgrading the area to the same standards as the other suburbs before trying to push development into it that it simply cannot support and that will severely impact residents.	2 up votes	0 down votes
Serious change is needed along bay rd heading towards the new train station, the area is unsightly. The area close to the new train station at southland is oh so tired. A fair number of older homes built in the 60's no longer meet the needs of the family of today. Homes with huge setbacks in the front - that serve no purpose and are in fact unsightly need to be addressed when new owners wish to utilize that space in a more productive and aesthetic way . The neighbourhood character or lack of thereof, needs serious addressing along with height restrictions that prevents new owners from building modern new and family friendly homes.	1 up votes	0 down votes
Let's use this opportunity to learn from other councils such as Glen Eira to avoid having the same over development, traffic & safety issues that are plaguing areas such as Bentleigh, McKinnon, Carnegie and Murrumbeena. Lax planning rules, massive over development of once nice and quiet suburban streets, small connecting suburban streets turned into clogged up arteries, massive traffic on main streets (Centre Rd, Murrumbeena Rd etc.) stretched parking capacity, lack of open spaces are just some of the terrible consequences from uncontrolled and poorly planned development. Can we make sure Bayside Council engages other councils formally to understand the risks and lessons from their recent planning / development changes and strategies?	0 up votes	0 down votes
Open Space and Pedestrian Flow. Highett needs to be careful with over-development. We are losing our leafy feel and permeable areas. It is putting major pressure on drains and we are replacing backyards with concrete. We are now faced with less wildlife corridors and general open space. There has been an increase in street parking, buildings (such as the Woolworths complex) built too close to the road and the flow of pedestrians is restricted, unsafe and difficult.	0 up votes	0 down votes

We should be encouraging families to walk and cycle around the Highett precinct but it is very difficult. We have an opportunity to create a vibrant hub, keep our leafy feel and provide good quality housing and business opportunities. We are way off track and disjointed at the moment.		
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Deliberative input from Community Workshops

The following **People and Housing**-related comments, issues and ideas were recorded at the table-based discussions and on the post-its poster at the two Community Workshops. Input was sought following a short presentation of the preliminary findings based on the analysis of community feedback gathered prior to the Workshops.

As shown below, participants identified what they considered to be main issues. A large number of points were also recorded for “Housing density and containing over-development” and “Road network study and plan to manage traffic congestion, parking and connectivity”.

Main issues

Traffic management, overdevelopment, lack of open space, poor access needs to be addressed, needs to be more pedestrian friendly
East-west connections through the CSIRO site are critical
Hard to cross Bay Road, needs to be improved
Future growth Southland area, there's no vision, no-one is providing a vision for this area. We don't know what is being proposed
There is concern over density proposed for future Southland area
Concern over three storey apartments in residential streets south of Bay Road. Residents opposed it and got Council sympathy. Council supporting renewing of Pennydale.

Housing density and containing over-development

36-40 Graham Road, old factory sites, 67 apartments, 43 townhouses
Highett and Pennydale are doing the heavy lifting for Bayside, seeing more development than Beaumaris, Black Rock and Brighton East!
Overdevelopment all along the Frankston line. Southland Structure Plan area not near shops
Population growth should be distributed more across Bayside
Density on CSIRO site is an issue, not just height but how to support the extra numbers and infrastructure
Development types should be determined by capacity of infrastructure
Residential area north of Bay Road is not near station and should not be developed for higher density
Retain and strengthen the DDO north of Bay Road residential areas
Retain existing NRZ as NRZ boundary should reflect GRZ zoning
Retain NRZ in side streets and encourage development on main roads and near station infrastructure
Why is the development envelope not restricted to the commercial centre of Highett? This is an NAC but the development envelope is greater than that of the MACs - these only have a 400m radius envelope in contrast to the 800m radius envelope. Is this equitable and in keeping with how each AC should be developed?
Developers should approach aged care providers to ensure there is a mix of people, ages and facilities
CSIRO site needs to be well considered with mix of people and housing types, downsizers, aging in place including affordable housing
CSIRO site over 55s lifestyle resort and retirement village and larger sized town houses. Enough space on site to accommodate all three types
It is appropriate to develop this two km stretch
What is happening on Bay Road? Commercial use area C1 zone and mixed use zone. Structure Plan asks whether mixed use should be extended east along Bay Road, it makes sense. Strange height profile along Bay Road. Is mixed use viable? Better to keep it residential? Don't want more intense development on Bay Road. Traffic problems make it not viable

Need to manage amenity while the CSIRO site is being developed
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Road network study and plan to manage traffic congestion, parking and connectivity

Access to the CSIRO site, a new road should connect with Reserve Road so that traffic does not have to go onto Graham Road or Middleton Street
Can we ask for a linear connection at Graham Road site?
Concern for traffic impact on Middleton Street after the development of the CSIRO site
Don't want to be a park and ride site, don't want commuters parking in streets
Feeder roads, Jackson, Princess etc are rat runs and there is a problem
Highett Road and Wickham Road - one way, different timing? Improve traffic along Highett Road and Bay Road
Ideal to get connection from Middleton Street all the way through
In the original structure plan there was a road planned along the train line in Kingston
Land swaps to facilitate connections from Graham Road into the CSIRO site
Need access to Nepean Highway with a road over or under the train line
Need connections into the CSIRO site
Need traffic lights at Graham Road and Middleton Street intersections with Bay Road and Jack and Bay Road intersection
Should be a number of east/west connections through the CSIRO site
Should be a road from the CSIRO site directly through to Bay Road
Should Middleton Street have restricted access because of traffic concerns?
Traffic from CSIRO, the existing roads cannot cope.

Improving pedestrian and cyclist movements and safety

Bay Road and Highett Road are bad for cyclists
Crazy that Southland station has no direct access to Bay Road, need a walkway to Bay Road
Extension of Station Street for bike path to Bay Road next to railway line
Need a pedestrian railway crossing near Bay Road
Need pedestrian access or crossing to Aldi across Bay Road
Railway line fencing along Railway Parade has stopped access
There used to be a walking track through the CSIRO site
Walking and cycling access to the west of Highett
Young people at Sandringham Secondary College and Sandringham East Primary School need to be able to access from east to west

Retaining our neighbourhood character

Large developments would include public housing? Sold off so losing public housing in Highett. It is part of our history
More townhouses and houses to attract more families to Highett not more junkies, bring back the village feel
Need a mix of housing types to encourage mix of people, apartments, townhouses and family housing/detached dwellings
No more apartments, more two storey or single storey townhouses. We need a more diversified age group of residents
Old and new architecture works well together
Retain neighbourhood character controls - policy, design and development overlays (DDOs) etc to all zones
What about houses in Middleton Street?
Privacy has become an issue in people's yards and houses

Upgrading and increasing open space and recreation facilities

Highett does not have enough open space so we should have less development. Losing backyards and no new public open space. It's a family area and there's nowhere for kids to play. Access to open space is poor and not enough
Is this green link a good idea? Is it possible to get a railway crossing to Lyle Anderson Reserve?
Option to swap Lyle Anderson Reserve with CSIRO site. Have ovals next to conservation area
Sell Lyle Anderson Reserve and have larger open space on the CSIRO site.
Trade Lyle Anderson Reserve for more on the CSIRO site
Where are the recreation facilities for all these new people such as football ovals, netball/basketball facilities? Use existing land for sporting facilities. No facilities for sports in the area at the moment
Where are the sporting facilities for these extra people such as basketball courts, tennis courts, ovals?

Upgrading and increasing community facilities and services

Consider diverse uses, library for meeting rooms etc
Council should buy the CSIRO site for community use and open space
Is the old St Stephen's Church in Donald Street going to be a child care centre? The street can't cope. There is a new one going near the RSL
Make the CSIRO site land a children's play area or traffic school
No allocations for medical/health care facilities in Highett Structure Plan area. With more people we will need more facilities
Build a mix of community facilities, mens shed, community gardens into the fabric of the design of the CSIRO site redevelopment

Upgrading and improving physical infrastructure

Double storey car park at Kingston Council library in Highett Road
Drains and sewerage need to be upgraded to support extra development
I have concerns regarding the old sewerage pipes
Infrastructure management. Ensure Council implements contract agreements such as developments managing street scape

Looking after our natural environment and wildlife

Discussed possible conservation reserve south part of CSIRO site
Housing construction is not environmentally friendly, fences east or south. Where is the design for sustainable houses? Better not to have row houses better to have one unit behind the other, better solar access
Green space needed to support additional development
Safe removal of asbestos for new developments

Removing the Highett Road level crossing

Support the removal of the train station crossing
What is happening with the level crossing - can we influence it? Do we care if it's above ground or below ground? Can you keep Highett Station, it is old and aesthetic?

Improving streetscapes

Ensure commercial uses activate street frontages
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Section 2. The Economy

High level observations

This section presents the community feedback relating to the **Economy** and addresses topics such as retail and commercial characteristics, support for local businesses, Highett Shopping Centre, Activity Centres/Business Districts. This section presents the level of agreement or disagreement with statements based on what Council has heard in previous community consultations, suggested locations for new retail and commercial floor space and other issues that need to be considered with planning for the **Economy**.

What Council has heard in previous community consultations with regard to the **Economy** has generally been reaffirmed – what the community **loves** and the **improvements** that the community would like to see, particularly better traffic conditions and more convenient parking.

Mixed views were reported regarding where **new retail and commercial floor space would generally be best located**. Findings are inconclusive for the three proposed sites (Along Bay Road, On the CSIRO site and Along Highett Road). Some respondents offered commentary on the proposed sites, suggested other locations and elaborated their views about new shops and offices generally.

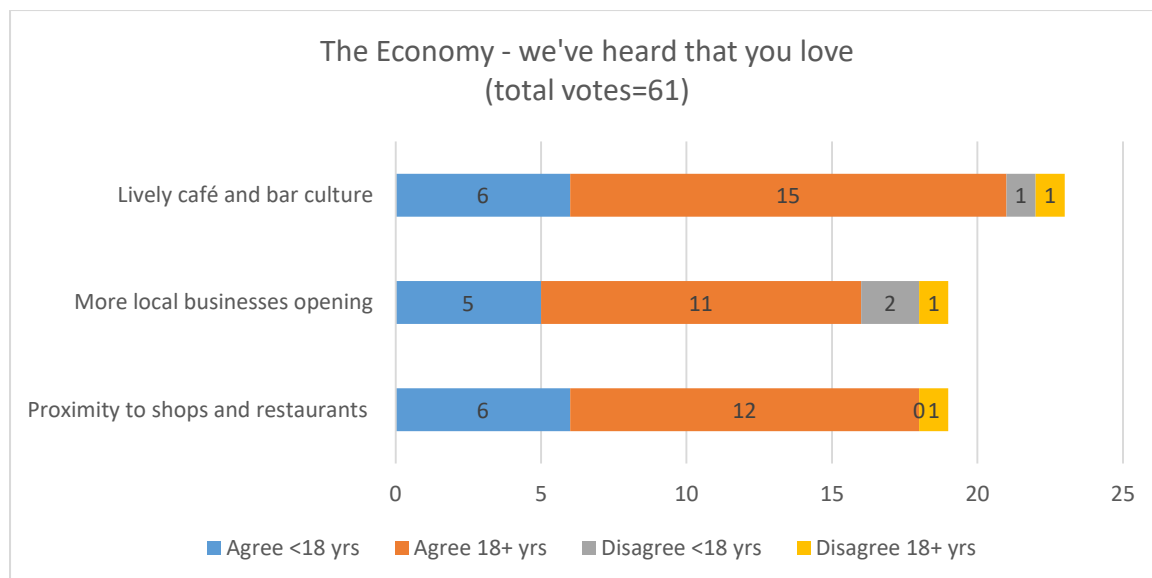
Based on the community feedback, issues to consider when **planning for the Economy** include:

- Traffic congestion and car parking inadequacies
- Having a variety of quality shopping and dining options
- Upgrading and improving physical infrastructure
- Affordable spaces and support for local businesses
- Improving the shopping streetscape and promptly addressing graffiti and rubbish
- Upgrading and increasing community open spaces and recreation facilities
- Upgrading and increasing community facilities and services
- Increasing public transport services and pedestrian and cyclist connectivity
- Congestion due to level crossing
- Impact of new developments and changes in Highett

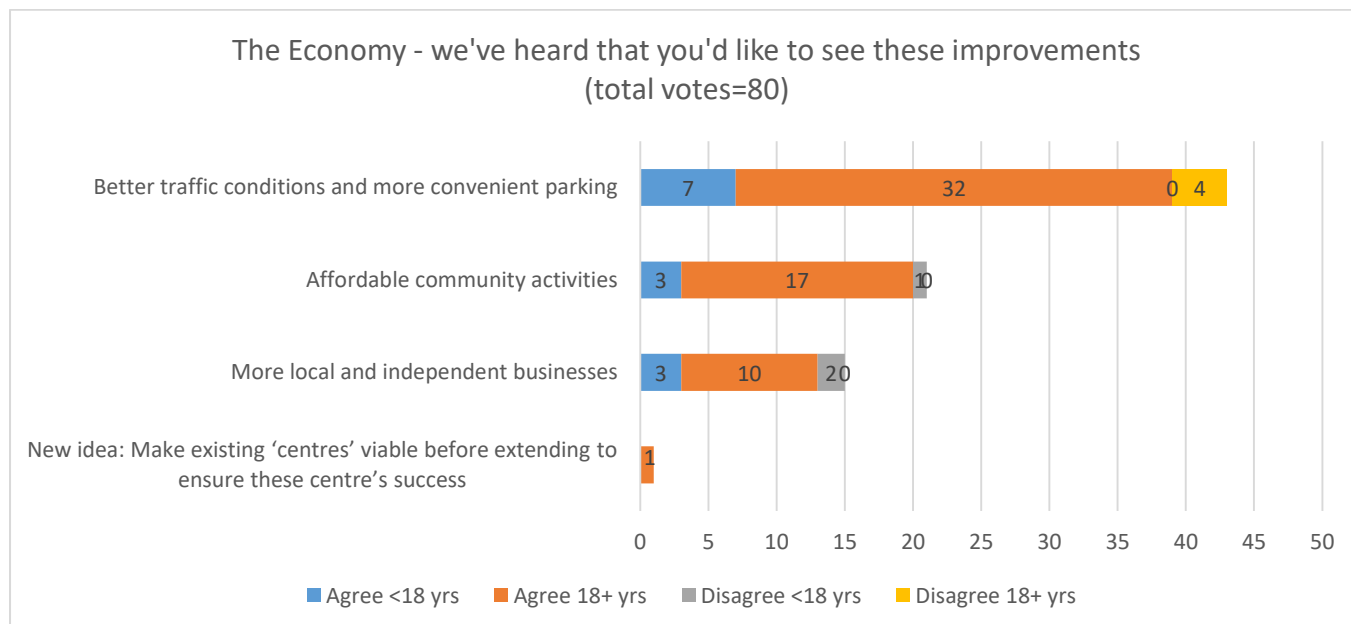
Three of the above themes were reinforced in the input captured via the Online Forum, “Traffic congestion and car parking inadequacies”, “Having a variety of quality shopping and dining options” and “Improving the shopping streetscape and promptly addressing graffiti and rubbish”. Five of the above themes were reiterated in discussions at the Community Workshops, “Traffic congestion and car parking inadequacies”, “Having a variety of quality shopping and dining options”, “Affordable spaces and support for local businesses”, “Improving the shopping streetscape and promptly addressing graffiti and rubbish” and “Upgrading and increasing community facilities and services” as well as comments on “Potential locations for new retail and commercial floorspace”.

Agreement/disagreement with feedback from previous consultations and planned actions

Participants attending drop-in sessions were invited to join a Dotmocracy activity. Participants could place colour-coded sticky dots on Topic-based statements to indicate their agreement or disagreement with “We’ve heard that you love” and “We’ve heard that you’d like these improvements” feedback from previous consultations. As shown in the below summary table, participants generally indicated agreement with all statements, particularly “Lively café and bar culture”.

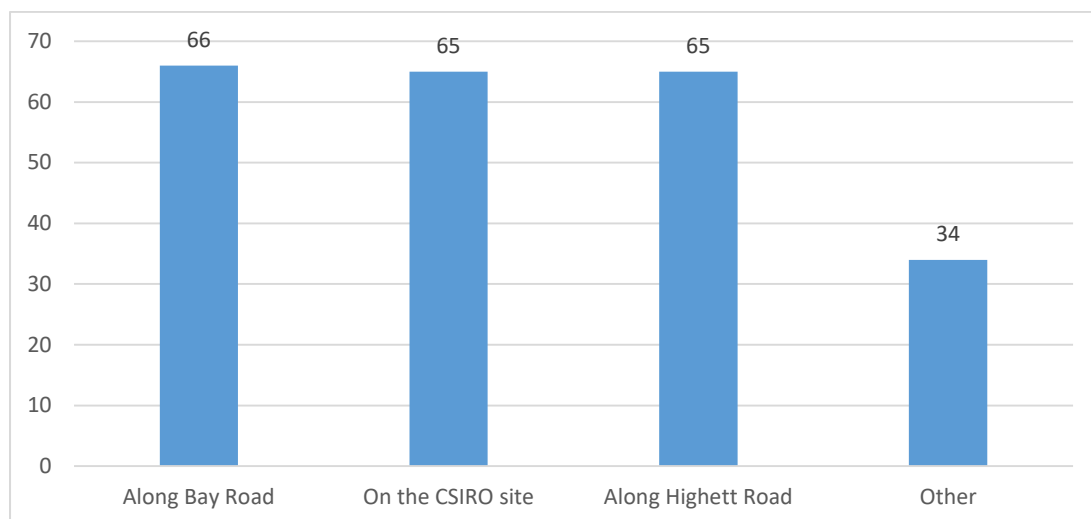


As shown in the below summary table, participants generally indicated agreement with the improvement statements. Strong agreement was apparent for “Better traffic conditions and more convenient parking”. One new idea was recorded, “Make existing ‘centres’ viable before extending to ensure these centre’s success”.



Best locations for new retail and commercial floor space to support growing population

Survey participants were asked “New shops and offices will be needed to support Highett’s growing population. Where would they be best located? (Please tick all relevant options)”. A total of 129 respondents indicated their preferences, as shown below. **The results are inconclusive.** Preferences were evenly allocated across the three suggested sites.



Respondents also provided the following personalised comments on the three specified locations, other potential sites and about new shops and offices generally.

Along Bay Road

Highett - Bayside	Bay Rd towards Sandringham
Highett - Bayside	The regeneration of existing underutilised factories (e.g. Laminex site) into offices and shops, and vacant land along Bay Rd would keep employment opportunities where once they existed.
Highett - Bayside	Only along Bay Rd if off street parking is mandatory.
Highett - Bayside	These options only with sufficient parking and safe entry & exit to & from Bay road. CSIRO site mainly for the benefit of the envisaged population there.
Highett - Bayside	Maintain the vibrancy of Highett shops and re-position the area along Bay Road (to Southland) as a multi-use residential, commercial and business centre
Cheltenham	Bay road is already so busy and dangerous.
Cheltenham	Bay Road doesn't support this
Highett - Bayside	There are plenty of options for small businesses along Bay road. Segregate residential from small businesses

On the CSIRO site

Highett - Bayside	CSIRO needs to be kept for parkland, library and primary school.
Highett - Bayside	If on the CSIRO site, only where housing was designated with adequate parking/public transport
Highett - Bayside	Keep CSIRO for housing and play
Highett - Bayside	Only on the CSIRO site as part of any high rise development.

Along Highett Road

Highett - Bayside	Highett rd is congested already
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Highett - Bayside	Highett RD then Bay RD, followed by the CSIRO site providing it also has green space
Highett - Bayside	Spring Rd / Highett Rd area
Highett - Bayside	not highett road unless parking and traffic issues can be addressed. need to remove the level crossing and replace with underground crossing.
Highett - Bayside	Only along Highett Rd where shops are currently doing business.
Highett - Bayside	Perhaps consideration could be given to part of the Highett Road shopping strip becoming a mall. This may be a way of increasing a sense of community in the precinct as well as alleviating traffic management issues
Hampton	I would highly doubt people moving to Highett would be working in Highett. New offices are not required. That is a ridiculous assumption to make. Further shops should be contained to Highett strip and possible expansion could occur at Little Highett Village on Spring st

Other potential sites

Highett - Bayside	Along Bluff Road
Highett - Bayside	Nepean highway.
Highett - Bayside	Along Nepean Hwy
Highett - Bayside	Along Nepean Highway located on Gas and Fuel site
Cheltenham	Nepean Highway even though this is part of Kingston
Highett - Bayside	Spring Rd village can contribute towards the required growth and can retain its village character
Highett - Bayside	along Spring Road
Highett - Bayside	the small shopping areas - Spring Road / Advantage Road / Noyes Street etc -spread the commercial activity and the traffic and parking associated with it
Hampton East	Railway Parade
Highett - Bayside	Wickham Road (close to the train line)

New shops and offices generally

Highett - Bayside	All. Of the above
Highett - Bayside	Don't agree with further shops as many already empty
Highett - Bayside	Need to do something to bring them the other side of the railway line - railway line needs to be put underground to break the divide
Highett - Bayside	The streets are too narrow to support any further shops and offices
Highett - Bayside	Don't know, its already heavily congested, due to poor management of car ownership/ usage; and poor implementation of Active Transport Policy.
Highett - Bayside	In the streets off the strip eg: council buys homes as they become available and develop into commercial and/or car parks
Highett - Bayside	I do not agree that we need more shops. Take a proper look at the very large numbers of shops at Southland that are deserted, bereft of customers.
Highett - Bayside	The overdevelopment is a "traffic hazard"
Highett - Bayside	Don't have to have 1 concentrated location with shops, it can easily be split between Highett Road and Spring Road with improved parking also.
Highett - Bayside	I've lived in Highett for 30 years. It's a great place, but the shopping centre has been destroyed with the new Woolworths development. I shop there but still consider it poorly planned. It increased traffic congestion so much that it is impossible to drive through Highett on Highett Rd and it is impossible to find a park on the eastern side of the railway line. This must be killing the small businesses in Highett.
Highett - Bayside	No more shops many sit empty already.
Cheltenham	Behind Council offices.
Not stated	Spread them out
Highett - Bayside	many shops already empty, the tech world is our problem. the local economy is not our concern, where can our young folk get work

Issues to consider when planning for the economy

Participants were asked if there was “anything else that needed to be considered when planning for the economy in Hightett”, for “any final comments to have considered” and could submit improvement suggestions via a variety of engagement activities. The personalised responses provide an in-depth snapshot of the participants’ views and there is some overlap with the results from the Dotmocracy activity previously presented.

As extensive feedback was captured, a frequency word cloud is presented below to visualise and preview the content. The size and density of each word reflects the frequency reported. This image shows the “100” most frequently reported “exact” words comprising a minimum of “four” letters.



As shown in the below table, 10 themes were evident in the feedback provided by survey, apartment survey, idea card, drop-in session and drawing activity participants. As shown in the below table, the top two most frequently referenced themes are “Traffic congestion and car parking inadequacies” and “Having a variety of quality shopping and dining options”.

Themes evident in feedback	Number of references (individual comments about this theme)
Traffic congestion and car parking inadequacies	37
Having a variety of quality shopping and dining options	21
Upgrading and improving physical infrastructure	10
Affordable spaces and support for local businesses	10
Improving the shopping streetscape and promptly addressing graffiti and rubbish	9
Upgrading and increasing community open spaces and recreation facilities	9
Upgrading and increasing community facilities and services	8
Increasing public transport services and pedestrian and cyclist connectivity	6
Congestion due to level crossing	5
Impact of new developments and changes in Highett	4
Total	119

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

Traffic congestion and car parking inadequacies

Highett - Bayside	Car parking and how narrow Highett rd is through the village
Highett - Bayside	create space for parking and widen the roads!
Highett - Bayside	Highett road is already too congested with traffic
Highett - Bayside	parking & access - CSIRO site is large and may well be good for new shops/offices but where will all the cars access the area from? Graham road is narrow and over used as it is
Highett - Bayside	Parking
Highett - Bayside	More off street parking. Policing of parking restrictions.
Highett - Bayside	Parking,
Highett - Bayside	Parking on Highett Rd. Parking spaces for apartment buildings and commercial areas.
Highett - Bayside	The traffic along Highett Road cannot take the number of cars. It needs to be recognized that with the number of developments occurring that our urban amenities cannot meet there needs particularly traffic
Highett - Bayside	traffic
Highett - Bayside	Traffic and ample car parking - make it easy to get around and offer free parking to enjoy the new retail and entertainment opportunities.
Highett - Bayside	traffic flows and parking along residential streets
Highett - Bayside	Traffic management
Highett - Bayside	Traffic management parking bike access
Highett - Bayside	Traffic flows and safe crossing locations because more job/businesses and people also means more cars on roads
Highett - Bayside	Parking is essential
Highett - Bayside	All about safety. Maintain policies around parking (not on nature strips).
Highett - Bayside	traffic congestion is bad and getting much worse - more people and more shops will impact this even further
Highett - Bayside	Additional traffic lights particularly at corner of Bay and Graham Roads
Highett - Bayside	Parking, Parking for ages
Highett - Bayside	Parking
Highett - Bayside	Speed reduction methods in streets feeding the strip eg: speed humps, islands, etc. especially on Graham Road
Highett - Bayside	Ensure there is sufficient car parking included in future office planning.
Highett - Bayside	Ease of access whether it is by foot, bike, car or public transport and off street parking will be key. People will not visit if it is too hard to get to or find a park.
Cheltenham	well planned traffic management
Cheltenham	Traffic and parking. Development needs to consider the existing infrastructure. Bay Road is unsuitable for shops and offices given it is too narrow, it already carries a huge amount of traffic and there is no parking currently for obvious safety reasons. Any increase in traffic or changes to parking to facilitate shops/offices on Bay Road would further increase safety concerns (risk of serious accident).
Hampton	Increased traffic flow and parking. I am concerned that traffic is going to become unbearable getting in and out of local streets to main thoroughfare roads like Bay Road and Highett Road
Highett - Kingston	There is already so much congestion in this area with the courts! An everyday occurrence unless you create an enormous car park:(
Highett - Kingston	PARKING

Highett - Kingston	Parking congestion on Henry St - should be only on one side of the road, not both. Impossible for residents to get a park and increases risk of car accidents, given people try and drive through an already narrow space.
Cheltenham	traffic through highett road strip
Caulfield South	Car parking
Brighton East	Better transport
Blank	Traffic!
Bentleigh East	The main issue is the flow of traffic, it is getting quite congested in Highett.
Drop-in	New restaurants and cafes have parking for customers
Not stated (submission)	Congestion deters some people from shopping at the Highett Village

Having a variety of quality shopping and dining options

Highett - Bayside	Good variety - some clothing shops would be great and fruit and veg / pop up shops
Highett - Bayside	Encourage people to attend the commercial areas. Again, perhaps create a pedestrian mall at the southern end of railway parade. The area would attract more families and people and create a meeting place. The introduction of the hawker bar, typhoon, the diplomat, Mr. humbles and the Mexican place has seen a vibe in this area that is exciting for the suburb.
Highett - Bayside	Quality must be an eternal consideration. Quantity, for its own sake must be discouraged at all times.
Cheltenham	It needs to be sustainable economy so nothing fleeting. Businesses need to be able to flourish right away and continue to flourish - putting in yet another coffee shop to fill a space does not work.
Highett - Bayside (Apt)	Clothing shop eg seed, country road
Highett - Bayside (Apt)	Need a few more good cafe/bar/restaurants. And a good newsagent/gift shop.
Highett - Bayside (Apt)	Update the shops to be not so old school and evolve with the new dining options that have recently opened.
Highett - Bayside (Apt)	Love the cafes. Need more please
Highett - Bayside (Apt)	Some more high end restaurants would be great / wine bar.
Highett - Bayside (Apt)	More shops - Highett shopping centre has developed a real vibe. It would be good to see that continue
Highett - Bayside (Apt)	Highett cafes and restaurants are not conducive to working from home as they are small, crowded and a result, end up a bit noisy.
Highett - Bayside (Apt)	Need to also attract more quality retailers on Highett Rd. Great options near the station however as you head towards the Nepean the quality drops significantly. A good retail strip will attract more visitors etc
Highett - Bayside	we are losing small business shops on main street that help life happen, like green grocer, butcher, home goods, etc. It would be sad for us to have only a big business shop like woolworths and cafes.
Highett - Bayside	Keep encouraging the fabulous new cafes & restaurants to enter the village & we desperately need a really good green grocer. Woolworths is the only option...such a letdown when we have a brilliant butcher!
Highett - Kingston	More facilities for young couples - e.g. shops, cafes, bars. More and more young couples are making their homes in Highett, but go to other suburbs/the city for entertainment.

Having a variety of quality shopping and dining options – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Better shops in Spring Rd (Little Highett)	There is better cafe/food/bar choices
Highett - Bayside (IC)	Keeping and enforcing for the future planning of small retail shops in Highett Shopping Centre	To create an atmosphere for Highett residents and visitors of a relaxed

		ambience as an alternative to big apartments
Highett - Bayside (IC)	other shops, clothing, etc.	The community grows and people have less need to go elsewhere
Highett - Kingston (IC)	Entice some retailers/cafes/well known operators	More people stay/shop/eat local instead of going to Hampton/Brighton
Not stated (IC)	Activate shops along Highett - move activation all along	Not stated
Not stated (IC)	Change and diversity has been good	Supports local economy and businesses

Upgrading and improving physical infrastructure

Highett - Bayside	It would be great to have our local street drains go from concrete to sand and plants. This way the water will be cleaned as it leaches through these substances. This idea has been put forward by Melbourne Water.
Highett - Bayside	That there is adequate signage. I work in Livingston kindergarten and there is not one sign that says Livingston kindergarten. Signage only states "children's centre" that parents are confused by.
Highett - Bayside	Plumbing
Highett - Bayside	lighting
Highett - Bayside	Build footpaths in street that do not have any.
Cheltenham	People will increasingly work from home. NBN is vital, as is dedicated space in new developments (potentially areas that can be booked, built-in communal WiFi with dedicated work channels, other innovative solutions that minimise the need for travel).
Not stated	Infrastructure which is appropriate for the community
Highett - Bayside	Consideration must be given to the cost involved in more and improved street lighting and footpath maintenance
Highett - Bayside (Apt)	NBN services to be bought up to date. Going on four months with no Internet due to problems with NBN pit on street. Funny not if you're with Telstra but other ISP be prepared to wait.
Highett - Bayside	All bus stops to have adequate shelters

Affordable spaces and support for local businesses

Highett - Bayside	Encourage and support local businesses to open.
Highett - Bayside	Ensure that commercial rents remain low enough that existing small business owners can afford to stay, and that new small businesses can open. Not just chains!
Highett - Bayside	Local businesses not pushed out by large scale competitors and rent increases
Highett - Bayside	Supporting new businesses that open so that they continue to grow
Hampton East	Accountants and other non retail shops take up valuable street frontage so wandering the shops is not really that exciting. Would be great to encourage services to go to one location (say, CSIRO?) and have shops & cafes in another (say, Highett Rd)
Highett - Bayside	If building apartments above shops residents shouldn't complain later about music in restaurants etc. you know that when you buy there
Highett - Bayside	Creating opportunities to leverage off existing successful businesses (create hubs or precincts where similar businesses can cluster)
Highett - Bayside	Maintaining cost effective spaces for new businesses, community enterprises and self employed consultants
Highett - Bayside	Small business co-working spaces always fail. Ratepayers shouldn't subsidise hobby businesses. They should stand on their own feet.
Highett - Bayside	creative co-sharing space for all the entrepreneurs in the community working from home

Improving the shopping streetscape and promptly addressing graffiti and rubbish

Highett - Bayside	Graffiti- I'm gobsmacked that little is done to support business and home owners in removing graffiti as quickly as possible to discourage the activity. In Sydney where I grew up council offered a removal service and home owners were encourage to report ASAP and this proved successful. It's everywhere in Highett.
Highett - Bayside	How will garbage and street cleaning be managed. Highett is already looking like a tip with apartment residents secretly dumping their rubbish and not cleaning up their green waste.
Highett - Bayside (Apt)	Main shopping street could do with a spruce up to make up it to date.

Improving the shopping streetscape and promptly addressing graffiti and rubbish – my idea for Highett is ... so that ...

Highett - Bayside (IC)	More greenery in shopping areas.	It becomes a community hub
Highett - Kingston (IC)	Update the main street area to reflect Church Street area (Trees and parking improvements).	More people stay/shop/eat local instead of going to Hampton/Brighton
Highett - Kingston (IC)	Keep the footpaths, streets and laneways clean	It is important as it gets busier around the area
Not stated (IC)	To include more public art, such as on walls around the station	There is better access to arts and culture in the community
Not stated (IC)	To open Highett Station and restore it to 1889 design.	The history of Highett is better appreciated.
Carrum (IC)	More flora like hanging baskets	increase the focus to add more flora to the atmosphere

Upgrading and increasing community open space and recreation facilities

Highett - Bayside	Open spaces so it feels welcoming.
Highett - Bayside	Parks and parklands
Highett - Bayside	Free Open space
Highett - Bayside	more individual open space.
Highett - Bayside	Drawcards - what can help bring people to Highett e.g. parks?
Highett - Bayside	open space where people can meet and enjoy open space.
Highett - Bayside	Maintain policies for dogs not to run free around playgrounds.
Highett - Kingston	Downsizers moving into apartments lose the opportunity to garden. It would be wonderful to have a community garden such as the Veg Out garden in St Kilda. Gardeners are charged \$40 a year and it is a wonderful community space
Highett - Bayside (Apt)	A small affordable gym within walking distance from Highett train station would be good

Upgrading and increasing community facilities and services

Highett - Bayside	A medical centre
Highett - Bayside	Schools, child minding, areas for elderly to enjoy
Highett - Bayside	Medical and dental facilities
Highett - Bayside	More schools in highett
Highett - Bayside	Redevelop library site into town centre
Highett - Bayside (Apt)	Laundry facilities
Blank	Increase in family needs - childcare; health services.
Highett - Bayside	affordable community activities

Increasing public transport services and pedestrian and cycling connectivity

Highett - Bayside	Train services need to increase, more seating in rush hour, plus some faster trains from Highett
Highett - Bayside	Public transport
Highett - Bayside	Buses,
Highett - Bayside	Wider roads to suit disability access
Highett - Bayside	cycling paths
Highett - Bayside	That places are easy to get to through safe cycle paths, walking trails etc

Congestion due to level crossing

Highett - Bayside	railway line needs to be put underground to break the divide
Highett - Bayside	The train crossing needs to be removed. It causes major traffic issues and is a nightmare. As a consequence I avoid the area at all costs!
Highett - Bayside	remove level crossing at Highett Rd
Highett - Bayside	The congestion where there is a level crossing I would highly recommend as well as help fund lobbying to remove the level crossing. It is an integral entry point into highett and creates a rather dull appeal.
Blank	Train line is impacting local shops, funding for an underground station would support Highett's growth

Impact of new developments and changes in Highett

Highett - Bayside	Planning to keep the community spirit of likeminded people that Highett already has, with mixed ages
Highett - Bayside	Look and feel of the suburb. Don't want it to be end up too sterile looking city.
Highett - Bayside	That over population in small suburbs becomes a drain on the economy and drains systems
Cheltenham	Spread the load around all of Bayside. Develop a major high rise above Beauy Concourse, behind Council offices.

Online forum published comments with level of public support/vote allocations

The Have Your Say Bayside online consultation platform permitted participants to submit personalised statements. The following **Economy**-related comments were published. Once publicly visible as published comments, interested members of the public could indicate whether or not they supported the sentiment by allocating an unspecified number of up votes (support) or down votes (no support). Comments were published at different points in time throughout the consultation and there was no restriction on the voting option so keen participants could allocate unlimited votes for their own or other statements. *Thus, these findings should be interpreted with caution.*

Shops in Highett Village to have to maintain a reasonable standard in the upkeep of their facade. Shops should have to keep a reasonable standard in appearance. The council needs to assist by promptly cleaning graffiti. Parts of Highett shopping centre look like a ghetto.	7 up votes	2 down votes
Litter Challenges. There are a large number of empty bottles of alcohol being left around the shopping complex on Highett Rd. There are also cigarette butts and general litter being left around neighbouring streets. From my experience there is a lower social demographic that do not appreciate this area. I would like to understand how the council intends to clean this up.	6 up votes	0 down votes
Bar scene. Design the area surrounding the station and down the Main Street to encourage nightlife. The area is starting to have a lot of nice restaurants and bars, but has a long way to go before it really draws a significant crowd. Somewhere with music- both live and DJ would be good... there's currently nowhere that would be considered a club or pub in the area.	3 up votes	0 down votes
Provide extended parking longer than 2 hours. My business relies on my clients being able to park their cars for extended periods up to 5 hours in duration. To move their cars once during a mediation is reasonable but to have to move their cars several times would be disruptive and add to their stress.	3 up votes	0 down votes
I would council to introduce a policy to remove unsightly graffiti as soon as it appears.	2 up votes	0 down votes
Too much rubbish at Highett Station. I see there is an increasing amount of rubbish along the railway track of Highett station and it is hard to clean when there people just throw rubbish over the wired fence. In short term if you could organise a couple of volunteers to clean up. For people who walk past by on the footpath next to it every day it seems Highett is not a great environment to live in	0 up votes	0 down votes
Train station safety. The Highett train station could be upgraded to incorporate shops/cafes etc. this would attract some activity and lighting to the area to minimise attractiveness for crime and dodgy behaviour. There are many international examples of where such cross purpose design planning has been effective. Coming home on the train in the dark to an unmanned station is unnerving for me but increasingly a concern for my daughters.	0 up votes	0 down votes

Deliberative input from Community Workshops

The following **Economy**-related comments, issues and ideas were recorded at the table-based discussions and on the post-its poster at the two Community Workshops. Input was sought following a short presentation of the preliminary findings based on the analysis of community feedback gathered prior to the Workshops. As shown below, a large number of points were recorded for “Having a variety of quality shopping and dining options” and “Potential locations for new retail and commercial floor space”.

Having a variety of quality shopping and dining options

Imbalance between activity with Kingston shops and Bayside
Challenge is to make Bayside centre as interesting as Kingston side
Growing prevalence for niche fashion, eg. Milliner
Market style retailing on Highett Road, fruit and vegetables etc so we don't have to do weekly fruit and vegies shopping at Southland
Cheaper local produce, not boutique
More day to day shops
More niche or boutique retailing in Highett
Fashion or gift retailers would be nice
Fruit and vegetable shop and butcher a must
Can we theme - make Highett a Centre for architects or ESD shopping centre?

Potential locations for new retail and commercial floor space

Bay Road - dead businesses given Southland and low amenity of Bay Road environment
Stay away from Bay Road
Can retail go to Donald Street?
CSIRO presents great opportunities for community facilities and small scale shops
Like having little strip shops, important to ensure Spring Road and Advantage Road shops are preserved
Locate or grow commercial uses at Advantage Road
Are small shops still relevant in Highett? Woolworths and Southland make it hard

Affordable spaces and support for local businesses

Is Council doing enough to support small local businesses in the centre? And to get more up and running?
We try to support local businesses but sometimes need to go elsewhere
Shops are receptive to feedback and will try and stock other produce if you ask
Noise from shops need to be supported (bands/speakers), not condemned by Council and closed
Are the shops in Highett going to survive?

Traffic congestion and car parking inadequacies

Sequencing of lights on Highett Road is an impediment to shopping in Highett
Constant reduction of parking in new developments negatively affects trade
Car parking in roads make intersection of Donald Street and Worthing Road an issue given sight distance
40km speed limit from Donald Street

Upgrading and increasing community facilities and services

Bayside needs to improve amenity of centre
WIFI available to provide youth somewhere to go (that's not a library)

Improving the shopping streetscape

Woolworths inactive frontage is an issue
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Section 3. Movement and Transport

High level observations

This section presents the community feedback relating to **Movement and Transport** and addresses topics such as public transport access (train station, bus services and routes, level crossing), bicycle routes, networks and infrastructure, pedestrian routes and accessibility, road networks, traffic movement and car parking. It shows the level of agreement or disagreement with statements based on what Council has heard in previous community consultations and feedback on locations where traffic, parking or safety issues have already been identified. Suggestions to encourage walking and cycling and opportunities to improve walking and cycling paths are identified as well as other general issues to consider when planning for **Movement and Transport**.

