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Introduction

Highett is identified in current State and Local Planning Policy as a neighbourhood centre, and a location for local shopping, business and community services. Medium density housing development is also encouraged, particularly on the CSIRO site and in close proximity to the train station. Given the identified role of Highett, a joint Structure Plan with Bayside and Kingston City Councils was undertaken and adopted by Bayside City Council in 2004 and Kingston City Council in 2006. The Structure Plan set out where growth and development would occur and included preferred building heights, options for the CSIRO site, locations for retail expansion, and improvements to access and movement, community facilities and open space.

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

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

What is a structure plan?

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

This structure plan has been developed by reviewing the Highett Structure Plan developed in 2004, retaining actions from that plan that are still relevant today, and including updated actions and strategies where appropriate to help achieve the vision for the Highett Activity Centre.
Background

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

Consultation on issues and opportunities for the future:

- A survey of apartment residents to understand who was living in apartments in Highett and their hopes for the future of Highett;
- A mail out to all businesses, land owners and occupiers within an approximate 1000m radius of the train station, and local community groups, government agencies and partners, infrastructure/service providers and developers active in the area.
- A release of the Highett Structure Plan Review document, videos and fact sheets on Have Your Say webpage, and online ideas and voting;
- An online and hard copy survey relating to the questions in the Highett Structure Plan Review document;
- 2 x Café Conversations, where people could drop in for 1 on 1 conversations about Highett and the Structure Plan review;
- 3 x Listening Posts and drop in sessions;
- 2 x ‘Walkshops’ (walking tours);
- Targeted outreach engagement activities (Peterson Youth Centre and Dunkley Fox Estate);
- Individual meetings upon request; and
- Adverts in The Leader newspaper and targeted Facebook adverts.

A broad cross section of the (Bayside) Highett community participated in this consultation, with approximately 740 individuals providing ideas and feedback.
The Highett Activity Centre Boundary

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

The original boundary included land to the west of Worthing Road and Middleton Street that was not intended to accommodate increased densities. As part of the structure plan review, the boundary of the centre has been reviewed and it is proposed to amend the boundary to only include commercial areas, public open space and land that is intended to accommodate increased densities, that is, land that is zoned General Residential Zone or Commercial 1 Zone. The properties fronting Middleton Street which are zoned Neighbourhood Residential have been included in the Structure Plan boundary in order to ensure development on the CSIRO site is managed appropriately at this sensitive interface. The Commercial 2 Zoned land directly abutting Bay Road has been removed as this is part of the Bayside Business District and is covered by the policy and controls relating to the Bayside Business District. This is consistent with the approach taken with other activity centres within Bayside.
Policy Context

Plan Melbourne 2017-2050

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

Bayside Housing Strategy (2012)

Adopted by Council in September 2012, the Housing Strategy provides a framework for how residential development in Bayside will be planned and managed over the next twenty years to meet the housing needs of the community. The Housing Strategy recommends that Bayside’s Major and Neighbourhood Activity Centres with existing infrastructure and transport connections should be the focus for future medium and high density residential development. The Strategic Framework Plan for Highett nominates land within the Highett shopping strip as Key Focus Residential Growth and the land surrounding for Moderate Residential Growth. Additionally, the CSIRO site is a nominated Strategic Redevelopment Site.
Physical Context
The Highett Activity Centre is located approximately 17 kilometres southeast of central Melbourne. The Frankston Railway line forms the municipal boundary separating the City of Kingston to the east and the City of Bayside to the west. The commercial core of the activity centre is centred around Highett Road, extending from Nepean Highway in the east (City of Kingston) to Major Street and Middleton Street in the west (City of Bayside). There are two important strategic redevelopment sites in the area, the CSIRO site in Bayside and the Gas and Fuel site in Kingston. Within the activity centre is Lyle Anderson Reserve (Bayside) and Sir William Fry Reserve (Kingston), both important areas of open space in the area. To the west, outside of the activity centre is Peterson Reserve, the only sportsground in the suburb of Highett.

