

# Consultation Findings Summary Report

Bayside City Council - Highett Structure Plan Review – Phase 2

18 June 2018

Prepared for:

BAYSIDE CITY COUNCIL

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in partnership with

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## EXECUTIVE OVERVIEW

Bayside City Council engaged Activate Consulting (and partner Cochrane Research Solutions) to support the implementation and reporting of a community consultation program for the Draft Revised Highett Structure Plan updated March 2018 (Phase 2).

In total there were 104 participant interactions and a total of 86 survey responses and written submissions between 23 April and 20 May 2018. Based on available data recorded for participant gender, residential suburb, age, household structure and connection/s to Highett, it is concluded that a broad albeit small, cross-section of the Highett (Bayside) community participated in this consultation.

Varying levels of support were indicated in the rating of statements and strategies proposed in the Draft Plan. Labels have been used to indicate the level of support (as a proportion of the total support and don't support responses): Strong support = 80%+ indicated support for statement/ strategy; moderate support = 70% to 79%; some support = 60% to 69%; limited support = 50% to 59%; and low support = <50%.

In addition, many participants provided detailed personalised feedback. Where appropriate, this feedback been segmented by strategy/statement and sentiment: Support; comment/query; improvement idea/suggestion; and concern/ unsupportive. **The personalised verbatim feedback is presented in an unedited form as submitted.**

### Vision Statement for Highett

Strong support (51 support/10 don't support). Sentiment in personalised feedback from 25 participants was largely improvement ideas/suggestions including consideration of trees/greenery/green spaces, movement and access (vehicles, pedestrians and cyclists) as well as some concerns/unsupportive remarks.

### Highett Activity Centre boundary

Moderate support (37 support/15 don't support). Sentiment in personalised feedback from 23 participants was largely concerns/unsupportive with many references to traffic congestion, parking inadequacies, narrow streets and height of developments as well as some improvement ideas/suggestions.

### Heights and types of housing in the Activity Centre

Strong support for several strategies: l) Ensure new developments are designed to reduce water and energy use; h) Ensure commercial developments along Highett Road provide canopies for weather protection; k) Encourage canopy tree retention and planting in front and rear setbacks; e) Encourage detached houses, villa units and townhouses along Middleton Street, directly adjacent to the CSIRO site (Precinct 5); i) Encourage new development to front and overlook key pedestrian paths and public open spaces to improve safety; and j) Encourage the use of green roofs and walls where possible.

Some support for: f) Encourage apartments of up to 3 storeys on Bay Road (Precinct 6); and d) Encourage townhouses and detached dwellings up to 3 storeys in the southern part of the Activity Centre (Precinct 3).

Limited support for: b) Encourage apartments and townhouses up to 4 storeys close to the train station, on the eastern side of Train Street and the northern end of Graham Road and Thistle Grove (Precinct 2A); and c) Encourage apartments and townhouses up to 3 storeys further away from the train station (Precinct 2B).

Low support for: a) Encourage apartment development up to 4 storeys with commercial at ground floor along the Highett Road Shopping Strip (Precinct 1); and g) Encourage consolidation of lots in Precincts 1 and 2 to encourage increased housing density.

Sentiment in personalised feedback from 37 participants was largely concerns/unsupportive with many references to height, impact on narrow streets, traffic congestion, visitor parking options, CSIRO site, site coverage and open/green space.

### **Land use in the Activity Centre**

Mixed support: c) Make it more attractive for people to walk from Southland to the Bayside Business District by ensuring new development has windows and balconies that look onto Bay Road, so pedestrians feel safer (strong); a) Provide opportunities for increased shops and offices by expanding the Highett shopping strip to Worthing Road and Donald Street (some); and b) Encourage increased housing density along the Highett Road shopping strip and close to the train station (limited). Sentiment in personalised feedback from 24 participants was concerns/unsupportive remarks and improvement ideas/suggestions referring to the future development of shopping strip, pedestrian movements/safety, traffic congestion and parking demand.

### **Walking and cycling around the Activity Centre**

Strong support for all strategies with the exception of a) Introduce raised pavements to cross Worthing Road, Donald Street, Middleton Street and Major Street to provide a level surface for pedestrians and slow traffic (moderate) and h) Provide on-road bicycle lanes along Bay Road, Worthing Road and Middleton Street (limited). Sentiment in personalised feedback from 32 participants was largely improvement ideas/suggestions about bike lanes on narrow roads, pedestrian/cyclist safety and signalised pedestrian crossings as well as some concerns/unsupportive remarks.

### **Using public transport in the Activity Centre**

Strong support for all strategies with the exception of d) Advocate for higher priority for buses on the surrounding road network (moderate). Sentiment in personalised feedback from 25 participants was largely improvement ideas/suggestions about level crossings; transport infrastructure; bus stops and services as well as some concerns/unsupportive remarks.

### **Car traffic and parking in the Activity Centre**

Strong support for all strategies with the exception of c) Advocate for single traffic lanes to be formalised on Bay Road between Jack Road and Frankston railway line (moderate); and f) Improve safety and amenity along Graham Road by indenting existing car parking north of Thistle Grove, and installing speed cushions and kerb outstands to reduce traffic speeds (moderate); and b) Advocate for traffic lights at the Bay Road/Jack Road intersection (some).

Sentiment in personalised feedback from 32 participants was largely improvement ideas/suggestions about movement and traffic lights on Bay Road; car parking spaces in new developments and parking inadequacies as well as some concerns/unsupportive remarks.

### **Main streets, public spaces and parks in Highett**

Strong support to improve the appearance and function of Highett Road and the provision of public open spaces and parks. Sentiment in personalised feedback from 26 participants was largely improvement ideas/suggestions including references to more tree planting, greenery and green/open spaces as well as space for pedestrian movement.

### **Comments on other matters**

A small number of participants commented on other matters relating to the draft Plan, consultation supporting resources and Highett generally.

## PROJECT BACKGROUND

### Overview

The Highett Structure Plan (2006) was prepared jointly by Bayside and Kingston City Councils and was given effect in the Bayside Planning Scheme in 2007 through Planning Scheme Amendment C46. A considerable amount of development, land use policy and demographic change has occurred in Highett since the Structure Plan was developed, hence Bayside City Council is undertaking a review.

The Highett Structure Plan Review was informed by an understanding of State and local policy changes since the implementation of the Highett Structure Plan, relevant Council strategies and policies, demographic change, the current housing and economic composition of the centre, Planning Panels and Victorian Civil and Administrative Tribunal (VCAT) findings, and previous community feedback on:

- Planning permit applications (from 2005- 2016);
- Planning Scheme Amendment C140 which sought to implement the Bayside Housing Strategy;
- Draft Planning Scheme Amendment C125 which sought to introduce the Residential Growth Zone in the activity centres along the Frankston railway line; and
- The development of the Bayside Community Plan 2025.

This work was compiled into the Highett Structure Plan Review document. This document provided a basis for discussion with the Highett community to get their unique insights, feedback, local knowledge and desires for the future of their community to be considered as part of the review. From April to June 2017 Council asked the community what they valued about Highett and what could be improved. Around 740 people provided feedback and the community consultation report is available at [yoursay.bayside.vic.gov.au/growth-in-highett](http://yoursay.bayside.vic.gov.au/growth-in-highett)

Following this, Council prepared and publicly released the Draft Revised Highett Structure Plan (updated March 2018) for the Phase 2 consultation for the community to review and provide feedback, before Council decides on the final Plan.

**This report presents the findings from Phase 2 of the community consultation.**

### Purpose

The overall aim of the community engagement in Phase 2 was to share the Draft Revised Highett Structure Plan (updated March 2018) with the local community and seek their feedback.

More specifically to test support and seek additional feedback on the revised vision statement; revised activity centre boundary; heights and types of housing; land use; walking and cycling around the Highett Activity Centre; using public transport; car traffic and parking; and main streets, public spaces and parks in Highett.

## Engagement Approach

Council prepared and publicly released the Draft Revised Highett Structure Plan (updated March 2018) for the community to review and provide feedback. Community feedback was invited from Monday 23 April to Wednesday 30 May, via:

- Survey
  - Available online via Council's Have Your Say consultation website
  - Hard copy available at Council's Office, by phone request and at drop-in activities
- Written submissions

Given that the Draft Revised Highett Structure Plan contained proposed changes that would have particular impact on some residents/property owners in Highett, these community members were directly written to and informed prior to the public release of the document. These community members were given the opportunity to meet with senior council officers to discuss the implications of the proposed changes and provide feedback.

To raise awareness about the consultation in the broader community, the following communications activities were undertaken:

- Community drop-in sessions at the Highett Community Neighbourhood House:
  - Wednesday 2 May, 6pm-8pm
  - Monday 7 May, 4pm-6pm
  - Saturday 12 May, 2pm-4pm
- Information on the *Have Your Say Bayside* webpage
- Local newspaper advertisements
- Direct mail to businesses, land owners and occupiers within an approximate 1000m radius of the Highett train station, and key community groups and service providers
- Distribution of brochure and fact sheets
- E-newsletter sent to Highett Structure Plan email subscriber list.

Due to the volume of responses, the datasets were analysed manually and with the assistance of Microsoft Excel. Personalised free-text responses to the open-ended questions and written submissions were carefully sorted and categorised by main themes (strategies/topics/sentiment). This approach permitted themes to be predetermined and to emerge throughout the course of analysis. Findings are presented as charts or summary tables. **The personalised verbatim feedback is presented in an unedited form as submitted.**

## PARTICIPATION LEVEL

### Participation Rate

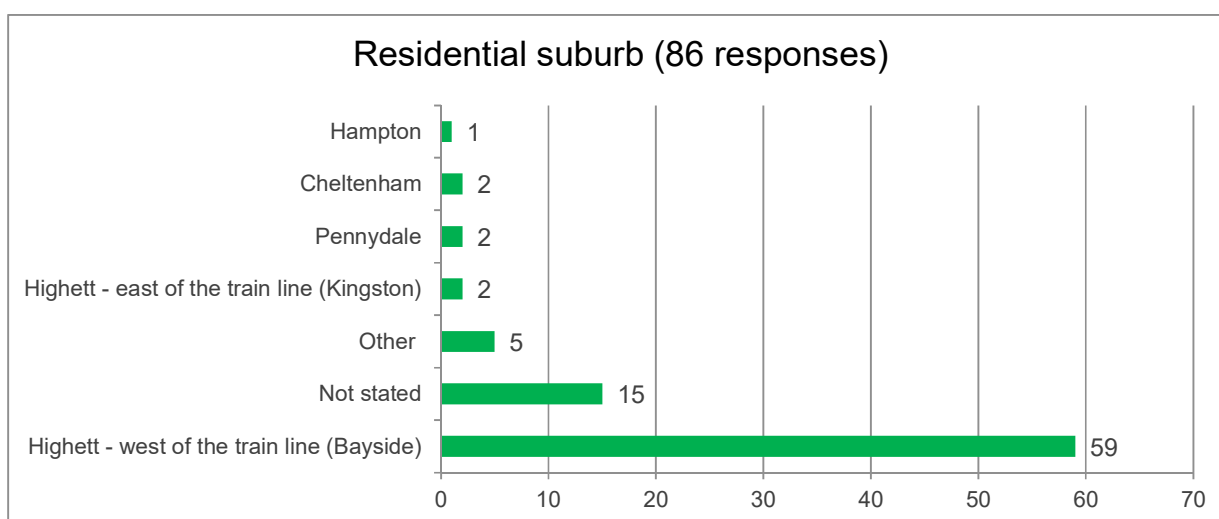
Community feedback was captured online and in writing. As shown in the below table, there were 104 participation interactions and a total of 86 submissions.

Engagement activity	Approach	Participant interactions
<b>Online participation</b>		
Have Your Say Bayside - main survey	Online	71
<b>Written participation</b>		
Written submissions	Written – posted or emailed direct to Council	15
<b>Face-to-face</b>		
Community drop-in sessions	3 sessions at Highett Community Neighbourhood House	18
<b>Total participant interactions</b>		<b>104</b>

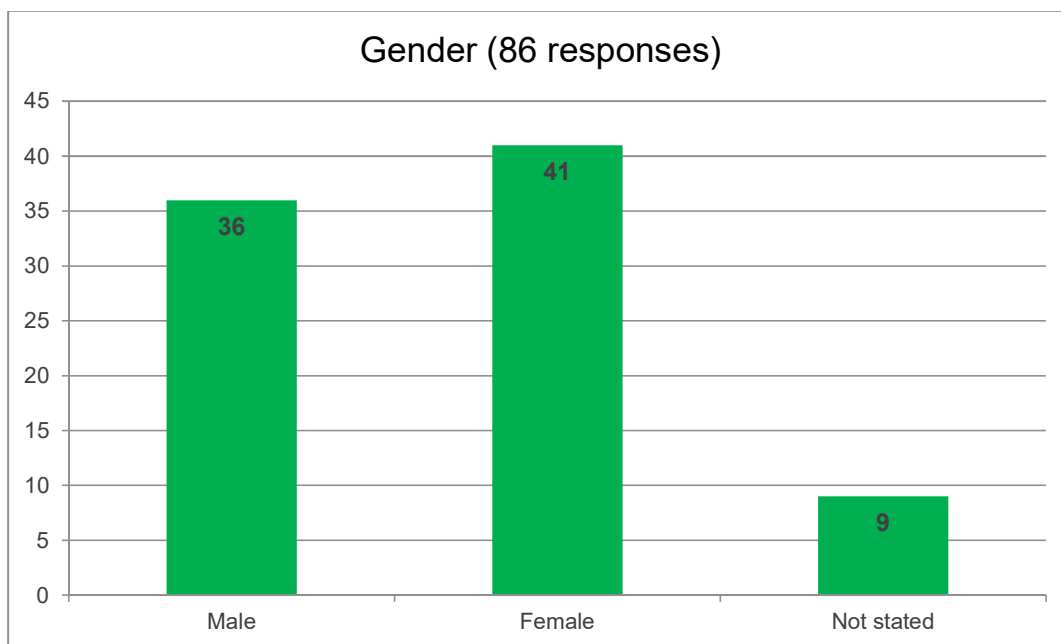
It is noteworthy that the previously presented table does not include online ‘awareness’ metrics. There were also 863 unique visitors to the *Have Your Say Bayside – Managing Growth in Highett* consultation webpage and 331 downloads of documents during the month-long consultation period.

### Participant Profile

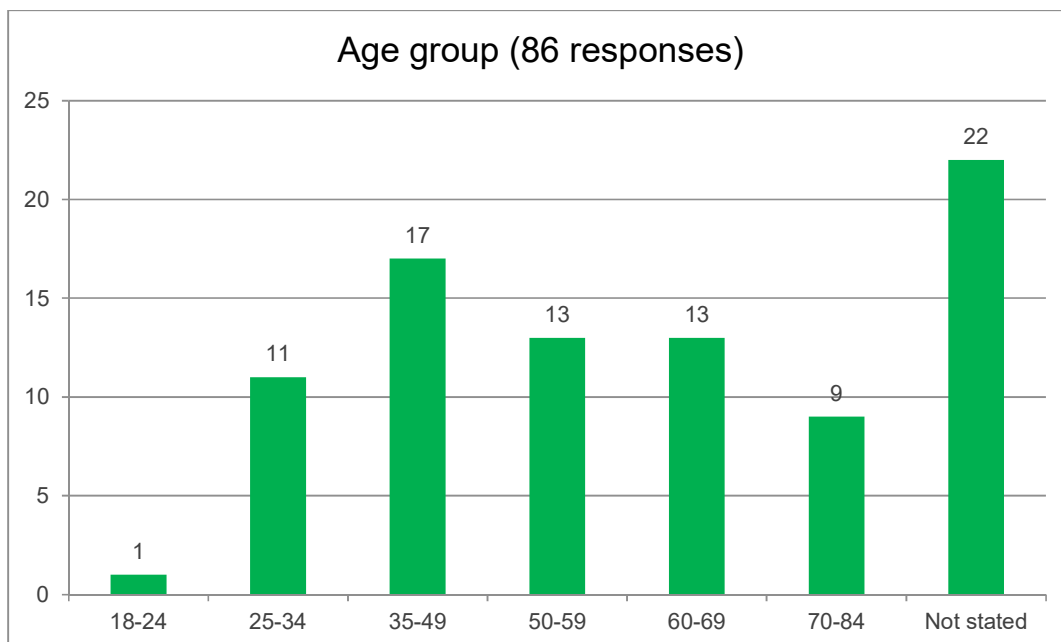
Most participants reside in Highett (Bayside), with several living locally in Highett (Kingston), Pennydale, Cheltenham and Hampton. Participants also live in Moorabbin (1), Hughesdale (1) and Devonport in Tasmania (1). Several survey respondents skipped this question and some written submissions did not indicate a residential address.



While respondents were both genders, more females participated than males.

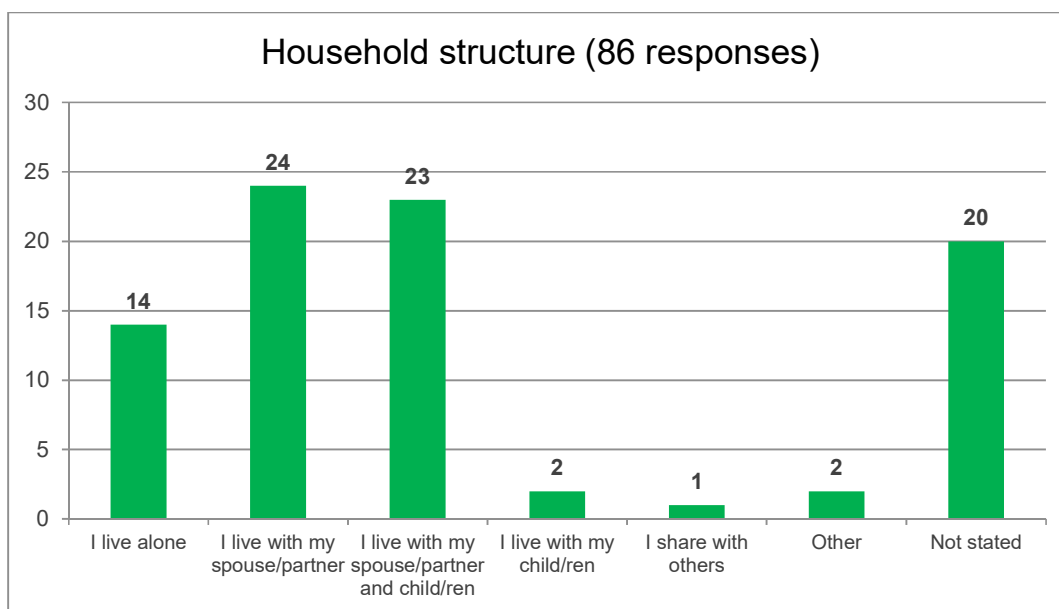


Most age groups were represented, with the exception of the under 18 years and 85+ years.

