



# Highett Structure Plan

Updated July 2018

## Changes to final Highett Structure Plan post Council Meeting of 24 July 2018

Change	Reason
Pg 15, Objective 03, first Strategy. Added the amount of land to be protected for conservation purposes on the CSIRO site (3ha) and clarified that the exact boundary of the area to be protected should be determined following the sale of the site, as per report to Ordinary Meeting of Council, 26 May 2015.	To clarify the amount of land that is to be protected for conservation purposes and how the boundary of this area will be determined.
Pg 15, Objective 3, added a new Strategy 'Undertake a Placemaking Study/Urban Design Framework to ensure the CSIRO site is integrated with the existing Highett Road shopping strip, the train station and the Livingston Street Community Hub. As part of this, investigate ways to make Highett Road more pedestrian and cycling friendly and to improve the public transport experience for users'.	To ensure that the development on the CSIRO site is well integrated with the existing shopping and community facilities in Highett and to investigate ways to make Highett Road more pedestrian and cycling friendly.
Pg 15, Objective 4. Deleted strategy about Southland Shopping Centre expansion.	It is a hypothetical situation and can be looked at in the next review of the Structure Plan if necessary.
Pg 20, Objective 10, reworded the last strategy to 'introduce' rather than 'consider the introduction of'...	This is consistent with Council's commitment in the <i>Bayside Environmental Sustainability Framework 2016 - 2025</i> to incorporate Environmental Sustainability requirements into the planning process.
Pg 23, Objective 11, reworded Strategy 5 to clarify that the pedestrian crossing near the Frankston railway line would ideally be in the form of a pedestrian overpass bridge.	To clarify Council's preferred outcome.
Pg 23, Objective 11, reworded Strategy 8 to clarify that Council will advocate to VicRoads for bicycle lanes along Bay Road. Removed reference to lanes being physically separated from traffic.	To clarify that VicRoads is responsible for Bay Road. The exact design of any bicycle lanes along Bay Road will be determined by VicRoads.
Pg 23, Objective 11, Strategy 9, removed reference to the alignment of the public shared paths in the CSIRO site.	This will be determined once the site is sold as part of any planning application.
Pg 24, Objective 13, Strategy 1. Moved reference to signalisation of Bay and Jack Road to a separate Strategy and reworded to 'investigate the need for signalisation'	Further investigation is needed to determine whether signalisation of Bay and Jack Road is needed, particularly if the Bay Road/Graham Road intersection is signalised.
Pg 24, Objective 13, deleted Strategy relating to encouraging lots along Bay Road to provide laneway access.	Given the lot size and configuration along Bay Road, delivery of a continuous rear laneway would be difficult.
Pg 28. Implementation- added Placemaking Study/UDF to the implementation table.	To reflect the new strategy that was added.

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# Introduction

Highett is identified in current State and Local Planning Policy as a neighbourhood centre, and a location for local shopping, business and community services. Medium density housing development is also encouraged, particularly on the CSIRO site and in close proximity to the train station. Given the identified role of Highett, a joint Structure Plan with Bayside and Kingston City Councils was undertaken and adopted by Bayside City Council and Kingston City Council in 2006. The Structure Plan set out where growth and development would occur and included preferred building heights, options for the CSIRO site, locations for retail expansion, and improvements to access and movement, community facilities and open space.

Since that time, a considerable amount of development, land use and demographic change has occurred in Highett as well as changes in State Planning Policy. To ensure the Structure Plan remains current and relevant, the original Structure Plan has been reviewed and amended where necessary.

Ideally, a joint Structure Plan review would have been undertaken with Kingston City Council. However, as Kingston is not currently progressing a Structure Plan review for their part of the centre, the Structure Plan review only dealt with the Bayside part of the Highett Activity Centre.

## What is a Structure Plan?

A Structure Plan is a strategic planning tool that establishes a shared long-term vision for the development of a defined area and identifies the type and scope of change over time. It is a tool to help manage, influence and facilitate change and provides an implementation program which articulates the actions and strategies necessary to achieve the plan's vision and objectives.

This Structure Plan has been developed by reviewing the Highett Structure Plan 2006, retaining actions from that plan that are still relevant today, and including updated actions and strategies where appropriate to help achieve the vision for the Highett Activity Centre.



## Background

The Highett Structure Plan has been prepared by Bayside City Council with inputs from expert traffic, economic, vegetation and urban design analysis and community engagement, including the following:

- Consultation on issues and opportunities for the future; and
- Consultation on draft Structure Plan.



Figure 1: Project Timeline



### The Highett Activity Centre Boundary

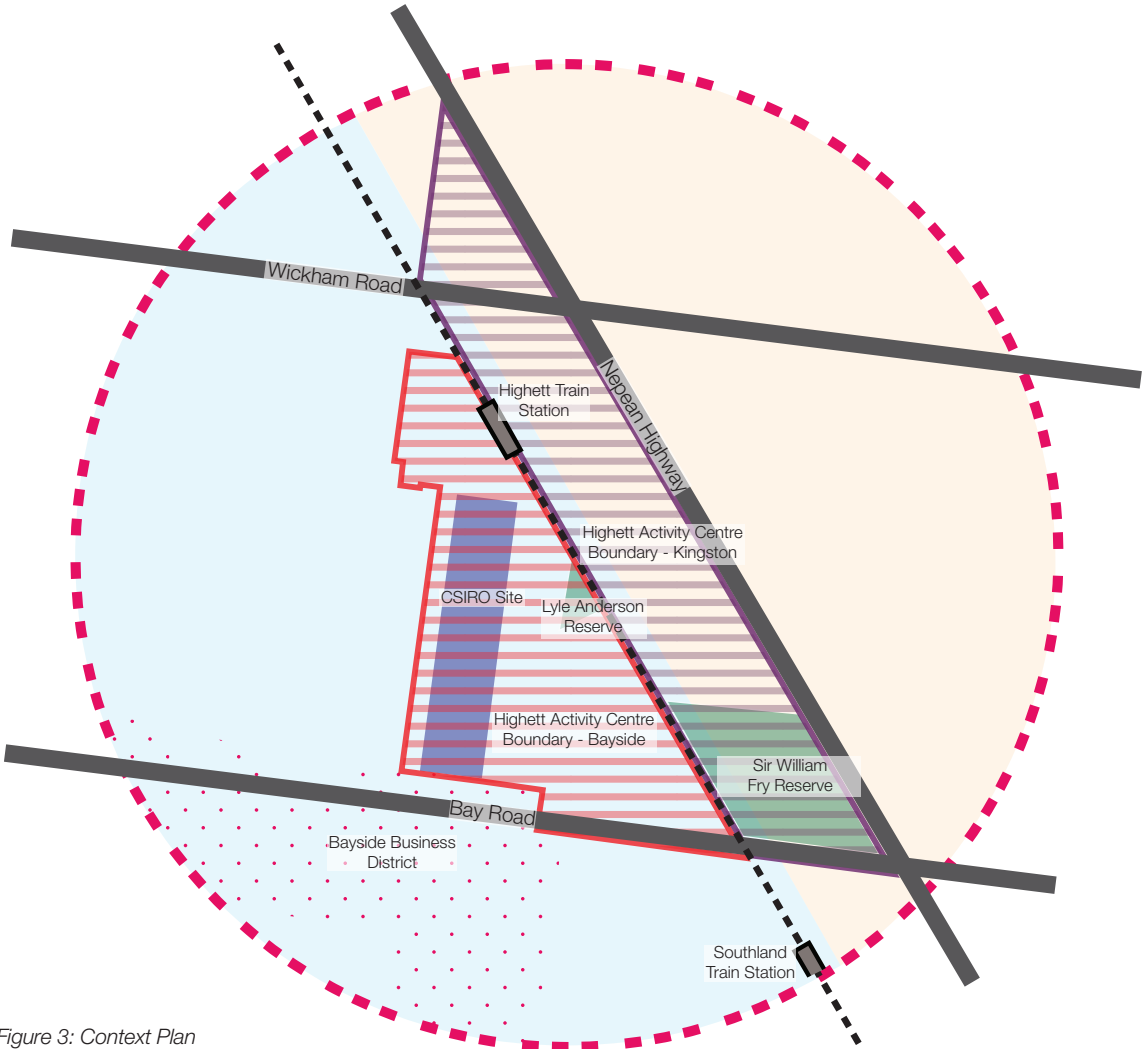
In the original Structure Plan, 2006, the Bayside portion of the Activity Centre was bounded by Wickham Road to the north, the Frankston Railway to the east, Bay Road to the south and Beaumaris Parade and Herbert Street to the west. It encompassed the Bayside portion of the Highett Road shopping strip, part of the Bayside Business District (BBD), the former CSIRO strategic redevelopment site and the surrounding established residential areas.

