

Part B The Plan.

1 The Land Affected by the Plan.

The boundary of study area for the Hihett Structure Plan is shown on Figure 1. Comments and recommendations are made throughout this report that relate to land adjacent to or beyond the boundaries of the study area. This is done where the future use and development of those areas are considered to be relevant to the planning of land within the defined study area.

2 What is a Structure Plan?

The structure plan presents a description of the preferred future pattern of development in the Hihett area. It explains the type of land uses, level of activity, form of buildings and access arrangements that are to be encouraged by the Cities of Kingston and Bayside throughout the area in the future.

The structure plan presents a long term vision, looking ahead some 20 to 30 years. It is ambitious. It does not just seek to reflect what might happen if current incremental development trends continue. It seeks to re-examine the fundamental structure of area. It aims to identify a vision for a vastly improved urban form that is appropriate to a suburban area comprising a local retail centre and being adjacent to one of south-east Melbourne's principal activity centres, in 30 years time.

3 How the Plan Will Be Used?

The Plan will be used by:

- The municipalities of Bayside and Kingston:
 - As a basis for introducing new planning policies, zonings and overlay controls into their planning schemes;
 - In assessing planning permit applications;
 - In assessing requests to rezone land;
 - In preparing capital works budgets to implement public works; and
 - In delivering community services;
- The Community – To understand how the area is likely to change in the future.
- By Developers – To understand the development opportunities that exist and the matters that will be taken into account by planning authorities in assessing development proposals.

The Plan

Highett Structure Plan

- By other government agencies – In coordinating infrastructure improvements with work undertaken by the municipalities of Bayside and Kingston and other agencies

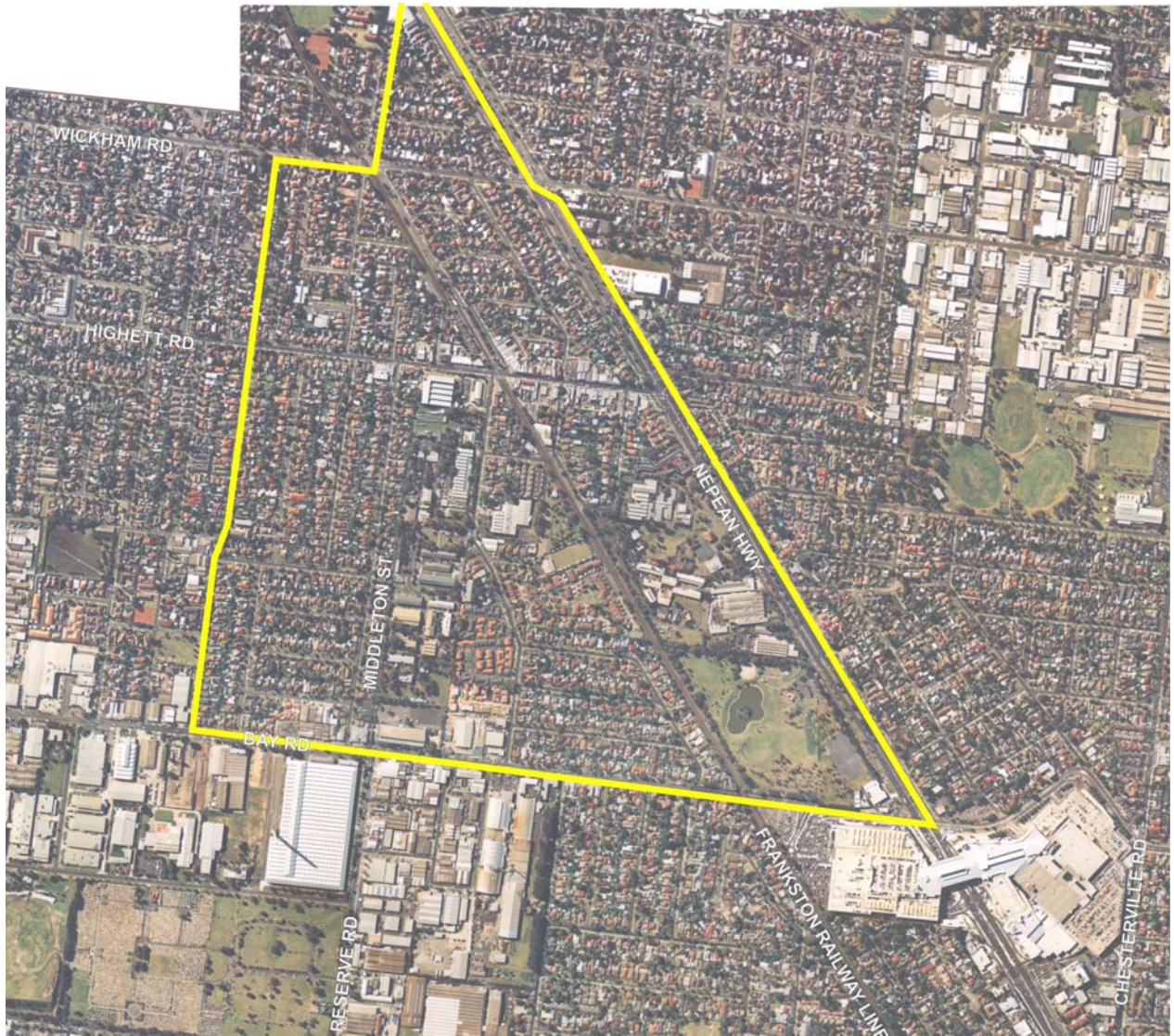


Figure 1: Locality Plan

4 The Key Principles Underlying the Plan

The following principles underlie the plan:

- Revitalising the Highett Road Shopping Centre as an attractive, vibrant and well used 'Main Street' and community focal point.
- Rejuvenating the Highett Road retail strip to provide for a wide range of local shopping, business and community services suited to the needs of people living and working in the area.
- Defining a strong and a positive identity and image for the Highett area and a strong sense of community pride and belonging.

Recognising the character of Highett's established residential areas and managing change in those areas in a way that responds to their character qualities, and the precinct's proximity to public transport and activity centres.

- Providing for as many people as possible to live and work in Highett with access to public transport and within walking and cycling distance of activity centres, providing a real transport option for people other than the private car.
- Reinforcing the development opportunities that exist on vacant and underutilised land in Highett, with respect to the precinct's urban quality and proximity to transport and activity centres.
- Improving the appearance, amenity, attractiveness, safety and sense of security throughout the entire Highett area.
- Establishing a framework by which a suburban area can evolve to a contemporary, active, attractive and high amenity precinct with valued character; setting a benchmark for development around suburban activity centres in Melbourne.



Highett Rd Retail



Nepean Highway



Residential Streets



Highett Rd Activity Centre

5 Key Illustrations

The key elements of the Highett Structure Plan are summarised in:

- Figure 2 – Key Planning and Design Elements (for the wider Highett study area), and
- Figure 3 – Highett Road Precinct Elements (in relation to the Highett Activity Centre).

The following figures summarise the key planning and design components that underlie the Plan:

- Figure 4 - Built Form,
- Figure 5 – Land Use,
- Figure 6 – Access and Movement,
- Figure 7 – Illustrative Vision Plan (for the whole study area), and
- Figure 8 – Highett Road Precinct Plan.



Highett Road Retail

Figure 2 – Key Elements of the Structure Plan



Highett Structure Plan: Key Plan

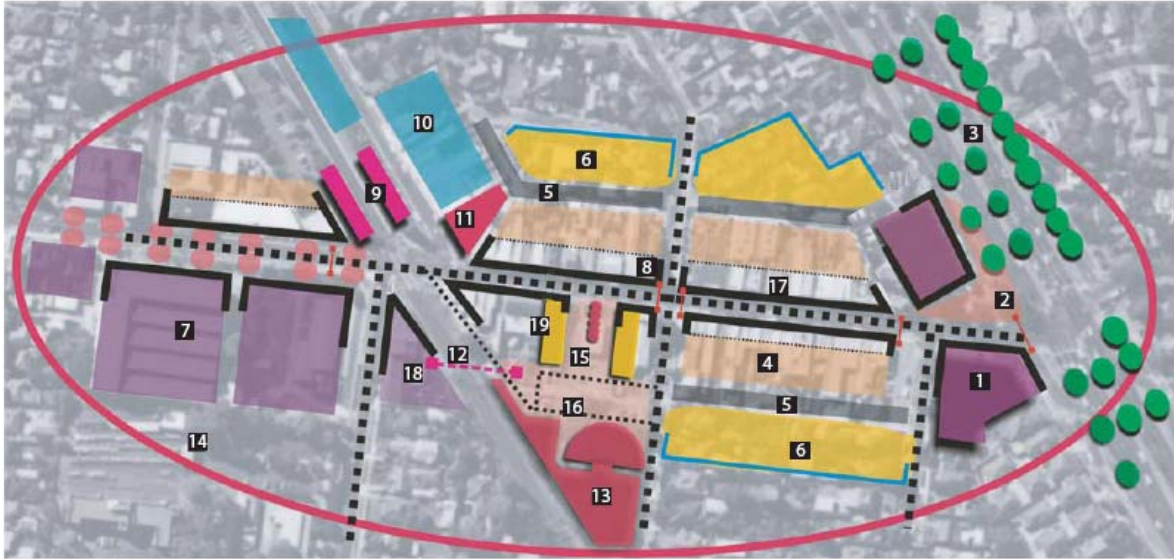
Highett Structure Plan: Key Planning & Design Elements:

- | | | | |
|--|---|--|---|
| | 1 Strong Landscape Corridor Along Nepean Highway | | 13 Possible Realignment of Graham Road |
| | 2 Medium Density Residential Areas | | 14 Graham Road - Existing |
| | 3 High Density Residential Areas | | 15 Overcoming Pedestrian Barriers to Rail and Highway |
| | 4 Improve Access and Reveal Sir William Fry Reserve | | 16 Revealing Lyle Anderson Reserve |
| | 5 Possible Future Southland Station | | 17 Highett Road Linked Car Parking Cells |
| | 6 Upgraded Highett Railway Station | | 18 Retail/Mixed Use Area |
| | 7 Key Corner Built Form Presence | | 19 Green Corridors through Established Residential Areas |
| | 8 Increased Density Highway West | | 20 Incremental Change |
| | 9 CSIRO Site - Medium Density Residential Development | | 21 Existing Southland Shopping Centre |
| | 10 CSIRO Site - Open Space | | 22 Livingston Street Community Hub |
| | 11 Bay Road Mixed Use Area | | 23 Highett Road Streetscape Planting |
| | 12 Pedestrian/Bicycle Link through Sir William Fry Reserve | | 24 Key Vegetation Corridors |



HIGHETT STRUCTURE PLAN
KEY ELEMENTS
 Prepared by Hansen Partnership for Bayside & Kingston City Councils
 Level 8, 136 Exhibition Street, Melbourne VIC 3000 Tel: (011) 9054 8844 Fax: (011) 9054 8088 Email: hpartners@hpartners.com.au
 Project No. 022499 Dwg. No. | Revision | Scale: 1:7500 | Date: Nov 2004 | Checked

Figure 3 – Key Elements of the Structure Plan (Highett Road)



Highett Structure Plan: Highett Rd Precinct Elements:

<ul style="list-style-type: none"> 1 Primary Office/Business Highway Gateway 2 Gateway Public Open Space at Highway Corner 3 Landscape Corridor to Nepean Highway 4 Shop Top Housing setback behind Façade 5 Setbacks from Lanes to Mixed Use Development for Parking Access 6 Medium Density Housing Opportunity with u/g parking 7 New West Side Mixed Use Developments 8 Improved Pedestrian Safety on Highett Road 9 Upgraded Highett Railway Station 10 New Mixed Use Development to North of Highett Road 	<ul style="list-style-type: none"> 11 Possible Junction Market Development 12 Underpass 13 Integrated Multi Purpose Community Facilities Connected to RS 14 Primary Definition of Centre 15 New Civic Urban Space linking Community and Related Uses 16 Court Accessing Community and Civic Facilities 17 Encourage Vibrant Elevations: Highett Road Shop Fronts 18 Integrated Mixed Use Corner with Civic Link 19 New Active Retail Frontages Wrapping Existing Buildings
---	---

0 20 40 60 80 100m

HIGHETT STRUCTURE PLAN
HIGHETT ROAD PRECINCT PLAN

Prepared by Hansen Partnership for Hansen & Partners Pty Ltd
Project No. 2005/0010 Date: 11/2005