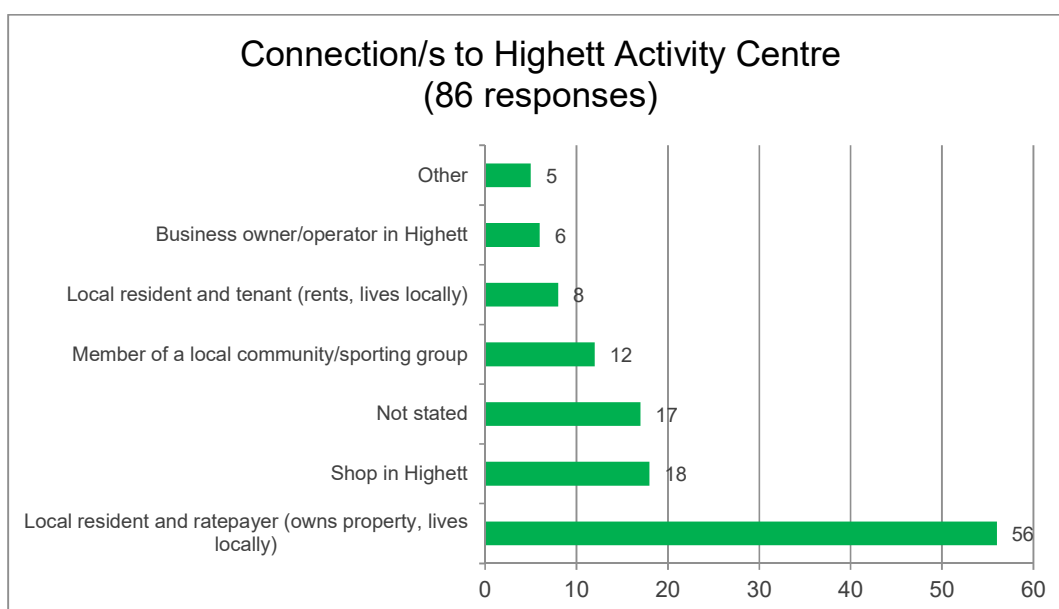




Representatives from all household structures participated including those living with a spouse/partner, those living with child/ren and those living alone. The two respondents who selected “Other” indicated: “My partner and I live with my parents in their house” and “With 2 dogs”.



The consultation reached a mix of local resident-ratepayers, resident-tenants, and people with a variety of other connections to Highett such as business owners/operators, people that work in Highett, shop in Highett or are a member of a local community or sporting group. The five respondents who selected “Other” indicated: “Will be moving as a resident”, “Lived in Highett my whole life with my parents in their house (25 years)”, “Have lived here for many years, and am a third-generation local resident”, “I spend a lot of my holidays staying in Highett and visiting friends” and “Live close by”.



## RESEARCH FINDINGS

This report presents the findings from the community feedback gathered via two sources: online surveys and written submissions. There were a total of **71 survey responses** which rated the level of support for specific statements/ strategies proposed in relation to:

- Vision Statement for Highett (one statement proposed)
- Highett Activity Centre boundary (one statement proposed)
- Heights and types of housing in the Activity Centre (12 strategies proposed)
- Land use in the Activity Centre (three strategies proposed)
- Walking and cycling around the Activity Centre (10 strategies proposed)
- Using public transport in the Activity Centre (5 strategies proposed)
- Car traffic and parking in the Activity Centre (9 strategies proposed)
- Main streets, public spaces and parks in Highett (7 strategies proposed)

Many survey respondents sought to elaborate their answer and provided a personalised response. In addition, **15 written submissions** presented personalised views regarding a variety of elements of the Draft Revised Highett Structure Plan. As the content in the submissions was not able to be precisely interpreted and combined with the survey results, relevant segments of the submissions are presented alongside relevant survey personalised responses where applicable.

Varying levels of support were indicated in the rating of statements and strategies proposed in the Draft Plan. Labels have been used to indicate the level of support (as a proportion of the total support and don't support responses): Strong support = 80%+ indicated support for statement/ strategy; moderate support = 70% to 79%; some support = 60% to 69%; limited support = 50% to 59%; and low support = <50%.

In addition, many participants provided detailed personalised feedback. Where appropriate, this feedback been segmented by strategy/statement and sentiment: Support; comment/query; improvement idea/suggestion; and concern/ unsupportive. **The personalised verbatim feedback is presented in an unedited form as submitted.**

## Vision Statement for Highett

As shown below, the Vision Statement features the same concepts as the 2006 Structure Plan. Minor revisions have been made to make it more concise, recognise that the retail core of the centre is in both the Bayside and Kingston municipalities, and include additional references to cyclists.

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

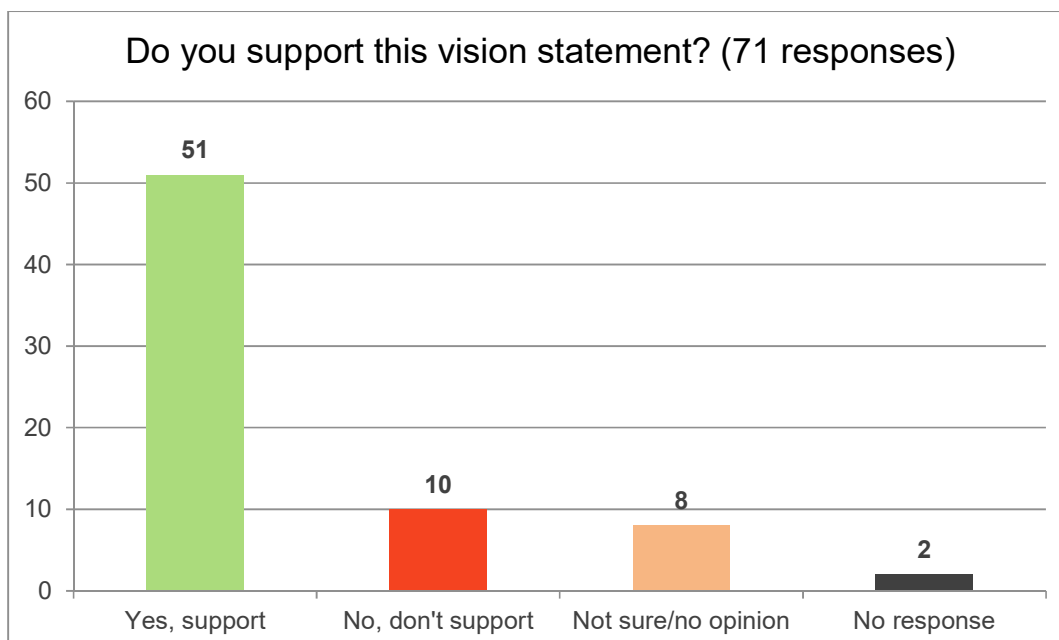
*To provide the opportunity for a mix of retail, employment, other associated activities and residential in that part of the Highett shopping strip to the west of the train line, in a form that complements the rest of the centre located to the east of the train line, and to better link the two parts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

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

*To recognise the character of Highett's established residential areas and manage change in a way that responds to this character, whilst recognising their proximity to public transport, shops and services.*

Survey respondents were asked “Do you support this vision statement?” and “Is there any wording you would like to change or add?”.

As shown below, survey respondents indicated **strong support** for the revised Vision Statement (51 support/ 10 don't support).



A total of **20 survey respondents** commented on the wording of the Vision Statement (which has been segmented by sentiment), as follows:

Comment/query
"As is appropriate" -- according to...?
At the moment there is no variety in the shops - Hairdressing and food shops being the main focus
Improvement idea/suggestion
Delete the third paragraph as it is vague and redundant.
I do support this in general but maintaining existing wildlife corridors, tree lined streets etc is very important as established trees are constantly being removed. The Highett strip is getting narrower and looking more like a concrete jungle every day. The vision should ensure we remain a leafy, green area.
I would change the second paragraph which refers to the west end of the shopping strip complimenting the Kingston side. The Kingston side needs development. I would change the references to East and West and acknowledge it's an unusual situation because the area is split between two LGAs
I would like something about more green space/greenery and the environment put into this.
Maintain trees and natural plantings.
Needs to be something in there that addresses matching improvements to infrastructure, needs to ensure that Kingston supports what Bayside is doing and that they do the same otherwise it will end up lop sided
To add extra car parking to the area for shoppers and more mature trees to the street scape.
To better facilitate the movement of people around and through Highett by foot or bicycle and enhance the natural environment by providing new and improved green spaces.
To ensure that Highett retains and continues to grow its feeling of community and a family-focussed environment, with a continued focus on community services, welcoming family-friendly activities and engagement, and safe spaces for children and families to thrive.
To facilitate the safety for pedestrians through lighting and encourage healthy lifestyle, with increased walking/jogging trails.
To value Neighbourhood Character and Established Trees and garden above development of buildings.
Would that be easy to access the road and have parking space
Concern/unsupportive
Do not support expansion of Highett Rd shopping strip to the west.
That any proposed changes will not in any way negatively impact on the current residents of Highett (ie. So much development that traffic becomes unbearable for those who already reside in Highett)
The change from 3 to 4 storey along Highett rd and Graham Road will make these two roads very enclosed and create a very tunnel effect to the both side. There is not enough ground level setback as is it at the moment.
There is too much emphasis on social engineering in that statement. People own cars. People use cars. Bayside's car numbers are increasing per household, not decreasing. Whilst I applaud the use of public transport where possible, statements that are negative to people who MUST or WANT to use cars is not appropriate.
This vision statement is just words unless Bayside Council commit to revitalising the village by prioritising pedestrians and cyclists. Highett Road as it stands, is detrimental to the village and the commercial aspects of the strip shops.
Too many stories being built in different styles

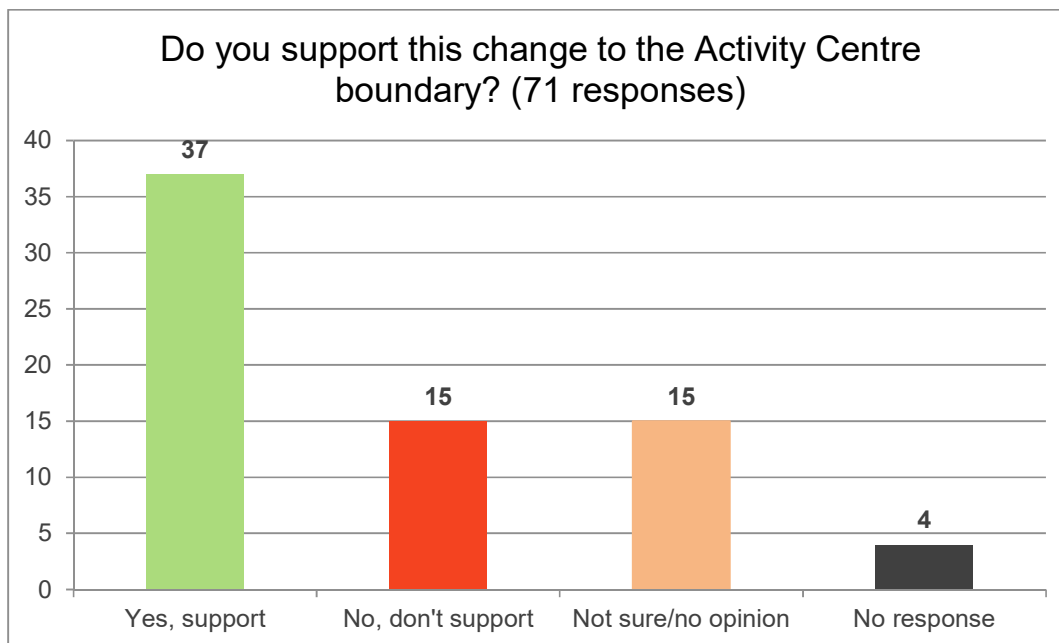
In addition, **five submissions** presented the following comments regarding the wording of the Vision Statement.

Submission 3: PIO Kingston catchment no longer primarily industrial?
Submission 4: We suggest that the future of the CSIRO site is so important to Highett and the wider community that the vision should include words such as "To ensure that development of the CSIRO site is sympathetic to neighbouring properties and provides open space for active and passive recreation, pleasant surrounds, and the conservation of biodiversity including the significant vegetation including trees and lower plant layers."
Submission 6: Page 2 Vision: Definitely revitalize Highett Road shopping strip. However Big Businesses, like Coles and Woolies have made it extremely difficult for small fruit shops, butchers, and bakers to survive. Most people buy these items from the Supermarkets because they "offer" large quantities of food at discounted prices. The result? Lots of food waste by households who cannot use the items by the "stipulated" use by dates. After I wrote that paragraph I received that note from the Council re bin sizes. Making bins smaller will not reduce the amount of waste. Information sessions are a great idea but young families will not have time to attend sessions. Two stories should be the maximum height, read other sections of this letter.
Submission 8: The Western end (Bayside) of Highett has little street activation, is pedestrian unfriendly and has a chronic lack of on-street parking (unlike any other village in Bayside). Extending the commercial zone to Worthing Road without improving traffic management would exacerbate the problems already being experienced. The same mother statements were included in the 2006 Highett structure plan, and the damage to the village at the Western end of Highett has happened within the last ten years. With no long term planning for remedial action conveyed by Bayside Council, this latest vision statement is meaningless. Woolworths has never been an integral part of the village of Highett, it is instead a destination. Narrow pavements and the long street frontage with no shopfronts detracts from the village, creates a safety issue (particularly for the restaurant customers seated on the corner), and the Graham Road truck entrances is dangerous for pedestrians and it stinks.
Submission 9: The proposed changes are significant and need to be given very careful consideration in the context of how Highett is now and what it could be, as well as giving consideration to the same issues for all surrounding suburbs. At some point enough is enough. In summary, I firmly believe that the benefits of making these changes around height limits / commercial properties and setbacks are outweighed by the losses and impacts to: <ul style="list-style-type: none"> <li>– The people who live abutting and close to the proposed planning changes</li> <li>– The current streetscape</li> <li>– The environment</li> <li>– The long term amenity of Highett</li> </ul>

## Highett Activity Centre boundary

Survey respondents were asked 'Do you support this change to the Activity Centre Boundary?' and offered the opportunity to elaborate on their answer.

As shown below, respondents indicated **moderate support** for the change to the Activity Centre Boundary, mixed views were reported.



A total of **17 survey respondents** elaborated on their answer (which has been segmented by sentiment), as follows.

Support
I support the change in the boundary but not for the reason you have stated. In March 2017 the regulations pertaining to NRZ changed which STILL allow dual occupancy on the properties so long as the minimum garden area percentage is maintained. NRZ is still ALLOWED to increase density so this comment that it is not EXPECTED to accept it is not entirely accurate.
Comment/query
Would like more detail on off leash areas for dogs. If there is going to be such dense living people and animal particularly birds and possums need adequate space.
Improvement idea/suggestion
Mary Avenue has mixed/industrial sections but should be considered as it is within a residential zone. These industrial areas would be best rezoned as residential zones
Suggest boundary is extended to end Middleton St and Bay Road.
"i support this change ONLY if it means YOU THE COUNCIL WILL STOP filling up our neighborhood with apartments - i do not have any sun in my back yard now because of you greedy councils and developers! i can barely move through my street without being hit by some apartment living hippy living in their dog boxes - the train station is already overcrowded, I moved to highett to escape the developers who ruined my old suburb of south yarra - now you want to do the same thing - councils don't fight for their residents - and how

is this feedback going to be used when you the councils and the state government have already determined what is happening - if you want continue to destroy our suburb make ruling that apartments or townhouses MUST include a 2 x car garage and MUST be build within 3 streets apart/away from each not side by side so not to ruin the suburb, and MUST only be 3 LEVELS high NO HIGHER - enough is enough - i have no privacy in my back yard now because you lot go greedy! and it doesnt matter how much i protest you jsut keep doing it! and no MORE NAIL SALONS - how many nails shops do you need or massage shops - 1 or 2 is enough in the street highett road already! "
The high rise activity must not go outside this new boundary and should be supported by new parkland/football oval similar to Peterson Reserve, to accommodate the increase in population!
<b>Concern/unsupportive</b>
The increased housing is not conducive to narrow Roads for Traffic
If Bayside Council does not address the lack of on-street parking and the speed of the traffic travelling along Highett Road, there is no point changing any boundaries as this would only exacerbate the problem. There is no integrated plan for the linking of the CSIRO site and the village
the plan is not sustainable due to the restricted nature of the current community infrastructure, cars now parking all day in narrow streets clogging access to existing residences, lax policing of timed parking zones, increasing access required by tradeis and heavy vehicles, and much more.
it limits the support to the residents of Highett as you have left a whole section out
I believe that allowing four stories on Highett Road with two storey street fronts for commercial does not provide a transition into the residential growth zone on the other side of Highett Road. There are existing developments which are set back on the W side of Major Street which were built that way to provide a transition into the RGZ and it seems illogical to abandon that approach and have four storeys on one side of the road and only two storeys on the other and street frontage with no setbacks
I don't believe the east side housing of Middleton Street should be included. It is already a very congested traffic zone and will only get worse as development increases.
No the shops on the Bayside of the rail line have little or no parking. Many new shops have opened for a small amount of time and then close because there is no parking in Highett Road. Its pointless to rezone unless the lack of car parking is addressed. Middleton Street which is one short block from the station and is zoned a protected Neighbourhood zoned and should be rezoned as a general residential zone. It has potential for much higher growth and backs onto the CSIRO development site. It is a through road and should never have been zoned as NRZ. Middleton street in 2 minutes walk from Highett Station.
Whilst I welcome the reduction in the Activity Centre boundary, the proposed activity centre boundary does not have enough focus on the areas bordering Highett Road and other highly-commercial strips. In order to revitalise and grow the Highett Road Shopping Strip in particular, the strip needs to continue to grow to the west. Recently-built centres on Highett Road do not provide sufficient opportunity for commercial ventures, and there are very limited opportunities for further commercial growth given the nature of the buildings that are already established or recently approved/constructed. The proposed activity centre boundary is unbalanced, with it being centred around the undeveloped CRISO site, which is expected to be almost completely residential developments only. Instead, the activity centre boundary should be centred around the primary areas of activity - such as Highett Road, Railway Pde, and Spring Road. Inclusion of areas neighbouring Bay Road should also be considered given its close proximity to emerging and established commercial services and high density housing. I see no reason for the Activity Centre boundary to be required to be a single area - I believe that in fact, it should be three areas: Spring Road neighbouring properties (south of Wickham road to Highett road), Highett Road (bounded by Abbott st, half-way down Abbott st across to the CSIRO site, back up to Highett Grove, then to the railway line, and up as far as monamie avenue), and Bay Road (from Bay Road, and as deep as Mary Avenue and Royalty Avenue). I do not believe the majority of areas surrounding Princess Avenue, Jackson Road, Graham Road should be designated as part of the activity centre.
"The structure plan is not being implemented in co-ordination with Kingston Council and therefore omits a holistic view of the Highett Rd shopping strip. I am living in a fully residential apartment complex (1 Major St) and do not wish my amenity to be crowded out with taller, four-storey buildings nor businesses operating day and night. I believe Bayside Council is acting too late to try and now zone this residential stretch as a



business zone when my complex has only been recently completed, is 100% residential, and takes up a significant stretch of the proposed business zone stretch. Further, a block of residential townhouses has recently been completed at the corner of Donald St and Highett Rd. Having brand new residential complexes now facing the prospect of new being in the middle of a shopping strip is absurd and I sadly feel Bayside Council has been left trying to implement planning changes long after they should have been flagged to land holders. Further, there is high vacancy of existing commercial buildings stretching along Highett Rd to Nepean Highway however it is unclear whether this has even been given consideration given the stretch after the railway is under the auspice of Kingston Council. The demand for commercial floorspace in the medical sector noted in the draft structure plan is negated as the existing medical centre at 258 Highett Rd is moving to a brand new built-for-purpose health and medical hub recently completed on Nepean Highway. Further, off-street parking is already at a premium with the number of recent apartment developments in the area and I believe narrow streets surrounding Highett Rd will struggle to cope with even more traffic which also poses safety issues. I urge Bayside Council councillors to reject the proposed change to the activity centre boundary."