What Council has heard in previous community consultations with regard to **Movement and Transport** has generally been reaffirmed – what the community **loves** and the **improvements** that the community would like to see, especially better traffic flow.

Based on the community feedback, **walking or cycling could be encouraged** by improved safety for walkers and cyclists, improvements to infrastructure (existing paths, better located footpaths and access to bike racks/lockers) and more information about local walks and rides. A range of specific and general locations were indicated where walking and cycling paths need to be improved, widened or added. **Highett Road and Bay Road** were most frequently mentioned. There are many suggestions to **improve cyclist and pedestrian safety** and **links to open space**.

There was general agreement on the streets identified as sites for **traffic, parking or safety issues**. Many respondents offered commentary on an assortment of streets including Bay Road, Middleton Street, Beaumaris Parade, Graham Road, James Avenue, Donald Street and Tibrockney Street.

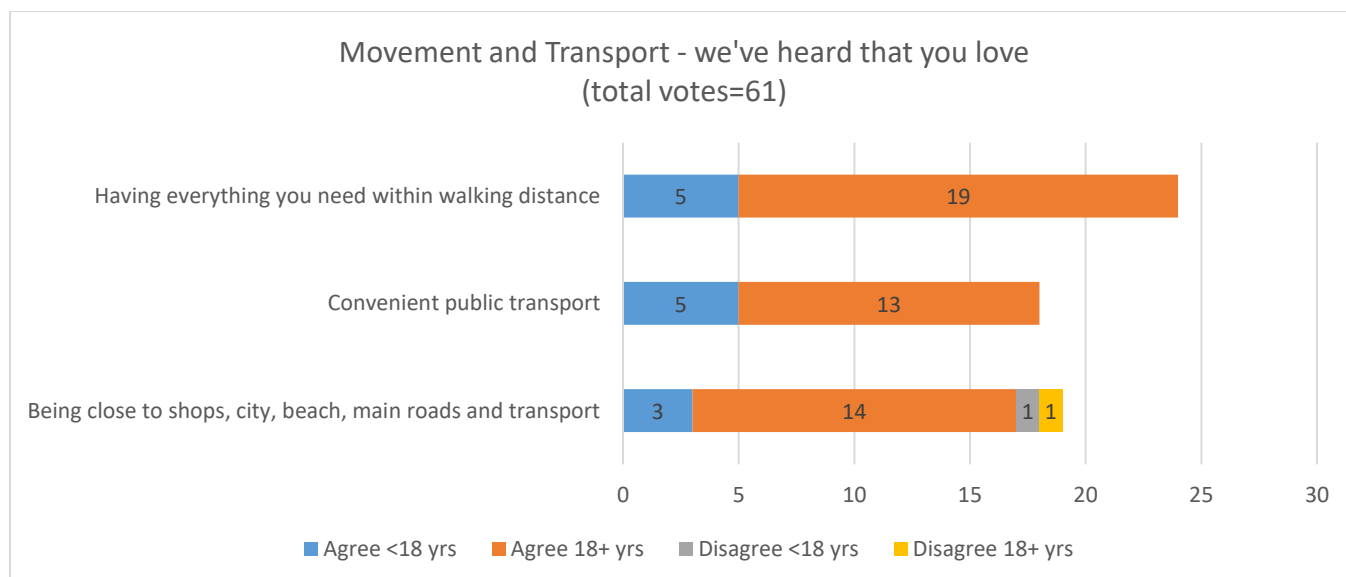
Based on the community feedback, issues to consider when planning for **Movement and Transport**:

- Need more parking infrastructure in and around the Village
- Advocate for the removal of level crossings in Highett
- Improve traffic flow and reduce congestion
- Review and improve bus services, routes and infrastructure
- Improvement suggestions for specific intersections and roads
- Traffic management plan and strategies to accommodate population growth
- Improve pedestrian and cyclist links and safety
- Retain and improve Highett Train Station
- Train services, frequency and capacity
- Resident car parking and amenity
- Review signage and restrictions for on-street parking
- Improve public transport connectivity
- Reduce traffic speed
- Improve street lighting

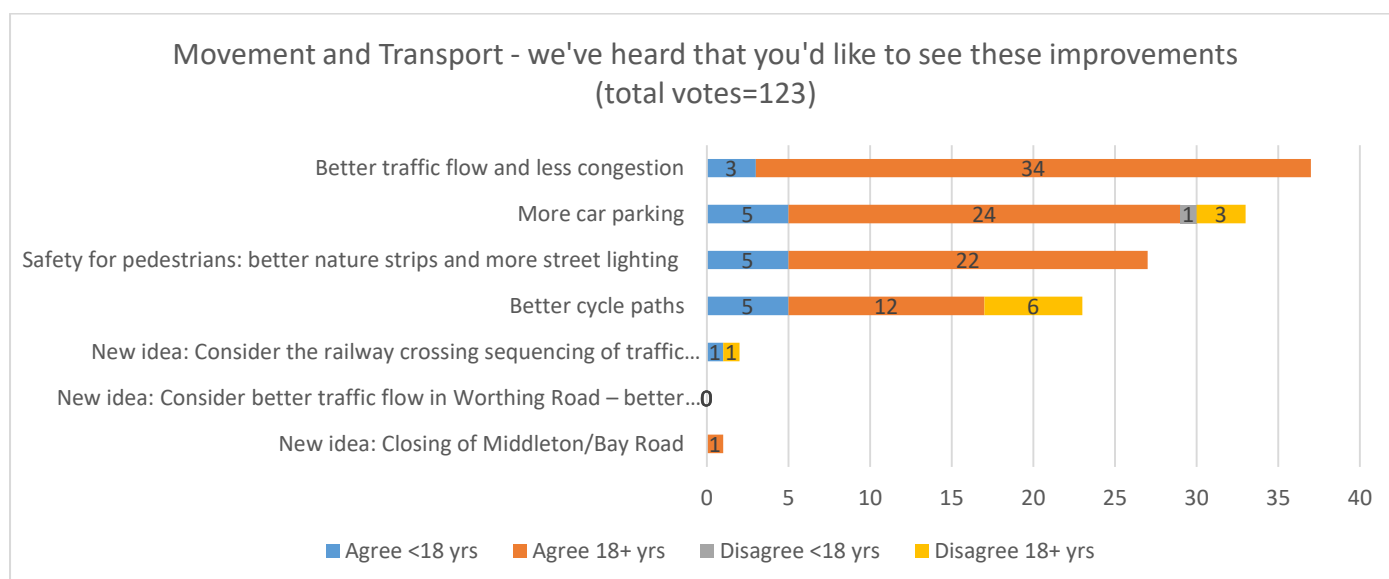
Most of the above themes were reinforced in the input captured via the Online Forum with the exception of “Review and improve bus services, routes and infrastructure”, “Review signage and restrictions for on-street parking”, “Improve public transport connectivity”, “Reduce traffic speed and “Improve street lighting”. Most of the above themes were reiterated in discussions at the Community Workshops with the exception of “Train services, frequency and capacity”, “Resident car parking and amenity”, “Review signage and restrictions for on-street parking”, “Reduce traffic speed and “Improve street lighting”. Community Workshop participants also noted a variety of locations where there are traffic, parking or safety issues.

Agreement/disagreement with feedback from previous consultations

Participants attending drop-in sessions were invited to join a Dotmocracy activity. Participants could place colour-coded sticky dots on Topic-based statements to indicate their agreement or disagreement with “We’ve heard that you love” and “We’ve heard that you’d like these improvements” feedback from previous consultations. As shown in the below summary table, participants generally indicated agreement with the three statements. In particular, agreement was evident for “Having everything you need within walking distance”.

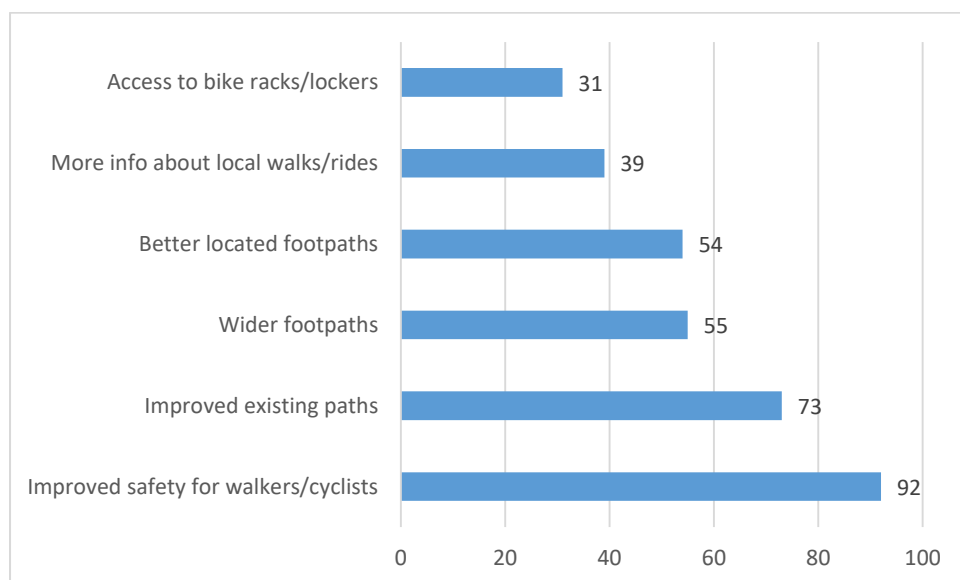


As shown in the below summary table, participants generally indicated agreement with the improvement statements. Strong agreement was apparent for “Better traffic flow and less congestion”, “More car parking” and “Safety for pedestrians: better nature strips and more street lighting”. Three new ideas were recorded, “Consider the railway crossing sequencing of traffic lights along Highbett Road”, “Consider better traffic flow in Worthing Road – better parking near gym and kinder” and “Closing of Middleton Road-Bay Road”.



Suggestions for increasing and improving walking and cycling in and around Highett

Survey respondents were asked “What would encourage you to walk or cycle more in your local area? (Please tick all relevant options)”. A total of 130 respondents indicated their preferences, as shown below. Support was recorded for the six prescribed statements. Strong support apparent for “Improved safety for walkers and cyclists”. In relation to pedestrian and bicycle infrastructure, there was support for “Improved existing paths”, “Wider footpaths”, “Better located footpaths” and “Access to bike racks or lockers”. Some support was also evident for “More information about local walks and rides”.



Survey respondents were also asked “Where do you think walking and cycling paths need to be improved, widened or added?” and could provide a personalised response. As shown in the below table, respondents referred to many specific road in recognised on road bike networks (Highett Road, Bay Road, Graham Road and Worthing Road). Other locations included Bluff Road, the CSIRO site, Nepean Highway, Wickham Road and along the Frankston railway line. There were also references to improving or increasing pedestrian and bicycle infrastructure and links to open spaces.

Themes evident in feedback	Number of references (individual comments about this theme)
<i>Specific road - Highett Road</i>	30
<i>Specific road - Bay Road</i>	25
<i>Specific road - Graham Road</i>	8
<i>Specific road - Worthing Road</i>	1
Improving cycling paths/routes and cyclist safety	25
Improving footpaths and pedestrian safety	16
Other specific roads and locations	16
Pedestrian and cyclist links to open space	13
Improving street lighting	11
Total	145

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

Specific road - Highett Road

Highett - Bayside	Cycling doesn't help our traffic issues - it makes it much worse. Wider footpaths on Highett Rd would be good. I'm surprised the council allowed Woolworths to build so close to the road - I think that was a mistake.
Highett - Bayside	Highett Rd through to Bay.
Highett - Bayside	Highett Road
Highett - Bayside	Highett Road
Highett - Bayside	Highett Road
Highett - Bayside	Highett Road
Highett - Bayside	Highett Road
Highett - Bayside	Highett road it's scary to ride with the traffic To Southland along bay road
Highett - Bayside	on Highett Road
Highett - Bayside	One footpath only is necessary on Highett Road. This way, you have wider lanes for the car and possibly could fit a bike lane also.
Highett - Bayside	Through Highett main strip up to Rowans and along Nepean or alternative route both ways, safely linking the suburbs. Improved footpath and cycle lane up to Southland. Appropriate cycle parking at south land
Highett - Bayside	Highett Rd
Highett - Bayside	Highett Road is currently very dangerous for cyclists. Urgently needs widening with a cycle path put in
Highett - Bayside	Highett Road
Highett - Bayside	Highett rd,
Highett - Bayside	Cycling on narrower sections of Highett Road is an area of concern.
Highett - Bayside	Approach to entrance to Highett station also needs to be improved and updated to make it more appealing similar to what Kingston have done on their side.
Highett - Bayside	I would like a "green" walk from Highett shopping centre to Southland. Please formalise the existing ability to walk east of the railway track all the way, and please preserve the pond with ducks etc..
Highett - Bayside	I walk a lot around Highett especially Highett Road. The footpath is quite narrow and gardens and or nature strips overgrown making it worse.
Not stated	Highett Road
Caulfield South	Highett Rd
Blank	Highett Road. Drivers often reverse of our driveways without looking and have almost hit my children multiple times!
Highett - Kingston (Apt)	Intersection at Highett Road and Rowans Road not safe. Drivers don't respect the pedestrian crossings. They speed around the corner from Rowans road to enter the Nepean. They also speed off the Nepean and don't stop or slow down before entering Highett Road.
Hampton East	To and from main cycling routes (Highett Road to Beach Road) also to nearby towns- Hampton, Sandringham, Black Rock, Moorabbin)
Highett - Bayside	Improved pedestrian crossings across Highett Rd

Specific road - Highett Road – my idea for Highett is ... so that ...

Highett - Bayside (IC)	A bike lane on Highett Road - could have smaller nature strips and turn the space into bike paths	It's safe
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Highett - Bayside (IC)	To improve and optimise pedestrian crossings - the one in front of Woolworths is quite slow	The Highett Road space is safer for pedestrians
Highett - Kingston (IC)	Improved footpath/crossing and laneways from Highett station through to the Nepean Highway	It is safe for people and families who use Highett station and shopping areas to walk, especially in the evenings and in winter. With the increase in proposed dwelling on Nepean Highway near Highett Road
Highett - Kingston (IC)	Railway crossing - hard to get around. Pedestrians in particular, as the developments are bringing in more cars.	It removes frustration - at the moment people don't want to stop at Highett Shops because it's hard to get around
Not stated (IC)	To fix the footpath on Highett Rd between the station and Spring Rd	Not stated

Specific road - Bay Road

Highett - Bayside	Bay Road
Highett - Bayside	Worthing road.
Highett - Bayside	Bay Road
Highett - Bayside	on Bay Road
Highett - Bayside	The footpath along Bay Road (especially around Reserve Road) needs to be improved. It is not pleasant or safe to walk along Bay Road and sections of it are very difficult with a pram.
Highett - Bayside	Bay Road around underpass
Highett - Bayside	Bay Rd
Highett - Bayside	Bay rd
Highett - Bayside	Bay Road
Highett - Bayside	Bay rd,
Highett - Bayside	Bay road,
Highett - Bayside	Bay rd,
Highett - Bayside	Suggest designated or shared pedestrian/bike tracks along Bay road and Highett Road connecting to Nepean Highway and the beach at Sandringham and Hampton.
Highett - Bayside	Bay Road is not currently safe to cycle on.
Cheltenham	Bay Road. It is too unsafe to ride on Bay road between Bluff and Nepean Hwy. I have personally seen 2 cyclists knocked over on Bay Road in the 3 years I have lived here.
Cheltenham	Under the bay Rd train bridge, too narrow and dangerous.
Hampton	A bike path on Bay Road is the worst idea possible and would cause further delays and congestion. Unfortunately with Melbourne's cold winters we are never going to be a full blown cycling town.
Cheltenham	Bay road
Not stated	Bay Road
Caulfield South	Bay Rd
Highett - Kingston	It is the same being a pedestrian walking along Bay Road towards Southland. It is so busy and traffic is moving so fast and close.
Bentleigh East	Bay Road
Highett - Bayside	Also better pedestrian crossings/lights on major roads - Bay Rd from Reserve Rd to Noyes street is a joke with no pedestrian crossings

Specific road - Bay Road – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Crossing for Bay Rd - it is so busy that walkers can only cross at Reserve Road or Noyes St	It is safer for walkers and bike riders
Highett - Bayside (IC)	Additional traffic lights on Bay Rd adjacent to Aldi	Residents can safely cross Bay Rd on foot

Specific road - Graham Road

Highett - Bayside	Graham Road, Highett
Highett - Bayside	Graham and Bay Roads
Highett - Bayside	Walking paths along Graham Rd and the surrounding streets are in very poor condition. The streets are too narrow to allow dedicated cycle paths.
Highett - Bayside	graham rd for cyclists
Highett - Bayside	Graham Rd
Highett - Bayside	Graham rd.
Highett - Bayside	Certainly the footpaths on Graham Road are in need of urgent repair - currently very dangerous especially for the elderly
Not stated	Graham Road

Specific road - Worthing Road

Highett - Bayside	Worthing rd,
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Improving cycling paths/routes and cyclist safety

Highett - Bayside	Most of footpaths around Highett are in very poor condition and some streets have no footpaths. All very well to encourage more riding but streets are so overcrowded it's very dangerous, especially for children. Our kids no longer ride their bikes around Highett due several near misses - too many parked cars/traffic in streets. The most frustrating part is the cars that park over footpaths, especially around some industrial areas and where building is going on - tradies think they can park anywhere.
Highett - Bayside	Cycle lanes are important in this area but do not seem to be factored into highett's growth.
Highett - Bayside	Main roads need bike paths
Highett - Bayside	Everywhere and bikes made to use them where they are located instead on congesting traffic on the roads
Highett - Bayside	If you want to encourage cycling you need to have cycling paths everywhere because both the footpaths and the roads are too narrow.
Highett - Bayside	Actual cycle ways would improve safety
Highett - Bayside	Bike lanes! Well marked, continuous, such that I don't have to fear of being hit by a car when going somewhere.
Highett - Bayside	marked (on the road and signed) cycle routes to the local schools.
Highett - Bayside	Safe on-road infrastructure. It needs to be on-road, so that people use a bike for shopping, library visit, etc. whenever possible, instead of a car.
Highett - Bayside	Everywhere - I don't know of any safe cycling paths in Highett. Footpaths are way too narrow as are the streets themselves. There is no safe cycling in Highett at the moment.
Highett - Bayside	there aren't too many cycle paths around Highett so anything would be an improvement.
Highett - Bayside	I am unaware of any bike paths in the Highett area and the challenge is that roads such as Bay, Highett and Graham Rds are already busy and narrow.
Highett - Bayside	There are no bike paths where we live. It would be wonderful to see safe bike paths so that our children can ride to school safely.
Highett - Bayside	Cyclist killed (doored) a few years ago in shopping strip - yet cycling is now more dangerous since Woolworths insisted on current road design to encourage car use!

Highett - Bayside	Encouraging people to walk or use a bike is important.
Highett - Bayside	improved cycle lanes connecting southland and other suburbs and beach, street lighting on both sides of roads for resident safety
Cheltenham	Designated cycle paths through Cheltenham and Highett to link through Bayside would be great. These should NOT be on main roads.
Highett - Bayside	Get bike riders off the roads. Force them to use paths!
Highett - Bayside	Bike lock up poles near shops.

Improving cycling paths/routes and cyclist safety – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Bicycle paths	It is safer for all
Highett - Bayside (IC)	Better maintenance of roads for cyclists	Cycling is encouraged and its safety is improved
Highett - Bayside (IC)	More cycling infrastructure, preferably off road.	Cycling is encouraged and its safety is improved
Highett - Kingston (IC)	A bike path along the railway line - any designated bike path would be good	People can get around safely on a bike
Highett - Bayside (IC)	For cycling paths to be established on more roads - as Highett Rd - very narrow!	More people will cycle.
Not stated (IC)	Cyclist access to Beach Road, especially during peak times as there is not current designated paths/roads	Southland, Highett, Cheltenham, Sandy is connected to the beach. Bay Rd would be great for this and has room!

Other specific roads and locations (roads and locations bolded)

Highett - Bayside	Bluff rd,
Highett - Bayside	Bluff road
Highett - Bayside	Bluff Rd
Blank	Along Bluff Rd - there is little protection, if any, for cyclists. The path is not sufficient for both pedestrians and cyclists
Highett - Bayside	Jack rd,
Highett - Bayside	Nepean Highway
Highett - Kingston (Apt)	Riding a pushbike towards the city is difficult, a bike lane/path down Nepean highway towards south road would help.
Highett - Kingston (Apt)	Over pass walkway to cross highway between the gas works park and around turner road or Alfred.
Highett - Kingston	Along Nepean Highway and residential roads - at the moment I feel like I can't really walk anywhere that's not a park.
Highett - Kingston	I sometimes walk along Nepean Hwy service road towards Southland from Highett and cross at junction of Bay/Nepean Hwy to get to Southland. I hate standing at the lights there surrounded by all that traffic whizzing past. I feel if someone loses control of their car I will be killed. Just feel exposed and unsafe.
Cheltenham	The bike path along Nepean Highway from Gardenvale stops at South Rd - it needs to be continued south to Southland. There is no safe route east-west through Highett. There is no safe route to the Bay Trail. There has been a complete failure to plan ahead in this area. Cycle routes should be contiguous and easy to use for distances of more than 10 - 20 km.
Highett - Bayside	Tibroekney Street , section of road that doesn't have a footpath near Highett tennis club
Highett - Bayside	Reserve road
Highett - Bayside	Wickham rd,
Highett - Bayside	Encourage cycling on Wickham road rather than Highett Road as WR is wider.
Hampton East	When walking rail crossing at Wickham Rd is very dangerous

Pedestrian and cycling links to open space (locations bolded)

Highett - Bayside	Connecting the CSIRO site to existing bike tracks in Nepean Highway, Reserve, Bay and Highett Roads
Highett - Bayside	Need to ensure there is adequate cycling and footpaths in the CSIRO development.
Hampton	A walking/cycling track around the CSIRO site would be effective.
Highett - Bayside	A nice pedestrian / bike pathway through / around the CSIRO site
Highett - Bayside	Better access needs to be given to Lyle Anderson Reserve , there needs to be footpaths going in from both Thistle Grove (with that approach to be widened and made more appealing and safer) and Highett Grove. The car park there needs to be sealed to provide easier access to the elderly and young families with strollers etc.
Highett - Bayside	Must connect Station street to William Fry Reserve and Southland along rail line w/ cycle/walk path
Highett - Bayside	Improved safety for walkers and cyclists especially near commission flats. Along railway tracks they could go all the way to the city - from Southland to Cheltenham
Highett - Bayside	The two are not compatible. Cycling beside the Frankston rail line seems a good suggestion. Walking is hazardous and some bike riders seem to be unaware of road rules and that it is illegal to ride on footpaths unless under 12 years (with some exceptions). Frail, disabled are the greatest risk as the consequences of being knocked over can be severe.
Highett - Bayside	Along the train line . Needs to be lit at night.
Cheltenham	There should be a bike and walking path down the entire length of the railway line from Highett to Cheltenham station.
Highett - Kingston (Apt)	A walk bridge over rail near station.
Highett - Kingston (Apt)	Improved footpaths within the park to create better access to Bay road and Southland Railway Station would greatly improve living in this location. There are many retired residents living here who would be able to better access the park and enjoy its facilities if this were to happen.

Pedestrian and cycling links to open space – my idea for Highett is ... so that ...

Highett - Bayside (IC)	More bike paths, especially along the railway line between Highett to Southland. Not only for bikes, but for elderly scooters.	Not stated
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Improving footpaths and pedestrian safety

Highett - Bayside	All over Highett
Highett - Bayside	Every street should have footpaths on both sides.
Highett - Bayside	We don't can have a footpath and I've been asking council for 12 months and we've still been given a long timeline on it happening. I have two kids and walk a lot but it's really hard without paths.
Highett - Bayside	Remove bumps (which are a danger to walkers and cyclists) on footpaths. I am lucky that I can walk to Southland and Highett station = need to check re Cheltenham - have in past been able to walk to station.
Highett - Bayside	We spend a lot of our time walking. making it safer and easier for young families to navigate the suburb would be ideal.
Cheltenham	Key roads to and from interchanges need to be maintained. Adding new ones along Bay road is useless as it is in easy walking distance and the path under the rail bridge is a bottleneck that cannot be improved. The key issue is to put paths in that work and not just pay lip service. Not many people use the path along Nepean Highway and that cost a fortune to install.
Devonport	old footpaths that are in disrepair need fixing if appropriate
Hampton	I walk a lot in Highett with a pram. There are adequate walking paths around the suburb.
Highett - Bayside	I already do a lot of walking & its fine.

Highett - Bayside	The high level of building work also makes the paths dangerous, the builders are not always considerate.
Highett - Bayside	I have experienced unpleasant behaviour on several occasions outside high-rise in Nepean Hwy (building near Sir William Reserve.

Improving footpaths and pedestrian safety – my idea for Highett is ... so that ...

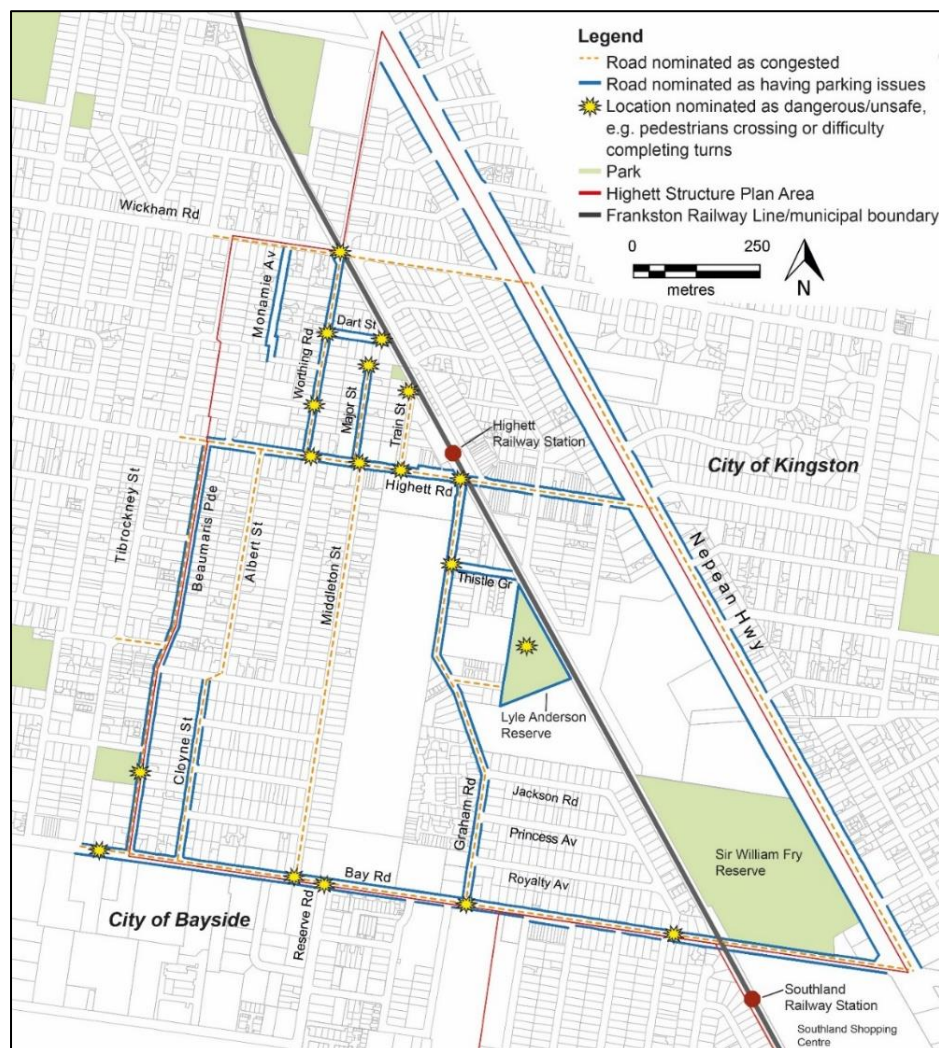
Highett - Bayside (IC)	Improve footpaths for pedestrians (cracked, damaged asphalt on city side of train line)	Trips, slips and falls can be avoided
Highett - Bayside (IC)	keep our station free of litter and graffiti (Disrespectful)	Trips, slips and falls can be avoided
Highett - Bayside (IC)	Safer pedestrian access and cycle paths	Not stated
Mentone (IC)	Increase the number of pedestrian crossings	The safety of pedestrians is increased
Not stated (IC)	Prioritise people and trees/green space, a zebra crossing on side streets and cycling paths	dangerous conditions for pedestrians with over development is avoided

Improving street lighting

Highett - Bayside	Better lighting for all streets so that the footpaths are more visible and safe in the evenings.
Highett - Bayside	The sidewalks along the more major streets need to be well lit at night so people (women especially) feel safe walking from train/supermarket home.
Highett - Bayside	Improved lighting, review of parking in Highett Rd. and surrounding streets, increased and improved public parking
Highett - Bayside	lighting along graham road (CSIRO)
Highett - Bayside	The lighting could be a little bit better along Graham Rd at the CSIRO site because of the lovely trees blocking the current streetlights.
Highett - Bayside	Many Highett streets aren't well lit at night either.
Highett - Bayside	more street lighting- many streets are very dark at night
Highett - Bayside	Far more lighting for walkers if the community is to be encouraged to support local retail eg. Bluff road to Highett road retail precinct
Highett - Bayside	Increased street lighting would make travelling safer
Highett - Kingston	Improve street lighting between Buckingham Motel and Moorabbin Justice Centre.
Highett - Bayside (Apt)	We live off Graham Rd which is highly used by cars and pedestrians. Since the shutting of the CSIRO site, it's very dark walking from station to home. Given how much it's used, better street lighting etc is required.

Locations where there are traffic, parking or safety issues

Survey respondents were asked “Local residents have identified some streets as having traffic, parking or safety issues (shown on the map below). Do you agree with these locations? Are there others that are not identified on the map? If so, please nominate the street name and the specific issue – traffic, parking or safety.”



A total of 51 respondents shared their views. As shown in the below table, there was general agreement with the identified sites and many other specific sites were identified.

Agreement with identified locations (roads bolded)

Highett - Bayside	Agree
Highett - Bayside	Agree
Highett - Bayside	Agree
Highett - Bayside	Agree with locations specified.
Highett - Bayside	Agree with Albert st. live in this street and cars also drive down very fast
Highett - Bayside	Agree. In addition building complex developers have been allowed to only offer one car space per unit and no visitor car parks which is outrageous.
Highett - Bayside	Completely agree with the unreasonable parking in Beaumaris Parade!!!!!!!
Highett - Bayside	I agree.
Highett - Bayside	I agree, Albert Street, Worthing road and Highett Road are now a joke to use

Highett - Bayside	Yes especially rate of heavy vehicles on Middleton St.
Highett - Bayside	Yes Highett road has traffic issues.
Highett - Bayside	Yes these are problem areas. Non locals are confused by the lights at Highett Road and Graham Road. It's dangerous and just a matter of time before disaster occurs.
Highett - Bayside	Yes very much It's hell and only going to get worse. Seeing more apartments going up makes me so mad The roads can and will not cope I avoid bay Rd and use Park road where I can when heading to Nepean highway Highett Rd is so bad with 4 sets of lights, waiting for people to park, trains and pedestrian crossings I rarely use that end of Highett Rd. The supermarket is as far as I go if needed I no longer visit Highett village shopping centre because it's too hard to get a park these days and often takes so long to get from Safeway to the highway it's ridiculous
Highett - Bayside	Yes, the intersection of bay road and graham road needs a traffic light.
Highett - Bayside	Yes, the traffic light sequence out of Graham Rd turning onto Highett is terrible. I have seen people going through the red many times out of sheer frustration. Vicroads would appear not to care about the complaints that have been made.
Highett - Bayside	Yes. Highett Road due the congestion of traffic. Also if you are turning from a side street onto Highett Road it is not easy to see oncoming traffic due to the vehicles park in the area e.g Middleton st
Highett - Bayside	Yes. Living on the corner of Worthing Rd and Dart Street, I have seen Worthing rd turn into a carpark. It is difficult to come out from Dart St. The new 'No standing' zones and '2 hr parking' has helped. I would like to see Dart Street become a permit zone for residents. At the moment, people are using it as a car park. I imagine this to get worse with the proposed development at 28-30 Worthing Rd and the 42 apartments being developed in Dart St. With the congestion through the village, people are using Worthing Rd as a short cut causing more traffic flow. Speed should be reduce to 50 kph zone or more speed humps.
Highett - Bayside	I live in the new Major St development and absolutely agree that Major St is congested and that crossing Highett Road at the Major St intersection is dangerous and unsafe.
Highett - Bayside	I agree, especially Highett Road
Highett - Bayside	The map is an accurate reflection of issues
Highett - Bayside	I agree with these locations - see my earlier comments
Highett - Bayside	Yes I agree with all of these particularly the Highett Road / Graham Road / Highett Station intersection. With the peak hour congestion there, I have seen many near serious accidents there between cars, buses, trucks and pedestrians.
Highett - Bayside	I do agree with this locations. I have noticed with all the increased dwellings near Highett station along Highett road , there has been more and more cars parking in our streets as there is none at the station. The trend is the more dwellings in our narrow streets, the more cars and the more congestion and decreased safety for walkers and cyclers.
Highett - Bayside	Yes - see map!
Highett - Bayside	I agree with the locations nominated. Other streets in the area are also narrow and do not appear to present an opportunity for diversion of traffic.
Highett - Bayside	I agree with locations as identified on the map as being streets with parking and or safety issues.
Cheltenham	Totally agree. Especially bay rd.
Cheltenham	Agree
Cheltenham	Agree.
Highett - Kingston	Agree
Highett - Kingston	Agree
Highett - Kingston	I agree with the below locations, and do not have any more to add.
Hampton East	Agree.
Devonport	yes, especially agree with dangerous/unsafe intersections of Bay Road and Reserve Road intersection and Highett road and Nepean Highway

Hampton	Yes I agree. Yes there will be further impact to streets as more developments open and after the CSIRO development opens. Every street will feel impact especially thoroughfares roads between Wickham, bay and Highett .
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Comments on specific locations (presented in alphabetical order, street names bolded)

Blank	The intersection of Advantage Road and George Street has significant safety issues.
Bentleigh East	Advantage rd
Highett - Bayside	Allen ST - Some residents with driveways park their car over the footpath which makes it difficult for the elderly and those with pushers.
Highett - Bayside	We live in Allen Street and we find the blind corner at the end of the road, where it intersects with Holyrood st is very dangerous. People approach the corner at speeds that are often too fast and there are a lot of near misses for those turning right onto Allen Street from Holyrood. It seems Allen Street is a major thoroughfare between Highett Road and Worthing Road, as Worthing Road has speed bumps which turns motorists away. I would like to see traffic calming implemented at the northern end of Allen to reduce speed of traffic.
Highett - Bayside	Opposite Aldi on Bay Road
Highett - Bayside	Turning right on bay road causes significant congestion (traffic lights may be an option)
Highett - Bayside	Bay rd is dangerous. Highett residents have few choices and often get trapped in traffic jams.
Highett - Bayside	Traffic exiting Aldi must be restricted to a left hand turn, South into Bay Road .
Highett - Bayside	However Bay road , is really hard to cross on foot, it's a long distance between crossings, e.g. crossing Bay rd near Beaumaris to go to Aldi. Yes I walk a lot rather than drive.
Cheltenham	The narrowing of Bay Rd . It goes into one lane. But signs are not effective enough as people squeeze up very dangerously. Maybe acquire the houses along bay Rd on the higher side to widen Bay Rd.
Cheltenham	At Bay Rd , the intersections with Davie, Munro and Mernda Ave are all dangerous
Cheltenham	I live on Bay Road , directly opposite Graham Road. I see near misses EVERY day around our house. Drivers don't seem to know if it is 1 or 2 lanes. The road markings need to be clearer around this area, perhaps a R) turning lane to get into Graham? Or L) turning lane to turn into Davie when traveling West? I am nearly rear-ended on a daily basis when turning into my driveway in either direction. There are often accidents when people have rear-ended or side-swiped other vehicles that are trying to turn from Bay Road into these 2 streets. I understand the speed limits are set by VicRoads, but the area from Southland traveling west on Bay under the railway bridge needs to be 50km/hour. Motorists frequently speed under that railway bridge to/from Southland. I would love to see a speed camera on that railway underpass.
Highett - Bayside	Its almost impossible to turn right into Bay rd from Graham Rd now at high peak times. Very dangerous +++
Highett - Bayside	On some days, one day conferences taking place in small businesses along Bay Rd make parking especially hazardous for passer bys.
Highett - Bayside	Graham/Bay is high risk to vehicle activity.
Highett - Bayside	Jackson/bay is also high risk to both. Increased when vehicles are parked on the nature strip.
Highett - Bayside	Bay road Aldi, should have lights, numerous accidents have occurred. Pedestrians have no safe access to cross road.
Highett - Bayside	There is the offices in Bay rd but as this has a cost for parking the local street is clogged with the workers parking We need to provide more parking
Highett - Bayside	Traffic and safety issues turning on Bay road . Major parking issues everywhere.
Highett - Bayside	In the general area outside ALDI in Bay Rd - Traffic lights are urgently needed as it is very difficult to enter Bay Rd from Avoca St, Tibrockney St, Beaumaris Pde . Also two new apartment blocks are to be built on two of these corners.
Cheltenham	The walkways under the Bay Rd bridge are dangerous.
Cheltenham	Safety along Bay Road is a big consideration. The single lane nature of the road and restrictions on the railway bridge should be considered in any future planning. Any increases in road traffic will have huge implications for neighbours in this area.

Cheltenham	Also add to this list Munro Ave, Davie & Mernda on Cheltenham side of Bay Rd . Almost impossible to turn into or out if these roads from Bay Rd.
Cheltenham	I agree with most of these, however there is a major failure to add other Bay road streets. Davie avenue, Munro Avenue, Mernda Avenue and Jack Road intersections with Bay road are all dangerous with the worst being Davie and Jack. Whilst these streets themselves are not in the Highett Structure plan, they are still in Bayside and are heavily involved with Bay road and the traffic along it. Vehicles turning left into Davie Avenue force cars into a single lane heading West which is already thin at that point and cars and large vehicles regularly cross the centre line to go around them. This is made much much worse when there are vehicles also turn right into Royalty Avenue or and coming out of Royalty Avenue and on a number of occasions I have been witness to accidents at this location. Similarly the intersection of Jack Road and Bay road turning in and out of Jack road is a highly dangerous location again with vehicles banking up people won't wait and they force turn into the street causing accidents and troubles. With only busses able to trigger light changes this causes even more issues with vehicles coming and going into Jack road crossing paths and having accidents. This intersection should also be looked at in conjunction with Graham Road as it is now being used as a major thoroughfare from Nepean Highway to Highett along Park Road, Jack Road and Graham road to bypass the traffic lights at Bay and Highett roads with the Nepean highway. This is all another reason why putting mixed use shops along Bay road close to the railway line is stupid and dangerous
Cheltenham	Bay Road from Reserve Road to the bridge near Southland has too much traffic already and has safety issues as a result. Any further development in the immediate area will heighten this risk.
Cheltenham	Where Bay Road intersects with Jack Road and Davie Avenue in Pennydale are other traffic/safety hot spots. A comprehensive traffic plan is needed for Bay Road and surrounds.
Highett - Bayside	Beaumaris parade outside park should have a no standing zone and pedestrian crossing to allow safety to cross street and clear lines of sight.
Highett - Bayside	Turning right into Bay Road from my street, Beaumaris , and other nearby streets has been very difficult for some years. Since the opening of Aldi it is damn near impossible. We and other locals have reluctantly joined the ranks of 'rat runners' using quieter streets to wind our way through to eg: Bluff Road to enable a visit to the Council offices.
Highett - Bayside	We often walk to the park on Beaumaris Parade and find crossing the roads, especially Beaumaris parade to the park to be very dangerous with our young children. Cars are cutting through all these streets to avoid Highett Road or Bay Road and they travel very fast. Perhaps a crossing on Beaumaris parade to the park for safe crossing.
Highett - Bayside	Beaumaris Parade and Sterling ave are already mentioned. However, with the 28+ townhouses on Sterling Ave between Beaumaris Pde and Tibrockney St nearing completion it is becoming a nightmare
Highett - Bayside	Donald Street - Parking congestion
Highett - Bayside	Turning right out of Donald Street is dangerous. The parking zones on Highett Roads reduce visibility. Please review how close cars can park to Donald Street.
Highett - Bayside	Disagree, clearly Donald St (with new Child Care Centre) being developed should be one side of two hour parking both sides more cars parked in Donald, Albert than Beaumaris (e.g.: between James Ave - Highett Road, Donald is speed parking safety hazard. Worthing Rd is cars parked both sides trouble for buses, trucks etc.. When filling out survey Donald St had 13 cars parked up to No.36. Checked Beaumaris Pde and there were 5 only. This was Highett Rd end 24/5/17.
Highett - Bayside	Also streets off Highett Rd are used as flow through roads now that congestion has increased on Bay Rd. Workers use Gilarth St to get to Citywide in Advantage Rd. I would request speed humps or some traffic barriers in Gilarth St if the proposed new office/apartment complex is completed on the site currently occupied by Citywide.
Highett - Bayside	Graham Rd is so much safer to turn down. I wouldn't rate Graham Rd as unsafe.