Highett Road Level Crossing

Figure 4 – Built Form

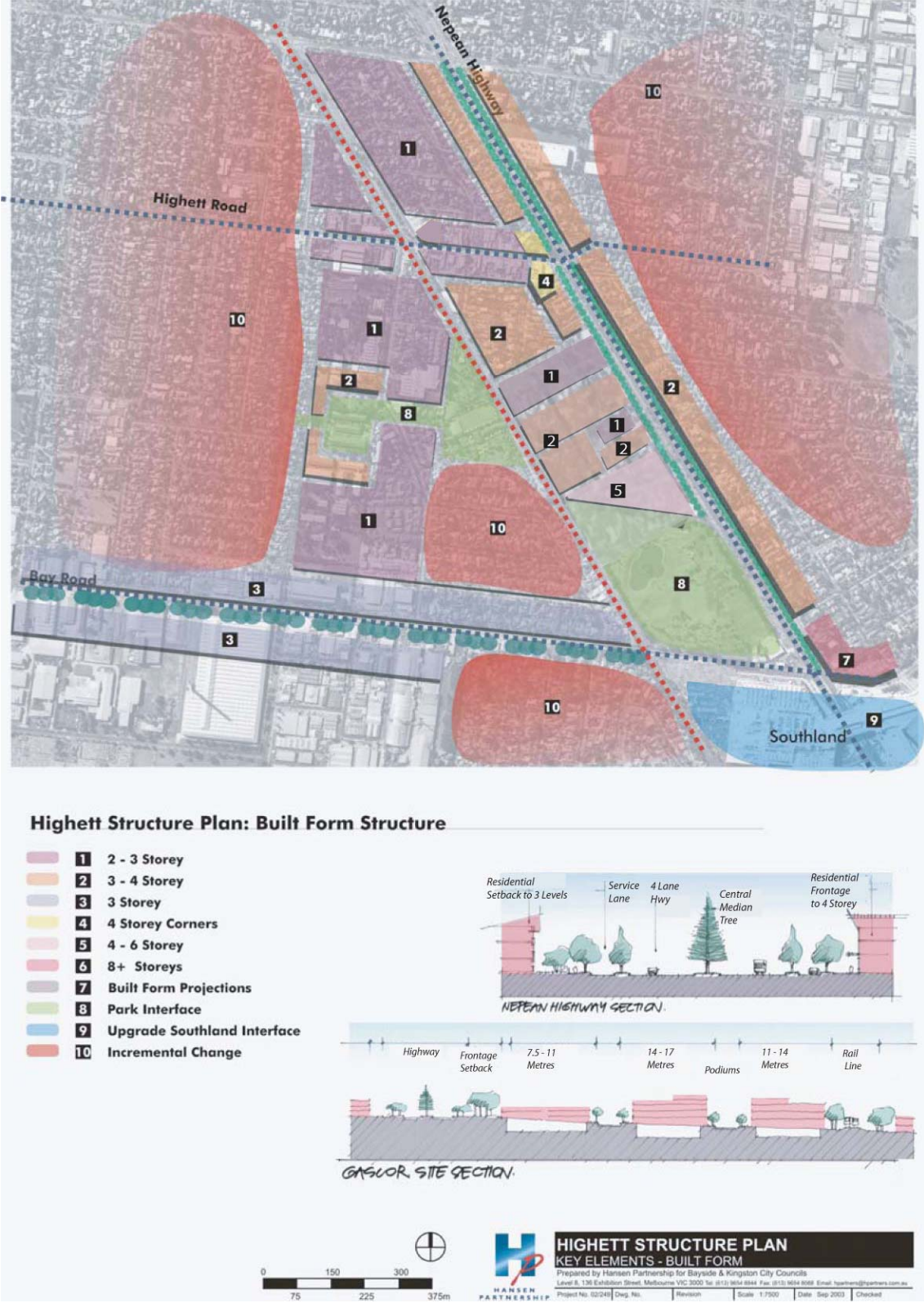


Figure 5 - Land Use

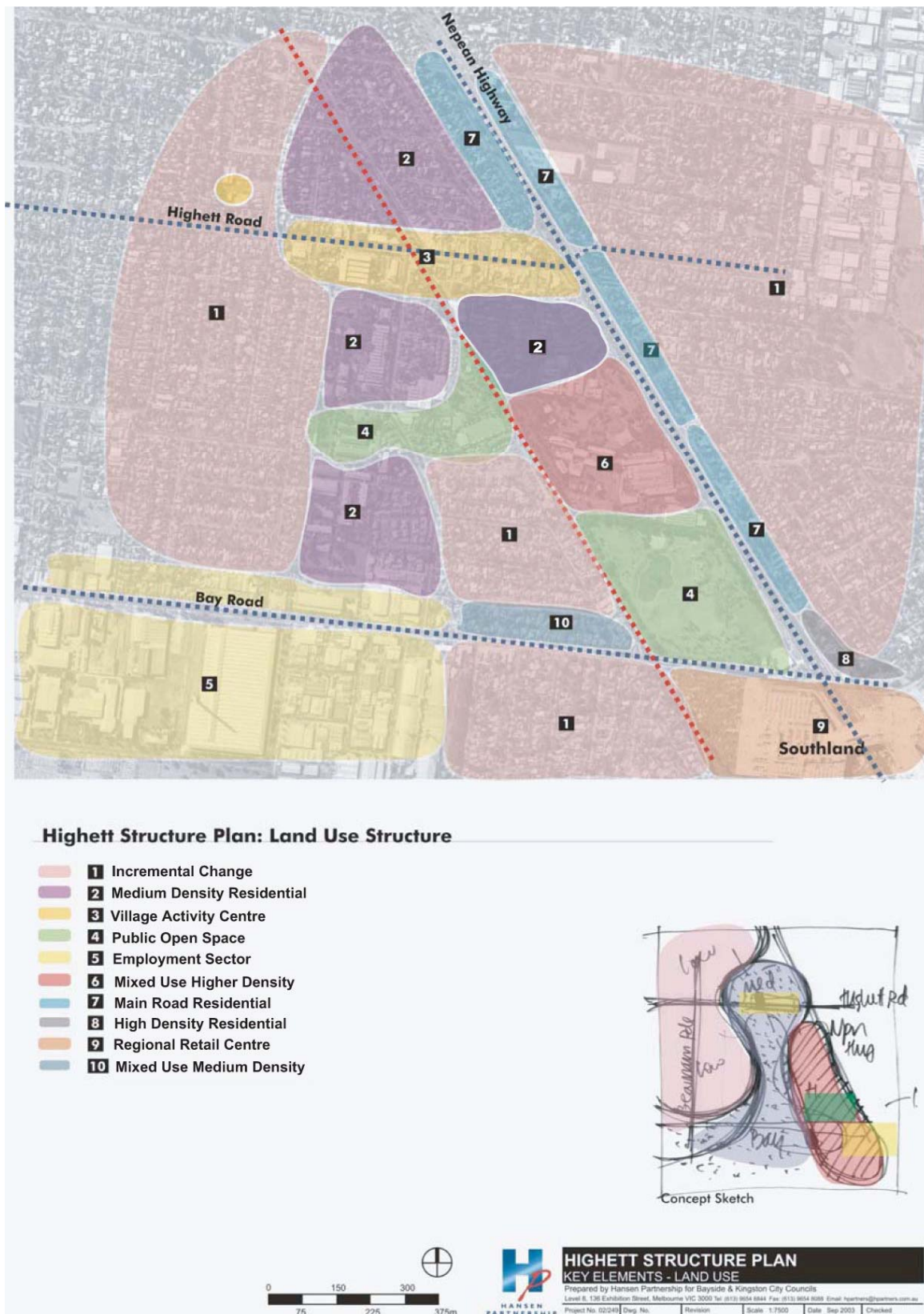
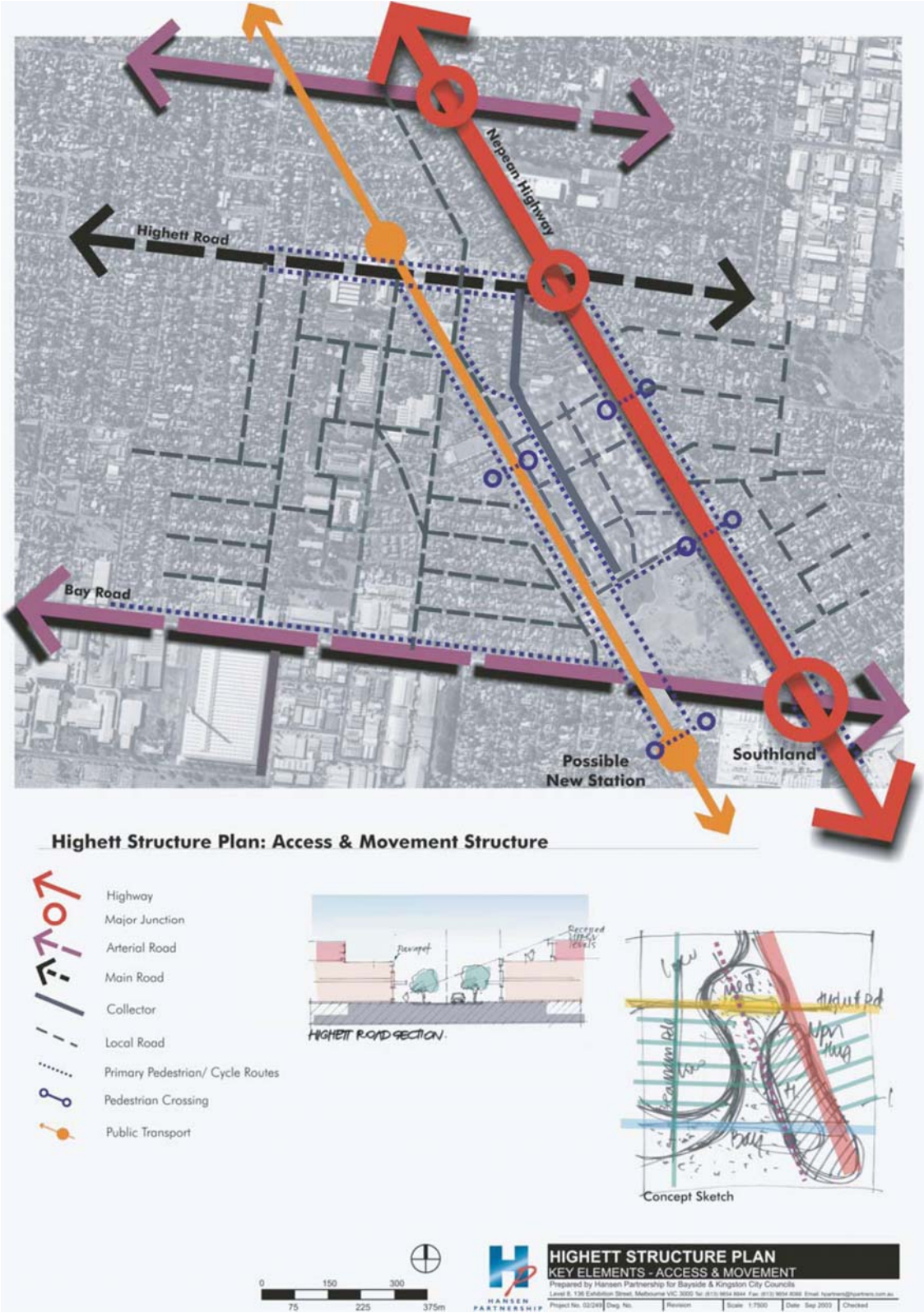