I still find the area of the Activity Centre excessively large. A walkability distance of 400 m from the key focal point of the Activity Centre should be used, as is general for these boundaries.

In addition, **six submissions** presented the following comments regarding the change to the Highett Activity Centre boundary.

Submission 1: Object to rezoning of the land at the western end of Highett Road from the General Residential Zone to the Commercial 1 Zone. On review it is unclear how the extension proposed will achieve the desired outcome given it comprises properties which have already been redeveloped, or existing non-residential uses. In any event, our principal concern relates to the use of the Commercial 1 Zone, namely: a) The application of the zone appears for the most part retrospective; b) The rezoning of the land removes a significant level of protection and unreasonably prejudices future amenity; c) The background reports call for an 'organic' expansion of the centre. To this end the use of the Commercial 1 Zone to achieve this purpose is excessive. We note that mixed-use development has already occurred within the current controls and there is no reason why this could not continue under current planning scheme conditions. Recommendation: a) The General Residential Zone should be retained in the western end of Highett Road; or Either the Mixed-Use Zone or Residential Growth Zone (with appropriate Schedule requirements) be used in lieu of the Commercial 1 Zone

Submission 2: We note the Council's proposed changes to planning controls that would affect the above property, namely a rezoning from Neighbourhood Residential Zone to Commercial 1 Zone. After studying the fact sheet explaining the implications of the proposed changes, we would like to register with Council our support for the rezoning proposal, as part of the Draft Highett Structure Plan

Submission 5: Using the Bayside City Council (Bayside) Draft Highett Structure Plan updated 2018 as my primary source, I support the new Activity Centre Boundary (p.7). As an objector of numerous inappropriate developments in or near the previous Highett Activity Centre boundary since 2009, the perception and "concern that Highett is taking more population growth than other Bayside suburbs" (Highett Structure Plan Review pamphlet) may lessen. The Context Plan (p.8), which when combined with that of the Kingston City Council's adjoining area should represent a manageable development area.

Submission 6: The Highett Activity Centre boundary (pages 6 & 7) Activity Centres are a MUST but, remember Victoria / Melbourne does have "four seasons in a day" so use of Activity Centres is affected by the elements. The lives of families, particularly with young children in Australia is very difficult. Wives and husbands must both work to save for a home and then meet mortgage payments. OK buying a unit rather than a house is cheaper, but, living in a unit with young children in my view would be impossible. The amount of clothes washing, food preparation and cleaning up after children is very stressful. And the noise created by kids is overwhelming.

Pages 6 and 7 of the Draft Revised Highett Structure Plan. Rezoning some properties along Highett Road from a residential zone to a commercial zone will increase existing Traffic Problems. Parking and the railway crossing on Highett Road already cause congestion, but if the area is overdeveloped this problem will



increase and accidents will happen. The State Government and Bayside Council appear not to have given any consideration to the increase traffic that will occur as a result of the "over building" of this area. It is all very well to say that the train stations and bus services are here. Yes, they are and that is one of the reasons my late husband and I moved into the area. As "oldies" we did / do not want to endanger the lives of young or old people by driving when our reflexes slow down. I intend to stop driving when my daughters tell me I am too slow / old. All State and local Councils should consult with the Department of Main Roads, and the Public Transport Authority before making changes to existing property zoning throughout Victoria.

Submission 8: Without additional on-street parking what is the point of adding yet more commercial activity? Supporting document SGS Economic & Planning, p19, 3.3 Highett Activity Centre, Strategic Approach, consolidation vs expansion, recommends "spacial expansion of the centre in a westerly direction", saying it is "the most logical approach..", but it says this without any supporting evidence of why this should be achieved. Rather, when talking about integration, numerous vacancies, and council finding a better method for better activating the street frontages, this report states "Expansion on the other hand, is generally favoured when retail trading is strong and demand for retail floorspace exceeds demand for commercial offices or apartments – creating the need for more shop frontages". This statement directly contradicts any demand for expansion of the commercial zone from Major Street to Worthing Road. With so many vacancies why is Bayside Council exacerbating the problem by expanding the commercial zone? In reference to consolidation of the existing centre, this same report acknowledges "redevelopments are driven by the profitability of the residential yield". Given Bayside Council has had an almost blank slate for redevelopment of the Western side of Highett Village, the lack of street activation, the speed of the traffic, unfriendly pedestrian experience etc., this policy should be acknowledged as a planning failure in need of complete overhaul.

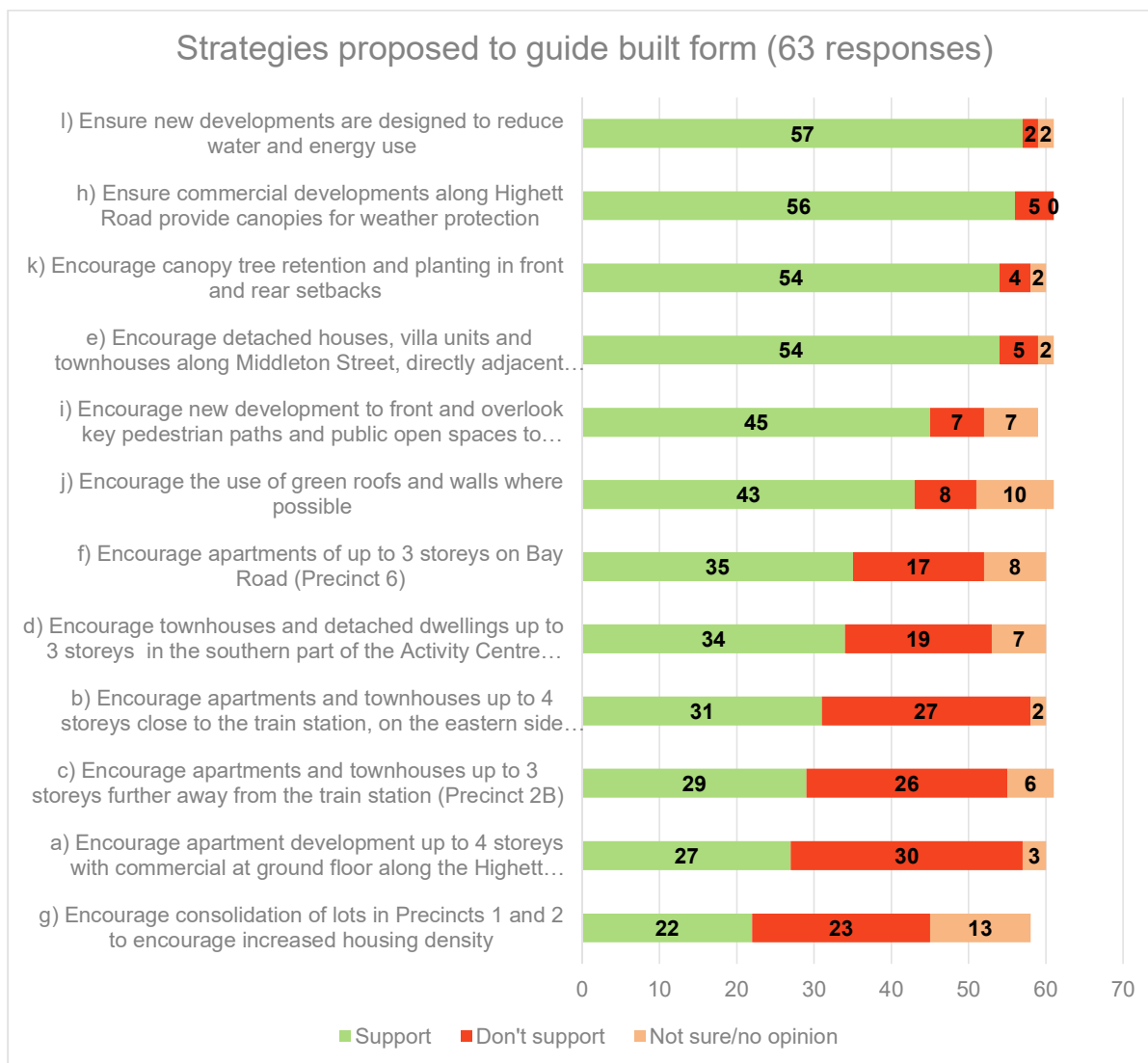
Submission 12: We strongly support the rezoning of the Highett Road properties from residential zones to the Commercial 1 Zone. The delineation of the western edge of the commercial centre by Worthing Road / Donald Street better reflects the existing conditions on both sides of Highett Road, particularly the commercial uses currently operating at 481-485 Highett Road which add to the vitality of the Centre.

## Heights and types of housing in the Activity Centre

It is proposed to change some of the building heights and setbacks within the Activity Centre. Twelve strategies have been proposed to guide built form in the Highett Activity Centre.

Survey respondents were asked to indicate the extent to which they support or do not support each strategy.

As shown below, survey respondents indicated varying views and **mixed levels of support**.



A total of **29 survey respondents** elaborated on their answer (which has been segmented by strategy/topic), as follows.

**Strategy a) Encourage apartment development up to 4 storeys with commercial at ground floor along the Highett Road Shopping Strip (Precinct 1)**

(A) Once again traffic is the main problem, Streets are narrow to support this flow.

a) 4 storeys is too high next to existing residences and the intersection in Precinct 1 where Donald Street and Worthing Road are somewhat opposite yet not a genuine intersection is actually dangerous and should not become a focal area for more traffic, it won't work as an intersection.
A) I believe that Highett Road is too narrow to allow developments of 4 storeys on either side, and will result in a walled-in feeling and excessive shading. This breaks the community and open feel that Highett has. Highett is a light, bright and open area, and Highett Road's width cannot sustain this feeling with developments 4 storeys tall (unless very significant setback and staggering rules are in place).
a - i am worried and intimidated by developments
a) 3 Story
<b>Strategy b) Encourage apartments and townhouses up to 4 storeys close to the train station, on the eastern side of Train Street and the northern end of Graham Road and Thistle Grove (Precinct 2A)</b>
b - i am worried and intimidated by developments
b) 3 Story
Precinct 2A should only be 3 Storey max. A good proportion of this land is already developed to 3 storey and unlikely to be changed in the period off this document. Bay road should not be encouraged for apartments. The area is 3 storey already but townhouses are more appropriate. All developments should face the logical street frontage which includes footpaths. Fronting to parks is not appropriate. Passive surveillance by fronting houses to parks is more dangerous for those residents than the danger of users of the parks.
<b>Strategy c) Encourage apartments and townhouses up to 3 storeys further away from the train station (Precinct 2B)</b>
c) 2 Story
Strategy c - These streets are too close to the major activity centre and with added strain from too much high density plus the occasional use for overflow parking from the shopping centre, there is just too much congestion in such small spaces - needed both small pockets of open space and opportunity for parking. Developments need to include visitor parking options as Graham Rd and surrounding streets are very limited.
<b>Strategy d) Encourage townhouses and detached dwellings up to 3 storeys in the southern part of the Activity Centre (Precinct 3)</b>
d) 2 Story
d) 3 storeys not supported, support maximum of 2 storeys.
3 storeys in Precinct 3 will create issues with overshadowing, parking, general through traffic, over looking backyards etc Precinct 3 is a well established family area and 2 storeys is high enough! This enables families to build their duplex houses without impeding on their neighbours backyards (what's left of them anyway)
<b>Strategy e) Encourage detached houses, villa units and townhouses along Middleton Street, directly adjacent to the CSIRO site (Precinct 5)</b>
E) important to maintain set backs and maximum 2 storey properties along back of Middleton St and retain tall gums
<b>Strategy f) Encourage apartments of up to 3 storeys on Bay Road (Precinct 6)</b>
f) Bay Road is too narrow to take on more traffic
f - i am worried and intimidated by developments
f) 2 Story
3 storeys in Precinct 6 will create issues with overshadowing, parking, general through traffic, over looking backyards etc
<b>Strategy g) Encourage consolidation of lots in Precincts 1 and 2 to encourage increased housing density</b>
g) I don't understand what you are going to do to encourage it, developers are already doing this and making it happen
G. Highett is experiencing over-development for the size of the roads. An over-supply of apartments, rather than townhouses, is already being experienced.

Strategy g - These streets are too close to the major activity centre and with added strain from too much high density plus the occasional use for overflow parking from the shopping centre, there is just too much congestion in such small spaces - needed both small pockets of open space and opportunity for parking. Developments need to include visitor parking options as Graham Rd and surrounding streets are very limited.
<b>Strategy h) Ensure commercial developments along Highett Road provide canopies for weather protection</b>
(H) The council should infringe the least possible on the choices of property owners as a matter of philosophical principle
H) ensure adequate lighting or solar access through canopy to help safety and an 'open' feel
H) There has never been canopies over years of trading
H) yes but this needs to apply to the Kingston side of Highett Rd as well as this is where the greatest need is. We really need to see improvements in the area surrounding the Highett Library which should be a community hub but currently is not at all welcoming.
<b>Strategy i) Encourage new development to front and overlook key pedestrian paths and public open spaces to improve safety</b>
(i) The council should infringe the least possible on the choices of property owners as a matter of philosophical principle
<b>Strategy j) Encourage the use of green roofs and walls where possible</b>
j) Bayside Council should immediately commit to signing up to BESS. Bayside Council should also add new large canopy tree planting to reduce the heat island effect.
(j) The council should infringe the least possible on the choices of property owners as a matter of philosophical principle
j) All new houses should have water tanks and access to solar power.
what use are green roofs and walls?
Roof top and vertical gardens. Look at geo-exchange for reducing heating and cooling. Do not confuse this with geo-thermal. Water tanks for toilets and laundries and gardens. More parking for visitors.
Green rooves and green walls do not work properly if at all. This is not Singapore. These I have seen either fail due to lack of maintenance or council not following up on permit regulations.
<b>Strategy k) Encourage canopy tree retention and planting in front and rear setbacks</b>
k) Bayside Council should immediately commit to signing up to BESS. Bayside Council should also add new large canopy tree planting to reduce the heat island effect.
(k) The council should infringe the least possible on the choices of property owners as a matter of philosophical principle
<b>Strategy l) Ensure new developments are designed to reduce water and energy use</b>
l) Bayside Council should immediately commit to signing up to BESS. Bayside Council should also add new large canopy tree planting to reduce the heat island effect.
(l) The council should infringe the least possible on the choices of property owners as a matter of philosophical principle
Controls needs to be put in place to ensure permeable surfaces, solar panels, water tanks etc.
<b>Improvement idea/suggestion</b>
The % of new development to parkland is unbalanced. 50% of the CSIRO site needs to be parkland accessible from at least east, south and west boundaries.
New developments must have greater set backs to allow for ease of pedestrian flow. Current woolworths complex is a classic mistake when it comes to set backs. Horrendous over use of concrete, not enabling good access to the bus stop and terrible pedestrian flow. There is no room. Other developments have also been way too close to the road and established trees have been removed as a consequence.
<b>Concern/unsupportive</b>
concerned with amount of high rise apartment complexes being built, when all i hear are people saying they can't buy free standing houses anymore
Excessive apartment development is already impacting on accessibility and vehicle movement in Highett Rd, Bay Rd and Graham Rd

I do not support the building of 5 storeys anywhere in Highett.
None of the above strategies actually address the increased traffic congestion. Or really should we say to all those who buy property within walking distance from train, retail etc they cannot own a car/or two or three not too sure what all this means as so far nothing has been to done to demonstrate that any of the above actions have been carried out.
nothing should be built higher than 3 levels - consider your current residnets and their right to privacy! i dont believe any of you would enjoy having 1600 eyes staring into your back yard would you. RETHINK YOUR HEIGHT ON DWELLINGS!
The ratio of green space vs. high rise residential properties in zone 4 is very disappointing. Highett would benefit from having a much larger green space, especially given the increasing development and population.
Precinct 4 (not mentioned above) is not supported to be 4 storeys, this should be an absolute maximum of 3. In addition, the precinct to the North of precinct 4 (also not mentioned above), is not supported to be 5 storeys, this should be maximum of 4 storeys, the same height as precinct 1.
Traffic on Highett road is grid locked at times when the rail boom gates close. Highett has been a dumping ground for to many poorly designed apartment blocks. 83 percent of Bayside has maximum protection from developers and Highett and Chelltenham were not protected and have been trashed with over development.

