

# Council Meeting

Council Chamber  
Civic Centre  
Boxshall Street Brighton

Tuesday  
17 October 2023  
at 6.30pm



# Agenda

**Chair:** Cr Hanna El Mouallem (Mayor)

**Councillors:** Cr Sonia Castelli  
Cr Alex del Porto  
Cr Laurence Evans OAM  
Cr Clarke Martin  
Cr Jo Samuel-King (Deputy Mayor)  
Cr Fiona Stitfold

### **Membership and Quorum**

Bayside City Council consists of 7 Councillors. The quorum for a Council meeting is a majority of Councillors (4).

### **Notice**

**There is a limit of 10 speakers per eligible Agenda items (5 speakers 'for' and 5 'against' the recommendation)** in accordance with Council's Governance Rules.

Members of the community may also lodge a written statement for consideration (no limits per item).

#### **[Requests to be heard \(Request to Speak / Lodge a Written Statement\)](#)**

Council also allocates 15 minutes at the start of each monthly Council Meeting for response to public questions.

#### **[Ask a question at a Council Meeting](#)**

*\*Requests to be Heard and Public Questions must be submitted by 9am on the business day before the meeting.*

Meetings are live-streamed via Council's website:

#### **[Live-stream the Council meeting](#)**

For further information, please speak with the Governance office on 9599 4444.

## Order of Business

1. Prayer
2. Acknowledgement of Country
3. Apologies
4. Disclosure of any Conflict of Interest of any Councillor
5. Adoption and Confirmation of the minutes of previous meeting
6. Public Question Time
7. Petitions to Council
8. Minutes of Advisory Committees
  - 8.1 Records of meetings held under the auspices of Council..... 5
9. Reports by Special Committees
10. Reports by the Organisation
  - 10.1 Annual Report 2022–23 ..... 9
  - 10.2 Submission to the Suburban Rail Loop Precincts Discussion Paper 2023..... 13
  - 10.3 Amendment C194bays - Post public exhibition ..... 131
  - 10.4 Corporate greenhouse gas emissions reduction target ..... 225
  - 10.5 Ardoyne Street, Black Rock Traffic and Parking..... 259
  - 10.6 Council Action Awaiting Report ..... 265
11. Reports by Delegates
12. Urgent Business
13. Notices of Motion

## 1. Prayer

O God  
Bless this City, Bayside  
Give us courage, strength and wisdom  
So that our deliberations  
May be for the good of all  
Amen

## 2. Acknowledgement of Country

- ◆ Bayside City Council proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respects to their Elders, past, present and emerging as well as any Aboriginal or Torres Strait Islander community members with us today.
- ◆ Council acknowledges the Bunurong's continuing relationship to the land and waterways and respects that their connection and spiritual identity is maintained through ancient ceremonies, songlines, dance, art and living culture.
- ◆ Council pays tribute to the invaluable contributions of the Bunurong and other Aboriginal and Torres Strait Island Elders who have guided and continue to guide the work we do.

## 3. Apologies

## 4. Disclosure of any Conflict of Interest of any Councillor

## 5. Adoption and Confirmation of the minutes of previous meeting

- 5.1 Confirmation of the Minutes of the Ordinary meeting of Bayside City Council held on 19 September 2023.

## 6. Public Question Time

## 7. Petitions to Council



## 8. Minutes of Advisory Committees

### 8.1 RECORDS OF MEETINGS HELD UNDER THE AUSPICES OF COUNCIL

Corporate Services - Governance  
File No: PSF/23/167 – Doc No: DOC/23/303638

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#### **Executive summary**

##### **Purpose and background**

The purpose of this report is to formally report to Council on the records of meetings held under the auspices of Council in accordance with Section 131 of the *Local Government Act 2020* and Council's Governance Rules.

##### **Key issues**

This report fulfils the requirements of reporting on the records of meetings held under the auspices of Council to the next practical Council meeting in accordance with the *Local Government Act 2020* and Council's Governance Rules.


##### **Recommendation**

That Council notes the records of meeting/s held under the auspices of Council as required by the *Local Government Act 2020* and Council's Governance Rules:

- 3 October 2023 Councillor Briefing.

##### **Support Attachments**

1. Record of meeting held under the Auspices of Council - 3 October 2023 Councillor Briefing  
↓



## Record of meeting held under the auspices of Council

Record in accordance with Section 131 of the *Local Government Act 2020* and  
Chapter 10 (Section 10.1) of Council's Governance Rules

<i>Meeting Information</i>		
<i>Meeting Name/Type</i>	Councillor Briefing	
<i>Meeting Date</i>	3 October 2023	
<i>Start Time</i>	4.00pm	
<i>Matters discussed</i>	<ul style="list-style-type: none"> <li>• Item 4.1 Aged Care Expansion - Status Update</li> <li>• Item 4.2 Proposed leases Brighton Golf Course</li> <li>• Item 4.3 Corporate annual emissions reduction target</li> <li>• Item 4.4 Review of the Biodiversity Action Plan 2018–27</li> <li>• Item 4.5 Submission to the Suburban Rail Loop Precincts Discussion Paper 2023</li> <li>• Item 4.6 Amendment C194bays - Post public exhibition update</li> <li>• Item 4.7 Yalukit Willam Committee of Management review of Terms of Reference</li> </ul>	
<i>Attendees</i>		
<i>Councillors</i>	Cr Sonia Castelli Cr Alex del Porto Cr Hanna El Mouallem (Mayor) Cr Laurence Evans OAM Cr Clarke Martin Cr Jo Samuel-King (Deputy Mayor) Cr Fiona Stitfold	
<i>Staff</i>	Mick Cummins – Chief Executive Officer Tilla Buden – Director Community and Customer Experience Jill Colson – Director Environment, Recreation and Infrastructure Matthew Cripps – Director City Planning and Amenity Kathryn Tozer – A/Director Corporate Services Joan Andrews – Manager Community Care Terry Callant – Manager Governance Keryn Fisher – Manager Communication, Engagement and Customer Experience James Roscoe – Manager Climate, Waste and Integrated Transport Jason Stubbs – Manager Commercial Services Tom Vercoe – Manager Open Space and Recreation	
<i>External Guests</i>	Nil	
<i>Apologies</i>		
<i>Councillors</i>	Nil	
<i>Conflict of Interest disclosures</i>		
<i>Matter No</i>	<i>Councillor making disclosure</i>	<i>Councillor left meeting</i>
Item 4.7	Cr Jo Samuel-King MBBS (Deputy Mayor)	Yes

**9. Reports by Special Committees**





## 10. Reports by the Organisation

### 10.1 ANNUAL REPORT 2022–23

Corporate Services - Governance  
File No: PSF/23/167 – Doc No: DOC/23/295349

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#### Executive summary

##### **Purpose and background**

The purpose of this report is to consider the Annual Report for the 2022–23 financial year in accordance with section 98 of the *Local Government Act 2020*.

The Annual Report (Attachment 1) comprises four main components, namely:

- a report of operations of the Council
- an Audited Performance Statement
- audited Financial Statements
- a copy of the Auditor's report on the Performance Statement and Financial Statements.

Once Council considers the Annual Report at a meeting open to the public, this fulfils the requirement of section 100 of the *Local Government Act 2020*.

The Annual Report will be placed on Council's website for the community to read and download.

##### **Key issues**

The following is a summary of the components of the Annual Report.

##### **Report of Operations of Council**

The front section of the Annual Report is considered the report of operations of the Council for the 2022–23 financial year, and it outlines the highlights, challenges and opportunities through the reporting year. The report has a particular focus on the governance of Council and statutory reporting. However, the main focus of the report concentrates on the achievements and actions against the Council Plan including strategic indicators.

The Annual Report reflects the four goals as detailed in the Bayside City Council Plan 2021–25 and details highlights, and challenges faced for the past year.

##### **Audited Performance Statement**

The report includes a Performance Statement based on 24 prescribed indicators, which are audited by the Victorian Auditor-General's Office representative, Mann Judd. Council's data and evidence across all the indicators are investigated by the External Auditor. The Auditor provides a report on its findings which is attached within the Annual Report. The data within the Performance Statement is also available as part of a full data set of all Victorian councils on the Local Government Victoria (LGV) website which provides a comparison against other local government authorities. The Performance Statement can be found within the Annual Report.

It should be noted that the Performance Statement was also considered by Council's Audit and Risk Committee in a great deal of detail, and accordingly the Committee made a recommendation to Council at its meeting in September that the Performance Statement be approved in principle, and further made the recommendation that Council's Audit and Risk Committee representatives sign the Performance Statement.

### **Audited Financial Statements**

The Annual Report also incorporates a standard set of Financial Statements as required by the *Local Government Act 2020* and the *Audit Act 1994*. The Financial Statements are thoroughly reviewed by the Victorian Auditor-General's Office representative, Mann Judd to verify the statements.

The Financial Statements were also considered by the Audit and Risk Committee in a great deal of detail, and accordingly the Committee made a recommendation to Council at its meeting in September that the Financial Statements be approved in principle, and further made the recommendation that Council's Audit and Risk Committee representatives sign the Financial Statements.

The Financial Statements form part of the Annual Report.

### **Copy of the auditor's report on the performance statement and financial statements.**

It is a requirement of the *Local Government Act 2020* and *Audit Act 1994* that a copy of the Auditor's report and opinion be included in the Annual Report. Accordingly, these have been included as part of both the Performance Statement and the Financial Statements.

### **Recommendation**

That Council resolves that this report fulfils Council's requirements to consider the Annual Report for the period 2022–23 in accordance with the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020*.

### **Support Attachments**

1. Annual Report 2022 –23 (separately enclosed)

## **Considerations and implications of recommendation**

### **Social**

The Annual Report 2022–23 summarises progress on a range of programs which contribute to the social environment of the Bayside community, through the delivery of activities in line with the goals of the Council Plan 2021–25.

### **Natural Environment**

The Annual Report 2022–23 summarises progress on a range of programs which contribute to the natural environment of the Bayside community, through the delivery of activities in line with Goal 1 'Our Planet' of the Council Plan 2021–25 and the Environmental Sustainability Framework 2016–25.

### **Climate Emergency**

The Annual Report 2022–23 summarises a range of programs and activities which contribute to addressing the Climate Emergency in Bayside, through the delivery of mitigation and adaptation across all 4 goals of the Council Plan 2021–25 and the Environmental Sustainability Framework 2016–25.

### **Built Environment**

The report summarises progress on a range of programs which contribute to the built environment of the Bayside community, through the delivery of activities in line with Goal 3 'Our Place' of the Council Plan 2021–25.

### **Customer Service and Community Engagement**

No community engagement is required on the Annual Report.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the Gender Equality Act 2020.

### **Human Rights**

The implications of this report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Governance**

Officers involved in the preparation of this report have no conflict of interest.

### **Legal**

In accordance with Section 100 of the *Local Government Act 2020*, Council is required to consider the Annual Report for each financial year which fulfils the requirements of the Act. The report is also available on Council's website.

### **Finance**

The Annual Report 2022–23 includes Council's audited financial and performance statements.

### **Links to Council policy and strategy**

The Annual Report 2022–23 reports the Performance of Bayside City Council against the Goals and Strategies of the Council Plan 2021–25. This Annual Report is the second Annual Report against the Council Plan 2021–25.



## 10.2 SUBMISSION TO THE SUBURBAN RAIL LOOP PRECINCTS DISCUSSION PAPER 2023

City Planning and Amenity - Urban Strategy  
File No: PSF/23/162 – Doc No: DOC/23/303253

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### Executive summary

#### **Purpose and background**

The purpose of this report is to present to Council and seek its endorsement of the Council officers' submission to the Suburban Rail Loop (SRL) Precinct Discussion Paper.

The SRL Authority published the SRL Precinct Discussion Paper in August 2023 outlining how the transport project has the potential to reshape how Melbourne and the surrounding suburbs grow in the decades ahead.

The first stage of the SRL program is the south-east segment from Cheltenham to Box Hill. The SRL East is made up of 6 precincts at Cheltenham, Clayton, Monash, Glen Waverley, Burwood, and Box Hill. The discussion paper is seeking high level feedback to help inform planning and design of the 6 SRL East precincts. The SRL Precinct Discussion Paper is intended as a conversation starter to build on as the precinct planning in each area commences.

#### **Key issues**

The SRL Discussion Paper sets out a *Draft 2050 Ambition Statement for Cheltenham as follows: "Cheltenham will become a centre of well-connected shopping, employment and housing opportunities supported by a thriving community and entertainment hub with attractive public spaces for its workers and residents"*.

The SRL Discussion Paper proposes five priority outcomes for each SRL East precinct, including the Cheltenham SRL precinct:

- 1) *Access to distinctive and high-quality environments*
- 2) *Social connectedness and wellbeing*
- 3) *More jobs and employment*
- 4) *Increased cycling and walking connections*
- 5) *Greater use of public transport.*

While Council officers are generally supportive of the five priorities and the draft Ambition Statement for Cheltenham SRL precinct, the submission highlights that it will be the final details of the built form outcomes, siting, design, and function of the precinct that will be the critical matter for Council.

The submission has been informed by Council's adopted Suburban Rail Loop Project: Advocacy and Action Plan and includes the following key topics –

- That high-quality environments should provide access for all members of the community to ensure safety, inclusivity and accessibility and seeking to provide continuous paths of travel, aligning with Council's Disability Action Plan 2021–25.

- Improvements should be made through the precinct planning for Cheltenham SRL station to ensure integrated transport and improve existing and future access to bus, footpaths, and bicycle networks as well as frequency of bus and train services, aligning with the Integrated Transport Strategy 2018-2028.
- Safe and direct connections should be created to the network of open spaces that support the use of sustainable transport modes between the former CSIRO Highett site, the SRL Cheltenham Station and the existing Highett and Cheltenham Station.
- The Bayside Business District should be the focal point for business development and encouraged as an employment cluster with its proximity to the new SRL Cheltenham station aligning with the Economic Development Strategy 2014 and the Municipal Planning Strategy.
- That precinct planning for the Cheltenham SRL station encourages the retention and increase of tree and vegetation cover in alignment with Council's goals within the Urban Forest Strategy 2022.
- That the precinct planning for the area around the Cheltenham SRL station encourages a 'diversity of housing to meet the current and future needs of the population' in alignment with the Bayside Housing Strategy 2019 (objective 1).
- The Bayside population is ageing, and as our elderly population increases, the need to provide residential aged care facilities will also. Universally designed apartments and support services should be located within activity centres and housing growth areas. Through Council's submission, Officers' have advocated to the SRLA for opportunities to enhance the above-mentioned developments and services within the Cheltenham precinct, to ensure the ongoing social connectedness and wellbeing of current and future residents, in line with the Municipal Public Health and Wellbeing Plan 2021-2025 and Bayside Housing Strategy 2019.

Council's submission has reiterated the importance of aligning the SRL Discussion Paper priorities and ambition with Council's Suburban Rail Loop Advocacy Action Plan, Council's strategic framework and the community's feedback.

### **Recommendation**

That Council endorses the officers' submission to the Suburban Rail Loop Precincts Discussion Paper.

### **Support Attachments**

1. SRL Precincts Discussion Paper ↴
2. Submission to Suburban Rail Loop Precincts Discussion Paper ↴

## **Considerations and implications of recommendation**

The SRL will better connect our community with metropolitan and regional Melbourne, creating improved access to jobs, education, and services. The SRL will provide opportunities to create high amenity, well served precincts around the proposed stations which will contribute to community life.

### **Natural Environment**

Opportunities to increase active and public transport through the delivery of the SRL will contribute to reducing carbon emissions associated with private car trips.

### **Climate Emergency**

The Climate Emergency Action Plan 2020–25 requires an urgent shift to ‘zero carbon’ transport, including: electric vehicles, buses and public transport powered by renewable energy; alongside increased public transport use, cycling, walking and other forms of active transport. Council is committed to supporting this transition, improving active transport infrastructure, advocating for more convenient and ‘zero carbon’ public transport, and working in partnership for better transport outcomes.

### **Built Environment**

The SRL is expected to create significant change to the built environment in the location that it is developed. It is expected that concentrated population growth and development will be occur around the Cheltenham station precinct.

### **Customer Service and Community Engagement**

The SRL Authority is undertaking public consultation for the SRL Precincts Discussion Paper from 29 August 2023 until 24 October 2023. A Cheltenham Community Listening Post has been scheduled for Wednesday 4 October at the Kingston Arts Centre.

Previous public consultation on this project has been undertaken by the SRLA when draft planning scheme amendment GC197 was released in late 2021 as well as public hearings being held for 39 days over 10 weeks from 28 February to 5 May 2022 for the Suburban Rail Loop East Inquiry and Advisory Committee.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the *Gender Equality Act 2020*.

### **Human Rights**

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Governance**

Officers involved in the preparation of this report have no conflict of interest.

### **Legal**

There are no legal implications currently from officers providing a submission to the SRL Precincts Discussion Paper.

## Finance

Budget has been allocated in the 2023–24 operational budget to support input through the next stages of the SRL precinct planning process.

## Links to Council policy and strategy

### Bayside Housing Strategy 2019

Bayside's Housing Strategy identifies Highett and Cheltenham as a moderate residential growth area. The Strategy also encourages a 'diversity of housing to meet the current and future needs of the population' (objective 1).

The Bayside population is ageing, and as our elderly population increases, as will the need to provide residential aged care facilities, universally designed apartments, and support services to be located within activity centres and housing growth areas.

### Bayside Integrated Transport Strategy 2018–28

The Bayside Integrated Transport Strategy 2018–28 commits council to improving local accessibility, creating better public transport connections, creating user friendly streets, integrating transport and land use, and improving perceptions of and enabling sustainable travel. Integrating and enhancing transport linkages with the confirmed station location will be critical to maximise the project benefits.

A significant number of additional relevant policy and strategy documents will inform Council's submission and will inform Council advocacy efforts throughout the precinct planning process.

Documents include:

- Community Vision Bayside 2050
- Council Plan 2021–25
- Disability Action Plan 2021–25
- Early Years Infrastructure Plan 2018–28
- Gender Equality Action Plan 2021-2025
- Wellbeing for all ages and abilities Strategy 2017–21
- Bayside Affordable Housing Strategy 2021
- Bicycle Action Plan 2019–26
- Highett Structure Plan 2018
- Climate Emergency Action Plan 2020–25
- Environmental Sustainability Framework 2016–25
- Bayside Open Space Strategy 2012.