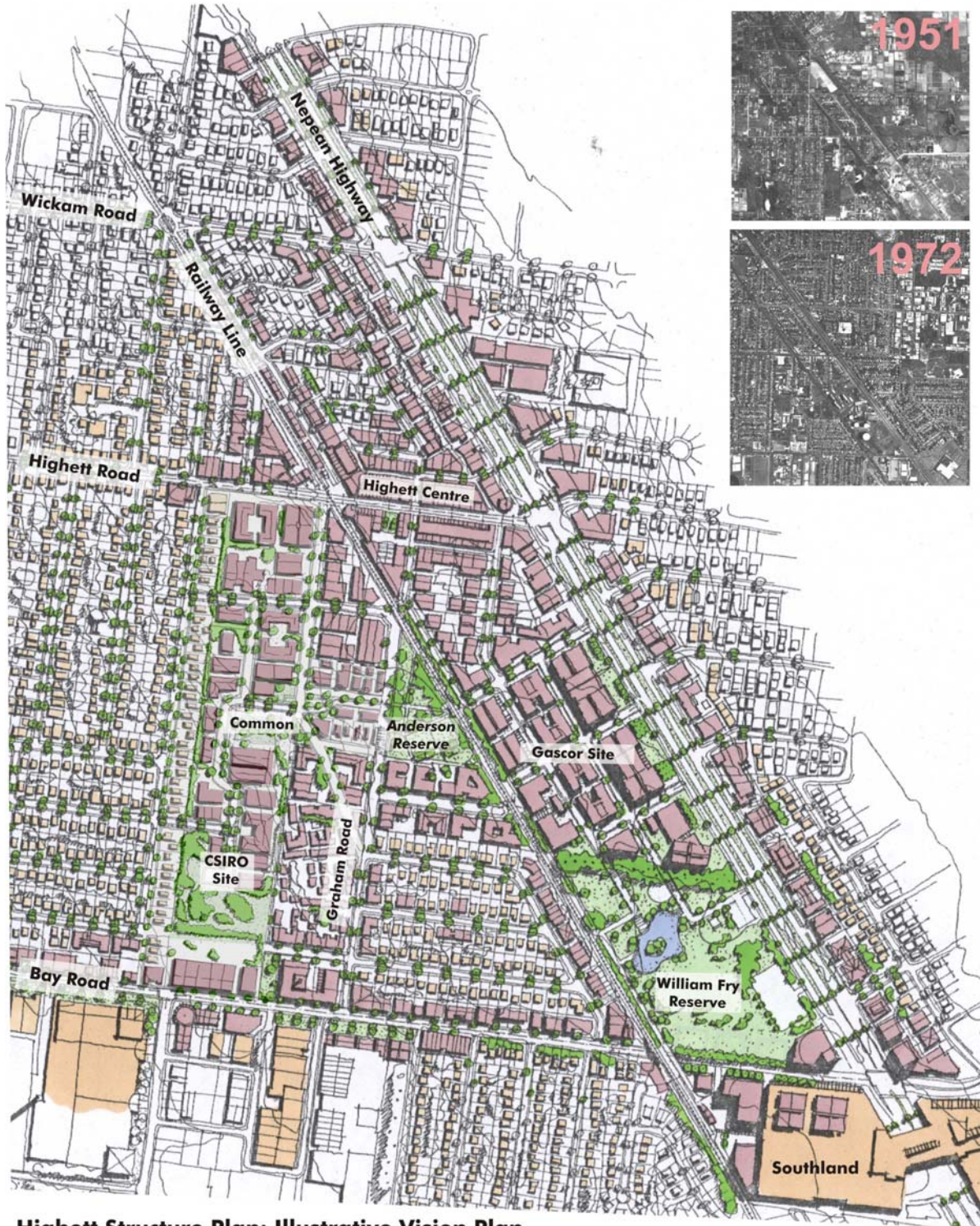
Figure 6 - Access and Movement



The Plan

Highett Structure Plan

Figure 7- Illustrative Structure Plan Concept (Study Area)



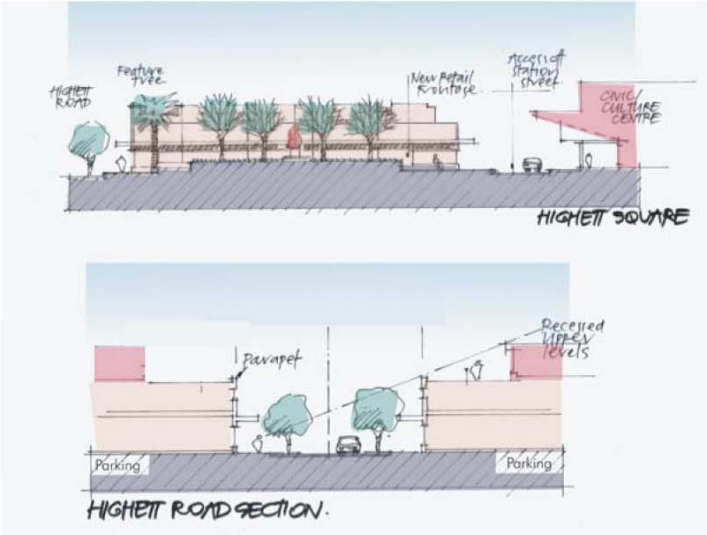
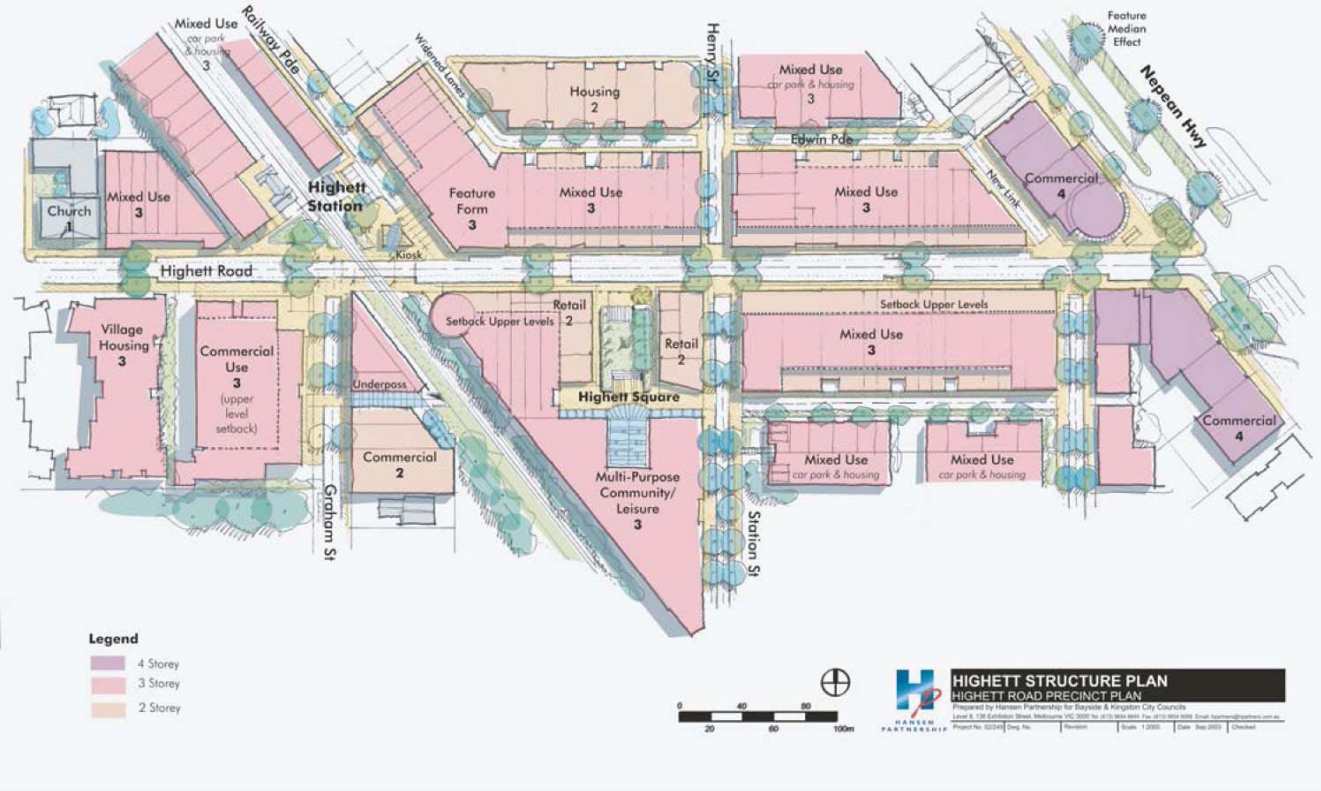
Highett Structure Plan: Illustrative Vision Plan



The Plan

Highett Structure Plan

Figure 8 – Illustrative Concept (Highett Activity Centre)



6 The Key Elements of the Plan

Each of the key elements of the plan are described below.

6.1 Nepean Highway – Grand Boulevard

Discussion

Nepean Highway is the major arterial road serving the south-eastern suburbs of Melbourne. It is the principal road link between the Melbourne CBD, St Kilda Road and the Southland / Cheltenham Activity Centre. It is also the main entry into the Southland Principal Activity Centre from the north.

The road has generous proportions, with three traffic lanes in each direction, a central landscaped median, and service roads on both sides that are separated from traffic lanes by landscaped medians.

The opportunity exists to significantly upgrade the appearance of Nepean Highway to the north of Southland to create a 'memorable' landscaped boulevard of a grand status. The appearance of the road should reflect its role as the gateway to southeast Melbourne's principal activity centre.

This will help to identify Southland / Cheltenham as a *place*. The intention is that Nepean Highway adopt a similar role to that of some of Melbourne's other notable boulevards: St Kilda Road, Melbourne; Victoria Parade, East Melbourne; Royal Parade, Carlton; Whitehorse Road, Box Hill; and Mt Alexander Road, Moonee Ponds.

That part of Nepean Highway in general between Moorabbin and Mordialloc should be distinguished from those other boulevards by the landscaped theme it adopts. The theme should be strongly native. It should respond positively to the landscape character that prevails throughout the parks and reserves between the Highway and the Port Phillip Bay foreshore.

The landscape theme for the corridor should be consistent with Kingston Council's aspirations for a unified form and image along the Nepean Highway corridor between Moorabbin to Mordialloc and closely integrated with the landscape character of the local parks of the area, in particular with the Sir William Fry Reserve. The landscape theme adopted for major redevelopment sites along the west side of the road should complement the boulevard concept.

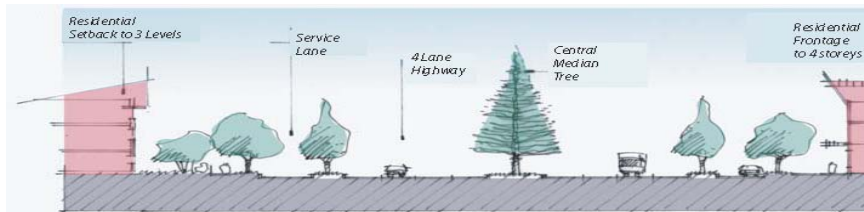


Nepean Highway



Actions and Guidelines

- The City of Kingston, in conjunction with VicRoads, prepare a landscape masterplan for Nepean Highway, as part of the Moorabbin to Mordialloc: Integrated Structure Plan



Nepean Highway Cross Section

6.2 Increased Density - Highway West

Discussion

The GasCor Site and adjoining industrial sites along the west side of Nepean Highway present a major redevelopment opportunity within the study area. These sites have a combined area of around 10 hectares. They front Nepean Highway, abut the Sir William Fry Reserve, are separated from established residential areas to the west by the railway line and are close to the Highett Shopping Centre and the Southland Principal Activity Centre.

These sites, in common ownership provide opportunity to achieve an integrated development outcome and locate a significant number of residents and jobs in Highett, close to Southland and public transport. They provide a strong basis for a further concentration of built form, activity and transport services around Principal Activity Centres.

They are strategic redevelopment sites in the context of State Government planning policy as presented in Melbourne 2030. Having regard to these attributes, the GasCor and adjoining industrial sites provide the opportunity for increased density, residential development.

The potential exists for limited local retail, home office and medical uses at ground level, but only where they are part of multi-level, higher density mixed use developments, and do not undermine the vital retail function of the nearby Southland / Cheltenham activity centre or the Highett Shopping Centre.

Guidelines for the future development of these sites should include:



- Good urban design to make the environment liveable by fostering community safety principles;
- Excellent neighbourhood design to create attractive, walkable and diverse communities;
- A built form to provide for housing diversity and population growth. Residential apartments to appropriately respond to the need for diversity from existing single and detached dwellings and unit/villa townhouse developments occurring within the existing residential neighbourhoods north and south of Highett Road;
- Internal and external road links that provide for suitable connections between the different land parcels and integrate with the sites' adjacent street network;
- Traffic management both within the precinct and beyond to minimise the impact on existing residential areas. Traffic considerations should prioritise vehicular egress from the subject land directly onto Nepean Highway;
- The need to relocate the existing pedestrian lights on Highett Road to the Station Street intersection to provide an appropriate connection between the sites and the Highett Road Shopping Centre precinct;
- The need to open up these sites to the surrounding street network so that the development is integrated into the neighbourhood particularly at a pedestrian and cyclist scale;
- Site layout that provides for a link between the Lyle Anderson Reserve west of the railway line (bridge over see sections 6.7 & 6.8 of this report) and the established residential neighbourhood north of the sites to the Sir William Fry Reserve south of the sites, including a green link between the Moorabbin Court House and Sir William Fry Reserve;
- The desirability of opening up the site to provide easy pedestrian or bicycle access to Southland from residential areas north of the site and within the site;
- Retention of the historically significant remnant chimney on the Gas and Fuel land as a key heritage feature of the site, including maximising sight/view lines to the chimney from various points on the land;
- Internal site layout and street network design that acknowledges the pattern of existing and established vegetation and view lines;
- Built form that provides for a mixture of building heights and varying building forms including scope for graduation in the built form. Site layout and form should encourage a transition in building scale assisting to provide visual interest to the development precinct;
- Built form that responds to the existing neighbourhood character of the established residential areas to the north of the sites, by identifying building heights of 7.5 metres directly adjoining housing in View and Station Streets. This height would provide for building heights similar to the scale of development within the established adjoining residential areas; and
- Building heights that increase to a maximum, furthest from the established existing residential area to the north, and in locations where the contours of

the land fall, thereby minimising the visual scale of the overall development when viewed from surrounding residential areas. The sites have a fall across the land to the west towards the rear of the sites, and a fall south towards Southland. The scale of development should respond to the contours in the topography across the precinct.