Socio Economic Context
People
As of 2016 approximately 2946 people live in the Bayside component of the Highett Activity Centre. The age group 35 to 49 characterised as ‘parents and homebuilders’ are the most common age group (25%) followed by 25 to 34 year olds, known as ‘young workforce’ (14%). This is reflected in the household type, with the most common household type in 2016 being equally couples with children and lone persons (both 27%). This indicates a need for a diversity of housing types ranging from larger family homes to smaller one or two bedroom homes. Currently, the most common type of dwelling in the Activity Centre is separate houses (49%) followed by semi-detached units (35%). 93% of residents of the Activity Centre are employed, with the majority of households earning a combined income of between $2,000 and $2,500 per week. Housing prices, income levels and education levels in the area have all increased since 2006, which is an indication of the on-going process of gentrification.

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

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

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

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

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

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

The vision from the original structure plan remains relevant today and has only had minor revisions to make it more concise and to recognise that the core of the centre is no longer just on the Kingston side, but now includes retail in the Bayside part of the centre.

To 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.
The Structure Plan is organised around four themes:

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

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

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

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

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

The following section outlines the objectives and strategies which will be used to guide land use in the Highett Activity Centre in the future.
Figure 4: Land Use Plan
Objective 01. Maintain a viable and vibrant mixed use corridor along Hightett Road.

Strategies:
- Accommodate additional retail and commercial floor space through the expansion of the Hightett shopping strip along Hightett Road to Worthing Road and Donald Street.
- To achieve this, rezone land from General Residential Zone and Neighbourhood Residential Zone to Commercial 1 Zone along Hightett Road to Worthing Road and Donald Street (256, 258, 471, 473, 475, 475A, 481-483 Hightett Road, 1 Major Street, 50 Donald Street).

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

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

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

Strategies:
- Advocate for Council’s adopted package of Planning Provisions for the CSIRO site to facilitate redevelopment as follows:
  - Apply the Public Conservation and Resource Zone (PCRZ) to the area of conservation value generally to the south of the site around the Hightett Grassy Woodland. The exact area of conservation value should be determined through a feature survey and documentation of conservation values of all remnant vegetation on site. This zoning will protect the land for conservation purposes;
  - Apply the Public Park and Recreation Zone (PPRZ) to the 1ha of open space for active and passive recreation. This should be provided within the centre of the site to link with the Lyle Anderson Reserve to the east of the site and broader Hightett to the west;
  - Apply the Residential Growth Zone to the remainder of the site;
  - Apply a Development Plan Overlay (DPO) which includes design guidelines for development form and height, including prescriptive recommendations to manage the adjoining residential interface. It allows for buildings of up to 5 storeys in the northern portion of the site, up to four storeys towards the centre of the site with development immediately adjacent to the residential areas to the east and west to be 2 storeys; and
  - Apply a Vegetation Protection Overlay (VPO) to the entire site. There are a large number of substantive, mostly native trees that provide an important landscape feature of the site. As these trees have been planted by the CSIRO they are not remnant indigenous vegetation and so are not protected by the Native Vegetation Framework. The VPO will require a planning permit to remove any tree over 10 metres high where it also has a trunk diameter of over 300mm. This overlay will enable Council to consider landscape and arboriculture value of existing large trees through a planning permit process.

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

Strategies:
- Support the Bay Road corridor as a key redevelopment opportunity for better integration between southland and the Bayside Business District.
- Ensure new residential development along Bay Road provides active surveillance of the Bay Road footpath.
- Should Southland Shopping Centre expand westward towards the Southland train station and re-orient to face Bay Road, investigate the feasibility of extending this economic activity west along Bay Road towards the Bayside Business District.
The Bayside portion of Highett Activity Centre has undergone significant change since the structure plan was adopted, particularly along Highett Road and along Major Street. This is generally in line with the intent of the original structure plan to allow increased density in close proximity to the train station and in the commercial strip along Highett Road. The original structure plan however envisaged building heights of up to 3 - 4 storeys whereas, along Highett Road, building heights range from 3 – 5 storeys. This is a result of differing interpretations of Design and Development Overlay - Schedule 5 and the fact that the Woolworths development was approved before the original Highett Structure Plan was implemented into the Bayside Planning Scheme.