# SRL Precincts: Discussion Paper

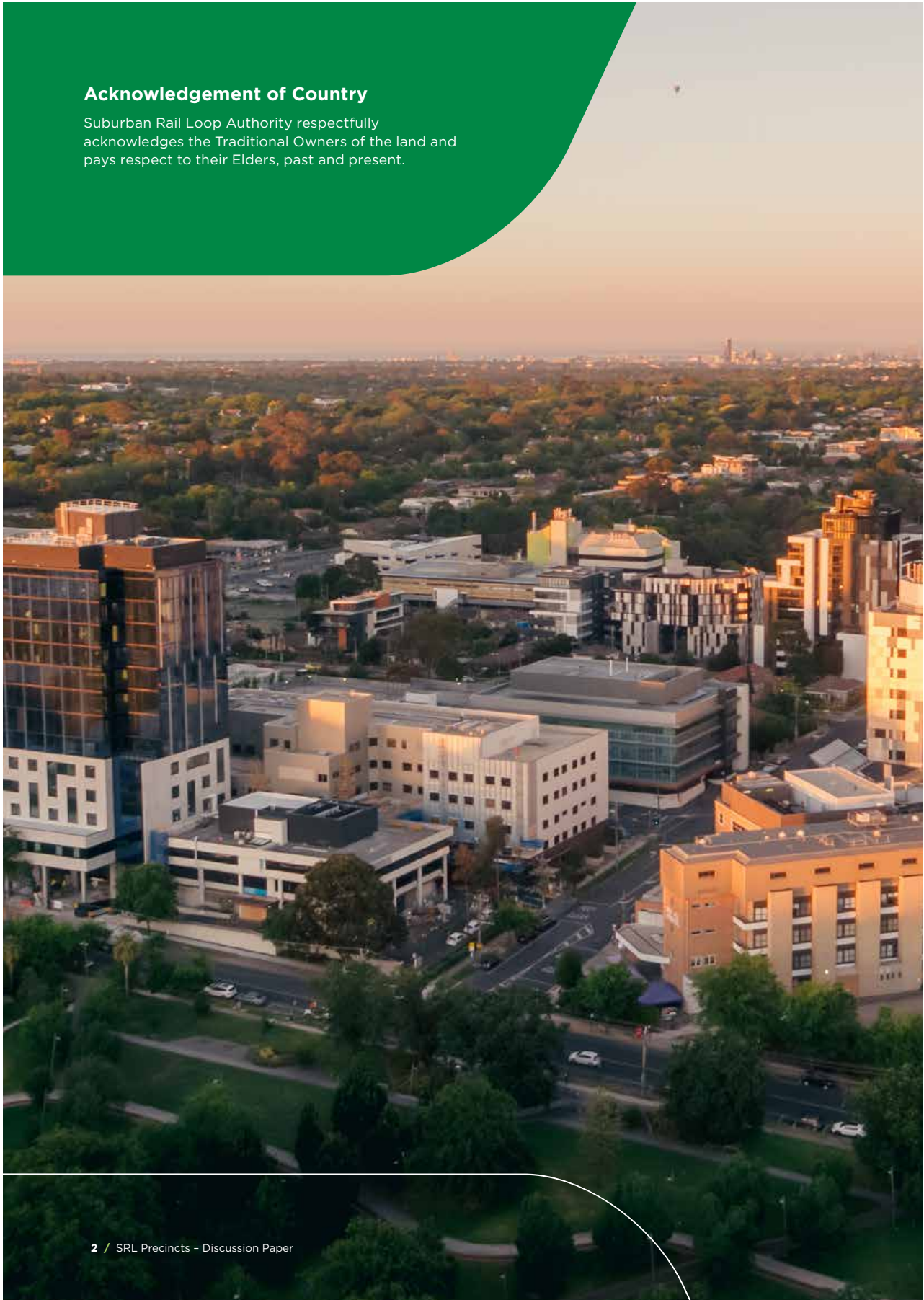
CHELTENHAM TO BOX HILL | AUGUST 2023



Authorised and published by the Victorian Government, 1 Treasury Place, Melbourne.

### Acknowledgement of Country

Suburban Rail Loop Authority respectfully acknowledges the Traditional Owners of the land and pays respect to their Elders, past and present.



## Table of contents

Towards a Shared Vision	5	Better access to and from the regions	53
<b>SRL: more than a rail line</b>	<b>6</b>	More sustainable and resilient	53
SRL Precincts - unlocking potential	9	Liveability and access	53
A framework for change	10	<b>SRL East Precincts - now and in the future</b>	<b>54</b>
Engagement and feedback opportunities	13	<b>Cheltenham</b>	<b>56</b>
<b>Building on conversations</b>	<b>14</b>	Current state	60
A snapshot of what we've heard so far	16	Future opportunities	63
What we've heard in Cheltenham	19	<b>Clayton</b>	<b>64</b>
What we've heard in Clayton	23	Current state	68
What we've heard in Monash	27	Future opportunities	71
What we've heard in Glen Waverley	31	<b>Monash</b>	<b>72</b>
What we've heard in Burwood	35	Current state	76
What we've heard in Box Hill	39	Future opportunities	79
Creating a city of centres	42	<b>Glen Waverley</b>	<b>80</b>
Delivering liveable cities	43	Current state	84
How we grow matters	45	Future opportunities	87
<b>SRL East Precincts</b>	<b>46</b>	<b>Burwood</b>	<b>88</b>
Characteristics of a successful precinct	48	Current state	92
Planning for SRL East Precincts	48	Future opportunities	95
<b>SRL Precinct Principles and outcomes</b>	<b>50</b>	<b>Box Hill</b>	<b>96</b>
More jobs and affordable homes	52	Current state	100
New housing choices	52	Future opportunities	103
Harnessing today's potential for the future	53		





4 / SRL Precincts – Discussion Paper



## Towards a Shared Vision

Suburban Rail Loop (SRL) will lead to a more connected and efficient transport network. It will make it easier and fairer for people across Melbourne and Victoria to get around and access the jobs, health and education services, and retail and recreation facilities they rely on every day.

Melbourne and Victoria are growing strongly. To cater for this growth, Melbourne needs to move away from its traditional focus on a single Central Business District (CBD) and evolve into a city of centres - connected places where people can easily access the things they need, closer to home.

SRL is Victoria's most ambitious and forward-looking community infrastructure project. Not only will it deliver a new 90km orbital rail line across Melbourne's middle suburbs from Cheltenham to Werribee - the project will also create a corridor of linked precincts outside of the CBD.

The areas around SRL stations will be magnets for investment and catalysts for new local employment and housing opportunities. Melbourne's middle suburbs are already highly valued by their communities; they are great places to live, work and play.

SRL will mean more jobs and businesses, greater access to health, research and education opportunities, and will lead to better services to support these communities.

SRL will help shape Melbourne's future, while celebrating Victoria's rich cultural heritage - enhancing the amenity and vibrancy of the communities it connects in a way that acknowledges the State's strong Aboriginal history stretching back 60,000 years as well as creating jobs and training opportunities for the next generation.

SRL is much more than a rail line.

It is an integrated transport and precincts project that will transform daily travel for millions of Victorians and also shape how our city and state evolve as we grow. We want to seize the opportunity to enhance places for the people who live there now and others, including those who aspire to settle closer to where they grew up. Places that build on the characteristics of the existing community - vibrant, liveable, walkable, and sustainable.

SRL East is a 26km section of SRL, stretching from Cheltenham in Melbourne's south east to Box Hill in the east, consisting of twin tunnels and new underground train stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill.

We have already started to invest in the SRL East suburbs through the SRL Community Projects Fund, providing local community groups the opportunity to deliver exciting initiatives. Now we are asking the community to join us in carefully and thoughtfully planning each of the SRL East neighbourhoods, making the most of the new transport infrastructure and improving equity across communities by making jobs easier to reach, housing more affordable and other day-to-day opportunities closer to where people live.

This paper will continue our conversation with the community and is a further step in jointly planning for the future - developing a shared vision for how the six SRL East Precincts will contribute to an exciting new corridor of opportunity along the rail line. Through this discussion paper, we detail the community input we've received to date and seek further feedback on draft ambition statements and proposed priority outcomes for each area. Together over the coming years, as structure planning in each SRL East Precinct takes shape, we will achieve the very best outcomes for all Victorians.

# SRL: more than a rail line

SRL is more than a transport project; it will not only change the way we move around Melbourne and Victoria – it will reshape how our city grows in the decades ahead.

One assessment suggests that Melbourne has already overtaken Sydney as Australia’s biggest city and by the 2050s we will be a city of nine million people - the size of London today. SRL will help us manage long term growth and also limit Melbourne’s expanding geographic footprint. It will help ensure we grow in the right way.

The SRL stations will be a catalyst for new housing and jobs along the rail line. These activity hubs or ‘SRL Precincts’ will be thriving communities for people to live, work, study and play; places with new housing and job options, green open spaces, and easy access to education, health and shopping. All linked by a world-class public transport network.

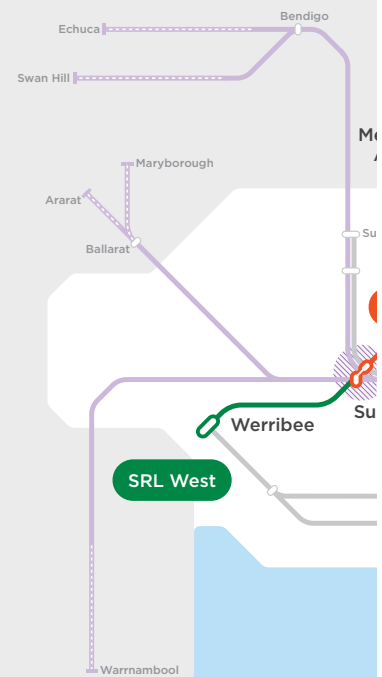


Figure 1: Suburban Rail Loop



SRL East	Regional lines
SRL North	Transport super hub
SRL Airport	Existing interchange station and customer service hub
SRL West	Metropolitan area
New interchange stations	Regional area
New SRL stations	

For illustrative purposes, subject to further detailed technical investigations and consultations



## SRL Precincts – unlocking potential

A precinct is an area or group of neighbourhoods with a shared history and future role. Precincts are social and economic ecosystems with a clear identity and sense of place. Precincts can cover a large area, such as Docklands in Melbourne, or have a specific use or common purpose, like the Arts Precinct. Thriving and vibrant precincts offer great places for people to live, socialise and have fun, and for businesses to provide services and jobs.

Around the world, new rail lines and train stations consistently enhance the attractiveness of areas for people and businesses. Access to convenient, reliable transport links is a catalyst for investment and a magnet for activity; this has been demonstrated by the City Loop in Melbourne and globally by a range of projects such as London's Crossrail and the Grand Paris Express.

City Loop played a critical role in making our CBD the thriving economic and cultural heart it is today. The underground loop didn't just boost public transport with rail tunnels and new train stations. It opened up new parts of the CBD, and, along with land use policies and incentives like 'Postcode 3000', it encouraged residential and commercial developments, shopping and dining precincts and transformed the city forever.

SRL is an opportunity to plan for the broad areas around the new stations, ensuring they have the necessary services and amenities to cater for and support those who will live there as well as work, study and visit.

We want to unlock the potential of these areas and get people living closer to where they work, closer to schools and universities, closer to shops and the other places they want to be.

We want to achieve a shared vision for each of the SRL East Precincts. And we want to protect and preserve what people love about their neighbourhoods - their heritage, their open spaces, their activity centres and their multiculturalism - the characteristics that already make them special. Greater and more affordable housing choices to accommodate new residents, quality open spaces, new cycling and pedestrian links, civic squares, activity centres that cater for people's local needs, and businesses that contribute to new job opportunities.

These areas will continue to be attractive destinations in their own right, and Melbourne will evolve over time into a city of multiple centres, as opposed to a single CBD.

SRL is an unprecedented opportunity to thoughtfully plan for our future. By acting now, we will have time to do the work, to listen to the community and advice from the experts - and to get it right.

## A framework for change

Planning for the neighbourhoods around SRL East stations will focus on delivering improved outcomes and innovative opportunities for the people and businesses in these areas. We will develop long-term plans that outline a shared vision for these neighbourhoods and provide a framework for how they might grow and change over time.

Structure plans will set out the goals and actions needed to achieve the shared visions. The plans will guide change in each precinct by defining the preferred outcomes important to the local area. These might include future land use, built form, and additional infrastructure, open space, car parking and the future street network, among others.

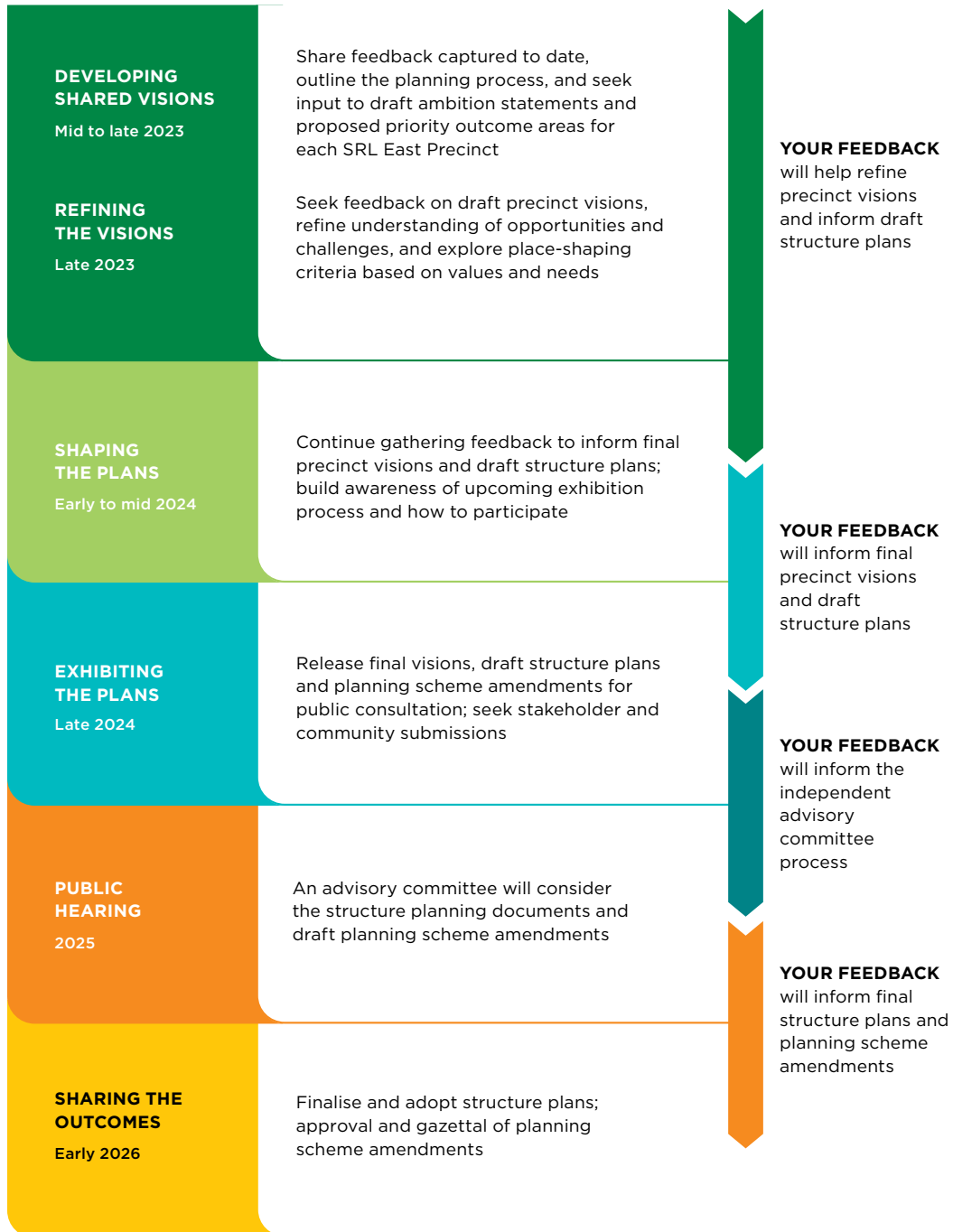
We know we're not starting from scratch. Local governments have already worked with their communities to plan for the future. But we need to make sure these plans account for the significant boost that SRL will provide in these areas.

We want to continue to draw on the ideas, expertise, knowledge and opinions of local communities, and also other interested stakeholders. We will work with these communities and others to develop plans for the SRL East Precincts, respecting our past and building for our future. We will be engaging every step of the way to ensure the structure plans are informed by the community's feedback.

This paper provides an early opportunity to share your ideas for the future of the neighbourhoods around SRL East stations. Please go to [engage.vic.gov.au/suburban-rail-loop](https://engage.vic.gov.au/suburban-rail-loop) to provide your feedback.



Figure 2: SRL East precinct planning program







## Engagement and feedback opportunities

There will be multiple opportunities for the community and organisations to provide feedback as we develop plans for the neighbourhoods around SRL East stations. Some of these include:



### Listening posts

Sessions for local community members to engage with, and provide feedback on, precinct planning and the SRL East project more broadly.



### Community Panels

Representative groups established to deliberate on future visions and plans.



### Digital storytelling

A digital platform for the community to share stories and images that capture local identity.



### Kitchen table discussion guides

Guides to encourage community groups to host discussions and seek feedback from their networks.



### Briefings and roundtables

Briefings and roundtable discussions with organisations and groups to discuss future challenges and opportunities around key themes.



### Innovation challenge

A competition inviting pitches to generate innovative ideas for pursuing opportunities and overcoming key challenges for the future.



### Online engagement

Online discussion and feedback tools such as surveys and interactive maps.



### Precinct Reference Groups

The established Precinct Reference Groups for each of the SRL East Precincts will be a key forum for us to engage directly with stakeholders and community representatives.



### Tailored approaches for diverse groups

Diversity is an essential element of Melbourne's character. Tools and approaches that ensure diverse communities can engage and provide feedback will be utilised. These groups will include First Nations communities, culturally and linguistically diverse communities, people with a disability, people of different ages, and LGBTIQ+ communities.

We're currently seeking expressions of interest from community members who would like to participate in our Community Panels. To find out more and submit your interest please go to [engage.vic.gov.au/suburban-rail-loop](https://engage.vic.gov.au/suburban-rail-loop)

## Building on conversations

We have been talking with community members, businesses and organisations for several years, capturing feedback to develop our thinking about how we can achieve the best community outcomes for SRL East neighbourhoods.

We are continuing this dialogue as part of a deliberative process to develop shared visions about the future potential for these suburbs.

As Melbourne grows over the coming decades, each SRL East Precinct will grow too, and this paper considers the changes that may be required over time while maintaining the valued characteristics of each precinct.

As we plan and build for the future, we will value Australia's rich Aboriginal heritage dating back many thousands of years, and enhance these locations as places for everyone to live in and enjoy.

We are seeking feedback as we continue to involve the community and other stakeholders in planning for the future.

Through this consultation we will build upon the early thinking for these distinctive precincts, identifying and defining their unique characteristics and highlighting specific opportunities for change as each area evolves.