The original boundary included land to the west of Worthing Road and Middleton Street where minimal change was anticipated. As part of the Structure Plan review, the boundary of the centre has been amended to only include commercial areas, public open space and land that is intended to accommodate increased densities, that is, land that is zoned General Residential Zone or Commercial 1 Zone. The properties fronting Middleton Street which are zoned Neighbourhood Residential have been included in the Activity Centre boundary in order to ensure development on the CSIRO site is managed appropriately at this sensitive interface. The Commercial 2 Zoned land directly abutting Bay Road has been removed as this is part of the Bayside Business District and is covered by the policy and controls relating to the Bayside Business District. This is consistent with the approach taken with other activity centres within Bayside and seeks to avoid any conflicting direction and provide certainty on future outcomes.



Figure 2: Activity Centre Boundary

# Context



## Policy Context

### Plan Melbourne 2017-2050

Plan Melbourne is Victoria’s Metropolitan Planning Strategy. Plan Melbourne sets the vision and policy direction for the growth of Melbourne for the next 35 years. Plan Melbourne replaced Melbourne 2030, the former Metropolitan Planning Strategy, in 2014 and was refreshed in 2017. Plan Melbourne broadly seeks to increase density and activity in established areas which are well serviced by public transport, employment opportunities and existing infrastructure. A network of Metropolitan, Major and Neighbourhood Activity Centres is central to achieving consolidation and housing choice outcomes. Neighbourhood Activity Centres are defined as local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.

### Bayside Housing Strategy (2012)

Adopted by Council in September 2012, the Housing Strategy provides a framework for how residential development in Bayside will be planned and managed over the next twenty years to meet the housing needs of the community. The Housing Strategy recommends that Bayside’s Major and Neighbourhood Activity Centres with existing infrastructure and transport connections should be the focus for future medium and high density residential development. The Strategic Framework Plan for Highett nominates land within the Highett shopping strip as Key Focus Residential Growth and the land surrounding for Moderate Residential Growth. Additionally, the CSIRO site is a nominated Strategic Redevelopment Site.

Figure 3: Context Plan



## Physical Context

The Highett Activity Centre is located approximately 17 kilometres southeast of central Melbourne. The Frankston Railway line forms the municipal boundary separating the City of Kingston to the east and the City of Bayside to the west. The commercial core of the activity centre is centred around Highett Road, extending from Nepean Highway in the east (City of Kingston) to Major Street and Middleton Street in the west (City of Bayside). There are two important strategic redevelopment sites in the area, the CSIRO site in Bayside and the Gas and Fuel site in Kingston. Within the activity centre is Lyle Anderson Reserve (Bayside) and Sir William Fry Reserve (Kingston), both important areas of open space in the area. To the west, outside of the activity centre is Peterson Reserve, the only sportsground in the suburb of Highett.

## Socio Economic Context

### People

As of 2016 approximately 2,946 people live in the Bayside component of the Highett Activity Centre. The age group 35 to 49 characterised as ‘parents and homebuilders’ are the most common age group (25%) followed by 25 to 34 year olds, known as ‘young workforce’ (14%). This is reflected in the household type, with the most common household type in 2016 being equally couples with children and lone persons (both 27%). This indicates a need for a diversity of housing types ranging from larger

family homes to smaller one or two bedroom homes. Currently, the most common type of dwelling in the Activity Centre is separate houses (49%) followed by semi-detached units (35%). 93% of residents of the Activity Centre are employed, with the majority of households earning a combined income of between \$2,000 and \$2,500 per week. Housing prices, income levels and education levels in the area have all increased since 2006, which is an indication of the on-going process of gentrification.

### Housing

The majority of building and construction in the Highett Activity Centre has been 1-for-1 redevelopment of existing dwellings or dual occupancy unit development. Whilst one for one replacement developments do not yield additional dwelling numbers, they often impact on the character of an area as older houses are replaced with newer housing styles, often with higher site coverage and smaller outside spaces. There are also a number of major redevelopment projects (yielding 10+ dwellings) that have been completed or are being planned for, the largest of which is the CSIRO site which is expected to deliver at least 400 dwellings. A number of apartment buildings along Highett Road and Major Street have also been completed or are being planned for. To house the increasing population in Highett, approximately 1197 dwellings will be needed between 2011 and 2036.

## Social and Community Infrastructure

The cluster of community facilities known as the Highett Community Hub on Livingston Street includes Livingston Kindergarten, Highett Neighbourhood Community House, Highett Recreation Centre (occupied by Highett Youth Club), Highett Children’s Centre, and Highett Senior Citizens Centre. The Community Hub is approximately 450 metres from Highett Station. The current community infrastructure capacity was assessed based on the 2036 projected population to determine if there was a provision gap. This included community centres and halls, neighbourhood houses, childcare centres and maternal health centres. It was found that all these services can accommodate the projected increase in population although there may be a need for a new library in the future. This assessment was based solely on Bayside facilities and did not take into account the Highett Library at 310 Highett Road, within Kingston’s municipal boundary. In July 2016, Council resolved to build a new library in the Highett/Hampton East area within close proximity to the train station, subject to budget considerations.

## Retail and Services

The commercial centre of the Highett Activity Centre is centred around Highett Road, extending from Nepean Highway in the east (City of Kingston) to Major Street and Middleton Street in the west. Due to availability of vacant or underutilised land and larger lot sizes within the Bayside portion of the Activity Centre, this section of Highett Road has seen significant change since the original Structure Plan. Developments include the Woolworths complex (a full-line supermarket, supporting retail and residential uses) and the mixed use developments along Highett Road between the train station and Major Street (including café restaurant, convenience store, child care centre and residential uses). This mixed-use development has seen the extension of commercial uses further west along Highett Road.