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

The existing character of the residential neighbourhood is highly valued by residents. The elements that contribute to the neighbourhood character of the area include well-articulated buildings set within a garden setting with regular front setbacks and side setbacks that allow space between buildings that visually separate buildings and accommodate substantial vegetation. The Activity Centre is located within Precinct G1 within Clause 22.06 Neighbourhood Character Policy in the Bayside Planning Scheme.

Built form guidelines have been developed for the different precincts within the activity centre, reflecting the different role each precinct will play in accommodating increased housing density. These generally reflect the existing built form controls with minor changes, except for the triangle of land bounded by Dart Street, Worthing Road and the train line where it is proposed to increase heights from 2 to 3 storeys, in Precinct 2A where it is proposed to increase heights from 3 to 4 storeys, between 471-483 Highett Road where it is proposed to increase heights from 3 to 4 storeys and between 256-258 Highett Road and 50 Donald Street where it is proposed to increase heights from 2 to 4 storeys.

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

Legend
- Activity Centre Boundary
- Frankston Railway Line
- Railway Station
- Active Fronatges
- Transitional Height and Setback
- Open Space / Pedestrian Link Interface
- Railway Corridor Interface
- 3m Minimum Landscaped Setbacks
- 6m Minimum Landscaped Setbacks
- 9m Minimum Landscaped Setbacks
- Carpark
- Heritage Overlay
- Maximum 5 Storeys
- Maximum 4 Storeys
- Maximum 3 Storeys
- Maximum 2 Storeys
- Precincts
- Precinct Boundary
- Locations Where Heights Are Proposed To Change
- Existing Open Space
- Potential Open Space
Objective 5: To cultivate distinct precincts that reflect their unique contexts.

Strategies:
Implement specific built form requirements for each precinct:

Precinct 1: Highett Road shopping strip
Typology: Mixed use apartments
Street wall height: 11 metres and 3 storeys.
Total height: 14 metres and 4 storeys.
Front setback: 0 metres, active frontages. 5 metre setback at 4th storey.
Side and rear setbacks: 0 metres from a side or rear boundary that adjoins land in a Commercial Zone. 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres from a side or rear boundary that adjoins land in a Residential Zone.
Where the commercial zone adjoins the NRZ, include a side setback of 3 metres and street wall height of 2 storeys to ensure sense of openness of the streetscape and scale transition to the NRZ. Rear access laneways should be a minimum of 4.5m, ground floor setbacks to laneways of 3m should be setback 1.5m to achieve this.

Precinct 2: Station environs
Typology: Apartments and townhouses

Precinct 2A
Street wall height: 11 metres and 3 storeys. Total height: 14 metres and 4 storeys. Front setback: 0 metres, active frontages. 5 metre setback at 4th storey.
Side and rear setbacks: 0 metres from a side or rear boundary that adjoins land in a Commercial Zone. 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.

Precinct 2B
Street wall height: 2 storeys and 9 metres Total height: 3 storeys and 11 metres with third storey recessed minimum 3 metres. Front setback: Train Street - 3 metre minimum landscaped setback. All other areas - 6 to 8 metre minimum landscaped setback.
Side and rear setbacks: 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.

Precinct 3: Residential hinterland
Typology: A mix of townhouses and detached dwellings
Street wall height: 2 storeys and 9 metres Total height: 3 storeys and 11 metres. 3rd storey to setback minimum 3 metres from street wall. Front setback: 3 to 5 metre minimum landscaped setback
Side and rear setbacks: 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.

Precinct 4: CSIRO development site
Typology: Apartments, townhouses, detached houses
Total height: Ranging from buildings of up to 5 storeys in the northern portion of the site, up to four storeys immediately adjacent to the residential areas to the east and west to be 2 storeys.
Front setback to Graham Road: 3 metres to Thistle Grove, 6 metre minimum landscaped setback along remainder of Graham Road.
Side and rear setbacks: Transitional setbacks to existing properties bordering the site.