To help progress the conversation we have developed draft ambition statements that summarise the individual qualities of each place, along with proposed priority outcomes for each area. Through consultation these will be refined and developed into a shared vision for each precinct.

The structure planning process for SRL East will help bring these visions to life, in cooperation with local government and communities, optimising the potential that will be unlocked by the new rail line.

### Engagement to date

Through a mix of online and face-to-face engagement, we have been capturing feedback from local communities since 2019. You can read about this feedback in our engagement reports available at [suburbanrailloop.vic.gov.au/engagement-reports](https://suburbanrailloop.vic.gov.au/engagement-reports).

In addition, workshops have been held with key stakeholder groups, including state and local government partners and key educational and health institutions in each precinct.

This feedback has been an important early input to precinct planning.

The following pages summarise input from communities about opportunities and concerns for their local areas. We've aligned the feedback to the proposed priority outcomes for each precinct, demonstrating that community input has already helped shape our thinking on what we should be focusing on in each area.






## A snapshot of what we've heard so far






### Cheltenham

-  **64%** visit to eat, shop and for entertainment
-  **34%** of those surveyed mostly travel by car
-  Natural and open space is greatly valued
-  Traffic congestion is a challenge
-  More walking and cycling connections are needed

### Clayton

-  **34%** of those surveyed mostly travel by car
-  **26%** of those surveyed mostly travel by public transport
-  Easy access to medical services is important
-  Safer walking and cycling connections are needed
-  People value the diverse food options

### Monash

-  **71%** of those surveyed work in the area
-  **40%** of those surveyed mostly travel by car
-  More public transport options are needed
-  People value the university's open spaces
-  A direct rail connection to Monash University is needed

### Glen Waverley

-  **71%** visit to eat, shop and for entertainment
-  **40%** of those surveyed mostly travel by car
-  People value the diverse food options
-  Traffic congestion is a challenge
-  Safer active transport connections are needed

### Burwood

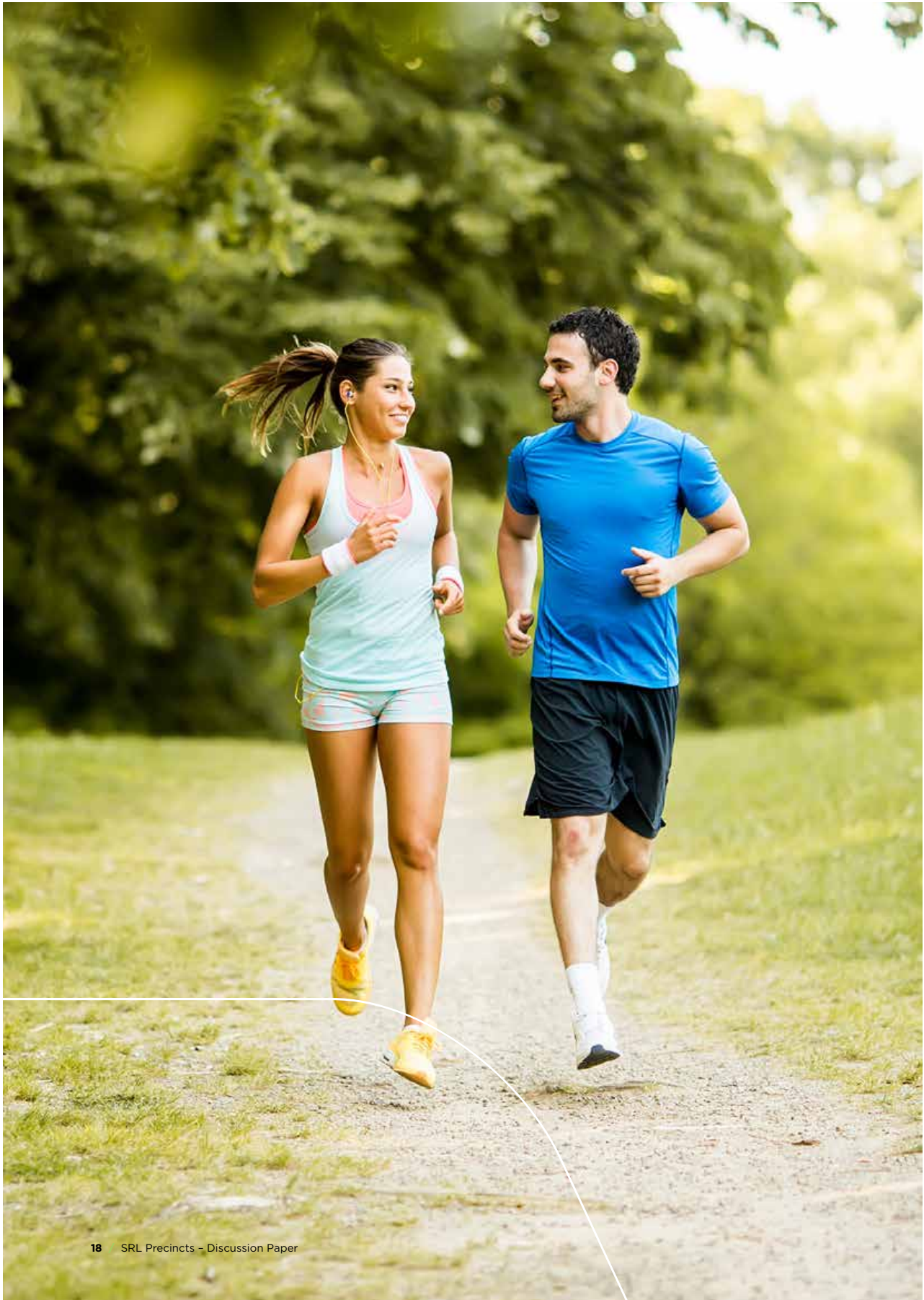
-  **60%** use parks and open space
-  **42%** of those surveyed mostly travel by car
-  Open space is greatly valued
-  Traffic congestion is a challenge
-  People want a direct rail connection

### Box Hill

-  **64%** visit to eat, shop and for entertainment
-  **36%** of those surveyed mostly travel by public transport
-  People value the diverse retail and food options
-  Improved pedestrian connections are needed
-  More open spaces are wanted







## What we've heard in Cheltenham



### Access to distinctive and high-quality environments

**What we heard:**

- 52% of survey participants go to Cheltenham to use the parks and open spaces.
- Participants love the parks (in particular Cheltenham Park and Sir William Fry Reserve), open spaces, greenery and the beach, including the wildlife and vegetation found in the parkland. Participants want to see the natural environment protected.
- Participants want to see an increase in parks, greenery and outdoor public open space, such as “community piazzas or public squares” and greater connectivity between these areas.
- Participants want to see an increase and improvement to libraries, community centres and outdoor facilities such as barbeques and seating.

“Cheltenham is a naturally green area with plenty of parks, gardens and golf courses that have very old trees that have been here for decades past. The established look of Cheltenham is part of its charm, and we need to retain that as much as we can.”

/ Survey respondent

“Improving the connection with public realm space will allow people to gather and make the precinct feel more open.”

/ Survey respondent



### Social connectedness and wellbeing

“Love coffee with friends and chatting to the cafe owner at Peaberry's - a real legend in the local community.”

/ Survey respondent

“I love the sense of community in our neighbourhood, with everyone looking out for each other and being friendly and community minded.”

/ Survey respondent

**What we heard:**

- 64% of survey participants go to Cheltenham to eat, shop or for entertainment.
- Participants believe the area has a “little village feel”, is family friendly, safe, quiet and community centric. They also appreciate the character of the precinct.
- Participants noted the neighbourhood is close to hospitals and other medical services.
- Participants would like to see greater community connection online, and easier access to information regarding community groups.
- Participants want to see better inclusion of the elderly population and better recognition of Aboriginal culture.
- Participants want the look and feel of the precinct to support a family friendly atmosphere.





## More jobs and employment

### What we heard:

- 51% of participants believe a main benefit of SRL will be improved access to employment.
- Some participants noted the precinct provides good access to local employment via the array of businesses in the area.
- Many participants want to see an increase in the number of local businesses, particularly restaurants, cafes, boutique shops and outdoor dining.
- Some participants noted the current shopping facilities need an upgrade.

“I will catch the train to work, and shopping locally is important.”

/ Survey respondent

“Cheltenham is a good local shopping strip that provides opportunity for local independent businesses.”

/ Survey respondent



## Increased cycling and walking connections

“Provide ease of movement around the precinct. Bay Road and Nepean Highway are huge physical barriers that disconnect Cheltenham - this project can provide more pedestrian/ bike connections to allow people to move around the area.”

/ Survey respondent

“Moving between the Cheltenham activity centre, Southland and areas close by (eg. Cheltenham Park/Sir William Fry Reserve) by foot or bike is greatly constrained by the busy roads. It would be great to have integrated walking and bike paths with overpasses or underpasses. Pedestrian and bike paths along the length of the Frankston line and the SRL route would also really help.”

/ Survey respondent

### What we heard:

- 34% of survey participants currently travel around Cheltenham by car.
- 26% of survey participants mostly walk.
- Only 4% of survey participants currently use a bike as their most common mode of transport.
- Participants said Cheltenham’s walking and cycling paths are unsafe and insufficient, particularly on major roads such as Nepean Highway.
- Participants want better active transport connections within the precinct, on and across major roads, and to shopping facilities such as Westfield Southland.
- Participants also noted a lack of street lighting in Cheltenham and suggested that efforts could be made to make facilities, such as the local cinemas, more inviting after hours.



## Greater use of public transport

### What we heard:

- 12% of survey respondents mostly use public transport to travel to, from or around Cheltenham.
- Participants noted the need for greater connectivity between transport modes, particularly trains and buses.
- Participants find traffic congestion in Cheltenham a challenge, particularly around shops and on major roads.
- Participants noted infrequency of trains and buses, and limited public transport options to the precinct, Sandringham and outer suburbs.
- Participants want more accessible public transport facilities.
- Participants said there is a lack of parking in Cheltenham, particularly near new developments and around the train station.

“The precinct needs a properly integrated focal point and public transport hub that is well connected to all parts of the precinct, particularly for pedestrians, cyclists and public transport movements.”

/ Survey respondent

“We need more buses, to more locations, more often. Trains are great but you have to get from the train to somewhere else. Buses are the appropriate way to do this, but they do not travel often enough.”

/ Survey respondent





22 / SRL Precincts - Discussion Paper

## What we've heard in Clayton

### Equity of access to jobs, services and learning

#### What we heard:

- 72% of survey respondents believe a benefit of SRL will be improved access to jobs, education, or services.
- Respondents said that being close to Monash University and a mix of facilities is convenient in Clayton.
- Respondents noted that the local library, church, and other social places provide vital community services in Clayton.

“Clayton has a big employment hub that is likely to further grow and expand.”

/ Survey respondent

### Capacity for future employment and industry

“There is an opportunity to build a cleaner and more cultured image of Clayton as a university / medical town precinct.”

/ Survey respondent

#### What we heard:

- 12% of survey respondents work in Clayton.
- Respondents identified the Monash Hospital and other medical services as what makes Clayton area special.



## Clustering of economic activity

### What we heard:

- Survey respondents were asked which buildings and places they value the most, with the most common response being retail and entertainment (such as the Clayton Shopping Centre), supermarkets and restaurants.
- Respondents noted that SRL will provide an opportunity to improve retail and shopping in Clayton, with some respondents seeking a better variety of shops, and more cafes and outdoor dining options.
- Respondents want to modernise the look and feel of the precinct.

“In terms of the area, it’s really boring and needs more entertainment and variety of shops and restaurants.”

/ Survey respondent

“Concerned that without considerable effort to clean up and improve the range of shops in the Clayton shopping strip that things will get worse, rather than better.”

/ Survey respondent



## Access to distinctive and high-quality environments

“More native vegetation should be planted, especially in available spaces in Fregon Reserve, along the railway line and in available open public spaces - both to increase local biodiversity and to offset the urban heat island effect for Clayton since it is a major hotspot.”

/ Survey respondent

“The parks and children’s play areas are most valuable to all who have children, but they need a lot more variety of things to do. A few outdoor play spaces along the railway isn’t enough.”

/ Survey respondent

### What we heard:

- Around one third of survey respondents said there are not enough green open spaces within Clayton.
- Respondents would like to see the look and feel of the area improved.
- Respondents want more landscaping and trees, more native vegetation and improved integration of the parks and new paths.
- Respondents value areas for children to play, specifically mentioning the importance of Karkarook Park, Namatjira Park and Bald Hill Park.
- Respondents would like open spaces in Clayton to include more picnic areas, barbecue facilities and more tables and chairs.
- Respondents also requested that communal areas include more shade.



 Improved connectivity to regional Victoria

**What we heard:**

- Survey respondents referenced long commute times via bus and train when getting to suburbs not on the same train line.
- 96% of participants believe a main benefit of SRL will be improved transport connections.
- Respondents reported high traffic congestion in Clayton, noting that peak hour traffic is particularly challenging. 67% of respondents see a key benefit of SRL being less congestion on the roads in Clayton.

“It’s very hard for local residents to drive through Clayton during peak hours.”  
/ Survey respondent



SRL Precincts – Discussion Paper / 25



## What we've heard in Monash



### Capacity for future employment and industry

**What we heard:**

- 71% of survey respondents work in the Monash Precinct.
- Monash University is a major employer in Monash.
- Participants would like employment opportunities in the area to continue to expand.

“Monash can be an entrepreneurial hub that draws more young businesses and creativity to the area.”

/ Survey respondent

“It is an important meeting place for a diverse group of people from all over Greater Melbourne, particularly for study and employment. There aren't many places that so many people are dedicated to travelling so far to.”

/ Survey respondent



### Strategically aligned economic development

“This is a once-in-a-generation opportunity to change the way people travel to one of the major employment and education centres in Australia.”

/ Survey respondent

“Monash is building up to be a wonderful precinct with all the transport and services one could want. The university provides education, swimming, gym, shops, food and pleasant, landscaped and treed spaces, all in one place.”

/ Survey respondent

**What we heard:**

- Survey respondents value the mix of facilities and services, such as hospitals, schools, industry and retail, as well as the mix of open and built-up areas.
- Respondents would like to see more retail options in the area, particularly food, entertainment services and places for visitors to stay.
- Some respondents suggested SRL support more integrated residential and commercial developments to encourage the creation of new strips around the university campus.
- 80% of survey respondents value educational buildings and places more than anything else.
- 79% of respondents value and use health care and education the most.
- 80% of respondents see improved access to employment and education as a key benefit of SRL.



 **Social connectedness and wellbeing**

**What we heard:**

- Respondents said more organised events and activities such as arts activities, sports, markets, community festivals and cultural events would help improve community connection within the precinct. Respondents suggested activating spaces in the evening and on the weekend for the Monash community.
- According to respondents, improving the shopping strips and providing more retail options would support community connection.
- Respondents said the precinct is socially isolated and lacks community infrastructure, as well as public open space and green spaces.
- Respondents suggested a focus on multiculturalism, as well as improving engagement within the precinct after work hours and on weekends.

“We only see some connection with community when schools and some residents use the swimming pool. At other places around the world that I have worked there are at least a strip of cafes, restaurants and a supermarket that both university students and staff and community residents share.”  
/ Survey respondent

“Having green spaces that connect to each other, so that users can easily move through a comprehensive series of safe, natural, accessible spaces is really important to gain a high-value experience.”  
/ Survey respondent

 **Increased cycling and walking connections**

“Improve the existing path so it’s suitable for cyclists and pedestrians. A separated bike path would encourage more people to ride to campus (and surrounding businesses).”  
/ Survey respondent

“Please make it easier to walk and cycle so these become ways to connect. Too many people are trapped alone in their cars.”  
/ Survey respondent

**What we heard:**

- Respondents referenced safety concerns for cycling and walking within the area including a lack of safe and suitable walking and cycle paths.
- Participants noted that the bike paths around the Monash Precinct are not well connected.
- Participants would like to see the walking and cycling infrastructure in Monash upgraded, particularly between Monash University, the Clayton shops and the train station.
- Participants also requested better connectivity between different transport modes.



## Improved connectivity to jobs and services

### What we heard:

- Survey respondents suggested that increasing public transport options would improve community use of services and facilities.
- 40% of survey respondents mostly drive to, from and within the precinct, while 29% of respondents mostly use public transport.
- The most common reasons for respondents choosing to drive included limited and unreliable public transport, as well as lengthy commute times when using public transport (often due to lack of direct connection or delays).

“Would happily use public transport more frequently except it adds an hour onto my travel time. By the time I get the train to Clayton station and wait for the bus to the campus, and then walk to my office, I’ve added considerable time onto my journey.”

/ Survey respondent



SRL Precincts - Discussion Paper / 29





30 / SRL Precincts – Discussion Paper

## What we've heard in Glen Waverley



### Social connectedness and wellbeing

**What we heard:**

- Survey respondents value the community facilities in Glen Waverley, particularly the library and the RSL.
- Respondents want to protect and enhance the parks and natural environment.
- Respondents suggested that improvements to the public realm and more public open spaces for people to gather would better support community connection.
- Some respondents said the local library should be updated and expanded to better support community connection.
- Some respondents requested spaces, events and activities that specifically celebrate different cultures.

“Please give us a town square that is a space for relaxation, gatherings, can act as a live site, a central space for Lunar New Year and plenty of other events.”

/ Survey respondent

“I would love to see some open, green community space with shade, trees, and a water feature. An environmentally friendly space.”

/ Survey respondent



### Capacity for future employment and industry

“I'd like more high-rise offices and residential buildings.”

/ Survey respondent

“I'd like greater job density and high-rise offices.”

/ Survey respondent

**What we heard:**

- 55% of survey respondents see improved access to employment as a key benefit of SRL.
- 47% of respondents see improved access to education as a key benefit of SRL.
- Respondents would like to see more commercial spaces and greater job density in Glen Waverley.
- Respondents suggested adding more all-day parking for commuters to make it easier for locals to use their nearest station to travel to employment.



## Strategically aligned economic development

### What we heard:

- Survey respondents suggested that improving the retail and shopping options in Glen Waverley would improve community connection, with some examples including bars, coffee shops, clubs, and gaming lounges.
- 77% of respondents value the existing retail and entertainment infrastructure, including the shops, restaurants, cafes, and The Glen Shopping Centre.
- 47% of respondents see improved access to education as a key benefit of SRL.

“Work in collaboration with Monash City Council, government agencies and private developers to deliver a station and shopping precinct that provides seamless inter-modal connectivity between the station and shopping centres.”

/ Survey respondent

“Take inspiration from some of the great squares of Seville, Florence or Venice and create a space that is surrounded by restaurants and culture.”

/ Survey respondent



## Increased cycling and walking connections

“Encourage more walking and cycling around stations and shopping centres.”

/ Survey respondent

“Can we please have a bike path along High Street and Springvale Road? The roads are busy and not bike friendly. The sidewalks are also very awkward to cycle on.”