The 'planning risk' in relation to these sites is that they are redeveloped in the short term for low density uses that fail to recognise the long term potential of the land, by 'locking out' the potential to significantly contribute to the likely housing diversity outcome that could be achieved for the precinct under a number of different development scenarios. Poor examples include highway based ancillary commercial uses in single level buildings, with ground level car parking.

Land Use and Activity

Preferred uses:

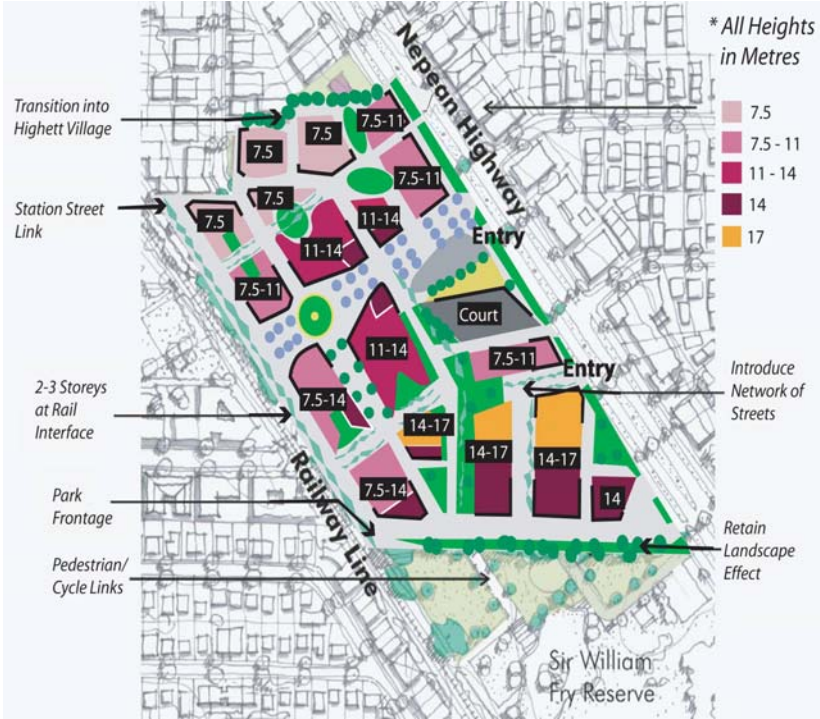
- residential apartments of various sizes and formats to reflect an increasing demand for smaller dwellings, while also accommodating for larger apartment types;
- Supportive community uses compatible with the Moorabbin Courthouse and residential activities (i.e. kindergarden);
- Local cafe—within and servicing residential buildings, not as freestanding or drive-through facilities;
- Basic convenience retail uses – that serve the convenience needs of residents and employees within the precinct, and which do not undermine the respective roles of Highett Shopping Centre or of Southland.

Building Form, Scale Height, Massing

- A maximum building height of up to 17 metres adjacent to the Sir William Fry Reserve;
- Opportunity for a variety of buildings of different form and height varying from 7.5 metres maximum building height adjacent to existing residential areas, up to a maximum building height of 17 metres, in order to provide diversity in the type of accommodation provided;
- Building heights stepped down to no more than 7.5m building heights adjacent to established residential areas in the Station Street and View Street areas, to the north of the precinct;
- Buildings to address Nepean Highway and to make a positive contribution to the role of the Highway as a notable boulevard;
- Buildings facing Nepean Highway to be set in an attractive landscaped setting, with a landscaping theme that complements the highway; and
- Buildings to address the new network of public streets to be established throughout the area and Sir William Fry Reserve.

The Plan

Highett Structure Plan



Access Parking and Circulation

The New Grid of Streets

The aim is to establish an open and permeable pattern of public streets through this precinct. The new grid of street(s) will connect to the adjoining street network. This pattern will integrate the precinct with the existing urban fabric of Highett, not just for cars, but for pedestrians and cyclists as well. Achievement of such a pattern of roads will require coordination of development between land owners in accordance with an outline development plan that will need to be prepared for the area.

Principal car access will be from Nepean Highway via two possible signalised intersections. Traffic lights will be synchronised with other intersections along the Highway to reduce disruption to through traffic. The need for multiple 'entry points' into the precinct from Nepean Highway is fundamental to the achieving an open urban form that connects to the surrounding area. Intersection design would be subject to detailed review with VicRoads, Council and the prospective site developer.

Lower order road links will be established to the north to provide limited opportunity for car movement to and from the Highett Shopping Centre from the precinct. Such a restricted form of vehicle access is appropriate in response to capacity constraints on Highett Road, amenity considerations in Station Street and View Street, and the desire for main traffic flows to be directed towards Nepean Highway. Design considerations will emphasise pedestrian and cyclist movements along these streets, and the creation of visual corridors into and through the precinct from surrounding streets and entry points.

Pedestrian and Bicycle links to Southland

As part of this street pattern a new pedestrian and bicycle link is proposed across Bay Road to Southland. This link will act as a major route for pedestrians and cyclists, and will utilise the proposed street network through the precinct, and incorporate a new shared path through Sir William Fry Reserve. The link will provide a direct pedestrian and bicycle connection between the new development precinct and Southland and a direct route to any future new station at the rear of Southland. The route will be the primary conduit between the new development area and Southland and as such should be considered as a high priority in the master planning of the Highway West precinct.

Contributions towards the cost of a new shared pedestrian and bicycle link over Bay Road should be sought from key land owners/ developers within the precinct, and also from further development of Southland.

Car Parking

Car parking within this precinct should be within multi level buildings to maximise the potential for active land uses and for ground level landscaping. Expanses of ground level car parking will generally be discouraged, except for short term parking.

Planning Policies and Controls

- Residential 1 Zone
- Design and Development Overlay
- Local Planning Policy
- Environmental Audit Overlay

6.3 William Fry Reserve – Town Centre Parkland

Discussion

Sir William Fry Reserve is presently isolated from a residential catchment by major roads and the railway line despite its proximity. It is also unrelated to the Southland / Cheltenham Activity Centre.

Low level planting and the existence of concealed car parking along Nepean Highway detract from the appearance of the reserve and prevent open views into the space. These negative attributes and a suite of other functional and environmental enhancements have been addressed in Council's landscape masterplan for the Reserve. It is recognised however that the impact of future consolidated development to the north of the parkland may have significant implications on the role and structure of this important open space and as such further strategic masterplanning is required.



Central Water Feature



The vision is to upgrade the reserve to create a major open space feature and central parkland element that is appropriate to a principal activity centre. It is envisaged that the reserve take the role of a major municipal gardens, which makes a major contribution to the civic quality of the Southland Principal Activity Centre. Elements of the concept include:

- Removing the shrub planting along the Nepean Highway frontage of the park to open the internal parts of the park to view from the Highway.
- Establishing new shared pedestrian and bicycle links to improve access between Highett Road, established and new residential areas north of the reserve, Lyle Anderson Reserve (new bridge over the railway lines west of the precinct – see sections 6.7 & 6.8 of this report) and Southland.
- Establishing a green link between the park's northern edge and the precinct to its north to improve access to the park, and provide increased surveillance for park users. This green link together with the proposed street network will provide active frontages for increased density residential buildings to face the park and the proposed green links, thereby providing a useful link between the Moorabbin Court and Sir William Fry Reserve, and potentially to a future railway station at Southland.
- Reinforcing the potential for improved pedestrian (and other) linkages between Sir William Fry Reserve and Southland over a new (or cantilevered) bridge that crosses Bay Road and allows for direct linkage into Southland Station.
- Establish a high quality landscape theme and concept for the park of a status similar to that of traditional municipal gardens. The planting theme should be native, but need not be exclusively so. It should complement the landscaping theme established along the Nepean Highway and reflect the vegetation character of the bayside residential areas existing to the west towards Port Phillip Bay.

Actions and Guidelines

- Enhance/ review Kingston Council's existing Sir William Fry Reserve Masterplan, in light of new pressures generated by consolidation and development of Gascor and related sites.
- Use the 5% cash contribution from the redevelopment of the Increased Density Highway West precinct subdivision and/or legal mechanisms for contributions towards open space upgrades resulting from development within the precinct to upgrade the reserve.

6.4 Possible Future Station - Southland

Discussion

The possibility of a railway station being established at Southland has been discussed for many years.

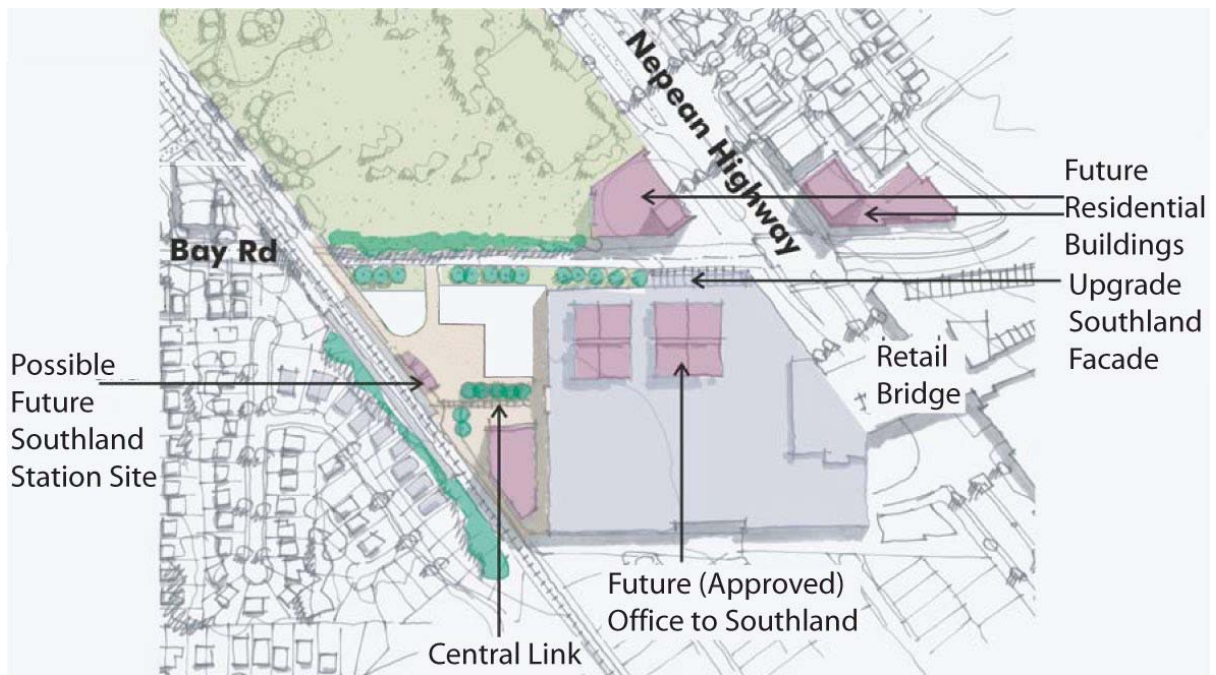
The State Government's commitment to urban consolidation, transit cities, increasing the patronage of public transport, and strong support for mixed use and high density residential development on strategic development sites near principle activity centres, adds weight to the concept.

The Plan

Highett Structure Plan

Melbourne 2030 specifically refers to the “possible upgrading of transport services to big stand-alone centres” such as Southland (Melbourne 2030 Planning for Sustainable Growth, Department of Infrastructure, October 2002, Page 31). Among the solutions it suggests for improving public transport in such centres are “new stations”.

Elements of the structure plan such as increased residential density and mixed use development on the west side of Nepean Highway, and mixed use activities along Bay Road, are supportive of the establishment of a new station at Southland.



Actions

- Kingston and Bayside Council’s liaise with the State Government regarding the feasibility of a new Southland station.



Southland Junction

6.5 CSIRO Site – Medium Density Residential / Education Campus

Discussion

The CSIRO site is a large parcel of land with an area of around 9.5 hectares. It is possible that the land will become available for residential or educational purposes.

The CSIRO Highett site has regional significance for biodiversity. The site has small remnants of Grassy Woodland, with the presence of indigenous vegetation such as Yellow Box and River Red-Gum available within the site.

A flora and fauna assessment undertaken by Biosis Research Pty Ltd, determined that most of the site supports introduced vegetation composed of planted non-indigenous trees and shrubs over an introduced ground layer. However, remnants of pre-existing native woodlands are present, most noticeably eucalyptus trees. Several trees have been identified within the assessment as vegetation that should be guarded because of its regionally significant qualities. Majority of the trees identified are located to the south of the CSIRO site.

A total of 15 terrestrial vertebrate fauna species has been recorded on the site during the present survey. The most prominent species to be located at the site is the nationally significant Grey-headed Flying-fox.

Unlike land along the Nepean Highway the redevelopment potential of this site is constrained by:

- The low density scale and character of the residential area that surrounds the property.
- The lack of a main road frontage and reliance on access from residential streets.
- Existing significant vegetation and areas of open space on the site, and the opportunity available to incorporate this in the redevelopment of the property.