Precinct 5: CSIRO interface
Typology: Detached houses, villa units, townhouses
Total height: 9 metres and 2 storeys.
Front setback: 9 metre minimum landscaped setbacks.
Side and rear setbacks: A new building not on or within 200 mm of a boundary should be setback 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.

Precinct 6: Bay Road
Typology: Apartments
Street wall height: 3 storeys (11 metres)
Total height: 3 storeys (11 metres)
Front setback: 3 metres
Side and rear setbacks: 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.
Figure 6: Built Form Sections

- **Precinct 3**
  - Maximum 3 storeys
  - Landscaped setback: 6m
  - Rear setback: 4m

- **Precinct 2A**
  - Maximum 2 storeys
  - Landscaped setback: 3m

- **Highett Road**
  - Maximum 4 storeys
  - Rear setback: 3.5m

- **Worthing Road**
  - Maximum 4 storeys
  - Rear setback: 3.5m
Objective 06. To provide a range of housing typologies to cater to all ages and circumstances and meet expected population growth.

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

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

Strategies:
- Create a proportionate 3 storey street wall and 4 storey building height along Highett Road, distinctive from the 1-2 storey street wall profile of the eastern (Kingston) portion of Highett Road.

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

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

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

Strategies:
- Encourage the use of green roofs and walls where possible.
- Encourage canopy tree retention and planting in front and rear setbacks to retain the areas leafy character and biodiversity.

Objective 10. Promote excellence in architectural and design quality.

Strategies:
- Support the development of adaptable housing typologies that can change to meet the needs of multiple users.
- Ensure that development is environmentally sustainable by employing Environmentally Sustainable Design. Consider the introduction of a municipal wide Environmentally Sustainable Design Policy.
The Highett Activity Centre is reasonably well serviced in terms of access to public transport with train and bus services departing from the Highett train station and the southern part of the activity centre having access to the Southland train station. While it is reasonably easy to move around the area, the Frankston train line, Nepean Highway and the CSIRO site create physical barriers to east-west connectivity and Bay Road is a busy arterial road that does not encourage walking or cycling. There is currently no pedestrian footbridge or underpass along the Railway corridor between Highett Road and Bay Road.

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

The following section outlines the objectives and strategies which will be used to guide access and movement in the future.
Figure 7: Access and Movement Plan
Objective 11. Prioritise walking and cycling through the Activity Centre, with a convenient, safe and connected local infrastructure network.

Strategies:
- Create a continuous pedestrian experience along Highett Road through raised thresholds to side streets. Threshold treatments provide a level surface for pedestrians and slow traffic. Threshold treatments are proposed on Worthing Road, Donald Street, Middleton Street and Major Street.
- Provide a pedestrian and cycling bridge over the Railway corridor, connecting Lyle Anderson Reserve to the east, in conjunction with VicTrack and Kingston City Council.
- Improve pedestrian access to Highett Station from Highett Road and Train Street by improving the public realm, wayfinding and access, particularly from the north. Access to the station should be direct, legible, safe and accessible to all users.
- Improve pedestrian safety and amenity along Bay Road, Worthing Road, Highett Road, Train Street, Middleton Street, Graham Road and the pedestrian link along the railway line through improved lighting, smooth and level walking surfaces, safe crossing points, passive surveillance and increased amenity (greening and providing places to stop and rest).
- Provide signalised pedestrian crossings along Bay Road, to be incorporated into signalised intersections at Bay Road/Graham Road and Bay Road/Middleton Street.
- Improve pedestrian access to Lyle Anderson Reserve by providing footpath infrastructure along existing streets (Thistle Grove and Highett Grove) and providing a new public open space and pedestrian connection through the redevelopment of 36 Graham Road.
- Investigate pedestrian crossing opportunities on Graham Road, corresponding with the public link to Lyle Anderson Reserve and open space on the CSIRO site and across Highett Road at Worthing Road to improve access to the Livingston Street community hub.
- Create a network of cycle infrastructure by:
  - Providing on-road bicycle lanes along Bay Road, to be physically separated from vehicle traffic to ensure safety for cyclists which will connect to Nepean Highway in the east and Beach Road in the west and provide local connections to and from Sir William Fry Reserve, Southland train station and Shopping Centre.
  - Providing on-road bicycle lanes along Worthing Road and Wickham Road, to be separated from vehicle traffic to ensure safety for cyclists.
  - Providing bicycle facilities along Middleton Street, which will connect to the future on road bicycle lanes along Bay Road, provide connections to future bicycle infrastructure along Worthing and Wickham Roads and from residential areas to the surrounding bicycle network and surrounding destinations.
- Ensure any redevelopment of the CSIRO site provides public shared pedestrian and bicycle paths that connect Highett Road to Bay Road (along the eastern boundary of the site) and Graham Road to Middleton Street (following the Thistle Grove and James Avenue alignment).
- Advocate for the provision of a continuous shared route along the Frankston Railway corridor.
- Provide additional bicycle parking facilities at Livingston Community Hub, Lyle Anderson Reserve and Highett Station.
- Seek to improve cross-rail linkages and amenity through the level crossing removal.