/ Survey respondent

### What we heard:

- Survey respondents said that improving pedestrian and cycling access and connectivity would help improve community connection.
- Respondents noted poor pedestrian infrastructure and connectivity in the precinct, describing narrow footpaths, issues crossing roads and poor streetscape around the station and Kingsway.
- Respondents requested safer pedestrian and cycling paths.





## Improved connectivity to jobs and services

### What we heard:

- Survey respondents noted issues with public transport including the time it takes to travel on public transport, infrequent bus and train services, issues with buses getting stuck in traffic and lack of coordination between train and bus services.
- Respondents said there is too much traffic on the roads within the precinct and suggested that lack of public transport options is a contributing factor to increased road congestion.
- Traffic volumes were also noted as having flow-on effects for pedestrian and road safety.
- 40% of respondents noted driving as their main form of transport in Glen Waverley, while 29% use public transport.
- Respondents noted a lack of car parking and parking restrictions, particularly at the station, as key challenges for using public transport from Glen Waverley.

“Public transport and services are not sufficient - we need more trains running more often. Trains are already crowded enough going to and from the city, while the population in Glen Waverley is increasing.”

/ Survey respondent

“Parking at all the stations and parking restrictions in nearby streets is ridiculous. People should be encouraged to catch the trains, not given parking fines for parking within walking distance of stations.”

/ Survey respondent







34 - SRL Precincts - Discussion Paper



## What we've heard in Burwood



### Diverse housing options

**What we heard:**

- 69% of survey respondents currently live in Burwood.
- Respondents want to see more balanced housing density and development.
- Some respondents want to see a balanced approach between development and conservation of homes in the area.

“More tree canopy and more open space to compensate for increased housing density.” / Survey respondent

“Keep the large apartment buildings on the main roads.” / Survey respondent



### Enhanced environment and biodiversity

“Gardiner’s Creek Reserve is a breathing, biodiverse, natural pathway for animals, birds, and plants. We are the better for keeping it that way.”

/ Survey respondent

“This area is a great open space which should be improved with native vegetation to support wildlife in the area.”

/ Survey respondent

**What we heard:**

- 60% of survey respondents travel to Burwood to use the parks and open spaces.
- 49% of respondents value the open spaces in Burwood, including the parks, greenery, trees, bushland, local fauna, and creeks. Respondents specifically mentioned Gardiner’s Creek, Wattle Park, South Surrey Park, Lynden Park, and Burwood Community Garden.
- Respondents expressed that native vegetation and wildlife should be maintained and enhanced in the reshaping and development of the precinct.
- Respondents suggested open spaces need more toilets, bins and drinking fountains, and could be more dog friendly.



### Capacity for future employment and industry

**What we heard:**

- 38% of survey respondents go to Burwood to use services, such as health care and recreation.
- 19% of survey respondents work in Burwood.
- Respondents said that Burwood has good access to a variety of major shopping centres, local shops, cafes and restaurants. Respondents also value the local schools and business centre.
- Respondents said better connections are needed to connect the community to Deakin University.
- 56% of survey respondents see improved access to education as a key benefit of SRL.

“Burwood Brickworks is a great sustainable development. It provides essential services like supermarkets and a medical centre, with great cafes and restaurants.”

/ Survey respondent

“Putting the station close to shops will allow better business for the shops.”

/ Survey respondent



### More diverse, high-value jobs

“There is no conveniently located station. The current Burwood station is too far away, and the Surrey Hills station on the Box Hill line is often packed in the morning peak hour.”

/ Survey respondent

**What we heard:**

- 51% of survey respondents see improved access to employment as a key benefit of SRL for Burwood.
- Respondents noted that unreliable and/or limited public transport options extend commute times for travel to jobs in the city.

## Increased cycling and walking connections

### What we heard:

- Survey respondents noted a lack of cycling paths, describing that current paths are unsafe due to being on main roads and require an upgrade.
- Respondents also said pedestrian infrastructure needs to be improved.
- Respondents noted a need for better connectivity of infrastructure, describing the precinct as spread out.
- Respondents want shared user paths extended within the precinct and to outer suburbs, and greater connectivity between active transport, public transport, and the wider precinct.
- 17% of survey respondents said walking is their main mode of transport within the Burwood Precinct, and 8% said they ride their bike.

“We need better bike routes - my wife, daughter and I all battle the FAST car traffic.”

/ Survey respondent

“Burwood Brickworks - it’s been said before, but more bike / walking accessibility to here would be good. Direct links from the station to here would be great for the area as well.”

/ Survey respondent







## What we've heard in Box Hill



### Access to distinctive and high-quality environments

**What we heard:**

- 39% of survey respondents go to Box Hill to use the parks and open spaces.
- The existing parks and open spaces in Box Hill are highly valued by respondents, including Gardiner's Creek and Box Hill Gardens. Respondents appreciate the native flora and fauna and bushland existing in Box Hill and are eager to see it retained.
- Respondents also appreciate the trees in the local area.
- Respondents would like to see an increase in the number of activities and amenities available within open/public realm spaces, such as communal seating and live events.
- Respondents also wanted to see more greenery 'trees and plants' in public realm spaces.
- Many respondents noted that buildings and facades in Box Hill require updating to improve the look of the precinct.

"This series of connected parks with Gardiner's Creek running through are perhaps the nicest green spaces in the Box Hill area and are loved by the community. The parks are also home to a variety of species, including frogs, lizards and birds that aren't commonly found in other areas of Melbourne."

/ Survey respondent

"Improve the usage of parks and gardens in the area by adding other activities into what people can do there, eg. outdoor fitness exercise stations, or oversized games, eg. chess, checkers, hopscotch, etc."

/ Survey respondent



### Capacity for future employment and industry

"Provide opportunities of alfresco dining and drinking and create an open-air community."

/ Survey respondent

"I think Box Hill needs a masterplan to incorporate all the differently owned shopping centre buildings into something much better to navigate, use and look at."

/ Survey respondent

**What we heard:**

- 64% of survey respondents go to Box Hill to eat, shop or for entertainment.
- 45% of respondents go to Box Hill to use services such as health care and recreation.
- Respondents value the variety and good accessibility of food, restaurants, and shops at Box Hill, with many specifically mentioning the Asian food options.
- Respondents want greater variety of shops and restaurants, and for Box Hill Central and strip shops to be upgraded. Some respondents would like to see more entertainment options within Box Hill Central such as cinemas and music venues.
- Respondents suggested that local business would be supported by upgrading precinct infrastructure to be easier to navigate and more aesthetically attractive.





### More diverse, high-value jobs

**What we heard:**

- 13% of survey respondents currently work in Box Hill.
- Respondents appreciate the high density of jobs in Box Hill, deeming it a “hub for work”.
- 51% of respondents see improved access to employment as a key benefit of SRL.

“The higher job density will further decentralise jobs from Melbourne’s CBD.”

/ Survey respondent



### Increased cycling and walking connections

“Even the back streets are dangerous and busy to ride on. A radial network of off-road paths could help relieve the challenges of travelling to the precinct.”

/ Survey respondent

“Box Hill needs to be made much more friendly and safe for people walking and riding bikes. Separated bike lanes, wider footpaths, bus lanes, better interchange facilities, etc. are all essential for a major centre like Box Hill. More cars will simply not fit into the precinct.”

/ Survey respondent

**What we heard:**

- Survey respondents said the precinct is unsafe and difficult to navigate when walking or cycling.
- Several respondents noted car travel is the mode of transport most supported by infrastructure in the area, particularly on main roads, and would like an increase in safe road cycling lanes.
- Respondents noted that safety concerns for pedestrians and cyclists are often due to a lack of lighting, limited access to train station platforms, narrow footpaths, and crime.
- Respondents want to see increased connectivity between different transport modes.
- 13% of respondents currently walk as their main mode of transport to, from or within the precinct, while 9% ride their bike.

 **Greater public transport**

**What we heard:**

- Survey respondents noted a lack of connectivity and integration between public transport modes as a challenge, describing the precinct as confusing.
- Respondents also commented on the infrequency and crowded nature of public transport including trains, trams, and buses.
- Some respondents feel there is a lack of public transport when travelling from Box Hill to nearby suburbs.
- Many respondents described road traffic congestion as a challenge in Box Hill, particularly on major roads such as Station Street and Whitehorse Road.
- 36% of respondents currently use public transport as their main mode of transport to, from or around the Box Hill Precinct.

“Box Hill is a nightmare to travel to or through; I avoid it as much as possible as the congestion is appalling, and it takes forever to get anywhere. Too much built environment and people crammed in without the supporting infrastructure to facilitate the movements needed.”

/ Survey respondent

“We need better bus priority in and around the precinct, improved transfers between trains and buses, and improved public transport access that is sufficient to accommodate the expected growth in the precinct’s population.”

/ Survey respondent



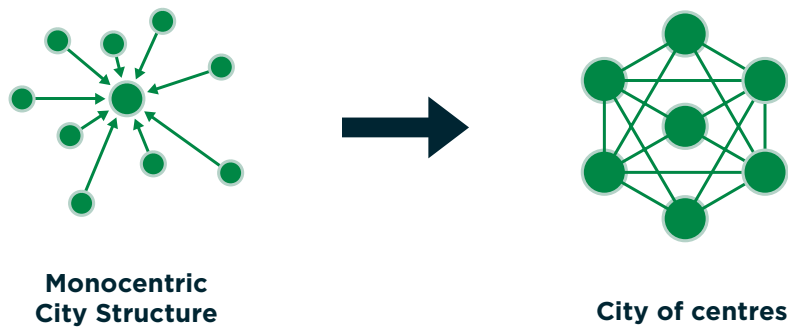
## Creating a city of centres

Since its first release in 2014, Plan Melbourne has been progressively updated in an effort to guide the integration of long term land use, infrastructure and transport planning to meet our population, housing and employment needs into the future.

Plan Melbourne 2017-2050 updated key planning strategies to guide the city's sustainable growth and development, and an Addendum released in 2019 responded to rapid population growth, and important new transport infrastructure commitments such as SRL, that will help manage that growth more sustainably.

SRL will enable Melbourne to grow in strategic areas along the project corridor, with a focus on strengthening places that offer great liveability, productivity and connectivity. It will connect Melbourne's middle suburbs to growth precincts, and link all Victorians to major health, education and employment centres, helping to create a city of centres linked to regional Victoria.

Figure 4: Moving to create a city of centres or polycentric city structure





## Delivering liveable cities

Planning and delivery of SRL Precincts will be underpinned by key hallmarks of liveable cities.



### Managing growth

Targeting growth in the right locations, with good access to jobs and services



### Creating 20-minute neighbourhoods

People can access most of their daily needs within a 20-minute journey, with priority for walking and cycling



### Growing the economy

More jobs closer to where people live and opportunities to strengthen key medical, research and education precincts



### Improving transport

Investing in our transport network and connecting major infrastructure



### Providing more housing choice

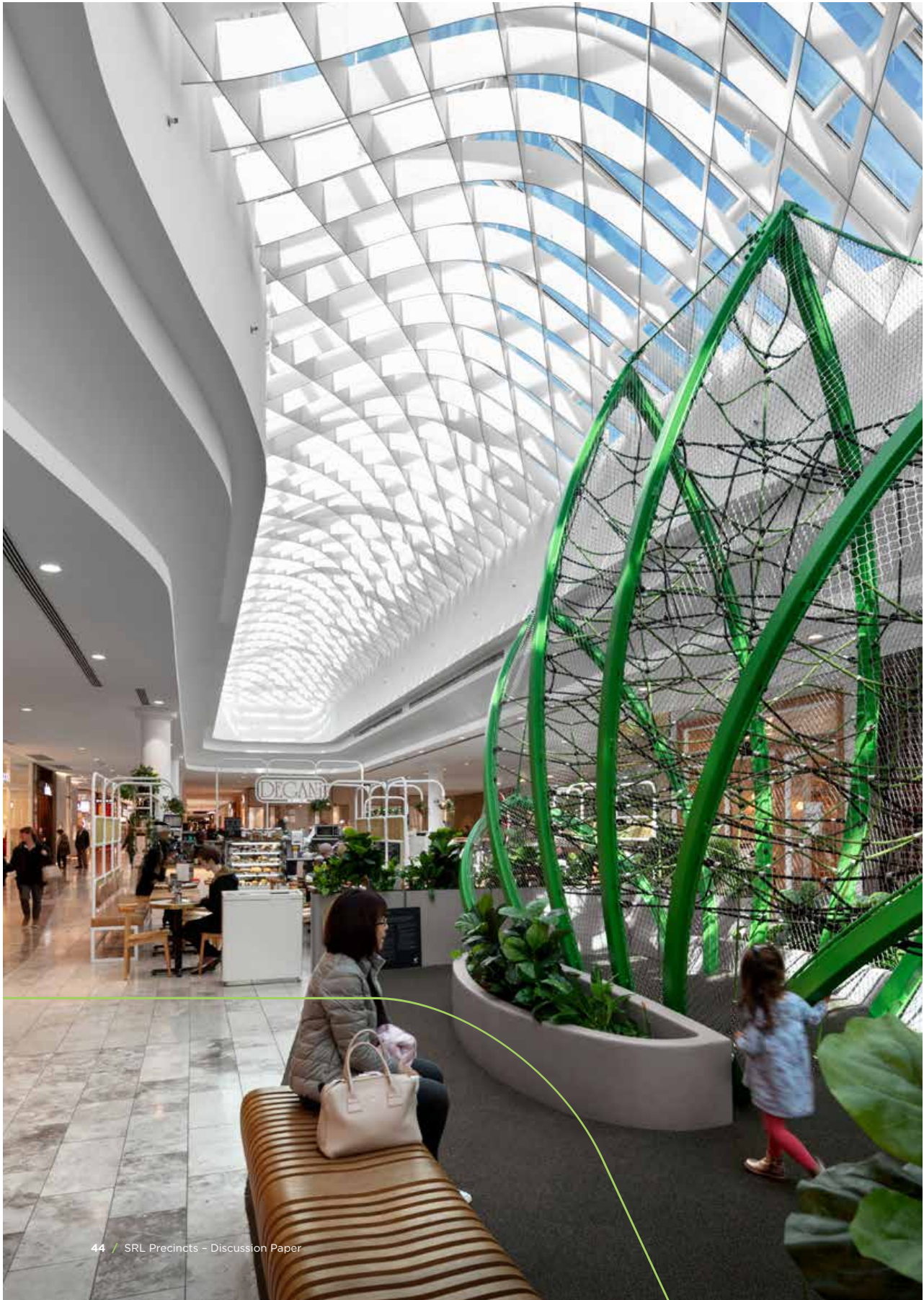
Creating more affordable housing options in the right places



### Responding to climate change

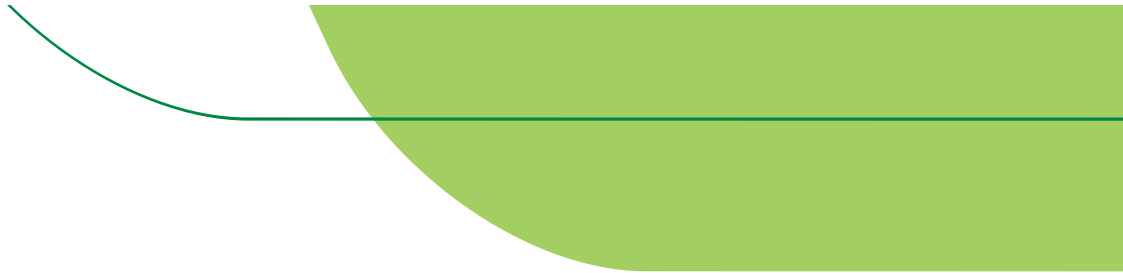
Reducing greenhouse gas emissions by 45-50% by 2030 and 75-80% by 2035; delivering net zero greenhouse gas emissions by 2045





44 / SRL Precincts - Discussion Paper





## How we grow matters

Creating even greater places to live, work and visit requires a multi-faceted approach. The planning for SRL East Precincts is being guided by three objectives drawn from Plan Melbourne:

- Productivity
- Connectivity
- Liveability

These objectives are very closely interrelated – and more positive outcomes can be achieved for the community when they are considered together.

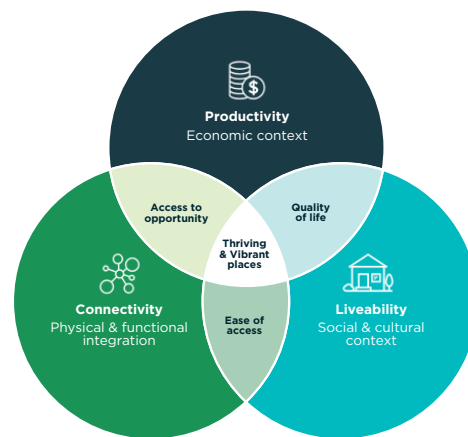
For example, improving active (walking and cycling) and public transport access will mean enhanced connectivity, and also productivity by encouraging businesses to locate close to these services generating greater economic activity. If accompanied by improvements in liveability, such as creating new open spaces, retail, dining, live performance and event spaces, then thriving and vibrant places are created.

While the major benefits of SRL East will start to flow in 2035 when the rail line opens to passengers, improvements to the areas surrounding the stations will start sooner and continue to accumulate over time. Melbourne 30 years ago was a city of just 3 million people – barely any of whom lived in the CBD. Docklands was still a former port and Southbank was a brand new suburb. Federation Square was still an idea, and CityLink was also years away.

Local neighbourhoods or precincts should meet the needs of the people who live, work, study and socialise in them. For SRL, that means planning for future generations, as well as residents and workers today. That's why it's so important to consider the long-term ambition and vision for SRL Precincts and the people who will access these suburbs in the future.

We don't have all the answers, and we know that things will continue to change; that's why our planning for SRL Precincts will involve the feedback of the community every step of the way, and does not come with an end date.

Figure 5: Intersection between the three SRL objectives



## SRL East Precincts

SRL will result in a significant reconfiguration of the city's urban structure. It provides the opportunity to address many of Melbourne's most complex challenges, including sustainability, housing affordability, equitable access to facilities, economic growth, liveability, and accessibility.

The areas, or precincts, around the new SRL East stations will be vibrant, convenient and well connected places to live, work, study and visit.

These areas will attract investment and development. To ensure that development happens in the right way, we will work with local councils, stakeholders and most importantly, local communities, on what development occurs in the areas around each SRL station.

Central to this vision is the idea of a 20-minute neighbourhood.

This means creating neighbourhoods that support local living, with people able to access most daily needs, including health and education services, recreation and job opportunities, a short walk or bike ride away from home.



## Characteristics of a successful precinct

Good precincts are built up from many different neighbourhoods. Each already has its own personality and strengths that make them great places to work, study, live or visit. As precincts grow and develop over time each neighbourhood will change in different ways. Good planning will encourage different kinds of change in different areas, collectively generating great outcomes as a whole.