Guidelines for the future development of the site should include:

- A level of activity that is appropriate to traffic capacity of streets from which car access is obtained.
- A built form that respects the character and amenity of surrounding residential areas.
- A site layout that acknowledges the layout of the existing site in terms of internal road pattern, configuration of buildings, pattern of significant vegetation and open spaces.
- Consideration of the potential to reuse existing buildings, either for education activities or for residential apartments.
- The desirability of opening the site up to the surrounding street network, so that development is integrated into the neighbourhood.

- Minimising the impact on existing residential areas of traffic generated by the development of the site.
- Encourage the use of water sensitive urban design within areas that support existing significant vegetation.
- Two options for the possible redevelopment of the site are shown in Figures 9 and 10.
 - Option 1 illustrates a medium density housing approach along a framework of existing road alignments and footprints within the CSIRO site. This option could include the possible re-alignment of Graham Road along and within the eastern boundary of the site (as could Option 2). It includes a number of east-west road links throughout the site. These connections allow for integration with the site's residential surrounds, with more substantial individual building forms around the central common with its established native vegetation. Significant vegetation highlighted within the *Biosis Research* flora and fauna assessment would be preserved by allowing formal open space to occur in the southernmost part of the site. (1 dwelling/300m²: approx 280 dwellings).
 - Option 2 conceptually illustrates a possible educational or institution type use of the site. Such an activity may be able to make good use of some of the existing buildings on the site and result in a group of education or institutional buildings in an attractive landscape setting.
- Prior to development of the precinct, comprehensive site studies are recommended to record and evaluate existing site conditions. This should as a minimum include archaeological, built and cultural heritage and environmental surveys and the necessary site analysis to the satisfaction of Bayside Council. A flora and fauna assessment of the site was undertaken by Biosis Research in March 2004.

Land Use and Activity

Preferred uses - Predominantly medium density residential, but with the opportunity for compatible educational / campus related uses, especially where they utilising existing buildings.

Building Form, Scale, Height, Massing

Two to three storeys on the periphery abutting residential properties with generous landscaped setbacks to minimise any amenity impacts.

Up to three storeys generally throughout the site, with the possibility of upper level 4 storey elements in the central parts of the property, or where there is potential to recycle existing buildings on the site.

Figure 9 – CSIRO Option 1 (Medium Density Residential) (Concept Only)



Figure 10 – CSIRO Option 2 (Educational Campus) (Concept Only)



Access Parking and Circulation

Access from Bay Road

The creation of access to the site from Bay Road has the potential to increase the development potential of the land, particularly the southern parts of the property. It would assist in overcoming capacity constraints on abutting residential streets and would provide the opportunity for educational uses on the site, without the need for commercial traffic to use residential streets.

Access to Bay Road would require negotiation with the owner(s) of properties to the south of the site.

Options include an access point on the west boundary of the property. This would align with the intersection of Bay Road and Reserve Road and provide the possibility of a signalised intersection controlling traffic into and out of the site.

Another option is for an access road along the east boundary of the site. This could occur in conjunction with the possible realignment of the southern sections of Graham Road along the eastern boundary of the property (see discussion later in this report).

Care will need to be taken with any new access points into the residential area to the north of Bay Road, to avoid the creation of a direct route that will be utilised by through traffic moving between Bay Road and Highett Road. Such a route has the potential to detract from the residential amenity of this neighbourhood.

Actions

- A suite of proposed planning scheme provisions should be prepared for the CSIRO site. This should be available to inform prospective purchasers of the site about its future use and development potential, and should be applied to the land as soon as it is transferred out of public ownership. Generally the land should be rezoned to Residential 1 Zone, but with areas of Public Park Recreation Zone and possibly Public Conservation and Resource Zone applying to areas of open space and conservation value. An Environmental Audit Overlay, Vegetation Protection Overlay, Development Plan Overlay should also be included within the municipality's planning scheme.
- Design Guidelines for development form within the CSIRO site including prescriptive recommendations for the interface with adjoining residential streetscapes to the west.

6.6 CSIRO Open Space

Discussion

A strong desire was expressed by residents at consultation meetings for part of the CSIRO site is set aside for public open space. Local residents expressed the view that Highett has less public open space than other parts of Bayside and that additional public open space is required.

The Biosis Research Flora and Fauna assessment identified that the CSIRO site supports regionally significant vegetation. In particular a concentration of vegetation exists on the southern parts of the site. Efforts to conserve this vegetation should be incorporated into any future redevelopment of the site. Options exist to include such land in open space areas on the site.

A requirement exists for 5% of any land subdivided to be set aside for public open space. The CSIRO site has an area of around 9.5 hectares. Five percent of the site equates to around 4,700 sqm.

An attractively landscaped area of open space exists on the CSIRO site at the Graham Road entrance, in front of the main administration building. It is estimated that space has area of around 6,000 to 7,000 sqm. The area on the southern part of the site with a concentration of trees has an area of about 17,000 sqm. If both of these areas were incorporated as open space as part of the redevelopment of the property an open space provision of around 18% would result. The requirement for additional open space to be provided on the site should be included in Clause 52.01 of the planning scheme.

Retention of these areas for public open space would result in the creation of an attractive space that is clearly visible from Graham Road and from any new public roads that may run through the site. The space could be linked across Graham Road to the Lyle Anderson Reserve. This could occur by providing a link through an existing industrial site, should that land be rezoned and redeveloped for residential purposes in the future. It would also assist in retaining significant vegetation on the site.

Actions

- When the land is transferred out of Commonwealth ownership, amend Clause 52.01 of the Bayside Planning Scheme to require an open space contribution in the order of 18% of the site.



6.7 Revealing Lyle Anderson Reserve

Discussion

Lyle Anderson Reserve is a small area of parkland abutting the west side of the railway line. It is hidden from the community at the end of Highett Grove.

The opportunity exists to significantly improve access to this park and open it up to the Highett residential neighbourhood.

This vision can be achieved by connecting Lyle Anderson Reserve to the proposed CSIRO common. This would involve creating an open space link through an area of industrial zoned land to the west of the reserve. That land is an isolated industrial site that has residential redevelopment potential. Rezoning would be required before the land could be redeveloped for residential purposes. An open space link through the site could be pursued as part of any residential redevelopment.

A further opportunity exists to open up Lyle Anderson reserve to the established residential community east of the railway line, with the possibility of connecting it to the Sir William Fry Reserve north of Southland through dedicated green links. This would involve creating a new pedestrian bridge over the railway line and direct 'green' links through the Increased Density Highway West precinct to connect the two reserves. This could be further pursued as part of the rezoning and redevelopment of the precinct.

Actions

- Rezone Industrial Zoned properties to a Residential 1 Zone, subject to an agreement that provision will be made for an open space link between the CSIRO site and Lyle Anderson Reserve as part of any future redevelopment of the site.
- Kingston and Bayside Councils to liaise with VicTrack and key land owners to examine opportunities for the development of a bridge and green link(s) to connect the Lyle Anderson Reserve to the Sir William Fry Reserve.
- Rezone the former Gas and Fuel land and adjoining industrial sites to a Residential 1 Zone subject to an agreement that provision will be made for the establishment of green shared pedestrian and bicycle links through the sites to connect the Lyle Anderson Reserve with Sir William Fry Reserve.

6.8 Overcoming Railway and Highway Barriers

Discussion

The railway line and Nepean Highway present major barriers to pedestrian movement across the study area.

Increased density redevelopment along the west side of Nepean Highway will create an interesting, diverse and busy place. Easy pedestrian access into and from this area from all directions will be critical to integrating new residents with the wider community.

Opportunities exist to utilise the new signalised entry points to the Increased Density Highway West precinct to provide for combined pedestrian crossing points along Nepean Highway, thereby maximising accessibility between existing residential areas east of the Highway with established community facilities, services, and recreational opportunities west of the Highway.

Improved access is required from the established residential areas to the west of the railway, to facilities such as Sir William Fry Reserve, Southland Cheltenham and Nepean highway itself.

As discussed potential exists to provide a pedestrian bridge over the railway line to link Lyle Anderson Reserve and neighbourhoods further to the west with possible parkland and new development areas on the east side of the railway.

Actions:

- Utilise the new signalised intersections that will be established along Nepean Highway, as controlled pedestrian crossing points.
- Provide pedestrian links across the railway line south of Highett Road and adjacent to the bowling club subject to discussions with rail operators.



Railway Line Barrier

6.9 Bay Road Mixed Use Corridor

Discussion

The Bayside Industrial Strategy (Hansen Partnership 2002) identified the opportunity for the Bay Road industrial estate to evolve from a traditional industrial area to a high amenity employment park precinct, with strong economic linkages to the Southland / Cheltenham activity centre.

The possibility of land along the north side of Bay Road evolving from its existing single storey housing form to a medium density mixed use format, was raised as part of that study.

Bay Road provides a low level of residential amenity. Existing houses along the north side of the road are modest dwellings dating from the mid-twentieth century. With the consolidation of lots fronting Bay Road the opportunity would exist for buildings of up to 3 storeys, used for a mix of uses including residential, small scale offices, commercial or display.

Land Use and Activity

Residential, small scale offices, restricted retail, showrooms.

Building Form, Scale Height, Massing

- On single lots of less than 1,000sqm and with a frontage of less than 20m – Two storey maximum.
- On two or more consolidated lots of greater than 1,000sqm and with a frontage of more than 20m – Potential for a three storey maximum building height, with the opportunity for residential apartments subject to design and amenity considerations.
- Graduated building height to respect residential amenity of dwellings to the rear.
- Garden setback from Bay Road to establish a landscape effect.

The Plan

Highett Structure Plan



Access Parking and Circulation

- All access from Bay Road.
- Single access point for consolidated lots.
- Car parking either in basement or lower level of building.

Planning Policies and Controls

- Mixed Use Zone
- Design and Development Overlay
- Local Policy

6.10 Preferred Medium Density Residential Areas

Discussion

An extensive planning policy basis relates to redevelopment within established residential areas in middle ring suburbs such as Kingston and Bayside. Consistent with State government policies for urban consolidation and a more compact city, incremental change and intensification of densities in established residential areas is supported with the context provided by ResCode (i.e. Clauses 54, 55 and 56 of Planning Schemes).



Melbourne 2030 re-emphasises such policies. However it also emphasises substantially increasing densities in and around activity centres, close to railway stations and on strategic redevelopment sites.

Within this context, residential areas within the study area have been distinguished as follows:

- those in which clear policy support exists for a high degree of change towards medium density housing (i.e. preferred medium density residential areas); and
- those in which incremental change should occur within the framework set by ResCode.

Preferred medium density residential areas include the following:

- *Main Road Residential Areas*- This land comprises largely single storey detached dwellings from the mid 20th Century on either side of Nepean Highway, north of Bay Road (excluding Gascor and related commercial land). Evidence of more recent infill medium density housing also exists along the corridor. These properties front the arterial road, are located on the periphery of a residential neighbourhood (rather than within one), and are located close to both the Highett Shopping Centre and Southland. They are well suited to a higher level of residential development than presently exists and have the potential to improve the built form and presence of the Nepean Highway corridor.
- *Station and View Street Areas south of Highett Road* –the small pocket of residential land between the Highett Shopping Centre, the railway line and major strategic development sites fronting Nepean Highway. Considerable change is anticipated in this area given the redevelopment opportunities on adjoining strategic sites to the south, and the potential intensification of activities within the Highett Shopping Centre. This will have an impact on the existing character and amenity of the area. Given these changes and the proximity of the area to the Highett shops and station, it is considered well located for a greater concentration of sensitive medium density residential use.
- *Immediate Periphery of Highett Road Centre* –the areas north and south of the Highett Road strip centre to either side of the railway line, the Nepean Highway frontage, and the residential area north of Highett Road and south of Wickham Road. Change is expected in these areas, in particular behind the Highett Road commercial frontage and along the railway line corridor. Residential stock in these areas is ageing and consolidation of lots has already begun. It is another precinct well suited to sensitive medium density housing.

The practical difference between preferred medium density areas and other incremental areas that exist throughout the study area will be as follows:

- Council will support well designed apartment developments, as distinct from villa unit and town house style developments in preferred development areas.
- A building height of up to 3 storeys will be supported in preferred medium density residential areas, where a consolidation of lots occurs. A maximum height of two stories is more likely to eventuate in 'other' residential areas throughout the study area.

The opportunity for change in the identified preferred medium density and main road residential areas is restricted by the fragmented land ownership pattern. To encourage site consolidation Council should consider the preparation of guidelines that encourage the consolidation of lots and provide incentives to do so.