The catchment of the Activity Centre is relatively extensive given the presence of a full-line supermarket (Woolworths). In the long run this anchor is expected to help the centre attract a growing number of speciality shops, although opportunities will still be limited given the Kingston parts of the centre's catchment are predominantly industrial, whilst the centre is also close to the Westfield Southland Shopping Centre. The retail growth is expected to be incremental with a few new shops opening each year rather than a second large supermarket development.

There is some latent demand for Highett to provide more commercial floorspace for businesses in the health sector,

which could potentially suit a Highett Road frontage or even occupy existing detached dwellings. There is also some latent demand for commercial office floorspace. Many businesses which currently operate out of home offices could be drawn into the centre by the provision of some shop-top office floorspace. This would help retain expanding businesses in the local area which need to move out of the home office.

The Bayside Business District (BBD) is a major focal point for business development and employment in the City of Bayside and provides the largest concentration of employment within the municipality. It sits to the south of the Highett Activity Centre. To attract innovative, advanced business services to the BBD, increased connectivity between Highett Activity Centre, Southland-Cheltenham Activity Centre and the BBD is proposed. This would allow the BBD to benefit from convenient access to public transport and other services, with the Centres working together as interconnected nodes rather than competing for similar land use and development. For the Highett Activity Centre this means improving access to Southland-Cheltenham Activity Centre and the Bayside Business District so that pedestrians, cyclists, motorists and public transport users are all able to move freely between the centres.



# The Vision

The vision from the original Structure Plan remains relevant today and has only had minor revisions to make it more concise, to recognise that the core of the centre is no longer just on the Kingston side, but now includes retail in the Bayside part of the centre, to reinforce the green leafy character of the area and to recognise the importance of all modes of transport.

*To revitalise the Highett Road shopping strip as a leafy, attractive, vibrant and well used main street and community focal point that provides a wide range of local shopping, business and community services suited to the needs of people living and working in the area with sufficient car parking to meet the needs of businesses and residents.*

*To provide the opportunity for a mix of retail, employment, other associated activities and residential in the Highett shopping strip in a form that complements the rest of the centre located to the east of the train line, and to better link the two parts of the centre.*

*To provide an opportunity for increased housing, supported by the necessary improvements to infrastructure, to enable more people to live and work in Highett, with access to public transport and within walking and cycling distance of shops, services, and open space.*

*To better facilitate movement of people around and through Highett by all modes of transport and to enhance the natural environment by providing new and improved green spaces.*

*To recognise the family friendly, leafy, garden character of Highett's established residential areas and manage change in a way that responds to this character, and retains a continued focus on community services and welcoming family friendly, safe spaces for everyone to thrive.*

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



# Document Structure

## The Structure Plan is organised around four themes:

<b>Land Use</b>	This section provides objectives and strategies for how the Centre will be used including residential, commercial mixed-use and open space.
<b>Built Form</b>	This section provides objectives and strategies to guide the built form of the Centre such as building and street wall heights, typologies, setbacks and how the buildings are experienced on the ground.
<b>Access and Movement</b>	This section outlines objectives and strategies relating to public transport, walking, driving and cycling.
<b>Public Realm</b>	This section provides actions and strategies incorporating public spaces, open space, streets and laneways.



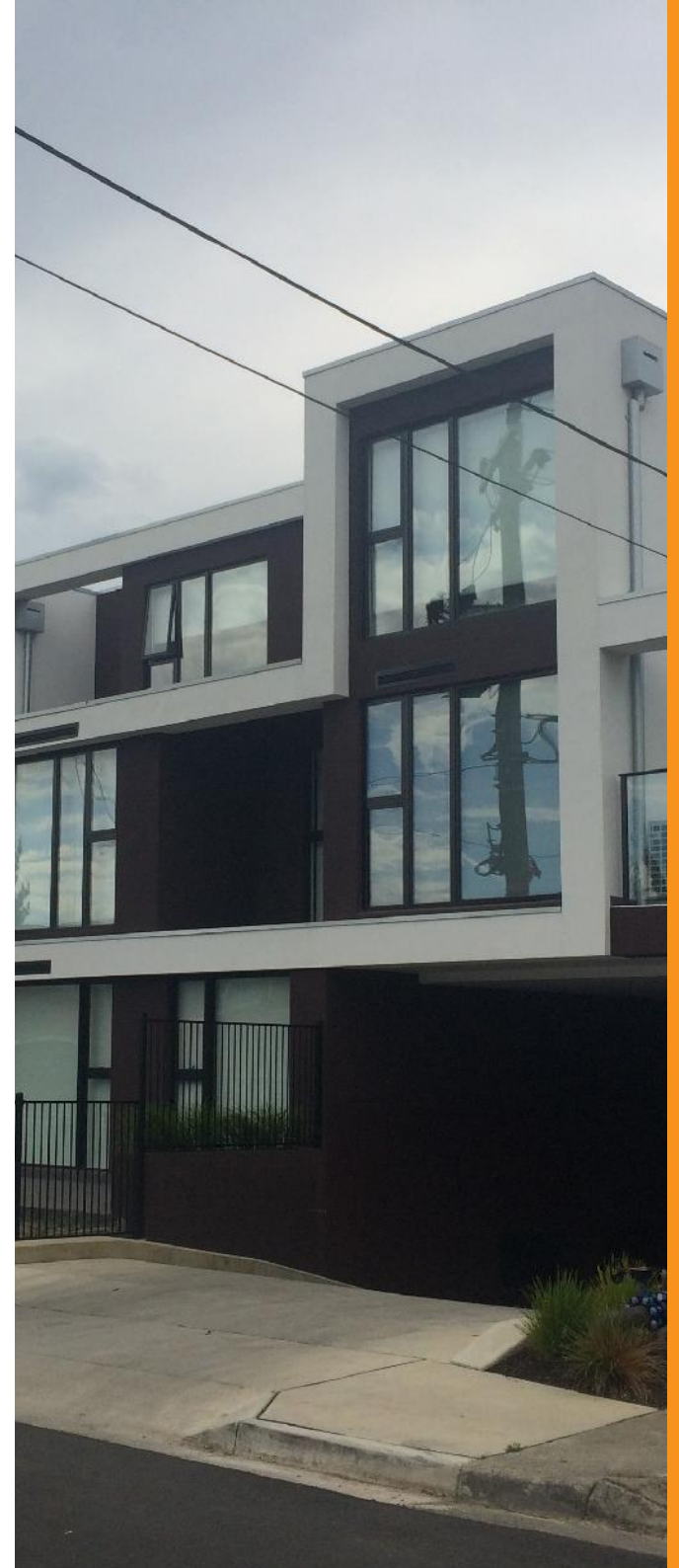
The Bayside portion of the Highett Activity Centre has undergone significant change since the original Structure Plan was adopted, with the completion of several mixed-use developments, including a full line supermarket. Economic analysis suggests an additional 4,600sqm of retail floorspace and 3,700sqm of commercial office floorspace will be needed within the Highett centre by 2031 to support the needs of the growing population.

The demand for commercial floorspace can mostly be satisfied in shop top offices although some activities such as medical practices may still benefit from having street level exposure. However, the demand for retail floorspace will require expansion of the centre. This expansion needs to be managed incrementally, because providing floorspace for the whole 4,600sqm of demand 15 years in advance is likely to result in immediate vacancies. The best location for this future expansion of the centre is along Highett Road to the west (in Bayside) and the east (in Kingston).