Highett - Bayside	Graham road is terrible for parking, any guest I have come over always makes comment and it detracts from the appeal. Ensure that the csiro development rectifies rather than compounds this issue.
Highett - Bayside	The intersection of Graham Road and Bay Road is very dangerous for vehicles trying to turn. There needs to be a traffic light. Parking should not be allowed on Graham Road. Parking should only be allowed on one side of Worthing Road. There needs to be more parking at the Highett Station.
Highett - Bayside	Graham rd exits to Highett rd or Bay rd - both are problematic. Highett gets jammed at peak times.
Highett - Bayside	Remove the few car spaces on Graham Rd and on Highett Rd near Major Street
Highett - Bayside	Definitely Graham Rd . Easy access to Rail Rd is not viable needs light to work on activation in Graham Rd, Jackson Rd and Bay Rd, Middleton St, stop trucks on footpath Graham not Woolworths - too many people moving in and out
Highett - Bayside	My letters have set out dangers of turning right from Graham Road to bay Road .
Cheltenham	The bends in Graham Rd are dangerously narrow (e.g. when a bus goes through).
Highett - Bayside	Graham road on curve opposite CSIRO entrance. Cars are cutting corner or swerving wide
Highett - Kingston	Graham road turning onto Bay Road should be no right turn onto Bay Road. Even turning left is difficult, turning right is dangerous, it's just too busy there for that.
Highett - Bayside	Highett Road - east of the railway is the worst for traffic issues. Parking could be improved there too
Highett - Bayside	Highett Road has become significantly busier
Highett - Bayside	Pedestrian crossing and lights to access supermarket. Better coordination of traffic lights and railway gates at Highett Station .
Highett - Bayside	Number of issue since introduction of more traffic lights on Highett Rd . Particularly the right turn arrows at these new traffic signals.
Highett - Bayside	Highett road congestions is mainly the train line, I don't have problems crossing the road on foot between Beaumaris and the train line.
Highett - Bayside	Highett streetscape currently presents as a high level of risk to pedestrian crossing.
Highett - Kingston	Congestion along Highett Rd is bad when train is passing.
Highett - Bayside	Yes I agree with these locations. This falls outside the Highett structure plan area but, in addition Highland Avenue is hazardous due to the number of cars parked along both sides of the street
Highett - Bayside	Holyrood street between Herbert and Allen streets is currently being used as a "rat run" and requires a traffic management system in place to slow or reduce flow
Highett - Bayside	Jackson Rd, Princess Ave, Royalty Ave : parking issues, safety (motorists speeding through these streets as a cut through because annoyed at delays along Graham Rd and at intersections at both ends of Graham Rd)
Highett - Bayside	Jacksons Road - Parking congestion
Highett - Bayside	Jackson into Bay Road dangerous (even if turning left because the road is narrow and cars entering Jackson and Bay Rd are a danger when cars parked on Jackson Rd near Bay Rd.
Highett - Bayside	The streets of Jackson, Royalty and Princess are also experiencing traffic and bus detours when Graham rd congestion builds up.
Highett - Bayside	In addition the James Street end of Donald Street is a t intersection with a narrowed road and cars park across the t making right hand turns into Donald Street difficult and potentially an accident zone.
Highett - Bayside	The traffic is also having an overflow effect into the nearby streets such as James Ave, Donald street, Albert street, Clonmult Ave, Beaumaris Parade and Cloyne St .
Caulfield South	yes - would also add Livingston St
Highett - Bayside	Highett's streets are narrow and many are dead ends making turning difficult. These 2 streets (Major, Train) both have a single exit to Highett rd.
Highett - Bayside	Middleton st also has significant parking issues
Highett - Bayside	Middleton St and Graham St

Highett - Bayside	No right turn out of Middleton St to Bay Rd . No right turn into Middleton St from Bay Rd .
Highett - Kingston	Middleton St turning right towards Highett is an issue as is turning left onto Bay Road to get into right hand lane to turn right onto Reserve Road.
Highett - Bayside	Middleton Street - Parking congestion
Highett - Bayside	Agree that Middleton St is unsafe. I'm so surprised there is now signage encouraging people to go down there. I understand the signs are intended for cyclists, but I don't think you can choose your audience for a sign and it will encourage even more traffic.
Highett - Bayside	Middleton and Bay rd is a black spot. Change it!
Highett - Bayside	We live on Middleton street, Bay road end. In the last 5 years there has been a massive increase to traffic along the street. Turning left or right onto Bay Road is very risky but it's extremely dangerous turning right into Middleton st from Bay road. I believe Middleton shouldn't be a through road.
Highett - Bayside	Also, as a pedestrian there are no safe places to cross Middleton st . We have 2 small children and this has been very hazardous and frightening for all of us.
Highett - Bayside	Middleton st Albert st Beaumaris pde James ave Cloyne st Mary st Tribrockney st Advantage rd Eddie ave Stirling st In the development in Highett paperwork there is over 160 dwellings approved in the area there is no new parking areas
Highett - Bayside	Middleton, Beaumaris, Donald, Albert streets off Highett road are all getting very busy with parking on both sides of the street, making it difficult for local traffic
Highett - Bayside	Parking restrictions at each end of Middleton street is rarely monitored so cars are parked for full days or days at a time.
Hampton East	Railway parade , safety issue reversing out of front end parks and vision of oncoming traffic- particularly for cars coming from Wickham rd
Hampton East	St Agnus School (Spring Rd) plus shops (Spring Rd)
Highett - Bayside	I see Lyle Anderson reserve as somewhat isolated rather than unsafe but access and sense of safety can certainly be improved by clearing vegetation and creating a path from Thistle Grove
Highett - Bayside	Tibrockney has become a thoroughfare between Highett and Bay rds
Highett - Bayside	Tibrockney st has no humps - much development and speeding cars dont fit together!
Highett - Bayside	Tibrockney Street between Sterling Avenue and Bay Road : parking limitations in adjacent streets and the absence of footpaths limit safety especially for mothers with pushers/prams and a few locals in wheelchairs but also to every person forced to walk on the street.
Highett - Kingston	As the population increases the need for a safe crossing point on Wickham Road - near Worthing Rd needs to be located and installed so that children accessing Moorabbin P.S. can be encouraged to walk to school - safely
Highett - Bayside	Worthing road crossing over Wickham road. Spring road crossing over Wickham road. These are major spots that children use to get to school and therefore need a safer crossing.
Highett - Bayside	Worthing Road buses and parking on both sides of the road effectively reducing it to one lane for the majority of the time, one side should be No Standing as a minimum

Other

Highett - Bayside	ALL streets in the zone should have resident only parking signs
Highett - Bayside	Fitness First - Traffic - Right Turn
Highett - Bayside	I really don't understand why this review ends at Beaumaris parade?? Why not just include all of Highett in bayside?
Highett - Bayside	Many streets need careful traffic speeds and ought to be made one way as it is impossible to have parking on both sides and traffic movement
Highett - Bayside	Many more streets have parking issues, because car ownership far outstrips the residential parking spaces - in both new housing and older houses. This discourages local cycling even more - due to safety concerns!
Highett - Bayside	normal for around here

Issues to consider when planning for movement and transport

Participants were asked if there was “anything else that needed to be considered when planning for transport options in Hightett”, for “any final comments to have considered” and could submit improvement suggestions via a variety of engagement activities. The personalised responses provide an in-depth snapshot of the participants’ views and there is some overlap with the results from the Dotmocracy activity.

As extensive feedback was captured, a frequency word cloud is presented below to visualise and preview the content. The size and density of each word reflects the frequency reported. This image shows the “100” most frequently reported “exact” words comprising a minimum of “four” letters.



As shown in the below table, 14 themes were evident in the feedback provided by survey, apartment survey, idea card, drop-in session and drawing activity participants. The top three most frequently referenced themes are “Need more parking infrastructure in and around the Village” and “Advocate for the removal of level crossings in Highett” and “Improve traffic flow and reduce congestion”.

Themes evident in feedback	Number of references (individual comments about this theme)
Need more parking infrastructure in and around the Village	48
Advocate for the removal of level crossings in Highett	38
Improve traffic flow and reduce congestion	25
Review and improve bus services, routes and infrastructure	23
Improvement suggestions for specific intersections and roads	21
Traffic management plan and strategies to accommodate population growth	18
Improve pedestrian and cyclist links and safety	17
Retain and improve Highett Train Station	15
Train services, frequency and capacity	14
Resident car parking and amenity	13
Review signage and restrictions for on-street parking	10
Improve public transport connectivity	8
Reduce traffic speed	5
Improve street lighting	3
Total	258

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

Need more parking infrastructure in and around the Village

Highett - Bayside	Better and more parking at Highett Station
Highett - Bayside	More parking available at Highett train station
Highett - Bayside	Multi-level car park near the station as current parking around the Highett station, shops appears to be inadequate.
Highett - Bayside	Multi-level parking areas at transport hubs
Highett - Bayside	Parking parking parking
Highett - Bayside	Parking around station, easy parking to get to activity centre
Highett - Bayside	Please just accept that many people have to park at the station.
Highett - Bayside	Larger train car park.
Highett - Bayside	Train parking.
Highett - Bayside	increased parking for commuters
Highett - Bayside	Frequency pt, car parking at train station- not enough car parking near current Highett rd shops
Cheltenham	Parking
Highett - Bayside (Apt)	Streets are congested and sad lack of parking near shops and station.
Highett - Bayside (Apt)	Parking is a nightmare
Highett - Bayside (Apt)	Better parking - especially near the Highett Neighbourhood Hub (Livingston St)
Highett - Bayside (Apt)	More car parking is required. The streets are very narrow and on street parking is limited
Highett - Bayside (Apt)	Never any parking and more apartments keep going up filling the streets. People just park everywhere it's ridiculous
Highett - Bayside (Apt)	Not enough parking in and around Highett
Highett - Bayside (Apt)	Parking in and around the village is an issue as is the general traffic. It's all too congested.
Highett - Bayside	Mainly parking
Highett - Kingston	ample parking near Highett Station is important as more and more people take the train in.
Highett - Bayside (Apt)	Parking is a nightmare with all the construction and expansion. Even when we report cars the council does nothing.
Highett - Bayside (Apt)	Better parking in the Village
Highett - Bayside (Apt)	Not enough street parking. Train station abysmally under catered for
Highett - Bayside (Apt)	Too many apartment buildings and not enough parking
Highett - Bayside	Please look at the inadequate parking around graham st and highett grv it is a nightmare for us all
Drop-in	Parking (repeated 2 times)
Drop-in	parking near the station
Highett - Bayside	make sure there is parking in the Graham Rd area
Highett - Bayside (submission)	Next is the parking at the station or lack of it (there is no parking at the station now after 7.15am). An idea is to use part of the land behind Woolworths CSIRO land and build multi-storey parking. Charge for the use such as you do at the beach. If you have a permit its free all day, others pay. Noting here we are building a large child care facility and where are the parents going to park when they drop their children off and catch the train to the city? There is only limited parking at any of the stations along the Frankston line. If you are not parked before 7.30am forget it. This would help the local streets that are chocked because of train commuter parking. Use the top tiers for

	<p>sporting grounds on the weekend such as netball courts because then you can expand on sporting grounds without using space. Look at the netball courts down on Warrigal Road, any Saturday it is full. This would be a big win for the Highett traders because the people parking at the car park getting off the train would spend in the local shops, the weekend would be busy with sporting groups. The local community would get additional sporting grounds. It would be cost effective with the payment for parking by non-Bayside residents. This is my idea to use multi-use the resources.</p>
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Need more parking infrastructure in and around the Village – my idea for Highett is ... so that ...

Highett - Bayside (IC)	To provide additional parking	To attract additional shoppers into the area
Highett - Bayside (IC)	To provide more parking for commuters and shoppers	The more developments that will be built will impinge of residents and shoppers in the area
Highett - Bayside (IC)	Parking.	Not stated
Highett - Bayside (IC)	Parking.	Not stated
Highett - Bayside (IC)	Ample parking for new homes and the station at Southland.	the community can continue to thrive
Highett - Bayside (IC)	Better parking at the Livingstone Centre	We can safely park
Highett - Bayside (IC)	To encourage local businesses change parking hours to: Monday - Saturday 8am - 7pm (either 1 hour or 2 hours) Sunday 8am - 2pm (max 2 hours) Before future Highett planning	More people will get parking and local businesses will boost. People will get employment in local, independent businesses
Highett - Bayside (IC)	To construct a carpark for rail commuters	Rail patrons are discouraged on streets
Highett - Bayside (IC)	If it's a designated activity hub, it should not be a commuter hub	There isn't enough room for car parking or road capacity
Highett - Bayside (IC)	More street parking for vehicles in Highett, as there is limited parking now	Not stated
Highett - Bayside (IC)	Ensure wheelchair access and parking for easy access by older community members.	Not stated
Not stated (IC)	Improve parking	Not stated
Highett - Bayside (IC)	More accessibility to the city. We are constantly losing carparks - it's full by 7.40am	We can enjoy living, whilst still working in the CBD
Highett - Bayside (IC)	Parking. What are you doing to allow free parking at the train station?	We can park at the station to pick up or drop off people. We need more parking at the station. Where are the people using childcare going to park to catch the train to work?
Highett - Bayside (IC)	Parking. What are you doing to allow for parking at the train station?	We can part at the station to drop off and pick up people? We need more parking at the station.
Highett - Bayside (IC)	Parking bays for cars to be constructed within actual nature strips (especially where there are new developments of multiple dwellings)	Traffic can flow through the streets easily without having to constantly stop to the side to let cars pass by
Not stated (IC)	To resolve car parking and traffic issues	Not stated
Not stated (submission)	Westfield should build more parking facilities for travellers who will shop on the way home	Not stated

Advocate for the removal of level crossings in Highett

Highett - Bayside	Get rid of the train station (go underground) I avoid using Highett rd shops because I cannot stand wasting my time at this crossing
Highett - Bayside	remove level crossing - that would hugely improve the town centre

Highett - Bayside	Removal of level crossing.
Highett - Bayside	Train crossing Wickham and Highett Rds ... cars back up onto Nepean Highway at rush hour
Highett - Bayside	I agree with the proposal to remove the level crossing, provided a good alternative is proposed,
Highett - Bayside	Remove train level crossing for Highett (i.e. make it go above or below the street)
Highett - Bayside	Back to Highett crossing needs to go under or over
Highett - Bayside	Still need to support vehicle traffic, Highett Road is a debacle, railway line needs to be put underground to break the divide
Highett - Bayside	Consider the Worthing road railway crossing be brought to State Government for being routed underground. Highett Road railway crossing be given priority for change – underground.
Highett - Kingston	it would be very useful to have a clear directive from the State Government as to whether the level crossings at Highett and Wickham Rd's will be removed - a time line and a plan for underground or sky rail
Highett - Bayside (Apt)	Level crossing needs removing but will be a nightmare as they do it.
Highett - Bayside (Apt)	Get rid of the level crossing.
Highett - Bayside (Apt)	Love living close to the train line except I hate waiting for the train to pass. It makes me late for work. Better to have an underground station.
Highett - Bayside (Apt)	Would be good if level crossing was gone.
Highett - Kingston	Remove level crossing is the utmost important factor to improve traffic condition in Highett.
Cheltenham	The rail crossing needs to be put underground (as is planned for Cheltenham).
Highett - Bayside (Apt)	I love it in Highett, the only downside is the level crossing. Other than that it is awesome
Highett - Bayside (Apt)	Underground railway
Highett - Bayside (Apt)	Plus, the Highett train station light is a nightmare.
Highett - Bayside	The need for Highett and Wickham rd underground railway crossings and the possibility of underground pathways for pedestrians to cross the road on both sides of the Highett Railway. Co-operation between both Bayside and Kingston Councils to lobby the appropriate authorities.
Highett - Bayside	Priority for me are remove Highett station boom gates, improved parking, (other than Woolworth car park)
Drop-in	Level crossing and traffic
Drop-in	The railway crossing (the light changes don't work on Highett Rd/ Station St)
Drop-in	The traffic at the train crossing
Drop-in	Too much traffic at the level crossing
Highett - Bayside	Railway crossings are dangerous
Highett – Bayside (Submission)	Highett Road level crossing – Bayside Council have asked Vic Govt to add this crossing to the list of those to be removed. My enquiries with the Level Crossing Authority revealed this is outside the Top 50 and will not happen. Bayside Council needs to escalate this.
Highett – Bayside (Submission)	One of the biggest problems I see is the rail crossing and we are number 83 on the removal list so this is a time thing, they will get to us

Advocate for the removal of level crossings in Highett – my idea for Highett is ... so that ...

Highett - Bayside (IC)	the removal of all level crossings	To relieve the current traffic bank up North and South on Highett Rd. You can't get through or turn onto Highett Rd currently
Highett - Bayside (IC)	To improve traffic flow around level crossings and congestion - get rid of level crossings	Reduce traffic and congestion and improve pedestrian safety

Highett - Bayside (IC)	Create separation for railway crossing	Unlimited traffic flow in Highett Rd
Highett - Bayside (IC)	Create separation of railway line in Highett Road and Wickham	Congestion is reduced and there is an easy flow of traffic
Highett - Bayside (IC)	To get the railway to go underground (too long waiting at lights)	Not stated
Highett - Bayside (IC)	Remove train crossings	Not stated
Not stated (IC)	Traffic is block all the way up to Beaumaris Pde	Train timetables/ rail crossing removal
Not stated (IC)	The State Government should make the Highett level crossing a priority. We don't understand why Highett was excluded from the project. Removing the crossing would overcome many of the issues associated with access and movement (i.e. traffic and congestion) in the area.	Not stated
Carrum (IC)	Less traffic lights and the removal of level crossings. Woolworths has added so much more traffic.	Can easily get around
Not stated (submission)	A path by the railway to Wickham Road should be widened - perhaps in conjunction with lowering of rail line.	Not stated

Improve traffic flow and reduce congestion

Highett - Bayside	The congestion that occurs at the corner of Bay Rd and Graham Rd due to the buses that use that route.
Highett - Bayside	parking and traffic management
Highett - Bayside	Streets around graham rd may need speed humps- more car and bus traffic is using these routes more frequently as traffic congestion takes place
Hampton	You need to consider the impact on existing road traffic flow when looking at changing roads, etc.
Highett - Bayside (Apt)	Too much traffic now because of all the apartments.
Highett - Bayside (Apt)	Traffic set to get worse with more apartments under construction.
Highett - Bayside (Apt)	a lot of traffic sometimes and not enough parking,
Highett - Bayside (Apt)	Better traffic management control. With onset of lots of apartments and a railway crossing. Highett road is a bottleneck
Highett - Bayside	Look at traffic lights at Highett station terrible traffic congestion.
Hampton	Please consider traffic congestion and traffic flow/parking, etc moving forward keeping in mind that at the current rate of development in five years Bayside will be gridlocked.
Bentleigh East	Sort out the traffic issues we are currently facing before our population growth.
Highett - Bayside	The growth has been positive for the suburb generally but we now urgently need clever and thoughtful traffic solutions to the many problems that are now arising.
Highett - Bayside	Traffic jams due to Woolworths complex in wrong spot - badly designed building - should be knocked down and start again. Next time think about pedestrians and cyclists not just cars.
Handprint	Too many busy roads
Handprint	Traffic
Drop-in	The traffic flow and congestions
Drop-in	Traffic (repeated 2 times)
Drop-in	Traffic flow on/around Highett Rd
Drop-in	Traffic in residential streets
Drop-in	Traffic management
Drop-in	Functionality of traffic and parking
Drop-in	Highett Rd congestion
Drop-in	Highett Rd traffic

Improve traffic flow and reduce congestion – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Reduce traffic flow down Highett Rd	It becomes a community hub
Not stated (IC)	Congestion on the roads and on public transport is unacceptable. There is a need to find better ways to genuinely relieve congestion and improve transport to cope with new development.	Not stated

Review and improve bus services, routes and infrastructure

Highett - Bayside	More direct bus routes	
Highett - Bayside	Having smaller more frequent community buses for the local area.	
Highett - Bayside	Only 2 bus routes serve highett. Getting to other places that aren't on the bus route is a nightmare. E.g. Highett to sandringham. Local places need better connections	
Highett - Bayside	better still first class buses to bring train travellers in from a central car park away from the congested Highett shopping centre	
Highett - Bayside	More consistent bus timetables to and from business hubs	
Highett - Bayside	more buses along major arterials	
Highett - Bayside	More efficient bus routes that keep to main roads and connect to rail.	
Highett - Bayside	I would like a bus down Highett Road to the beach, and transport up Nepean Hwy towards the City	
Highett - Bayside	Where buses have to turn e.g.: Worthing Highett Rd, make one side parking only and maybe look at one way traffic from Highett	
Highett - Bayside	ensure buses do not use residential streets when it suits them!!- this has been a problem for us.	
Highett - Bayside	I agree with the proposal to increase the bus frequency. At the moment, using the two bus lines near Highett Road doesn't seem a viable alternative to the car because they run too infrequently - we don't want to finish shopping at Hampton St and then wait 20-30 minutes at a cold bus stop to return home.	
Highett - Bayside	Too many buses on Bay Road not passing on time	
Highett - Bayside	Adequate shelters at all bus stops	
Highett - Bayside	Connecting buses to train timetables.	
Highett - Bayside	parking at bus stops, improved bus services.	
Highett - Bayside	More regular bus services and to be coordinated with rail timetables.	
Highett - Bayside	Bus shelters and room for passengers to stand while waiting for and alighting from buses.	
Cheltenham	development along Beach Rd as it is a major activity area and well serviced by buses.	
Blank	Frequency of bus services need to be improved, also final service is too early.	
Highett - Bayside (Apt)	Buses don't show up, so public transport is not an option for going to work or seeing clients.	

Review and improve bus services, routes and infrastructure – my idea for Highett is ... so that ...

Not stated (IC)	That Bayside Council request PTV to provide proper bus stop facilities outside Woolworths. At certain times of the day there are many people waiting to catch a bus - virtually little shelter from rain and sun and there isn't enough seating. (I feel sorry for the people who have to wait there for the bus)	Not stated
Highett - Bayside (Drop-In)	Better buses	It is easier to catch a bus
Not stated (submission)	Increase bus service frequency	To reduce reliance on private cars

Improvement suggestions for specific intersections and roads

Highett - Bayside	Traffic lights need to be installed at the intersection of Graham and Bay Rd.
Highett - Bayside	Make Beach Road a clearway 24x7!
Highett - Bayside	intersection at boom gates, Highett needs wider left turn for buses out of Graham Road.
Highett - Kingston	The intersection of Highett Rd and Graham Rd with the train line needs to be renewed and changed. it is a death trap.
Highett - Bayside	You need another set of traffic lights at bay road. Perhaps at cloyne to allow shoppers to cross to Aldi
Highett - Bayside	Fix the parking in Beaumaris Parade. And don't get rid of the station!!!
Drop-in	Extend Reserve Rd/Bay Rd traffic lights to incorporate Middleton St
Highett – Bayside (Submission)	<p>Middleton St/ Bay Road intersection – 3 years ago Bayside Council conducted a survey amongst residents of that area with a view to banning right hand turns into and out of Middleton Street. The results were overwhelmingly in favour of the proposal. Why has this not been implemented. On May 29 another serious accident occurred at this intersection with a motorist who lives in Middleton St. On June 6 a motor-cyclist was critically injured when hit by a car as he was turning right from Bay Road. The statistics used in the Highett Structure Plan proposal are woefully understated, as accidents occur at this intersection every 2 to 3 weeks.</p> <p><i>This comment has been modified to remove offensive/inappropriate content.</i></p>
Highett – Bayside (Submission)	Graham Road/Bay Road intersection – traffic lights are needed here as this is a very dangerous intersection and will only become worse with the CSIRO development.
Highett – Bayside (Submission)	Traffic lights needed outside ALDI in Bay Road – this area is another very dangerous one as it is becoming very difficult to exit from Beaumaris Pde, Tibrockney St and Avoca St as the traffic moves very quickly along this stretch of Bay Road. There are no traffic lights along Bay Rd from Reserve Rd to the massive new complex opposite Sydenham St. Large numbers of cars are now entering and exiting from ALDI. Recently two applications for large apartment blocks went before VCAT – a 3 storey building of 25 units and 3 shops on the corner of Tibrockney St and another 3 storey building of 14 units and 3 shops on the corner of Avoca St. Traffic lights are required now!

Improvement suggestions for specific intersections and roads – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Improve the traffic lights/intersection at Highett Rd/Railway Parade during peak times	It is possible to turn RIGHT from Railway Pde into Highett Rd during peak times
Highett - Bayside (IC)	Review of traffic light sequencing on Highett Rd as this can be done now and a quick win for residents	When trains are not passing, the lights can easily and more efficiently let cars through. This seriously is affecting retail trade between the station and Nepean Highway
Highett - Bayside (IC)	Make Middleton St a residents only drive through or restrict peak times as both ends are blocked with traffic	Will alleviate Highett/Bay Rd bottlenecks as both sides of the street have cars parked and it is quite difficult to get through the single car gap
Highett - Bayside (IC)	Parking on one side of Highett Road	all road users can access the road easily
Not stated (IC)	Re-align Graham Rd to Bay Rd through the CSIRO site	Traffic is improved/access improved between Highett Rd and Bay Rd
Not stated (IC)	To improve the timing of the red lights on Highett Rd, especially at the railway crossing	The traffic flows better

Not stated (IC)	Footpath trading at the intersection of Middleton Street and Highett Road will make it difficult to complete turns. Bins and trees already obscure vision at this intersection.	Not stated
Highett - Kingston (IC)	To review the intersection of Highett, Graham and Railway Rd/St	The traffic moves more smoothly. It is currently a death trap

Traffic management plan and strategies to accommodate population growth

Highett - Bayside (Apt)	With the old csiro site being developed it's only going to get worse.
Cheltenham	Traffic safety and parking are major issues where the proposed major increase in population density simply doesn't make sense.
Highett - Bayside	When planning for buildings you have to consider also about parking spaces and the load of traffic into the area.
Highett - Bayside (Apt)	Lack in street parking, increase in traffic, oversupply in apartments and a potential decrease in property value will not help with Highett's growth and future.
Highett - Bayside	Facilitate / don't restrict car sharing options and spaces
Caulfield South	Increased use of car sharing in future
Highett - Bayside	transport is good
Highett - Bayside (submission)	There are buses which travel via Graham, Bay and Highett Roads. People should be encouraged to use public transport or walk around rather than use cars as much as possible. Unfortunately for the elderly and family shoppers, getting large amounts of food purchased on and off public transport is difficult, and I must accept this. But home unit overdevelopment in this area will increase the already existing traffic hazards
Highett - Bayside (submission)	The apparent development density proposed in the material circulated to the community, would place an inordinate pressures on the bus routes through Livingstone and Graham Roads, which would regularly freeze into grid lock.

Traffic management plan and strategies to accommodate population growth – my idea for Highett is ... so that ...

Highett - Bayside (IC)	To conduct a traffic management plan prior to the CSIRO sites sale as this will determine the max car capacity for Graham Rd and Middleton St's. This will determine the max cars/dwellings the area can manage. The area is already clogged and any further cars will make the area unbearable.	Not stated
Highett - Bayside (IC)	That both councils ensure all buildings - commercial and residential - have adequate parking	Visitors to Highett have space to park
Highett - Bayside (IC)	Street parking when Southland Station opens streets, as the back of the station shall be blocked from residents vehicles and driveways must be outside parking as created in Middleton St. This should go to Beaumaris Pde and adjoining streets	Not stated
Highett - Kingston (IC)	More one way streets around the station	Traffic flows better
Not stated (IC)	Close the entrance to Highett Rd from Station St	Not stated
Not stated (IC)	The area between Middleton St, Bay Rd and Highett Rd and bluff needs to be looked at as there are a lot of traffic issues being experienced by residents. Review car parking provisions to address concerns	A village with its unique character
Not stated (IC)	To encourage people to catch public transport and walk rather than using cars as much, as home	Not stated

	unit overdevelopment in the area will only increase existing traffic hazards	
Not stated (IC)	The main exit points on Graham Road can only handle a limited amount of traffic at peak hours and a set of traffic lights should to be installed on the corner of Graham and Bay Roads to exit Graham road safely. This needs to be taken into consideration with building the houses and apartments on the CSIRO site.	Not stated
Not stated (submission)	Put signals at the intersection of Graham Road and Bay Road before the CSIRO site is developed	Not stated

Improve pedestrian and cyclist links and safety

Highett - Bayside	Connectivity to other parts of Bayside and Kingston (create pedestrian and cycle links that join with and run adjacent golf courses and along the rail line)
Highett - Bayside	Provision of pedestrian bridge across Bay road to walk to Southland
Highett - Bayside	There are more zebra crossings not traffic lights.
Highett - Bayside	Paths are mainly for recreational cycling, unless you live and work close to a bike path.
Cheltenham	Pedestrian crossings
Drop-in	A walkway on the train track (Wickham to Highett Rd)
Drop-in	The footpaths at Daff Ave
Highett - Bayside	Walking paths & bike trails already under consideration.
Highett - Kingston	Ensure the train line is closed off to pedestrians/animals by strong, high fencing!
Hampton East	Trees and bushes to be cut back regularly
Highett - Kingston	There needs to be a big marketing push that lets people know a 1km walk will take 10 minutes! people now have forgotten how to use their legs.
Not stated (submission)	Pruning of overhanging garden trees is needed too!

Improve pedestrian and cyclist links and safety – my idea for Highett is ... so that ...

Not stated (IC)	A pedestrian crossing near Highett Rd and Worthing Rd	People can access services on Livingston Road and get to school - busy road and it is hard to cross Highett Rd
Not stated (submission)	That there is another pedestrian crossing at the junction of Reserve Rd and Bay Rd (west side).	I don't have to use it to get to Middleton St with my bike) to avoid the right-turn on the street)
Not stated (submission)	To improve the pedestrian experience along Bay Road. This should be investigated and included in the Highett Structure Plan (as well as bicycle)	Not stated
Not stated (submission)	That we need bike chevrons heading west at the west bound pinch point between Train and Middleton Sts. (BTW it's Donald Street, not Donald Avenue, in the Melways and Google Maps)	Not stated
Highett - Bayside (IC)	A pedestrian crossing or traffic lights in the vicinity of Avoca St on Bay Rd	Pedestrian safety will be greatly enhanced when crossing busy Bay Rd, and increase the ability of local residents to visit businesses and amenities.

Retain and improve Highett Train Station

Highett - Bayside	Don't get rid of Highett Station
Highett - Bayside	Keeping the train station operational. I catch the train often and refuse to walk to Southland to catch the train.
Highett - Bayside	manned station
Highett - Bayside	Make Highett station into a café and get the fireplaces going in winter
Highett - Bayside	station parking, and drop off and pick up zones at stations.
Highett - Bayside	Improved facilities at stations and Southland
Highett - Bayside	Improved security and lighting at railway stations. Even bike lockers have been broken into.
Devonport	No toilet at train station in Highett.
Highett - Bayside (Apt)	Super close to public transport and only half an hour train into the city.
Highett - Bayside (Apt)	I do think the station could do with a walking underpass as sometimes it's a long wait to cross.
Highett - Bayside	Lack of care street scaping around railway station and Graham road.
Devonport	not much space for bus stop in Highett road at the train station.
Highett - Bayside	Safe access from stations to bus stops.
Highett - Bayside	Toilet facilities at station
Highett - Bayside	Cages for bikes

Train services, frequency and capacity

Highett - Bayside	greater train capacity as the population grows - double decker trains.
Highett - Bayside	Increase the number of trains on the Frankston line.
Highett - Bayside	More frequent trains stopping at Highett, particularly peak hour p.m. from city.
Highett - Bayside	move express stop from Cheltenham to Highett
Highett - Bayside	Form part of the express train.
Highett - Bayside	Train journeys express trains what trains go through the city loop parking at train station or the lack of it
Brighton East	Timetable changes for more transport frequency.
Highett - Bayside (Apt)	Frequency of trains is good.
Highett - Kingston	More trains would be good - it would be ideal if morning and afternoon express trains stopped in Highett.
Highett - Bayside (Apt)	More express trains into the City. The commute is the one serious downfall for my partner and I.
Highett - Bayside (Apt)	Would be great to have an express train to city from Highett (currently from Cheltenham)
Highett - Kingston (Apt)	Finally I am lucky to get the express train from Highett at 821, or 832am. This is great and don't want it to change. Only thing is it would be great if a more express train stopped at Highett on the way back in the evening. And also if there was at around 730am also for those that leave and get to work earlier (my partner) If there is going to an express to Southland then that will be fine also as we can walk to that station instead.
Drop-in	Train services - they have declined significantly
Cheltenham	Public transport on the Frankston railway line is also already at capacity (due to the massive catchment area to the south - all the way to Stony Point).

Resident car parking and amenity

Highett - Bayside (Apt)	Parking for visitors is basically non-existent now compared to 2 years ago. Traffic terrible to exit onto Highett road from apartment block.
Highett - Bayside	Residential permit parking. No standing zones

Highett - Kingston	I am a resident in a new development (3-5 years old). There needs to be ample parking for residents in these developments as there is often not enough roadside parking and only one space available. I disagree with the previous statement that residents living in new developments should not have parking permits. I have just as much a right to find a convenient park for my car as anybody else, and it is frustrating and dangerous for me to find a car park near my residence late at night, and have to walk back to my residence. A parking permit would ensure I always get a park that is close to my residence.
Highett - Bayside (Apt)	Furthermore, with the increase in population (through apartments), there is a lack of street parking on residential streets. This is visible on my street - a small, no through road - where there are 7 apartments and 12 townhouses. With one side of the street a no standing zone, we are only left with the other remaining side of the street.
Highett - Bayside (Apt)	Also, it would be great if things such as loading bays for tenants moving in and out were incorporated into complex. It makes it very difficult particularly if you live on Highett road and have few places for a removal truck to stop and un/load belongings and furniture and my complex is a big complex so there are always people moving in and out.
Highett – Kingston (Apt)	Whoever does the bin collection on Thursday mornings is a nightmare (they box all cars in with the bins, or line them up across the drive way) - but I think that's Kingston, not Bayside!
Highett - Bayside	My only comment is: Eliminate parking space waivers being granted to apartments buildings.
Highett - Bayside	Issues because of bin and rubbish collections, obscuring vision at corners. "corridor" intersected by driveways, roads & lanes.

Resident car parking and amenity – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Parking - apartment residents need to be made aware that they do not get permits	It is safer for all
Highett - Bayside (IC)	Car parking is an issue. You cannot get out of the driveway in some	Not stated
Highett - Bayside (IC)	Enforcement of parking restrictions, including construction workers	Amenity and safety of residents can be protected
Highett - Bayside (IC)	Parking permits for residents of Beaumaris Pde due to excessive number of apartments built in the street	Parking one's own car in won't be an issue as it is already a problem. The current apartments have their own car spaces, yet choose to park on the street, making it difficult to back out of your own driveway.
Not stated (IC)	People who work in the Bayside Business District/ iSelect building are parking in our street (Desmond Avenue), which makes it difficult to exit from our driveway. We have widened our driveway as a result of these issues. Would like someone to monitor Desmond Avenue and investigate how these issues could be mitigated.	Not stated

Review signage and restrictions for on-street parking

Highett - Bayside	50km signage needs to be placed at the Highett/Graham Rd end, along Graham Rd and Jackson Rd, Princess and Royalty Avenues,
Highett - Bayside	Narrow streets
Drop-in	Highett Rd - too narrow to accommodate cars

Highett - Bayside (Apt)	Wider side streets for better street parking. It makes no sense that in some sections people can park but in the rest of the street they can't.
Highett - Bayside	Peak periods, more thought to where local signage is situated directing to Highett shopping, e.g. currently there is a sign directing people to Highett shopping on the cnr. of Middleton St. and Bay Rd. to Highett Shopping, this increases traffic on Middleton St to Highett rd. which creates even more of a hazard to an already nominated dangerous and unsafe intersection
Highett – Bayside (Submission)	No Standing signs along Highett Road – when construction works commenced at the corner of Major St and Highett Rd “No Standing” signs were erected along Highett Rd from Spring Rd to Major St. Residents were informed in writing that when construction was completed the “No Standing” signs would be removed. This has not happened – why?
Not stated (submission)	To have a no standing zone on Highett Road opposite Peterson Reserve on weekends

Review signage and restrictions for on-street parking – my idea for Highett is ... so that ...

Highett - Bayside (IC)	signage on the corner of Donald Street (Light post, no standing and tree) and the council is now saying 40km sign to go in. (limited vision from the tree now)	Not stated
Highett - Kingston (IC)	Improved parking and limit parking on Henry St, Highett.	Not stated
Not stated (IC)	Middleton Street – parking should be restricted to one side of the street so that traffic can pass. The congestion is dangerous.	Not stated

Improve public transport connectivity

Highett - Bayside	It would be amazing if the Frankston and Sandringham lines could connect up! Underground or overground, perhaps at the new Southland station :)
Highett - Bayside	Linking services better - eg. train & bus timetables - so for example if you catch a train and get off at Hampton there will be a bus waiting for you if you need to travel to Highett or Southland (same for Sandringham). This will reduce congestion such as if the Frankston line is not working well but buses will get you to Sandy or Hampton in time for a train & that the wait at peak times am & pm is not too long (no more than 10-15 mins)
Highett - Bayside	The bus and train timetables need to be better co-ordinated.
Cheltenham	Cross suburb transport. Not everyone works in the city so having all residences put along the rail line is useless. We need more transport across to Dandenong, Springvale, Glen Waverly, Knox, Endeavour hills etc and even down to Cranbourne. Sure, link to local rail stations along the way as well as shopping centres but our train network is a spoked system only and we need to link them like a spider web
Highett - Bayside	Buses to train stations
Highett - Bayside	Access between highett and Elwood / Brighton / st Kilda.
Highett - Bayside	improved public transport,
Highett - Bayside (submission)	The proximity of Southland with its bus depot and train facilities and Highett station are a bonus to the area. But people need to be "taught" to use public facilities over cars etc. Small buses could "commute" between Sandringham station and Southland station so that people can access the most appropriate train line.

Reduce traffic speed

Highett - Bayside	The shopping strip section needs speeds reduced to 40km, as in other shopping strips in the municipality.
Highett - Kingston	Safety driving and walking in Highett Road
Highett - Bayside	speed

Highett - Bayside (submission)	Is there any chance that we could get more speed bumps or higher ones on Worthing Road? Very often cars drive too fast on that street. Very often more than 60 km/h. My parked car got once damaged when parked on the side but didn't see the offender. Many cats died already on that street. Almost every day I can see and hear cars speeding up and down Worthing Road. Is there anything the Council can do?
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Reduce traffic speed – my idea for Highett is ... so that ...