Achieving the best outcomes requires long-term and innovative thinking about uses, spaces, amenities and facilities that serve both current and future communities. This includes things like access to quality public transport, employment opportunities, housing and recreation and leisure activities.

## Planning for SRL East Precincts

The first step in planning for SRL East Precincts is to develop a shared vision for each area. To guide this discussion we have developed draft ambition statements and five proposed priority outcome areas for each precinct.

These are aligned with the objectives of productivity, connectivity and liveability, as well as SRL Precinct Principles (detailed over the page).

The draft ambition statements and proposed priority outcomes are detailed later in this paper.



Figure 6: 20-minute neighbourhood attributes, Plan Melbourne

**20-minute neighbourhoods**

Research shows that less than 20 minutes' journey is a preferable travel time for local residents to meet most of their everyday needs.





# SRL Precinct Principles and outcomes

The SRL Precinct Principles have been developed following feedback from local communities. The Principles will help guide the planning, design and development of SRL Precincts and ensure the benefits of SRL are fully realised.

These Principles align with the objectives of productivity, connectivity and liveability, support the development of 20-minute neighbourhoods, and draw on lessons learned from local and international precinct developments.

As we develop shared visions for SRL East Precincts we will seek to achieve a broad range of these outcomes as hallmarks of successful precinct development.

Figure 7: SRL Precinct Objectives, Principles and Outcomes.

PRINCIPLE OBJECTIVE

## Connectivity

Strong connectivity to and from major innovation, employment and service precincts outside of the CBD, providing Victorians with greater access to jobs and services closer to home and alleviating pressures on the existing transport network.

PRINCIPLE



### Transport supports a city of centres

Precinct transport options support greater access to opportunities

OUTCOME

Improved connectivity to jobs & services

Improved connectivity to regional Victoria

PRINCIPLE



### Attractive and active connections

Precinct is highly walkable, cyclable and accessible, facilitating community interaction

OUTCOME

Increased use of active transport modes

Increased cycling & walking permeability

PRINCIPLE



### A connected public transport network

Precinct public transport is integrated, encouraging the use of more sustainable and efficient transport options

OUTCOME

Greater use of public transport

More resilient & efficient transport network

**Liveability**

Improving liveability is fundamental to thriving communities and connecting people to where they want to live and the services they need to access.

**Productivity**

Driving Victoria's economic growth through greater investment, job creation and productivity across Melbourne's key innovation, employment and service precincts outside of the CBD, providing jobs closer to where people live.



**Sustainable, green & resilient**

Precinct supports sustainability and biodiversity and is designed to last and adapt to climate change



**Leveraging strengths**

Precinct supports anchor institutions and leverages its competitive strengths

<b>Climate resilient communities &amp; places</b>	<b>Enhanced environment &amp; biodiversity</b>	<b>Strategically aligned economic development</b>	<b>Increased competitiveness &amp; resilience of Melbourne</b>
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**Centres of gravity**

Precinct has identifiable areas of activity that support a range of services, attract people, and provide lifestyle amenities for the community



**Employment and industry pathways**

Precinct facilitates engagement in current and future jobs

<b>Social connectedness &amp; wellbeing</b>	<b>Access to distinctive &amp; high quality environments</b>	<b>More future relevant &amp; diversity of jobs</b>	<b>More people engaged in work</b>
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**Accessible & inclusive**

Precinct provides access to opportunities for a range of people in different circumstances and stages of life



**Agglomeration**

Precinct supports clustering of business activity to maximise collective potential

<b>Diverse &amp; affordable housing options</b>	<b>Equity of access to jobs, services &amp; learning</b>	<b>Clustering of economic activity</b>	<b>Capacity for future employment &amp; industry</b>
---	--	--	--

## More jobs and affordable homes

SRL will unlock the potential of the already thriving SRL Precincts.

Today, despite the increase in working from home, job opportunities remain concentrated in the central city. SRL provides the opportunity to shift to a new distributed approach to employment growth in Melbourne to increase choice and equitable access to jobs for all those living in Melbourne and Victoria.

SRL East Precincts will host thousands of new jobs by 2056. These jobs will be within a 20-minute walk from an SRL station, making them easy to access for local residents. "Job growth is expected to accelerate further once the rail line opens in 2035. By 2056, the number of jobs across SRL East and SRL North (Box Hill to Melbourne Airport) will be equivalent to the number of jobs in the central city today.

Thousands more people will call SRL East Precincts home by 2056. We will need more housing choice near good transport links in these suburbs, reducing traffic congestion and pollution and giving more people the opportunity to live in the places they want to or closer to where they grew up.

## New housing choices

As more people choose to live in these communities, we need to plan to provide more affordable housing options close to the new stations. In these areas, easier access from good public transport will mean that road trips are reduced and local congestion and parking impacts on the area will be minimised.

As they grow, SRL Precincts need to deliver a more diverse mix of homes, improving housing choices now and into the future. Families seeking homes closer to their relatives and older people who wish to downsize need options for different kinds of housing to what is usually found in suburban areas. Without options to rent or buy more affordable or appropriate properties, they will be unable to move. A greater choice of smaller, easier to maintain properties allows for ageing in place, and supports community networks.

In the longer term, the children of current residents may want to live close to where they grew up but may find it challenging due to the lack of affordable homes. Housing diversity helps new and established residents who would like to call these areas home.

Good planning will provide new housing options, providing more townhouses, semi-detached dwellings and apartments for people to live in locations close to transport, stations and services.



52 / SRL Precincts – Discussion Paper

## Harnessing today's potential for the future

The jobs of the future will be built on the strengths of the present. Each SRL Precinct already has thriving businesses and institutions that will continue to grow with the support of SRL. In addition, as centres for innovation and change, many new kinds of jobs will find their place within SRL Precincts. Planning for the future of these precincts needs to support this change and growth in jobs.

## Better access to and from the regions

SRL East will mean that Victorians travelling on public transport from Gippsland into Melbourne will have better access to education, healthcare, jobs and retail in the middle suburbs.

SRL will create new opportunities for more direct and convenient journeys for regional passengers. As one of three transport super hubs, the SRL station at Clayton will provide regional passengers with a direct transfer to SRL services. This will enable connections to all of Melbourne's major radial metropolitan rail lines without the need to travel to and from the central city. It will be easier to travel by public transport to important destinations including Melbourne Airport, Monash, Deakin and La Trobe universities, Box Hill Institute, the Monash Medical Centre, Monash Children's Hospital, Box Hill Hospital and the Austin Hospital.

Improved travel times between the regions and Melbourne's middle suburbs will make a number of regional centres and towns more attractive for investors, residents, businesses and tourists. Regional businesses will be able to reach larger pools of workers and new customers, suppliers and markets.

## More sustainable and resilient

SRL Precincts will become even more sustainable and resilient as they support the transition to a low carbon economy.

Tree planting to cool and green these neighbourhoods will be an important feature as we construct SRL East, with around 4000 trees to be planted in SRL East Precincts. This will mean that for every tree impacted by construction, we will plant at least three - doubling the tree canopy coverage.

## Liveability and access

Global cities offer excellent transport choices that reduce the cost of living and increase productivity. SRL is not intended to be simply another railway line - the ambition is to create a network of seamless transport choices that provide for everyone's diverse needs: this is what a sophisticated 21st century city looks like.

The consolidation of the city's growth into well-serviced precincts where active and public transport is prioritised is essential to managing the city's ongoing liveability. The cost of not concentrating development into well-designed precincts is significant, impacting community health, exacerbating congestion, reducing the city's productivity and competitiveness, and exacerbating climate change. This is a clear opportunity to fundamentally shift movement patterns in and around the city, supporting healthy, sustainable communities.

# SRL East Precincts - now and in the future

This section presents the six SRL East Precincts - as they are today, and as they could be in the future.

Building on our previous conversations, we're seeking input from people who live, work, study in and visit these areas, as well as those who aspire to. This will help shape thriving and vibrant places.

To have your say, please visit [engage.vic.gov.au/suburban-rail-loop](https://engage.vic.gov.au/suburban-rail-loop).

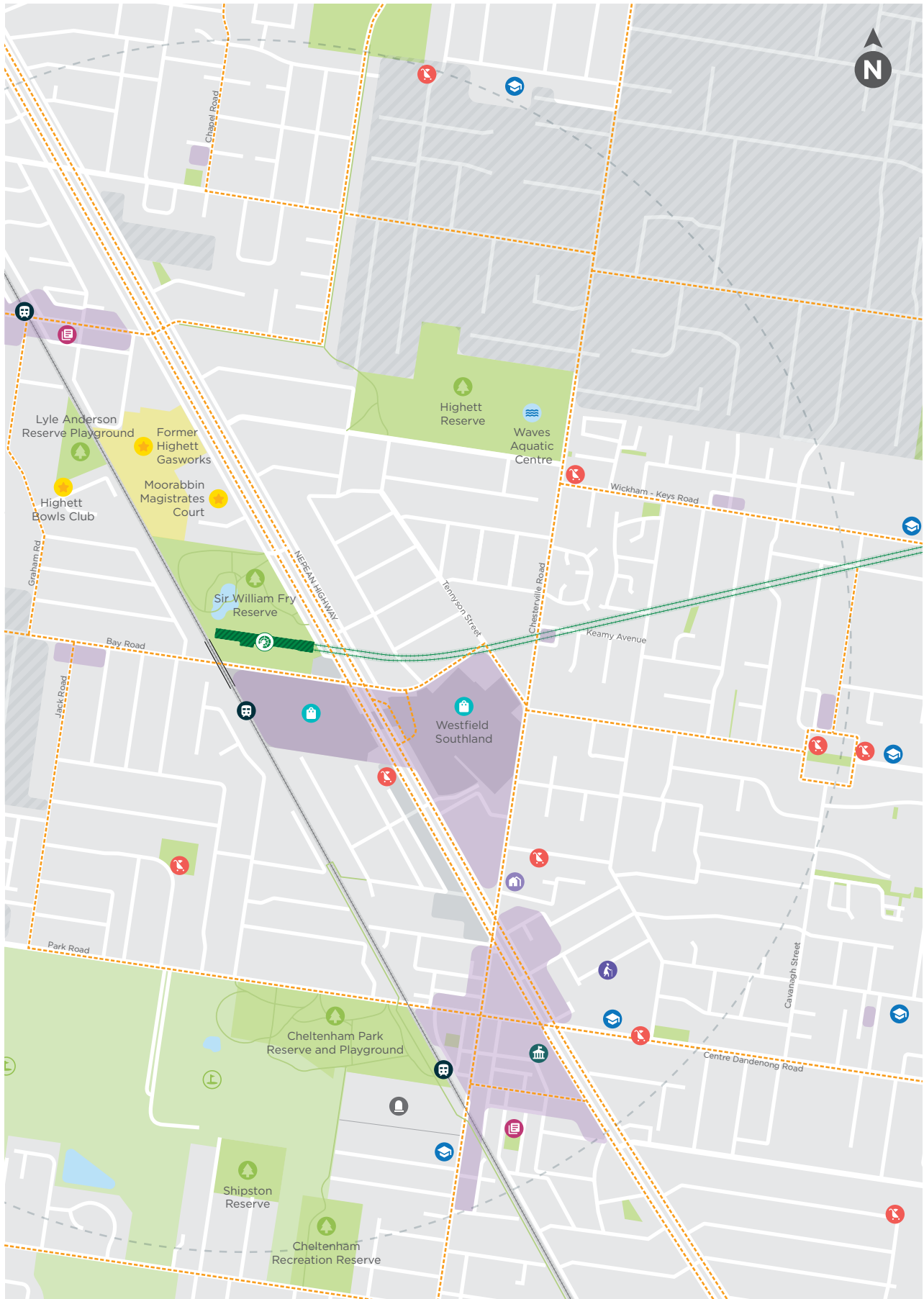
We are seeking feedback on people's thoughts about the future of the SRL East Precincts, including the draft ambition statements and corresponding proposed priority outcomes that have been developed.











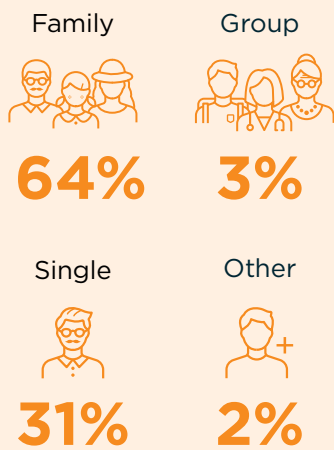
# Cheltenham

## CURRENT STATE

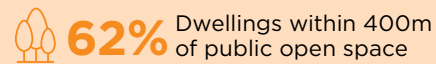
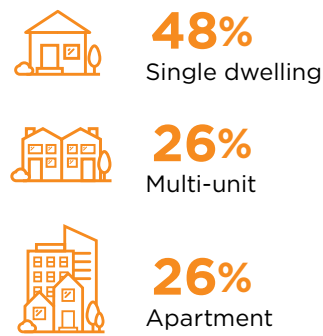
### Primary travel mode share



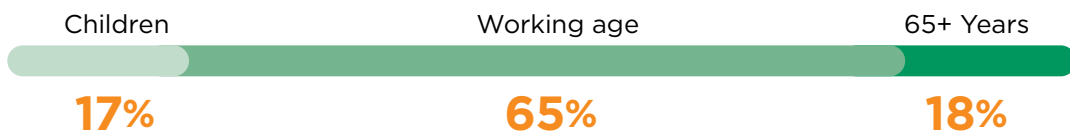
### Household composition



### Dwelling type



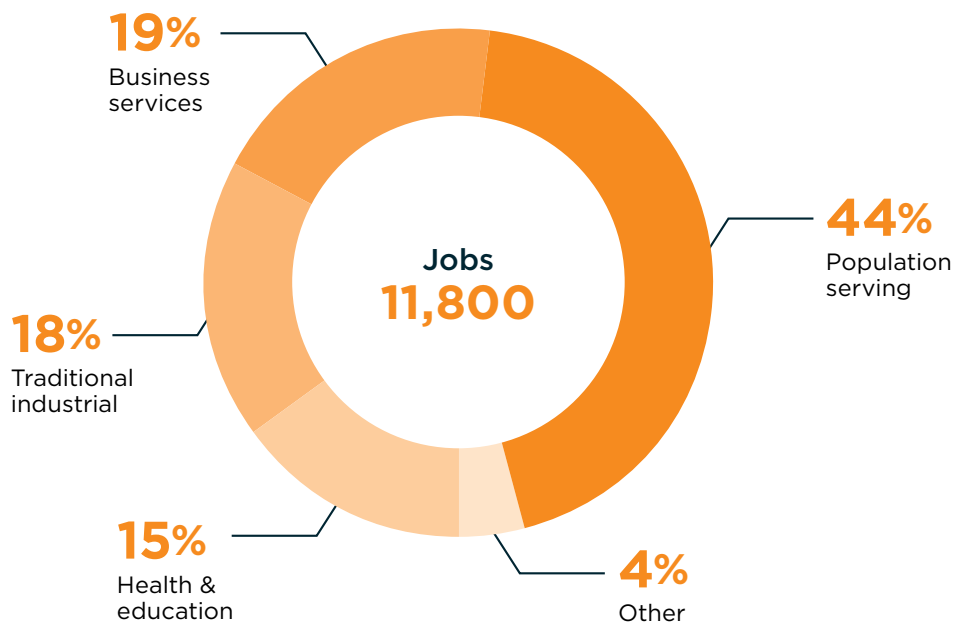
### Residents by age group



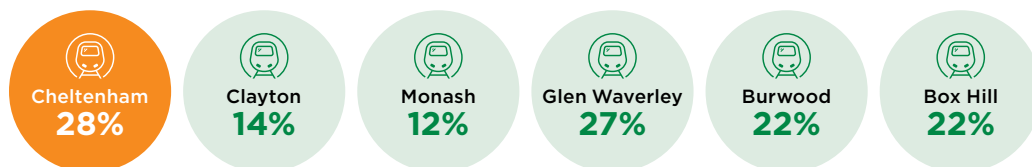
Sources:  
- ABS Census Data 2021  
- Victorian Integrated Transport Model 2022



**Jobs by industry sector**



**Workers living within 5km of the SRL station site**





## Current state

The Cheltenham Precinct today is valued for its bayside location, green open spaces, convenient access to retail and entertainment and its family atmosphere.

### Three centres of activity

The Nepean Highway and Frankston train line run through Cheltenham with key centres of activity around the three train stations within the precinct. Established neighbourhood centres are located in the streets around Highett and Cheltenham stations, providing local access to daily needs. Southland Station is on the western edge of Southland Shopping Centre, a major regional retail destination which occupies two large sites on either side of the Nepean Highway connected via a bridge. The centre is one of the largest in Australia with hundreds of retailers. Cheltenham has a comprehensive bus network with 13 different bus routes operating within the precinct, all of which pass through a bus interchange at Southland Shopping Centre. Other big box retailers are concentrated along the highway to the south of the shopping centre.

Crossing the spine is often inconvenient, with patchy walking and cycling networks impeding east-west movement and making access to the area's open spaces difficult. Traffic congestion and road infrastructure are challenges for Cheltenham.

Higher density residential development is occurring in pockets between these centres, with larger scale apartment buildings along Nepean Highway and smaller apartment and townhouse developments becoming more common in the surrounding areas.

### Suburban streets

Outside the activity centres, industrial areas and larger open spaces, the precinct has a generally suburban character. Native and exotic species are found in tree lined streets and gardens although there are lower levels of canopy cover in residential areas to the east. Housing is predominantly 1-3 storeys and includes original housing stock mixed with contemporary infill, unit developments,

townhouses and low-rise apartments.