The 9.3ha former CSIRO site is currently undergoing demolition and clean-up in preparation for sale. The redevelopment of the site for medium density residential, along with public open space and conservation of the Highett Grassy Woodland is expected.

The original Structure Plan included a possible mixed use corridor along Bay Road to the railway bridge. Economic analysis suggests that this is unnecessary unless the Westfield Southland Shopping Centre expands westward towards the Southland Station and reorients to face Bay Road. Should this occur in the future, the feasibility and desirability of a mixed use corridor along Bay Road can be investigated further.

The following section outlines the objectives and strategies which will be used to guide land use in the Highett Activity Centre in the future.



## Highett Structure Plan Land Use Plan

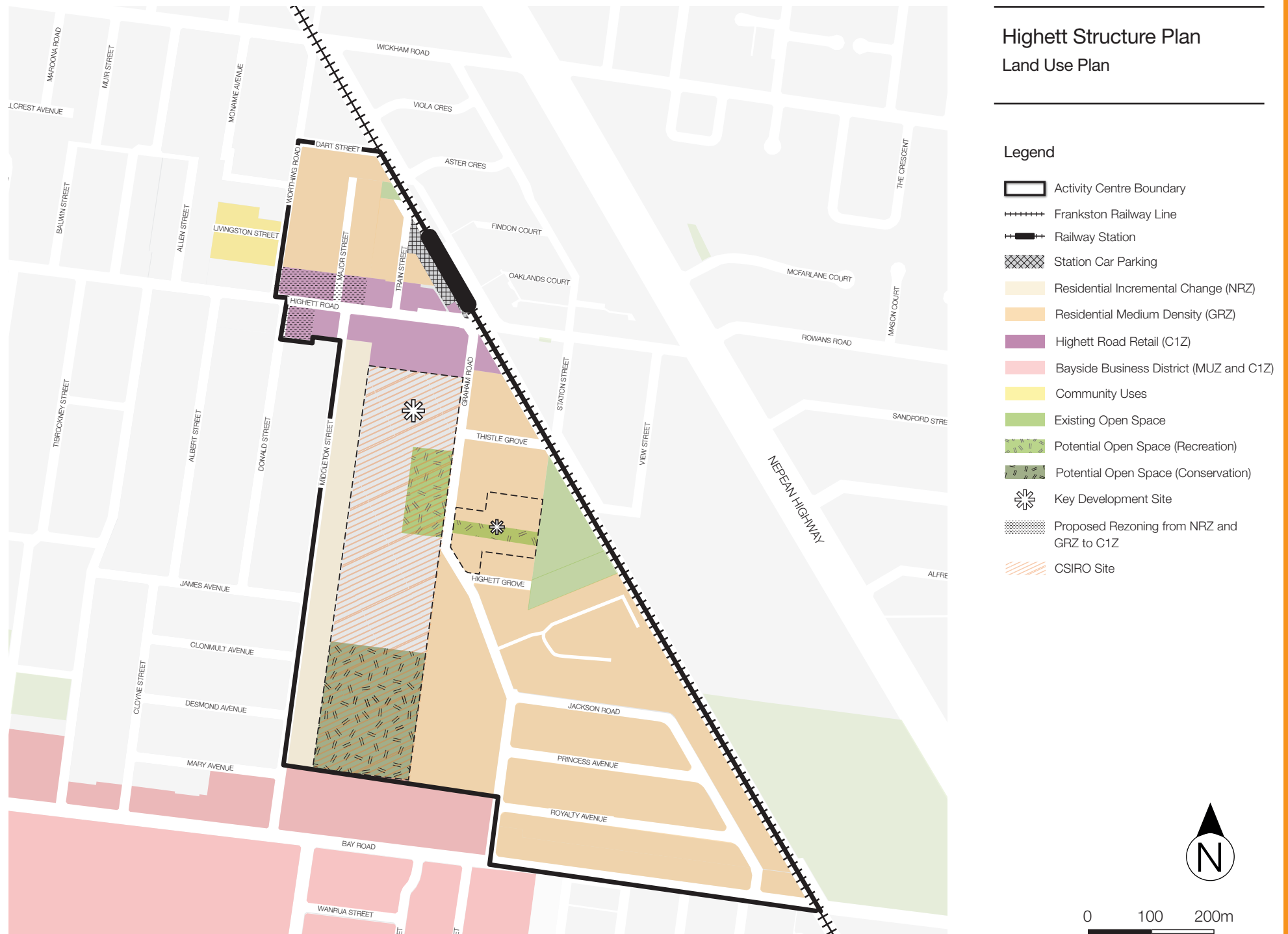


Figure 4: Land Use Plan

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

#### **Strategies:**

- Accommodate additional retail and commercial floor space through the expansion of the Highett shopping strip along Highett Road to Worthing Road and Donald Street.
- To achieve this, rezone land from General Residential Zone and Neighbourhood Residential Zone to Commercial 1 Zone along Highett Road to Worthing Road and Donald Street (256, 258, 1/471, 2/471, 473, 475, 475A, 481-483 Highett Road, 1 Major Street, 48, 50 Donald Street).
- Encourage the establishment of offices and dwellings above and at the rear of shops fronting Highett Road within the Highett Road Shopping Strip.

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

#### **Strategies:**

- Encourage residential consolidation surrounding the Highett Road shopping strip and train station to provide housing close to transportation and encourage active modes of transport.

### **Objective 03. Support the redevelopment of the CSIRO site for medium density residential use and a new public open space and conservation area for the community.**

#### **Strategies:**

- Advocate for Council's adopted package of Planning Provisions for the CSIRO site to facilitate redevelopment as follows:
  - o Apply the Public Conservation and Resource Zone (PCRZ) to 3 hectares of land, the area of conservation value generally to the south of the site around the Highett Grassy Woodland. The exact boundary of the area should be determined following the sale of the CSIRO land. This zoning will protect the land for conservation purposes;
  - o Apply the Public Park and Recreation Zone (PPRZ) to the 1ha of open space for active and passive recreation. This should be provided within the centre of the site to link with the Lyle Anderson Reserve to the east of the site and broader Highett to the west;
  - o Apply the Residential Growth Zone to the remainder of the site;
  - o Apply a Development Plan Overlay (DPO) which includes design guidelines for development form and height, including prescriptive recommendations to manage the adjoining residential interface. It allows for buildings of up to 5 storeys in the northern portion of the site, up to four storeys towards the centre of the site with development immediately adjacent to the residential areas to the east and west to be 2 storeys; and
  - o Apply a Vegetation Protection Overlay (VPO) to the entire site. There are a large number of substantive, mostly native trees that provide an important landscape feature of the site. As these trees have been planted by the CSIRO they are

not remnant indigenous vegetation and are not protected by the Native Vegetation Framework. The VPO will require a planning permit to remove any tree over 10 metres high where it also has a trunk diameter of over 300mm. This overlay will enable Council to consider landscape and arboriculture value of existing large trees through a planning permit process.

- o Undertake a Placemaking study/Urban Design Framework to ensure the CSIRO site is integrated with the existing Highett Road shopping strip, the train station and the Livingston Street Community Hub. As part of this, investigate ways to make Highett Road more pedestrian and cycling friendly and to improve the public transport experience for users.