Highett - Bayside (IC)	40km zones around the strip - Highett Rd, parts of Graham Rd, Railway Pde and Highett Rd limited to light commercial vehicles between the railway line and Nepean Highway	Traffic flow and behaviour would improve
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Improve street lighting

Highett - Bayside	Street lighting
Hampton East	Better lighting at night
Highett - Bayside	street lighting on both sides of roads for resident safety

Online forum published comments with level of public support/vote allocations

The Have Your Say Bayside online consultation platform permitted participants to submit personalised statements. The following **Movement and Transport**-related comments were published. Once publicly visible as published comments, interested members of the public could indicate whether or not they supported the sentiment by allocating an unspecified number of up votes (support) or down votes (no support). Comments were published at different points in time throughout the consultation and there was no restriction on the voting option so keen participants could allocate unlimited votes for their own or other statements. *Thus, these findings should be interpreted with caution.*

With the recent announcement of extra level crossings to be removed on the Frankston line Highett will have the only level crossing between Glenhuntly and Mordialloc. The traffic congestion in this area is terrible and the shopping centre is dying as people do not want to go there. The level crossing on Highett Road must be removed!	34 up votes	0 down votes
The Council needs a HIGHETT TRAFFIC and PARKING plan that needs to be addressed by developers and the Council in the public consultation period. Currently there appears to be avoidance by both parties as the need to traffic and parking planning. Council on want to discuss, comment or deal with this when the congestion, traffic issues arrive - when it is too late to address. Making MORE no parking zones in residential streets is not an answer. Stating that we all need to ride bikes or walk to work is naïve and very worrying When approving high rise developments. Council needs the developers to consider and work with them on the potential traffic and parking issues that will arise due to the dense development. <i>This comment has been modified to remove offensive/inappropriate content.</i>	27 up votes	3 down votes
The congestion is horrendous and poses a safety risk to road users, pedestrians and residents. Right turning into Graham Road from Bay Road and right turning into Bay from Graham Roads is dangerous and the delays are huge. There need to be a no right turn or traffic lights installed ASAP, before someone is killed. <i>This comment has been modified to protect participant privacy</i>	19 up votes	2 down votes
Corner of Bay Road and Graham street needs traffic lights. Very dangerous if turning right and time wasted is considerable. This is very dangerous intersection used by local buses and trucks. Currently a give way sign but needs traffic lights. Right hand turns are dangerous and can take up to ten minutes creating frustrations for the turning driver and those forced to wait behind.	18 up votes	1 down votes
Pedestrian crossing on Bay Road near Aldi. Getting from a significant part of Highett to the south side of Bay Road by foot is very difficult (if not impossible at peak times) and means that people will generally chose to drive to Aldi, Sandringham East Primary School, Golf clubs, Parks, etc. rather than walk. Putting in another pedestrian crossing somewhere near Aldi would encourage more people to walk rather than drive.	18 up votes	0 down votes
Foot / bike access: CSIRO site. I just wanted to request that there is foot / bike access between Middleton Rd and Graham Rd as a consideration in the development plans. <i>This comment has been modified to protect participant privacy</i>	15 up votes	0 down votes
For the last 25 years Tibrockney street does not have any concrete footpath on either side of the street from around the tennis courts to number 20. We have people on wheelchair, mums with prams that have to negotiate the grass area which has not been the best either since the install of the new water pipes. We see new footpaths being done in Highett or Bayside, old ones being repaired. Why is it that our area does not get any attention? <i>This comment has been modified to protect participant privacy.</i>	13 up votes	0 down votes

Rally PT VIC for an express train from either Highett or Southland Station. Highett Station has one of the longest time taken to distance ratio for any station with similar distance from the CBD. This is mainly due to there being no express trains from Highett to the CBD. Can we rally PT VIC to add an express train from either Highett or Southland station? Due to the increase in patronage at Highett station, this has now become a necessity.	12 up votes	0 down votes
Will you be providing more parking, so that staff can park easy? Currently all parking is badly signed and streets are clogged. Invest in INFRASTRUCTURE it is good DEBT <i>This comment has been modified to protect participant privacy.</i>	11 up votes	0 down votes
More parking for commuters at Highett Station. There is not adequate parking available for commuters. The fact that all the new apartments only have 1 parking spot has made things worse with apartment dwellers parking in the station, shopping centre carpark & nearby streets. Unfathomable that an awful apartment building is going up right on the carpark! The lack of parking is a security issue for women commuting in the evening, the elderly or people with disabilities who cannot walk to the station.	11 up votes	0 down votes
Improved Road Quality. Main roads (notably Bay Rd and Highett Rd) have been destroyed and are now littered with large pot holes. Cyclists are having to ride very wide in the lanes as a result and cars are at risk of punchers.	10 up votes	1 down votes
There should be no right turns in to or out of Middleton Street at Bay Road. The vision across traffic is terrible and there are too many accidents.	10 up votes	0 down votes
Remove the train tracks, preferably replace with the underground one. Making more parking on street or off street, increase the time restriction to encourage people shops in Highett. This will also encourage more people to set up their businesses here. Should have some incentives to encourage more small businesses and independent shops.	9 up votes	0 down votes
Highett is a very busy station now. Many of the other stations have been spruced up but Highett missed out. More undercover areas are needed. The PA system is so bad it can only be heard from the far end of the platform. There aren't speakers all the way up the platform like there are at other stations. Ideally this station is so busy it should be staffed.	8 up votes	0 down votes
Safety management plan for commuters. As a commuting resident/ratepayer of Highett I feel that some efforts need to go into the train line. The tracks are littered with rubbish, the egress paths that run beside the tracks are poorly lit, my partner and I have named the area to the north end of the west car park "the scary bit"! Overall the appearance is an eyesore. Boom gates are frequently stuck down, or if not stuck, raising and lowering with little time between to allow congestion to move through. I see the semi recessed stations like McKinnon and feel that if the cost of going underground is too great, then at least lowered to a point where infrastructure can pass over it. In short term, I'd like a clean-up and better lighting sooner rather than later, promoting safety, and long term, to see the rail system lowered with paths like the Glen Eira council have implemented.	8 up votes	0 down votes
Add a right turn arrow (for both directions) at the lights on Bluff Rd/Highett Rd.	8 up votes	0 down votes
Residential streets need to have street parking on just one side or no on street parking. It's almost impossible to drive down most streets without having to stop for approaching vehicles.	6 up votes	0 down votes
To coincide with the opening of the adjacent Southland Railway Station, Sir William Fry Reserve will require an improved pedestrian entrance point at Bay Road and upgraded walking paths.	5 up votes	0 down votes
Expected residential growth in Highett to 2036 is over 100%. Red flag alert Bayside Council! More work please to provide better connections for pedestrians, bike users and vehicles. Connect our existing and future open spaces. Connect our adjoining suburbs and activity centres (through golf courses and along the train line). More designated bike paths and lanes. More pedestrian lights or overpass along Bay Road. Highett Station level	5 up votes	0 down votes

crossing to be removed. One way vehicle access through Highett Village. Smaller buses that run more frequently.		
I know this won't be flavour of the month but as our streets are getting more and more congested with parked cars due to older children not leaving home because it's too expensive to buy until they are much older, (and all the other reasons which have been previously mentioned by others) I feel the nature strips will have to shrink in size so there is more room to accommodate the parked cars.	4 up votes	0 down votes
RAILWAY PRD HIGHETT RD INTERSECTION. CLOSE OFF RAILWAY PARADE FROM MR HUMBLE TO THE CORNER OF HIGHETT RD, DEDICATE IT AS A GREEN SPACE, INCREASE BIKE RACKS AND COMMUNITY ART, A TOWN SQUARE TO BE PROUD OF.	4 up votes	2 down votes
Traffic Management Corner Bay Road & Advantage Road. Turning into and out of Advantage Road is very dangerous, I have personally witnessed near fatal accidents several times. Past notifications to Council have fallen on deaf ears. Please don't wait for a fatality before traffic conditions are changed.	3 up votes	0 down votes
Clean-up the pedestrian walkway along train tracks. I'd like to see lighting on the path alongside the train tracks between Wickham Rd and the train station. This is a fairly scary route to go at night and lighting would help make it safer. Also the weird little park along this walkway is seriously dodgy and seems to be attracting drug takers.	3 up votes	0 down votes
There should be a 5 min parking area next to the train station so when you are picking up from the train you can park safely and wait for your passenger. There is 2 taxi parking spaces but no parking space for the general public. This should be a designated waiting area, for the train passengers	3 up votes	0 down votes
Having parking charges \$\$\$ at Commercial buildings in Bay Rd and Reserve Rd makes the workers use the side streets. This is not addressing the problem of making more free parking accessible. We need more parking, look for solutions. Take out nature strips putting indented parking. Make developers provide parking (not one garage that is never used for a car). Make parking available around parks, so not just parallel but side by side to get three times more cars in. We need to think of better ways to use the limited resources we have.	3 up votes	0 down votes
Permanent clear way on Bluff Road	2 up votes	0 down votes
If the train line is to undergo any sort of change. SKYRAIL is not the answer.	2 up votes	0 down votes
Improve & Widen Bay Rd. Often driving along Bay rd, there is not enough space for two cars to drive in parallel, and is impossible with Buses. There's also no space for cars entering onto Bay rd to easily view oncoming traffic. Driving along the left hand side means you are driving in the gutters, making for a bumpy, unsafe drive.	2 up votes	0 down votes
Residential Parking permits on Albert Street. Albert Street is the first street from the train station that has unmarked and unlimited parking. Consequently, it is being used as a train station carpark. Three cars do not fit across the street and people park on both sides. This causes congestion and damage to cars. The rubbish truck has difficulty weaving between the cars on collection day. There is obviously a need for car parking at the station, or perhaps at the new Southland station but this should not be on narrow residential streets. Please add parking lines and permits to this street.	1 up votes	0 down votes
We are trying to encourage people to get out their cars and walk. Highett' pedestrian Crossing currently prevent this. Where people (particularly with kids) are walking, we are crossing busy roads which is just simply dangerous and inconsistent with the road safety messaging. The three crossings I know we need are 1.across bay Rd near Aldi, 2. across Highett rd bayside of Worthing Rd, 3. Across Highett Rd near scare ramp. A review of activity hotspots may be a good way to identify any more b.	1 up votes	0 down votes
Rubbish in railway track. I see there is an increasing amount of rubbish along the railway track of Highett station and it is hard to clean when there people just throw rubbish over the wired fence. In short term if you could organise a couple of volunteers to clean up. For	0 up votes	0 down votes

people who walk past by on the footpath next to it everyday it seems Highett is not a great environment to live in		
Widen Wickham Rd. Wickham Road's nature strips are generous, and could be modestly shrunk to provide more road space. Currently, cars park on both sides of the road, and there is just enough space for 2 cars to squeeze through the gap together - if they are lucky! Myself and my neighbours have had mirrors knocked off our parked cars by drivers passing too close. A modest widening of the road would allow worry-free parking on both sides and easier travel for drivers.	0 up votes	0 down votes
Highett is isolated within Bayside. This is particularly the case with safe cycle infrastructure connecting Highett with the bay to the south and to the west. Rectifying this will prove beneficial both for Highett residents and those in other parts of Bayside, who would enjoy better access to Highett town centre and to the Frankston Railway Line at Highett. None of Wickham Road, Highett Road or Bay Road are suitable for cycling by any but the most experienced cyclist. For children, the footpaths on these routes are also unsuitable owing to the number of intersections. Highett residents (especially families) require cycle access to other Bayside open spaces and the bay. This is particularly the case in response to the recognised lack of open space in Highett itself. Council should create fully separated cycle infrastructure links from Highett town centre to Sandringham, utilising Highett Road and a combination of Sandringham streets via RG Chisholm Reserve. Highett Road is already well prepared for this thanks to the foresight of council implementing no-stopping zones on most of its length in 2016. An additional fully separated cycle infrastructure should be deployed for the length of Reserve Road to the bay at Beaumaris.	0 up votes	0 down votes
Traffic Management Plan. How on earth did footpath dining at Hunky Dory (for example) ever pass a credible Risk Assessment? Nightly you can see diners having dinner while speeding motorists flash by less than 2 metres from their elbow. Similarly, I have been seated at cafe tables opposite the Highett Post Office and had a driver reverse into the table we were using while clumsily trying to park their oversized SUV. Highett village is choked with traffic, and this Structure Plan presents a unique opportunity to do something about it. For example, make Highett Rd a one-way thoroughfare, eastbound only, between say Middleton St and Nepean Hwy. Westbound traffic could be diverted to Wickham Rd. Shopping villages right across the world are being remodelled to return the streets to pedestrians. At the moment, you can hardly hear yourself think in Highett village due to the traffic noise.	0 up votes	0 down votes
Highett Village Traffic Management. It beggars belief that cafes and restaurants with footpath dining are competing with the constant snarl of traffic through Highett village. Has there ever been a credible Risk Assessment carried out on the proximity of tables and chairs, to fast-moving vehicles? Try sitting outside at Hunky Dory for example, and having speeding drivers flash past you at less than two metres from your elbow. My wife and I were sitting at a cafe table opposite the Highett Post Office last summer, when a driver reversed their oversized SUV into the table we were seated at. Villages and shopping strips need people to thrive. Not vehicles. Consider (for example) making Highett Rd a one-way, eastbound thoroughfare between Middleton St and Nepean Hwy. Westbound traffic could be diverted to Wickham Rd. Highett village is choked with traffic, and we need much less of it.	0 up votes	0 down votes
Bay road from Southland to at least Reserve Road would be much safer with a 50km/hr speed limit. Road markings are needed around the railway underpass near Southland. No one seems to know if it's 1 or 2 lanes and there are frequent rear end/side swipe accidents.	0 up votes	0 down votes
To coincide with the opening of the adjacent Southland Railway Station, Sir William Fry Reserve will require an improved pedestrian entrance point at Bay Road and upgraded walking paths.	0 up votes	0 down votes
No removal of Highett level crossing. if you remove the gates at Highett station then the use of Highett road as a thoroughfare would be greatly increased. It would mean more traffic, more noise, more pollution.	0 up votes	0 down votes

<i>This comment has been modified to protect participant privacy.</i>		
Remove on street parking Nepean Hwy side of Highett road. The road is too narrow anyway when cars are parked along that section and the culture of driving everywhere in a highly populated city needs to change. Remove all the on street parking and widen the footpath - allowing restaurants/cafes to offer a more appealing al fresco experience. Make us the Yarraville of the South East.	0 up votes	0 down votes

Deliberative input from Community Workshops

The following **Movement and Transport**-related comments, issues and ideas were recorded at the table-based discussions and on the post-its poster at the two Community Workshops. Participants were also invited to identify locations where there are traffic, parking and safety issues. Input was sought following a short presentation of the preliminary findings based on the analysis of community feedback gathered prior to the Workshops.

As shown below, a large number of points were recorded for “Improve traffic flow and reduce congestion” and “Improvement suggestions for specific intersections and roads”.

Improve traffic flow and reduce congestion

Will need to manage traffic around the new child care centre in Highett Road, near Train Street especially at parent drop-off and pick-up times
Traffic light sequencing causes congestion during the day
Traffic congestion on Highett Road towards Nepean Highway
Traffic congestion at lights on the intersection of Graham and Highett Roads
Traffic flow and parking must be considered together
Thoroughfares around the back of Highett, eg. Spring Road
Council should employ more parking officers

Improvement suggestions for specific intersections and roads

Traffic lights at intersection of Middleton Road and Bay Road
Turning right from Nepean Highway into Highett Road is difficult
Underpass at Bay Road near ALDI
Need to clarify VicRoads data regarding the intersection of Middleton Street and Bay Road
Install traffic light at Graham Road

Improve pedestrian and cyclist links and safety

Access to Bay Road south side (eg 822 bus to Sandringham)
Bike parking and cages would alleviate pressure on busy streets. Need to be more cycle friendly
Bicycle lanes to encourage accessibility not using car
More pedestrian crossings on Highett Road

Traffic management plan and strategies to accommodate population growth

CSIRO site should have had additional access provided
Different street treatments to identify streets with one side only parking, eg straight roads
New North-South Road access, Reserve Road to Highett Road
Provide a link through the CSIRO site from Lyle Anderson Reserve to Middleton Street
CSIRO could incorporate commuter parking at the top, permit system similar to beach

Retain and improve Highett Train Station

Two minute parking for pick up at station, not available now
Provide a pick-up zone at the train station that is a safe place to pull up and wait to pick up, five minute parking. Also consider using a taxi rank for this purpose, eg. Sandringham
Provide lighting at station near development
Consider creating a two to five minute parking zone and taxi zone near stations

Need more parking infrastructure in and around the Village

Accessible parking at the train station and other locations
Not enough parking on the Bayside side of Highett

Advocate for the removal of level crossings in Highett

That Highett level crossing is not number 83 in the removal list. Council to advocate and agitate
Level crossing removal for Highett

Review and improve bus services, routes and infrastructure

More bus frequency and possible cheaper fares during off peak to get people out and about
More buses down Bay Road are needed

Improve public transport connectivity

When Southland station opens consider re-routing buses through Highett, but look at patronage

The following comments were recorded identified on large maps in relation to sites where there are **traffic, parking and safety issues**.

- **Bay Road:** funnel traffic through Bay Road through overpass. Traffic lights at intersection of Graham Road to avoid traffic bottlenecks
- **Beaumaris Parade:** Council should explore smarter ways to explore providing additional parking (ie. 90 degree parking at park on Beaumaris Parade)
- **CSIRO site:** pathway through CSIRO for bike paths and pedestrians. Link through to CSIRO site, there has been a missed opportunity with this development (off Middleton Street)
- **Railway line:** underground (via duct) pedestrian pathway for people to access so they don't miss train. Underpass on side of railway

Section 4. Social and Physical Infrastructure

High level observations

This section presents the community feedback relating to **Social and Physical Infrastructure** and addresses topics such as community facilities (Livingstone Street Community Hub, library, education, child care, health), physical infrastructure (drainage, footpaths, water, gas, electricity, NBN), spaces for the community to connect as well as considerations associated with teenagers and all abilities access. This section presents the level of agreement or disagreement with statements based on what Council has heard in previous community consultations and other issues that need to be considered when planning for improvements to **Social and Physical Infrastructure**.

What Council has heard in previous community consultations with regard to the **Social and Physical Infrastructure** has generally been reaffirmed – what the community **loves** and the **improvements** that the community would like to see.

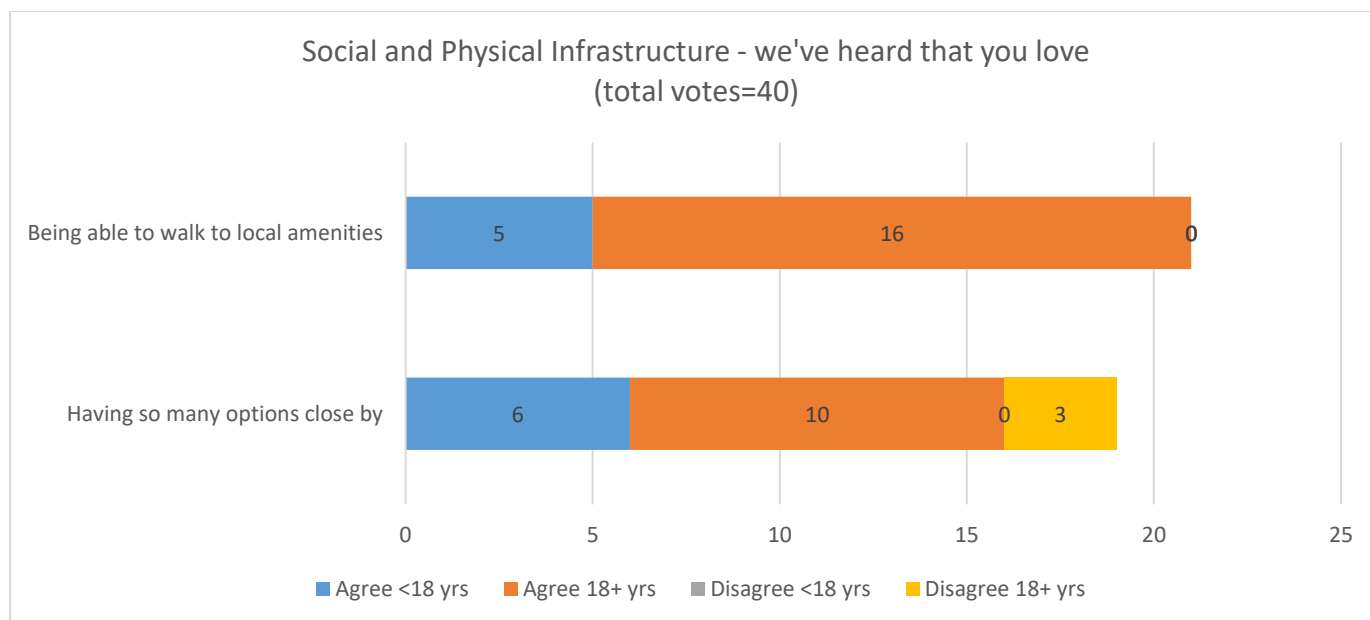
Based on the community feedback, issues to consider when **planning for Social and Physical Infrastructure** include:

- Areas to improve access and accessibility
- Active spaces and activities for teenagers
- Improved or new library in partnership with Kingston City Council
- Activities and support services for community wellbeing
- Provide multi-purpose, inclusive public facilities
- Upgraded or new education and care facilities for children
- Plan for and invest in physical infrastructure
- Make it easier to move around community facilities
- Upgrade, maintain and use existing facilities

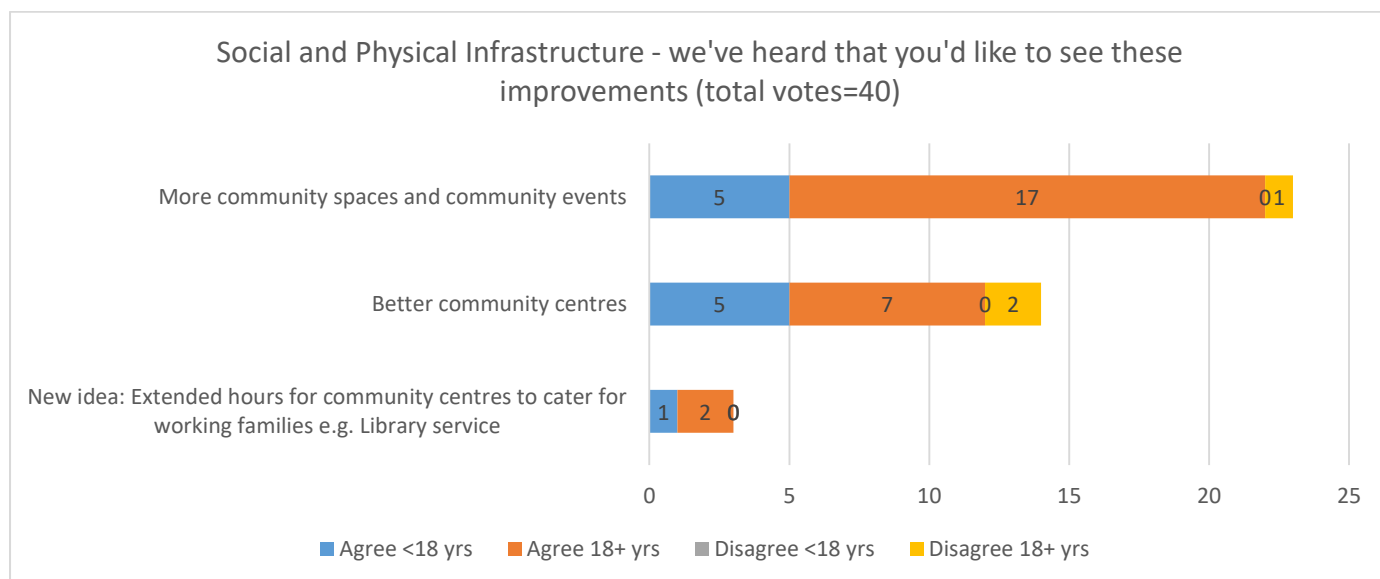
Three of the above themes (“Upgrade, maintain and use existing facilities”, “Provide multi-purpose, inclusive public facilities” and “Improved or new library in partnership with Kingston City Council”) were reinforced in the Online Forum and Community Workshops.

Agreement/disagreement with feedback from previous consultations

Participants attending drop-in sessions were invited to join a Dotmocracy activity. Participants could place colour-coded sticky dots on Topic-based statements to indicate their agreement or disagreement with “We’ve heard that you love” and “We’ve heard that you’d like these improvements” feedback from previous consultations. As shown in the below summary table, participants generally indicated agreement with the two statements “Being able to walk to local amenities” and “Having so many options close by”.



As shown in the below summary table, many participants indicated agreement with the improvement statements. Particularly strong agreement was apparent for “More community spaces and community events”. One new idea was recorded, “Extended hours for community centres to cater for working families e.g. Library service”.



The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

Areas to improve access and accessibility

Highett - Bayside	create sports ground disable walking paths
Highett - Bayside	Accessibility Engagement Cost to users
Highett - Bayside	Trying to cross Bay Road safely is impossible even for adults and people without disability. Upgrade of footpaths is essential.
Highett - Bayside	We planned on staying here because as you age you need single level places to live. These are being replaced with double or more levels. Not good for people wanting to downsize
Highett - Bayside	Where the child care was being built in Highett opposite Woolworths, the old church there used to have groups for disabled people of all ages. It was a shame to see this go.
Bentleigh East	Disabled facilities are a must for all new buildings.
Highett - Bayside	Wheel chair access for all major thoroughfares esp in shop areas.
Highett - Bayside	That they are properly resourced, easy access to them via public transport, walking/cycle paths etc
Highett - Bayside	Improve the ramp to train station for improved access.
Highett - Bayside	Re design of paths, gutter and street crossings to 'spoon' shades for motorised carts. Gutters too steep and dangerous.
Highett - Bayside	People with disability need to have easy access and egress to and from developments, footpaths need to be adequate and they need to be able to cross roads safely.
Highett - Bayside	Plan for disability access in all future plans in the Highett area.
Highett - Bayside	The hill in front of Highett station is very steep for old/disabled people.
Cheltenham	Access under the Bay Rd bridge does not meet DDA standards (AS 1428.2), being too narrow and too steep (in places)
Cheltenham	Lack of disabled pedestrian access under the Bay Road bridge needs to be fixed.
Cheltenham	Better and more accessible bike/walking paths that lead to shops, parks, libraries, transport etc
Highett - Bayside	Work on safe access to local schools
Highett - Bayside	That they are spread throughout the area as there are pockets of Highett cannot easily access facilities.
Highett - Bayside	Easy access, safe access.
Caulfield South	Accessibility
Highett - Bayside	Access is everything
Highett - Bayside	Safe access, easy access for walking or cycling to and from, good parking facilities, safe spots for drop off and pick up of children
Highett – Bayside (Submission)	Former factories in Graham Road, near the corner of Highett Grove, are now vacant and should be acquired by Council to permit access from Graham Road and also from the huge residential development planned for the CSIRO site.

Areas to improve access and accessibility – my idea for Highett is ... so that ...

Not stated (IC)	The condition of the footpaths	Not stated
Not stated (IC)	Sealing the road to the playground and better access to the playground	People accessing the playground/ playing bowls are safe walking near cars and the playground is more accessible

Active spaces and activities for teenagers

Highett - Bayside	Teen hobby, recreation activities. Environmental groups. Local jobs for teens.
Highett - Bayside	Teenagers need a youth centre with activities provided e.g bushwalking, rockclimbing, learning to do surfer life saving. book club etc. It would great to have a place where they could meet like minded individuals doing the same activities plus they could learn. Another suggestion is they could help in the local community e.g cleaning and looking after local parks etc.
Highett - Bayside	Would love more for teenagers. Libraries need more desk spaces with power points. Rec center with activities like Brighton Rec would be great.
Highett - Bayside	I struggle to understand what other facilities you could provide for teenagers...
Highett - Bayside	Sporting clubs for youths
Highett - Bayside	keeping sporting facilities up to date keep kids entertained
Highett - Bayside	Also e.g. footy oval/tennis for younger people
Highett - Bayside	Cheaper access to gyms for teenagers, aged people, football clubrooms to be used etc. so more people could also use these (limited times as clubs need for training).
Highett - Bayside	Teenagers need open space and organised activities particularly if confined to unit/developments
Highett - Bayside	Skate park at Peterson Reserve - Expand it.
Highett - Bayside	Teenagers won't use the skate park at Peterson Street Reserve as it's too basic. St Kilda bowl & the much smaller Elwood bowl are usually incredibly busy and too far away. Using this site for a complete overall of the skate park would be a huge asset for the community. Also a running track around the reserve with exercise areas/machines would be great.
Highett - Bayside	open areas/park that teenagers can use - eg currently most parks cater for small children. Add basketball hoop/tennis wall for older kids to use
Highett - Bayside	More sporting facilities for teenagers as there are NONE currently in the area.
Highett - Bayside	Sporting facilities!!! Keep kids off the streets!!!
Highett - Bayside	Activity areas with parks such as basketball courts and skate parks. Well planned and structured gives youth an area to enjoy and mitigates misdemeanour crimes from boredom ie graffiti
Highett - Bayside	What about a gardening club for interested teenagers or an open air dance groups/lessons in summer?

Active spaces and activities for teenagers – my idea for Highett is ... so that ...

Moorabbin (Drop-In)	Guitar hero game	I can play it
Not stated (IC)	To extend the opening hours of Bayside youth centre.	Not stated
Not stated (IC)	For more new equipment at the youth centre.	Not stated
Sandringham (Drop-In)	To make the youth centre a bit bigger	Not stated
Not stated (IC)	Get more of a variety of games at the library	Not stated
Clarinda (Drop-In)	To build an indoor sports centre	Teams can play and have fun
East Sandringham (Drop-In)	More sports clinics	So kids get healthy

Improved or new library in partnership with Kingston City Council

Highett - Bayside	A state of the art library
Highett - Bayside	New library and community hub at csiro site.
Highett - Bayside	We have a library that is not well used. Will more people use a new one?
Highett - Bayside (Apt)	The library area is also in need of attention. Better public seating in this area.
Highett - Kingston (Apt)	Upgrade library in Highett Road
Highett - Kingston (Apt)	Perhaps the new library could be built above a park.

Highett - Bayside	please do not move the Highett library from where it is, I can walk to it easily
Highett - Bayside	A library is needed in the Highett shops not Hampton east!. It will service its people better when it's amongst the commercial and activity area. What good is it in Hampton east?
Hampton East	Oh thank goodness. That library is an eyesore! But the service provided by the library is great. Staff very helpful and is great that it's connected to the rest of Kingston libraries so you can get what you need. That said, would be great to have some desks to use as a work/study area. And for some interior decoration. A place teenagers (& adults) could be happy to go to to do homework/assignments.
Highett - Bayside	Redevelop the library site into accessible open space in centre of the Highett activity centre with Wi-Fi. This will be a great improvement to help even out the old and new ends of the strip.
Cheltenham	Libraries these days are a dying service.
Highett - Bayside	CSIRO development would be an ideal location for a library or other community to avoid it becoming essentially a gated estate
Highett - Bayside	Maybe with CSIRO development a library can be built but maybe should work out a deal to combine with Kingston. Highett library at new size - 2 would be silly but extended hours and facilities would be good.
Cheltenham	Firstly, take up the offer of Kingston Council to build the library together and pool funds. Trying to do it separately is an issue for Bayside and they should put aside any silly reasons and do a joint venture as requested. Secondly, libraries are not places teenagers want to go. STUDY rooms with internet access and access to a range of transport and food options is what teenagers want.
Highett - Kingston	bayside and Kingston Council need to have a group think tank on the provision of a local library. Kingston has one in play - but could do with an upgrade so why not share the load
Highett - Bayside	Redevelop the Highett library site as a centre piece for the activity centre.
Highett – Bayside (Submission)	New library – as part of the CSIRO development a new library should be built at the northern end of the property. This would provide easy access from the shopping centre and train station. Statistics obtained from Kingston Central Library show 80% of users of the existing Highett Library live in Bayside. Four years ago Kingston Council conducted a review of their library usages and due to the low patronage at Highett by Kingston residents they proposed to close our library. Only due to a wonderful campaign by the community was the library saved. I still consider Highett Library to be under threat at any time Kingston chooses to close it. The need to have a new library within the Highett Structure Plan area is now becoming urgent.
Highett – Bayside (Submission)	Council consider building a library – well planned and well stocked and accessible in Highett

Improved or new library in partnership with Kingston City Council – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Keep the Kingston Library and combine with others to improve it - rather than build a new one and compete with it	People have easy access to the library
Not stated (IC)	A new library	Council and communicate and promote community activities
Not stated (submission)	A new library in Highett.	Not stated
Clarinda (Drop-In)	library where I can borrow games	I can read books and play games

Activities and support services for community wellbeing

Highett - Bayside	Also, need support services. The denser the developments the greater the need for facilities for the residents.
Highett - Bayside	More activities for seniors

Cheltenham	Elderly & new mothers
Handprint	Homelessness (repeated 5 times)
Handprint	More chances for people to speak up
Handprint	More chances for kids that don't get to go to school
Highett - Bayside (IC)	To create (or find) space for a regular makers market in Highett and link up with locals to encourage a variety of arts and crafts and ideas to be showcased every month or two. On the site of the old CSIRO? Lyle Andersen Reserve?
Not stated (IC)	Small improvements to create better connections and create a sense of community
Highett - Bayside	Considering the elderly and disadvantaged
Highett - Bayside	And supporting the strong community spirit with a street festival annually, community hub centre, open natural meeting spaces, community centralised noticeboard, etc.

Activities and support services for community wellbeing – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Child friendly services	Not stated
Highett - Bayside (IC)	Free community fitness classes for children	We can start to work in changing the growing childhood obesity problem we are seeing
Highett - Bayside (IC)	Mum and bub fitness/pilates classes for the local community centre on Livingston St	Affordable health benefits for young mums and community members
Not stated (IC)	Encourage residents (or set up a program) of Highett to form a social group to participate in a physical activity, sport, craft group, etc	There can be more social connections and use of great facilities, whilst benefiting from positive and/or mental state improvements
Not stated (IC)	Community events - fairs, food truck events, mental health events, mental health facilities, Safe, inclusive schools	Not stated
Not stated (IC)	Better organisation of community activities for young people with a physical or mental disabilities	Not stated
Highett - Bayside (IC)	It needs a heart, a centre, like a village green or common	Community activities could be centred there (e.g. farmers market)

Provide multi-purpose, inclusive public facilities

Highett - Bayside	Updated and increased facilities for the community offering a range of activities for all ages, in particular to meet the needs of those socially isolated. it would be great to consider this on the CSIRO site with the possibility of making it a community hub
Highett - Bayside	A variety of facilities
Highett - Bayside	Ability to use the spaces for multiple purposes.
Highett - Bayside	Increased activities and facilities for the aged community should also be a consideration. Aim to accommodate a multicultural and inclusive community when setting up new services and faculties.
Highett - Bayside	Since the closure of two churches in the area there are very few areas available for public meetings. I speak from experience as I was in charge of leasing these buildings to the public and i was kept quite busy.
Highett - Bayside	Access to a community theatre
Cheltenham	Local and state governments need to invest further in infrastructure before any more high density development should be pursued in Bayside (there is enough in the pipeline already without planning for more).
Drop-in	Public indoor and outdoor meeting areas
Highett - Bayside	Why should ratepayers subsidise these? If we have to pay for these facilities then at least make them multipurpose so we can concentrate community areas and maximise their use.

Highett - Bayside	That they are not exclusive. ie a multi-use centre/ hub
Highett - Bayside	Set up sensible community committees chaired by outsiders - seek advice from other councils

Provide multi-purpose, inclusive public facilities – my idea for Highett is ... so that ...

Highett - Bayside (IC)	To create an art hub to reflect artists in Bayside	Highett can look and feel progressive with mosaics, sculptures, etc in public areas
Highett - Bayside (IC)	A scout hall to be a part of the new CSIRO site plan	The growing number of children in the area don't have to travel far
Highett - Bayside (IC)	To include a well thought out community centre	To accommodate the general interests of courses and workshops that would benefit a community spirit that would enhance the lives of apartment residents

Upgraded or new education and care facilities for children

Highett - Bayside	We need a Primary School!
Highett - Bayside	A primary school for all the new children
Highett - Bayside	Local primary school - Sandringham East PS seems to be at capacity and not sure about Moorabbin PS. Will the increased population be catered for in the local schools? Kinder and child care seems to be fine.
Highett - Bayside	Infrastructure and community facilities - Consideration be given to upgrading Highett Preschool and perhaps developing to provide a primary school (high rise) Alternatively incorporate a high rise pre-school and primary school on the CSIRO site.
Highett - Bayside	More occasional care options or playgroups as opposed to childcares.
Handprint	Better education for the people that need it
Cheltenham	Primary School.
Highett - Bayside	A school on CSIRO site and playing field = aged care/village could be here too (you have my letters)
Handprint	More bins in schools
Highett – Bayside (Submission)	If the Council intends to permit the building of masses of home units, then schools will be needed. The sight of young people and life beginning rather than ending is a necessity to life.

Upgraded or new education and care facilities for children – my idea for Highett is ... so that ...

Highett - Bayside (IC)	More schooling in the area is a must	So the community can thrive
Highett - Bayside (IC)	Schools (prep and high school) need to be expanded BEFORE the building of additional residences and not at the expense of green spaces/ playgrounds	Children don't pay the penalty of developments
Not stated (IC)	To keep public spaces and parks available to the public. Also, if the CSIRO site is sold, please consider building a school or a retirement village	If the council intends to permit the building of home units, they need to build schools to.

Plan for and invest in physical infrastructure

Highett - Bayside	Wi-Fi near public places.
Highett - Bayside	I would like to see Highett developed and become the equivalent of Sandringham, Hampton ect so that we receive the same recognition currently bestowed on these suburbs
Highett - Bayside	Lets see Highett being treated as well as other Bayside suburbs and not the poor relation!
Highett - Bayside	Pay as much attention to Highett as the other Bayside suburbs on the beach side of Bluff Road

Highett - Bayside	Highett was initially deemed a Neighbourhood centre, not a Large Neighbourhood Centre. This small area is so poorly serviced in every way and over the years has seen very little money spent in upgrading it to the same standard as elsewhere in the municipality. The 4 MAC's are seeing less development and population growth but are better serviced in terms of facilities, amenity, public open space, sporting facilities, schools, infrastructure, transport links and employment opportunities. The MAC's have also had millions spent in each area with constant upgrading and modernisation. These are big issues to consider when planning for people and housing.
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Plan for and invest in physical infrastructure – my idea for Highett is ... so that ...

Not stated (IC)	That an intensive study of the area should be undertaken to establish the amount of supportive infrastructure of schools, roads and rail access (trains that are full often express straight through Highett) that is required before any construction of large amounts of extra housing is undertaken on the CSIRO site.	Not stated
Not stated (IC)	That the evaluation of current facilities and infrastructure in Highett hasn't been taken into consideration for the amount of development that Highett is expected to see.	Not stated
Not stated (IC)	To implement more cameras	The community is safer
Not stated (IC)	Better signposting and communication and access to services and playgrounds	People know about services and can access them
Not stated (IC)	To use part of the land behind Woolworth CSIRO land and build a multi story parking charge for the use such as you do at the beach. There is limited parking at any of the stations along the Frankston line.	It would help local streets that are chocked up because of train commuters parking. It would get people parking at the car park and supporting local businesses also.
Not stated (IC)	Rates to be relocated to Highett	Not stated

Make it easier to move around community facilities

Highett - Bayside	Parking Too many like the Livingston kinder area and community area I don't use because it takes 30+ mins for a park to become available
Highett - Bayside	Parking!! I use the Highett Neighbourhood House and can never get a park in the car park because it is always full when I attend classes there.
Highett - Bayside	Bus service - especially on weekends
Highett - Bayside	Pedestrian crossing across Worthing road from Community Centre - also maybe across Highett road for easier access to Community Centre.
Cheltenham	More buses travelling more frequently in a northerly direction.
Highett – Bayside (Submission)	Highett is also an excellent area in respect of access to hospitals. The proximity of Sandringham Hospital, Monash Medical on Centre Road and Holmesglen Centre on South Road are very important. Maybe some sort of public transport could in the future be set up to help families get to these hospitals without using cars

Make it easier to move around community facilities – my idea for Highett is ... so that ...

