

**22.17 HIGHETT ACTIVITY CENTRE POLICY**20/01/2011  
C99

This policy applies to all land shown on the Precinct Plan, which forms part of this clause.

**22.17-1 Policy basis**07/12/2006  
C66

This policy:

- Applies the following SPPF objectives to local circumstances:
  - Metropolitan Development (Clause 12)
  - Settlement (Clause 14)
  - Activity centres (Clause 17.01)
  - Infrastructure (Clause 18)
  - Design and built form (Clause 19.03)
- Builds on the MSS objectives in Clause 21.05 relating to the need to increase housing diversity and cater for changing housing needs.
- Builds on the MSS objectives in Clause 21.06 relating to facilitating opportunities for diversification of activities and to enhance Kingston's hierarchy of activity centres.
- Builds on the MSS objectives in Clause 21.12 relating to integrating public transport, road, pedestrian and cycle systems to provide safe access and movement.
- Applies the objectives of the *Highett Structure Plan, 2006*.

Highett is a suburban area comprising of a Neighbourhood Activity Centre and station and is adjacent to one of Melbourne's south east Principal Activity Centres Southland.

The purpose of this policy is to implement the *Highett Structure Plan, 2006*. The Highett Structure Plan has been prepared jointly for the municipalities of Kingston and Bayside.

The Structure Plan provides a preferred future pattern of development in the Highett area. It guides land uses, level of activity, forms of buildings and access arrangements that are encouraged throughout the area in the future. It presents a long-term vision for the next 20 years.

This policy is based on the principles outlined in the *Highett Structure Plan, 2006*.

**22.17-2 Objectives**20/11/2008  
C73

- To implement the vision for Highett based on the *Highett Structure Plan, 2006*.
- To revitalise the Activity Centre as an attractive, vibrant and well used 'Main Street' and community focal point.
- To revitalise the Activity Centre 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.
- To promote a strong and positive identity and image for the Activity Centre and a strong sense of pride and belonging.
- To promote increased residential opportunities within the Activity Centre.
- To establish a built form character that respects the existing character of the Activity Centre.

- To recognise the character of Highett’s established residential areas and manage change that responds to their character and proximity to public transport and activity centres.
- To promote and provide access to public transport, walking and cycling facilities.
- To manage traffic issues on Highett Road and established residential areas.
- To improve pedestrian access throughout the area and to overcome the barrier presented by the railway line.
- To provide for a greater diversity of dwelling types

**22.17-3**

07/12/2006  
C66

**General Policy**

**Land Use**

Where a permit is required for the use of land within the policy area, it is policy to:

- Encourage active retail and commercial uses at ground level within the Activity Centre.
- Strongly discourage the intrusion of non-commercial uses at ground level except to provide separate access to upper levels where no opportunity exists to provide this access from the rear within the Activity Centre.
- Promote upper level housing opportunities within the Activity Centre to capitalise on the areas transport and proximity to the Highett and Southland Activity Centres.
- Increase the intensity of activity in the Activity Centre and promote a mix of uses at upper levels of buildings, the rear of shops and identified opportunity sites.
- Ensure that any retail and commercial development within the Increased Density Areas – Hwy West does not detract from the function of the Activity Centre.

**Built Form**

Where a permit is required for the development of land within the policy area, it is policy to:

- Promote designs that highlight key corners, entries or landmarks through design projection, detailing and massing that presents to both street frontages and the sites surroundings.
- Ensure new development recognises the character of Highett’s established residential areas.
- Maximise development opportunities on vacant and underutilised land which responds to the urban quality, proximity to transport and activity centres.
- Encourage well-designed medium density residential redevelopment in designated preferred medium density residential areas.
- Promote a diverse range of housing types and sizes within areas identified for increased residential and mixed use development.
- Manage redevelopment in those residential areas not identified as preferred areas for medium density housing pursuant to existing Council policies and ResCode.
- Further upgrade Sir William Fry Reserve to create a major open space feature and park land.

**Access**

Where a permit is required for the use and development of land within the policy area, it is policy to:

- Improve access from existing and future residential areas to Sir William Fry Reserve, Southland and the Nepean Highway.
- Improve pedestrian access throughout the area and to overcome the barrier presented by the railway line and Nepean Highway.
- Rationalise private vehicle and traffic access through, to and within the Activity Centre.
- Significantly upgrade the appearance of Nepean Highway, to the north of Southland, to create a 'memorable' landscaped boulevard of a grand status, reflecting the role as a gate way to one of Melbourne's Principal Activity Centres.

## 22.17-4

20/11/2008  
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### Precinct Policies

Precinct policies relate to precincts shown on the Precinct Plan.