### **Objective 04. To reinforce Bay Road as a key connector between the Southland Shopping Centre, Southland Station and the Bayside Business District.**

#### **Strategies:**

- Support the Bay Road corridor as a redevelopment opportunity for better integration between Southland and the Bayside Business District.
- Ensure new residential development along Bay Road provides passive surveillance of the Bay Road footpath.



The Bayside portion of Highett Activity Centre has undergone significant change since the Structure Plan was adopted, particularly along Highett Road and along Major Street. This is generally in line with the intent of the original Structure Plan to allow increased density in close proximity to the train station and in the commercial strip along Highett Road. The original Structure Plan however, envisaged building heights of up to 3-4 storeys whereas, along Highett Road, building heights range from 3-5 storeys. This is a result of differing interpretations of Design and Development Overlay - Schedule 5 and the fact that the Woolworths development was approved before the original Highett Structure Plan was implemented into the Bayside Planning Scheme.

Dwellings throughout the remainder of the activity centre are predominately single storey detached dwellings, although there is an increasing number of apartments in Major Street and townhouse developments along Graham Road, Worthing Road and Albert Street in response to planning controls for this area.

The existing character of the residential neighbourhood is highly valued by residents. The elements that contribute to the neighbourhood character of the area include well-articulated buildings set within a garden setting with regular front setbacks and side setbacks

that allow space between buildings that visually separate buildings and accommodate substantial vegetation. The Activity Centre is located within Precinct G1 within Clause 22.06 Neighbourhood Character Policy in the Bayside Planning Scheme.

Built form guidelines have been developed for the different precincts within the activity centre, reflecting the different role each precinct will play in accommodating increased housing density. These generally reflect the existing built form controls with

minor changes, except in Precinct 2A and 2B where it is proposed to increase heights from 3 to 4 storeys, and between 256-258 Highett Road and 48-50 Donald Street where it is proposed to increase heights from 2 to 3 storeys.

Precinct	
<b>Precinct 1A and 1B: Highett Road shopping strip</b>	The commercial core of the centre, with retail, offices, services and residential above ground floor.
<b>Precinct 2A and 2B: Station environs</b>	An area of increased density with apartments and townhouses with adequate setbacks to provide space for landscaping to provide a garden setting for new developments.
<b>Precinct 3: Residential hinterland</b>	An area of increased density with a mix of townhouses, units and detached houses with front and back gardens, landscaped setbacks and sensitive interface to the street.
<b>Precinct 4: CSIRO site</b>	An area for medium density residential development, new public open space and conservation area for the community.
<b>Precinct 5: CSIRO interface</b>	An area that abuts the CSIRO site where low scale residential transitions are provided.
<b>Precinct 6: Bay Road</b>	An area of increased density with apartments on a main road.



Figure 5: Built Form Plan

## Objective 5: To cultivate distinct precincts that reflect their unique contexts.

### Strategies:

Implement specific built form requirements for each precinct:

#### **Precinct 1: Highett Road shopping strip**

**Typology:** Mixed use apartments

**Street wall height:** 11 metres and 3 storeys.

**Side and rear setbacks:** 0 metres from a side or rear boundary that adjoins land in a Commercial Zone.

3 metres, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres from a side or rear boundary that adjoins land in a Residential Zone.

Rear access laneways should be a minimum of 4.5m, ground floor setbacks to laneways of 3m should be setback 1.5m to achieve this.

#### **Precinct 1A**

**Total height:** 14 metres and 4 storeys.

**Front setback:** 0 metres, active frontages. 5 metre setback at 4th storey.

#### **Precinct 1B**

**Total height:** 11 metres and 3 storeys.

**Front setback:** 0 metres, active frontages.

#### **Precinct 2: Station environs**

**Typology:** Apartments and townhouses

**Side and rear setbacks:** 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.

#### **Precinct 2A**

**Street wall height:** 11 metres and 3 storeys with 4th storey recessed a minimum of 5 metres.

**Total height:** 14 metres and 4 storeys.

**Front setback:** 3 metre minimum landscaped setback

#### **Precinct 2B**

**Street wall height:** 2 storeys and 9 metres

**Total height:** 3 storeys and 11 metres with third storey recessed minimum 3 metres.

**Front setback:** Train Street - 3 metre minimum landscaped setback.

All other areas - 6 metre minimum landscaped setback.

#### **Precinct 3: Residential hinterland**

**Typology:** A mix of townhouses and detached dwellings

**Street wall height:** 2 storeys and 9 metres

**Total height:** 3 storeys and 11 metres. 3rd storey to set back minimum 3 metres from street wall.

**Front setback:** 6 minimum landscaped setback except for Jackson Road, Princess Avenue and Royalty Avenue where a minimum 8 metre landscaped setback applies.

**Side and rear setbacks:** 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres

Apartment building typology and building heights of up to 4 storeys will be considered at **36-40 Graham Road, Highett** providing transitional heights are provided at the periphery of the site to minimise amenity impacts on surrounding residential properties and a direct and legible, publicly accessible open space link is provided between Graham Road and Lyle Anderson Reserve to provide a strong visual and pedestrian link between Lyle Anderson Reserve and the new open space to be provided on the CSIRO site.

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

Provide a 3 metre wide buffer zone along the perimeter of the Highett Grassy Woodland by requiring a 3 metre setback from the property boundary adjoining the Highett Grassy

Woodland plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres of height for every metre of height over 6.9 metres.

Shading of the Grassy Woodland should be minimised.

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

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

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

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

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

#### **Precinct 5: CSIRO interface**

**Typology:** Detached houses, villa units, townhouses

**Total height:** 9 metres and 2 storeys.

**Front setback:** 9 metre minimum landscaped setbacks.

**Side and rear setbacks:** A new building not on or within 200 mm of a boundary should be setback 2 metres from the side boundary and 3 metres from the rear boundary plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.