Actions and Guidelines:

- Exempt areas from the existing schedule to the Residential 1 Zone as applied in the City of Bayside.
- Apply a Design and Development Overlay that addresses the following:
 - On single lots of less than 1,000sqm and with a frontage of less than 20m – Two storey maximum. Preference for two storey villa unit or townhouse style redevelopment.
 - On two or more consolidated lots of greater than 1,000sqm and with a frontage of more than 20m – Potential for a three storey maximum building height, with a preference for residential apartment style developments subject to design and amenity considerations.
- Incorporate siting guidelines for medium density housing for:
 - Site Planning: front setbacks and development form to reflect consistency with predominant patterns of the streetscape.
 - Boundary Setbacks: adequate side and rear setbacks to enable appropriate daylight to adjoining dwellings and minimise overlooking
 - Private/ Communal Open Space: provision of min 8m² individual terrace and/or 40m² ground level garden areas and where more than 8 dwellings, provide communal spaces to be accessible to all occupants.
 - Landscapes: protection of existing established significant vegetation wherever possible to reiterate the borrowed landscape along boundaries and in particular in frontages.
 - Frontages & Garages: retention of the traditional open frontage effects with concealed garages incorporated into development or set behind the primary façade.

6.11 Incremental Change Residential Areas

Discussion

Residential areas not identified as preferred areas for medium density housing will be managed pursuant to existing Council policies and ResCode.

ResCode supports increased densities close to activity centres and public transport nodes etc. It also allows development of up to three storeys. The applicability of these issues to individual applications will be considered by Council on their merits. However, both Councils acknowledge the appropriateness of medium density housing in those areas close to activity centres and stations.



Highett's Residential Streetscapes

Ongoing enhancement of the amenity of all incremental change residential areas within the study area is required as a consequence of the level of change envisaged to occur throughout the precinct. A street tree planting program is required for all residential streets. In the residential area to the west of the railway line, the aim should be to integrate street tree plantings with the existing landscape character of the CSIRO site (including its significant remnant native vegetation), the CSIRO 'Common' and the Lyle Anderson Reserve.

Actions and Guidelines

- Street revegetation works to improve the character and amenity of the residential areas.
- Incremental redevelopment pursuant to existing provisions of the Kingston and Bayside Planning Schemes.

6.12 Graham Road

Discussion

Graham Road between Bay Road and Highett Road is commonly utilised by local and through traffic as a rat-run. The road presently accommodates for in excess of 3,200 vehicles per day, a figure likely to increase significantly with the onset of the redevelopment of the CSIRO and Gascor sites. In consultation with the community, traffic congestion and traffic volumes and impacts on residential amenity in Graham Road were identified as key issues.

The redevelopment of the CSIRO site, the anticipated shift in use and activity along Bay Road (as part of the Bayside Industrial Study), further retail expansion in Highett Road and the progressive evolution of established residential areas north of Bay Road and west of the railway line, will add to traffic volumes in the area.

A draft version of this structure plan identified the option of reconfiguring Graham Road by splitting the existing Graham Road corridor into two parallel streets. Graham Road east was to extend off Bay Road and assume its existing form to the south, then extend northward through the western edge of the Office of Housing estate and the edge of the Lyle Anderson Reserve, towards the railway line (and possibly beyond to Station Street and the Highett RSL). It was to interconnect with the east-west aligned Thistle Grove. Graham Road west was to extend off Highett Road in the north and assume its existing alignment to the CSIRO entry. From that point it was to extend directly south along the eastern boundary of the CSIRO site and the western edge of Somerset Mews, but was not to extend through to Bay Road. Combined the two parts of the road would provide discontinuous routes between Bay Road and Highett Road, with the aim of reducing through traffic and enhancing residential amenity.

Subsequent to the release of the draft structure plan, Bayside City Council commissioned an independent assessment of traffic in Graham Road (Graham Road Highett Traffic Management Plan (Draft Report), Andrew O'Brien and Associates Pty Ltd, September 2004). That report strongly opposed the above discontinuous realignment of Graham Road, as it concluded that a direct local crossing was required between Bay Road and Highett Road. It generally supported retaining the existing alignment of Graham Road. However it did comment that the option of realigning Graham Road as a straight road along the eastern boundary of the CSIRO, had merit in pursuing as part of the redevelopment of the CSIRO site.

Actions

- Include the possible realignment of Graham Road along the east boundary of the CSIRO site, in any local planning policies or development guidelines prepared for the site.
- Further pursue the option of realigning Graham Road along the east boundary of the CSIRO site when that land becomes available for redevelopment.

6.13 Highett Shopping Centre

Figure 2 summarises the key elements of the plan as they relate to the Highett Shopping Centre.

Figure 8 is an illustrative plan that shows how the shopping centre precinct may evolve if these elements described in the structure plan are implemented.

Nepean Highway Presence

The Highett shopping centre presently lacks an address to Nepean Highway. A car rental agency with an open area for the display of cars exists on one corner, and a single storey dwelling converted in part into consulting rooms exists on the other. These activities fail to provide a built form presence for the activity centre that capitalises on the prominence and exposure provided by the intersection of Highett Road and Nepean Highway, which presently accommodates for over 75,000 vehicle movement per day.

The potential exists for a substantial built form on both street corners. Attractively designed mixed use buildings with retail or commercial uses at ground level and a mix of residential or offices above, would mark the entry to the centre from Nepean Highway.

Consolidation of former residential lots will be required to assemble sites of sufficient size to realise this opportunity. In relation to land on the north side of Highett Road, Council should take the opportunity to require agreements to be entered into at the time of rezoning, to ensure that future designs allow for a pedestrian extension of Edwin Parade through the site to Highett Road (see discussion below).

Actions and Guidelines:

- Rezone to a Mixed Use Zone
- Mix use development with retail or commercial uses at street level and residential or office uses at upper levels.
- 4 storey maximum building height.
- No setback required from street frontages on southern side of Highett Road
- Setbacks on northern side of Highett Road to increase visibility into the centre from Nepean Highway and further east.
- Graduated building height to residential abuttals.
- Require Section 173 agreement to accommodate access through the site to Highett Road.

Edwin Parade Extension to Highett Road

Edwin Place is an access lane that serves the rear of shops fronting the north side of Highett Road, extending from Henry Street to the rear boundary of residential properties that front Nepean Highway.

As part of the consolidation of residential lots at the north-west corner of Nepean Highway and Highett Road, the opportunity exists to extend Edwin Place through to Highett Road (for pedestrians). This would provide the opportunity for a more permeable network of pedestrian paths through this part of the centre.

Action and Guidelines:

- As part of the rezoning of land at the north-west corner of Highett Road and Nepean highway, undertake consultation with traders and residents with a view to forming a Section 173 agreement to accommodate access through the site to Highett Road.

Gateway Open Space near the Highway Corner

Given the configuration of roads, services roads, access lanes and footpaths at the north-west corner of Nepean Highway and Highett Road, considerable space exists within the road reserve to create an open space or plaza feature. The opportunity exists to landscape or pave this area in a manner that complements the gateway buildings referred to above.

Actions and Guidelines:

- Kingston City Council in conjunction with VicRoads, to prepare and implement a design for the landscaping and treatment of land within the road reserve at the north-west corner of Nepean Highway and Highett Road.

Civic Plaza and Integrated Multi Purpose Facilities

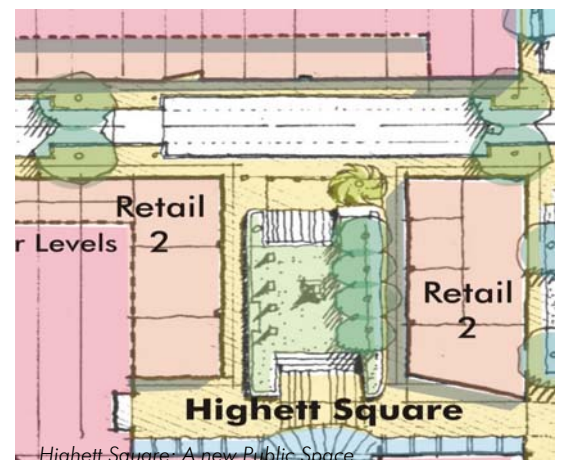
The City of Kingston owns some of the land to the south of the Highett Road Shops, between Station Street, the railway line and the RSL. This land includes the existing library (that fronts onto Highett Road), a kindergarten and car park.

The opportunity exists to establish a high quality community focal point for the Highett Centre in this location. Elements could include:

- An exciting and vibrant new public plaza or community meeting place that opens out on the southern side of Highett Road in the place of the existing library building, providing a green refuge from the relatively confined retail spine.

Such a generous public space should allow for new retail frontage to connect the primary Highett Road strip with Community related uses at the southern extent of the space. The new Highett Square should incorporate an elevated grassed pad, public seating and lighting, appropriate shade plantings and integrated artwork inspired by the Highett community. The space may build upon the recent public domain work completed around the frontage of the existing Highett Library.

- A new multi purpose community facility at the southern extent of the space appended to the RSL on land currently utilised as Kindergarten. Such a facility should include the relocated and expanded library, 'outposts' for municipalities, kindergarten and associated parking. Synergies with the adjoining RSL (and related sporting and leisure) facilities should be explored. The Highett Square space will successfully act as the primary entry to a high profile facility, which may be accessed directly off Highett Road, from Station Street or via underpass from Graham Road to the west.



Highett Square: A new Public Space



Highett Square Section link to Multi Purpose Facility

Actions by private developers that would assist in maximising the design qualities and level of activity generated in this space include:

- redesigning the shops that abut each side of the civic space to 'open out' onto the plaza;
- redevelopment of RSL to address the space in a positive manner.

Actions and Guidelines:

- Kingston City Council to investigate the potential to establish a new multi purpose facility in this location, including an expanded library.
- Kingston and Bayside Councils to enter discussions to determine the role for a 'municipal outpost' facility to be included as part of any multi-purpose centre provided.
- Prepare a master plan for the redevelopment of the area.
- Enter discussions with owners of adjoining properties to encourage redevelopment of buildings, with active uses fronting onto the civic space.
- Enter discussion with the RSL regarding the possible redevelopment of its facility to address the civic space.
- Retail or business uses at ground level of premises that abut each side of the civic space
- Maximum building height:
 - Two storeys up to street level for properties with abuttal to Highett Road and the east and west sides of the civic space
 - A third level to properties with abuttal to Highett Road and the east and west sides of the civic space, where setback from the frontage to ensure limited visual or overshadowing impact on Highett Road streetscape and the civic space
 - Three storeys at the southern extent of the space including RSL and Council owned land

Retail and Mixed Use Expansion to the West of the Railway

Vacant and underutilised land exists to the west of the railway line. This area presents an opportunity to be used in a way that will complement the role and the range of services and facilities available in the Highett Centre. It also provides opportunities for additional people to live and work close to the centre and to the station.

The concept of a supermarket with a mix of uses above (as approved by a recent planning permit), including residential is considered an appropriate use for the site at the corner of Highett Road and Graham Street. The inclusion of a supermarket will contribute significantly to the role and range of retail attractions available in the centre. The opportunity should be taken to negotiate a contribution from developers for improvements to pedestrian linkages between the site and the east side of the railway line.



Corner Highett and Graham Road

Issues that may serve to constrain the intensity and height of the development include traffic volumes in Highett Road, and traffic issues associated with the intersection with Graham Road and Highett Road near the railway crossing. To be consistent with the intended scale and quality of Highett Road east, having regard to the natural fall of the land to the west of the railway and the height of the other development proposal to the west, the development should present as three storeys to the Highett Road frontage.

Further mixed use opportunity may be realised in other retail/ commercial formats further west of Middleton Street (south side) and Train Street (north side). These somewhat isolated sites will be further integrated with the Highett Road strip with the progress of further activity on the western side of the railway line. They should be considered for further consolidated mixed use development subject to amenity impacts and integration with adjoining established residential areas.

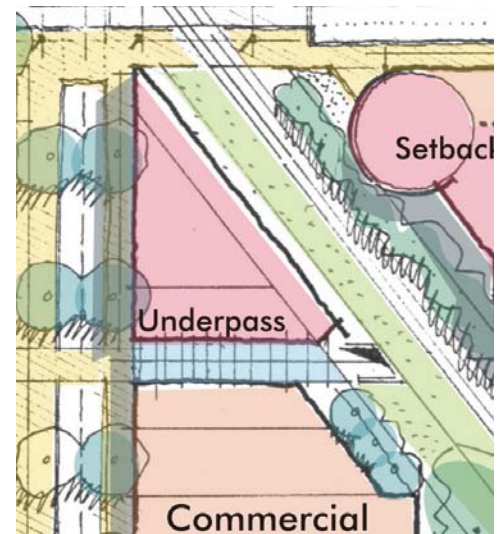
Guidelines:

- Rezone the land from a Business 2 Zone to a Business 1 Zone to reflect the retail and mixed use potential of land at the north-west corner of Highett Road and Graham Road.
- Consider further rezoning of Business 2 Zoned land to a Business 1 Zone further west.
- Enter negotiations with developers of the site regarding improvements to pedestrian links between the site and the east side of the railway line.
- Have regard to traffic and built form issues in the assessment of the current application.