### Industrial areas

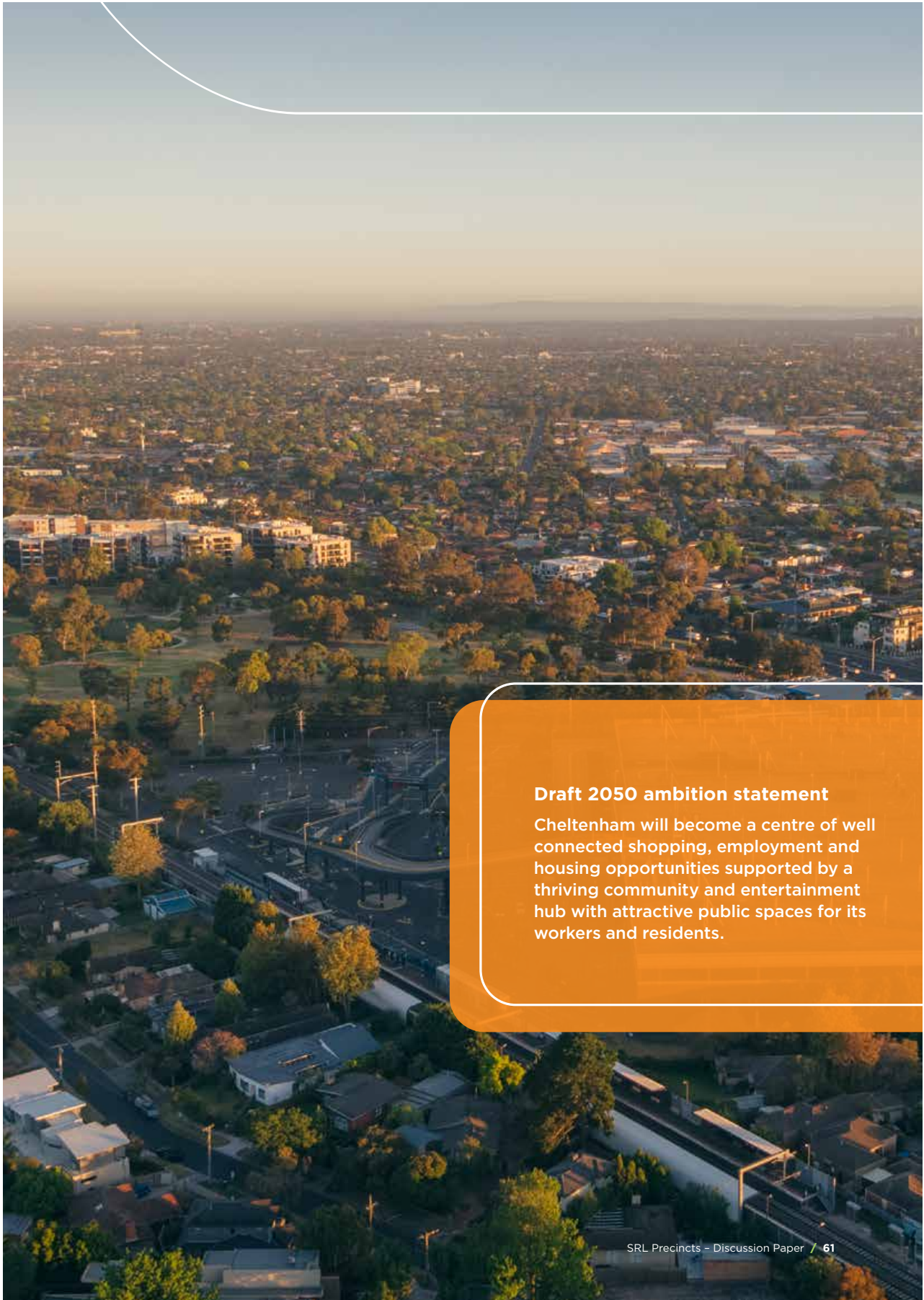
The Cheltenham Precinct includes two significant parcels of industrial land. The Moorabbin Industrial Area is located to the north-east of the precinct and includes a mixture of light industrial and big box commercial uses. The Bayside Business District is located to the west of Southland Station and includes light industrial, manufacturing and distribution uses.

### Places and services for a diverse community

Various community facilities and services are found within the precinct. The City of Kingston Municipal Offices are located on Nepean Highway. Cheltenham Community Centre is located further to the north on Chesterville Road with the Highett Neighbourhood Community House located just to the west of the centre in Highett. The Moorabbin Magistrates Court is located on Nepean Highway just to the north of Sir William Fry Reserve. There is a range of early learning centres, kindergartens and primary and high schools in the area.

### A network of open spaces

Larger open spaces are provided at Sir William Fry Reserve, Cheltenham Park Reserve and Highett Reserve with multiple sports fields and supporting amenities. There are few smaller open spaces within the precinct. A significant portion of the precinct to the south is comprised of restricted green space with private golf courses and the Cheltenham Cemetery. While the precinct is generally flat and low lying with sandy soils, relative high points offer distant views to the Dandenong Ranges and Melbourne CBD. Port Phillip Bay is approximately four kilometres west of the precinct centre.

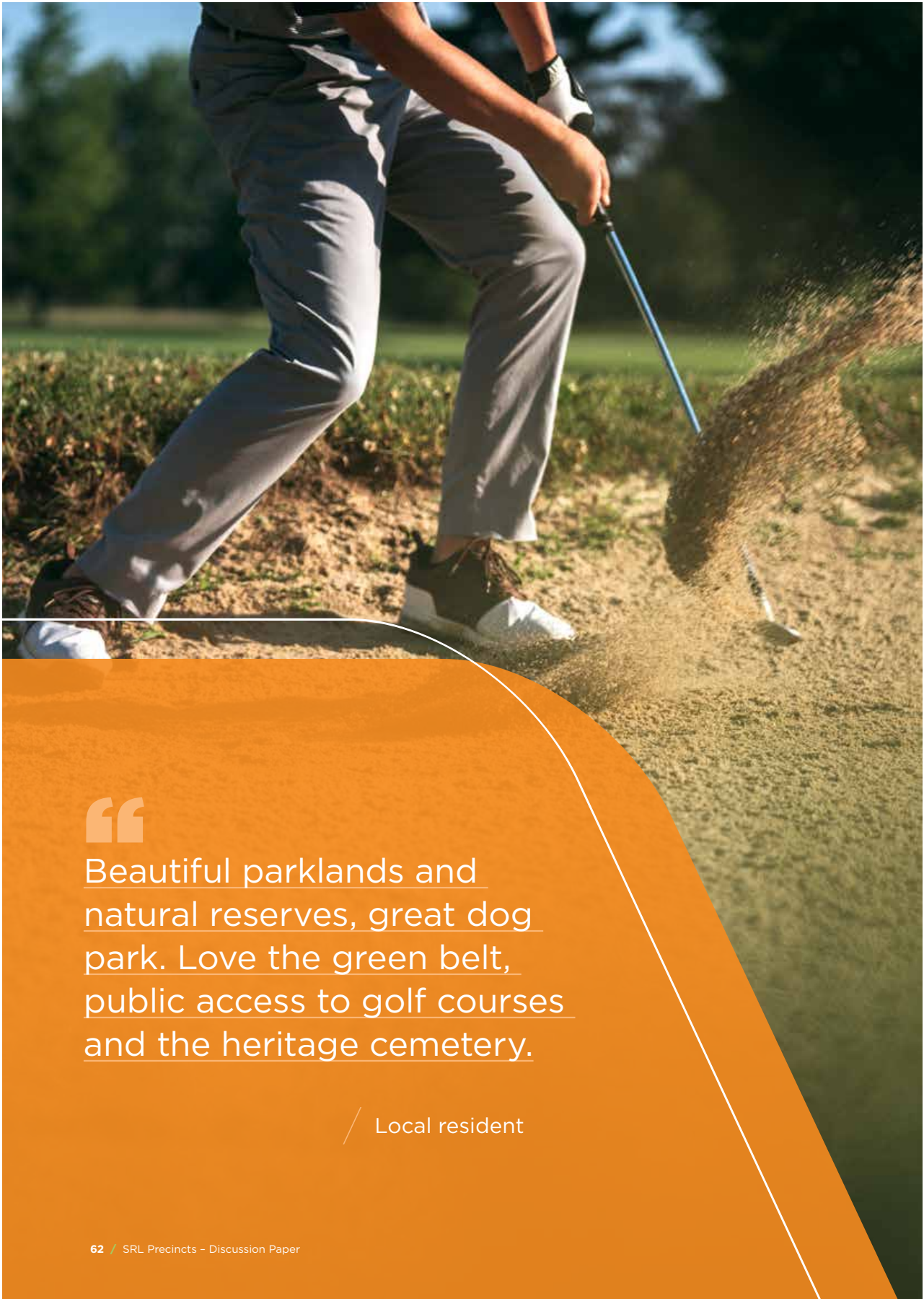


**Draft 2050 ambition statement**

Cheltenham will become a centre of well connected shopping, employment and housing opportunities supported by a thriving community and entertainment hub with attractive public spaces for its workers and residents.

SRL Precincts - Discussion Paper / 61





“

Beautiful parklands and natural reserves, great dog park. Love the green belt, public access to golf courses and the heritage cemetery.

/ Local resident



## Future opportunities

SRL East could facilitate a thriving community and a retail and entertainment hub for Cheltenham's workers and residents and better connect Melbourne's south.

Linking Cheltenham to major employment precincts along SRL will create new opportunities for employment. SRL will reduce the journey time between Cheltenham and Clayton by train to less than 10 minutes.

Other opportunities in Cheltenham could include:

- A new mixed-use town centre around the SRL station, providing a destination for people working and living in the area integrated with green spaces
- Well-designed public spaces with better infrastructure to support walking and cycling, linking to surrounding neighbourhoods and key destinations
- Changing Sir William Fry Reserve's landscape and recreation role over time to serve more residents and visitors, including enhancing walking and cycling connections to the reserve and throughout the precinct
- Building on the emerging creative industries in the area, leading to exciting new employment, arts and cultural opportunities to attract both workers and visitors
- Better connecting industrial land in the precinct with surrounding areas to make them more easily accessible
- Introducing a diverse range of affordable housing to cater for a variety of needs, allowing more families and households to live closer to parks, jobs and services in green and leafy streets.

### Proposed priority outcomes for Cheltenham



Access to distinctive and high-quality environments



Increased cycling and walking connections



Social connectedness and wellbeing




























Greater use of public transport

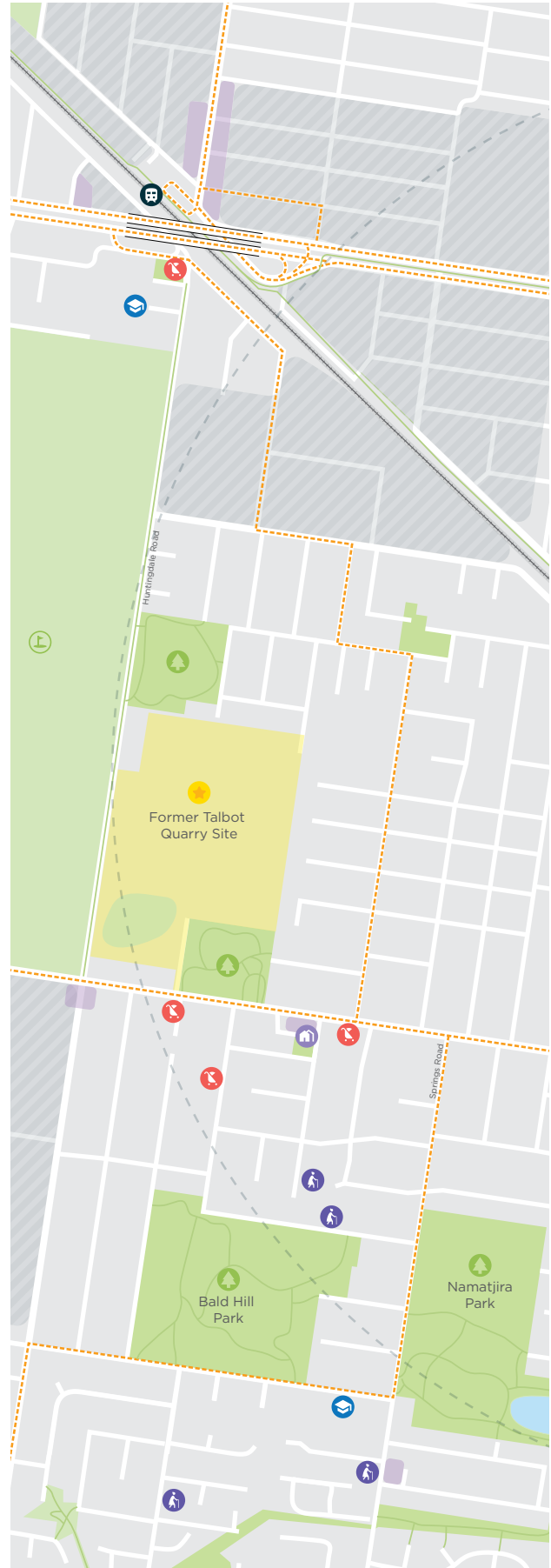


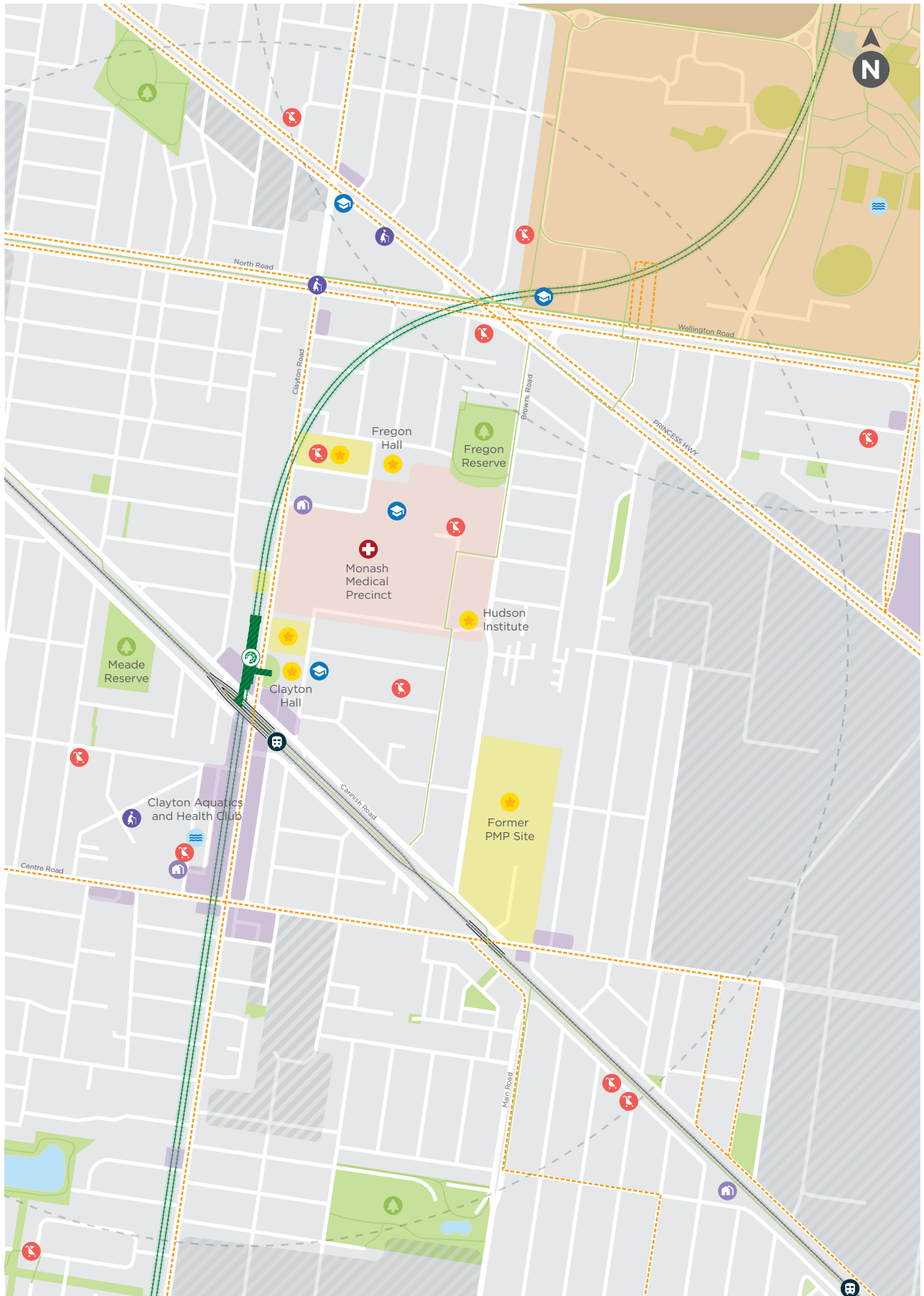
More jobs and employment

# Clayton

## CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Tertiary Area
-  Hospital Area
-  Key Feature
-  Shopping
-  Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Library
-  Park
-  Recreation & Aquatic Centre
-  Cemetery
-  Medical Facility





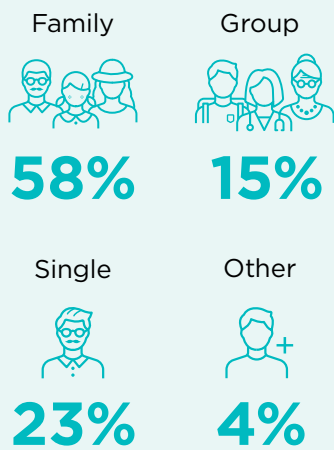
# Clayton

## CURRENT STATE

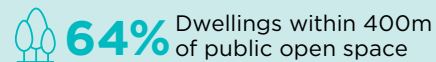
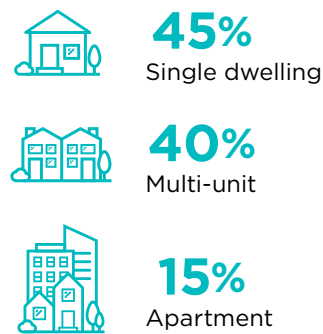
### Primary travel mode share



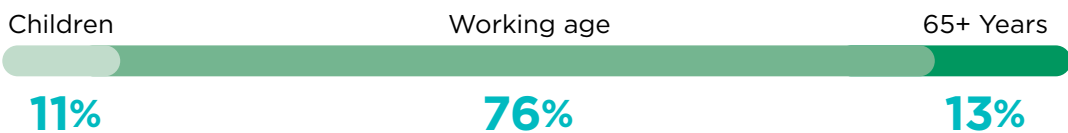
### Household composition



### Dwelling type



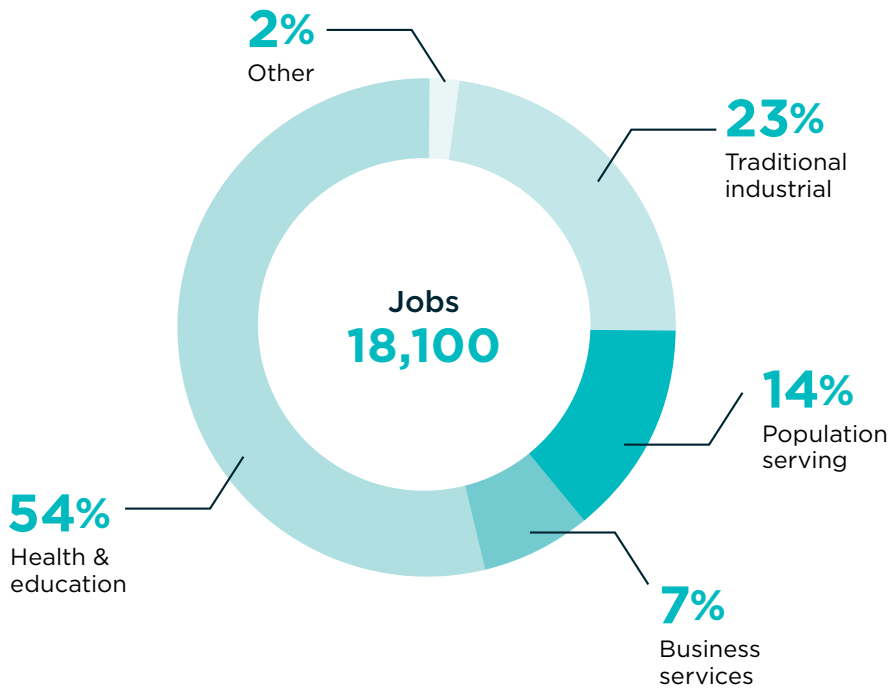
### Residents by age group



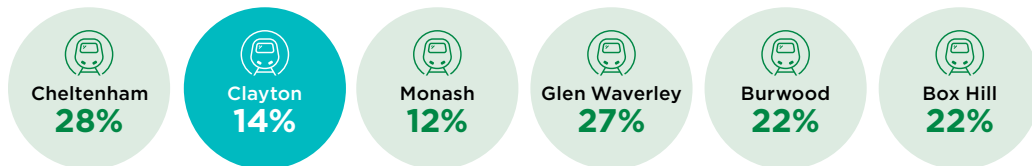
Sources:  
 - ABS Census Data 2021  
 - Victorian Integrated Transport Model 2022



**Jobs by Industry Sector**



**Workers living within 5km of the SRL station site**





## Current state

Clayton is a major centre of the Monash National Employment and Innovation Cluster (NEIC) and is home to more than 21,000 jobs across multiple industries. The Monash NEIC is of strategic national significance in health, education and employment.