Not stated (IC)	I wish the signage within the interchange (Karen St bus interchange centre) would be better. Electronic notices of the next bus route times, bays would be great.	The bus route times are better displayed for the public.
Not stated (IC)	Build more parking at the train station to allow people to catch the train and be more environmentally friendly	Not stated

Not stated (IC)	To improve the public transport infrastructure. The bus and train facilities around Highett and Southland are great, but people need to be taught/encouraged to use them instead of driving cars. Small buses could commute between Southland and Sandringham Station so that people can access the most appropriate train line.	Not stated
Not stated (IC)	Linking all areas of Highett	Community building can occur
Handprint	Fix pot holes inside Dunkley Fox Estate so you can ride your bike	Not stated

Upgrade, maintain and use existing facilities

Highett - Bayside	Support redevelopment of the existing facilities to expand to future requirements (examples in Bayside are the past and proposed upgrades to lifesaving clubs).
Highett - Bayside	Also look at your existing facilities that may be underutilised, the old scout hall in Lyle Anderson reserve that sat vacant for years and only recently been used by Grace of Heart Church a couple of times a week is a perfect example of an existing community asset whose potential has not been properly realised.
Hampton East	Existing facilities need updating/maintenance
Caulfield South	Need to look at current use of existing facilities e.g Highett Neighbourhood Community House, Community Facility at Fox Dunkley estate
Highett - Bayside	Make sure all existing and new facilities are handicap accessible. Existing shopping areas need to be accessible as well--many of the shop doorways along Highett Road are very narrow and/or have steps unsuitable for wheelchairs.
Highett - Bayside	Could we reinvigorate the local scout hall for teenagers?
Handprint	Fix everything around here (Dunkley Estate)

Online forum published comments with level of public support/vote allocations

The Have Your Say Bayside online consultation platform permitted participants to submit personalised statements. The following **Social and Physical Infrastructure** -related comments were published. Once publicly visible as published comments, interested members of the public could indicate whether or not they supported the sentiment by allocating an unspecified number of up votes (support) or down votes (no support). Comments were published at different points in time throughout the consultation and there was no restriction on the voting option so keen participants could allocate unlimited votes for their own or other statements. *Thus, these findings should be interpreted with caution.*

Highett Library Redevelopment. Turn the current library into a multi-level car park and new bigger library with better facilities.	12 up votes	1 down votes
I am not a religious person, however, I have noted over the years that a number of churches have been removed from Highett. With the diversity of nationalities and, I assume, faiths, coming into our community, I am wondering whether a space, either indoor or outdoor, could be provided so that all comers of every faith could share the space in friendship. The physical building of a church is only bricks and mortar, the sense of community that a church of any faith provides is far greater and I doubt it would be too difficult to incorporate an all welcoming space into the new structure of Highett which would undoubtedly benefit the entire community. (posted on behalf of Community Wellbeing)	7 up votes	1 down votes
Is there a chance that a Medical Centre like Primary Medical Centre (near Southland) could be built in the Highett shopping area? <i>This comment has been modified to protect participant privacy.</i>	6 up votes	1 down votes
Invest in social diversity. Highett is changing, but one of the things that has always made it great is its social diversity. This should be celebrated. Social and low-income housing should be increased in accordance with general population growth and dwelling development trends in the area.	1 up votes	0 down votes
Community space at 493-497 Highett Road. Create and foster Highett to recognise and celebrate its unique character as part of Bayside. Council should remove angle parking at the front of shops 493-497 Highett Road, convert this space to landscaped and vegetated open community space incorporating bus interchange with Highett Railway Station. Maybe build a branch of Bayside Library or other council services into these shop-fronts. At the very least claim this road space for the community. Council should also create and support an annual Highett community festival, using the suggested new community space above, as well as the carpark at Highett Railway Station.	1 up votes	0 down votes
Celebrate our Highett Village identity. Council signage currently refers to Highett as "Highett Shopping Centre." This massively sells Highett short as a unique part of the broader Bayside community. It denies that humans live here. Signs should be changed and all council references should be changed to refer to the area as "Highett Village Centre," or "Highett Town Centre." Furthermore, any effort to change the name of Highett should be strenuously and absolutely resisted.	0 up votes	0 down votes

Deliberative input from Community Workshops

The following **Social and Physical Infrastructure**-related comments, issues and ideas were recorded at the table-based discussions and on the post-its poster at the two Community Workshops. Input was sought following a short presentation of the preliminary findings based on the analysis of community feedback gathered prior to the Workshops.

As shown below, several points were recorded for “Upgrade, maintain and use existing facilities” and “Provide multi-purpose, inclusive public facilities”.

Upgrade, maintain and use existing facilities

Buildings at Dunkley Fox drastically need improvement
Can existing facilities be diversified? Eg. Bowls Club as a community resource
Utilise the scout hall site
Lots of 'end of life' facilities, can we do more 'needs/opportunities/ not just like for like
Utilise more of the facilities we already have eg our existing parks, our community centres
Utilise the spaces better
We have the facilities but we don't use them. Lyle Anderson Reserve needs more surveillance. Council should organise facilities

Provide multi-purpose, inclusive public facilities

Central, non-isolated facilities are required with more multi-generational families
CSIRO presents great opportunities for community facilities and small scale shops
It is good that facilities are spread out and not all in one place
We need to get the people and facilities together. Sell Lyle Anderson Reserve and reinvest into new facilities. The only way to make areas like that is to make them within buildings, eg. Youth Club etc but this can be addressed through design
More facilities for all ages
We cater well for older persons but segregate users by age, eg. Over 55s, under 12 etc

Activities and support services for community wellbeing

Community inclusion, eg community gardens, community activities, ownership of a space
Drop-in type activities for public housing
Food truck market at William Fry Reserve
We have lost a lot of "community feel". Can we do more localised events, street parties, local BBQs, etc
More activities for age groups
Community garden as a destination hub
Create a Men's Shed to keep them out of women's hair

Improved or new library in partnership with Kingston City Council

Investment in library not chuck in the towel
Library hours don't suit needs, more after hours trading
Library is not meeting needs
Can the existing library be a car park and have a new library at CSIRO?
Better facility planning with Kingston

Make it easier to move around community facilities

20 minute village, people still drive kids to school adding traffic to roads
Pedestrian crossing at the intersection of Worthing Road and Highett Road to make it easier to access Livingston Street
There are barriers for walking to school (eg. Crossing Bay Road)

Upgraded or new education and care facilities for children

Kinder and child care are generally doing well
--

The primary schools are constrained. Can they accommodate the growth? Yes, a younger adult demographic, but when they have kids, is there enough capacity?
--

Active spaces and activities for teenagers

More compact sports (table tennis) and other non-active sports to get kids out of the house, robotics competitions
--

Most kids aged 18-24 leave the area as there is a lack of affordable activities for young adults
--

Areas to improve access and accessibility

Sir William Fry Reserve provides great meeting places, but there is no real way to get there on foot or bike.

Access is a key issue

Invest in physical infrastructure

Get the developers to invest in infrastructure
--

High level observations

This section presents the community feedback relating to **Built Form** and addresses topics such as changing forms of dwellings, building height and high rise developments, the impact of high density developments on resident quality of life and amenity and considerations for new developments (open space, car parking and approval process). This section presents the level of agreement or disagreement with statements based on what Council has heard in previous community consultations, suggested features and actions to ensure new developments are well-located and appropriate as well as other issues that need to be considered when planning for improvements to **Built Form**.

What Council has heard in previous community consultations with regard to **Built Form** has generally been reaffirmed – the **improvements** that the community would like to see although there were mixed views regarding **Council's actions** to ensure new developments are well-located and appropriate.

In relation to features and actions that would **make new development more acceptable**, suggestions included:

- More on-site parking provision
- More parking and improved traffic management infrastructure
- Designs that integrate greenery, private open space and sustainability features
- Retaining and increasing greenery and open space
- Better quality and more visually attractive designs
- For resident amenity, restrict building height and stop new high-rise developments
- Planning for facilities, infrastructure and services to accommodate population growth
- Restrictions for minimum size and number of dwellings per household block
- Encouraging diversity in new housing forms and households
- Future development in specific locations
- Increasing the size of front set-backs
- Reconsidering the Neighbourhood Character policy and development approval processes

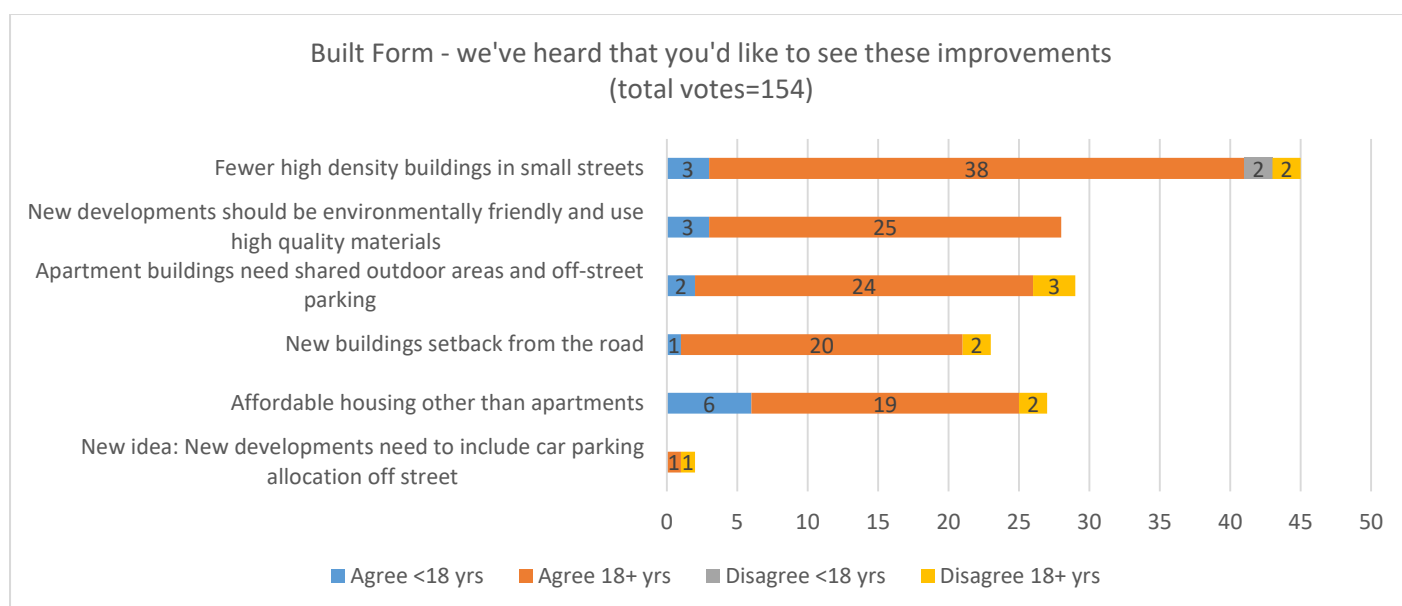
Based on the community feedback, issues to consider when **planning for Built Form** include:

- For resident amenity, restrict building height and stop new high-rise developments
- Impact of developments on resident quality of living
- Encouraging diversity in new housing forms and households
- Specific comments on the Policy Context and Review document
- More on-site parking provision
- Careful planning of new developments and strong advocacy
- Integrating greenery, private open space and sustainability features
- Plan for and invest in facilities and infrastructure to accommodate population growth
- Better quality and more visually attractive designs

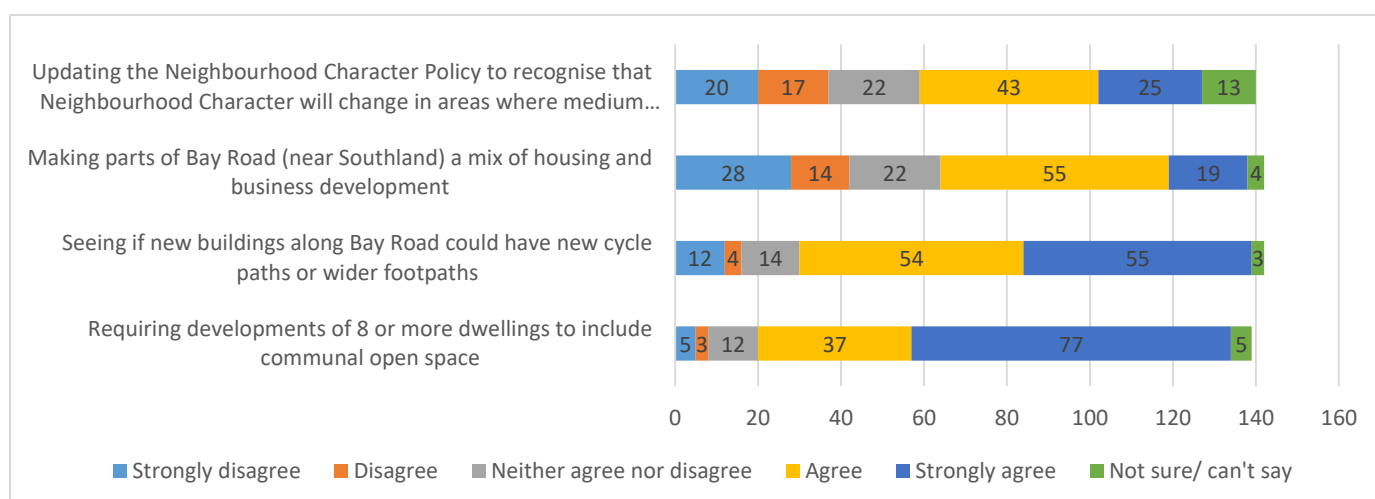
Several of the above themes ("More on-site parking provision", "Planning for facilities and infrastructure to accommodate population growth", "Integrating greenery, private open space and sustainability features", "For resident amenity, restrict building height and stop new high-rise developments" and "Careful planning of new developments and strong advocacy") were reinforced in the Online Forum and Community Workshops.

Agreement/disagreement with feedback from previous consultations and planned actions

Participants attending drop-in sessions were invited to join a Dotmocracy activity. Participants could place colour-coded sticky dots on Topic-based statements to indicate their agreement or disagreement with “We’ve heard that you’d like these improvements” feedback from previous consultations. As shown in the below summary table (previously presented in Section 1. People and Housing), many participants indicated agreement with all the improvement statements. Particularly strong agreement was apparent for “Fewer high density buildings in small streets”, “New developments should be environmentally friendly and use high quality materials” and “Apartment buildings need shared outdoor areas and off-street parking”. One new idea was recorded, “New developments need to include car parking allocation off-street”.



Survey respondents were asked “We are considering the feasibility of the following actions to ensure new development is well-located and appropriate. Do you agree or disagree with these actions?”. Between 139 and 142 respondents indicated their level of agreement or disagreement. As shown in the below summary table (previously presented in Section 1. People and Housing), strong agreement was apparent for “Requiring developments of 8 or more dwellings to include communal open space” and “Seeing if new buildings along Bay Road could have new cycle paths or wider footpaths”. Mixed views were evident for “Making parts of Bay Road (near Southland) a mix of housing and business development” and “Updating the Neighbourhood Character Policy to recognise that Neighbourhood Character will change in areas where medium density housing is encouraged”.



Features and actions that would make new development more acceptable

Participants were asked “Highett is a designated Activity Centre so building heights are unlikely to be reduced. Apart from building height, what would make new development more acceptable to you?”. The personalised responses provide an in-depth snapshot of the participants’ views and there is some overlap with the results from the Dotmocracy activity.

As shown in the below table, 12 themes were evident in the feedback provided by survey participants. As shown in the below table, the top three most frequently referenced themes are “More on-site parking provision”, “More parking and improved traffic management infrastructure” and “Designs that integrate greenery, private open space and sustainability features”.

Themes evident in feedback	Number of references (individual comments about this theme)
More on-site parking provision	34
More parking and improved traffic management infrastructure	26
Designs that integrate greenery, private open space and sustainability features	25
Retaining and increasing greenery and open space	20
Better quality and more visually attractive designs	19
For resident amenity, restrict building height and stop new high-rise developments	13
Planning for facilities, infrastructure and services to accommodate population growth	12
Restrictions for minimum size and number of dwellings per household block	12
Encouraging diversity in new housing forms and households	10
Future development in specific locations	10
Increasing the size of front set-backs	8
Reconsidering the Neighbourhood Character policy and development approval processes	7
Total	196

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

More on-site parking provision

Highett - Bayside	Adequate car parking in developments and given most households have 2 cars this means space for 2 cars to park not 1.
Highett - Bayside	adequate vehicle parking
Highett - Bayside	Having AT LEAST two car parks per new house/apartment/matchbox as a minimum requirement.
Highett - Bayside	ensure there are at least two off street parking spaces for every new structure / i.e. house / apartment/ unit above 1 bedroom in size
Highett - Bayside	Increased provision for car parking eg. 2 car minimum per apartment plus 1 visitor space for every 2 apartments & set backs with trees/incorporation of plants into the design eg green walls.
Highett - Bayside	Making sure each dwelling has at least 2 parking spots
Highett - Bayside	More car parking space for each new apartment block. This would need to be under the building.
Highett - Bayside	More emphasis on Off-street parking during planning process
Highett - Bayside	More on site parking. Streets are becoming impassable.
Highett - Bayside	PARKING - must include adequate parking for dwellers and visitors.

Highett - Bayside	Parking for visitors There is not enough parking for residents so the few visitor parks are used by residents so the overflow is on our streets making it impossible to drive down the street without giving way to other car
Highett - Bayside	not conceding on car parking reductions
Highett - Bayside	Off street car parking
Highett - Bayside	There must be sufficient and appropriate off street parking. More than just one car space per dwelling.
Highett - Bayside	More car parking provided for apartment buildings
Highett - Bayside	off street parking needs to be incorporated into the development plan
Highett - Bayside	Providing plenty of car parking so on-street parking is not used.
Highett - Bayside	More on site car parking to get them off the streets.
Highett - Bayside	Public roads should not be cluttered with parked cars from businesses or residences. New residential developments should be given the choice of providing realistic adequate parking for residents and guests (knowing that even 1 bedroom apartments may cause 2 cars) or be sold as carless residences.
Highett - Bayside	Ensure every unit/house has their own parking space and that permeable surfaces are a must. We cannot have increased street parking and more concrete!
Highett - Bayside	More off-street parking for each residence eg: one car space per bedroom. Two car spaces per residence should be a minimum for all.
Highett - Bayside	Only acceptable if off street parking is provided for a minimum of 2 vehicles/apartment. Current streets (residential) not capable of further on street parking.
Highett - Bayside	Emphasis on non-car-owning residents!
Cheltenham	Adequate resident parking and open communal spaces. It's a family area - more family friendly medium density i.e 3br apartments/ 4br townhouses as opposed to 1-2br apartments.
Cheltenham	at least 2 car spaces provided for every house/apartment built. Restrict block overcrowding.
Cheltenham	Onsite parking,
Not stated	parking - should be at least one off parking allotment for every unit - no on street parking as the only allocation
Highett - Bayside	Good provision for parking.
Highett - Kingston	provide adequate parking for their residents, leaving the streets free for visitors to the area
Caulfield South	Adequate underground car parking for residents
Blank	Buildings to have own parking space as shortage of these in area.
Blank	More emphasis on off-street parking
Blank	parking for apartments
Highett – Bayside (submission)	On-site resident parking – many new development applications request a reduction in resident car parking which is sometimes granted by Bayside Council and almost always granted by VCAT. Developers must provide more on-site parking for residents as our streets are becoming clogged with residents parking outside their properties. Highett streets were never designed to carry the volume of traffic which is now occurring and it has become very difficult to travel along these streets with resident cars parked on both sides.

More parking and improved traffic management infrastructure

Highett - Bayside	Better road infrastructure and traffic management and parking
Highett - Bayside	better smarter road and traffic planning
Highett - Bayside	better road accessibility - so many developments spill over to small side roads making traffic/ parking a nightmare for residents
Highett - Bayside	Think about traffic impact and parking
Highett - Bayside	Traffic/parking feasibility taken into account
Highett - Bayside	Safer road direction, separating bus from bicycle paths
Highett - Bayside	parking

Highett - Bayside	As a VicRoads cycle route Bay rd is appalling!
Highett - Bayside	There is extreme pressure on the graham rd to bay rd residents and traffic. This must be planned very carefully.
Highett - Bayside	Plenty of parking.
Highett - Bayside	Reducing the numbers of cars parked in suburban streets.
Highett - Bayside	increased parking!!!!
Highett - Bayside	parking
Highett - Bayside	more Parking space.
Highett - Bayside	More parking supplies
Highett - Bayside	Enough parking
Highett - Bayside	enough parking
Highett - Kingston	There needs to be much more parking in Highett, free parking provided for residents. Main Highett shop area congested due to parking and traffic problems. Successful café businesses causing parking problems near railway line also.
Devonport	adequate parking
Highett - Kingston	Enough parking,
Cheltenham	vehicular access to be appropriate
Cheltenham	Appropriate traffic modifications in line with increased density/population (reduction of speed limits for example.)
Cheltenham	Parking restrictions, traffic management,
Hampton	The council cannot keep allowing huge residential developments in Bayside because our network of roads simply cannot handle the increased traffic flow. There needs to be proper traffic reports conducted by independent companies to assess whether Highett (and other areas in Bayside) can handle further development to deliver on the state government numbers. The amount of development completed and in progress needs to be assessed. In particular the recent, existing and already planned developments). Should Highett be deemed to be able to withstand further development (based on this research) then a mix of residential, commercial (cafes and shops) make sense for the area. Though any new dwellings need to provide adequate car parking.
Bentleigh East	Ascetics and proper planning of traffic flow from these buildings
Devonport	wider roads

Designs that integrate greenery, private open space and sustainability features

Highett - Bayside	Careful design, an area for clothes lines (instead of clothes dryers)
Highett - Bayside	Eco housing
Highett - Bayside	Natural Materials to be used
Highett - Bayside	Environmentally friendly buildings with aesthetic design with new trees and green space
Highett - Bayside	That these buildings are designed to be environmentally friendly eg solar panels, energy efficient etc.
Highett - Bayside	Sustainable buildings (including no overshadowing neighbouring buildings).
Highett - Bayside	Including trees/garden areas along with it
Highett - Bayside	Due to the lack of public open space, all developments, whether townhouses, side by sides or apartments, should have at least 35-50% open space.
Highett - Bayside	A compulsion to plant trees, so provide space to do so, so as to prevent Highett from becoming an oxygen-diminished concrete jungle.
Highett - Bayside	There must be safe secure green spaces.
Highett - Bayside	mandatory green spaces
Highett - Bayside	Open spaces between dwellings.
Highett - Bayside	Open space for outdoor activities on building sites.
Cheltenham	Put back some of the trees that are being removed.

Cheltenham	Open space, gardens
Cheltenham	communal garden.
Cheltenham	access to and use of open space
Not stated	Open space within the housing complex
Cheltenham	sustainable buildings,
Not stated	more sensitivity to the natural environment when building apartments
Highett - Bayside	landscaping,
Highett - Bayside	Individual open space for every apartment
Blank	Size of development on block size allows outdoor space/gardens; car parking included; improved street scape
Highett - Bayside	in respecting to >8 development having their own common area - I agree - however if this can't be mandated, dramatic improvement is required in our open spaces
Highett - Bayside	Town houses with plenty of surrounding gardens and trees!!

Retaining and increasing greenery and open space

Highett - Bayside	open space
Highett - Bayside	There needs to be more trees and parks
Highett - Bayside	More trees
Highett - Bayside	More garden spaces and green areas.
Highett - Bayside	Ensuring there is enough greenery and street trees to compensate for the concrete. Pretty street trees like there is in and around Brighton. Avoid dangerous gum trees
Highett - Bayside	Community spaces, community gardens
Highett - Bayside	Open and green areas with street appeal
Highett - Bayside	Open space.
Highett - Bayside	Retaining existing mature trees
Highett - Bayside	Protecting the environment by keeping existing trees and creating more parklands.
Highett - Bayside	Community/open spaces,
Highett - Bayside	Open spaces / park / playground
Highett - Bayside	sporting facilities
Highett - Bayside	Open green spaces, large trees
Highett - Bayside	inclusion of public open space
Highett - Kingston	Including plenty of parks/recreational space to provide some green so the area just doesn't feel like buildings!
Highett - Kingston	keep trees
Blank	More parkland
Highett - Bayside	Trees, gardens and ensure areas are sustainable.
Highett - Bayside	More open/communal space.

Better quality and more visually attractive designs

Highett - Bayside	consideration to design, and not overpowering the road too much
Highett - Bayside	Better architectural design of buildings, including an aesthetics committee for consultation. Sterling Bayside is a good example of an aesthetically good outcome with proper architectural & community engagement with a development.
Highett - Bayside	Where apartments are built, they should have a front setback at ground level of at least 7m to allow for a front garden scape and trees to soften it. Incremental setbacks per storey from both the side and the front of apartments should be applied to lessen bulk and give a sense of space. this also allows for trees to be planted along the sides. The 3 storey development next to the station is a sheer wall of 3 storeys and therefore is imposing in the narrow street.
Highett - Bayside	appealing exterior design

Highett - Bayside	New developments are more appealing if they also incorporate retail or communal green spaces.
Highett - Bayside	buildings should make the street attractive and functional.
Highett - Bayside	Look of the facade.
Hampton East	Make them look funky. Elwood is full of old and new. As much as it's a shame to see the old go, at least the new are impressive in their own right. They make clever use of space and have wild facades. Not boring Metricon looking things which could equally be in a new housing estate in the outer burbs.
Highett - Bayside	Well-designed apartments / townhouses / large apartments that families could live in and afford
Highett - Bayside	Quality building instead of quantity. Expansion should not negatively impact current residents (there are valid reasons current residents bought there in the first place. Destroying that will negatively impact Highett)
Highett - Bayside	Bigger and better quality apartments.
Highett - Bayside	Also it would be great to have some consistency with their design like in Europe e.g they have to meet the heritage of the area
Highett - Bayside	keep apartment range of good standards to attract the right population. Cheap standards will not attract the right population.
Highett - Bayside	Quality of building material & design
Highett - Bayside	Create minimum size of a unit - we do not want multiple small units designed for students
Cheltenham	Better quality design with better set-backs and more open space.
Blank	Higher standard of site specific design and materials.
Highett - Bayside	Use building materials that made to last. Stop ignoring things like retaining walls not being built. Check the builds from start to finish.
Cheltenham	Better quality designs and building materials.

For resident amenity, restrict building height and stop new high-rise developments

Highett - Bayside	Most long term residents of Highett don't want huge buildings and clearly with this question ect You clearly know it yet we are being ignored in favour of some pen pushers plan who prob don't live here to be an activity centre Stop the high rise apartment it's ruining Highett
Highett - Bayside	NONE, STOP IT NOW!!! You have overdeveloped it to the point that its now congested and a nightmare to live here
Highett - Bayside	You don't give us much choice this is a foregone conclusion we don't want more than 2 stories Developers are taking precedence.
Highett - Bayside	Reduce building heights! Sorry!
Highett - Bayside	there's only apartment demand if developers build them.
Highett - Bayside	lower height restrictions
Highett - Kingston	No higher than 4 storey
Highett - Bayside	Fewer apartments per block, restrict height limit, limit the number of multi-storey developments, minimise houses per single housing block.
Highett - Bayside	There are too many apartments going up at the expense of green spaces.
Highett - Bayside	High buildings should not be allowed unreasonably high and overlooking and taking light from existing dwellings
Cheltenham	no overlooking of lower level residential buildings
Highett - Bayside	I don't know what the Neighbourhood Character Policy is?? It concerns me that building heights are unlikely to be reduced. I can envisage Highett becoming a concrete jungle... all apartments and no such buildings as single/double storey houses
Highett - Bayside	The needs of people already here. The focus seems to be on new residents and higher density.
Highett - Bayside	in the Highett shopping area which is starting to look dark with all the tall buildings

Planning for facilities, infrastructure and services to accommodate the population growth

Highett - Bayside	small business green grocer
Highett - Bayside	planning for schools, sport
Highett - Kingston	Also providing more places to eat out and providing ample parking space for these.
Hampton East	Facilities to cope with influx of occupants - parking, cafes, restaurants, bars.
Highett - Bayside	low rent spaces for community enterprises or low cost start-up businesses
Highett - Bayside	Thinking about shops and businesses and that their signage on their shops has to be considered. Not tacky Fluoro paints.
Highett - Bayside	health services etc increasing along with development that increases population
Highett - Bayside	Adequate community space and infrastructure to facilitate community
Highett - Bayside	Also, highett road needs to be better light at night to make it safer to walk.
Highett - Bayside	Better coming and going from buildings. The Woolworths building, in particular, leaves a lot to be desired in this region
Highett - Bayside	enforcement of keeping public spaces looking nice,
Blank	Better street lighting for safety.

Restrictions for minimum size and number of dwellings per housing block

Highett - Bayside	Fewer tiny apartments
Highett - Bayside	number of apartments in the block
Highett - Bayside	Fewer apartments per block, limit the number of multi-storey developments, minimise houses per single housing block.
Highett - Bayside	Restricting the number of units/apartments that can be built on an existing lot.
Highett - Bayside	Not huge apartment blocks like public high rises- in the past these premises have attracted some anti-social and at times criminal behaviour.
Highett - Bayside	A cap on the number of apartments per block size and minimum apartment size. The 24 or 25 apartments that are being built on the corner of Highett Grove and Graham Rd on a block of less than 1500m2 is an example of a gross overdevelopment. There are too many tiny dog boxes being built.
Highett - Bayside	Minimum size requirement per dwelling
Highett - Kingston	apartments large enough in size
Blank	Mixed sized apartments.
Blank	Not cramped! Larger and fewer apartments in a block
Cheltenham	Three to Four bedroom apartments compulsory in a build. Access for families.
Cheltenham	family sized residences not just single and double accommodations

Encouraging diversity in new housing forms and households

Highett - Bayside	Houses only not apartments.
Highett - Bayside	Requiring that, for each existing property that is demolished and a new development built, another existing property be renovated rather than demolished.
Highett - Bayside	The buildings need to be well designed. They must cater for families as well as the single person. There must be designs appropriate for aged people.
Highett - Bayside	Standard blocks 2x2 storey bld only with parking above or underground
Highett - Bayside	A mixture of housing. A better mix between townhouses, apartment complexes, better integration between housing and the public transport.
Cheltenham	importantly housing that is actually used and not left vacant
Highett - Kingston	luxury apartments to reduce the number of renters and encourage owner occupiers. Renters ruin properties because they have no investment in maintaining the condition of the property they rent

Highett - Bayside	I do not want huge public social housing high-rises like that in Prahran, St Kilda built in the 40-50's. Highett already has its fair share of social housing esp in this area.
Highett - Bayside	I think Highett has contributed more than its fair share of social housing in Bayside with the Dunkley estate and large portion of the Woolworths development. Maybe have a smaller percentage of social housing per new development to spread it out and avoid clusters.
Highett - Bayside	Don't keep changing the areas where medium density housing can be built. Protect what we have.
Highett - Bayside	Insist that any new development FULLY respect the surrounding neighbourhood character to a radius of at least 200 metres.
Highett - Bayside	Accept diversity and remember most of our problems are first world ones!

Future development in specific locations

Highett - Bayside	higher density developments need to be on major roads, not side streets
Highett - Bayside	Only on main roads should these buildings be. Heaps of old houses on Nepean Road are perfect. Stay away from our family homes in the back streets.
Highett - Bayside	Restricting 3+ story buildings to commercial areas, not residential streets.
Highett - Bayside	It is right for high density around Highett Train station and then filter out as we move further away.
Highett - Bayside	Building heights do need to be considered since Highett is a NAC and not a MAC. If council can lobby government to mandate lower heights along the shopping strips of the MAC's (the only parts of the MACs being allowed to see higher density even though the function of a MAC is for higher density than elsewhere) then it can also lobby to keep building heights at a mandated 3 storey level in the development envelope of the NAC's. The development envelope around Highett Activity Centre should not be increased, as this is only a NAC. It seems that council is proposing to make all of the Highett study area the development envelope. It has already been stated that the 4 MACs will not be developing outside of their development envelope, so the same should apply across the board.
Highett - Bayside	Ground floor commercial areas, attractive design, modern design, environmentally friendly features, suitably placed to minimise parking / traffic congestion
Highett - Bayside	Make building heights higher so the activity and growth can be centralised more
Highett - Bayside	CSIRO space needs very careful planning. It needs much more than 1 hectare of green space. With so many residents living in a confined area it needs significant communal spaces, security for the residents, a mix of single level dwellings as well as townhouses. Most must be owner -occupied so the premises are cared for and are planned around an ageing population. Elderly people do not want stairs!
Highett - Bayside	If referring to planned development of CSIRO site and surrounds then I would suggest a diversity of residential development with plenty of green space as well as the obvious facilities required. Dense unit development clustered in one area is not desirable socially nor is it likely to encourage quality developments.
Highett - Bayside	Bay road - If appropriate, taking into account the effect of the Southland Railway station - possible implications for Bay Road.

Increasing the size of front set-backs

Highett - Bayside	Set back further from the street and more trees along front
Highett - Bayside	Setback from street to keep open feel especially on Highett Rd. 479 Highett Rd is a good example
Highett - Bayside	Setback from the road more
Highett - Bayside	Setbacks from street for developments not in the shopping strip
Highett - Bayside	Set back from footpaths. Think things through strategically (e.g. consider the look and feel for entire streets, not just single blocks or developments).
Highett - Bayside	Large set back from street to reduce the horrible result we have! But it's too late!

Cheltenham	setbacks for all levels, built form to be neighbourhood character responsive,
Blank	Setbacks from street, to allow landscaping when located in residential streets.

Reconsidering the Neighbourhood Character policy and development approval processes

Highett - Bayside	Updating makes the N. Character policy a waste of time - pointless
Highett - Bayside	IMMEDIATELY change the rule that 2 or more objections to a building proposal issuing from the same dwelling are counted as one objection and can therefore be ignored. VCAT does make this arrogant error and Bayside Council needs to fall into line with that wisdom.
Highett - Bayside	CEASE requiring that a resident state 'personal impact' reasons for objecting. Just because an objector does not live within direct sight or sound of a proposed development does not mean that they are oblivious to a rubbishy proposal. All considered objections must be treated with respect.
Highett - Bayside	Updating N. Character - Is this referring to ongoing re-zoning?
Highett - Bayside	Keep neighbourhood character policy to a minimum on side streets and Bay and Highett Roads.
Highett - Bayside	The other issue is council essentially being a toothless tiger with developers. If the developers do not get their way with council they just go to VCAT who overwhelmingly approve the developments.
Highett - Bayside	This statement suggests that building heights may also be reduced.

Issues to consider when planning for built form

Participants were asked if there was “anything else that needed to be considered when planning for people, housing and development in Highett”, for “any final comments to have considered” and could submit improvement suggestions via a variety of engagement activities. The personalised responses provide an in-depth snapshot of the participants’ views and there is some overlap with the results from the Dotmocracy activity.

As extensive feedback was captured, a frequency word cloud is presented below to visualise and preview the content. The size and density of each word reflects the frequency reported. This image shows the “100” most frequently reported “exact” words comprising a minimum of “four” letters.



As shown in the below table, nine themes were evident in the feedback provided by survey, apartment survey, idea card, drop-in session and drawing activity participants. As shown in the below table, the top most frequently referenced theme is “For resident amenity, restrict building height and stop new high-rise developments”.

Themes evident in feedback	Number of references (individual comments about this theme)
For resident amenity, restrict building height and stop new high-rise developments	41
Impact of developments on resident quality of living	26
Encouraging diversity in new housing forms and households	24
Specific comments on the Policy Context and Review document	21
More on-site parking provision	14
Careful planning of new developments and strong advocacy	11
Integrating greenery, private open space and sustainability features	11
Planning for facilities and infrastructure to accommodate population growth	9
Better quality and more visually attractive designs	6
Total	163

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

For resident amenity, restrict building height and stop new high-rise developments

Highett - Bayside	Height restriction to big building and number of apartments which a block can have.
Highett - Bayside	Not allowing too many high-rise or multi-story apartment blocks; there are already enough going up.
Highett - Bayside	Limit high rise development to avoid destroying the community.
Highett - Bayside	My only suggestion is really the same as above but that you start listening to the residents about too many high rise apartment blocks are going up
Highett - Bayside	We don't want high rise away from the main roads where single storey dwellings are such as Advantage road in Highett which I know is out of the review area
Highett - Bayside	A maximum limit of two storey (7.5m) must be implemented between Jackson Road and Royalty Ave inclusive of Princes Ave
Highett - Bayside	Maintain existing building height limits.
Highett - Bayside	I am very concerned about height control also. I am not against development but want well designed areas so everyone is happy.
Highett - Bayside	Keep apartment buildings low with enough living space
Highett - Bayside	Limit apartment blocks to 3 levels with ample greenery.
Highett - Bayside	Maintain building height restrictions especially in residential streets.
Not stated	No inappropriate high rise amongst the houses.
Cheltenham	appropriate housing development - not so many high density developments
Highett - Bayside (Apt)	I love the smaller complexes ...max two storey
Highett - Bayside (Apt)	It would be nice if they cut back on so many huge apartment complexes
Drop-in	Don't approve any more big apartment buildings
Highett - Bayside	Avoid high rises that don't fit into this area.
Highett - Bayside	encourage single level dwellings for families and couples.
Highett - Bayside	Is it sensible and sound planning to increase the population of such a small area by 108%, that is already so disadvantaged in public open space and sporting facilities?
Highett - Bayside	I just don't want to see Highett become the one and only concrete jungle in Bayside!!
Highett - Bayside	Stop overdeveloping this suburb
Highett - Kingston (Apt)	The development at the corner of Enright and Karen street is going to ruin the area. Over 240 awful apartments towering 14 storeys over Highett. Goodbye sleepy town, hello overcrowding.
Highett - Bayside	respect the life style of residents which have lived here for 25+ years
Highett – Bayside (Submission)	Inappropriate development – Highett is regarded by many developers as an easy target for large inappropriate apartment blocks. Many applications are rejected by Bayside Council but overturned at VCAT. Figures from VCAT show more applications are approved in the suburb of Highett than any other suburb in Bayside – why!
Highett – Bayside (Submission)	Unfair emphasis on development in Highett – Highett has been unfairly targeted by Bayside Council for development. Projected growth figures for Highett show we are expected to have almost the second highest increase in population which is excessive, given we are the smallest suburb by area (excluding that part of Highett which belongs to Kingston).
Highett – Bayside (Submission)	Future built form – DDO5 encourages apartment style residential development up to 3 storeys. Adequate setbacks are encouraged to enable landscaping. Several VCAT decisions which we have attended have allowed developments with little or no front setbacks because the legislation is “loose” in its wording. Bayside Council should make height controls in DDO5 mandatory.

Highett – Bayside (Submission)	Bayside Council approved the development of the property on the corner of Graham Road and Princess Avenue in 2014/15. This currently vacant land is minuscule and follows other developments in the area, which the Council has approved. I find these developments “claustrophobic”. No thought has been given to the need for children to have yards in which to play, rather than TVs, smart phones and computer screens to stare at. Physical action will help to prevent childhood obesity and enable clothes to be dried “out of sight” rather than on balconies, and in electric dryers. Oldies can “work” in their gardens, thus keeping their bodies “in shape” which should help their health.
Highett – Bayside (Submission)	I really think that we should try to keep the area “family friendly” and build houses, no higher than 2 stories high and with back yards. If units are built then they too should not exceed two stories and be on the main roads, not the side roads
Highett - Bayside	Existing solar panel owners must be protected from over-shadowing. 2- Storey height limit must be mandatory.
Highett - Bayside	Overlooking of existing houses. Taller buildings are shading streets and houses. The streets are too narrow
Highett - Bayside	Stop the multi-unit developments on Graham Rd
Highett - Bayside	Refer above. Also limits will be a "health hazard" in future caused by lack of vitamin "D"
Highett - Bayside	Residents wishes

For resident amenity, restrict building height and stop new high-rise developments – my idea for Highett is ... so that ...