#### **Precinct 6: Bay Road**

**Typology:** Apartments

**Street wall height:** 3 storeys and 11 metres

**Total height:** 3 storeys and 11 metres

**Front setback:** 6 metres

**Side and rear setbacks:** 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.



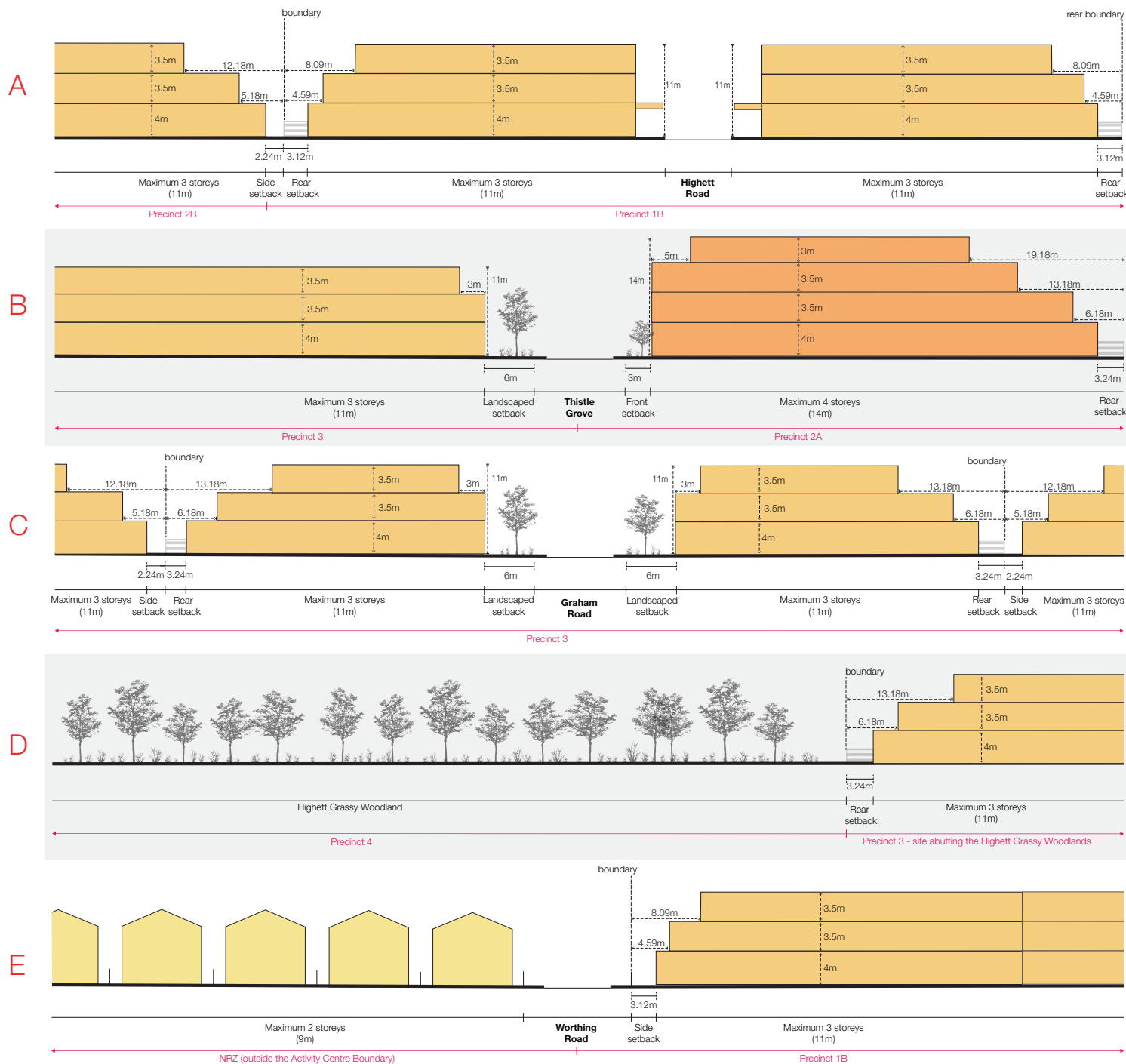
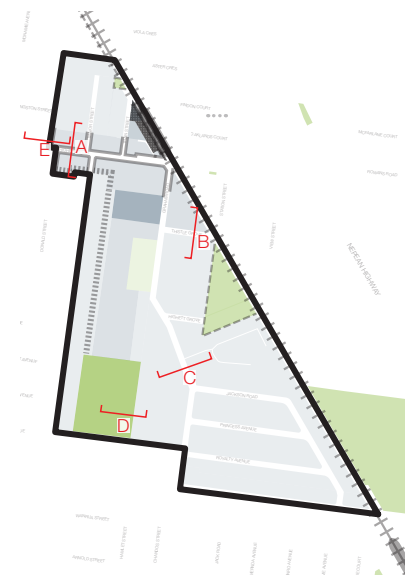


Figure 6: Built Form Sections

## **Objective 06. To provide a range of housing typologies to cater to all ages and circumstances and meet expected population growth.**

### **Strategies:**

- Encourage a range of housing typologies from detached houses, units and townhouses in Precinct 3 and 5 to apartments in Precincts 1, 2 and 6.
- Encourage the consolidation of lots within Precincts 1, 2 and 6 to provide for greater efficiency in housing development.
- Encourage opportunities for affordable housing.

## **Objective 07. Maintain the emerging human scale of Highett Road.**

### **Strategies:**

- Create a proportionate 3 storey street wall along Highett Road, distinctive from the 1-2 storey street wall profile of the eastern (Kingston) portion of Highett Road.

## **Objective 08. Encourage development to contribute to a high quality public realm.**

### **Strategies:**

- Ensure developments fronting Highett Road provide weather protection in the form of canopies to improve pedestrian amenity.
- Encourage the establishment of appropriate grain (frontage width) to avoid excessive visual bulk and create visual interest.
- Encourage new development to front and activate key pedestrian links and public open space (existing and proposed) to facilitate natural surveillance.

- Ensure development provides articulated and well designed facade, fenestration, parapet treatments, other detailing and materials to provide interest at street level and reinforce the human scale.
- Development fronting Highett Road should be designed with active frontages.
- Increase the amount of greenery and vegetation within the Highett Road Shopping Strip.

## **Objective 09. To create high quality, liveable buildings that respect the existing valued neighbourhood character.**

### **Strategies:**

- Encourage the use of green roofs and walls where possible, particularly in commercial areas where there are limited landscaping opportunities at ground level.
- Encourage canopy tree retention and planting in front and rear setbacks to retain the areas leafy character and biodiversity.
- Within Precincts 3 and 5, ensure deep soil (at least 41m<sup>3</sup> of soil volume) is provided within the rear setback to enable the planting of a 10 metre wide canopy tree.

## **Objective 10. Promote excellence in architectural and design quality.**

### **Strategies:**

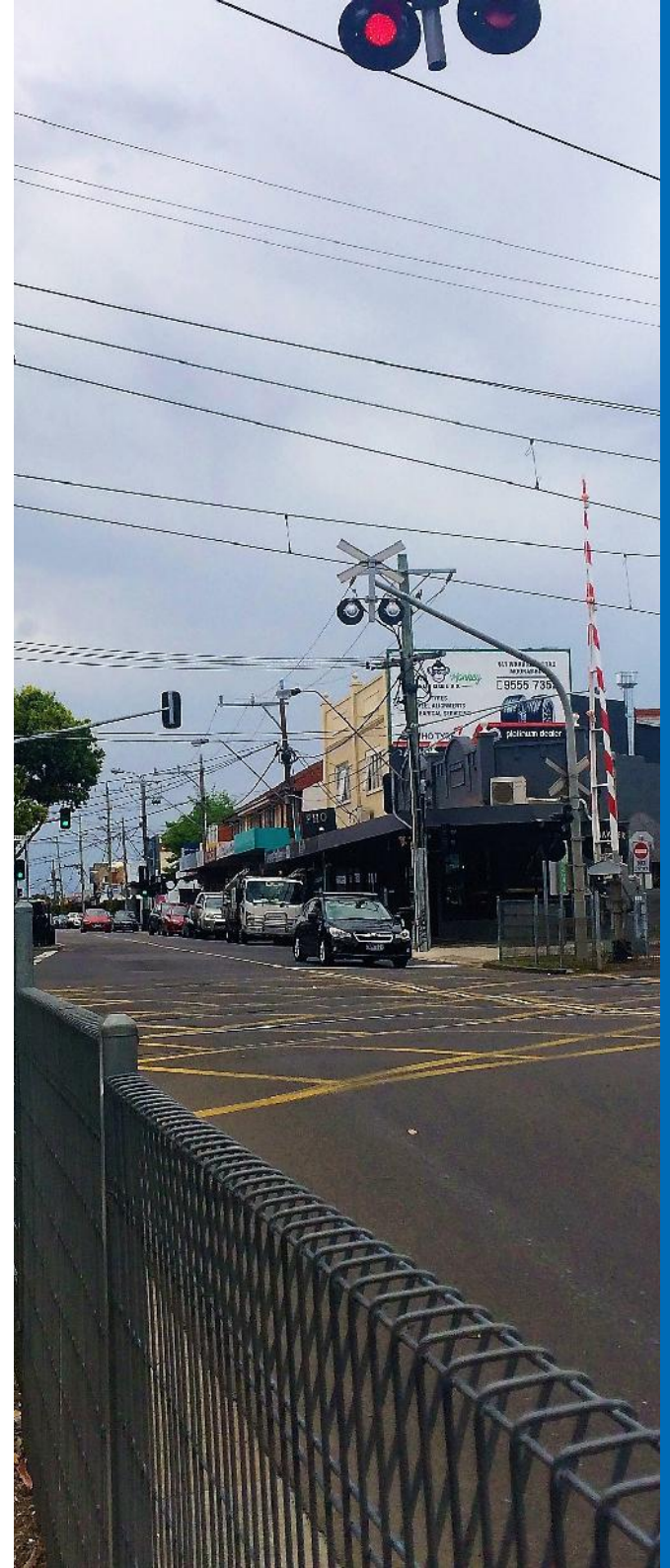
- Support the development of adaptable housing typologies that can change to meet the needs of multiple users.
- Ensure that development is environmentally sustainable by employing Environmentally