In addition, **eight submissions** presented the following comments regarding the heights and types of housing in the Activity Centre.

<p>Submission 1: Object to removal of protection currently provided by the Design and Development Overlay – Schedule 5 (interface between Precinct 1 and Precinct 2B). Precinct Interface - the property sits at the interface between Precinct 1 and Precinct 2B. The Draft Highett Structure Plan sets out a three-storey built form outcome for the latter. The neighbouring land to the north is presently encumbered by the Design and Development Overlay – Schedule 5. The Schedule includes a series of development qualifications whereby the land to the immediate north would be confined (due to size and frontage width) to a 7.5 metre, two-storey townhouse development. While we acknowledge a suite of draft controls will be forthcoming via a formal planning scheme amendment, it is unclear whether the Draft Highett Structure Plan seeks to carry forward the parameters of the existing Design and Development Overlay – Schedule 5 or remove them. Removal of the site area and frontage qualifications would mean the development expectations on the neighbouring land would change from two-storey townhouses to a three-storey apartment building. We fundamentally object to such a change. Recommendation: b) The land size qualifications, as drafted in the existing Design and Development Overlay –Schedule 5, be retained with respect of Precinct 2B.</p>
<p>Submission 4: We support the proposed VPO for the CSIRO site while recognising the proposal is to include exemptions from third party notice and review requirements in the Act, because this will facilitate the appropriate sale of the site That said we think the wording of the justification could be simplified to say “Some of these trees were planted by the CSIRO and so are not protected by the Native Vegetation Framework.”</p> <p>Our focus is on the land abutting the Highett Grassy Woodland area on the eastern side of the CSIRO site. For brevity we will call that “<b>CSIRO east</b>”. Our concern is that any development there should not increase shadowing of the HGW at any time of day or detract from the amenity of the HGW.</p> <p><i>The current proposals</i></p> <p>Despite helpful advice we are confused about the current proposals for CSIRO east in two respects: Firstly, p16 says Precinct 3 will include apartments in the mix. However, apartments are omitted from the description of Precinct 3 on p18. We would support large apartment buildings being excluded from land in Precinct 3 that is remote from the stations, notably CSIRO east. This would discourage the loss of sunlight to the HGW from between buildings.</p> <p>Secondly, p18 states rear setbacks for sites abutting the HGW (ie CSIRO east) that are less than those stated for elsewhere in Precinct 3. The general rear setbacks in Precinct 3 are the same as those stated for Precinct 5 (“the CSIRO interface”). We believe strongly that the Precinct 5 setbacks should also apply to the land on the other side of the HGW, in CSIRO east.</p>

[We were advised that the rear setbacks shown for CSIRO east arise from a general policy in the Planning Scheme about land that has open space to the rear. We have not located that policy but it would imply that heading for the setbacks on p18 for CSIRO east should be extended to "For sites abutting the Lyle Anderson Reserve, the railway, and the Highett Grassy Woodland".]

*Desirable built form in CSIRO east*

Shadowing would be minimised and the amenity of the HGW maintained by controls that minimise building height and maximise side and rear setbacks.

We propose that the sites abutting the eastern side of the HGW should have the same controls as those on the western side (Precinct 5) that are in NRZ3, with the rear setbacks as stated on p18 of the draft HSP.

That would mean removing the current GRZ1 zoning (plus DDO2) for these properties. We consider that to be justified in terms of Council planning policies because:

the properties are not at all close to the railway stations with all at least 1km on foot from Southland and over 600m from Highett

the impact in terms of the objectives of the Bayside Housing Strategy would be minimal and, in any case, there are many other properties, outside the GRZ, that are closer on foot to the Highett station, for instance on both sides of Worthing Road. In this connection it is worth noting that the implementation of the Strategy took place with limited community input.

The Planning Scheme already includes instances where special setbacks are required on land abutting remnant vegetation. Note that these include aims to limit the impact of lighting, a feature that should be applied to all land abutting the HGW.

In addition, we understand that the land ownership on the properties between the HGW and Graham Road make it unlikely that controls more relaxed than NRZ3 would have any practical effect for decades.

*Other built form impacts on the HGW*

The controls proposed for the development of the northern portion of the CSIRO mean that there could be three-storey buildings abutting the northern edge of the HGW. While not desirable from our point of view we note that over-shadowing may be less because the sun is higher in the north. We do not oppose those controls because they are part of a package agreed to secure the future of the HGW. However, we will of course respond to plans for development in that area in due course.

Submission 6: Guiding built form - heights and types of housing in the Activity Centre: should be a maximum of two storeys and the current character of Royalty, Princess and Jackson Roads should be retained. As a person who lives in Princess Avenue I cannot see how the Council can state it plans to "recognize the character of Highett's established residential areas and manage change in a way that responds to this character". Three (3) story (level) buildings with no back yard does not "recognize" the existing life-style of Royalty Ave, Jackson Road, or Princess Avenue. The Council approved sub-development of the property on the corner of Graham Road and Princess Avenue, creating 2A Princess Avenue. That property has been built right up to the boundaries of the house on the corner of Graham Road and No 8 Graham Road. The space between my house and 2A is minimal. I even heard one of the workmen commenting on the lack of "breathing / playing / entertaining space" on that property".

Making the buildings "high rise" makes the area "sterile" in that people rushing from home to work have no time to get to know their neighbours. Paragraph 1 of Paragraph 4 on Page 5 suggesting windows should overlook pedestrian paths and open space is not a good idea. The owner / occupant of the unit will in turn have no privacy as pedestrians can see what they are doing in their units. (I lived in an Apartment overseas and learnt a lot)

Submission 7: We support a number of aspects of the draft structure plan. We strongly support the rezoning of the Highett Road properties from residential zones to the Commercial 1 Zone. The delineation of the western edge of the commercial centre by Worthing Road / Donald Street better reflects the on ground condition both on the north and south sides of Highett Road, particularly in relation to the commercial uses currently operating at 481-485 Highett Road. We are of the opinion that the increased residential densities surrounding the commercial strip, particularly the CSIRO redevelopment, will further support the viability of the commercial centre, creating a more integrated activity centre which provides a full range of services for the community. We also support the increase in the proposed height control in precinct 2A between Graham Road and Thistle Grove, however we are of the view precinct 2A should extend south to Highett Grove,



including the properties at 32-34 and 36-40 Graham Road, on the basis that: 36-40 Graham Road is identified as a key development site in Figure 4, however there is no definition of a key development site in the structure plan, nor is there any uplift in development potential as a result of this designation. The key development site designation should be reflected in a four storey height control. The size, interfaces and locational attributes of 32-34 and 36-40 Graham Road are unique and distinct from the remainder of precinct 3. They cannot reasonably be described as 'residential hinterland' sites and have a much greater development potential than the remainder of precinct 3. If precinct 2A were to be extended south on the east side of Graham Road to Highett Grove, it would have a similar (albeit lesser) extent to the four storey height control proposed in precinct 4 on the CSIRO site on the western side of Graham Road.

Submission 8: There are no provisions for sustainable developments in the revised structure plan – Bayside Council took a deliberate decision several years ago to reject any requirement for sustainable developments within Bayside. This has been highly detrimental to most of Bayside, but especially areas like Highett, Hampton East and Cheltenham, where developers will use any excuse to skimp on quality and couldn't care less about sustainability (eg airtight building construction, appropriate levels of insulation, access to daylight, communal open spaces etc). Beside the mandated minimum requirements for the building code of Australia and laterally the Better Apartments Design Guidelines, many other Councils within Victoria also ask developers to design their buildings to meet the requirements of BESS (Built environment sustainability scorecard). This should also be an integral part of the Bayside Planning Scheme, and yet there is no mention of sustainable development as an integral part of the planning scheme. Highett is a shining example of how NOT to plan a village. Bayside Council has failed to encourage the development of a vibrant community village with an active street front.

Submission 9: Four Storey Height Limit to Worthing Road: Having four storeys right up to the corner of Worthing Road does nothing to provide a transition to the Neighbourhood Residential Zone on the other side of Worthing and Highett Roads. Council went to great lengths to oppose the height of the development at 477-479 Highett Road and I stood side-by-side with Council's planners at VCAT labouring this point. 477-479 Highett Road is three storeys and the same height limits should be retained to provide a gentle transition into the NRZ as Council had argued for previously. Changing it now provides a minimal net benefit overall, perhaps six more apartments could be built but the downsides are far greater.

No front setbacks: Allowing no front setbacks along Highett Road and around onto Worthing Road provides no consistency or transition into the Neighbourhood Residential Zone. Again, Council went to great lengths to maintain the setbacks of the development at 477-479 Highett Road and I stood side-by-side with Council's planners at VCAT labouring this point. If the changes are made then the street frontage will zig-zag in and out, i.e. no set back (481-485 Highett Road) / set back with garden beds and courtyards (477-479) / no set back (471-475). Again an inconsistent approach and making a change that does not benefit or enhance the urban environment. The way the Planner explained it, with the current planning scheme any development on my property has to be set back 9m (potentially being reduced to 6m) and there will be a two-storey street front wall height on the Worthing Road frontage of 471 Worthing Road. This will result in a very odd streetscape and also impacts the development potential of my property as there will be a two-storey wall in the entire front yard. But then the documents mention a "side setback of three metres where there is an interface with land in a Neighbourhood Residential Zone" – I assume that means that with there being a NRZ on the W side of Worthing Road that this applies and so anything on Worthing Road will be set back three metres? Regardless, consideration should be given to further reducing the setback on several properties up Worthing Road to again provide a smooth transition from the corner and up Worthing Road. Having a 9m (or potentially 6m) step back to any properties will look odd and is inconsistent and unreasonable. The setback should be transitioned and some consideration given to reducing the setback when abutting a two-storey street front.

No limit on site coverage: How does this do anything to provide a suitable living environment for anyone living in these zones? No courtyards, garden beds or anything... No ability for natural light to enter the built form or for operable windows to allow natural air circulation? Another proposed change which just seems to make the built environment worse rather than better.

Submission 11: Precinct 6 – Lane way. Has council actually taken a look at Google Earth and looked at what is currently built at the rear of the properties on the Northern Side of Bay Rd and Southern side of

Royalty Ave. Note Google images are not up to date as there are numerous new Duplex Townhouses and rear Townhouses not shown. Swimming Pools right up to the boundary. Houses that go over the proposed lane way. Houses and structures right up to the boundary. There is an easement on the Bay Rd properties, which is not allowed to be built over affecting the middle group of properties.

These properties are narrow and taking land off them to put in a lane way will make them into single house blocks only and not suitable for apartments. Is the Council: proposing to knock down dwellings and structures to make a laneway? fill in swimming pools? build a lane way over easements? compulsory acquire land to build the laneway?

Precinct 6 – Boundary: Should council be serious about setting up a section for apartments then looking at the narrow width of the blocks on the northern side of Bay Rd you would be aware from the building envelopes, that with the proposed 6m set backs (which I am in favour of), easements at the rear, proposed lane way, and internal requirements for stairs, hall ways etc these blocks are too narrow to hold apartments. We went to market with eight blocks and this was the clear feedback we got back from developers who undertook feasibility studies on our parcels of land. To encourage apartments then you need to increase Precinct 6 to include the properties on the southern side of Royalty Ave. With the increase of this land developers will then look to move the easement and be able to get a better yield of the site due to the depth. You could also put in place that access is to come from Royalty Ave and that no cross overs are to occur on Bay Road. Looking at the Southern Side of Royalty Ave there is a significant amount of development activity turning these properties into new duplex properties and Council may have missed the boat on this Apartment plan for Precinct 6.

Precinct 6 – Apartment Height: Council needs to start being realistic with heights and saying to developers that they can then have 6 stories, which from the economic and planning studies we undertook makes the development feasible to developers. Eight owners tried to sell to developers who could have gone three stories through VCAT and it was not economically feasible, so I do not understand why you keep persisting with 3 stories apart to try and appease the noise of a few vocal Bayside residents. Six stories would also then fit in with the State Government plans for their land and make a lot more sense from an urban planning and land use application. Precinct 6 is close to a train station and Southland and therefore the land should be given greater height limits, especially if you can get vehicular access through Royalty Ave into any developments.

Submission 13: Visual bulk and height: with three storeys high already in Highett Road why would we change to four storeys. Highett is starting to look like City of Melbourne with sky scrapers.

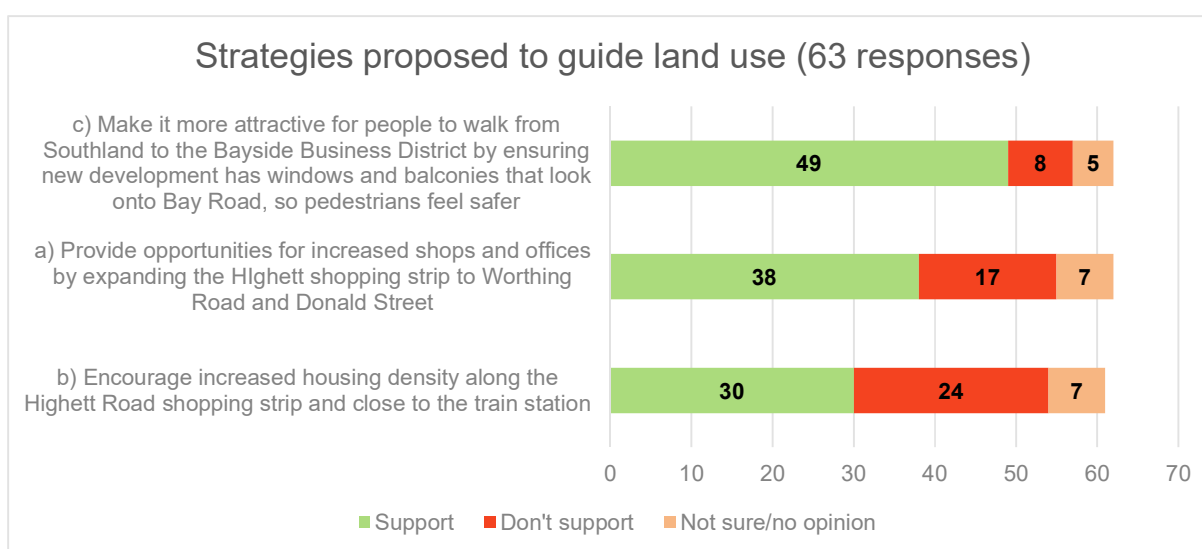


## Land use in the Activity Centre

It is proposed to rezone a number of properties along Highett Road from a residential zone, to a commercial zone. This would allow this area to change over time from housing, to more shops/offices (these may also include residences above) to meet the forecast future demand. This would mean that the Highett Road shopping strip would eventually extend to Worthing Road and Donald Street. Three strategies have been proposed to guide land use form in the Highett Activity Centre.

Survey respondents were asked to indicate the extent to which they support or do not support each strategy.

As shown below, survey respondents indicated varying views and **mixed levels of support**.



A total of **20 survey respondents** elaborated on their answer (which has been segmented by strategy/topic), as follows.

Strategy a) Provide opportunities for increased shops and offices by expanding the Highett shopping strip to Worthing Road and Donald Street	
A) I believe the Highett shopping strip should be extended down to Albert street, and extend into Albert street and Donald streets further than the current proposal - at least twice as deep.	
A) the problem with the activity area is the Kingston side, not the Bayside side. Where Donald Street and Worthing Road meet Highett Road it isn't a true intersection (the two roads are not exactly opposite) and it's dangerous.	
a) The ship has already sailed on this proposition with brand new housing either built or being built along this section. The section should be Mixed use not commercial anyway.	
a) Only support these if 3 storeys is the limit and this trickle down policy never extends beyond Worthing/Donald	
A) Very Little can survive in small business and with no parking on Highett Rd	
Strategy b) Encourage increased housing density along the Highett Road shopping strip and close to the train station	
b) housing above shops is perfectly acceptable but the shopping strip at ground floor should be commercial only. This needs to be a separated question.	

b) Only support these if 3 storeys is the limit and this trickle down policy never extends beyond Worthing/Donald
<b>Strategy c) Make it more attractive for people to walk from Southland to the Bayside Business District by ensuring new development has windows and balconies that look onto Bay Road, so pedestrians feel safer</b>
C) Bay Road is too narrow
c) I find it quite difficult to see how people can feel like walking through an attractive streetscape because of windows and balconies. All developments are behind fences that are usually high anyway so this is essentially moot. People want wide paths, good paths, planted treescaping on verges and lighting. They do not strive for looking into other people's houses or have them looking back
c) I have no idea where the Bayside Business District is
C) improve the lighting along the streets. Particularly Graham Rd would be great. Terribly unsafe as a female walking back from the shops/ stations from both Highett and Southland strips
C) There is plenty of roads from Southland with footpaths for walkers
With more than 22,000 vehicle movements along Bay Rd each day it is ridiculous to suggest (c) that windows and balconies on Bay Rd apartments will make pedestrian feel safer.
<b>Comment/query</b>
Parallel parking in Highett Road for the Highett shops is very problematic and causes lots of delays when travelling along Highett Road
why would I walk to Southland to shop when what you are saying is that all our shopping needs are to be in Highett
<b>Improvement idea/suggestion</b>
I walk to and from Southland for work from Graham Rd and would hugely appreciate more visibility from shops etc along Bay Rd, especially for darker evenings - Lighting under the train line bridge would also assist here and further lighting along Graham Rd which has some especially dark patches. Traffic lights needed at Graham Rd for traffic control to allow better access from new proposed houses in the Southern end of GRZ zoning.
Rather than extend strip to Worthing Road utilise the existing shopping strip to better use between railway line and Nepean Hwy,
We feel strongly that there needs to be collaboration between Bayside and Kingston Council to ensure the whole of Highett Activity Centre is working together to create continuity of workable infrastructure.
STOP CRAMMING PEOPLE IN - MOVE THEM FURTHER AWAY AS I HAVE PREVIOUSLY STATED, APARTMENTS BUILDING SHOULD BE BUILT 3 X STREETS APART FROM ONE ANOTHER TO CONTINUE THE SUBURBS CHARM AND STOP CRAMMING DOG BOXES CLOSE TO PUBLIC TRANSPORT- PEOPLE DO HAVE LEGS AND CAN WALK
<b>Concern/unsupportive</b>
As stated over development of Highett, no parking in Highett. Highett grid locked. Highett station full at peak times and trains full.
As long as there is enough car parking and wider road!
i think this road is already congested, there is limited parking for already existing businesses, adding more businesses will not improve either of these problems
That's fine if you can walk or push a pram or ride your bike safely. Which you cannot do at the moment as the paths are too narrow. Shocking access under the overpass to and from southland. New developments along bay rd have not allowed enough space. And highett road paths are also too narrow and I can't see this changing.
There is no business case for increasing the commercial area given there are so many vacancies - if there was increased trade, there would be a case to expand the commercial zone. There has been no examination of linking the CSIRO site with the Village - I would recommend a study into the potential to link these areas. Also, lack of on-street parking and the speed of traffic travelling along Highett Road is impeding the success of strip shops.
As stated the stretch between Major St and Worthing Rd is already emerging as a residential strip with a major residential apartment complex and new townhouses cornering Donald St recently completed. Allowing businesses to now be built alongside houses demonstrates a lack of foresight in planning for this area. If Bayside Council wishes to make this change, it should have implemented it long before new

complexes were being built and completed. Allowing business of up to four storeys in this area will negatively impact the amenity of residents through extra traffic, increase demand on parking, additional noise and overshadowing. There has been no co-ordination of the proposed structure plan with Kingston Council, resulting in Bayside Council trying to implement a proposal which lacks and perspective of the Highett commercial shopping district as a whole. Changing the residential zone to a commercial zone will also mean residents in existing residential complexes like 1 Major St where I live will have higher rates, higher insurance premiums and could face the unsavoury prospect of businesses setting up shop within the apartment complex. None of us signed up for this when we moved into the complex and bought properties and I am disappointed Bayside Council is setting to move the goal posts. I would never have moved to Highett had I been aware of Bayside Council's intention to make these changes.