Highett - Bayside (IC)	To limit height developments, e.g. 3-4 story	Not stated
Highett - Bayside (IC)	To limit multi story building to two levels in residential streets and possibly three levels in shopping and commercial areas	It does not end up like Sydney - a concrete jungle with no feeling
Not stated (IC)	No more large, 3 story developments	Not stated
Not stated (IC)	Only 2 unit developments on standard blocks (with 2 car garages)	Not stated
Highett - Bayside (IC)	Limit high rise until you decide on traffic	We don't have people killed trying to cross Highett Rd
Highett - Bayside (IC)	Maximum 2 story developments in Princess Ave and an increased % of green open spaces in Highett	The Highett area can be maintained and the infrastructure requirement
Not stated (IC)	To keep the area 'family friendly' and not build houses any more than 2 stores high and with backyards.	ensuring Highett doesn't over develop
Not stated (IC)	That as a resident of Highett I just believe the distribution of extra housing and development needs to be shared fairly and equally throughout, and Bayside and Highett should not be subjected to a higher level of the distribution of housing growth whilst other areas are given extra protections from growth.	Not stated
Highett - Bayside (IC)	Please stop high rise develop in excess of 2 - 3 levels. It's ruining Highett enough. And don't exceed 3 levels on the CSIRO site please	Not stated

Impact of developments on resident quality of living

Highett - Bayside	proximity to neighbours, privacy, noise and overlooking
Highett - Bayside	Consider light and privacy for single storey homes.
Cheltenham	Not building 3 storey apartment blocks next to single storey houses. Ensuring new structures don't overwhelm neighbouring properties

Cheltenham	Inappropriate developments that rob Highett of its village type feel.
Highett - Kingston	Ensure that current houses aren't dwarfed/lose sunlight from new developments. Ensure safety
Highett - Bayside (Apt)	A lot of the new apartments have very small inadequate kitchens
Highett - Bayside (Apt)	More private balconies would also be a plus.
Highett - Bayside (Apt)	Fresh air needed- apartment is small and too close to train tracks to open windows.
Highett - Bayside (Apt)	Safety and Security is great, one of the best things about our apartment complex.
Highett - Bayside (Apt)	Too small, will be moving out soon.
Highett - Bayside (Apt)	Long corridors and no familiar faces, dark apartments with nowhere for kids to play. Apartment living in Australia isn't like similar overseas, there are no community spaces and it's very lonely and isolating. As soon as I can afford to move I will.
Drop-in	Lots of overshadowing with new apartments being built
Drop-in	Need to be careful not to create valleys or corridors with developments
Blank	limit height of development to ensure streets are not clogged with cars
Highett - Bayside	Ban apartments from hanging anything - especially their washing on the balcony!! Really makes the town look like SLUMS.
Highett - Bayside	The best ways to reduce the risk of neighbour disputes such as by reducing or avoiding having areas of common property in developments & having meters and services accessible from the street as a condition of planning approvals.
Highett - Bayside (Apt)	Apartment living has its benefits. Affordability, closeness to transport and amenities. But for me it's mostly negative. It's mostly transitional housing with people constantly coming and going. Lots of divorced dads, single parent families, lonely elderly people.
Highett - Bayside (Submission)	In response to the preservation of parks and gardens, I am horrified at the way developers are encroaching on these areas. Highett as we earlier residents know it was a delightful suburb with a village atmosphere made up of charming houses with well cared for gardens with front and backyards ideal for raising a family with provision for children to play outdoors. Now developers seem to be successful in their applications for permits to build apartments anywhere, acquiring homes and businesses, particularly near the railway line in fact some appear to be ON railway line. Can the Council be vigilant in this area otherwise the charming village atmosphere will continue to disappear replaced by slums.
Highett – Bayside (Submission)	The increased number of cars travelling around will be a “danger” to the young and elderly. Bay Road has much traffic and turning right from Graham Road is very difficult now so with Units will be even more dangerous
Highett – Bayside (Submission)	One “bad” unit holder can ruin the whole block and cause financial hardship, in addition to “relationship issues” in units. People need to be taught the “problems” that can arise as a result of making incorrect decisions in connection with disposal of waste products. Over-development of properties does cause unknown problems.
Highett - Bayside	That decisions affect the lives of real people and their enjoyment of their homes and lifestyle. Those people buy their properties according to their character and amenity of the property and neighbourhood and pay accordingly. The current pressure to develop will destroy lifestyle and security and what makes residents love the neighbourhood. With the stroke of a pen re-zoning and all that entails can destroy that lifestyle and property value.
Highett - Bayside (Apt)	protect residents from businesses that infringe on residents through noise/music and blocking access to driveways with delivery vans.

Impact of developments on resident quality of living – my idea for Highett is ... so that ...

Highett - Bayside (IC)	To better regulate demolition done to high levels of asbestos in houses in Highett	Health and safety is protected
Highett - Bayside (IC)	Tighter control over building construction activity	Residential amenity is protected during construction

Not stated (IC)	Concerns of removal of trees to make work for apartment developments	Not stated
Not stated (IC)	The council needs to be careful with future developments	to ensure that our children have access to outdoor spaces to help prevent childhood obesity.

Encourage diversity in new housing forms and households

Highett - Bayside	its already so expensive here who can afford to buy, not a lot of people.
Highett - Bayside	An overall plan for the type of dwellings permitted. There seems to be more and more low cost housing being built.
Highett - Bayside	I am concerned that yet again Highett will be the poorer cousin of the more surrounding affluent suburbs and receive more social housing on top of what it already has, poorly designed buildings and a total lack of urgently required protected environmental significantly larger spaces.
Highett - Bayside	I am told the units above Woolworths did not sell well when offered to the public and that the Housing Commission the bought the remaining units. I also believe there are units in Hampton that remain unsold - as are many in Docklands and near city locations. Also numbers of units untenanted. Perhaps units are not so desirable or of immediate need in Highett & Bayside.
Highett - Bayside	We need to ensure there is sufficient development to allow for a younger generation to be able to afford to move to Bayside suburbs like Highett. It is pointless having huge houses and the only people who can afford to live there are retirees. The suburb needs a mix of young, middle age and older generations.
Highett - Bayside	The construction of high rise dwellings have inadvertently increased the prices of the average home in Highett. The high rise dwellings are now becoming unaffordable for the first home buyer. The first home buyer interested in purchasing an apartment sacrifices a life style and must adopt another. I challenge the concept that apartments are affordable for the first home buyer.
Highett - Bayside	i believe in social housing but want this limited as Highett already has a lot of it in such a small land area. I want to encourage owner- occupied dwellings over renters. A lot of housing in these categories are not looked after and affect the look and feel of an area also.
Highett - Bayside	Is there any consideration of redeveloping current Housing Commission sites within the nearby area?
Highett - Bayside	Please ensure that Highett is affordable for young families.
Highett - Bayside	Can there be any improvements made to the large commission units on Graham Rd to help improve the area and attract more young families? They are an eyesore and will be opposite the CSIRO park
Highett - Bayside	It's fine now. Keep the development where it is planned.
Highett - Bayside	I support consolidating apartment-style buildings near the activity centre
Highett - Bayside	I support using part of the CSIRO site for new developments and part of it for public space and nature preservation.
Highett - Bayside	Single story family homes close to shops and stations.
Highett - Bayside	We really like the improvements in housing, local economy, increased diversity of housing and upgrade of playgrounds in Highett over the last few years.
Highett - Bayside	affordable housing options,
Highett – Bayside (Submission)	When we first moved from Black to Highett we did this to downsize. However, we can still have friends and family “sleep over” if they want/need. My grandkids play in the garden. Highett was an area full of “old people” who had lived here some forty years or more. Today the young have bought into the area. This, together with the ethnic mix of the people who live here make it a really lovely place to live. However, there are lots of “vacant homes” in the area. People buy to “make a profit” and just pop into the homes now and then. Princess

	Avenue and some of Royalty Avenue have, so far, on the whole, maintained the one house per block of land. I hope this continues
Highett - Bayside	Housing for elderly and disabled near activity centre

Encourage diversity in new housing forms and households – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Being able to live with a family home, yet still maintaining how close I am to the train station and school	Many family households won't be pushed out and away from the station and schools
Highett - Bayside (IC)	Like the change that Highett is going through. Have been living in the area for a long time now.	Not stated
Highett - Bayside (IC)	Don't want to lose the mix of families and people.	Not stated
Highett - Bayside (IC)	To improve the requirements for developers to develop buildings in a sustainable manner which improves the amenities for the current and future residents	People will have comfortable buildings and streets to live in, and can raise their families in a healthy and comfortable environment
Not stated (IC)	To vary housing prices to make them more affordable.	Housing is more affordable and parking in apartment locations aren't crowded
Highett - Bayside (IC)	To be a diverse medium density living space where the proposed development has a basic consistency with the traditions of area	There is a balanced development that provides a capacity for long term family and two bedroom accommodation spaces with areas for low-medium density tertiary industrial activities aligned with the needs of community.

Specific comments on the Policy Context and Review document

Not stated (submission)	[page 22]: The 2004 HSP on p45 reckoned an increase of only 1,200 sq m based on 0.4 sq m per additional resident. How would the parking demand related to this huge increase in retail be met? Anyhow the sentence about Highett's total COMMERCIAL floor space is far more modest (250% increase in RETAIL floor space - I wonder if the projection is really evidence-based rather than a bi). Could the commercial space be increased further to help provide a wider range of local jobs than commercial? As in many other aspects of this review it is very difficult to comment sensibly without input from Kingston.
Not stated (submission)	That somewhere in the report should mention growing food. If not in the ESD policy, it might be mentioned in the last paragraph of page 52.
Not stated (submission)	Sewerage is not covered here (page 37 of the report), and I think Melbourne Water should be consulted to ensure there is adequate capacity. It was raised in previous consultation (6.3 below).
Not stated (submission)	That we suggest that both the paragraphs referring to the VPO (pages 44 and 51) begin with something like "Apply the Vegetation Protection Overlay to the entire site. The Native Vegetation Framework protects all remnant trees and other native vegetation on the site. Most of the remnant trees are in the southern area but some remain further north. In addition there are other substantial {"substantive" was a slip by Civic Ways) trees on the sitethat were planted by the CSIRO and are not protected by the Native Vegetation Framework. The VPO...."
Not stated (submission)	The final version of the report should bring together the idea of a road through the CSIRO site from Reserve Road, possibly by realigning Graham Road, as discussed on pages 32 and 33 in both the 'Bay Road' and 'Graham Road' sections. It should probably be in a separate section of 5.5, and clarify the chronology (chronology is important as it provides context for the various reports and decisions involved). If the "possible realignment" is retained it should specify whether this refers to a road joining Bay Road or just a shorter section of road in the north of the CSIRO site.
Not stated (submission)	[page 52]: "Introducing an Environmentally Sustainable Design Policy into the Bayside Planning Scheme would assist in ensuring new development in the Highett Structure Plan Area is environmentally sustainable. This should be further investigated". Yes - strongly support. In

	addition Council should strengthen staffing and/or advocacy to monitor/ensure that that new dwellings achieve the ratings claimed in planning or building permits. Failures to adequately draught-proof buildings through faulty workmanship are common.
Not stated (submission)	[page 25]: I think the triangle concept should not go further. The BBD and the Highett Activity Centre have very different objectives and it is unlikely that would be significant "competing for similar land use and development." Further I don't think there is evidence that there would be much demand (in a commercial sense) for improved access between Highett and the BBD, especially when there is a major shopping centre and station at Southland.
Not stated (submission)	[page 20]: DDO5 is an important instrument for the 'Preferred Medium Density Residential Areas' that is focused on encouraging apartment style developments. It would not, without substantial change, encourage dwellings suitable for children except where children are young. Few of the housing types in Note 7 at the bottom of this page fit my idea of what is really suitable for children. I think DDO2, perhaps with some tightening, is more appropriate for residential areas further than about 400m from the Station.
Not stated (submission)	[page 12 of Draft Doc]: .And now there are more, with Plan Melbourne and VC110.... (needs to be added to document)
Not stated (submission)	The location of Princess Avenue is unclear in the Figure on page 42
Not stated (submission)	I suggest the first paragraph should start with something like: "The Highett Structure Plan Area before the arrival of colonists was a mixture of woodlands and heath managed by the First Australians, together with a substantial creek flowing from the Gascor site and probably swampy areas. Some of the original vegetation remains with heathland plants reported from the Frankston Railway Line and remnant trees at the Lyle Anderson Reserve and in gardens near the CSIRO site where the Highett Grassy Woodland is the most significant vegetation in Highett. It is classified as Plains Grassy Woodland, which is endangered, with regionally rare trees, some estimated as being over 300 years old, and flowers near-extinct in Bayside. In recent years limited observation has found 32 species of bird at the site. Most of these are larger, more obvious, species. However smaller birds occur in gardens in the area. Frogs and bats are found nearby at the Sir William Fry Reserve, GL Basterfield Park, and the Avoca Street Retarding Basin."
Not stated (submission)	Is the timing of the reclassification of the Activity Centre (as a large neighbourhood Activity Centre) should be covered in the next review of the Structure Plan. Some of the wording in the report should be revised, using terms like The Structure Plan Area of Study Area, instead of Activity Centre.
Not stated (submission)	The section on page 44, repeated on p51 - "is to be determined through a feature survey and documentation of conservation values of all remnant vegetation on site" should be changed to "is to be determined through negotiations about the exact boundary of the 3ha southern conservation area" with the reference to a feature survey etc. deleted. The Review should say something about the 1 ha and 3 ha parcels, for example at the start of section 7.2.4 on p44. You might be able to say the Council is studying the southern area of the site, and confirmed most of the 2011 Biosis report although the Ecology Reports are not yet public.
Not stated (submission)	[page 58]: "To redevelop the CSIRO site for medium density residential use in a way that responds to the existing character of the residential area in which it is located, existing vegetation on the site and which integrates with the surrounding street and open space networks. insert "including the Highett Grassy Woodland" - see MSS highlight
Not stated (submission)	[page 14 of Draft Doc]: Add Open Space Strategy (plus the Suburb Analysis and Action Plan) - also a summary in Appendix 2 ?
Not stated (submission)	That the radius for the GRZ around the rail service in Bayside should be revised and rectified so that Highett is not disadvantaged as It was noted that Highett and Cheltenham have an 800 metre radius for the GRZ around their rail service where other areas of Bayside along the under utilised Sandringham have a 400 metre radius.
Not stated (submission)	I am very concerned about the changes to Planning Schemes as result of VC110 (introduced after the report was written), in particular the removal of the word "moderate" from the purposes of

	GRZ that makes it less likely that the State Government will accept a lower maximum height in ta Bayside Schedule to the Zone or restrictive DDOs. The NRZ – as now reworded – would be a better Zone to protect amenity. Councillors might well have adopted that instead of GRZ when the new residential zones were initially implemented if they have known what GRZ would become. DDO5 has led to development, eg around Thistle Grove, with very high site coverage and low visual amenity. It should not be extended beyond its current boundaries as introduced following the 2004 Highett Structure Plan. In that connection I think it is misleading to refer to Figure 20 (reproducing Figure 5 of the 2014 Plan) which looks like no more than a broad-brush initial concept. Proof that is merely conceptual is in section 6.10 “Preferred medium density residential areas”, along with Figures 11 and 12, that says there is no clear justification for “medium density” beyond the current DDO5 areas. It is worth noting that those are confined to within about 400m of the station, as with higher density zoning around the Bayside MACs. The RGZ is now even more inappropriate than GRZ to most sites in Highett and so a revival of C125 and its application of the RGZ (as criticised by the RZSAC) should not be contemplated.
Cheltenham	highett is a key sounding board for Bayside and with structure plans underway or going ahead soon for other sections of the community it is important to get this right.

Specific comments on the Policy Context and Review document – my idea for Highett is ... so that ...

Not stated (IC)	That the report suggests on p40 that this area should be rezoned for “medium density development” using Design and Development Overlay 5 that encourages apartments and allows dwellings 11m high in some circumstances. In line with our RZSAC submission, we are entirely opposed to a DDO of that sort being applied to the properties abutting the HGW, i.e. 7-19 Graham Road. Additionally, recent changes to the GRZ strengthen our belief that NRZ would be more appropriate for those sites.	The proximity to Highett and Southland Stations isn't compromised, as properties are not within the 400m distance usually used to define the boundaries of activity centres.
Not stated (IC)	The use of population forecasts should be revised, as using it in such small areas without the assumptions being made doubts its validity.	Assumptions about patterns in planning development aren't made. Currently, (I think) the current population projections are inconsistent with the forecast changes in household composition. I don't think these projections can be reconciled without lowering the population forecast.
Not stated (submission)	To remove all references to retaining the possibility of a road through the Southern Woodland part of the site - in support of that the Friends of the Highett Grassy Woodland say. This is in line with some, but not all, of the recommendations in this Review document.	Not stated

More on-site parking provision

Highett - Bayside	Adequate number of car parking spaces on site is essential part of every new development.
Highett - Bayside	All apartment blocks to provide adequate parking for residents and guests.
Highett - Bayside	Parking - ensuring there are enough parking spaces for residents of new developments to mitigate overflow onto the street.
Highett - Bayside	More space on residential blocks to allow for off-street parking of private vehicles, boats and caravans that are increasingly parked in residential streets and seldom moved/used.
Not stated	Make sure there are two car spaces for every apartment/house.
Cheltenham	at least 2 car spaces for every house/apartment

Highett - Kingston	Every dwelling (apartment of house) needs minimum one car space. Apartments all need their own for all car owners and for visitors
Highett - Kingston	New developments are not including enough parking for residents. The 'reduced parking' requirement should no longer be allowed. It is creating a problem for all residents.
Highett - Kingston	Provide plenty of car parking space for mid-rise buildings (e.g. apartments) as most families/ couples have 2 cars now.
Highett - Bayside (Apt)	Many of us have 2 cars per household. There is not enough safe parking as each apartment only has one space , there is not enough space to park cars on road so we all park in the Woolworths car park which really only has a 2 hour limit.
Highett - Bayside (Apt)	More parking with new apartment blocks required.
Highett - Bayside (Apt)	Adequate parking in apartment buildings are ridiculous. Should be a must have 1 park per bedroom the that the apartment building is when being approved for building permits
Highett - Kingston (Apt)	No visitor parking onsite. Developers should be made to provide visitor parking or each apartment should have two car spots. It is a nightmare when my daughter visits as all the second cars from the apartments are parked on the street.

More on-site parking provision – my idea for Highett is ... so that ...

Highett - Kingston (IC)	Provide parking on developments/multi-story	Not stated
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Careful planning of new developments and strong advocacy

Hampton East	I think Highett is at an exciting stage of development which needs to be managed carefully. The higher density is unavoidable so let's make sure we do it right. Let's make this place FUNKY!
Drop-in	Good planning
Drop-in	More effective barristers at VCAT
Highett - Bayside	Change is exciting and can be great but don't allow every development through without consideration to the surrounding homes and streets
Highett - Bayside	Bayside should have some dignity about it, not become just a hodge podge of building dwellings, packing us in like sardines
Highett - Bayside	Beaumaris parade Highett has zoned residential land at 23 to 25 beaumaris parade existing use rights have lapsed but council allows new non-residential use on these sites. Why is this the case when housing is in such need?
Highett - Bayside	Don't give permission to build match boxes!!
Highett - Bayside	Community consultation on large developments.
Highett - Bayside	Also - 1200 people over 20 years = low density not medium or high density.
Cheltenham	Density of people per sqkm. 1200 new dwellings? Why not let us know the current amount, compared to the vast majority who can't build apts.
Highett - Bayside	Highett should not be the sacrificial lamb of development in order to preserve the MAC's along the Sandringham line. Residents of Highett and the advising panels of C125, C113-115 and C140 have not been listened to. This structure plan will mean that the NAC of Highett compared to the MAC's, will have the largest envelope of development, which is quite unbalanced given the reasoning behind the labels. Urban renewal is not the obliteration of an area and its neighbourhood character for the sake of development. As stated in government documents, it is the use of former industrial and commercial land for development. This Structure Plan review is nothing better than C125.

Integrating greenery, private open space and sustainability features

Highett - Bayside	Plot development must include more open space and less building size for each house.
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Highett - Bayside	Residential dwellings that do not take up the entire block area with very restricted garden area/open space and trees.
Highett - Bayside	Open space for/ in each household - backyard space, trees in backyards
Highett - Bayside	Secluded Private Open Space must be a mandatory requirement in any build. It must be of adequate size and proportion to permit couples and/or families to rest and recreate without being overlooked. Children must have private safe outdoor havens to explore whilst under the watchful eye of a parent or other elder, without the need to travel to a park. This is essential for health ... physically, emotionally and mentally. Too many dual occupancies have been built with too little care as to mental health.
Not stated	Need more "backyard" permeable spaces- too much concrete and removal of vegetation
Cheltenham	Most of the recent development is tiny apartments with no private open space.
Highett - Bayside	gardens in homes are good for wellness not apartments.
Cheltenham	Require new apartment developments to have roof-top gardens
Highett – Bayside (Submission)	Roofs could be designed with “party/garden” type atmosphere

Integrating greenery, private open space and sustainability features – my idea for Highett is ... so that ...

Not stated (IC)	There are too many apartments being built. If we have to have apartments they need to provide better setbacks, more garden area and communal open space.	Not stated
Not stated (IC)	That I noted that the GRZ1 in Highett has a 50 percent site coverage and this protection should stay in place and will allow for more outdoor open space on new development sites	it reduces densification in the area and allows for more trees and green space

Plan for and invest in facilities and infrastructure to accommodate population growth

Bentleigh East	medium to high density housing needs to be considered, with planning to disperse the traffic caused by the population explosion.
Highett - Bayside	Concerned about the development of the CSIRO site, impact on Graham Road traffic.
Highett - Kingston (Apt)	Visitor parking can be difficult, especially on weekends
Highett - Kingston (Apt)	Definitely need more parking.
Highett - Kingston (Apt)	The parking around my apartment block is very insufficient. My visitors in the past have become incredibly frustrated, particularly friends with children because of the hassle of trying to park in the surrounds. I live in Kingston Park apartments. With the next blocks going up this situation is only going to get a lot worse. I hope this has been considered.
Highett - Bayside	Traffic on bay Rd and Highett road so bad I avoid them as much as possible Majority of the apartment block are not even up yet It's going to be a nightmare when those apartments are built and are occupied
Highett - Bayside (submission)	Despite Bayside's belief that population in the area will increase by thousands by 2036, I believe we must be careful not to overdevelop the area and turn it into the "Richmond" of the South. Outer Melbourne areas should be developed in such a way that jobs, schools, etc are available there

Plan for and invest in facilities, infrastructure and services to accommodate population growth – my idea for Highett is ... so that ...

Highett - Bayside (IC)	Speed up the development near the station.	It becomes a community hub
Not stated (IC)	New infill development is forced on them without any infrastructure provided to cope with it. Attended VCAT and felt that no one was listening and no-one cares about community opposition to it	Not stated

Better quality and more visually attractive designs

Highett - Bayside	I'm also very disappointed with the cheap building materials being used that will mean the apartment blocks are already starting to look shabby.
Highett - Bayside (Apt)	Too many homes being pulled down and replaced with two town houses, at least look at the approvals, they are cheap and it's a shame Bayside council has let the quality slip in Highett, a lot of these wouldn't be passed in neighbouring blue chip suburbs.
Highett - Bayside	Ensure that residences and businesses are of high standard and any graffiti/vandalism damage addressed quickly
Highett - Bayside	Streetscape - tighten up aesthetics of building through design and trees/greenery
Not stated	That the rear and side setbacks (of development on neighbouring blocks) should be at least those in NRZ3 and should be mandatory.

Better quality and more visually attractive designs – my idea for Highett is ... so that ...

Not stated (IC)	There needs to be more creative design and living space in apartment developments to attract retirees who want to stay in the area. There are examples of older apartments built in inner Melbourne which look much better than the newer styles that are far more visually intrusive.	Not stated
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Online forum published comments with level of public support/vote allocations

The Have Your Say Bayside online consultation platform permitted participants to submit personalised statements. The following **Built Form**-related comments were published. Once publicly visible as published comments, interested members of the public could indicate whether or not they supported the sentiment by allocating an unspecified number of up votes (support) or down votes (no support). Comments were published at different points in time throughout the consultation and there was no restriction on the voting option so keen participants could allocate unlimited votes for their own or other statements. *Thus, these findings should be interpreted with caution.*

Apartment buildings should compulsorily provide 2 car park spaces per apartment, to free up street parking for visitors to the area.	30 up votes	2 down votes
All new properties in Highett must have parking for at least 2 cars. The residential streets in Highett are so congested now that they are a safety hazard. There is no margin for error when driving through & not a safe environment for children. All the inappropriate apartment developments in small street are a big issue but also the unit developments and side by side dwellings going up everywhere. Even though they have garages, people use them for storage so one car goes in the driveway & the other is parked on the street.	8 up votes	0 down votes
Improve the Urban Development Framework at Ground Level. Need better active frontages with new building needing to adopt a podium and tower format on sites along Highett Road. Also Council needs to collect infrastructure levies from developers and spend that money improving the street environment at ground level with better large canopy trees. Spend some decent money making wider footpaths that include bicycle lanes alongside,	1 up votes	0 down votes

Deliberative input from Community Workshops

The following **Built Form**-related comments, issues and ideas were recorded at the table-based discussions and on the post-its poster at the two Community Workshops. Input was sought following a short presentation of the preliminary findings based on the analysis of community feedback gathered prior to the Workshops.

Apartments need to be better designed and bigger and also need open space. Communal open space should be provided as part of new apartment developments
Apply controls for appropriate height transition between commercial and residential interfaces (ie. residential setbacks adjacent to sensitive interfaces)
Five storey limit is not a good idea on the CSIRO site
Height limit in James Avenue - if you consolidate you go up to three storeys? Only in DDO5 area. Not possible in NRZ zone in James Avenue
Suggestion to lobby Council against three storey apartments in residential areas north of Bay Road
The Kingston side of the shopping centre has a village feel. The Bayside side has allowed higher development, because of Woolworths it is an internalised development and has lost the village feel. No outside shop fronts, narrow footpaths
When people bought into the area, it wasn't a three storey limit, hard to plan when things change
No more large developments, Village feel is very important to residents of Highett and must be preserved
Small squares of green in front yards ruin character
Need better representation at VCAT
Outside of the structure plan area, what's happening?
Should not separate the Highett Structure Plan and Southland Structure Plan areas
Should the west boundary of the structure plan change?
What is happening at the corner of Bay Road and Reserve Road?

Section 6. Open Space and Recreation Facilities

High level observations

This section presents the community feedback relating to **Open Space and Recreation Facilities** and addresses topics such as reserves, parks, playgrounds and active/sporting spaces, pedestrian and cyclist links to public open spaces and considerations for the redevelopment of the CSIRO site. This section presents the level of agreement or disagreement with statements based on what Council has heard in previous community consultations, suggested actions to improve access to open spaces and other issues that need to be considered when planning for improvements to **Open Space and Recreation Facilities**.

What Council has heard in previous community consultations with regard to **Open Space and Recreation Facilities** has generally been reaffirmed – what the community **loves**, the **improvements** that the community would like to see and agreement with **Council's actions** to improve open space and recreational facilities.

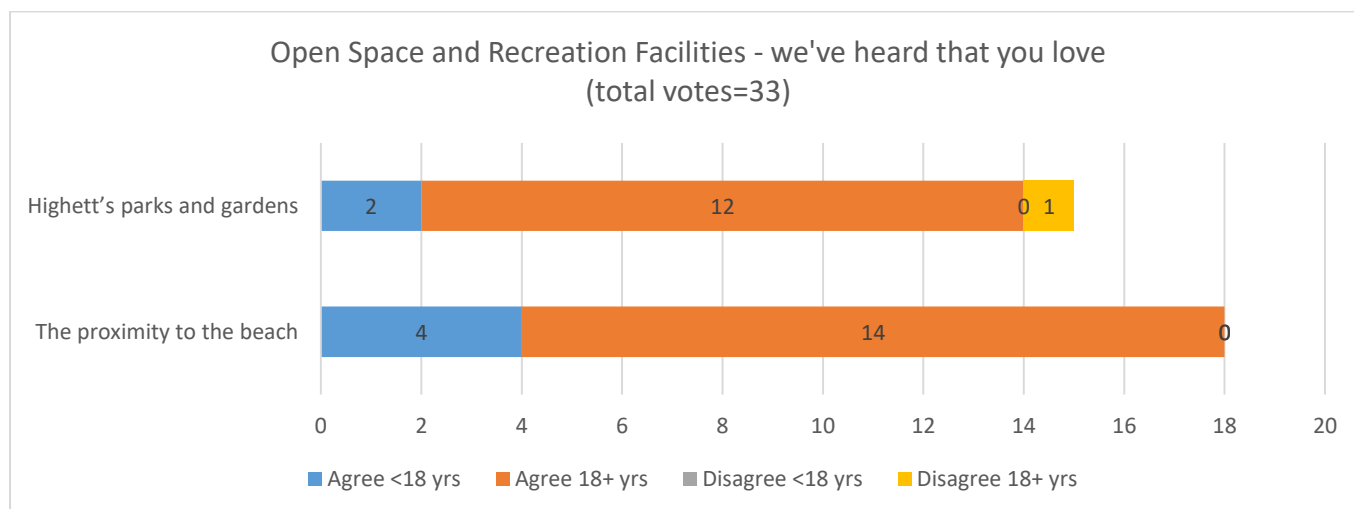
Based on the community feedback, issues to consider when **planning for Open Space and Recreation Facilities** include:

- Considerations for the redevelopment of the CSIRO site
- Clean open spaces and gardens for community interactions
- Providing safe, family-friendly playgrounds
- Improving infrastructure and facilities at existing parks and reserves
- Access to more outdoor and indoor active spaces
- Opening up and improving Lyle Anderson Reserve
- Dog friendly outdoor spaces
- Improving pedestrian and cycling links to open spaces
- Advocating for pedestrian and cycling links along the Frankston line

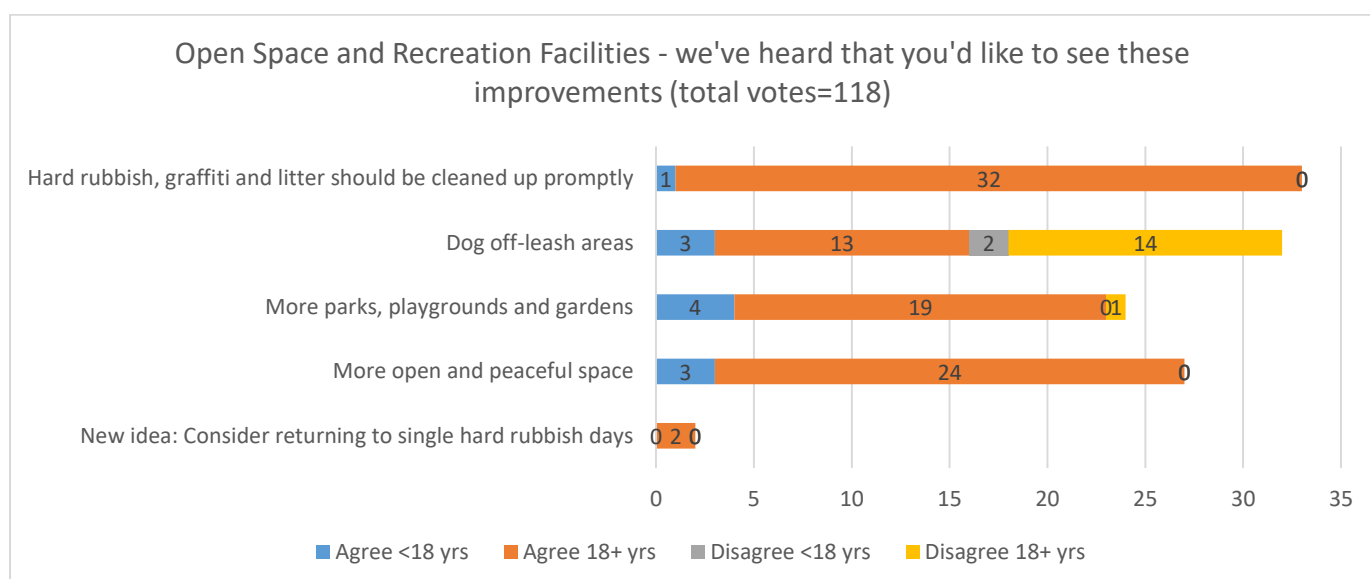
All of the above themes were reinforced in the Online Forum and Community Workshops.

Agreement/disagreement with feedback from previous consultations and planned actions

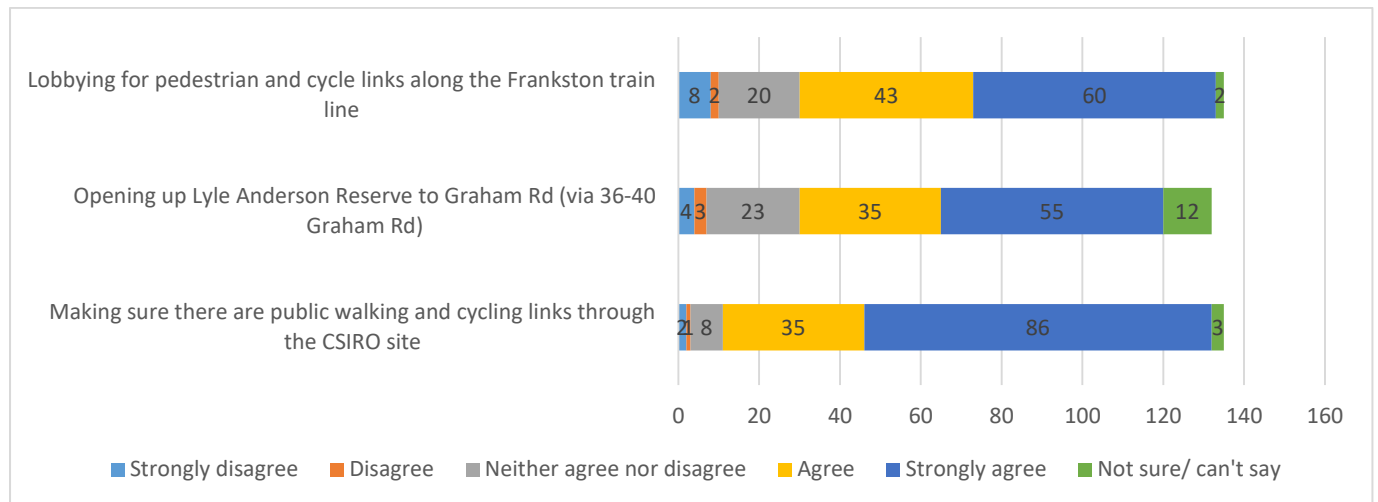
Participants attending drop-in sessions were invited to join a Dotmocracy activity. Participants could place colour-coded sticky dots on Topic-based statements to indicate their agreement or disagreement with “We’ve heard that you love” and “We’ve heard that you’d like these improvements” feedback from previous consultations. As shown in the below summary table, participants generally indicated agreement with both statements.



As shown in the below summary table, many participants indicated agreement with the improvement statements. Particularly strong agreement was apparent for “Hard rubbish, graffiti and litter should be cleaned up promptly” and “More open and peaceful space”. Mixed views were evident for “Dog off-leash areas”. One new idea was recorded, “Consider returning to single hard rubbish days”.



Survey respondents were asked “Based on the feedback received, Council is considering the following actions to improve open space and recreational facilities in Highett. To what extent do you agree or disagree with the following proposed actions?”. Between 132 and 135 respondents indicated their level of agreement or disagreement. As shown in the below summary table, participants generally indicated agreement with the statements. A strong level of agreement was apparent for “Making sure there are public walking and cycling links through the CSIRO site”.



Issues to consider when planning for open space and recreational facilities

Participants were asked if there was “anything else that needed to be considered when planning for open space and recreation facilities”, for “any final comments to have considered” and could submit improvement suggestions via a variety of engagement activities. The personalised responses provide an in-depth snapshot of the participants’ views and there is some overlap with the results from the Dotmocracy activity.

As extensive feedback was captured, a frequency word cloud is presented below to visualise and preview the content. The size and density of each word reflects the frequency reported. This image shows the “100” most frequently reported “exact” words comprising a minimum of “four” letters.



As shown in the below table, nine themes were evident in the feedback provided by survey, apartment survey, idea card, drop-in session and drawing activity participants. As shown in the below table, the top two most frequently referenced themes are “Considerations for the redevelopment of the CSIRO site”, “Clean open spaces and gardens for community interaction”.

Themes evident in feedback	Number of references (individual comments about this theme)
Considerations for the redevelopment of the CSIRO site	36
Clean open spaces and gardens for community interactions	30
Providing safe, family-friendly playgrounds	22
Improving infrastructure and facilities at existing parks and reserves	20
Access to more outdoor and indoor active spaces	20
Opening up and improving Lyle Anderson Reserve	11
Dog friendly outdoor spaces	10
Improving pedestrian and cycling links to open spaces	6
Advocating for pedestrian and cycling links along the Frankston line	2
Total	157

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

Considerations for the redevelopment of the CSIRO site

Highett - Bayside	The location of the open space and recreation facilities. Highett needs open space and recreation facilities close to the areas with high population growth around Highett road, in particular, for example it would be ideal if part of the CSIRO site could be used for this purpose.
Highett - Bayside	No High-rise at the CSIRO site more parkland than housing there, Communal vegetables gardens.
Highett - Bayside	it would be great to really develop the area around Graham Rd and the CSIRO site making this a real community meeting place and some housing
Highett - Bayside	Ensure the CSIRO has a large section of parkland
Highett - Bayside	Depends on the development plan for the CSIRO site.
Highett - Bayside	CSIRO site provides excellent opportunity to increase green areas in Highett. Currently least green suburb in Melbourne. 3 hectares are allocated at present but maybe can be increased further.
Highett - Bayside	Tennis courts in the CSIRO site
Highett - Bayside	I agree that Highett is dearth of public green space and my top priority is the largest, nicest possible public green space within the CSIRO site.
Highett - Bayside	Establish a community hall / theatre for recreation activities (in csiro site)
Highett - Bayside	Opening up to CSIRO site is this at the expense of the Grassy woodland? Maintain the grassy woodlands.
Highett - Bayside	See my letters to you and earlier comment re: CSIRO site
Highett - Bayside	Figure 20 of the Highett Structure Plan Review indicates that no. 4 is designated to Public Open Space. No. 2 has been designated to Medium Density Residential. It is my understanding that the Grassy Woodlands occupy the area in No. 2. I believe the Grassy Woodlands run behind No.10 Middleton Street up to No. 34 Middleton Street Highett. Has this area not been designated for preservation?
Highett - Bayside	Highett is awesome - maybe a regular local community market could be awesome on the CSIRO site
Highett - Bayside	In regards to public walking and cycling links through the CSIRO site - The reserve needs to be made safe from unsavoury people and activities
Highett - Bayside	CSIRO site should be considered ideal for a recreational park
Highett - Bayside	I think it is important to retain some of the history of the CSIRO site - maybe an information area about what the CSIRO site was used for - like the information in the Woolworths building that the site was used as a factory for air force parts in the war years.
Highett – Bayside (Submission)	Incidentally re the CSIRO site, my feelings/thoughts in regard to the area that will be sold is that perhaps a school or retirement village should be built on this site. I know that some of the land has been “heritage listed”. My late husband supported the persons who were asking for this.

Considerations for the redevelopment of the CSIRO site – my idea for Highett is ... so that ...