Highett Community Hub: Livingstone Street

Bayside Council's Livingstone Street Community Centre is located some 300m west of Highett Station, north of Highett Road off Worthing Road. The centre includes senior citizens, youth and scout facilities with generous open grounds and car parking. While this centre is peripheral to the main Highett Road strip, improved linkages to the main street should be encouraged and will be readily achievable given the progressive extension of the mixed use format the centre to the west of the rail line.

Subject to the definition of suitable services around the Highett Shopping Centre's proposed public space and multi-purpose community facility, related civic function may be feasible (and easily accessibly) at Livingstone Street. The inter-relationship between each of Council's community facilities should be carefully examined to best service the existing and future Highett community.



Highett & Graham Rd Mixed Use

Integrated Mixed Use Corner with Link to Civic Plaza

Land at the south-east corner of Graham Street and Highett Road has a triangular shape, abuts the railway line, slopes down from Highett Road along its Graham Street frontage, and is at a lower level than land on the west side of the railway line. It presents as a prominent and high visibility corner when viewed from the west.

This site will be at the interface between the 'old centre' to the east of the railway line and what could be major new retail and mixed use element to the west.

The site has the potential to accommodate an interesting built form that serves to integrate what could be a taller building element to the west of Graham Road, with what is predominantly a one to two storey built form to the east of the railway.

Given the topography of the site, the potential exists for a pedestrian underpass under the railway line. Such a link could be incorporated into any redevelopment that occurs on the site.

Guidelines:

- Retail or business uses at ground level.
- Residential or office uses above.
- Maximum height of 3 storeys.
- Include the opportunity for a pedestrian underpass under the railway line, connecting to the civic plaza proposed to be established to the east of the railway.

Railway Parade Junction Enhancement

When viewed from the west, buildings at the corner of Railway Parade and Highett Road are elevated above the tracks, setback behind a widened pavement, and give the illusion of a curved or crescent shaped built form.

The location is well suited to a prominent corner building element. The opportunity also exists to extend a three storey building height along Railway Parade to the north.



Existing Junction Form

Guidelines:

- Retail uses at ground level that generate activity in the widened footpath space that exists in front of buildings on this corner.
- Residential or office uses above.
- Corner site - maximum building height of 3 storeys
- Maximum building height of three storeys along Railway Parade.

Upgraded Highett Railway Station

Station buildings on the west side of the railway are attractive older style heritage listed buildings that contribute to the character of Highett. Station buildings on the east side of the line are more modern utilitarian structures. They provide minimum comfort and weather protection but fail to reflect the significance of the station as a community asset and focal point.

The opportunity exists to upgrade or redevelop station buildings on the east side of the railway line. This could occur in conjunction with the development of commuter car parking spaces along the east side of the line (as an integrated commuter car parking and residential development, north of the east side railway station building along Railway Parade). Combined with the establishment of an upgraded pedestrian plaza at the north-west corner of the Highett Road and Railway Parade, the junction between Railway Parade and Highett Road could be revitalised to enliven the shopping centre and open up view lines to the historic Highett Railway Station building.

Actions and Guidelines:

- Cities of Kingston and Bayside to initiate discussions with the State Government regarding the upgrading of station buildings and possible redevelopment of railway land for integrated commuter parking and residential development initiative.

Mixed Use Shop Tops

In line with the objective of intensifying activity and attracting more people to live and work within walking distance of the shopping centre and railway station, mixed use shop top accommodation is strongly supported throughout the centre.

The centre presently includes a mix of one and two storey buildings fronting Highett Road. A considerable proportion of these are single storey, many dating from the mid twentieth century and with no heritage or urban character significance. This provides the opportunity to intensify activities along the street with upper level extensions or redevelopments to a higher level than presently exists.

Houses or offices above, or at the rear of shops are encouraged. Given the relatively narrow width of Highett Road (17 metres) and the potential for taller buildings to confine the streetscape, a maximum height of 2 storeys should be permitted to the street frontage. Buildings of up to 3 storeys should be

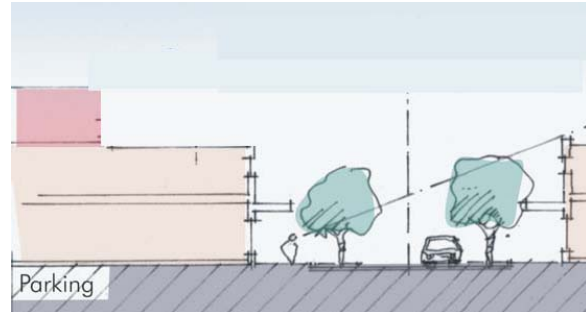


Existing Shop Top forms

permitted where the upper level is setback from the frontage. Taller buildings will be permitted on other sites specifically referred to elsewhere throughout this plan.

Given the scale and proportion of the Highett Road streetscape and the strength of the prevailing 'wall' of buildings along the street, a setback of at least 8 metres should be sufficient for the third or upper level of buildings. This will ensure that upper levels do not visually dominate or overshadow the street.

The third level of any new buildings adjacent to residential areas should be setback around 4 metres from the rear property boundary.



Shop Top formats

There are presently about 90 separate properties included within the business zoning that covers the Highett Shopping Centre. Assuming that on average one shop-top dwelling could be created for every existing property, around 100 additional dwellings might be created within the centre. Assuming an occupancy rate of 2 persons per dwelling this would equate to around 200 additional people.

Guidelines:

- Maximum building height:
 - Two storeys up to street frontage.
 - A third level where setback from the frontage to ensure limited visual or overshadowing impact on Highett Road streetscape.
 - A third level where setback from the rear boundary as required to minimise overshadowing and overlooking of adjoining properties across lanes.

Vehicle Movements in Rear Lanes

Redevelopment of vacant and underutilised land at the rear of shops is beginning to occur around Highett Shopping Centre.

This represents an appropriate and efficient use of the land close to an activity centre. However it can lead to access difficulties due to increased traffic in lanes and conflict between delivery vehicles and cars, as well as pedestrians.

As these forms of development occur more frequently it will be necessary to upgrade and rationalise the use of laneways. Options include:

- setting buildings back from laneways to allow either the widening of the laneway or to provide for a parallel loading bay at the rear of a property;
- providing shared loading bays parallel to the laneway in one or two locations along the length of the laneway between any two streets;
- encouraging basement or in-building car parking spaces, with a single access lane as part of the redevelopment of sites, rather than a row of

ground level car parking spaces across the full width of the rear boundary of a site; and

- providing some opportunity for loading bays within Highett Road.

Guidelines and Actions:

- In consultation with owners of adjoining properties, prepare a scheme to upgrade and rationalise access and loading in each laneway abutting the activity centre.

Medium Density Redevelopment of Ground Level Car Parks

In the longer term, as the activity around the centre intensifies and land values increase, the opportunity is likely to emerge to redevelop ground level car parks behind the Highett Road frontage. Such redevelopments could include basement level car parking to accommodate ongoing car parking demands of shops and businesses in the centre, with the opportunity for two to three storeys of residential development above. These parking areas, in particular off Henry Street (north) and Station Street (south) are ideal candidate sites for redevelopment given their common ownership, proximity to activities and facilities and interfaces. They should be the basis for a successful transition between the main street retail strip and the peripheral consolidating residential surrounds, and provide a much improved urban form than the existing 'void' generated by open car parking areas. As a starting basis, there should be no net loss in the number of accessible car parking spaces available for traders or retailers of the Highett Centre as a result of redevelopment.

Guidelines and Actions

- Kingston Council to undertake a development feasibility study (economic, traffic and architectural) to determine the intensity of development that would be required to make redevelopment of ground level car parking areas viable.
- Kingston Council to actively pursue initiatives to redevelop any ground level car parks it owns or which are owned by the RSL.

Improved Pedestrian Safety on Highett Road

Issues regarding pedestrian safety in the Highett Road shopping centre relate to the following:

- crossing Highett Road anywhere along that part of the street within the shopping centre;
- crossing north- south side streets that intersect with Highett Road;
- crossing the railway line; and
- crossing busier side streets such as Graham Road and Railway Parade;

Improvements suggested include:

- Continuing footpaths in Highett Road over (and across) side streets. This will involve forming a raised threshold at the entrance to the street, without

a change of level, kerbs or gutters, enabling clear and uninterrupted (flush) pedestrian movement along either side of Highett Road

- Consideration be given to relocating the existing pedestrian lights on Highett Road to the intersection of Henry and Station Streets with Highett Road. This will provide for improved pedestrian and vehicular safety along Highett Road through a signalised intersection. These works should be undertaken in conjunction with the redevelopment of the Increased Density Highway West precinct south of Highett Road, to establish a safer and more accessible street network prior to completion of the redevelopment of the new residential precinct to be established on the former Gas and Fuel land and adjoining industrial sites.



Proposed Raised Threshold Pedestrian Intersection Treatment

7 Implementation

7.1 How to Achieve the Vision

This section of the report identifies what needs to be done to ensure that the recommendations of this report are achieved. Initiatives are grouped under the following headings:

- Retaining the Commitment of the Councils Over Time;
- A Strong Role for the Traders Group;
- Enthusing the Private Sector;
- Partnership Projects;
- Funding; and
- Planning Policies and Controls.

7.1 The Commitment of the Councils Over Time

An ongoing commitment to the implementation of the structure plan over the medium to long term is required from both the Cities of Bayside and Kingston. Impediments to such a commitment are:

- Competing interests for public works in other activity centres and precincts throughout the municipalities;
- Changing Council and likelihood of different agendas; and
- Short term interests of private developers, who may not wish to develop in accordance with the vision presented by the plan.

These impediments can be addressed by:

- Traders and business groups establishing a strong and independent role in the Highett Activity Centre, and acting as vigorous advocates and lobbyists for their centres.
- Entrenching recommendations of the study in the planning scheme.
- Including public works projects within Council's annual budgets.
- Presenting a clear list of works priorities for subsequent years, that can be incorporated into future annual budgets.
- Designating responsibility for the implementation of the plan to a Councillor and to a Council staff member within each municipality.
- Establishing committees and coordination arrangements involving all stakeholders within each Councils decision making framework.

7.2 A Strong Role for the Traders' Group

The traders' group has a vital role in ensuring the implementation of those elements of the plan that relate to Highett Shopping Centre. In municipalities such as Kingston and Bayside, that have many activity centres that are all competing for scarce funds, a strong lobby role by a trader group is essential to retain an ongoing commitment from the two Councils.

The Councils should encourage and actively support a group representative from the traders' group at Highett in all decision making and policy setting relevant to the centre. A role for existing or future community and resident groups is also encouraged, in particular in relation to the very important neighbourhood character, landscape and cultural values of the broader study area.

7.3 Co-ordinating Activities of Council

To give weight to the Plan and those elements that relate to the Highett Activity Centre, a number of strategies have been devised that aim to increase involvement in precinct planning and management.

To be successful, this approach must be embraced by all those parties with an interest in the revitalisation of the precinct. This includes local municipal and infrastructure service providers, key landowners and service users. Possible change management measures include:

- Establishing a strengthened development review panel that will have sound representation and work to achieve the 'physical' development goals as agreed in the plan.
- Establishing a secondary representative body for invigoration of the social and cultural dimension of the Activity Precinct, working in unison with the broader 'physical' management group.
- Increased choices for stakeholders to take more responsibility in the precincts development and exercise greater participation in relation to management of the area.

Within this structure, it is vital for management groups to take partial responsibility for the implementation of improvements and the on-going management and maintenance of the area. This group should also identify dedicated teams to take responsibility for a range of administrative, control, maintenance, and promotional tasks that are required in competitive urban places today. This 'caretaker' role should establish a presence within the precinct to act as the interface between traders, local service users and providers. Such a body may also be responsible for:

- security and surveillance;
- maintenance and upkeep, cleaning and garbage removal;
- entertainment and festivals, promotion and publicity;
- business and commercial vigour, liaison with building owners and traders; and

- overall implementation of the structure plan.

The sharing of these responsibilities between Council and local stakeholders (especially the traders group) will help to empower local business communities with a sense of ownership and ensure a continuous and focused approach to contributory development and public domain improvements. This alone will raise the standard of the Highett Activity Centre and advance its role as a catalyst to change.

7.4 Enthusing the Private Sector

Projects such as this rarely seek to actively involve private developers and stakeholders; they usually just identify a program of public works and provide guidelines that developers will be encouraged to meet, if and when applications are lodged with the Councils.

The two Councils should take an active role and seek to positively influence the actions of private land owners and developers in the precinct. This is particularly important in relation to the key strategic development sites along Nepean Highway, the CSIRO site and Southland. Initiatives include:

- Making direct contact with major property owners and investors to discuss development opportunities in accordance with the structure plan.
- Initiating appropriate rezonings, rather than waiting for developers to approach Council.
- Developing policies and guidelines that will help in overcoming impediments to preferred uses and built form.
- Adopting a positive and supportive approach that seeks to facilitate and 'fast track' proposals that are consistent with the vision for the study area.
- Initiating funding schemes that may involve special charges or development contributions in order to generate the funds necessary to realise the objectives of this project.