In addition, **four submissions** presented the following comments regarding the land use in the Activity Centre.

Submission 5: I support the Land Use Plan (p.14) in principle, including the proposed rezoning from NRZ and GRZ to C1 Z. However, my support is subject to indicated potential open space (recreation and conservation) on the CSIRO site being implemented. Failure to deliver both by one or more responsible/planning authorities would negate any goodwill Highett residents may have to the Draft Highett Structure Plan updated 2018.

Submission 8: The Structure Plan (p9, Housing) states that 1197 dwellings will be needed between 2011 and 2036. It mentions Major Street and the CSIRO, but fails to mention the wider General Residential Zone, that in combination with the above, will more than likely provide excess accommodation well before 2036. I am concerned that Bayside Council is encouraging over-development of smaller sites without regard to the capacity of Highett infrastructure (eg roads) to absorb the high volumes of increased accommodation, and the negative affect to the amenity of Highett residents that is already being experienced. I would ask that Bayside council carefully consider the proposed integration of the CSIRO site with the Village of Highett. There appears to be little that links the two areas together, creating destinations rather than links. I ask that there be a place-making study that would look into the best way of linking the two areas together. This may require a small section of Graham Road becoming part of the commercial zone.

Submission 9: Commercial vs. Residential: Adding more commercial properties down Highett Road means a reduction in the residential properties that can be provided so this appears to be a driver of increasing the height limits to four storeys. Why not just stick to the current plan and not make the changes? There are commercial properties all the way down to Highett Road almost to Donald Street, why not support the development of these properties rather than doing the same on the opposite side of the road resulting in an inconsistent and ad-hoc street front? There is no allowance in any of the proposed plans to provide additional street parking for the commercial premises nor can the current roadway support it, so where are the people visiting the shops going to park their cars? Numerous studies show that people want to park near where they shop yet none of the plans give any consideration to this.

Submission 13: What sort of window screenings shall be in place to stop overlooking into low level housing on boundaries?

## Walking and cycling around the Activity Centre

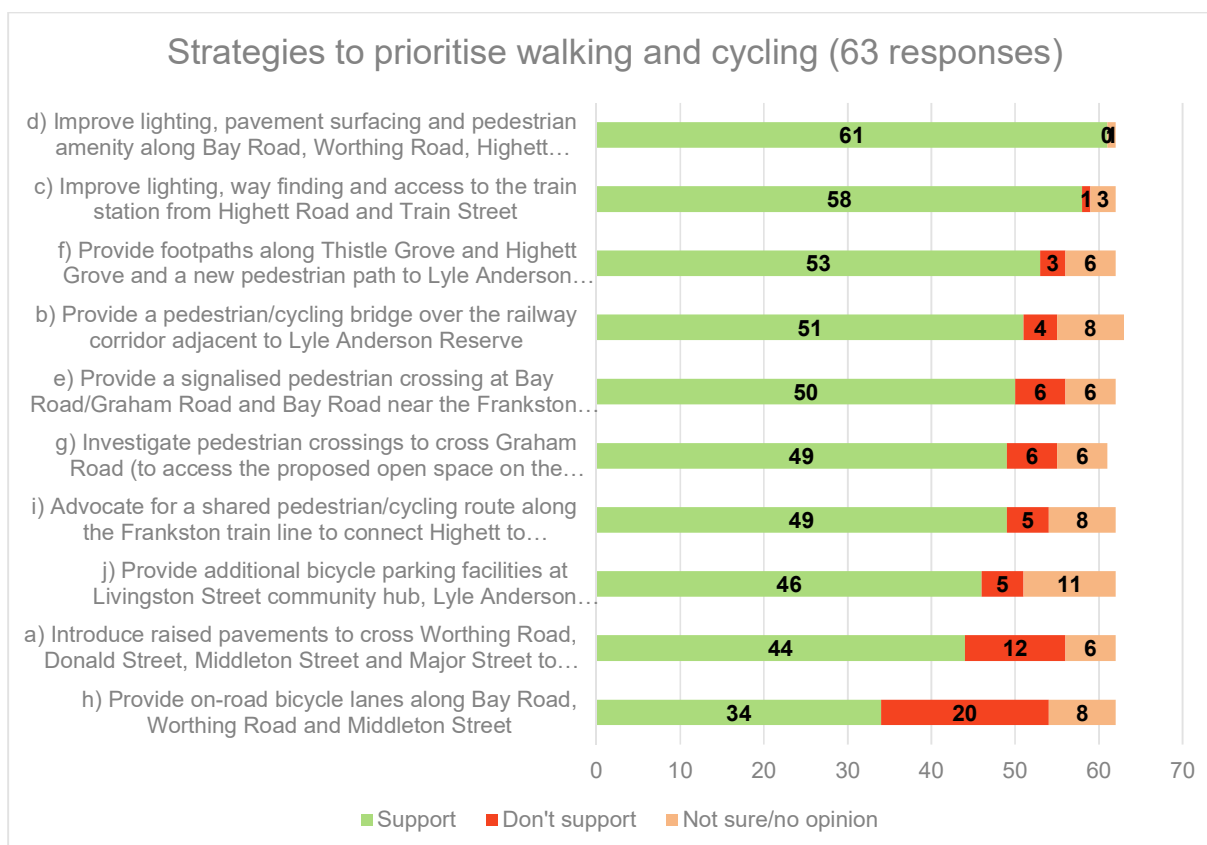
Additional traffic lights, pedestrian crossings and on road bike lanes are proposed within the Activity Centre.

Ten strategies have been proposed to guide the prioritising of walking and cycling around the Highett Activity Centre.

Survey respondents were asked to indicate the extent to which they support or do not support each strategy.

As shown below, survey respondents indicated **strong support** for all strategies with the exception of:

- a) Introduce raised pavements to cross Worthing Road, Donald Street, Middleton Street and Major Street to provide a level surface for pedestrians and slow traffic (moderate support)
- h) Provide on-road bicycle lanes along Bay Road, Worthing Road and Middleton Street (limited support)



A total of **25 survey respondents** elaborated on their answer (which has been segmented by strategy/topic), as follows.

<b>Strategy a) Introduce raised pavements to cross Worthing Road, Donald Street, Middleton Street and Major Street to provide a level surface for pedestrians and slow traffic</b>
A) there is already a problem at Middleton Street and Donald Street when trains make the traffic back up past those two streets.
A) need better signage around the Highett shops of the hidden car parking in the back streets. Most don't know they are there.
a) Vehicle claming should be done before an intersection ont on it. Raised pathways for pedestrains make those pedestrains step on the road without looking causing more danger
A) I support this for all proposed streets except Worthing road given the importance of Worthing road as a traffic route.
<b>Strategy b) Provide a pedestrian/cycling bridge over the railway corridor adjacent to Lyle Anderson Reserve</b>
b) This is against everyone elses options and costs more and takes up more space. Kingstons vew is a tunnel under as is the state governments as part of the Gas and Fuel project. Bayside is out of step here.
B) I believe this would encourage unsocial activity in the Lyle Anderson reserve at night and reduce the safety and amenity of the area. Further, I believe it may encourage foot traffic from the proposed residential developments on the former gasworks site to bypass the Highett shopping village and utilise the reserve instead of other nearby reserves. I believe Lyle Anderson reserve cannot sustain the potential foot traffic that may flow - but there should be something done about a crossing over the railway line to encourage commercial development and growth of the Highett bowls club.
<b>Strategy c) Improve lighting, way finding and access to the train station from Highett Road and Train Street</b>
Also, viaduct/underpass needed to access train station, not an overpass which are difficult for elderly & mobility impaired people to use.
<b>Strategy d) Improve lighting, pavement surfacing and pedestrian amenity along Bay Road, Worthing Road, Highett Road, Train Street, Middleton Street, Graham Road and the pedestrian link along the railway line</b>
D) Improved lighting in Major St, Highett, Not safe at night time.
D) please please - so long overdue!
D) please remove the current areas of car parking along graham rd to improve traffic flow and make safer for all.
<b>Strategy e) Provide a signalised pedestrian crossing at Bay Road/Graham Road and Bay Road near the Frankston train line</b>
E) traffic lights at the Bay rd, Graham rd intersection is imperative to improving the experience of motorists, cyclists, pedestrians and those who use the buses in this area. It is a deeply neglected area by Vic Roads and is responsible for so many accidents near and otherwise.
e) I support traffic lights on Bay Rd at Graham Rd (but not pedestrian lights at the railway bridge). (h) Bay Rd is too dangerous for cycling.
e) Yes to Graham and Bay but no to Bay nd railway line. Again, Bayside is out of step here with all other parties. this should be a bridge over pay road to link the pathways. A new crossing here is 135 metres from an existing one and is both lazy and dangerous as well as going nowhere as there is a hill in the location
E) I support the graham road proposal, but not the train line proposal UNLESS it includes relocating the existing pedestrian crossing signals located on bay road near the train line. There are too many traffic lights in the immediate vicinity of the train line on bay road to sustain more lights.
e. pedestrian crossing at aldi, bay road? needed
A pedestrian crossing near Aldi on Bay Road. There is very little pedestrian access to this store.
Pedestrian crossing outside Aldi on bay rd needed.
Not enough pedestrian crossings on Bay Road south of Middleton Street. This is a major problem for people accessing Aldi supermarket and the nature reserves adjacent Sandringham Secondary College
we need a pedestrian crossing on Bay Rd near Avoca st

<b>Strategy f) Provide footpaths along Thistle Grove and Highett Grove and a new pedestrian path to Lyle Anderson Reserve through the redevelopment of 36 Graham Road</b>
f) Highett grove already has footpaths. Thistle requires the rest of the road to be footpath paved so I agree with this part. A development at 36 Graham road is a business proposition and forcing a developer to do this could make it difficult on the developer who MAY want to do this anyway as this would be a logical thing to do for the benefit of the residents. Further, Thistle grove is only 125 metres away and Highett grove only 100 metres away. At some stage, people need to WALK for 1 minute so this is simply lazy planning in my mind.
<b>Strategy g) Investigate pedestrian crossings to cross Graham Road (to access the proposed open space on the CSIRO site) and Highett Road at Worthing Road (to access Livingston Street community hub)</b>
G) Worthing Road is already dangerous with car parking allowed on both sides. Sometimes driving from Donald Street to Worthing Road is dangerous because you can't safely clear the intersection due to unseen congestion on Worthing Road.
G) I support the graham road proposal but not the Worthing road proposal - there is already a pedestrian crossing located sufficiently close to Worthing road (at the retail centre).
g) unnecessary spend, plenty of areas for people to cross,
<b>Strategy h) Provide on-road bicycle lanes along Bay Road, Worthing Road and Middleton Street</b>
H) am in support of this but do not agree with cycle lanes on bay rd unless it is taken from the current nature strips.
h) Bay road is far too dangerous and not possible and council knows this. Middleton and Worthing are both too narrow to provide these things
H) Bay Road and Worthing Road are key vehicle traffic routes and are unable to sustain a permanent bicycle lane. alternative cycling paths should be investigated, opportunities do exist
h) would need to do something about on-street parking first as it is a nightmare driving along Worthing Road with the cars parked there using the Livingstone area, new residents in apartments and buses use it too
h) integrated bicycle lane must include Highett Road. Increased parking for Livingstone Hub - suggest council buy land to provide extra parking for the community centre. Many Highett residents have mobility issues or live too far away to walk to this centre
h) Not enough 100m for bikes + cars
H) not sure about bike lanes on Middleton St, road is quite narrow when cars are parked, may need to remove car parking requirements to create bike lanes
The roads are too narrow to have cyclists on them. Should cyclist use roads they must be licensed and contribute to TAC.
There is absolutely no room on Middleton Street for a bike lane. It is dangerous enough already. The parking is atrocious.
Re cycling - have heard all this at many consultation meetings and so far zero action. Cycling infrastructure in Bayside is abysmal with potholes along most cycling areas in many streets making for dangerous cycling. This is 'pie in the sky' stuff and will be years in the making.'
Of course I support most of these strategies but good luck getting bike lanes on Bay Rd. You really shouldn't build people's hopes up and provide these aspirational strategies that will never happen. I would prefer you focused on what is currently happening in our area and stopping some of this over development on Bay Rd and highett Rd. Paths are too narrow, Bay rd is getting busier and busier.
<b>Strategy i) Advocate for a shared pedestrian/cycling route along the Frankston train line to connect Highett to Cheltenham</b>
i) I agree with having the path, but I disagree with council's location of this on the BAYSIDE side. All other parties agree with this proposition but on the KINGSTON side. Council is out of step here.
<b>Strategy j) Provide additional bicycle parking facilities at Livingston Street community hub, Lyle Anderson Reserve and Highett Station</b>
J) and Southland.
<b>Improvement idea/suggestion</b>
I really support the removal of the 2 level crossings - they are causing significant traffic delays these days and can have traffic banked right back to the Nepean Highway



If we provide bike lanes on Worthing, middleton ETC with cars Parked both sides allow 1 meter for vehicle to pass bikes we shall not be allowing cars from both directions to pass
Shared pedestrian/cycling routes should be one or the other not both
Speed humps or something similar to slow traffic down on Graham Rd, especially the section from Woolworths to the bend at the CSIRO entrance. Also from the other direction to the bend at CSIRO entrance would benefit from a speed hump or similar.
There is already severe congestion near the Livingston Street community hub and very limited management of parking. In particular there is now a very dangerous intersection at Wolseley & Worthing Road where cars park right up to and on the very corner of the road thus hampering both visibility and the ability to manoeuvre down Wolseley Road. With more 3 story buildings along Worthing Road, this is likely to become much worse and impact other streets nearby such as Monamie Avenue. My suggestion is that traffic calming (speed humps, 40 km limites and much tighter restrictions on parking along Worthing and all roads nearby be imposed to ensure roads are safe and passable.
To improve safety in the area it is strongly advised to make the following changes to graham rd; remove all on road parking along the length of the road, raised pedestrian crossing/speed humps at intervals to reduce traffic speed along the road, increase the size of the sensor/signalled pedestrian crossing/car turning intersection at Bay rd to go from Graham rd to Chandos st so a clear way is formed upon signalling for busses to turn into graham rd and cars to turn right from graham into bay.
<b>Concern/unsupportive</b>
And what is with the "laneway" through my backyard! I do not support that.

In addition, **seven submissions** presented the following comments regarding walking and cycling around the Activity Centre.

Submission 3: P23 shared path on HGW and across CSIRO - challenge the text: insert "perhaps" or add other options eg HGW to be decided in relation to significant vegetation
Submission 4: Protection of the HGW's vegetation and the provision of 24/7 access may not prove to be compatible. With this reservation we believe the proposed shared paths on p22 should b be realigned to show a route through the HGW from the south-east corner that avoids the established important ground-level native vegetation around the eastern boundary. Accordingly, the wording on p23 should be less specific about the alignment of paths through the CSIRO site. Including the word 'perhaps; might do it. [The Council has a draft report from Ecology Australia with more appropriate indications for the HGW and the Cardno Traffic and Transport report mentions the existing CSIRO access from the west opposite Clonmult Avenue that would, if carefully related to the trees, be acceptable to us.]
Submission 5: A number of concerns emerge from the Built Form Plan (p.17) and in particular the Access and Movement Plan (p.22). Subject to potential open space eventuating, connection with existing open space appears to be minimal and contrary to community cohesiveness. For instance one of two CSIRO emergency access/egress sites at 8 Middleton Street has been blocked off by Bay Road development and sold denying access to the southern proposed conservation area. 32 Middleton Street still marked as an emergency access/egress site may be the beginning of a shared path as indicated on page 22, but is it? Will Bayside purchase whatever property is needed to connect the proposed shared path? The access and movement plan suggests, without direct access from a road, the conservation area will be out of sight and out of mind from a community with minimal open space in an increased density area. Furthermore, will Bayside purchase whatever property is needed to provide a shared path south of the maximum 5 storey area, again dependent on access to Middleton Street? Lastly, the shared path indicated on page 22 between Graham Road and the existing open space (Lyle Anderson Reserve) looks like an easement currently within the Clear Edge Filtration (Australia) Pty Ltd, 36-40 Graham Road site. How is this to be achieved? Enhancement of pedestrian experience is proposed in Train Street. So hopefully it will not take Bayside 20 years to unlock the playground at the northern end. Increased density to date around the Highett railway station, particularly along Highett Road, has significantly increased the risks to pedestrians, which should be

addressed sooner rather than later. Pedestrian road markings consistent with the Draft Highett Structure Plan updated 2018 should be made immediately before a pedestrian is seriously injured by drivers ignoring pedestrians before reaching the existing road (stop) markings. Altered pedestrian/vehicle road markings should be made at Highett Road intersections at Donald Street, Worthing Road and Major Street. Indicative markings are clearly visible at the intersection Train Street and Highett Road.