Highett - Bayside (IC)	To have the CSIRO site turn into a park or community centre	The Highett community has a central, accommodating community zone
Highett - Bayside (IC)	More 'green' areas e.g. CSIRO development - huge concern over traffic	The area has a more community - friendly atmosphere
Highett - Bayside (IC)	To have more open space near Highett Rd/Highett station e.g. at least half of the CSIRO site	Because there are so many 4 story buildings around Highett, we need more open spaces

Highett - Bayside (IC)	CSIRO site has a park/parkland at the Woolworths end of the site	Kids have an open space to play close to the shops as many are travelling in prams, scooters, etc
Highett - Bayside (IC)	A community vegetable garden and plots for CSIRO site	It will encourage community collaboration of multiple generations in apartment and townhouse living
Highett - Bayside (IC)	For a community garden to be established. Perhaps the CSIRO site with community composting facilities?	The apartment residents can grow their own produce and share with others. Also to reduce waste with composting that would normally go in the rubbish
Highett - Bayside (IC)	More dog friendly outdoor spaces, e.g. CSIRO site closer to the park between Beaumaris Parade and Tribrockney St	Residents can walk dogs
Highett - Bayside (IC)	To deliver the open space from CSIRO park to Lyle Andersen Park	Residents can enjoy the amenities of both parks
Highett - Bayside (IC)	The CSIRO site should be a demonstration environmental site, with all development having best practice environmental aspects with water, power, materials, etc.	Puts Bayside on the map with a demonstration project
Highett - Bayside (IC)	To make it the 'most liveable suburb in Australia', by Returning to the environment what we take. Anything built on the site should be environmentally friendly and forward thinking so nothing like it is in the world, following the CSIRO values. Make Highett and the city of Bayside world leading in community living. Make the site zero emission site	Not stated
Highett - Bayside (IC)	Ensure the CSIRO land is developed within its surrounds.	the community can continue to thrive
Highett - Bayside (IC)	Multi-purpose house is planned for CSIRO (inclusion of aged care)	Down-sizers have a place to live where their families live
Highett - Bayside (IC)	The 2037 Highett Structure Plan should be focused on the re-development of the CSIRO site	We don't miss the opportunity to improve the local amenity
Highett - Bayside (IC)	It is clever use of the CSIRO site with community consultation.	The community grows and people have less need to go elsewhere
Not stated (IC)	That Bayside Council consider putting money aside (from planning 4 storey developments/ double storey housing with hardly any backyards), with a view to purchasing CSIRO land (near Woolworths) when it becomes available for sale in order to turn ALL OF IT into parkland with BBQ areas with: jogging perimeters around the parkland, playground for children, bicycle area where children can learn to ride a bike	The Highett area has been permitted to have a greater population density (4 storey/double stories), yet there is no parkland near the station or towards Spring Rd where these developments are taking place. Consider obesity in the population, both present and future - a parkland being walking distance of these developments may help in the prevention of obesity in the future. Also, a parkland with trees would help provide clean air and combat some of the fumes from cars on Highett Rd, shopping centres and cars entering/exiting Woolworths

Not stated (IC)	To make the CSIRO site have a world's best practices in sustainability	It is a once in 100 year opportunity and will add to the project
Highett - Bayside (IC)	Input to CSIRO by local residents	We can see best used developed
Highett - Bayside (IC)	Build a park/playground at the Northern end of the CSIRO site	Parents of children have access to an open area that is close to town in a central position
Not stated (IC)	That Highett currently has the least amount of open space and park land in the Bayside area. It is understood that the CSIRO site will have a parkland as a part of the site development but it will still leave Highett well behind the other suburbs of Bayside.	Not stated

Clean open spaces and gardens for community interactions

Highett - Bayside	Maybe one of the Peterson St ovals could be turned into parkland for a wider community appeal
Highett - Bayside	Open parklands for safe walking, space to sit and relax or gather for a picnic.
Highett - Bayside	36-40 should become a lush parkland with picnic areas, as the population dynamic shifts it needs to cater for the younger families.
Highett - Bayside	Opportunities to create community hubs such as community gardens.
Highett - Bayside	Community vegetable gardens.
Highett - Kingston	Community gardens - vegetables and herbs and fruit trees. This suggestion is applicable to Q16 too
Cheltenham	Highett needs more garden / open / treed space
Highett - Bayside (Apt)	There's little to no outdoor space and no opportunity for community interaction.
Highett - Bayside (Apt)	I don't love living in an apartment. We have no garden/lawns to enjoy.
Highett - Bayside (Apt)	Missing space and good parks.
Highett - Bayside (Apt)	As apartment living increases the council needs to invest in well serviced and safe parks and gardens for the community
Highett - Kingston (Apt)	A nice park area in the village
Highett - Kingston	We only recently moved to Highett in 2016 and chose this area specifically as it met all our needs. We will be of retirement age in the next few years and the area has had many of our criteria met. We are very happy here and love the green spaces but we need more
Highett - Bayside	Please consider having a space not only for kids but a place which is educational like vegetable garden
Drop-in	Need a community open space!
Drop-in	The local parks
Highett - Bayside	a communal space to grow plants and vegetable .A place for community to come together.
Highett - Kingston	more parks and gardens to accommodate people who live in apartments
Handprint	Clean beaches
Handprint	Clean parks and beaches
Handprint	Cleaner beaches
Highett - Bayside	open spaces for all ages
Highett - Bayside	Maintenance of rubbish dumping.
Highett - Bayside	maintain appearance of public spaces removing graffiti and picking up hard rubbish
Highett - Bayside	garbage disposal
Highett - Bayside	Management of rubbish, littering, verge rubbish collections improved

Highett – Bayside (Submission)	One of the best things about Melbourne in the past has been the amount of public space available. Please do you best to keep parks available, particularly if you do decide to “overdevelop” Bay Road. Please keep the parks available. They should be retained for public use.
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Clean open spaces and gardens for community interactions – my idea for Highett is ... so that ...

Highett - Bayside (IC)	A suburb with enough open spaces for walking and relaxing and plenty of trees, both in homes and on nature strips	Highett retains a green and pleasant character - not becoming a concrete jungle
Highett - Bayside (IC)	It's important to keep public space to support increased population growth.	Not stated
Not stated (IC)	More open spaces for people to go to	Open spaces so people can still get space and go outdoors

Providing safe, family-friendly playgrounds

Highett - Bayside	Make open spaces that include activities for older kids / teens like the glen Eira water park!
Highett - Bayside	Broad improvement to all pocket parks
Highett - Bayside	LISTEN to residents when they state their preferences. eg: The pocket park called Tibrockney has recently been upgraded as to the play equipment. Locals asked that the metal horse and buggy be retained as it was unusual and much beloved by local kids. Locals also asked for a basketball hoop/s. Both of these reasonable requests were ignored. Make sure that you issue a compass to any horticulture staff who are planning the location of shade trees ... so that shade will actually fall on the areas where parents and grandparents sit whilst supervising children at play. Cease insisting on native/indigenous tree varieties in parks. Many European varieties are more beautiful and create better 'people amenity'.
Highett - Bayside	Parks with toilets - Miller st good upgrade but why no toilets? Exciting parks, train st park is neglected- time for a spruce up for children.
Highett - Bayside	Parking, good lighting, CCTV for safety, fenced for child safety when playing, some shade structures and lots of trees.
Highett - Bayside	The playground upgrades have been awesome. We love that there are lots of parks and playgrounds in Highett. It would be great to retain them as much as possible. It would be great to include toilets where possible and BBQ facilities too which really bring the community together. .
Highett - Kingston	not only places for children to play safely - provided with adequate toilet facilities but also spaces for older people to meet comfortably and thereby include them in outdoor community activities.
Highett - Bayside (Apt)	Toilet facilities at play grounds
Highett - Bayside	Toilet facilities near kids playgrounds
Highett - Bayside	Small block playground/picnic grounds with some bushy gardens for wildlife and area for natural play, eg. young kids to play imaginatively with sticks, sand to build a cubby house or play hide and seek around a cave, bridge, etc.
Highett - Bayside	Playgrounds should offer variety - playgrounds should differ from each other and should suit the very young to the older child. They should also be fenced when designed for children under 10. They should have toilets and drinking fountains.
Highett - Bayside	Family friendly spaces. The park opposite children's hospital in the city is amazing! Designed with children and families in mind, we need something like this. Or booran reserve in glen eira
Highett - Bayside	Ensuring playgrounds are fenced when near roads
Highett - Bayside	If building new playgrounds that they are a more natural environment - use wood, natural elements - logs for seating etc.
Highett - Bayside	Love the playgrounds. Keep them up and adding to them!

Highett - Bayside	playgrounds meet the needs of all ages.
Highett - Kingston	Playgrounds for younger kids would be great and nicer garden areas within parks
Highett - Bayside (Apt)	Larger park spaces with play equipment for kids and BBQ facilities
Drop-in	More parks/playgrounds for young children
Highett - Bayside	More enclosed parks to prevent children escaping. There are so many parks that would be helpful to parents if they had a surrounding fence that contained children. Refer to Dendy Street park with the fence around the big sand pit. That is perfect for families with toddlers who like to run off.
Devonport	need to have park and recreation areas maintained where there are open spaces.
Highett - Bayside	Parks should all be fully fenced

Improving infrastructure and facilities at existing parks and reserves

Highett - Bayside	Facilitating expansion of club facilities when planned by existing sporting groups.
Highett - Bayside	Safety
Highett - Bayside	lighting along footpaths
Highett - Bayside	Good lighting, toilet facilities for both sexes and toilet facilities to be kept very clean and not elaborate
Highett - Bayside	Good lighting and safety
Highett - Bayside	Parking
Highett - Bayside	Easy access toilets etc., rubbish bins, covered pavilions etc.
Highett - Bayside	Toilet facilities
Highett - Bayside	Safe access and open spaces for parking, drop off zones, be able to walk there safely, and be visually appealing and not fenced in.
Hampton East	More car parking at the station
Cheltenham	Toilet facilities
Cheltenham	Management/prevention of graffiti/loitering.
Devonport	adequate car parking spaces for those who use public transport
Bentleigh East	Making them attractive so they will be used by the residents, and not just a waste of money.
Highett - Bayside (Apt)	Love William Fry Reserve. It would be great to have better lighting in the park once Southland station is operating. The gas works in the park are a nuisance because there is no running water now in the BBQ area and drinking fountains. The lawn has been really disrupted and neglected. I hope when the gas works are completed the park is restored to its former glory!
Highett - Bayside	I live off Highett Road near Petersen Reserve. Sometimes we feel uneasy because of attempted break-ins, graffiti, abandoned cars, and suspicious people in the park and incidents that require police presence. I'm not sure what could be done to improve this situation as I do believe local police handle incidents well.
Drop-in	The toilets at the park (repeated 2 times)
Highett - Bayside	Large canopy trees and public seating are also important.
Handprint	The park has to be fixed
Highett - Bayside (submission)	That as part of the supporting of this community building exercise, that the Council and the State Government fund an expansion of the Highett Bowls site such as have it as a multi-faceted space that supports the playing of lawn bowls (given the Club is primary tenant of the site) and other endeavours that are complementary to the lawn bowls facilities. This could include netball, futsal, basketball and circuit work activities with an option to expand to the railway line and encroach into the Anderson Park. It might also include the expansion of club house to an enlarged structure to support the suggested external developments

Access to more outdoor and indoor active spaces

Cheltenham	All residents have access to these open spaces. Tennis courts for all, not just members who can afford to play.
Cheltenham	Encourage indoor sporting facilities such as squash courts, table tennis and other non-mainstream activities. Things like soccer, netball, football and cricket are too selective and only serve a minority of people who are prepared to fit into a team-based culture.
Cheltenham	more sporting facilities for all age groups especially children
Highett - Bayside	indoor sport facilities, eg. table tennis, basketball, club rooms, and netball/basketball goals, tennis walls and skateboard areas
Highett - Bayside	Local gym, community centre for youth club
Highett - Bayside	More diversified fitness activities. More and more, people are better educated around health and fitness, so there should be a variety of options to keep fit and healthy.
Handprint	More gyms (repeated 2 times)
Handprint	More basketball rings and parks
Highett - Bayside	Sports facilities - soccer goals
Highett - Bayside	Sporting facilities for kids
Highett - Bayside	More recreational facilities, parks and parklands
Highett - Bayside	More parklands with decent walk/running trails (encourages outdoor and community activity). Park areas with exercise poles and centres, dog off lead areas and BBQ's/rotundas like Dendy Park or Sir William Fry - there's not enough parks in Highett!
Highett - Bayside	Open space. Highett has the lowest amount of open space and needs much more usable space.
Not stated (submission)	The Bayside municipal area has little recreation space to modify the proposed changes.
Highett – Bayside (Submission)	Open space – the suburb of Highett has the least amount of green space of any suburb in Bayside. With the imminent re-development of CSIRO pressure needs to be applied by Council to ensure more open space is retained in this development (as well as the 3 hectares allocated to the Grassy Woodlands).
Highett - Bayside (submission)	The Bayside municipal area has little recreation space to modify the proposed changes.

Access to more outdoor and indoor active spaces – my idea for Highett is ... so that ...

Not stated (IC)	To build tennis courts that are available to the public on the CSIRO site	Sports facilities are more accessible facilities
Highett - Bayside (IC)	Services not yet available eg. sporting stadium, basketball, gym classes, tennis, soccer, zumba	The community grows and people have less need to go elsewhere
Not stated (IC)	To implement more indoor sports - soccer, basketball, cricket, etc.	Not stated
Not stated (IC)	To keep the variety of footy fields available to the community.	Not stated

Opening up and improving Lyle Anderson Reserve

Highett - Bayside	Consider relocation or reuse of Lyle Anderson Reserve to more Open Space at the CSIRO site. Lyle Anderson could be sold to allow for the purchase of more land or use for other types of purpose such as sport, tennis or library
Highett - Bayside	I am not sure about Lyle Anderson - it is out of the way and hard to access but also a great playground and grassy area and has tables. Also good parking area for easier access. It would be great to make it more accessible somehow
Highett - Bayside	Opening up Lyle Anderson Reserve - if requires acquisition - the owners are compensated in full.

Highett - Bayside	The Lyle Anderson Reserve needs to be made safe and free from unsavoury people and activities – according to one of the plans in the proposal is to open up the Lyle Anderson Reserve to Graham Road (via 36-40 Graham) and incorporating an open space on the CSIRO site. This to occur but not at the expense of the Grassy Woodlands. Create a family space with BBQs, seating, childrens playground, vegetation.
Cheltenham	Lyle Grove is an important park but I disagree with opening it up via 36-40 Graham Road. This would require taking land from an existing factory that is required for vehicular access. There is already access via Highett Grove that could easily be upgraded with appropriate footpaths. Access to Lyle via Thistle Grove should also be looked at and encouraged with it currently closed off via high fences separating the closed residential area from the park. I take it this has been done for security reasons. The installation of appropriate lighting and cameras as well as appropriate footpaths along thistle Grove would make this an ideal entrance to the park probably best through a single double entrance through the existing fencing at the top of Thistle Grove where it comes around the bend. This is a perfect spot for a link path across the railway line to Station Street as well as a link path down the length of the railway line. This would open Lyle reserve to other sections of Highett via the Railway line as well as allow a joining to Sir William Fry Reserve.
Highett - Bayside	Opening up Lyle Anderson reserve seems like a pipedream rather than something that is achievable. As an immediate neighbour I don't want to see massive development on this site however I believe it has recently been sold for 18million so the buyer will want a return on that investment and not forgo a third of it to a road/green corridor and despite councils wishes they will go to VCAT and get whatever they want approved.
Highett - Kingston	I find Lyle Anderson Reserve a bit isolated and I'm uncomfortable there by myself.
Highett - Bayside	As road over rail level crossing removal has been approved for Park and Charman Rd, council needs to lobby for Highett Rd to go the same. This could potentially create a large green corridor/parkland and open up Lyle Anderson reserve to William Fry reserve.
Not stated (submission)	Keep Lyle Anderson Reserve and improve access and open it up to the residential neighbourhood
Highett – Bayside (Submission)	Lyle Anderson Reserve – this area of parkland is a hidden jewel of Highett. Very few people know of its existence as you can't see it, let alone find it!

Opening up and improving Lyle Anderson Reserve – my idea for Highett is ... so that ...

Not stated (IC)	To improve access to Lyle Anderson reserve	Green spaces are more prevalent
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Dog friendly outdoor spaces

Highett - Bayside	more dog parks
Highett - Bayside	Having enclosed areas and dog parks for dogs to be let off leads. With so many apartments, this is essential.
Highett - Bayside	Off lead parks are very important to the high numbers of dog owners in Bayside.
Highett - Bayside	More parks for off-leash dogs in the Activity Hub area.
Hampton East	More 'off leash' dog parks
Highett - Bayside (Apt)	Love the parks that are close for my dog.
Handprint	Dog beaches
Highett - Bayside	ensuring there are dog friendly spaces available
Highett - Kingston (Apt)	Great park at the footy ground at Turner road very nice. But a lit park area for dogs at night in Winter would be good. Really hard to walk them at 6pm when home from work and already dark. Perhaps even the footy park lights could be put on one night per week when training isn't occurring?

Dog friendly outdoor spaces – my idea for Highett is ... so that ...

Highett - Bayside (IC)	To make sure open space is connected to more streets for dog walking	More people can use these
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Improving pedestrian and cycling links to open spaces

Highett - Bayside	If there would be safe bike/foot paths for example, people would walk or ride to access open/recreational spaces
Highett - Bayside	Better walking paths in existing reserves, esp. in Sir William Fry and Boss James reserves.
Highett - Bayside	Create more pedestrian or cycle friendly links between open spaces/parks/recreation areas.
Highett - Bayside	That there are connecting links to the main open space areas.
Handprint	More bike paths please
Highett - Bayside	More open spaces where people can get to easily from their homes and walk/cycle safely

Advocating for pedestrian and cycling links along the Frankston line

Highett - Bayside	Lobbying for pedestrian and cycle links along Frankston - if separate pathways. Who will use them? How will they be accessed and who will be impacted.
Highett - Bayside	Also, a cycle/walking trail along Bayside Railway Line.

Online forum published comments with level of public support/vote allocations

The Have Your Say Bayside online consultation platform permitted participants to submit personalised statements. The following **Open Space and Recreation Facilities**-related comments were published. Once publicly visible as published comments, interested members of the public could indicate whether or not they supported the sentiment by allocating an unspecified number of up votes (support) or down votes (no support). Comments were published at different points in time throughout the consultation and there was no restriction on the voting option so keen participants could allocate unlimited votes for their own or other statements. *Thus, these findings should be interpreted with caution.*

A dedicated, sole purpose, fully enclosed, off lead dog space is needed in Bayside. A park where the dogs do not have to share a space with other groups like sporting teams. A dedicated safe space is beneficial to the Community as a whole as it encourages a healthier and a more interactive community. With over 12,000 registered dogs in Bayside bringing in excess of \$1million in revenue to the council, I believe the Council is obligated to provide better safe spaces for our community.	19 up votes	1 down votes
Keep and enhance any open spaces we have. More botanical style, peaceful places would be nice	18 up votes	1 down votes
With the development on the CSIRO site would it be possible to include a playground park at the northern end of the development near Woolworths. A lot of young parents have moved in to the area. <i>This comment has been modified to protect participant privacy.</i>	14 up votes	0 down votes
There is a need for council to start planning for open space in and around Highett. I would like to see a community garden set up for residents. It would be fantastic for all of the people living in apartments to have access to a community garden. This would contribute to building a greater sense of community.	12 up votes	0 down votes
There's only one park with an off the leash area in Highett, the one in Highett Grove. Apart from the off the leash area being too small, this park is too tucked away and not in a place that feels safe. There are so many parks in Highett but none of them have an off leash area for dogs. You either need to walk a long distance and cross major very busy roads to get to an off the leash park or drive. This is not satisfactory for the many dog owners in Highett and not safe for children or the elderly wanting to exercise & socialise their dogs.	8 up votes	0 down votes
As a mother of small children I am disappointed that when all these amazing playgrounds were developed in Highett, the security (fencing/child proof gates were not put in place). It would be beneficial to all families and council if all Playgrounds had appropriate childproof gates for the safety of our children	7 up votes	0 down votes
Enclosed off leash area for dogs where new pups can learn voice recall in a safe environment before heading off to the wider world, where elderly or mobility or sight or hearing restricted people, or kids, can feel secure walking their companions. Water, shelter area, bins. Maybe some agility equipment. More apartments means less gardens and people want and need to socialise with their companion animals.	3 up votes	0 down votes

Deliberative input from Community Workshops

The following **Open Space and Recreation Facilities** -related comments, issues and ideas were recorded at the table-based discussions and on the post-its poster at the two Community Workshops. Input was sought following a short presentation of the preliminary findings based on the analysis of community feedback gathered prior to the Workshops. As shown below, participants identified a large number of points related to “Swapping or improving Lyle Anderson Reserve” and “Increasing open space, possibly in partnership with Kingston City Council”.

Opening up, improving or swapping Lyle Anderson Reserve

Sell Lyle Anderson Reserve to increase area of unencumbered CSIRO park
Lyle Anderson Reserve site is not very accessible and not known to many residents
Can Lyle Anderson Reserve be sold to adjacent developer and require them to create open space on Graham Road?
Some support for sale of Lyle Anderson Reserve, but concerned about dollar for dollar, square metre for square metre value
Improve access, visibility and safety to Lyle Anderson Reserve. Seal the car park, more user friendly, particularly Thistly Grove. Footpath works
Use of church in Lyle Anderson Reserve - can this be used more, second fences removed to increase useability.
Sell Lyle Anderson Reserve and invest the funds from the sale into the new CSIRO open space improvements. Lyle Anderson is in the wrong place, inaccessible and under-utilised
Suggest a land swap for Lyle Anderson Reserve to the CSIRO site
Strongly oppose the idea of land swap of Lyle Anderson Reserve. We need more open space, not less. Council will be better off improving access ie. footpaths from Thistle Grove and Highett Grove and sealing car park and promoting this asset as a majority are unaware of it

Increasing open space, possibly in partnership with Kingston City Council

Can Council buy more open space?
Connection to Kingston open space is important, particularly with rail under road
Talk to Kingston regarding open space at the Gas and Fuel site
Losing the school in Graham Road was a huge loss of informal recreation/open space
With higher density housing, more unencumbered open space is required
Open space against main roads could lead to trouble (Bay Road and Graham Road)
Open space is disappearing on private land. Back yards and trees are being removed
Can we please consider rear and front gardens as part of our open space? Sad for single storey houses boxed in by small rear setbacks surrounded by two storey boundary to boundary developments

Considerations for the redevelopment of the CSIRO site

Need greater east/west connectivity to open spaces, will/may help with new roads in CSIRO site
Shops down Graham Road on CSIRO site? What are the impacts on centre role? Does the infrastructure support this?
CSIRO presents best opportunity for new open space rather than costly acquisition or purchase of land
Can we advocate for ALL CSIRO to be open space, eg. Central Park
CSIRO site open space could have community orchard, olive grove, permanent food truck spot, seating for public and library
Recreation facility at CSIRO site

Clean open spaces and gardens for community interactions

Agree open space includes public and private areas
Agree with green space being included in 8+ dwelling developments

More parks and community open space where Councils can put on activities where people can come together and meet one another
--

Space needs to be adaptable and evolve such as a children's farm, market space, etc

Access to more outdoor and indoor active spaces

Water play space for kids

Is the space we have insufficient for incidental activity? Eg. Father-son kicking ball in car park. Open space generally requires car travel
--

What are the sporting facility needs? (eg. Basketball, netball courts, etc)

Improving pedestrian and cycling links to open spaces

Lack of easy access to Kingston Park

More parks and better access to existing parks
--

Providing safe, family friendly playgrounds

Use of parkland to suit demographic needs, eg. Not a playground for the sake of a playground, but for ages
--

Improving infrastructure and facilities at existing parks and reserves

Re-energise existing parks infrastructure ie. play equipment
--

Local art installations eg. Mosaic, statues etc via Council-run competitions
--

Advocating for pedestrian and cycling links along the Frankston line

Cycling track along train tracks between Highett and Southland via Sir William Fry Reserve (with 2 ticks)

Dog friendly outdoor spaces

Off leash areas must be fenced, not 100% supportive

High level observations

This section presents the community feedback relating to **Environment and Sustainability** and addresses topics such as Highett Grassy Woodland, natural habitat, wildlife, trees, vegetation, conservation and environmentally sustainable development features. This section presents the level of agreement or disagreement with statements based on what Council has heard in previous community consultations, suggested actions to better protect the local environment and other issues that need to be considered when planning for improvements to Environment and Sustainability.

What Council has heard in previous community consultations with regard to **Environment and Sustainability** has generally been reaffirmed – what the community **loves**, the **improvements** that the community would like to see and agreement with **Council’s actions** to protect the local environment.

Based on the community feedback, issues to consider when **planning for improvements to the Environment and Sustainability** include:

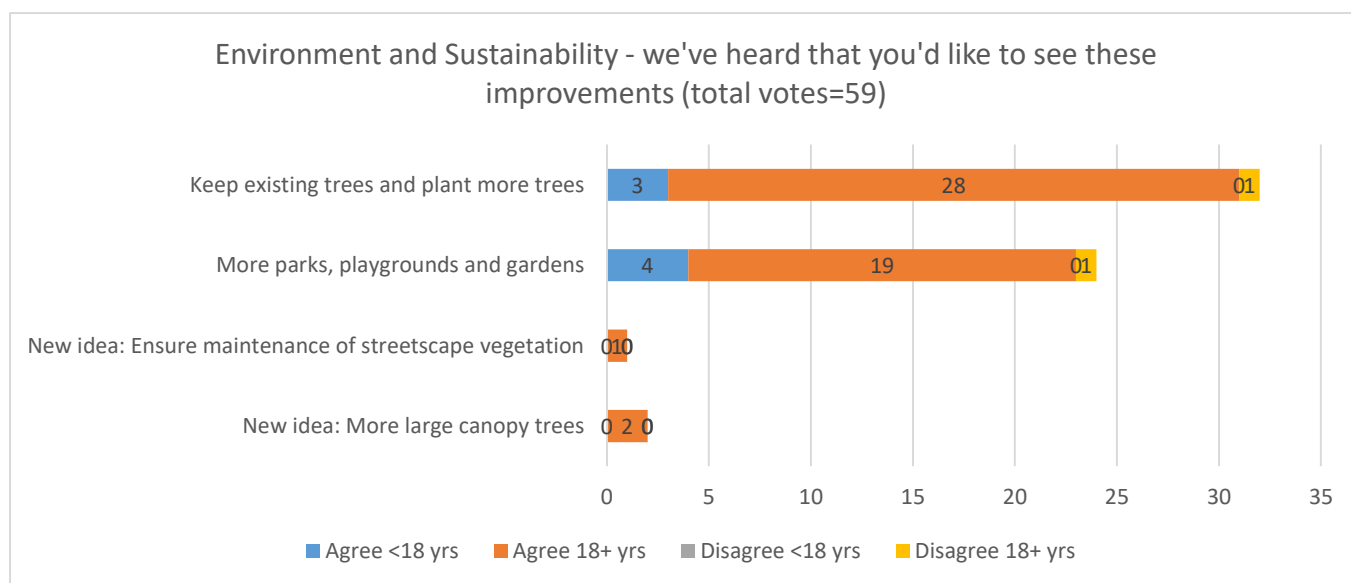
- Responsible and sustainable requirements for new developments
- Preserving biodiversity and natural habitat for native birds and animals
- Nature strip planting and trees
- Encouraging sustainability education and actions
- Considerations for the Highett Grassy Woodland and CSIRO site
- Protecting existing mature trees from removal
- Providing safe natural spaces for the community
- Planning for the management of environmental weeds

Several of the above themes (“Responsible and sustainable requirements for new developments”, “Protecting existing mature trees from removal”, “Preserving biodiversity and natural habitat for native birds and animals” and “Nature strip planting and trees”) were reinforced in the Online Forum and Community Workshops.

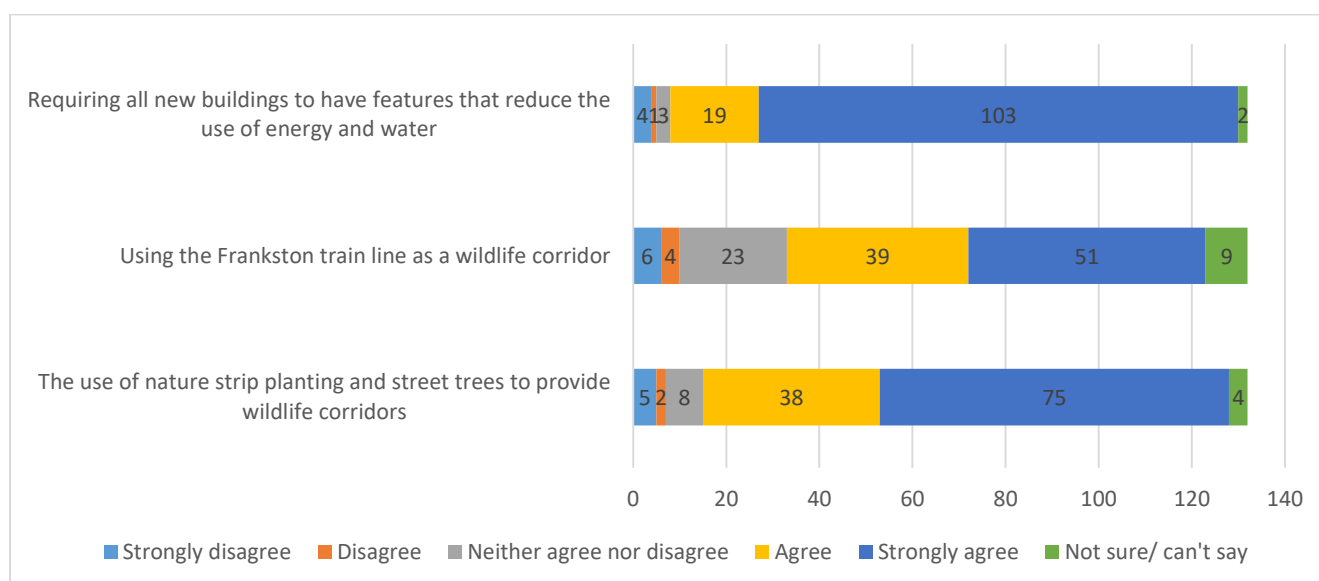
Agreement/disagreement with feedback from previous consultations and planned actions

Participants attending drop-in sessions were invited to join a Dotmocracy activity. Participants could place colour-coded sticky dots on Topic-based statements to indicate their agreement or disagreement with “We’ve heard that you’d like these improvements” feedback from previous consultations.

As shown in the below summary table, many participants indicated agreement with the improvement statements. Particularly strong agreement was apparent for “Keep existing trees and plant more trees”. Two new ideas were recorded, “More large canopy trees” and “Ensure maintenance of streetscape vegetation”.



Survey respondents were asked “Based on feedback received, we are considering the feasibility of the following actions to better protect the local environment. Do you agree or disagree with these actions?”. A total of 132 respondents indicated their level of agreement or disagreement, as shown below. Strong agreement was apparent for “Requiring all new buildings to have features that reduce the use of energy and water”.



Issues to consider when planning for the environment and sustainability

Participants were asked if there was “anything else that needed to be considered when planning for environment and sustainability”, for “any final comments to have considered” and could submit improvement suggestions via a variety of engagement activities. The personalised responses provide an in-depth snapshot of the participants’ views and there is some overlap with the results from the Dotmocracy activity.

As extensive feedback was captured, a frequency word cloud is presented below to visualise and preview the content. The size and density of each word reflects the frequency reported. This image shows the “100” most frequently reported “exact” words comprising a minimum of “four” letters.



As shown in the below table, eight themes were evident in the feedback provided by survey, apartment survey, idea card, drop-in session and drawing activity participants. As shown in the below table, the three two most frequently referenced themes are “Responsible and sustainable requirements for new developments”, “Preserving biodiversity and natural habitat for native birds and animals” and “Nature strip planting and trees”.

Themes evident in feedback	Number of references (individual comments about this theme)
Responsible and sustainable requirements for new developments	25
Preserving biodiversity and natural habitat for native birds and animals	24
Nature strip planting and trees	20
Encouraging sustainability education and actions	15
Considerations for the Highett Grassy Woodland and CSIRO site	12
Protecting existing mature trees from removal	4
Providing safe natural spaces for the community	4
Planning for the management of environmental weeds	3
Total	107

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

Responsible and sustainable requirements for new developments

Highett - Bayside	disallow building of town houses / units above 1 story on a single block of existing residential land
Highett - Bayside	It feels like there are different rules for big apartment developers vs. Single house owners based on trees that have been cut down and not replaced
Highett - Bayside	Requiring medium density buildings to have landscaping that maximises shade and green.
Highett - Bayside	Use of solar panels should be encouraged for existing housing and mandatory for new housing
Highett - Bayside	Provide carparking as part of developments
Highett - Bayside	less apartment blocks as many sit idle and empty
Hampton East	Clotheslines yes. But if apartments have clotheslines on balconies, the balcony needs to be visually concealed with say, frosted glass so that the washing is not overly visible from the street.
Devonport	water tanks and solar panels is great idea.
Highett - Bayside (Apt)	Would be nice to have more greenery incorporated in and around apartment complexes where possible.
Highett - Bayside	Provide incentive to developers to incorporate energy and water saving features which are over and above the current standard energy rating regulations.
Highett - Bayside	If developments have to have clotheslines prevent them from being on the balcony! I'd rather them using a dryer than our streetscape looking like a laundromat.
Highett - Bayside	It's not just about planting trees, it's about encouraging permeable surfaces and not just concrete driveways and swimming pools or courtyards.
Highett - Bayside	Displacement of stormwater
Highett - Bayside	Ensure developments have good eaves and use materials that reflect the character of the area. Frustrated with all the concrete pillar style houses.
Highett - Bayside	Restrict the amount of houses allowed on to a block to ensure there is room to have open space in these developments.
Highett - Bayside	Ensure all new buildings do not invade the privacy of existing residences, do not overshadow or interfere in any way with existing building's solar panels.
Highett - Bayside	New developments incorporate green space with plants native to the area included.
Highett - Bayside	Understanding that trees are renewable and developments supporting environmental impact offset projects are possible.
Highett - Bayside	Every new building in Bayside being constructed should have the following mandatory items. 1. Double glazed windows 2. Solar panels 3. Insulation in roof, walls and under floors. 4. Grey water tanks for outdoor use.
Highett - Bayside	Open space in backyards with trees and plants.
Highett - Bayside	I can't answer whether these are really useful initiatives as wildlife corridors as I don't know enough about it. I think it would be good to require planting of trees and plants that are native to this local region and support the wildlife that inhabit these areas but it would be best to get expert opinion on these matters to really get the outcomes rather than pretending to do something about it. It does seem that new developments including 2 side by side and front and back developments only plant grasses rather than plants and trees that might support the local wildlife probably due to the built density on the block.
Cheltenham	Setbacks to new building allow for front yards to be planted properly allowing for this space to be wildlife friendly

Highett - Kingston	Could the council put a sustainability control over any sale of the site to a developer, please look to the Cape Patterson eco suburb going ahead now. people priced out of Brighton, Sandringham and Hampton are moving to Highett and would therefore have significant funds. Also if people are prepared to pay out over 500k for house and land packages in a 'sustainable group build' - miles away from any services - I think there would be a premium on buyers for a suburb with all the bells and whistles.
Highett - Bayside	The new developments need to be reduced and need to be developed with environmental features e.g solar panels, double glaze glass , water and energy efficiency etc.
Cheltenham	I think local environment is an afterthought. <i>This comment has been modified to remove offensive/inappropriate content.</i>

Preserving biodiversity and natural habitat for native birds and animals

Highett - Bayside	Choosing attractive plantings that are indigenous to the area
Highett - Bayside	Continue the program to eradicate native mynahs. So many of our native birdlife species have disappeared over the past 20 years due to these savage birds.
Highett - Bayside	We need to provide money to ensure that our local wildlife is being monitored and maintained properly e.g local flora and fauna rangers
Highett - Bayside	More parks and parklands for wildlife.
Highett - Bayside	Protecting native trees.
Highett - Bayside	Native plants and water tolerant plants
Highett - Bayside	Utilise the csiro site wisely to support the environment and be innovative
Highett - Bayside (Apt)	There is also a possum issue as their natural habitat is being reduced so we often have to pay for pest control which mostly only moves the possums on to the neighbour's house. Possums need trees left, so parkland is important.
Highett - Bayside	the wildlife has gone. they won't come back.
Highett - Bayside	see comments previously. Highett needs substantially more open and healthland spaces. With more people we need more green space also. Local indigenous plantings are a must
Highett - Bayside	Large canopy trees must be planted immediately to replace those vandalised by Council and developers. Feeding trees that have already been remove have virtually destroyed bird life in Highett. No more black cockatoos or sulphur crested cockatoos.
Highett - Bayside	Open spaces contain plants native to the area.
Cheltenham	designated open spaces / purchase house lots to allow for parks and playgrounds
Highett - Bayside	I hope you can find a way to maintain some of the ambience and greenery, despite the growth, thank you.
Highett - Bayside	The natural environment is extremely important to me. I am very concerned we are not looking after what makes this area in the first place a great area to live- much of the natural bird and wildlife and space in Bayside is disappearing at a very fast rate
Highett - Bayside	They maintain the native wildlife and plants e.g. It is vital to look after the CSIRO native wildlife site where there are indigenous grasses and unique animals, birds and insects etc. These are unique to the area and we cannot afford to lose this flora and fauna as it will never be able to be replaced.
Highett - Bayside	I believe Highett needs to take responsibility for supporting bird and wildlife. It's fast disappearing with housing block clearances and over development. Heathland like environment like that of George st need to be developed. This could be educational environmental spaces for our future children. Some of the healthland in Bayside is so unknown and not overly accessible it remains virtually hidden. It is under appreciated
Highett - Bayside	An Eco centre and community garden is essential!
Highett - Bayside (Apt)	More green space
Highett - Bayside (Apt)	No green space close by

Highett - Bayside	? what wild life !!!!
Not stated (submission)	That a survey is needed to ensure we retain remnant heathland vegetation (most likely on the Kingston side of the railway)
Highett - Bayside	Not allowing developers to cut down trees that were supposed to be preserved
Highett - Bayside	Look after vegetation in and around the shops - they need more attention

Nature strips, planting and trees

Highett - Bayside	If the tree on the nature strip is ugly and not native you should be able to remove it and plant a new one. Highett has very assorted trees versus many streets in Sandringham have uniform trees. It would improve the Street aesthetic to have a more co ordinated approach.
Highett - Bayside	Keep existing trees
Highett - Bayside	Planting more cheerful trees.
Highett - Bayside	More indigenous plantings at local parks and recreation areas
Highett - Bayside	Local planting and more open space. Biggest thing I see is a lack of planting and permeable area in the new developments
Highett - Bayside	Trees, trees, trees
Highett - Bayside	The type of trees and size of trees is considered when planting under powerlines so they do not end up split in the middle due to pruning and safety issues.
Highett - Bayside	Replace all of the inappropriate or sick looking nature strip trees with a mix of native and exotics
Highett - Bayside	Use of native plants in strip and street planting
Highett - Bayside	Encourage the planting of Australian shrubs/trees to attract native birds to the local area
Highett - Bayside	Retaining and/or widening nature strips.
Highett - Bayside	Turning nature-strips into cycle paths? Can't see the point of trying to create wildlife corridors - there are no native birds in Highett now. People feed pigeons instead.
Highett - Bayside	Make sure trees are not like the one outside my house which overshadows and drops 'berries' onto street footpath and my garden. ALSO make sure trees do not 'restrict' a driver/kid on a skateboard/bike from seeing oncoming traffic. <i>This comment has been modified to protect participant privacy.</i>
Highett - Bayside	Council should encourage, and make it easy for residents to plant out their nature strip (within guidelines)
Highett - Bayside	Trees on nature strips is great but better to have deciduous (please). If people don't mow and trim edges on nature strip, they should be fined!.
Cheltenham	More tree plantings
Highett - Bayside	Please plant a series of pretty street trees on Highett road. It's feeling very sterile with all the new construction on the road edge. It would be wonderful to have a Brighton feel with lots of trees to soften the look and make it more attractive to walk around
Handprint	Planting more trees
Not stated (submission)	I very much welcome the statements about wildlife corridors and the value of planting indigenous species.

Nature strips, planting and trees – my idea for Highett is ... so that ...