### A vibrant shopping strip

Clayton Road forms the traditional core of the area, characterised by a busy mix of shopfronts with multicultural shops and restaurants south of the existing train station and quieter, more health-focused enterprises immediately north.

The level crossing removal also removed a barrier, providing improved green spaces and active links connecting neighbourhoods throughout Clayton.

Clayton Station provides services between the City Loop and Cranbourne or Pakenham train lines, as well as being a stop for regional V-Line services. Immediately outside the station, an extensive network of bus services provides connections to surrounding areas including Monash University.

### Health services

Just north of the Clayton Road shopping strip is a key medical precinct which includes the Monash Medical Centre and Emergency Department, Monash Children's Hospital and the Monash Health Translation Precinct which strengthens links between education and training, basic and clinical research, and patient care.

While in places the campus is internally focussed, multiple health related uses spill into adjoining streets. Many houses in the area have been converted for medical uses. Major arterial roads add a physical barrier between the Monash medical institutions and the precinct's other key anchor - the Monash University Clayton Campus.

### Places and services for a diverse community

Various community facilities and services are found within the precinct. Located near the southern end of the shopping strip, the Clayton Community Centre includes an aquatic and health club, kindergarten and library. Further north at the

Monash Medical Centre, the Dixon House Neighbourhood Centre provides a range of programs and services as well as room hire. The Clayton North and St Peter's Primary School, as well as the Monash Children's Hospital School are all located within the precinct.

### Suburban streets

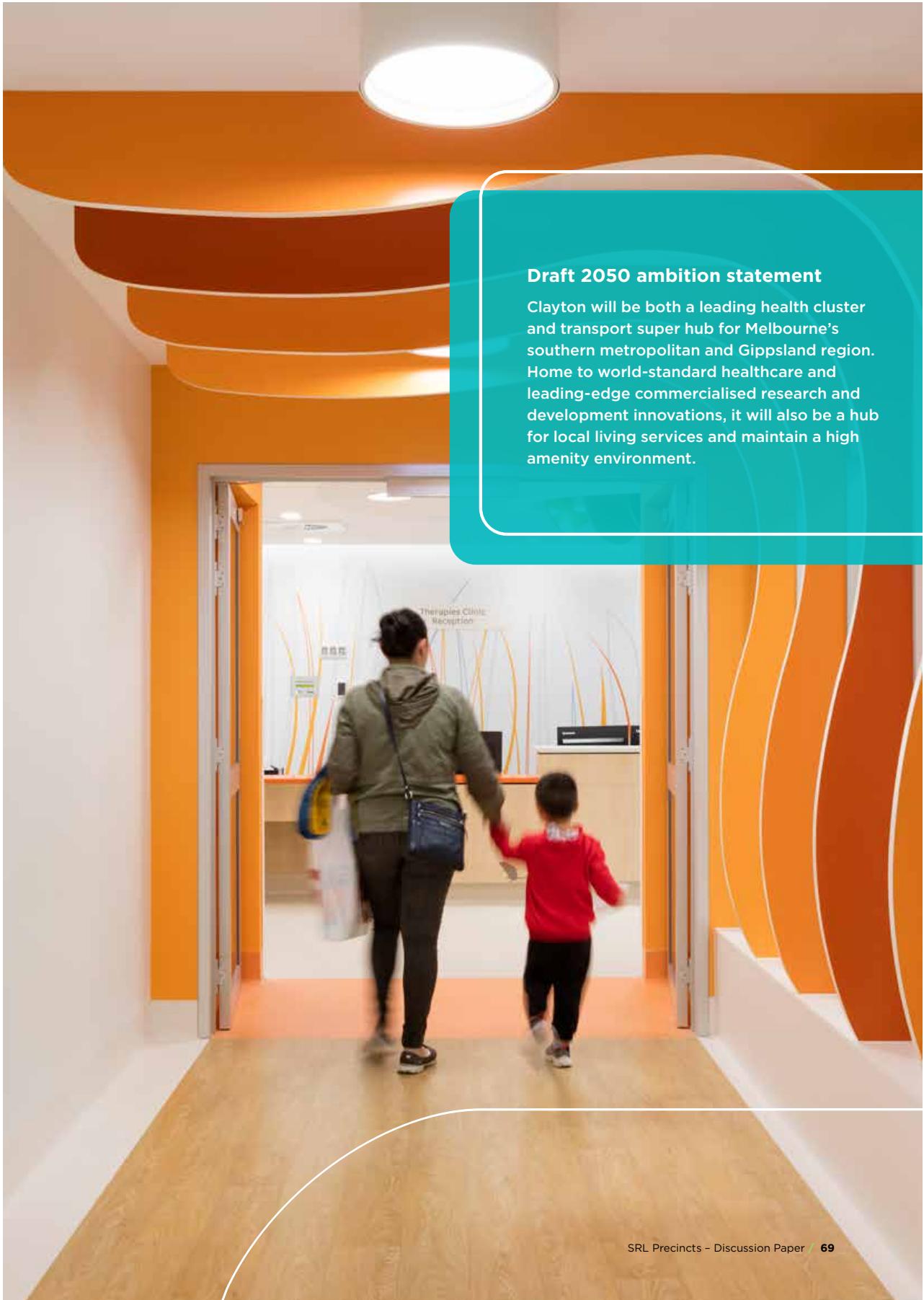
Residential areas in Clayton are already changing. Townhouses and apartment developments are becoming more common, concentrated mostly along major roads but also in smaller streets. In streets close to Princes Highway, many post-war detached residences are being redeveloped for student accommodation and townhouses. Larger sites along Browns Road and Centre Road have been progressively redeveloped, featuring more prominent apartments in places. Sites such as PMP Printing will add to the mixed use renewal over time.

### A network of open space

The linear community park and Djerring Trail along the Caulfield to Dandenong line is a recreational focal point across central Clayton. The linear park provides an open space link to surrounding suburbs and caters for a variety of active and passive recreational pursuits, including skate parks, fitness stations and multi-use sports courts. Sports and recreation grounds, as well as some smaller parks and gardens are dispersed throughout the precinct. Talbot Park, Keeley Park Reserve, Namatijira Park and Bald Hill Park provide open space with natural and semi-natural values. Open spaces with restricted access include the Monash University Campus and Huntingdale Golf Club.

### Industrial areas

The Clayton Precinct includes two significant parcels of industrial land. The Clayton Industrial Precinct and Business Park is located on the eastern edge of the precinct with a frontage to Dandenong Road, while the Huntingdale Industrial Precinct is located towards the north-west edge of the precinct with a frontage to North Road.



**Draft 2050 ambition statement**

Clayton will be both a leading health cluster and transport super hub for Melbourne's southern metropolitan and Gippsland region. Home to world-standard healthcare and leading-edge commercialised research and development innovations, it will also be a hub for local living services and maintain a high amenity environment.



“

Clayton is the multicultural and medical hub of Melbourne and the gateway to the bayside and outer south eastern suburbs.

/ Local resident



## Future opportunities

A major opportunity for Clayton exists in providing medical services for a growing metropolitan catchment. Clayton is well placed to become home to world-standard healthcare, high-impact commercialised research and development and leading-edge innovations in health technology. SRL East could support this future by creating a busy population centre and service hub.

By co-locating with the existing bus, metro and regional train interchange, the SRL station at Clayton would elevate the interchange to a transport super hub, connecting passengers from regional Victoria. This would see a significant increase in commuter numbers, supporting the long-term growth of local jobs and services in the precinct across the health care and social assistance sectors.

Other opportunities in Clayton could include:

- Building on active and public transport links to Monash University and employment areas beyond, providing better access to first-class healthcare and opportunities for growth based on health and research interaction and collaboration

- Attracting more visitors and workers to the area, sharing the benefits of growth across the Clayton Precinct by increasing the vibrancy of local retail and services
- Expanding activity to suit the different working hours and service needs of residents, health workers and students
- Evolving existing commercial and industrial enterprise precincts in the broader area to diversify the range of jobs available
- Upgrading Clayton Road to better reflect its role as the established 'high street' and heart of the activity centre
- Introducing a greater diversity of housing types that meets the needs of the growing future Clayton community.

### Proposed priority outcomes for Clayton



Equity of access to jobs, services and learning



Clustering of economic activity



Access to distinctive and high-quality environments





























Improved connectivity to regional Victoria

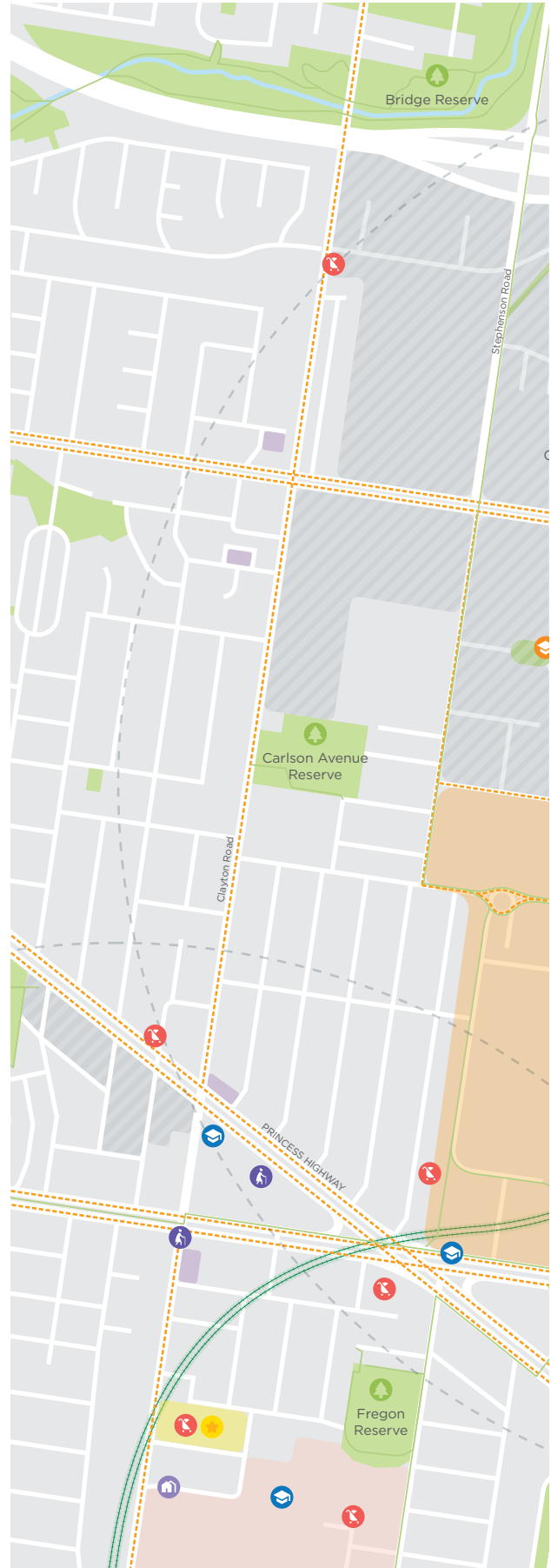


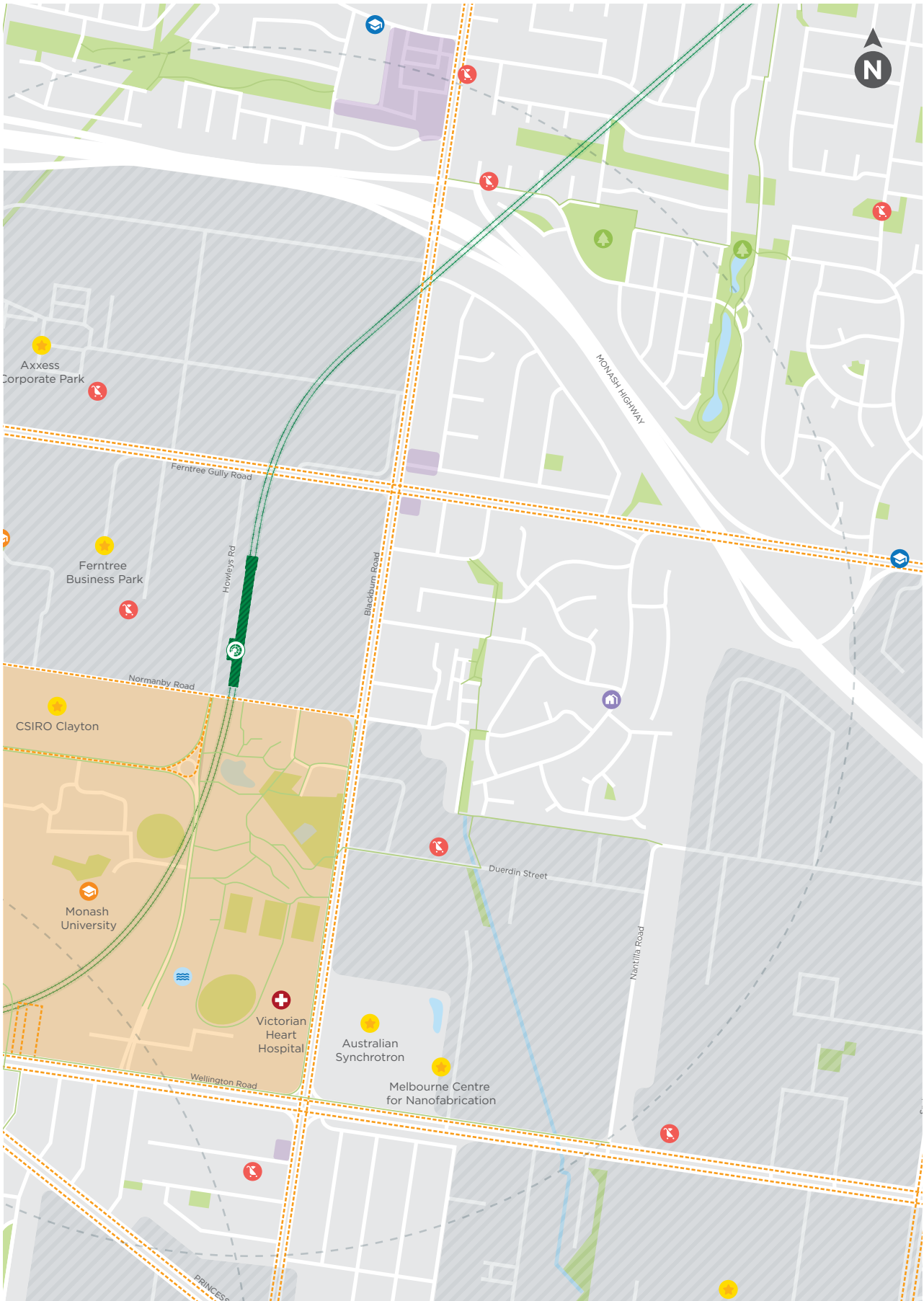
Capacity for future employment and industry

# Monash

## CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Tertiary Area
-  Hospital Area
-  Key Feature
-  Shopping
-  Education
-  Tertiary Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Library
-  Park
-  Recreation & Aquatic Centre
-  Cemetery
-  Medical Facility





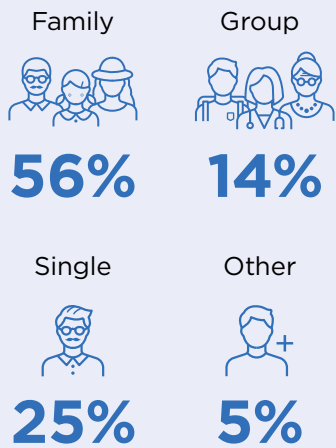
# Monash

## CURRENT STATE

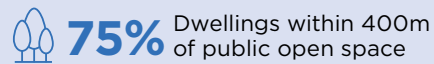
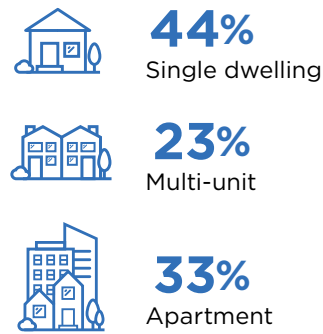
### Primary travel mode share



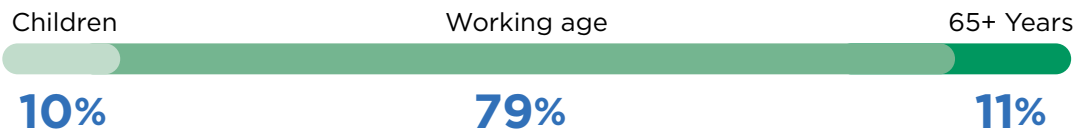
### Household composition



### Dwelling type



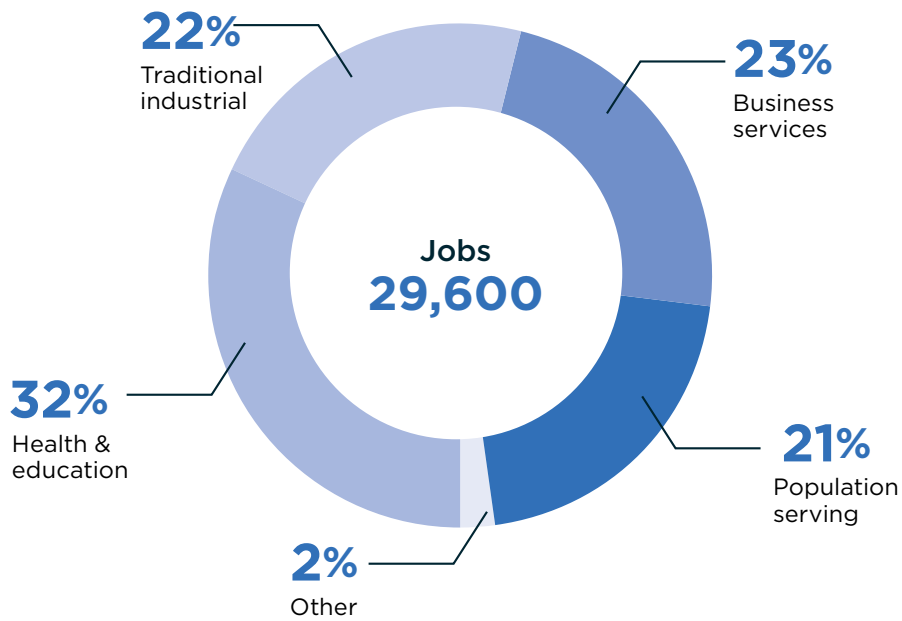
### Residents by age group



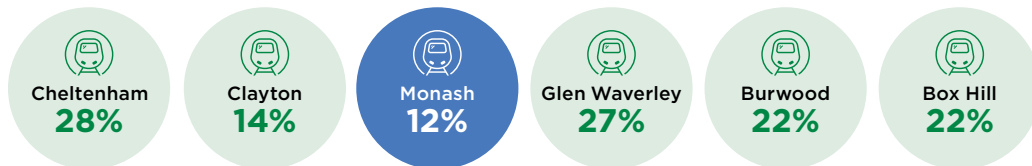
Sources:  
 - ABS Census Data 2021  
 - Victorian Integrated Transport Model 2022



**Jobs by Industry Sector**



**Workers living within 5km of the SRL station site**





## Current state

The Monash and Clayton precincts intersect and form part of the Monash National Employment and Innovation Cluster (NEIC). The Monash NEIC is a globally significant concentration of health, education and research institutions, with associated business opportunities. It is the largest concentration of jobs in Victoria outside central Melbourne. Monash today is home to more than 35,000 jobs.