Submission 6: Support for all strategies to prioritise walking and cycling in the Highett area. I have agreed with all comments on page 9. I suggest that Australia look at the way The Netherlands handles bicycles traffic.

Submission 7: The structure plan also retains reference to the public open space link between Graham Road and Lyle Anderson Reserve. Whilst we are in principle supportive of a link, further discussion is required in respect to the mechanism for delivery of the link. At this time we do not accept the transfer of the link to Council as part of the public open space contribution. We would also challenge the basis for Council seeking to negotiate public open space contributions in excess of the planning scheme requirement. The structure plan should also acknowledge works are required to Lyle Anderson Reserve to connect any pedestrian link to existing pedestrian paths in the reserve.

Submission 8: I support most of the suggested survey measures, especially the need for cycling lanes along Worthing Road, Middleton Street and Bay Road. However, the lack of provision of a cycling lane along Highett Road is a glaring omission. How will cyclists safely travel between these roads? This is not an integrated cycling policy if it doesn't include Highett Road. Footpaths in and around Highett are generally in poor condition. The footpaths along the shopping strip in the village are in especially poor condition, and some are too narrow for intended purpose. The focus on accommodating cars by widening the roadway, rather than provisions for pedestrians or cyclists has been detrimental to the village. I would add that given the speed of traffic along Highett Road, it is too dangerous for most residents to walk into the village and safely cross the road anywhere between Train Street and Spring Street. This includes residents on the southern side of Highett road that wish to use the community centre, which is why there is an urgent need for extra on-street parking in this precinct. **I would ask that Council consider expanding parking by buying land opposite the Livingstone Street community Hub, reducing the road speed and installing a pedestrian crossing that will enable this to become a safe option for children and the elderly.** Also, if the weather is too hot, windy or wet, it is unrealistic for residents to walk more than 400m. It is also unrealistic to believe that **passing trade** for the cafés or blade shop etc., will park in Woolworths underground car park.

Submission 15: I manage a disability focussed business at shop 4, 487 Highett Road and we work as support coordinators under the NDIS. We would like to express our support to increase parking and slow the speed limit out the front of our shop for safety reasons and to increase foot traffic and business visibility from the car.



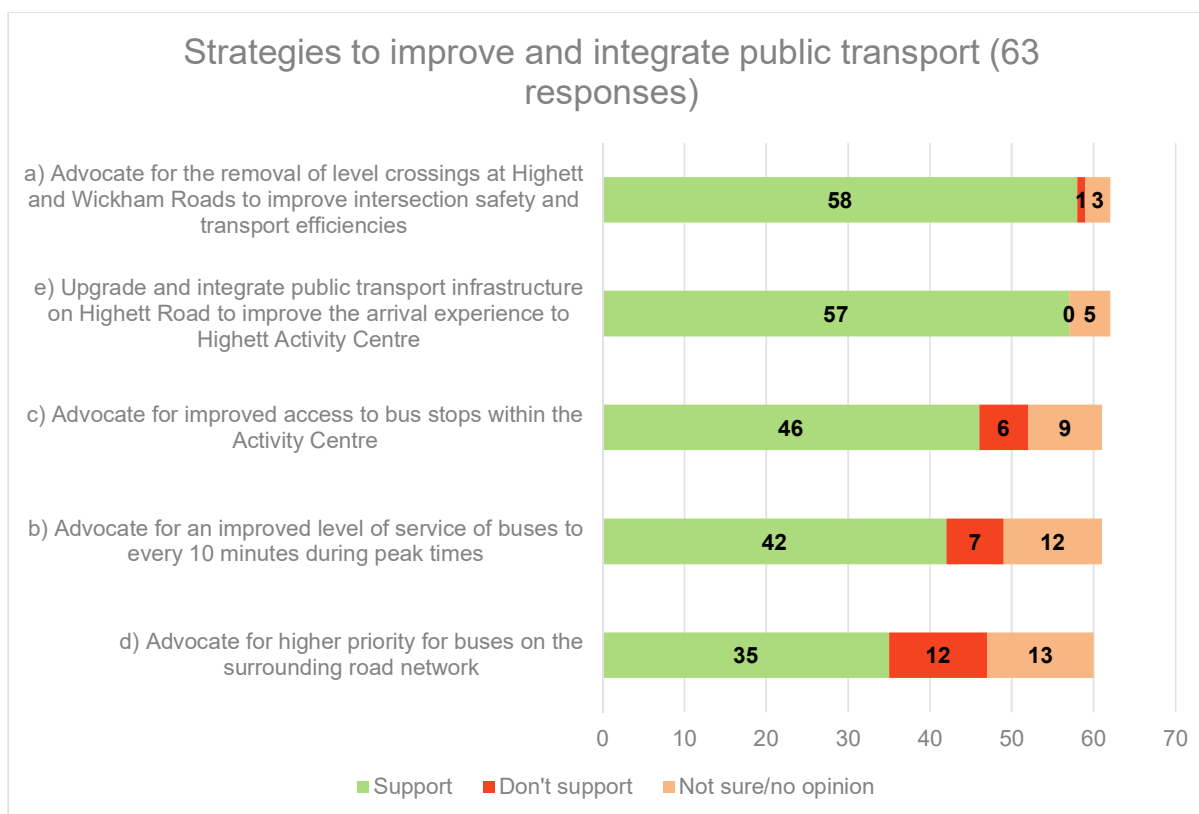
## Using public transport in the Activity Centre

Five strategies have been proposed to improve and integrate public transport in the Highett Activity Centre.

Survey respondents were asked to indicate the extent to which they support or do not support each strategy.

As shown below, survey respondents indicated **strong support** for the strategies with the exception of:

- d) Advocate for higher priority for buses on the surrounding road network (moderate support)



A total of **22 survey respondents** elaborated on their answer (which has been segmented by strategy/topic), as follows.

Strategy a) Advocate for the removal of level crossings at Highett and Wickham Roads to improve intersection safety and transport efficiencies
A) I would need to see what you propose here to state my opinion.
a) Level Crossing removals would be great, but only if the train line can go underground, no overhead train lines.
a) not Skyrail, existing grades support rail under road, if the Government wants to put more people in the area then do the infrastructure upgrades properly to support it
For (a), I would ONLY support the level crossing removals if the train lines were moved underground (as opposed to being put above the roads)
In regards to the Highett and Wickham Road rail crossing removal these would need to UNDER ROAD grade separation NOT A SKY RAIL. The Wickham rail crossing needs to be upgrade in the very short term as the pavement to rail difference is very poor and is a hazard.

Level crossing in the Highett area will never happen while there is a Liberal in this seat or a Labor government in Spring Street
Removal of level crossings is desirable but to ensure the traffic speed doesn't increase, I'd like to see a restriction to 50 km on Wickham Road.
The level crossing at Highett Rd causes constant traffic jams with boom gates often down for considerable amounts of time when two trains are crossing. It also creates a barrier for the entire Highett Rd strip, reducing any feel of integration or "flow" along the strip.
Unrealistic to include the removal of level crossings given the State Government assessed both these intersections to be non-urgent.
<b>Strategy b) Advocate for an improved level of service of buses to every 10 minutes during peak times</b>
b) I am FOR this, but only on condition that patronage warrants this.
b) I will only support this if Ventura teach their drivers to stick to the road rules, that they start having their drivers exchange at their depot rather than along Graham rd where it causes terrible congestion due to the current car parking allowed.
b) Maybe mini buses for school Kids but not enough around for extra buses.
B) Some people who are responsible for this vision should get in and drive a heavy vehicle and see how hard it is getting thru traffic EG. Worthing Rd Middleton St Ronald St Highett Rd with cars parked both sides road.
B) would be nice to have a bus that goes from Highett road directly to Sandringham station too!
<b>Strategy c) Advocate for improved access to bus stops within the Activity Centre</b>
c) Too late now Woolworths is here. The bus stop issue needed to be resolved before the building of the supermarket and would have been best to make a bus stop under the supermarket to reduce traffic.
c) The increase in bus stops in the activity centre firstly decreases traffic flow and secondly prevents walking past shops that could do with additional patronage.
C). The bus stop in front of Woolworths can be over crowded and difficult to navigate around as a pedestrian. Sometimes rubbish is scattered there.
Both bus stops are awful, and require urgent upgrades.
The bus stop at woolworths is terrible and the flow pedestrian traffic from station to bus stop is unsafe.
The bus stop near the station is dangerous for both passengers, pedestrians and drivers. The footpaths either side of the rail crossing are also extremely narrow and the incline on the station side inhibits access for the elderly and disabled.
<b>Strategy d) Advocate for higher priority for buses on the surrounding road network</b>
d) The only way you can possibly hope to give the buses more priority is if you put in all the proposed traffic lights and find a way for the buses to sidestep the intersection at Highett rd and Graham rd so they are not having to get across two lanes to turn right. I won't support more buses or priority for buses until VicRoads improves the driving experience for all.
d) Buses already have right of way access. Local streets and local major streets are NOT generally suitable for making busses a priority and as the bus numbers are LOW in comparison to other areas this is moot.
d) Only on the Nepean Highway - Too congesting.
<b>Strategy e) Upgrade and integrate public transport infrastructure on Highett Road to improve the arrival experience to Highett Activity Centre</b>
e) Open up Highett station building so there is some protection/cover when travelling in cold weather.
e) a decent bus shelter, with more seats, outside Woolworths would be desirable. The rain soaks everyone when it rains and sitting there in the hot afternoon sun waiting for a bus is mostly unpleasant. That area has been poorly planned.
I'm not sure what e) means. I am also not generally a user of bus services.
<b>Comment/query</b>
This transport plan needs to happen before the housing development - not 20 years in the future!
All conditions depend on road conditions and bus stop pockets
<b>Improvement idea/suggestion</b>
Advocate for limited express train services from Highett to the city in peak times - it is an incredibly slow journey now the Frankston trains stop ALL stations from Caulfield to the city

I believe care needs to be given to how the roads are designed - including spacing and provision for bus stopping with allowance for overtaking.

Also the 40 limit on Highett road is not visible and not enforced, as it is in Hampton street. Electronic signage would help.

In addition, **three submissions** presented the following comments regarding using public transport in the Activity Centre.

Submission 6: Items b, c, d, and e have my support But we do need to "teach / encourage" people to use public transport and stop relying on their cars for short distance journeys.

Supplying public transport (i.e. train and bus services is very important) as is Pedestrian and cycle access. Access to public transport was one of the reasons we moved to Highett. Page 10 Using public transport in the Highett Activity Centre. A Level crossing removals. Yes a must do, but the way in which this is done has to be carefully considered The buildings on the Bayside Council side of Highett Road and the corner of Graham / Highett Roads are far too close to the train lines. Why. / how did these applications get passed by Council. Surely digging below the train lines will affect foundations, and if the train line is raised the trains will be too close to these buildings. That is the same as the buildings that have been constructed near Cheltenham station.

Today's society will need to be educated to use public transport and car sellers will need to be trained to accept less sales and stop marking down prices to sell more cars. Highett train station parking will definitely need to be made much larger. This will mean buildings in the area, some recently constructed will need to be pulled down. THINK B4 U LEAP! Old fashioned saying! Please do not rush into overdevelopment of this area.

Submission 8: Both bus stops are a disgrace. The bus stop (south side) outside Woolworths is a filthy mess that lacks basic shelter and only acquired a seat after community pressure. This bus stop provides the connection between the train and busses to other areas throughout Bayside as well as providing a link between the Frankston and Sandringham rail lines. The bus stop on the southern side of Highett Road is an afterthought and needs to either be relocated, or (in conjunction with Woolworths), the ugly and intrusive façade of the building that encroaches on what should have been a public space requires remedial action. At peak times, the footpath can become dangerously full. The confusion of buses stopping, and traffic speeding to beat lights (and get into the shopping centre before the bus departs) is a recipe for disaster. This has been a poor planning outcome from the start. The bus timetable is woeful with limited hours and inadequate frequency of service the main deterrent for popular use. A mini-bus shuttle service between the two rail lines along Highett, Wickham, Bay & South roads may be worth investigating.

Submission 9: No infrastructure improvements: The State Government and Council want to put more people into this area, yet no-one is making any improvements to the infrastructure that is supposed to be one of the supporting reasons for the development to occur. All feedback from the State Government and Council around level crossing removal at both Highett and Wickham Roads is that it is not a priority, it is not on the list and it won't be considered in the near term. The natural land grades and examples of what has been done for Bentleigh etc. clearly show what needs to be done at both Highett and Wickham Road level crossings. Surely Council has some "leverage" with the State Government to argue that we cannot accommodate more people in the area without matching improvements in infrastructure? Regardless of whether the level crossings are removed there needs to be improvements to the train tables at both Highett and Southland Stations. Currently express trains to the city run express from Cheltenham to Moorabbin and then express to the CBD, and express trains from the city do the opposite, bypassing Highett and Southland Stations. This makes no sense when Moorabbin Station and Southland are both public transport hubs, city-bound trains should stop all stations to Moorabbin and then run express to the city, outbound trains should run express to Moorabbin and then stop all stations from there onwards. Again, any feedback falls on deaf ears and no-one is prepared to provide an explanation as to why the timetable is what it is and why it cannot be changed.

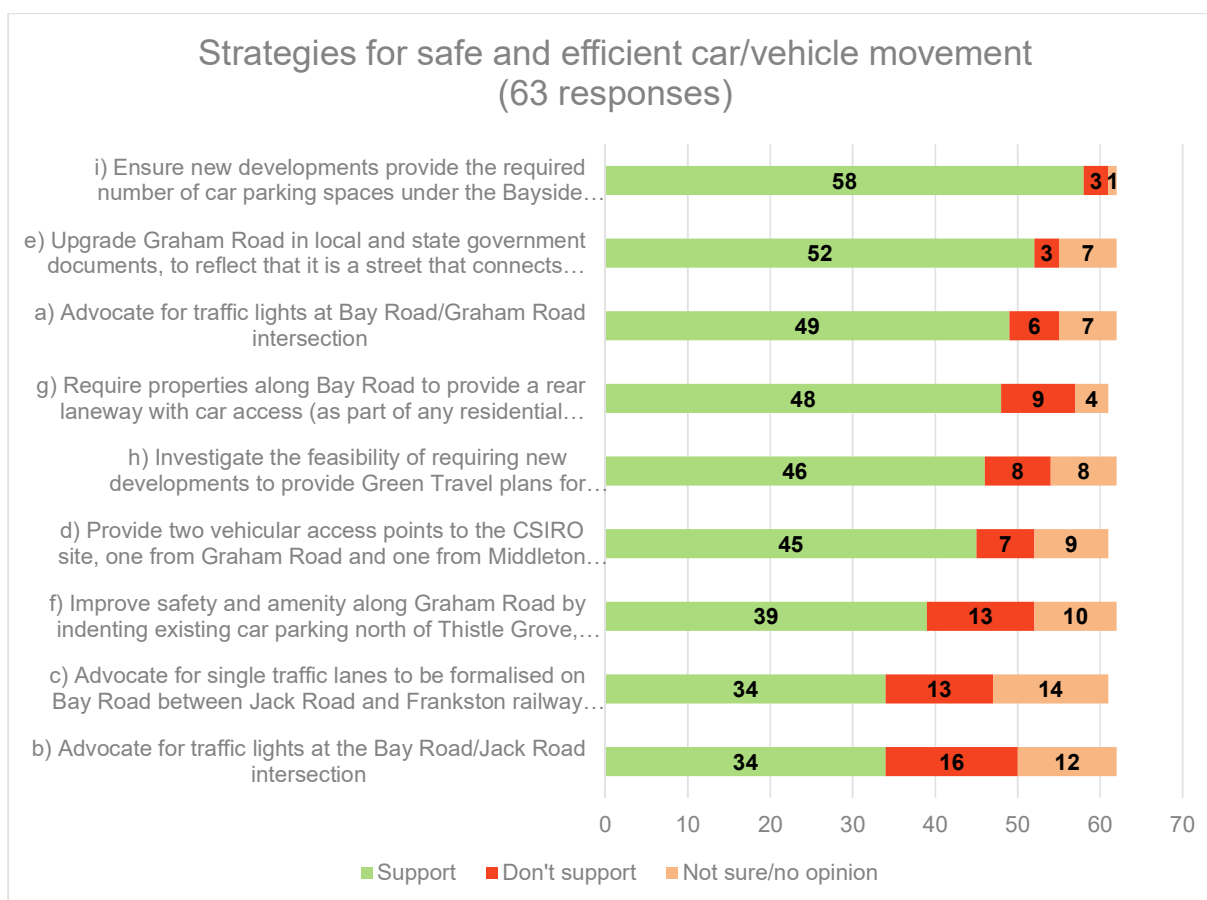
## Car traffic and parking in the Activity Centre

Nine strategies have been proposed to ensure safe and efficient car/vehicle movement throughout the Highett Activity Centre.

Survey respondents were asked to indicate the extent to which they support or do not support each strategy.

As shown below, survey respondents indicated **strong support** for all strategies with the exception of:

- f) Improve safety and amenity along Graham Road by indenting existing car parking north of Thistle Grove, and installing speed cushions and kerb outstands to reduce traffic speeds (moderate support)
- c) Advocate for single traffic lanes to be formalised on Bay Road between Jack Road and Frankston railway line (moderate support)
- b) Advocate for traffic lights at the Bay Road/Jack Road intersection (some support)



A total of **26 survey respondents** elaborated on their answer (which has been segmented by strategy/topic), as follows.