#### Precinct 1: Highett Shopping Centre

In addition to the general policies, in the Highett Shopping Centre Precinct it is policy to:

- Encourage the development of a gateway building through site consolidation on the northwest and southwest corner of Nepean Highway and Highett Road to signify entry into the Activity Centre. The buildings should provide for retail or commercial uses at ground level and a mix of residential or offices above.
- Promote the extension of Edwin Place through to Highett Road for pedestrian access.
- Investigate the potential to establish a community focal point and new multi purpose facility to the south of the Highett Road shops, between Station Street, the railway line and incorporating the RSL.
- Promote the redevelopment of shops and the RSL to address the community focal point.
- Encourage the development of a prominent building through site consolidation at the corner of Railway Parade and Highett Road with retail uses at ground level that generate activity in the footpath space. Residential or offices uses are encouraged at upper levels.
- Encourage the redevelopment of ground level car parks behind the Highett Road frontage whilst ensuring that there is no net loss in the number of accessible car parking spaces available.
- Improve pedestrian safety through improved road crossings along Highett Road and side streets.

#### Precinct 2: Preferred Medium Density Residential Areas

In addition to the general policies, in the Preferred Medium Density Residential Areas Precinct it is policy to:

- Support the development of contemporary medium density housing in the form of well-designed apartment developments rather than villa unit and town house style developments.
- Promote development with a maximum of three storeys on consolidated lots.
- Encourage site consolidation.

### **Precinct 3: Increased Density – Highway West**

In addition to the general policies, in the Increased Density Precinct it is policy to:

- Promote increased density housing.
- Facilitate the integrated development of the precinct by rezoning land from the Public Use Zone 1 and Business 3 Zone to a Residential 1 Zone and applying appropriate overlay controls to provide for an integrated development and to ensure that the development is responsive to the physical and environmental issues affecting the precinct and surrounding area.
- Encourage the development of residential dwellings of various sizes and formats.
- Encourage community uses compatible with the Moorabbin Courthouse and residential activities. Appropriate uses could include a child care centre or kindergarten.
- Encourage basic convenience retail uses to serve the needs of residents and employees within the precinct without undermining the role of Highett or Southland Activity Centres.
- Limit local retail, home office and medical uses at ground level. These uses should only be encouraged when part of a multi-level development.
- Discourage freestanding or drive through cafes and restaurants.
- Ensure buildings address Nepean Highway and any new network of streets established throughout the precinct to provide for surveillance of the Sir William Fry Reserve.
- Ensure new streets, pedestrian and cycling paths connect to the adjoining street network and open space areas west, north and south of the precinct as identified in the Highett Structure Plan.
- Ensure that development on the former Gas and Fuel Site at 1138 Nepean Highway, Highett maximises views to the historic remnant chimney.
- Ensure that development provides a mixture of building heights and varying built forms and layouts to provide visual interest.
- Achieving innovative contemporary design and built form for all new development that is based on the best current architectural design practice and sustainability principles.
- Provide for buildings which are visually diverse and contribute to the public realm through the use of varied, high quality and environmentally appropriate materials.
- Apply appropriate building setbacks for new development, ensuring that building occupants and users have a high level of amenity including daylight access and outlook.
- Achieve the development of high quality landscape treatment (including main road boulevard planting, canopy tree planting, screen planting, extensive tree plantings and theme plantings in appropriate locations) to be complemented by appropriate setbacks and built form.
- Ensure that building heights increase to a maximum furthest from established residential areas to the north and where contours of the land fall to minimise visual impact from surrounding residential areas.
- Relocate existing pedestrian lights on Highett Road to the Station Street intersection to provide an appropriate connection between the precinct and the Activity Centre.
- Promote traffic management that minimises impact on adjoining residential areas. Ensure that primary vehicle access for all traffic from the precinct is directed to Nepean

Hwy to mitigate traffic impacts and minimise the speed and volume of vehicle movements within the adjoining residential area.

- Encourage car parking within multi level buildings. Visible ground level car parking will generally be discouraged, except for short-term parking.
- Maximise alternative modes of transport and minimise environmental impacts associated with car parking.
- Negotiate for open space links to be provided on publicly and privately owned land to create pedestrian and cycling path connections between the Lyle Anderson Reserve, open space to be provided within the precinct, the Moorabbin Court Complex and the Sir William Fry Reserve through to Southland, that are useable, accessible, safe, well landscaped and provide opportunities for recreation and social interaction.
- Promote improved pedestrian access across Highett Road and the railway line south of Highett Road.

**22.17-5**

**Policy References**

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*Highett Structure Plan, May 2006*

