

Item from Structure Plan	What did the community think? (survey result)	Included in the final version?	Council's response
The Vision (Page 11)	<p>There was <u>strong support</u> for the vision with 51 out of 61 responses in favour of the vision.</p> <p>Suggested improvements to the vision included more emphasis on trees/greenery/green spaces, improving movement and access (vehicles, pedestrians and cyclists) and recognising that the centre is split between Bayside and Kingston municipalities which is unusual.</p>		<p>These suggested changes are supported and the Vision Statement has been updated accordingly.</p>
The boundary (Page 7)	<p>There was <u>moderate support</u> for the revised Highett Activity Centre boundary with 37 out of the 52 responses in favour of the revised boundary.</p> <p>Suggested revisions to the boundary included:</p> <ul style="list-style-type: none"> • extending the boundary to the end of Middleton Street and Bay Road, • extending the boundary to Spring Road, • splitting the centre into 3 areas - Spring Road, Highett Road and Bay Road, • removing the housing from the east side of Middleton Street from the boundary and removing Princess Avenue, Jackson Road and Graham Road from the boundary. 		<p>These suggested boundary changes are not supported for the following reasons:</p> <ul style="list-style-type: none"> • The Commercial 2 Zoned and Mixed Use Zoned land directly abutting Bay Road was removed from the Activity Centre boundary as it is part of the Bayside Business District and is covered by the policy and controls relating to that District. • The properties to the east side of Middleton Street were included in the boundary to ensure development of the CSIRO site is managed appropriately at this sensitive interface. • Spring Road shops are dealt with under the Small Activity Centres Strategy and associated amendment. • Princess Avenue, Jackson Road and Graham Road are all within close proximity to both the Highett and Southland train stations and are zoned General Residential Zone which allows for developments up to 3 stories.
Building heights and types of housing (Page 16-20)	<p>There was <u>strong support</u> for the following strategies: Reducing water and energy use, canopies on Highett Road, encourage greenery, encourage detached houses, villa units and townhouses along Middleton Street, directly adjacent to the CSIRO site.</p> <p>However, there was <u>mixed reactions</u> to the following strategies: Townhouses and apartments in Precinct 2B (Major Street/Dart Street/Worthing Road), apartments up to 4 storeys with commercial at ground floor along the Highett Road Shopping Strip (Precinct 1); and</p>		<p>In response to community feedback, building heights along Highett Road, from Major Street to Worthing Road and from Middleton Street to Donald Street have been reduced from 4 storeys to 3 storeys. This will provide a more gradual transition to the Neighbourhood Residential Zone and recognises the recently completed 3 storey development on the corner of Highett Road and Major Street (1 Major Street).</p> <p>In addition, rear setbacks in Precinct 1 and 2A have been increased to reduce the amenity impacts on adjoining residential properties and to provide space for increased landscaping. Rear setbacks for properties abutting the Highett Grassy Woodland have also been increased to minimise any shading of this important habitat.</p>

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	<p>consolidation of lots in Precincts 1 and 2 to encourage increased housing density.</p> <p>Suggestions included: increased setbacks for Highett Road to maintain the open feel and minimise shading, reducing the height limit to 2 storeys or 3 storeys, and upgrading Highett library.</p>		<p>Specific built form controls, allowing development of up to 4 storeys, have been included for 36-40 Graham Road. This recognises that delivery of a direct and legible, publically accessible open space link from the new open space to be provided on the CSIRO site, through 36-40 Graham Road to Lyle Anderson Reserve is a key outcome sought by the Structure Plan. The site already has a planning permit for 4 storeys.</p> <p>Additional strategies relating to vegetation have also been included and the strategy relating to Environmentally Sustainable Design has been strengthened.</p>
Land Use (Page 13-15)	<p>There was <u>strong support</u> for improving safety for pedestrians by increasing passive surveillance along Bay Road (balconies).</p> <p>But only <u>some support</u> for providing opportunities for increased shops and office by expanding the commercial zone west along Highett Road.</p> <p>Suggestions included undertaking a place making study to ensure the CSIRO site was well integrated with Highett Road shops and existing community facilities and to clarify the amount of land to be provided for conservation purposes on the CSIRO land</p>		<p>Minor changes have been made to the wording of the CSIRO strategy to clarify the amount of land that is to be protected for conservation purposes and how the boundary of this area will be determined.</p> <p>An additional strategy has been added to undertake a Place Making Study/Urban Design Framework to ensure the CSIRO site is integrated with the existing Highett Road shopping strip, the train station and the Livingston Street Community Hub. As part of this, investigate ways to make Highett Road more pedestrian and cycling friendly and to improve the public transport experience for users.</p> <p>The strategy relating to any potential Southland Shopping Centre expansion has been deleted. It is a hypothetical situation that can be looked at in the next review of the Structure Plan if necessary.</p>
Walking and cycling (Page 23)	<p>There was <u>strong support</u> for all strategies with the exception of <i>h) Provide on-road bicycle lanes along Bay Road, Worthing Road and Middleton Street.</i></p> <p>Suggestions included removing car parking and/or nature strips to accommodate bicycle lanes, separating pedestrians from cyclists and removing the level crossing at Highett railway station.</p>	 	<p>No changes have been made to the strategies that have community support.</p> <p>Minor changes have been made to the wording of the walking and cycling strategies in the Structure Plan to clarify their meaning.</p> <p>Removing car parking spaces to accommodate bicycle lanes conflict with feedback that more parking is required.</p>
Public transport (page 23)	<p>There was <u>strong support</u> for all strategies with the exception of <i>d) Advocate for higher priority for buses on the surrounding road network, which has a moderate level of support.</i></p> <p>There was concern over a future level crossing removal being replaced with a raised train line, and feedback that</p>		<p>These suggestions are supported.</p> <p>The Structure Plan has been updated to reflect the community preference for an underground train line if the removal of the level crossing was to be supported by state government in the future. Bus stop upgrades designs and options can be investigated at the implementation stage of the project.</p>

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	the bus stop outside Woolworths is unsafe and needs significant improvement.		
Traffic and car parking (page 24)	There was <u>strong to moderate support</u> for all traffic and parking strategies with the exception of b) Advocate for traffic lights at the Bay Road/Jack Road intersection. Suggestions for improvements included providing more parking spaces at the train station, more disabled parking spaces on Highett Road, and; slow traffic speeds on Highett road in the commercial area.		The traffic signalisation at Jack Road and Bay Road has been changed to 'investigate the need for signalisation' in order to allow for investigation into the prioritisation of works to ensure regard is given to influences affecting traffic and parking from the broader region. The strategy relating to encouraging lots along Bay Road to provide laneway access has been deleted. This is consistent with the approach being taken on the southern side of Bay Road. Given the lot size and configuration along Bay Road, delivery of a continuous rear laneway would be difficult.
Main streets, parks and public spaces (page 25-27)	There was <u>strong support</u> to improve the appearance and function of Highett Road and the provision of public open spaces and parks. Feedback largely related to ensuring the natural assets on the CSIRO site are protected, increasing canopy tree planting in the area, a Christmas tree in the commercial area funded by both Councils, more parking in Highett Road, and making the appearance and branding of Highett Road match the Kingston side.		These suggestions are supported and will be further investigated as part of the implementation of the Structure Plan, with the exception of more parking on Highett Road. Alternative parking arrangements have been investigated in conjunction with Council's Traffic Management department and there is insufficient width on Highett Road for additional parking spaces. In addition, the close proximity of the shops to the train station and bus stops, makes it an ideal destination for active transport modes.