<b>Strategy a) Advocate for traffic lights at Bay Road/Graham Road intersection</b>
a) Close to Bay Rd/Reserve Rd lights
VicRoads is unlikely to allow both a) and b). In my view a) has a substantial priority over b).
<b>Strategy b) Advocate for traffic lights at the Bay Road/Jack Road intersection</b>
b) Absolutely not. Graham road is the priority here and VicRoads will NOT allow 2 sets of lights 117 metres apart. There is a reason the lights were put in at the Bay road shops in 1988 instead of on the Jack Road intersection and that remains. These lights NEED to stay where they are and as pedestrian lights only. Lights on Jack will make this a worse road than it already is and council is already aware that in its planning scheme at 21.11-9 in 2013 council admitted Jack road was NEAR capacity and that was before Mirvac opened.
h) I said no but only because this is already a general requirement anyway.
b) Jack Road crossing is too close to Graham Road.
(b) Close to Bay Rd lights adjacent to shops near Jack Rd
<b>Strategy c) Advocate for single traffic lanes to be formalised on Bay Road between Jack Road and Frankston railway line</b>
C) this is already in place, but no one obeys it, needs to be clarified and enforced somehow.
I) needs to have the option to provide alternatives instead such as share car facilities, bicycles lock ups and doorstep public transport
(c) Single traffic lanes would add congestion
c) Whilst I AGREE that this needs rectification, stating a SINGLE LANE is in advance of VicRoads looking at the section. It MAY suggest 2 lanes.
C) Bay Road is too busy to become single lane.
<b>Strategy d) Provide two vehicular access points to the CSIRO site, one from Graham Road and one from Middleton Street, to distribute generated traffic</b>
d) A further vehicular access point to the CSIRO site would be beneficial, making it 3.
D) broadly support but depends on where the access point on Middleton St would be
In relation to d - no vehicular access from Middleton street. The street is already suffering from high traffic flow and disregard for no right turn into and out of bay road. Middleton street cannot facilitate additional traffic which would be encouraged by the access point to CSIRO development.
Item d) depends entirely on the layout and circulation within the CSIRO site, so it is too early to say on this.
<b>Strategy e) Upgrade Graham Road in local and state government documents, to reflect that it is a street that connects Highett Road and Bay Road</b>
E) Graham road width is insufficient for current trafficking between Highett road and bay road, and should not be further embellished as a link between the two.
Graham Road car parking indenting north of Thistle Grove should be undertaken, but installing speed restrictions only transfers and/or exacerbates a new problem in Beaumaris Parade which also connects Highett Road and Bay Road
If Graham Road cannot support all the predicted traffic from the CSIRO site, then the site is being over-developed. Highett only has narrow side streets and development should be accommodated to not exceed capacity to support this traffic.
<b>Strategy f) Improve safety and amenity along Graham Road by indenting existing car parking north of Thistle Grove, and installing speed cushions and kerb outstands to reduce traffic speeds</b>
f) I AGREE with most of this statement however buses require SPECIFIC speed hump design which needs to be taken into account.
f) and remove all other existing car parking.
F) I support the indentation of parking but do not support the installation of speed cushions or curb outstands.

Strategy f - support speed cushions, but not kerb outstands (See Wilson St, Cheltenham, for how inefficient a strategy like this can be, actually blocking flow of traffic at peak times)
<b>Strategy g) Require properties along Bay Road to provide a rear laneway with car access (as part of any residential redevelopment) to minimise the number of cars directly accessing Bay Road</b>
g) No. This is not necessary and VicRoads do NOT require it. VicRoads do NOT require the removal of crossovers from Bay road or any other road.
G) where would the rear access come from? What street?
G) whilst the aim is good, I believe the proposed solution is not optimal. Instead, it could be encouraged to make use of common driveways on bay road, and consolidation of lots.
<b>Strategy h) Investigate the feasibility of requiring new developments to provide Green Travel plans for alternative transport options in the area</b>
H) I believe this is a state government responsibility, unless the council wants to start funding the train line.
I have no idea what h) means - it sounds like marketing spin as residents will make their own decisions independent of any developer's suggestions.
Green Travel plans have not adequately been explained, and must not be an excuse for developers to reduce parking requirements
<b>Strategy i) Ensure new developments provide the required number of car parking spaces under the Bayside Planning Scheme</b>
i- There should be 2 car spaces for each unit in these multi storey developments plus some extra for visitors.
i) Raise parking space requirements from 1960's 'one car per household' to reflect 2018 realities of 'up to 4 cars per household'.
l) or alternative transportation including share car provision and bicycle parking plus easy access to PT
l) this is currently not happenng
(i) Every Development Should provide 2 car spaces for any unit, town house, even if 1 bedroom and be used by tenants as they are too lazy to open electronic gates because they say it takes approx 10min open gates, close gates, try to get on main rd
Strategy i - Also require new developments to allow visitor parking and options for residents to have additional parking spaces for bikes, cars and trailers.
All new apartments should have dedicated car parking.
Car parking spaces are a must when developments are created. Each apartment must have at least one space provided. I do not support laneways at back of properties.
ALL NEW DEVELOPMENTS MUST CONTAIN 2 X GARAGE CARPARKS, DO NOT TRY TO STEAL LAND FROM PEOPLE TO PUT INA LANEWAY BECAUSE THEDEVLEOPERS DIDNT PROVIDE ENOUGH CARPARKING WHEN THEY BUILT THEIR UGLY SUBURB SOUL DESTROYING APARTMENT BLOCKS
<b>Comment/query</b>
IT IS ALREADY HARD ENOUGH TO MOVE AROUND WITHOUT MORE TRAFFIC LIGHTS
<b>Improvement idea/suggestion</b>
Make more parking available at the train station and surrounding area
Stop cars parking along Graham Rd, near safeway- as is bottle neck during high traffic times, dangerous area when driving & cars not giving way due to parked car congestion
The Bay Rd end of Middleton Street still needs investigating. The new no right hand turn from Bay is not working as the island has not been built wide enough to prevent turning and the signage is virtually impossible to see.
There are no disabled car-parks along Highett Road. On-street parking is vital for passing trade of strip shops. Reintroducing street parking and narrowing Highett Road, would slow traffic and match the Kingston side of Highett village. Creating exit point into Middleton Street from the CSIRO site would create rat runs of Middleton, Donald, James Avenue, Albert Road, Cloyne Street etc. This would be disastrous for these side streets.
Crossing Bay Street near Aldi supermarket is very dangerous - it would be great to have a pedestrian crossing introduced
Although outside the area being discussed, I propose the Council advocate to Vic Roads for more signalled access along Bay road eg: Tibrockney road, as there is currently no safe pedestrian route across to the



supermarket. As an individual, they have ignored all my requests for information about this. As a council, you should have more luck.
how about pedestrian lights at the Aldi store in Bay Road???
Re the traffic: There is a need slow traffic movement (for safety reasons) from Worthing Road/Highett Rd intersection to the existing railway crossing. Vehicles already speed through this section of road attempting to "beat the traffic lights" at Train St intersection lights and railway crossing boomgates

In addition, **six submissions** presented the following comments regarding car traffic and parking in the Activity Centre.

Submission 3: p24 left-hand only turns at Middleton/Bay subject to current consultation by Vic Roads. "Provide two vehicular access points to the CSIRO site from Graham Road and Middleton Street to distribute generated traffic" - ambiguous: remove "two" so it does not mean four access points.
Submission 5: Recent road works at the Middleton Street and Bay Road intersection (included in the Draft Highett Structure Plan updated 2018) attempt to prevent right hand turns from Bay Road into Middleton Street, but despite two signs in Bay Road, not always successfully. Why right hand turns from Middleton Street to Bay Road should be allowed by the recent road works remains a mystery if minimisation of risk is considered when entering a major road.
Submission 6: Graham Road is a real hazard. When buses change drivers the new driver parks his / her car on Graham Road near the bus stop which is located closest to Bay Road. A car heading towards Bay Road, cannot see "over/past" the bus or traffic heading from Bay Road towards the Highett Railway. Jackson Road too is a "hazard" when one is doing the same thing. The roads are too narrow and with cars parked on these two roads even now, before the Council's "overdevelopment" occurs, one has to be extra careful, because there are "hoon" drivers around.
Page 11. Items 12 and 13. Car traffic and parking in the Highett Activity Centre. a to e, I am supporting But comment on the other points set out below. f) Speed cushions do not necessarily reduce traffic speeds, particularly late at night when "hoons" decide to "have fun" g) Rear laneway access? Sorry this does not make sense. Where / how do properties built on Bay Road get "rear access" Which road / properties will be affected by this ??? h) No developer will be interested in providing "Green Travel Plans". All developers want is money in their / its pocket. I) The increase in cars / car parking availability with new developments will cause people to buy yet more cars and increase travel congestion.
Submission 8: Whilst it makes a neater picture of the zone maps, I fail to understand the planning justifications in the rezoning of the area between Major Street and Worthing Road to encourage further commercial activity given the chronic traffic management issues created by lack of on-street parking, pedestrian friendly walkways, speed and the chaotic treatment of Highett Road traffic. Travelling West to East along Highett Road from Worthing Road and Major Street, two lanes become three, then four lanes, then three lanes once again, then two lanes when crossing into Kingston – this is all within the space of approx. two hundred metres. It is ironic that Bayside Council would advocate for the formalisation of single traffic lanes along Bay Road, but have butchered the minor Highett Road into three and four lanes. The introduction of this road treatment is a direct contradiction of the Vision Statement for Highett. The installation of two traffic lights combined with the rail crossing encourage speeding traffic (trying to beat lights). The constant widening and narrowing of the road to ensure cars have no impediment, make it too easy for cars to use this area as a speedway rather than pedestrians or cyclists. Car movement should be secondary to pedestrians and cyclists.
<b>Interaction of traffic management is impacting on residents' amenity and the financial viability of retail units along this strip.</b> Pedestrian safety and interaction has been secondary to servicing the needs of Woolworths as a "destination", rather than an integral part of the shopping strip.
<b>I would ask that Bayside Council consider the re-introduction of street parking along both sides of</b>

**the shopping strips as way of slowing traffic and revitalising passing trade for the shops.**

Also, I am deeply concerned that the suggestions of a requirement for new developments to provide Green Travel plans for alternative transport options is another way of reducing parking requirements for new developments. "Green Travel" needs a full explanation to ensure that it is not simply a method to avoid providing adequate car parking for new residents.

Submission 9: Car Parking: It is currently too easy for any developer to get parking concessions to provide less car parks than necessary. Car parking as part of developments needs to be mandated so that the cars don't spill out onto the surrounding streets as is already the case in Major Street and Worthing Road. Make changes to car parking that support the people already living in the area and carefully consider the impacts of the changes that are made. Recent changes in Worthing Road have made navigating the road more difficult, often resulting in gridlock when cars bank up down Highett Road towards Bay Road because of the level crossing and then that spills back into Worthing Road as the parking areas are too close to the corner of Worthing and Highett Roads. Buses also use Worthing Road and having the parking areas so close does nothing to allow them ease of access.

Submission 13: Parking: Donald Street already has cars parked in street all day, night and weekend from units built in Highett Road. If going commercial, where are vehicles going to park from Train Street to Donald Street, approximately six parking spots only. Plus no standing in Highett Road to Spring Road, limited parking between Train Street and Highett railway station.



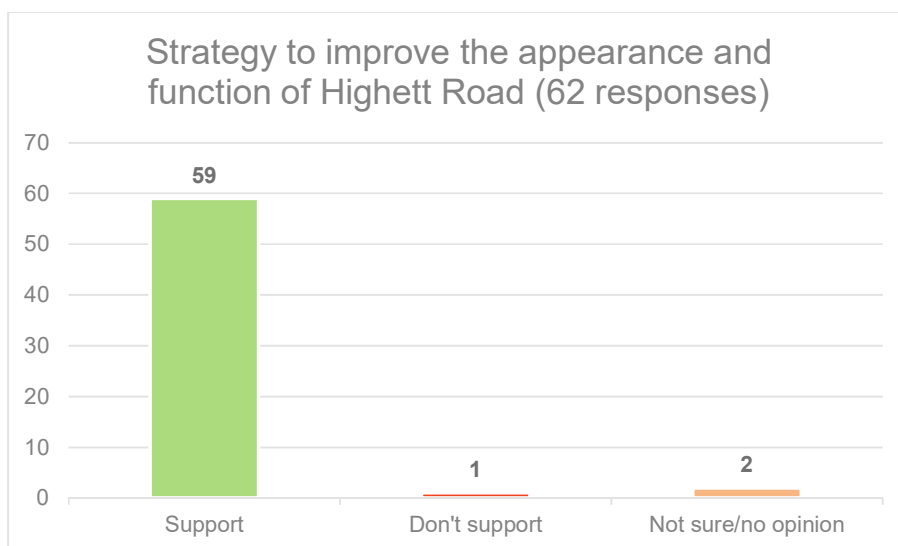
## Main streets, public spaces and parks in Highett

### Improving the appearance and function of Highett Road

A single strategy has been proposed to improve the appearance and pedestrian experience of Highett Road by installing consistent paving, street tree planting and street furniture.

Survey respondents were asked to indicate the extent to which they support or do not support this strategy.

As shown below, survey respondents indicated **strong support** for the strategy to improve the appearance and function of Highett Road.



A total of **21 respondents** elaborated on their answer (which has been segmented by strategy/topic), as follows.

Street tree planting
Canopy planting should continue down to spring road to provide a consistent feel. Garden beds should also be established on highett road and maintained, to provide colour and a local community feel. This used to be in place at the train station, library, and outside some commercial premises but has been removed progressively over time, resulting in a less friendly feel and a more built-up feeling.
More greenery please
Sizeable trees (large enough to already provide adequate shade) are urgently required in the village of Highett. Large canopy trees have been ripped out and nothing has replaced them. These trees must be attractive to native birds and must be capable of growing large enough to provide both shade for residents and buildings as well as provide shelter and food for native wildlife.
The tree planting needs to not affect the current layout ie not take away from current cafe use of the street. Also furniture should be made the responsibility of the cafes etc to avoid less of the graffiti options but council could have better control of it for example styles and colours to choose from for consistency.
There needs to be way more trees planted in Highett- there are too many developments filling the entire block with building and no trees/greenery being put back in, you are thinking about accommodation for all these new people but not healthy oxygenated air!!
trees have been taken for all highrise buildings ect (2) AM.PM Cafe cnr middleton Highett Rd (2) 475, 473 Highett Rd

We need big native trees to be planted as we as others trees.
<b>Street furniture</b>
A) street furniture needs to be in the form of the council encouraging the granting of cafe external seating to a certain approved style rather than permanent fixed seating.
<b>Support</b>
YES PLEASE
<b>Comment/query</b>
I do not want ANY park area to be fenced. Ratepayers pay for these parks and must be at liberty to access at any time
good luck with this one. Nothing has happened in the 12 years since we've been here
recent street furniture very good- station & library
A beautiful gum tree near my property (1 Major St) was recently chopped down which was unfortunate given Highett Rd lacks any vegetation of substantial of visual appeal.
<b>Improvement idea/suggestion</b>
Also needs to increase set backs to allow more space for trees and pedestrians.
And Christmas decorations funded by BOTH councils
Also ensure adequate space be left between shops and seating areas for two way access and spaces with wider set back for tying up dogs further from the road
Highett has the least amount open space and needs more green area.
Highett Rd to narrow - use nature strip to create more space - Highett Rd from highway should not allow parking 7AM-7pm (Kingston)
Provision of extra parking in the Highett shopping centre would be desirable. (between Railway Parade and Nepean Hwy)
The whole Highett Plan should be prepared in conjunction with Kingston, doing only Bayside's side is a farce and a waste of money and it just highlights the inefficiency of local government, let's do a plan but just do half of it....
The Highett shopping strip is not visually appealing and I am not sure how Bayside Council can seek to provide an integrated, consistent look when it has not developed its structure plan in conjunction with Kingston Council. I really believe that Bayside and Kingston need to work together to develop a cohesive look for both the paving of the footpaths as well as tree plantings.
The proposed conservation parkland, should be linked to a recreational park/football oval. In each diagram the parkland seems to be shrinking!!! Too much of the CSIRO site is assigned to buildings!!!
It would also be great if planners could considering level out the raised "ramp" style footpaths near the railway station. I believe they make the strip difficult to negotiate, particularly for mums with prams and the elderly or disabled.

In addition, **five submissions** presented the following comments regarding the appearance and function of Highett Road.

Submission 4: We also support the proposal on p27 "to 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". Protection of vegetation, including prohibitions on environmental weeds (as in the current Neighbourhood Character Policy for the area) will enhance the HGW as well as local amenity. The VPO should also, we believe, encourage planting sympathetic to the conservation of the HGW, in particular by discouraging the planting of non-indigenous gum trees and encouraging undergrowth attractive to small birds, skinks, and invertebrates.

Open Space Contributions (p27 – Objective 17): We support the careful wording recognising that Bayside Council resolved to forego Open Space Contributions relating to the CSIRO site, contingent on the expected transfers of land to the Council. See Minutes of Council Meeting on 25 November 2014: Item 12 Urgent Business.

Submission 5: While strictly not part of the Draft Highett Structure Plan updated 2018 Bayside should immediately resurface the southern Highett Road footpath between Donald Street and Middleton Street before the aged and infirm unnecessarily fall due to a dangerous variation in footpath levels/heights.

Submission 6: Support for strategies a, b and c relating to the provision of public open spaces and parks in Highett. Unfortunately, Street furniture may well be another "temptation" to hoons / graffiti artists. Today, stealing from shops and damage to cars happens often. My daughters gave up parking near Highett railway when their cars were scratched with keys by "hoons". Respect for the property of others needs to be taught in schools. 16 d) Please make sure that the trees planted are not the same as the ones in Princess Avenue which "spit" berries every autumn. The pavement needs sweeping on a daily basis during this season.

16 e) Do not allow 3 story buildings in Princess Avenue as it will take away the family character of this area. Over development will cause the removal of existing trees on the properties.

Submission 8: Even with the inclusion of the CSIRO site, Highett will still have the least amount of green open space within the whole of Bayside. There must be more space set aside as green open space. Bayside Council must undertake to purchase more land to improve the amount of open green space in Highett. Bayside Council have systematically stripped Highett of too many healthy large canopy trees, not just on private land but also on public land. These include healthy trees that have even been protected by a VCAT ruling, with no apology to residents. Removal of these trees is seen as cynical. There is now a lack of trust between Bayside Council arborists and many residents of Highett. The neglect of the street trees has stripped the Bayside end of Highett of any decent large canopy trees. Decision makers at Bayside Council should hang their head in shame. Large canopy trees help counter the urban heat island effect, and their loss will lead to Highett experiencing excessive temperatures due to increased summer temperatures resulting from climate change. These large canopy trees also provide feeding, nesting, shelter and resting spaces for wildlife. Large flocks of corellas and black cockatoos no longer come to the eastern end of Highett (near the railway). These birds have few large native trees left. The planting of new trees MUST be attractive to and accommodate native bird feeding and nesting and new planting must be a priority. These trees must not be permitted to be root stock, but instead be of reasonable size that will quickly provide shade.