Highett - Bayside (IC)	More trees	Not stated
Highett - Bayside (IC)	That we have more parks and gardens and large canopy trees	We can reduce heat side effects and provide recreation areas for people and dogs. We are taking a huge growth in diversity in Highett with the lowest diversity of parks and gardens

Encouraging sustainability education and actions

Highett - Bayside	education as each new resident arrives, with positive pet care, eg. cat runs so cats do not dig up and live in neighbours properties. Save energy and improve your health through less pollution from dirty electricity and more walking/cycling within the neighbourhood to avoid car congestion and laziness
Highett - Bayside	How to engage people to use the public open space An example of this is the fitness circuit available at Albert park lake where there is a circuit you can complete
Highett - Bayside	Management of rubbish, littering, verge rubbish collections improved
Highett - Bayside	Make it easy to get around safely by foot or bike - this will hopefully encourage people to walk and ride more and leave their cars at home.
Highett - Bayside	Please do something about all the rubbish on Highett's streets! There is constantly illegal dumping along Graham Road and piles of rubbish everywhere. This is very unsightly and at odds with Bayside's reputation as a nicer area. I am sick of walking past the same rubbish piles everyday and seeing furniture, white goods, etc dumped in front of Woolworths! It looks like we are living in a tip.
Bentleigh East	Encourage Solar power usage.
Highett – Bayside (Apt)	Access to hard rubbish collection.
Highett - Bayside	Develop a solar investment scheme that helps residents subsidise the cost of going solar (ie. could be partially funded by development contributions)
Highett - Bayside	Better catchment of street rubbish being discharged down storm water drains etc.
Highett - Bayside	Better encourage/mandate rubbish recycling and composting to reduce the numbers of bins needing to be emptied by Council. This will help generally and specifically as it would allow more nature strip space for plantings ... perhaps 3 trees per strip, rather than the current one.
Highett - Bayside	Seriously heavy penalties for rubbish dumpers
Highett - Bayside	More walking and cycling spaces rather than cars.
Highett - Bayside	The use of solar panels is contentious. Previous government encouragement in this direction resulted in defective and dangerous and important to ensure the safety of materials and construction insulation, water tanks and solar panels from China flooding the market with unfortunate results. Presently the largest beneficiaries from solar panels are energy providers. Over population and over development are what are destroying the environment
Highett - Bayside	Page 12 of the Highett Structure Plan Review states that an Environmental Audit Overlay has been applied to 36-49 Graham Road and the GasCor site as they are potentially contaminated. An audit is to take place on the sites. When will the audit be undertaken?

Encouraging sustainability education and actions – my idea for Highett is ... so that ...

Highett - Bayside (IC)	We need a sustainability plan for Bayside and the suburb. Bayside's current sustainability plans are pathetic compared with so many other suburbs like the City of Port Phillip Bay	We can minimise the impacts of climate change and extreme weather events and create a liveable suburb, rather than a hot box ghetto.
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Considerations for the Highett Grassy Woodland and CSIRO site

Not stated (submission)	That residential development between the Highett Grassy Woodland and Cheltenham Park should continue to provide large gardens with the appropriate zoning being preferably the NRZ.
Not stated (submission)	That views from the Highett Grassy Woodland should be a major consideration in planning controls over abutting properties.
Not stated (submission)	That performance standards for lighting should be applied to development abutting the Highett Grassy Woodland.
Not stated (submission)	That planning controls to the east (and west and north) should aim to minimise any additional shading of the Highett Grassy Woodland

Not stated (submission)	That basements should be prohibited in land abutting the Highett Grassy Woodland
Not stated (submission)	That the RSZAC was not considering development to the north and west of the Woodland but our concern about shading and therefore height and set-backs applies to them too, 'Shading' in this context means shadows at any time of day and not just the shadows at the equinox as usually used in the assessment of planning applications.
Highett - Bayside	Grassy woodlands maintained.
Cheltenham	Proper protection for conservation areas at CSIRO/HGW
Highett - Bayside	The CSIRO site could be a huge attraction for local residents with its wide open spaces, sporting and outdoor activities. It's a great opportunity for our community.
Highett - Bayside	It is vital that we maintain the urban integrity of Highett with its unique CSIRO flora and fauna, parks and open spaces.
Highett - Bayside	preserve the environmental areas in CSIRO, and preserve established trees in the area
Hampton	The CSIRO redevelopment provides Bayside with an opportunity to provide Abrams new cutting edge open space. Bayside council should look at Boolean Park development in Glen Eira which is moving in this direction.

Protecting existing mature trees from removal

Highett - Bayside	Stop developers chopping down mature trees
Highett - Bayside	We need to keep our leafy feel. We need to have more open space and save our old growth trees and significant areas.
Highett - Bayside	Mature trees should be protected from removal. Too many have been removed because they are in the way of a potential new driveway or would prevent a developer from utilising the entire block. Highett's current medium density pocket is looking like a concrete jungle. The pocket of Highett north of Bay Rd and south of Lyle Anderson reserve needs to be preserved as incremental change to retain the quiet leafiness, open space and greenery that residents prize about their area.
Highett - Bayside	Protect local trees and encourage more trees along residential streets

Providing safe natural spaces for the community

Highett - Bayside	incorporate nature play spaces in any new playgrounds
Highett - Bayside	Making sure all nature areas are UNfenced so that people can use them at any time.
Highett - Bayside	More parklands with trees and communal vegetable gardens.
Highett - Bayside	When planning recreational areas, some strict regulations need to be provided for bike riders who tend to speed and ignore pedestrians, and dog owners who believe that their dogs have every right to run free.

Planning for the management of environmental weeds

Not stated	That planning policy should ensure that avoiding the planting of environmental weeds continues to apply.
Not stated (submission)	That there is a path from Thistle Grove. It is uninviting mainly because of the largest Boxthorn - a WONS (a Weed of National Significance) - that I know in Bayside. Bayside should negotiate with Vic Track to remove the Boxthorn and extend the boundary fence to include the large gum tree.
Highett - Bayside	In addition discontinue weed spraying and replace with steam spraying.

Online forum published comments with level of public support/vote allocations

The Have Your Say Bayside online consultation platform permitted participants to submit personalised statements. The following **Environment and Sustainability**-related comments were published. Once publicly visible as published comments, interested members of the public could indicate whether or not they supported the sentiment by allocating an unspecified number of up votes (support) or down votes (no support). Comments were published at different points in time throughout the consultation and there was no restriction on the voting option so keen participants could allocate unlimited votes for their own or other statements. *Thus, these findings should be interpreted with caution.*

Tree protection. Recently a new apartment developer in Highett cut down three healthy and tall old growth trees, probably about 40 years old. They then put up a display unit in that spot to sell more apartments. When questioned they said they had replanted trees (1 meter in height rather than 20/30 meters) so it was ok. The trees were not on the building plan so they could be cut down. The council should be protecting trees over a certain size rather than letting developers do whatever they want.	4 up votes	0 down votes
Ensure consistency in tree planting and tree maintenance in all streets within Highett especially Highett Road. Avoid gumtrees being planted for nature strips.	1 up votes	0 down votes

Deliberative input from Community Workshops

The following **Environment and Sustainability**-related comments, issues and ideas were recorded at the table-based discussions and on the post-its poster at the two Community Workshops. Input was sought following a short presentation of the preliminary findings based on the analysis of community feedback gathered prior to the Workshops.

Retain vegetation with biodiversity values for active and passive open space
Developers to be persuaded to include horizontal gardens, green spaces, rooftop gardens, bee hives etc in plans to offset the ugliness of concrete buildings etc and loss of backyards, trees, fruit trees etc
Can we set it up as a botanical garden?
Planting in nature strips should be supported, subject to safety standards etc
Can community gardens be on nature strips (St example)?
Planting in nature strips - tree roots and impacts on footpaths and infrastructure

High level observations

This section presents the community feedback relating to **Safety** and presents issues that need to be considered when planning for improvements to **Safety**.

While there were no specific questions enquiring about '**Safety**' in the engagement activities, issues and suggestions to improve safety emerged throughout the feedback, and have been previously presented in each relevant section. Comments relating to topics such as the improving the appearance of Highett, interventions to address illegal and anti-social behaviours, street lighting inadequacies, areas to improve footpaths and roads for pedestrian and cyclist movements have been grouped and re-presented here for ease of reading. As detailed feedback is presented in Section 3. Movement and Transport regarding dangerous intersections and locations where there are traffic, parking and safety issues, this feedback is not re-presented here. The only content in this section that has not been previously presented relates to the Online Forum and Community Workshops.

Based on the community feedback, issues to consider when **planning for Safety** include:

- Improving the appearance of Highett and promptly addressing graffiti, vandalism and rubbish
- Better and more street lighting (in general and Graham Road)
- Improvements to assist pedestrian and cyclist movements
- Interventions to address illegal and anti-social behaviours
- Improving footpaths and roads in some areas
- Create more safe and appealing parks and outdoor spaces
- Reducing traffic speed
- Clean and safe areas around the Frankston train line
- Strengthening and monitoring controls for new developments

All of the above themes were reinforced in the Online Forum and Community Workshops.

Issues to consider when planning for safety

As extensive feedback was captured, a frequency word cloud is presented below to visualise and preview the content. The size and density of each word reflects the frequency reported. This image shows the “100” most frequently reported “exact” words comprising a minimum of “four” letters.



As shown in the below table, nine themes were evident in the feedback provided by survey, apartment survey, idea card, drop-in session and drawing activity participants. As shown in the below table, the top two most frequently referenced themes are “Improving the appearance of Highbury and promptly addressing graffiti, vandalism and litter” and “Better and more street lighting (in general and Graham Road)”.

Themes evident in feedback	Number of references (individual comments about this theme)
Improving the appearance of Highett and promptly addressing graffiti, vandalism and litter	30
Better and more street lighting (in general and Graham Road)	26
Improvements to assist pedestrian and cyclist movements	24
Interventions to address illegal and anti-social behaviours	20
Improving footpaths and roads in some areas	16
Create more safe and appealing parks and outdoor spaces	12
Reducing traffic speed	10
Clean and safe areas around the Frankston train line	8
Strengthening and monitoring controls for new developments	3
Total	149

The tables below show the individual comments relating to each theme. The comments are verbatim and are shown exactly as they were received (corrections have not been made to spelling and grammar). Amendments have only been made in the case of inappropriate/offensive content, or in order to protect the privacy of the respondent - in such cases this has been noted.

Improving the appearance of Highett and promptly addressing graffiti, vandalism and litter

Cleaning up the whole Dunkley area. Often graffiti, dumped rubbish and general hooligan type behaviour means we avoid walking past.
maintain appearance of public spaces removing graffiti and picking up hard rubbish
Graffiti- I'm gobsmacked that little is done to support business and home owners in removing graffiti as quickly as possible to discourage the activity. In Sydney where I grew up council offered a removal service and home owners were encourage to report ASAP and this proved successful. It's everywhere in Highett.
Removing graffiti and ensuring good standard of facades of shops and businesses
Please do something about all the rubbish on Highett's streets! There is constantly illegal dumping along Graham Road and piles of rubbish everywhere. This is very unsightly and at odds with Bayside's reputation as a nicer area. I am sick of walking past the same rubbish piles everyday, and seeing furniture, white goods, etc dumped in front of Woolworths! It looks like we are living in a tip.
Ensure that residences and businesses are of high standard and any graffiti/vandalism damage addressed quickly
Stop littering
Stop smoking
There are a large number of empty bottles of alcohol being left around the shopping complex on Highett Rd. There are also cigarette butts and general litter being left around neighbouring streets. From my experience there is a lower social demographic that do not appreciate this area. I would like to understand how the council intends to clean this up.
Shops should have to keep a reasonable standard in appearance. The council needs to assist by promptly cleaning graffiti. Parts of Highett shopping centre look like a ghetto.
I would council to introduce a policy to remove unsightly graffiti as soon as it appears.
Ensure full compliance with the original landscaping, planting, and beautification plans (e.g., Highett Woolworths development: footpaths and surroundings lacked a bus stop for over a year, no beautification/ landscaping, view from street is a bottle shop);
Graffiti control in Highett Rd
Better control of rubbish in my street and driveway. Mostly from builders in the surrounding developments
enforcement of keeping public spaces looking nice,
Stop litter on the beaches
Stop littering and beaches smelling
Stop smoking (repeated 2 times)
No crime, healthy and happy communities
Seriously heavy penalties for rubbish dumpers
Maintenance of rubbish dumping.
maintain appearance of public spaces removing graffiti and picking up hard rubbish
garbage disposal
Management of rubbish, littering, verge rubbish collections improved
enforcement of keeping public spaces looking nice,
How will garbage and street cleaning be managed. Highett is already looking like a tip with apartment residents secretly dumping their rubbish and not cleaning up their green waste.
Shops in Highett Village to have to maintain a reasonable standard in the upkeep of their facade. Shops should have to keep a reasonable standard in appearance. The council needs to assist by promptly cleaning graffiti. Parts of Highett shopping centre look like a ghetto.
Litter Challenges. There are a large number of empty bottles of alcohol being left around the shopping complex on Highett Rd. There are also cigarette butts and general litter being left around neighbouring streets. From my experience there is a lower social demographic that do not appreciate this area. I would like to understand how the council intends to clean this up.

I would council to introduce a policy to remove unsightly graffiti as soon as it appears.
Too much rubbish at Highett Station. I see there is an increasing amount of rubbish along the railway track of Highett station and it is hard to clean when there people just throw rubbish over the wired fence. In short term if you could organise a couple of volunteers to clean up. For people who walk past by on the footpath next to it every day it seems Highett is not a great environment to live in

Better and more street lighting (in general and Graham Road)

street lighting and safety along Graham road
We live off Graham Rd which is highly used by cars and pedestrians. Since the shutting of the CSIRO site, it's very dark walking from station to home. Given how much it's used, better street lighting etc is required.
lighting along graham road (CSIRO)
The lighting could be a little bit better along Graham Rd at the CSIRO site because of the lovely trees blocking the current streetlights.
street lighting on both sides of roads for resident safety
Good lighting and safety
Lighting is really bad. Light across and to the left of my house is out and has been for some time. It is dangerously dark.
Buildings to have own parking space as shortage of these in area. Better street lighting for safety.
lighting along footpaths
Parking infrastructure and lighting specifically down graham road, people use flashlights to walk down at 6 o'clock as it is essential lit by the moon for the most part.
Improved street lighting
Better street lighting for safety.
Safe access for all - street lighting
Also, highett road needs to be better lit at night to make it safer to walk.
Safety of the area (fix lighting)
lighting along footpaths
Good lighting
Better lighting for all streets so that the footpaths are more visible and safe in the evenings.
The sidewalks along the more major streets need to be well lit at night so people (women especially) feel safe walking from train/supermarket home.
Improved lighting, review of parking in Highett Rd. and surrounding streets, increased and improved public parking
Many Highett streets aren't well lit at night either.
more street lighting- many streets are very dark at night
Far more lighting for walkers if the community is to be encouraged to support local retail eg. Bluff road to Highett road retail precinct
Increased street lighting would make travelling safer
Improve street lighting between Buckingham Motel and Moorabbin Justice Centre.
General safety. Well-lit streets and parks help to create a safe environment for our families.

Improvements to assist safe pedestrian and cyclist movements

Beaumaris parade outside park should have a no standing zone and pedestrian crossing to allow safety to cross street and clear lines of sight.
Also, as a pedestrian there are no safe places to cross Middleton st. We have 2 small children and this has been very hazardous and frightening for all of us. The traffic is also having an overflow effect into the nearby streets such as James Ave, Donald street, Albert street, Clonmult Ave, Beaumaris Parade and Cloyne St. We often walk to the park on Beaumaris Parade and find crossing the roads, especially Beaumaris parade to the park to be very dangerous with our young children. Cars are cutting through all these streets to avoid Highett Road or Bay Road and they travel very fast. Perhaps a crossing on Beaumaris parade to the park for safe crossing.
Also better pedestrian crossings/lights on major roads - Bay Rd from Reserve Rd to Noyes street is a joke with no pedestrian crossings

Increase the number of pedestrian crossings
Crossing for Bay Rd - it is so busy that walkers can only cross at Reserve Road or Noyes St
safer pedestrian access and cycle paths
With increased traffic need increased points for pedestrians to cross busy roads (eg Bay rd between reserve road & Noyes st)
More designated bike paths and lanes. More pedestrian lights or overpass along Bay Road.
Work on safe access to local schools
Safe access, easy access for walking or cycling to and from, good parking facilities, safe spots for drop off and pick up of children
There are barriers for walking to school (eg. Crossing Bay Road)
Safe access and open spaces for parking, drop off zones, be able to walk there safely, and be visually appealing and not fenced in.
Safer road direction, separating bus from bicycle paths
As a VicRoads cycle route Bay rd is appalling!
I am a resident in a new development (3-5 years old). There needs to be ample parking for residents in these developments as there is often not enough roadside parking and only one space available. I disagree with the previous statement that residents living in new developments should not have parking permits. I have just as much a right to find a convenient park for my car as anybody else, and it is frustrating and dangerous for me to find a car park near my residence late at night, and have to walk back to my residence. A parking permit would ensure I always get a park that is close to my residence.
All very well to encourage more riding but streets are so overcrowded it's very dangerous, especially for children. Our kids no longer ride their bikes around Highett due several near misses - too many parked cars/traffic in streets. The most frustrating part is the cars that park over footpaths, especially around some industrial areas and where building is going on - tradies think they can park anywhere.
Cyclist killed (doored) a few years ago in shopping strip - yet cycling is now more dangerous since Woolworths insisted on current road design to encourage car use!
Better pedestrian crossing where they are needed. A pedestrian light crossing near the fitness first development/ALDI/Childcare centres. This is crazy that people have to navigate four lanes of traffic.
Safer pedestrian access and cycle paths
Increase the number of pedestrian crossings so the safety of pedestrians is increased
Prioritise people and trees/green space, a zebra crossing on side streets and cycling paths - dangerous conditions for pedestrians with over development is avoided
All bus stops to have adequate shelters
A Highett streetscape currently presents as a high level of risk to pedestrian crossing.
To improve traffic flow around level crossings and congestion - get rid of level crossings to reduce traffic and congestion and improve pedestrian safety

Interventions to address illegal and anti-social behaviours

Since moving to Highett 3 years ago, I have noticed an increase in individuals of 'shady' character hanging and loitering around Highett, particularly around the Highett Shopping strip and Highett train station. This concerns me as to the type of community Highett is becoming and my personal safety as a young woman. Unruly teenagers hanging around the train station and on Graham Rd near Woolworths is also now a common occurrence. I think that the council could do more and could improve on making Highett a safe, community-based, family friendly, liveable bayside suburb. I love living in Highett and want to see my suburb grow and develop in a positive direction. I would be extremely disappointed to see my suburb decline over time if nothing is done before it is too late. Please take care of Highett, Bayside Council!
Better crime prevention
Better noise control for builders. Often women before 7am. Music blaring all day!
Sense of security is missing as have had items stolen from apartment complex.
Lots of thieves in the area.
Safety and security, there are a lot of very dodgy people walking around Highett, quite often cross to the other side of the road even in the main strip of shops....

CCTV safety cameras at major roads and shopping hubs for the safety of all.
Ensure safety
Train horns blaring at the station and Woolworths extremely loud deliveries at 7am 7 days a week. Noise pollution is bad in Highett.
It is also not as safe as it used to be. We had an attempted break in, and junkies hanging around the apartments not happy about the safety levels
More security in car parks. Someone tried to break into my car.
Better coming and going from buildings. The Woolworths building, in particular, leaves a lot to be desired in this region
I live off Highett Road near Petersen Reserve. Sometimes we feel uneasy because of attempted break-ins, graffiti, abandoned cars, and suspicious people in the park and incidents that require police presence. I'm not sure what could be done to improve this situation as I do believe local police handle incidents well.
Management/prevention of graffiti/loitering.
To implement more cameras to that the community is safer
CCTV safety cameras at major roads and shopping hubs for the safety of all.
Better coming and going from buildings. The Woolworths building, in particular, leaves a lot to be desired in this region
Train station safety. The Highett train station could be upgraded to incorporate shops/cafes etc. this would attract some activity and lighting to the area to minimise attractiveness for crime and dodgy behaviour. There are many international examples of where such cross purpose design planning has been effective. Coming home on the train in the dark to an unmanned station is unnerving for me but increasingly a concern for my daughters.
I have experienced unpleasant behaviour on several occasions outside high-rise in Nepean Hwy (building near Sir William Reserve.

Improving footpaths and roads in some areas

Road maintenance is poor - main roads and residential streets are narrow, fill up with parked cars very quickly and are often bumpy/have potholes. Highett Rd is so narrow at points and so busy with cars now I'm scared my car will get scraped while driving.
Most of footpaths around Highett are in very poor condition and some streets have no footpaths
To fix the footpath on Highett Rd between the station and Spring Rd
For the last 25 years Tibrockney street does not have any concrete footpath on either side of the street from around the tennis courts to number 20. We have people on wheelchair, mums with prams that have to negotiate the grass area which has not been the best either since the install of the new water pipes. We see new footpaths being done in Highett or Bayside, old ones being repaired. Why is it that our area does not get any attention?
improved/improved maintenance of footpaths & roads etc (too many times they are dug up and only patched)
Improve footpaths for pedestrians (cracked, damaged asphalt on city side of train line)
Often driving along Bay rd, there is not enough space for two cars to drive in parallel, and is impossible with Buses. There's also no space for cars entering onto Bay rd to easily view oncoming traffic. Driving along the left hand side means you are driving in the gutters, making for a bumpy, unsafe drive.
Main roads (notably Bay Rd and Highett Rd) have been destroyed and are now littered with large pot holes. Cyclists are having to ride very wide in the lanes as a result and cars are at risk of punctures.
Fix pot holes inside Dunkley Fox Estate so you can ride your bike
Re design of paths, gutter and street crossings to 'spoon' shades for motorised carts. Gutters too steep and dangerous.
The hill in front of Highett station is very steep for old/disabled people.
Footpath trading at the intersection of Middleton Street and Highett Road will make it difficult to complete turns. Bins and trees already obscure vision at this intersection.
Most of footpaths around Highett are in very poor condition and some streets have no footpaths. All very well to encourage more riding but streets are so overcrowded it's very dangerous, especially for children. Our kids no longer ride their bikes around Highett due several near misses - too many parked cars/traffic in streets. The most frustrating part is the cars that park over footpaths, especially around some industrial areas and where building is going on - tradies think they can park anywhere.

improved maintenance of footpaths & roads etc (too many times they are dug up and only patched), with increased traffic need increased points for pedestrians to cross busy roads (eg Bay rd between Reserve road & Noyes st)
Improve footpaths for pedestrians (cracked, damaged asphalt on city side of train line) so trips, slips and falls can be avoided
Remove bumps (which are a danger to walkers and cyclists) on footpaths. I am lucky that I can walk to Southland and Highett station = need to check re Cheltenham - have in past been able to walk to station.

Create more safe and appealing parks and outdoor spaces

Playgrounds for younger kids would be great and nicer garden areas within parks. I find Lyle Anderson Reserve a bit isolated and I'm uncomfortable there by myself.
As a mother of small children I am disappointed that when all these amazing playgrounds were developed in Highett, the security (fencing/child proof gates were not put in place). It would be beneficial to all families and council if all Playgrounds had appropriate childproof gates for the safety of our children
There's only one park with an off the leash area in Highett, the one in Highett Grove. Apart from the off the leash area being too small, this park is too tucked away and not in a place that feels safe. There are so many parks in Highett but none of them have an off leash area for dogs. You either need to walk a long distance and cross major very busy roads to get to an off the leash park or drive. This is not satisfactory for the many dog owners in Highett and not safe for children or the elderly wanting to exercise & socialise their dogs.
Enclosed off leash area for dogs where new pups can learn voice recall in a safe environment before heading off to the wider world, where elderly or mobility or sight or hearing restricted people, or kids, can feel secure walking their companions. Water, shelter area, bins. Maybe some agility equipment. More apartments means less gardens and people want and need to socialise with their companion animals.
Open parklands for safe walking, space to sit and relax or gather for a picnic.
The Lyle Anderson Reserve needs to be made safe and free from unsavoury people and activities – according to one of the plans in the proposal is to open up the Lyle Anderson Reserve to Graham Road (via 36-40 Graham) and incorporating an open space on the CSIRO site. This to occur but not at the expense of the Grassy Woodlands. Create a family space with BBQs, seating, childrens playground, vegetation.
I find Lyle Anderson Reserve a bit isolated and I'm uncomfortable there by myself.
Parking, good lighting, CCTV for safety, fenced for child safety when playing, some shade structures and lots of trees.
Ensuring playgrounds are fenced when near roads
More enclosed parks to prevent children escaping. There are so many parks that would be helpful to parents if they had a surrounding fence that contained children. Refer to Dendy Street park with the fence around the big sand pit. That is perfect for families with toddlers who like to run off.
Love William Fry Reserve. It would be great to have better lighting in the park once Southland station is operating.
Sealing the road to the playground and better access to the playground. People accessing the playground/ playing bowls are safe walking near cars and the playground is more accessible

Reducing traffic speed

Jackson Rd, Princess Ave, Royalty Ave: parking issues, safety (motorists speeding through these streets as a cut through because annoyed at delays along Graham Rd and at intersections at both ends of Graham Rd)
Also streets off Highett Rd are used as flow through roads now that congestion has increased on Bay Rd. Workers use Gilarth St to get to Citywide in Advantage Rd. I would request speed humps or some traffic barriers in Gilarth St if the proposed new office/apartment complex is completed on the site currently occupied by Citywide.
Tibroekney st has no humps - much development and speeding cars don't fit together!
With the congestion through the village, people are using Worthing Rd as a short cut causing more traffic flow. Speed should be reduce to 50 kph zone or more speed humps.
Many streets need careful traffic speeds and ought to be made one way as it is impossible to have parking on both sides and traffic movement
The shopping strip section needs speeds reduced to 40km, as in other shopping strips in the municipality.

40km zones around the strip - Highett Rd, parts of Graham Rd, Railway Pde and Highett Rd limited to light commercial vehicles between the railway line and Nepean Highway
Appropriate traffic modifications in line with increased density/population (reduction of speed limits for example.)
Bay road from Southland to at least Reserve Road would be much safer with a 50km/hr speed limit. Road markings are needed around the railway underpass near Southland. No one seems to know if it's 1 or 2 lanes and there are frequent rear end/side swipe accidents.
Reduce speed limit on Bay Road to 50 between Bluff and Southland.

Clean and safe areas around the Frankston train line

I'd like to see lighting on the path alongside the train tracks between Wickham Rd and the train station. This is a fairly scary route to go at night and lighting would help make it safer. Also the weird little park along this walkway is seriously dodgy and seems to be attracting drug takers.
Safety management plan for commuters. As a commuting resident/ratepayer of highett I feel that some efforts need to go into the train line. The tracks are littered with rubbish, the egress paths that run beside the tracks are poorly lit, my partner and I have named the area to the north end of the west car park "the scary bit"! Overall the appearance is an eyesore. Boom gates are frequently stuck down, or if not stuck, raising and lowering with little time between to allow congestion to move through. I see the semi recessed stations like McKinnon and feel that if the cost of going underground is too great, then at least lowered to a point where infrastructure can pass over it. In short term, I'd like a clean up and better lighting sooner rather than later, promoting safety, and long term, to see the rail system lowered with paths like the Glen Eira council have implemented.
The lack of parking is a security issue for women commuting in the evening, the elderly or people with disabilities who cannot walk to the station.
keep our station free of litter and graffiti (Disrespectful)
Ensure the train line is closed off to pedestrians/animals by strong, high fencing!
Improved security and lighting at railway stations. Even bike lockers have been broken into.
manned station
keep our station free of litter and graffiti (Disrespectful) so trips, slips and falls can be avoided

Strengthening and monitoring controls for new developments

To better regulate demolition done to high levels of asbestos in houses in Highett
Tighter control over building construction activity
Safe removal of asbestos for new developments

Online forum published comments with level of public support/vote allocations

The Have Your Say Bayside online consultation platform permitted participants to submit personalised statements. The following **Safety**-related comments were published. Once publicly visible as published comments, interested members of the public could indicate whether or not they supported the sentiment by allocating an unspecified number of up votes (support) or down votes (no support). Comments were published at different points in time throughout the consultation and there was no restriction on the voting option so keen participants could allocate unlimited votes for their own or other statements. *Thus, these findings should be interpreted with caution.*

I would like council to introduce a policy to clean up unsightly graffiti as soon as it appears.	3 up votes	1 down votes
Abandoned, graffiti-covered house on Highett Road near Woolworths needs to be addressed. There is an abandoned house next to a well-established house on the corner and a newly built house that needs to be demolished on Highett Road. It is an eyesore, but also a security risk and a fire risk. It has been left far too long and the council needs to step in and take action. Random rubbish items are being dumped there also.	2 up votes	0 down votes
I would council to introduce a policy to remove unsightly graffiti as soon as it appears.	2 up votes	0 down votes

Deliberative input from Community Workshops

The following Safety-related comments, issues and ideas were recorded at the table-based discussions and on the post-its poster at the two Community Workshops. Input was sought following a short presentation of the preliminary findings based on the analysis of community feedback gathered prior to the Workshops.

Addressing hazardous road intersections (especially Graham Road, Middleton Street and along Bay Road)

Turning out of Jackson Road and Bay Road "rat run". Traffic always banked up on Graham Road. Kids in the street, dangerous. Cars parked on nature strip of Bay Road equals low visibility. Hard to tell what speed cars are doing. Bay Road is a "nightmare" and "dangerous" and "too narrow for the traffic it carries". No lines along the length of the road. Need lines so the road is more functional. Moving lights to the T-intersection at Jack Road? Traffic lights need to be considered along Bay Road as a whole, not just fixing individual intersections.
New North-South access from Reserve Road, all the way to Highett Road. Idea discussed on Page 32 of HSP Review document.
Middleton Street is very dangerous during peak times. Time limits for heavily used roads? Eg. No right turns during certain times. What is the best way for traffic to flow more freely? Needs to be investigated by experts
Intersection of Bay Road with Jackson Road and Davie Avenue are very dangerous, move the traffic lights
Lights at the intersection of Tibrockney Street and Bay Road?
An updated traffic study is essential

Interventions to address illegal and anti-social behaviours

Need more PSOs and Police around the railway and arcade especially early morning and evenings
More police or PSO presence at the station to break the bad behaviour cycle and get the message through
Monitor inappropriate behaviours going on in the public toilet near Highett Library especially as it is the only local public toilet
Monitor premises with liquor licences to minimise bad behaviour resulting from the excessive consumption of alcohol
Drugs everywhere

Better and more street lighting (in general and Graham Road)

Improve lighting along Middleton, what is the 'distance' between lights?
Increase lighting outside the back of the RSL and along the laneway near the Hawker Bar
More lighting at station and at the car park. Play classical or meditation music at stations to deter trouble makers congregating at stations at night
Improve the lighting at Graham Road near CSIRO site

Improvements to assist pedestrian and cyclist movements

Access to the 822 bus is dangerous and convoluted. Bus shelters have been moved.
Pedestrian access at Railway Parade underpass is "scary". Lighting and accessibility needs improving and wheel chair access is bad
Place a bus shelter outside of Woolworths, waiting passengers are completely exposed at present.
Level crossing removal could create opportunity for green open space
Road painted cycle lanes. Markings on the roads make drivers more accepting of cyclists. This is especially important around schools. Reserve Road is a good example of this. Wickham Road and Highett Road and potentially good cycling locations

Strengthening and monitoring controls for new developments

Monitor building demolition to ensure the safe removal of asbestos and safety around new developments under construction
Development at the intersection of Major Street and Highett Road, does this comply with building and planning regulations?

No building regulations, not enforcing planning permit conditions, eg., no frosted glass causing overlooking
Overlooking from developments impacts your personal movements and safety

Restricting parking and improve traffic flow and visibility

Design of blind entrance to Woolworths underground car park from Graham Road, pedestrian and car safety
Trucks need restricting through the village
Regulate the speed limits, monitor and enforce speed and parking restrictions especially near the new child care centre and after school when children are often on bikes and there are speeding construction workers and others moving around the area

Improving footpaths and roads in some areas

Elderly safety, eg. Unsafe footpaths
Investing in infrastructure. Highett infrastructure should reflect that of the "wealthier suburbs". You can be assured that you can get around Brighton on a mobility scooter whereas you don't in Highett
Highett Road is regularly used by elderly and motorised scooters. Accessibility along this route to the Bowls Club needs to be improved. Parking for special needs at this location needs to be improved

Reducing traffic speed

Cars speeding, Middleton Street and Donald Streets are bad. The streets that don't have speed humps are problematic
40 km zone needs to be extended along Highett Road
Improve signage for speed limits especially along Graham Road, lots of accidents

More safe and appealing parks and outdoor spaces

Parkland at Lyle Anderson Reserve is very dangerous, won't let kids play there. "You can't improve it", anything that is isolated like that encourages anti-social behaviour. Can you exchange this land for another location? Toilet block is to be avoided at all costs.
The park along Nepean Highway and Bay Road is under-utilised because of bad access
Swap Lyle Anderson Reserve for CSIRO open space

Clean and safe areas around the Frankston train line

Southland station access via Bay Road underpass is dangerous
Entrance to the train station is unsafe. Kingston has re-done their part which has been effective. Access to station is convoluted. The passageway through the barber shop is very unsafe and unused and could be re-done to create safe access

Other

Council should provide a service where they send home maintenance staff to check works that have been done at homes of vulnerable elderly persons to make sure they have not been ripped off
Re-establish the Neighbourhood Watch program
Vacant properties are a problem. Particular property on Highett Road, don't understand how it remains. What is Council's role in this? Demolish vacant properties
There is more community advocacy in wealthier suburbs which makes them more influential. They have the skill set, determination and motivation to create change
Places for electronic scooters

Section 9. Participant feedback on consultation and other general comments

High level observations

This section presents participant feedback on this consultation, both **invited at the Community Workshops** and **unprompted for other engagement activities**. This Section also presents other personalised responses submitted by participants that do not appear to be clearly connected with a key topic. These responses have not been reported elsewhere in this report.

Participant feedback on consultation - invited at Community Workshops

As part of the participant evaluation form for the Community Workshops, participants were asked “Any general feedback that you would like to offer or suggestions for Workshop 2?” and “Any general feedback that you would like to offer or suggestions for future engagement programs?”

Workshop 1 – positive sentiments

More time, facilitators were excellent.
Great organisation, kept things moving.
Thanks!
I just wanted to congratulate you and your team on a very well organised event last night. The facilitators were outstanding and gave concise overviews of the progress so far and the work required last night. The discussions around the tables was most respectful with some excellent ideas emerging. I was a little dubious it was going to be another talkfest but the preparation which had gone in beforehand made for a very productive evening. I hope your session on Sunday is as productive.

Workshop 1 – improvement suggestions and questions

People with loudest voices were heard, not much opportunity for anyone else.
Another hour for discussion needed.
Need more workshops with more time.
Summarise points from today.
No discussion on the effect of the development stage of CSIRO and surrounds on the environment and congestion. Noise level, heavy vehicles and materials to and from site.
What the Council are thinking of advocating regarding the future of Highett. Will they back the people?
Why wasn't workshop attended by Councillors?
Would be great to have a representative from the following: 14-25 years, 25-25 years and Council housing group
Am not at all certain that overall our comments and ideas will have much impact in the scheme of things.
Too little, too late!
Of course the only disappointment was the absence of our three Centre Ward councillors.

Workshop 2 – positive sentiments

Excellent session, the changes are exciting and will deliver great services for Highett if managed well :)
Excellent to hear the review developing and taking community concerns into account
Great to have the opportunity to participate. Thank you
Great work team! Unfortunately was unable to attend Wednesday so was pleased you summarised it for me today
No. Thanks for allowing me to give feedback and suggestions
Thank you for opportunity to participate
Thank you for the opportunity to put my ideas and thoughts in the Highett Structure Plan. Look forward to the feedback and implementation of some of our ideas
Well run and organised - empathetic rather than adversarial tone. I will come back if asked.

Workshop 2 – improvement suggestions and questions

Continue to keep the community involved (in all stages)
Make clear what the key messages and outputs of workshop and tables are. The key dot points from last session were a bit vague. Provide regular updates on website
Please make sure Royalty, Princess and Jackson Road building structure is retained. Do a petition to Goldstein MP to assist Highett residents to get what they want kept and CSIRO site action
Still seems to overdevelop this area

Positive sentiments

Highett - Bayside	Community Consultation is great & we appreciate receiving direct information from the Council about these plans.
Highett - Bayside	I am impressed by the proposals made in this survey as I have considered lobbying for them all. Well done and best of luck.
Highett - Bayside	It's hard to please everyone but you are doing a great job in engaging the locals to help
Highett - Bayside	Listen to the people
Highett - Bayside	No. Going to workshop
Beaumaris	Not in a position to offer any other constructive comments at this stage
Highett - Bayside	Thank you for helping make Highett more liveable.
Highett - Bayside	Thank you for the opportunity to have my say.
Highett - Bayside	Thank you for your professional, comprehensive review of the area and for grabbing as much public feedback as possible!
Highett - Bayside	Thanks for the opportunity to be consulted and be heard. Keep up the great work!
Highett – Kingston (Apt)	a great opportunity to mention a couple of little items that would be great to see.
Highett – Kingston (Apt)	Thanks for the chance to share these little tips.
Highett – Bayside (Submission)	Thanks for the opportunity to be involved

Improvement suggestions and questions

Highett - Bayside	I would like it to be noted that I felt that this survey was bias and skewed towards pro development and medium to high density dwellings.
Highett - Bayside	It was disappointing that no Bayside Councillor was present at the Community Workshop I attended on Wednesday 21 June, 6-8pm. That's there had been no contact with Kingston Council about the proposed development or the mutual problem of the Highett road railway crossing.
Highett - Bayside	When using cafes for survey would we use Bayside instead of Kingston Council getting benefits eg: Ferguson Flag limited in Bayside Highett Road I know this side
Not stated (submission)	Further that there has to be no attempt to provide residents on either side of the railway line with information on the proposed changes with a view to providing an overall view of what is being proposed and why.
Not stated	More communication about Highett on Facebook so that residents feel part of the Bayside community

Participant feedback - general comments

Participants were asked for “any final comments to have considered” and could submit improvement suggestions in a variety of ways via the engagement activities. The below personalised responses were submitted and which do not appear to be clearly connected with a key topic. These responses have not been reported elsewhere in this report.

Highett - Bayside	Come on Bayside, do something actually innovative and environmentally and community focused for a change. Catch up to other councils!
Highett - Bayside	Highett is a fantastic place to live, because of the open spaces, the amount of young families that are living there and the close proximity to the bay.
Highett - Bayside	It would be nice if Highett was governed by one council instead of two. Highett is the stepsister of all bayside suburbs because two councils treat it that way. The lack of Christmas decorations is a prime example, its as if neither council could be bothered so nothing happens. This is why Highett has no identity
Hampton East	It's an exciting suburb to be in now-it wasn't as much when I was growing up
Highett - Bayside	Pls use this opportunity to think outside the box. We see all too often the best plans are not executed or only partly executed.
Highett - Bayside	why fix something that isn't broken.
Highett - Bayside	There is nothing that could make me want to get on a bike, in fact if you pioneered some spandex-free zones near the cafes that serve breakfast i wouldn't object.

Participant feedback - online forum published comments with level of public support/vote allocations

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Once publicly visible as published comments, interested members of the public could indicate whether or not they supported the sentiment by allocating an unspecified number of up votes (support) or down votes (no support). Comments were published at different points in time throughout the consultation and there was no restriction on the voting option so keen participants could allocate unlimited votes for their own or other statements. *Thus, these findings should be interpreted with caution.*

Name change! Bayside section of Highett to be renamed Sandringham East	7 up votes	1 down votes
Work with Kingston Council. Just as the initial Highett structure Plan was a joint initiative with Kingston Council, giving a uniform outcome, so this needs to be too for the same reasons. From some of the comments in this thread, it seems that residents of the Bayside part of Highett do not know that the area under discussion is west of the railway line and therefore does not include the shopping strip to the east of the shopping line (Kingston Municipality).	5 up votes	0 down votes

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