Sustainable Design. Introduce a municipal wide Environmentally Sustainable Design Policy to assist in the assessment of the environmental performance of new development (e.g. BESS).

The Highett Activity Centre is reasonably well serviced in terms of access to public transport with train and bus services departing from the Highett train station and the southern part of the activity centre having access to the Southland train station. While it is reasonably easy to move around the area, the Frankston train line, Nepean Highway and the CSIRO site create physical barriers to east-west connectivity and Bay Road is a busy arterial road that does not encourage walking or cycling. There is currently no pedestrian footbridge or underpass along the Railway corridor between Highett Road and Bay Road.

The neighbourhood is serviced by bus routes 708 (Hampton – Carrum), 822 (Chadstone – Sandringham) and 828 (Hampton – Berwick Station). However, bus services run at low frequencies and lack integration with rail services. The level crossings at Highett Road and Wickham Road cause traffic congestion as does the lack of signalised intersections at Graham and Bay Roads and Middleton Street and Bay Road.

The following section outlines the objectives and strategies which will be used to guide access and movement in the future.





## Highett Structure Plan Access and Movement Plan



Figure 7: Access and Movement Plan

## Objective 11. Prioritise walking and cycling through the Activity Centre, with a convenient, safe and connected local infrastructure network.

### Strategies:

- Create a continuous pedestrian experience along Highett Road through raised pavements to side streets. Raised pavements provide a level surface for pedestrians and slow traffic. Raised pavement treatments are proposed on; Worthing Road, Donald Street, Middleton Street and Major Street.
- Provide a pedestrian and cycling bridge/underpass across the Railway corridor, connecting Lyle Anderson Reserve to the east, in conjunction with VicTrack and Kingston City Council.
- Improve pedestrian access to Highett Station from Highett Road and Train Street by improving the public realm, way finding and access, particularly from the north. Access to the station should be direct, legible, safe and accessible to all users.
- Improve pedestrian safety and amenity along Bay Road, Worthing Road, Highett Road, Train Street, Middleton Street, Graham Road and the pedestrian link along the railway line through improved lighting, smooth and level walking surfaces, safe crossing points, passive surveillance and increased amenity (greening and providing places to stop and rest).
- Provide signalised pedestrian crossings along Bay Road, to be incorporated into signalised intersections at Bay Road/Graham Road and near the Frankston railway line (ideally in the form of a pedestrian overpass bridge).

- Improve pedestrian access to Lyle Anderson Reserve by providing footpath infrastructure along Highett Grove and providing a new public open space and pedestrian connection through the redevelopment of 36-40 Graham Road.
- Investigate pedestrian crossing opportunities on Graham Road, corresponding with the public link to Lyle Anderson Reserve and open space on the CSIRO site and across Highett Road at Worthing Road to improve access to the Livingston Street Community Hub.
- Create a network of cycle infrastructure by:
  - Advocating to VicRoads to provide bicycle lanes along Bay Road. This will connect to Nepean Highway in the east and Beach Road in the west and provide local connections to and from Sir William Fry Reserve, Southland train station and Shopping Centre.
  - Providing bicycle lanes along Worthing Road and Wickham Road, to be separated from vehicle traffic to ensure safety for cyclists.
  - Providing bicycle facilities along Middleton Street in the form of shared lane markings in the short term and on-road bicycle lanes in the medium term. This will connect to the future on road bicycle lanes along Bay Road, provide connections to future bicycle infrastructure along Worthing and Wickham Roads and from residential areas to the surrounding bicycle network and surrounding destinations.
- Ensure any redevelopment of the CSIRO site provides public shared pedestrian and bicycle paths that connect Highett Road to Bay Road and

Graham Road to Middleton Street.

- Advocate for the provision of a continuous shared pedestrian cycling route along the Frankston Railway corridor.
- Provide additional bicycle parking facilities at Livingston Community Hub, Lyle Anderson Reserve and Highett Station.
- Seek to improve cross-rail linkages and amenity through the level crossing removal.
- Investigate opportunities for improving connectivity by linking Worthing Road and Major Street in the west to Train Street in the east.

## Objective 12. Integrate and enhance public transport infrastructure in the Activity Centre.

### Strategies:

- Advocate for the removal of level crossings by lowering the rail line at Highett and Wickham Roads (State Government / LXRA) to improve intersection safety and transport efficiencies.
- Advocate to PTV for improved level of service of buses to every 10 minutes during peak times, improve access to bus stops within the Activity Centre and improve priority for buses on the surrounding road network.
- Upgrade and integrate public transport infrastructure on Highett Road, creating a seamless and accessible precinct, improving the arrival experience to Highett Activity Centre.

## Objective 13. Manage safe and efficient vehicular movement throughout the Highett Activity Centre.

### Strategies:

- Advocate to VicRoads to:
  - o Upgrade the Bay Road/Graham Road intersection to a signalised intersection;
  - o Formalisation of single traffic lanes on Bay Road between Jack Road and Frankston railway line.
- Provide two vehicular access points to the CSIRO site, one from Graham Road and one from Middleton Street to distribute generated traffic.
- Designate Graham Road as a Connector Street to reflect its current and future function as a key movement corridor within the Activity Centre.
- Improve safety and amenity along Graham Road. Investigate:
  - o Indenting of existing parallel car parking north of Thistle Grove; and
  - o Installing bus friendly speed humps at appropriate mid-block locations along Graham Road.
- Investigate the need for signalisation at the intersection of Bay Road and Jack Road.

incentives for use of alternative transport options, and consider partnering with transport services to provide bike or car share programs.