7.5 Partnership Projects

Other Government agencies have a significant role in the study area – i.e. the State Department of Treasury and Finance, Office of Housing, VicRoads, VicTrack, the CSIRO. Some, if not all of these agencies are likely to undertake significant reinvestment within the study area in the future.

The opportunity exists for Council to realise some of its public works initiatives as part of the upgrading of infrastructure by other agencies. Council should work closely with other State Agencies to identify Partnership Projects in which infrastructure works of other agencies can be coordinated with public works projects of Council.

The concept of partnership projects can also be extended to the private sector. Council should explore opportunities for public infrastructure and amenity

enhancements in conjunction with development proposals for key development sites.

Potential partnership projects include:

- upgrading and landscaping of Nepean Highway, between Highett Road and Bay Road;
- upgrading and redevelopment of Highett Station;
- redevelopment of the CSIRO site;
- redevelopment of the Gascor site; and
- redevelopment of the Office of Housing land in Graham Road.

7.6 Funding

Options to fund public works are discussed below.

Council funding from general rates

The ability of Councils to fund public works from general rates is limited by budgetary constraints and a general lack of funds for major capital works projects.

In order to demonstrate its commitment to civic improvements in the precinct, Councils will need to provide some funds from general revenue. This could be either for specific projects, or on a dollar for dollar basis (or some other proportion) to match funds derived from other sources.

Councils should clearly state their financial commitment to the precinct in order to demonstrate its commitment to the private sector and to the community.

State Government Funds

The State Government makes funds available to local government for public works and urban improvements. This document will provide Councils with the strong strategic justification necessary to support applications for project funds as they become available. Possible funding sources include:

- Funding for local government from the Department of Sustainability in relation to planning initiatives supportive of Melbourne 2030.
- The Department of Sustainability's, Pride of Place Program, or like programs that offer grants and assistance for public realm capital works initiatives that result in the upgrade of the public realm and Urban Design outcomes.
- The Department of Infrastructure, Regional Infrastructure Fund.
- The Department of Transport, offers funding for the upgrading of Inter-modal transport hubs.
- VicHealth's Active for Life, Arts for Health and Sports Safety Equipment Programs encourage partnerships for health promotion through changing environments and supporting participation in creative activity as a means to promote health.

The Australia Council, through its Community Environment Art and Design (CEAD) Program, also supports one-off projects which involve communities, artists and designers in the planning and design of public environments. The fund aims to encourage greater recognition and appreciation of the link between the cultural life of communities and the quality of their physical environments. Projects may be initiated by communities or by individuals working with communities and the category is open to both individual and organisations.

Special Charges

The levying of a special charge is appropriate to use to generate funds where a benefit will be derived by existing property owners and businesses.

A special charge to cover the cost of enhancement works along Highett Road, for example, would be an option for generating funds for streetscape and related works, as it is existing property owners and business that benefit.

Political and equity considerations need to be taken into account in deciding to introduce a special charge.

Development Contributions

Development contributions are appropriate to be sought from new development, where that development will generate a need for the upgrading of infrastructure or public facilities.

An example is the establishment of a new shared pedestrian and bicycle link across Bay Road to Southland. New development that occurs to the north of Bay Road, and also any future redevelopment that occurs on the Southland site, could be required to make a contribution towards the cost of that infrastructure. For this to occur:

- a fully costed plan for works is required;
- the portion of the cost allocated to new development needs to be clearly identified and justified;
- the source of all other funds needs to be identified; and
- a commitment is required from Councils that the funds collected will be used to implement the upgrading works planned.

A Development Contributions Overlay would need to be applied to any areas in which development contributions were to be sought. Separate overlays would need to be prepared for areas within Bayside and Kingston. The precise boundaries of such overlays should be determined at the time the development contributions plan(s) are being prepared.

Open Space Contribution

The opportunity exists to obtain up to a 5% contribution for any land subdivided, pursuant to the Subdivision Act. This can be increased in situations where an appropriate strategic study identifies that a higher proportion of open space is required to meet legitimate open space planning objectives, and a requirement is

included in the schedule to Clause 52.01 of a planning scheme. It has been identified that a contribution in the order of 18% would be appropriate to seek in relation to the CSIRO site. Merit would also exist in the Councils further investing additional land required for open space within the study area and the possible costs of upgrading Sir William Fry Reserve and the Lyle Anderson Reserve. This could form a basis for justifying an open space contribution of more than 5% in relation to development throughout the structure plan area generally.

7.7 Planning Policies and Controls

New Local Planning Policy and DDO

Clause 22 of planning schemes provides the opportunity to give local planning policies statutory weight. It is appropriate to insert a policy in that section of each planning scheme that specifically relates to the Highett structure plan area.

The policy need not replicate the detailed recommendations and guidelines contained in this plan. However it should include a statement of the key objectives derived from this plan and clearly state that the findings and recommendations of the plan will be taken into account by Council in relation to all applications for planning permits and all requests for rezonings, within the precinct.

The purpose of a Design and Development Overlay is to guide the design and siting of development, and provides specific direction with regard to building height, setbacks. It is appropriate to introduce a new Design and Development Overlay to each planning scheme to provide specific guidelines for proposed development throughout the study area where recommended. The Overlay should be drafted on the direct translation of the guidelines recommended in this plan.

Changes to Planning Scheme Maps

Figures 11 and 12 overleaf show the changes proposed to the planning scheme maps.

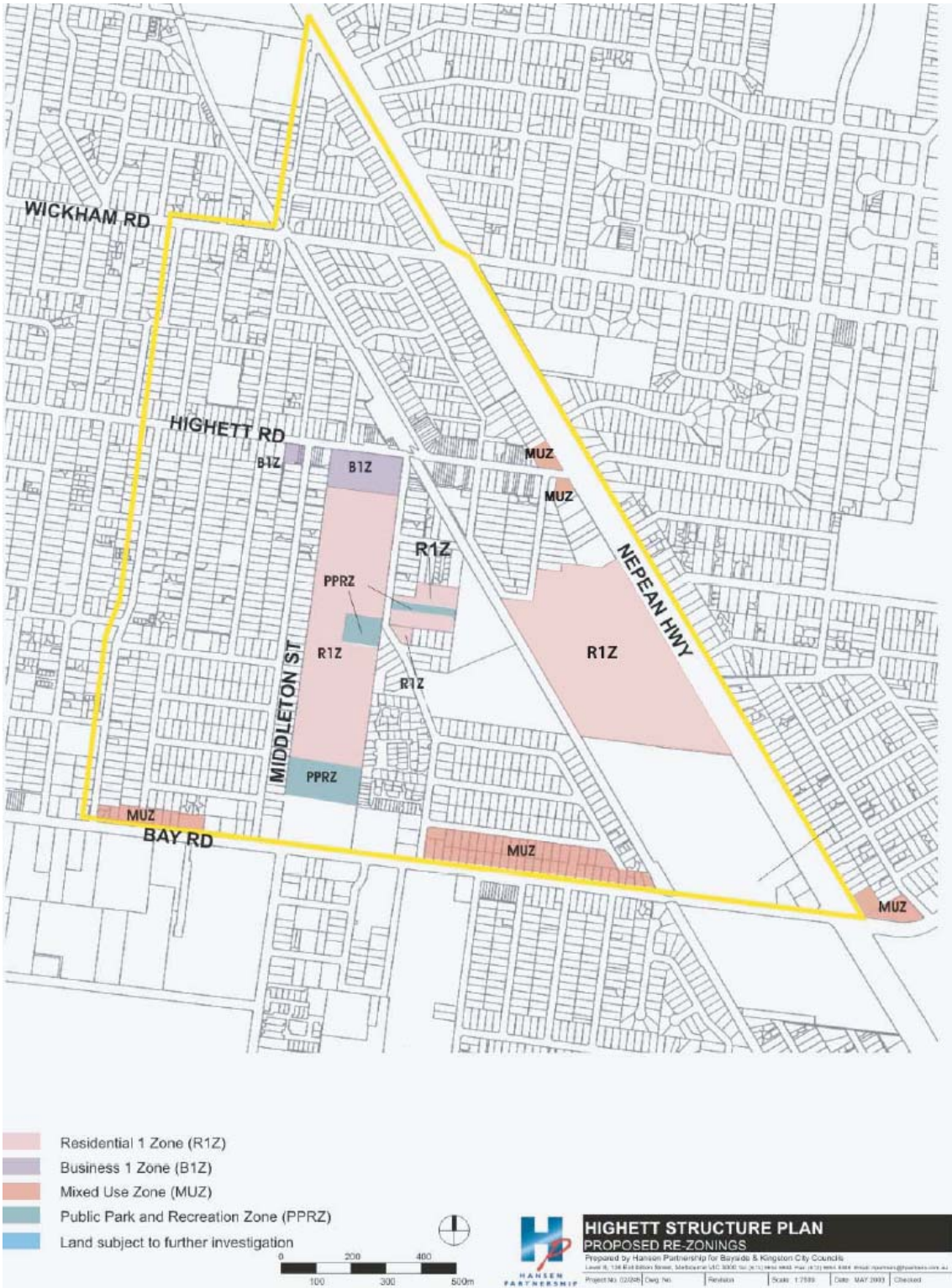


Figure 11

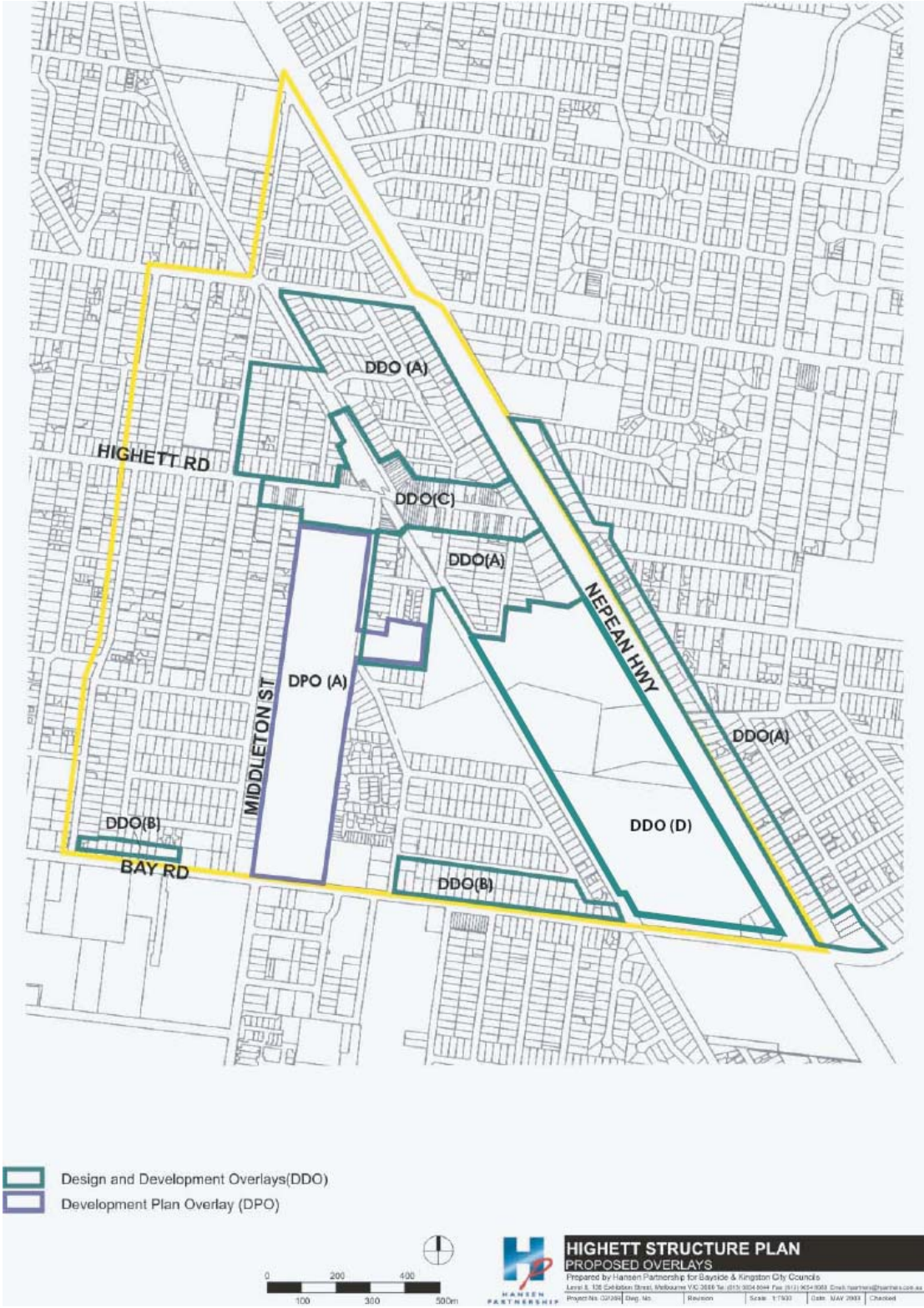


Figure 12