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

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

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

**Strategies:**

- Advocate to VicRoads to:
  - Upgrade the Bay Road / Middleton Street intersection to a signalised intersection
  - Upgrade the Bay Road/Graham Road intersection to a signalised intersection
  - Signalisation of Bay Road and Jack Road intersection; and
  - Formalisation of single traffic lanes on Bay Road between Jack Road and Frankston railway line.

- Provide two vehicular access points to the CSIRO site from Graham Road and Middleton Street to distribute generated traffic.

- Designate Graham Road as a Connector Street to reflect its current and future function as a key movement corridor within the Activity Centre.

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

**Strategies:**

- Investigate the feasibility of requiring new developments to provide Green Travel Plans that outline alternative transport options in the local area, incentives for use of alternative transport options, and consider partnering with transport services to provide bike or car share programs.

- Ensure developments provide the required number of car parking spaces under the Bayside Planning Scheme.

- Continue to implement the existing Residential Parking Scheme Policy (2016). Residents living within multi-unit developments where there are three or more dwellings and the Occupancy Certificate was issued on or after 1 July 2007 are ineligible for Resident Parking Permits on the basis that multi-unit developments constructed on or after 1 July 2007 are required to have sufficient off street parking as to not place an excessive demand on the availability of existing on-street car parks.
Open space provides important opportunities to improve the health and wellbeing of the community. Within the Highett Activity Centre there is a small children’s playgroup at the top of Train Street as well as the larger Lyle Anderson Reserve. Sir William Fry Reserve is nearby as is the Tibrockney Street Park. Access to the existing open spaces is important for ensuring the liveability of residents especially as the population increases. Additional open space as part of the redevelopment of the CSIRO site presents a significant opportunity for the provision of recreation facilities as well as better connections east and west through the site. One hectare of open space will be provided on the site in addition to 3 hectares for conservation of the Highett Grassy Woodlands. A public open space link through 36 Graham Road will improve access and visibility of Lyle Anderson Reserve.

Streetscapes are generally green and leafy with some nature strip planting. There is opportunity to enhance pedestrian areas in the activity centre to make walking safer and easier for local residents.

The following section outlines the objectives and strategies which will be used to guide enhancements to the public realm.
Figure 6: Public Realm Plan

Legend
- Activity Centre Boundary
- Frankston Railway Line
- Bus Stop Upgrade
- Existing Bus Stops
- Existing Bus Routes
- Improved Open Space Edge Conditions
- Maintain Leafy Residential Streetscape
- Establish Canopy Planting
- Existing Open Space
- Potential Open Space (Recreation)
- Potential Open Space (Conservation)
- Maintain Private Vegetation
- Protect Significant Vegetation
Objective 15. Enhance the main street quality of Highett Road, including better infrastructure, landscaping and pedestrian spaces.