- Ensure developments provide the required number of car parking spaces under the Bayside Planning Scheme.
- Continue to implement the existing Residential Parking Scheme Policy (2016). Residents living within multi-unit developments where there are three or more dwellings and the Occupancy Certificate was issued on or after 1 July 2007 are ineligible for Resident Parking Permits on the basis that multi-unit developments constructed on or after 1 July 2007 are required to have sufficient off street parking as to not place an excessive demand on the availability of existing on-street car parks.

## Objective 14. Mitigate traffic and car parking impacts of future population growth

### Strategies:

- Investigate the feasibility of requiring new developments to provide Green Travel Plans that outline alternative transport options in the local area,



Open space provides important opportunities to improve the health and wellbeing of the community. Within the Highett Activity Centre there is a small children's playground at the top of Train Street as well as the larger Lyle Anderson Reserve. Sir William Fry Reserve is nearby (Kingston City Council) as is the Tibrockney Street Park.

Access to the existing open spaces is important for ensuring the liveability of residents especially as the population increases. Additional open space as part of the redevelopment of the CSIRO site presents a significant opportunity for the provision of recreation facilities as well as better connections east and west through the site. One hectare of open space for active and passive recreation will be provided on the site in addition to 3 hectares for conservation of the Highett Grassy Woodlands. A public open space link through 36-40 Graham Road will improve access and visibility of Lyle Anderson Reserve.

Streetscapes are generally green and leafy with some nature strip planting. Nature strips and private gardens can play an important role in preserving the local biodiversity by attracting and providing food and shelter for local birds and insects. They can also act as wildlife corridors between larger habitat areas, for example Highett Grassy Woodland, Sir William Fry Reserve and Cheltenham Park.

There is opportunity to enhance pedestrian areas in the Activity Centre to make walking safer and easier for local residents.

The following section outlines the objectives and strategies which will be used to guide enhancements to the public realm.



## Highett Structure Plan Public Realm Plan



Figure 8: Public Realm Plan



**Objective 15. Enhance the main street quality of Highett Road, including better infrastructure, landscaping and pedestrian spaces.**

**Strategies:**

- Enhance amenity along Highett Road through consistent paving treatments, street tree planting and street furniture in conjunction with Kingston City Council.
- Develop a Streetscape Plan for Highett Road in conjunction with Kingston City Council that provides design guidance on the treatment and materials to be used throughout the Activity Centre.

**Objective 16. Improve the provision of public open space and enhance the amenity of and access to existing open space assets.**

**Strategies:**

- Negotiate open space contributions over and above the rate specified in the Schedule to Clause 52.01 of the Bayside Planning Scheme for Strategic Redevelopment Sites (as defined at Clause 16.01-3 of the Bayside Planning Scheme and/or as identified by Council), including: the CSIRO site and 36-40 Graham Road.
- Provide a 1ha public open space fronting Graham Road through the redevelopment of the CSIRO site. The open space is to be Council owned - Public Park and Recreation Zone (PPRZ) and provide passive and active recreation opportunities.

- Provide a public open space link between Lyle Anderson Reserve and the CSIRO site through the redevelopment of 36-40 Graham Road. This link must be direct, legible and provide a strong visual and pedestrian link between Lyle Anderson Reserve and the new open space to be provided on the CSIRO site.
- Enhance Lyle Anderson Reserve and Train Street playground. Provide diverse infrastructure for all ages and incorporate sustainable infrastructure.

**Objective 17. Enhance the desired 'treed' streetscape character of residential streets.**

**Strategy:**

- Enhance greening and biodiversity throughout the streetscapes within the neighbourhood, through large tree planting and landscaping.
- Encourage residents to plant on their nature strips, in line with Bayside City Council nature strip planting requirements.
- For new subdivisions, ensure nature strip widths are sufficient to allow for the planting of larger canopy trees (at least 5 metres). Services should be located to allow for street tree planting in accordance with the Road Management Act 2004 and Code of Practice for Management of Infrastructure in Road Reserves.
- Investigate whether a Vegetation Protection Overlay or Significant Landscape Overlay is justifiable and appropriate for some or all of the residential areas of the Highett Activity Centre.

**Objective 18. Protect the biologically significant Highett Grassy Woodland.**

**Strategy:**

- Protect environmental assets of the CSIRO site by advocating for Council's adopted package of Planning Provisions:
  - o Public Conservation Resource Zone (PCRZ) to the area (3ha) of conservation value to the south of the site around the Grassy Woodland.
  - o Vegetation Protection Overlay (VPO) to the entirety of the site.

**Objective 19: Incorporate green infrastructure initiatives as part of all public realm works.**

**Strategy:**

- Ensure streetscape and open space upgrades incorporate green sustainable infrastructure, including increased canopy cover and landscaping, stormwater management and Water Sensitive Urban Design (WSUD) strategies and energy capture.

# Implementation

The majority of the strategies outlined in this Structure Plan will be implemented through a Planning Scheme Amendment to the Bayside Planning Scheme. However there are a number of initiatives that cannot be achieved purely through an Amendment. These require action and input from other Council departments, Kingston City Council, external authorities such as VicRoads or the State Government. The following table summarises in brief the different responsibilities. A full implementation plan including timeframes and funding will follow the adoption of the Highett Structure Plan.

Objective	Tool	Department or Authority
Objective 01, Objective 02, Objective 03, Objective 04, Objective 05, Objective 06, Objective 07, Objective 08, Objective 09, Objective 10	<ul style="list-style-type: none"> <li>Planning Scheme Amendment</li> <li>Placemaking study/Urban Design Framework</li> </ul>	Strategic Planning Department Urban Design Department
Objective 11	<ul style="list-style-type: none"> <li>Planning Scheme Amendment</li> <li>Urban Design Framework</li> <li>Advocacy</li> <li>Incorporation into departmental future works plan</li> </ul>	Strategic Planning Department Urban Design Department Sustainability and Transport Department Traffic Management Department VicRoads
Objective 12	<ul style="list-style-type: none"> <li>Advocacy</li> <li>Urban Design Framework</li> <li>Incorporation into departmental future works plan</li> </ul>	Strategic Planning Department Urban Design Department Public Transport for Victoria State Government/Level Crossing Removal Authority
Objective 13	<ul style="list-style-type: none"> <li>Advocacy</li> <li>Incorporation into departmental future works plan</li> <li>Planning Scheme Amendment</li> </ul>	Strategic Planning Department Traffic Management Department VicRoads
Objective 14	<ul style="list-style-type: none"> <li>Advocacy</li> <li>Incorporation into departmental future works plan</li> <li>Planning Scheme Amendment</li> </ul>	Strategic Planning Department Traffic Management Department
Objective 15	Urban Design Framework	Urban Design Department Kingston City Council
Objective 16	<ul style="list-style-type: none"> <li>Planning Scheme Amendment</li> <li>Incorporation into departmental future works plan</li> </ul>	Strategic Planning Department Sustainability and Transport Department Open Space, Recreation and Wellbeing Department
Objective 17	<ul style="list-style-type: none"> <li>Further studies</li> <li>Incorporation into departmental future works plan</li> </ul>	Strategic Planning Department Open Space, Recreation & Wellbeing Department
Objective 18	<ul style="list-style-type: none"> <li>Advocacy</li> <li>Planning Scheme Amendment</li> </ul>	Strategic Planning Department
Objective 19	Planning Scheme Amendment	Strategic Planning Department



**Contact us**

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