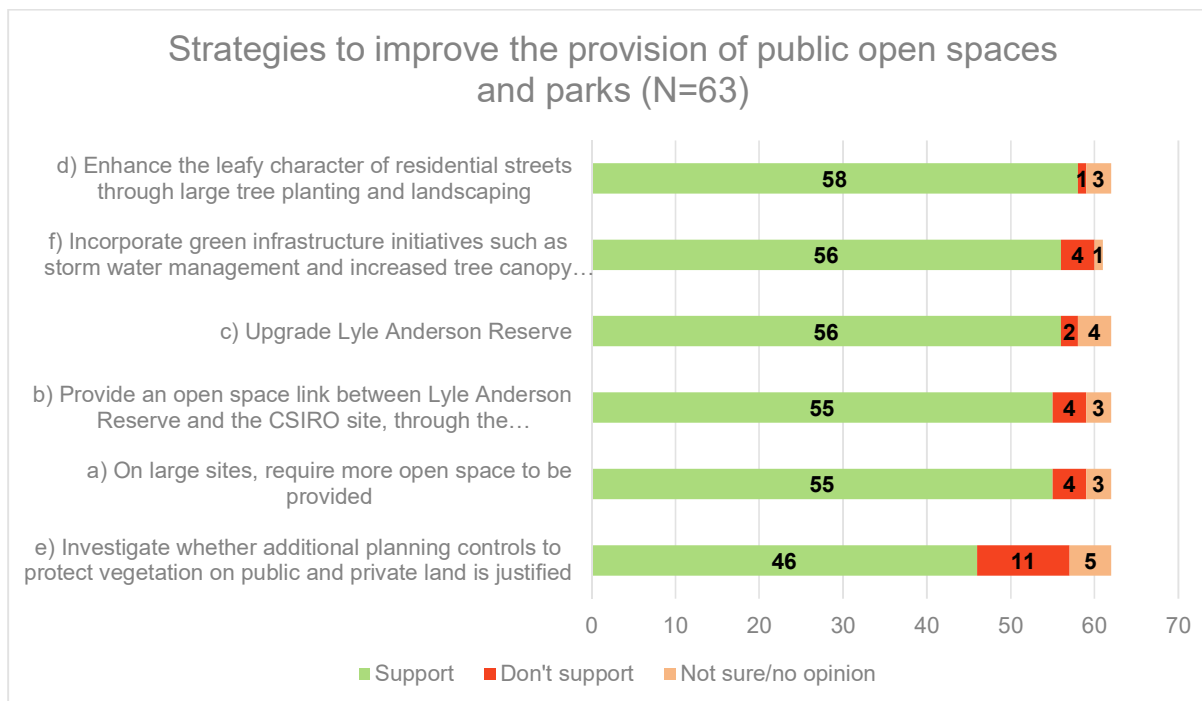
Submission 13: We did have lovely trees which have been removed outside the new AM/PM Café also corner of Middleton Street and Highett Road as new buildings are now being constructed.

## Improving the provision of public open spaces and parks

Six strategies have been proposed to guide the provision of public open spaces and parks around the Highett Activity Centre.

Survey respondents were asked to indicate the extent to which they support or do not support each strategy.

As shown below, survey respondents indicated **strong support** for all strategies.



A total of **21 survey respondents** elaborated on their answer (which has been segmented by strategy/topic), as follows.

Strategy a) On large sites, require more open space to be provided	
A) not larger size, better design and usage. Case in point Sir William Fry is large but terrible design and usage and so it doesn't get used enough because it is not welcoming to the community nor is it well looked after. Bigger is not always better.	
a) This is already in the planning scheme.	
Strategy b) Provide an open space link between Lyle Anderson Reserve and the CSIRO site, through the redevelopment of 36-40 Graham Road	
b) As per previous question, the developer might do this on their own and both other access streets are only 120m wide and 100 metres away. This is NOT a required thing to force on a developer.	
Strategy d) Enhance the leafy character of residential streets through large tree planting and landscaping	
d) On the sides of streets with power lines, choose tree varieties which will need only light pruning, not the BUTCHERING which currently takes place.	
d) Think about type of trees used to enhance street scape - Not ones which wrap around power lines.	
d. more trees, more green, more space good	

Once again these have been promised many times in the past but nothing has been done. For example, there are 4 plots in the footpath outside the AM-PM cafe for trees yet 18 months have past and no trees!!!
Please do look into large trees on residential roads. The ones that have this look so much nicer.
Would prefer trees that provide shade but are of a height just short of the overhead power lines-surely there are such trees.
<b>Strategy e) Investigate whether additional planning controls to protect vegetation on public and private land is justified</b>
e) good luck with that. Seems developers can knock down any trees on a block and clear block completely for their overdevelopment. Local residents are not allowed the same freedom - seems council looks the other way for developers and harasses general public
Too easy for a developer to get an arborist report to cut down and tree and Council does nothing about it
Vegetation overlay for trees on CSIRO site is important
<b>Strategy f) Incorporate green infrastructure initiatives such as storm water management and increased tree canopy cover</b>
f) This is already a part of the planning scheme
f) should also specify exclusive use of relevant indigenous species within proximity of the CSIRO Highett Grassy Woodlands, and extend that to the Lyle Anderson Reserve through adjacent streetscapes.
<b>Improvement ideas/suggestions</b>
Dog leash free areas.
Encourage community gardens, and use of nature strips. Provide more garden spaces in the highett road area.
In providing more open spaces, I would hope that this will also include further unleashed access for our canine friends. With increased housing density expected, and the fact that Bayside has the largest dog ownership per capita, this aspect should also be considered. Lyle Anderson Reserve is wonderful albeit a little small.
Introduction of sustainable planning tools like BESS (Built environment sustainability scorecard) would enable Bayside Council to easily integrate sustainability into the planning scheme.
<b>LANDSCAPING DOES NOT INCLUDE SPEED BUMPS - STOP WASTING COUNCIL MONEY ON USELESS INVESTIGATIONS</b>
Also the grass (or mud rather) on the nature strips badly needs some attention.
Less high rises and more trees, public land/space please, kids will be growing up indoors, in small spaces instead of outdoor, or enjoying recreational & sporting facilities
There is an existing need for more car parking on the Highett road Shopping precinct from Worthing Rd on the west to Nepean Hwy on the east to service existing shops. The car park at woolworths provides spaces for their customers and residents above in the apartments but cannot be expected to accomodate general parking for the broader shopping strip. Consideration should be given at the plnning stage to provide general public parking at the northan end of the CSIRO site, abutting woolworth siitewithin the proposed 5 story zone. The advantages are many - Proximity to the railway station shops and offices, bus stops and providing easy pedestrian access to the cafes clustered around the Highett Road station street orner which notionally the "heart of Highett".
There needs to be a hell of a lot more recaretional open space provided in the CSIRO site given no open space was considered when developing the woolworths site. Providing wildlife corridors is a must and must be a priority for Council!
Would love to see more parks in the area as well as playgrounds. I really feel Highett is in danger of becoming a "concrete" suburb.

In addition, **three submissions** presented the following comments regarding the provision of public open spaces and parks in Highett.

Submission 3: PIS How can this justification for the VPO remain?? Surely not in the agreed controls?? CHECK. Note VPO is for trees >10m and 300mm DBH. VPO will constrain development in the DPO and require a planning permit although rest of the land use will have an abbreviated planning process?

P25 suggest one hectare of [insert] recreational open space.... conservation land is also open space

P26 areas of map marked as "maintain existing vegetation" are indicative only? They are certainly not mapped precisely Highett and Thistle Groves and Middleton St are not marked as "Maintain Leafy Residential Streetscape" Intended?

P27 increased OS contributions?? Co resolution to forego in relation to CSIRO -subject to conditions: see Minutes of Council Meeting on 25 November 2014 Item 12 Urgent Business

Submission 10: I am concerned that with the increased building density in the Highett area, particularly in the vicinity of Highett Station, there is virtually no provision made for playgrounds/parks, bike learning tracks (bbq areas), WITHIN A SHORT WALKING DISTANCE OF THE MULTI STOREYS ALREADY BUILT, for the children now living (or will be living) in this area. This is all the more concerning given the regular reports about increasing obesity in children and adults. In particular, I am referring to multi-storeys in Major St, Worthing Rd (parallel to Major St), corner Highett Rd and Graham Rd, and corner Railway Pde and Wickham Rd, where the ground floor units have only a tiny open space for each unit, and nothing for the upper levels. Also many new houses built nearby are crammed onto smaller blocks with very tiny backyards for children. (2A 2B in the Survey). While walking may be good, children will not wish to spend more time walking to and from park/playground than playing there. If parents drive them to the open spaces (places earmarked for POSSIBLE open space) this will only add to the congestion and possibly they will end up with a parking spot as far from the "park" as if they had walked from their units. Also, where will children be able to learn to ride a bike safely if there are no bike learning tracks? (Surely not in the tiny open spaces of the units, tiny backyards or on the footpaths.) Similarly, along busy Bay Rd where is the plan for parks/ playground/bike learning areas for the proposed multi-storeys? In the future, will COUNCIL HAVE TO BUY BACK PROPERTIES in order to provide these open spaces (for parks/playgrounds/bike areas) when there is a demand from people who come to live in these very densely built areas? I would be more inclined to support multi-storey development if adequate open spaces/playgrounds etc were included when plans are proposed.

Submission 13: Vegetation: we would like to know what shall be put in place.

## Comments on other matters relating to the draft Plan

Several participants presented comments on other matters relating to the draft plan and consultation supporting resources.

Comments relating to draft Plan
Submission 3: P30 end paper - where is that?
<p>Submission 4: As well as campaigning more widely and working with the Bayside City Council and CSIRO on preserving the HGW we contributed to the 2006 HSP and made a submission to the 2014 RZSAC hearings into Bayside's Amendment C125 that includes the following list of proposals (with new text in brackets). We think they are all still valid:</p> <ul style="list-style-type: none"> <li>– planning controls to the east (and west and north) should aim to minimise any additional shading of the Highett Grassy Woodland.</li> <li>– The rear and side setbacks (of development on neighbouring blocks) should be at least those in NRZ3 and should be mandatory.</li> <li>– Planning policy should ensure that avoiding the planting of environmental weeds continues to apply.</li> <li>– Performance standards for lighting should be applied to development abutting the Highett Grassy Woodland.</li> <li>– Basements should be prohibited in land abutting the Highett Grassy Woodland.</li> <li>– *Views from the Highett Grassy Woodland should be a major consideration in planning controls over abutting properties.</li> <li>– ... consider cat controls as applied, for instance, at the Waterways development in Kingston.</li> <li>– Residential development between the Highett Grassy Woodland and Cheltenham Park should (in order to provide wildlife islands) continue to provide large gardens with the appropriate zoning being preferably the NRZ.</li> </ul> <p><b>Implementation (p28)</b></p> <p>The draft seems (as on p27) to be uncertain about whether the CSIRO land will be subdivided as expected, So, at this point in time, the second paragraph might refer to three, not two, categories with the addition of a third dot point:</p> <ul style="list-style-type: none"> <li>- 3. The expected transfer of 4 hectares of land to Bayside City Council when the CSIRO site is sold by the Federal Government</li> </ul> <p><b>Biodiversity</b></p> <p>It is disappointing that the draft HSP makes no mention of biodiversity and the proposals for wildlife corridors have been dropped. We have suggested above that the vision should at least mention biodiversity. As to wildlife corridors we accept the evidence that continuous corridors would not be feasible. That said appropriate planting on properties and in the public domain could provide important wildlife islands that would facilitate the movement of invertebrates, skinks, and small birds through the area. For instance, understorey planting, preferably with indigenous species, on nature strips would provide food and shelter and, for some species, breeding sites.</p> <p>Submission 6: Overdevelopment within the State of Victoria has other implications, (2) two of these, which I believe are receiving no consideration from the Government bodies are: Death ! We all die. The number of people who die in each area will increase along with the living. Has this been considered? Where will the new graveyards be? Talk about us "living longer" is incorrect. One of my best friends died at 64, ten days before my husband who was 72 when he died. I have no complaint with Cheltenham Cemetery on Reserve Road. When my husband was dying the space for "bodies" had just been increased. The closeness of this facility has helped me to deal with losing him. Not everyone copes with death in the same way. The proximity has helped me. I visit him nearly every day.</p> <p>Other things that the Government "bodies" have not considered is the health impact of living in apartments will have on people. The fact that people do not have open space (i.e. back yards) where they can get Vitamin D from the sun, and gentle use of body muscles as one walks from the back door to the garbage</p>



bin, washing line and garden beds, is to me of great concern. At present, hospitals in this area are excellent, and easily accessible. However, if / when the population increases due to overdevelopment the provision of additional Medical facilities is a must. Lack of consideration of this necessity, by government entities, amazes me. Another problem with "Apartment living" is the lack of privacy as one leaves one's apartment. In large buildings / fenced villages, "conflicts of interests" rise. This can be compared to the problems we are facing today of "bullies / controlling persons" in family relationships.

Politicians and Councilors cannot control the amount of electrical, gas and water households use. Overdevelopment of properties by turning single home owner dwellings into units will increase the amount of "trash" that will accumulate. The Council's idea on minimizing garbage bin sizes is, in my opinion, bad. People who have no back yard, cannot have compost bins. I have two compost bins down the side of my house and put lawn waste, leaf waste, and vegetable peelings etc., into these bins and, when the compost "matures" I apply it to my garden beds, to improve the quality of the soil.

Some people do not comprehend the problems that can arise when rubbish is put into the wrong "waste" bin in high rise apartments. The costs which result from accidental waste / trash placement can cause thousands of dollars to fix, and as this is a "body corporate" problem. Everyone has to contribute to the costs.

Security will need to be improved in, the activity centre, car parking area, unit developed areas and shops

Submission 9: Half a Plan: All of the information produced and distributed only talks about Bayside's part of Highett. When I asked a Council Planner about this the feedback was "Kingston Council are not planning to do anything at the moment" and that the Planners are talking to each other about it. This makes no sense whatsoever, surely both Councils should be working on the plan for all of Highett rather than half a plan? Given this process is it conceivable that one side of the railway line could end up looking very different to the other side of the railway line if each Council adopts a different planning approach. A good example of this is the feedback that the Planner gave me that "Kingston are not planning on changing their zoning to four storeys" where it abuts the area that Bayside is proposing to make the changes in. So Kingston can sit back and let Bayside over-develop its side of the railway line? This two-Council approach is already evident in the streetscape along Highett Road where pavements, plantings and street furniture vary from side to side. Surely something of this long term significance requires a consistent approach from the Mayor down in both Councils and also with the State Government so that the end result is homogenous across all of Highett? As a minimum Kingston Council should be providing a clear statement of where they agree and disagree with what Bayside Council is proposing to do so that it is clear to all how things might end up looking.

Submission 13: Flood zone: as properties at lower Middleton, Donald, Worthing Road, Highett Road are in flood zone, what shall be put in place to protect these homes?

Shopping has always been more value Kingston Council end. The local café at the car park entrance and vacant now at Woolworths has had three proprietors so far all which have not survived. The baby shop approximately four doors down open for approximately 12 months closing down now. Do we need more commercial?

Submission 15: Also, it is my understanding that we were meant to have trees planted out the front of our shopfront by the end of this month. Will this be going ahead? (Shop 4, 487 Highett Road)

#### **Comments relating to draft Plan consultation supporting resources**

Submission 3: Summary of Existing and Proposed Planning Strategies and Controls - Highett Activity Centre. Is this separate document a part of formal documentation? The HSP 1 size of the CSIRO PPRZ seems wrong and I don't think Graham Rd through the CSIRO site was ever a proposal, rather than a possibility. CHECK Urban Design Advice Highett Neighbourhood Activity Centre P10 "CSIRO site is not in the PS" Is not zoned in the PS. Is not subject to the planning controls within the PS

Submission 4: Finally, we also want to put on record that we believe the informal document provided to

<p>enhance the consultation process - Summary of Existing and Proposed Planning Strategies and Controls - Highett Activity Centre – is inaccurate in relation to two aspects of the 2006 HSP: We don't want it to appear that we had a bad impact on the area!</p> <ul style="list-style-type: none"> <li>- The proposal to extend Graham Road through the HGW was not, at that stage, a proposal, and just something to possibly be explored</li> <li>- The indicated size of the PPRZ on the CSIRO site should be 0.7 hectares whereas our efforts have led to the expected provision of 1 hectare.</li> </ul>
<p>Submission 6: Page 12/13. PLEASE BE AWARE YOUR WEB SITE IS NOT EASY TO GET INFORMATION FROM. I ASKED IT FOR SPECIFIC PAGES OF THE DRAFT PLAN, ie pages 25 to 27. COULD NOT GET THEM.</p>
<p>Survey respondent: I am aware of the boundaries through other materials but unfortunately this image isn't detailed enough.</p>
<p><b>Other topics</b></p>
<p>Survey respondent: The Highett Library is VERY small and old and could really do with an upgrade with all the new people moving into the area</p>

## ERROR CORRECTIONS

Four submissions presented comments on inaccuracies or errors relating to the draft plan or supporting resources.

Submission 4: The term “Highett Grassy Woodlands” (with an ‘s’) should at several points be replaced in the text and diagrams with ‘Highett Grassy Woodland’ (no ‘s’) as in the rest of the draft and in the MSS. P28 last para needs rewriting. The note on the bottom of p29 is incorrect.

Submission 7: Notwithstanding our view that the sites should be included in precinct 2A, we note the discrepancy between the dwelling typology sought in Precinct 3 between pages 16 and 18. Precinct 3 is described on page 16 as: An area of increased density with a mix of apartments, townhouses and detached houses with landscaped setbacks and sensitive interface to the street. Whereas the definition described on page 18 omits reference to apartments. If 32-34 and 36-40 Graham Road were to remain in precinct 3, we are of the opinion precinct 3 should be clarified to include reference to apartments.

Submission 9: There are errors in the information produced and distributed. For example, the Fact Sheet attached to the letter sent to me on 29th March 2018 has errors in the drawing at the bottom of page 2 (Commercial and Residential Zones are shown on the wrong sides of the drawing) and there spelling mistakes in the document. Who checks these before they are distributed?

Submission 14: Page 9 I wish to correct a misconception in your Managing Growth in Highett report, which was shared via the Highett Community Hub Facebook page tonight. There are more than one sports ground in Highett, but if you are referring to the Bayside portion of Highett there are two. The Peterson Reserve that it notes, and the Highett Bowls Club Reserve adjacent to the Lyle Anderson Reserve. Lawn Bowls is a recognised Commonwealth Games Sports, and as such a reserve on which it is played should, in my opinion, be recognised in your report. And as one of only two, sports reserves in the Bayside Portion of Highett then intrinsically valuable