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

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

Strategies:
- Negotiate open space contributions over and above the rate specified in the Schedule to Clause 52.01 of this Scheme for Strategic Redevelopment Sites (as defined at Clause 16.01-3 of the Bayside Planning Scheme and/or as identified by Council), including: the CSIRO site.
- Provide a 1ha public open space fronting Graham Road through the redevelopment of the CSIRO site. The open space is to be Council owned - Public Park and Recreation Zone (PPRZ) and provide passive and active recreation opportunities.
- Provide a public open space link between Lyle Anderson Reserve and the CSIRO site through the redevelopment of 36-40 Graham Road. To be delivered via open space contribution and transferred into council ownership.
- Enhanced upgrade Lyle Anderson Reserve and Train Street playground. Provide diverse infrastructure for all ages and incorporate sustainable infrastructure.

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

Strategy:
- Enhance greening throughout the streetscapes within the neighbourhood, through large tree planting and landscaping.
- Investigate whether a Vegetation Protection Overlay or Significant Landscape Overlay is justifiable and appropriate for some or all of the residential areas of the Highett Activity Centre.

Objective 18. Protect the biologically significant Highett Grassy Woodland.

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

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

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

The Highett Structure Plan provides a desired vision for the Activity Centre. Achieving the vision will require a multilateral approach led by Council but with input and cooperation from State Government, the private sector and the community.

Actions to achieve the vision can be divided into two categories:
1. Statutory Implementation Tools: those that are within the framework of the Bayside Planning Scheme.
2. Other Implementation Tools: those that require commitment and input from other sources.

Statutory Implementation Tools: the Bayside Planning Scheme
The Bayside Planning Scheme is the main tool for regulating land use and development in Bayside. It contains information on a range of topics relating to managing the built environment such as how to manage significant vegetation, how open space should be provided and managed in Bayside, along with a range of other policies. In order to ensure the objectives of the Highett Structure Plan are implemented on the ground, the relevant parts of the Bayside Planning Scheme need to be amended to refer to the Structure Plan.

Other Implementation Tools
There are a number of initiatives within the Highett Structure Plan that cannot be achieved purely through a Planning Scheme Amendment to the Bayside Planning Scheme. For example:
- Streetscape improvements;
- Revisions to the road network and hierarchy to implement the proposed movement and access improvements; and
- Provision of improved pedestrian and cycling infrastructure.

These actions rely on other methods of implementation and delivery such as advocacy, negotiation and partnerships.

Council
Bayside City Council will develop a staging plan that will identify which actions will be initiated immediately and which will require a longer time frame for implementation. To achieve the objectives of the Structure Plan it is also necessary to explore a range of funding opportunities to deliver the actions including State and Federal Government funding sources.

State Government
State Government agencies will need to play a key role in implementing some of the actions identified in the Structure Plan. This is particularly relevant where actions are outside the control of Council (such as on Bay Road, a VicRoads-controlled road). In these instances, Council will play an advocacy role to develop long term partnerships for the delivery of these projects.

Community
The successful implementation of the Structure Plan will rely on strong community ownership and support for the vision outlined in the Plan. This will require ongoing engagement with the community and a commitment by Council to adapt to the changing aspirations of current and future residents.

Inter-municipal cooperation
A key component in the successful realisation of the Structure Plan will be an ongoing collaboration with Kingston City Council. Shared initiatives such as a new shared path on the Frankston railway line are beneficial to both municipalities and strengthen the role of the wider Highett Activity Centre.

Monitoring and Review
The successful implementation of the Highett Structure Plan is ongoing monitoring and review of progress. To achieve this, a series of targets and indicators will be developed against which the successful implementation of the Plan can be measured.
Contact us

If you have any queries with regards to the Southland-Pennydale Structure Plan, please contact the Strategic Planning Team:
Call: (03) 9599 4635
Write to us: PO Box 27, Sandringham 3191
Email: planningstrategy@bayside.vic.gov.au