### Employment and innovation

Monash University is one of Victoria’s major tertiary education institutions, with a range of faculties including Arts, Business and Economics, Education, Engineering, IT, Law, Medicine, Nursing and Health Sciences, and Science. Its main campus in Clayton forms the primary element of the Monash Precinct educating more than 30,000 students, several thousand of whom also live on the campus, which covers 100 hectares.

Located within the broader Monash NEIC, the university is at the forefront of ground-breaking research spanning health, sustainable development, public policy and data science. The nearby CSIRO Victorian headquarters, the Australian Synchrotron, the Australian Manufacturing and Materials Precinct and the established health precinct (including Monash Health and the Hudson Institute of Medical Research) at Clayton positions the university as a leading destination for research expertise and commercialisation of medical research, advanced manufacturing and materials technologies.

The university holds established business and research relationships, most notably with CSIRO, the Melbourne Centre for Nanofabrication, and across the health precinct at Clayton which all play a key role in facilitating innovation and employment opportunities. With the recent completion of the Victorian Heart Hospital, the campus has also become an extension of the established health precinct at Clayton.

### Transport and connections

Transport options in the area are limited. Monash has an existing network of bus services providing access to key sites within the precinct and to nearby suburbs. Buses also connect to train stations on the Cranbourne, Pakenham and Glen Waverley lines.

Major arterial roads present significant physical barriers between key institutions within the Monash Precinct, and to the nearby Monash Medical Centre and Children’s Hospital.

### Local centres and suburban streets

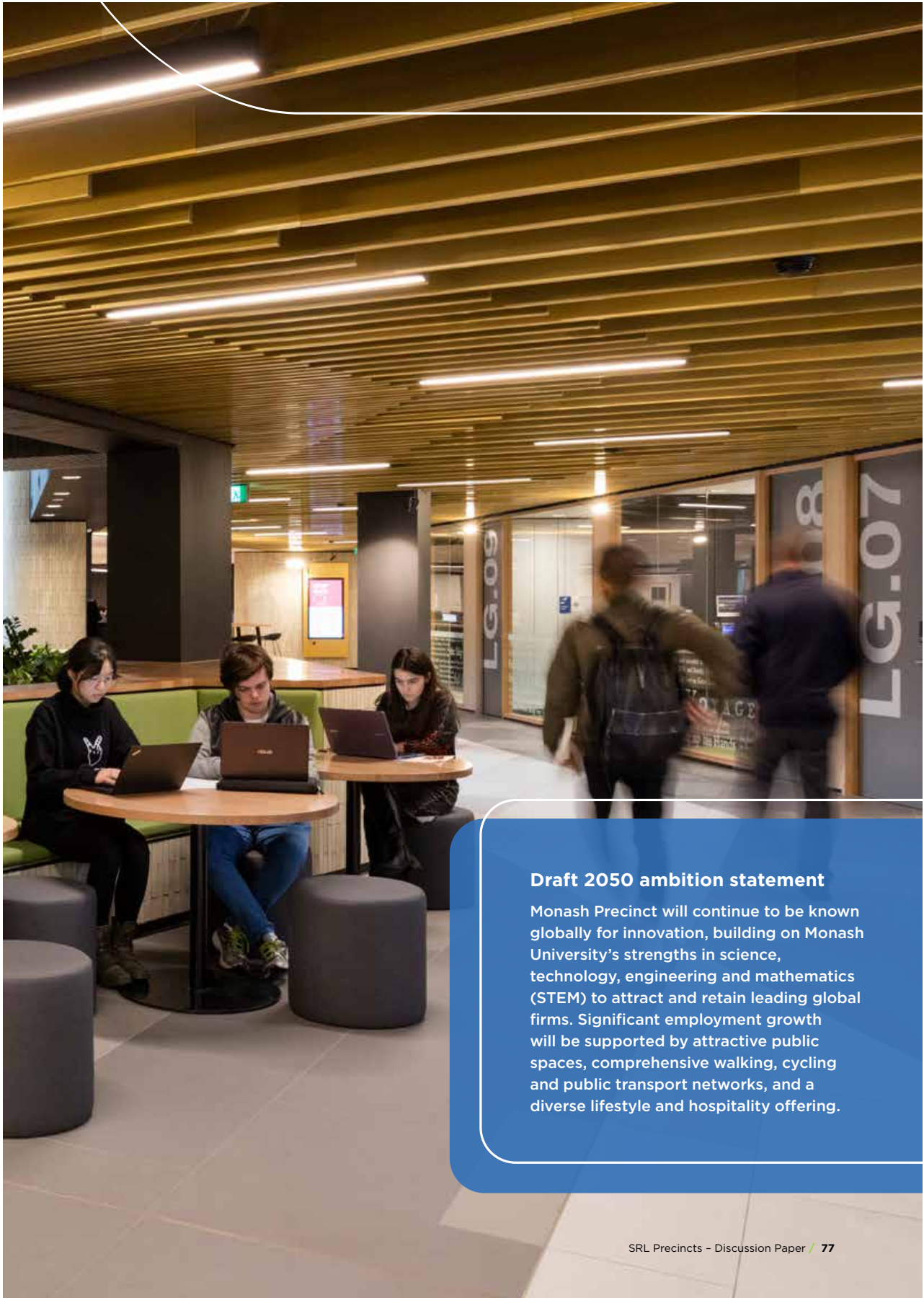
The future SRL station sits close to distinct student housing neighbourhood, including on-campus accommodation to the west of Blackburn Road, and off-campus accommodation and private higher-density housing to the east.

Residential areas on the fringes of the station area are typically leafy and low density, although many areas to the south and west of Monash University are under transformation in response to demand for more student accommodation. The university campus has a range of open spaces and facilities; while these are often available for use by the wider community, they are not public facilities.

Situated within these suburban areas are smaller neighbourhood centres that provide local access to daily needs. The most substantial of these centres is Pinewood Shopping Village at the northern edge of the precinct. Smaller centres are also found around the intersection of Blackburn and Ferntree Gully roads, as well as Dandenong and Clayton roads.

### Industrial areas and business parks

Large areas of business parks and industrial and manufacturing land are found north of Normanby Road and east of Blackburn Road. These areas have distinct geographic boundaries from adjacent residential and education areas. There is a mix of older manufacturing sites, large storage sites and newer business parks with large setbacks and low-level vegetation. These areas are primarily accessed via private vehicle, with the larger land parcels and limited street network restricting walking and cycling access. Mature native trees can be found along property boundaries and major streets, in particular along the leafy, tree-lined Wellington Road, Ferntree Gully Road and Blackburn Road.



**Draft 2050 ambition statement**

Monash Precinct will continue to be known globally for innovation, building on Monash University's strengths in science, technology, engineering and mathematics (STEM) to attract and retain leading global firms. Significant employment growth will be supported by attractive public spaces, comprehensive walking, cycling and public transport networks, and a diverse lifestyle and hospitality offering.



“

Monash is a centre of  
learning and innovation.  
A very vibrant and  
invigorating place  
to work.

/ Local worker





## Future opportunities

Monash will continue to be home to some of Australia's leading health, research and education facilities in the future, reinforcing its position as a globally recognised innovation precinct. Building on the existing facilities in the area, the SRL station at Monash will help connect and support both the Monash NEIC and nearby Clayton Activity Centre.

Other opportunities in Monash could include:

- Creating a new town centre around the new SRL station, incorporating improved public and active transport options and opportunities to live and work nearby
- Establishing a new precinct core, enabling new and enhanced opportunities for mixed uses, including retail and commercial activities, among emerging, innovative industries including STEM-focused research and industry
- Celebrating the distinctive Australian landscape character found in and around Monash University, creating a vibrant place that encourages informal interactions and collaborations
- Attracting workers from a larger catchment area, cementing the position of Monash University, CSIRO and other nationally significant research infrastructure as national leaders
- Attracting high-tech and research companies to locate in the area, actively supporting jobs growth
- Introducing new types of housing options that meet the needs of future workers, students and residents.

### Proposed priority outcomes for Monash



Capacity for future employment and industry



Increased cycling and walking connections



Strategically aligned economic development





























Improved connectivity to jobs and services

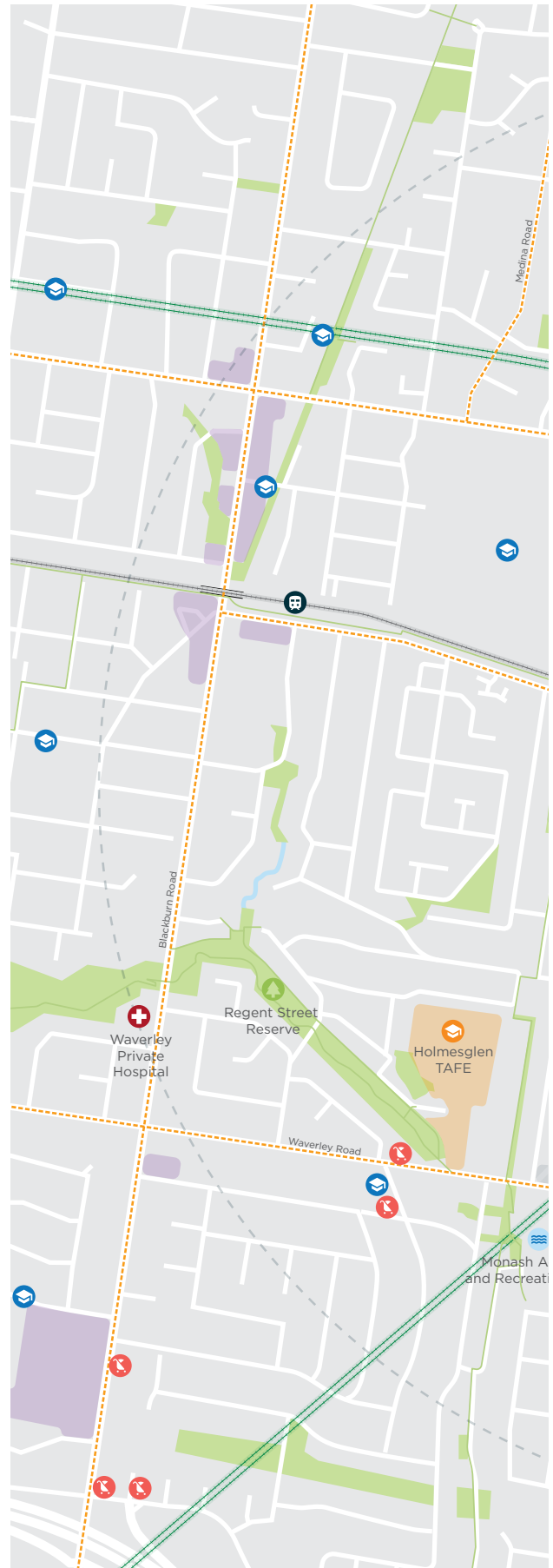


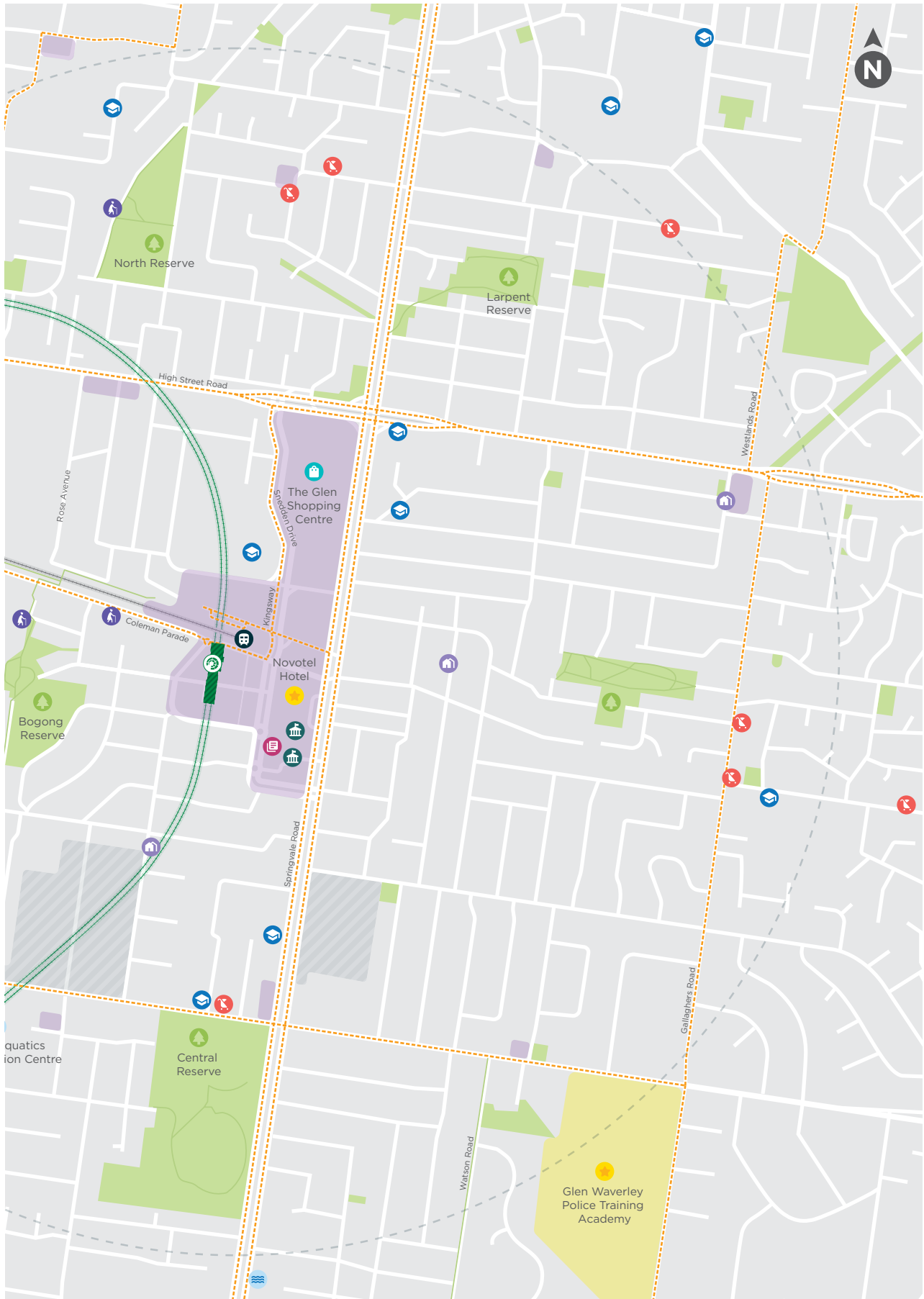
Social connectedness and wellbeing

# Glen Waverley

## CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Tertiary Area
-  Hospital Area
-  Key Feature
-  Shopping
-  Education
-  Tertiary Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Library
-  Park
-  Recreation & Aquatic Centre
-  Cemetery
-  Medical Facility





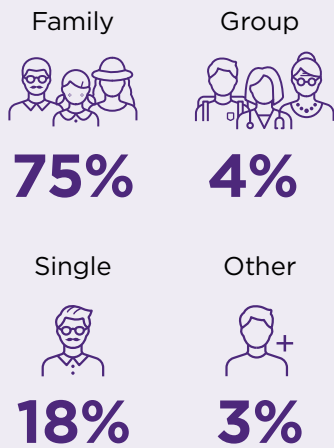
# Glen Waverley

## CURRENT STATE

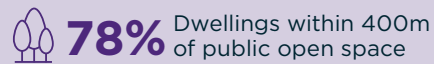
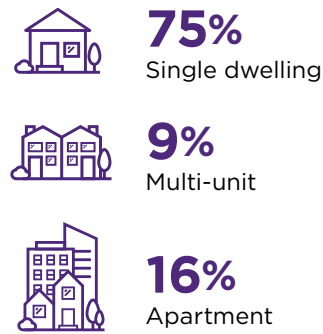
### Primary travel mode share



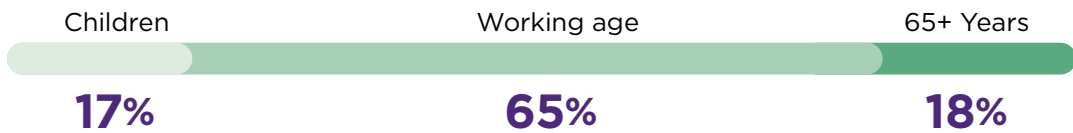
### Household composition



### Dwelling type



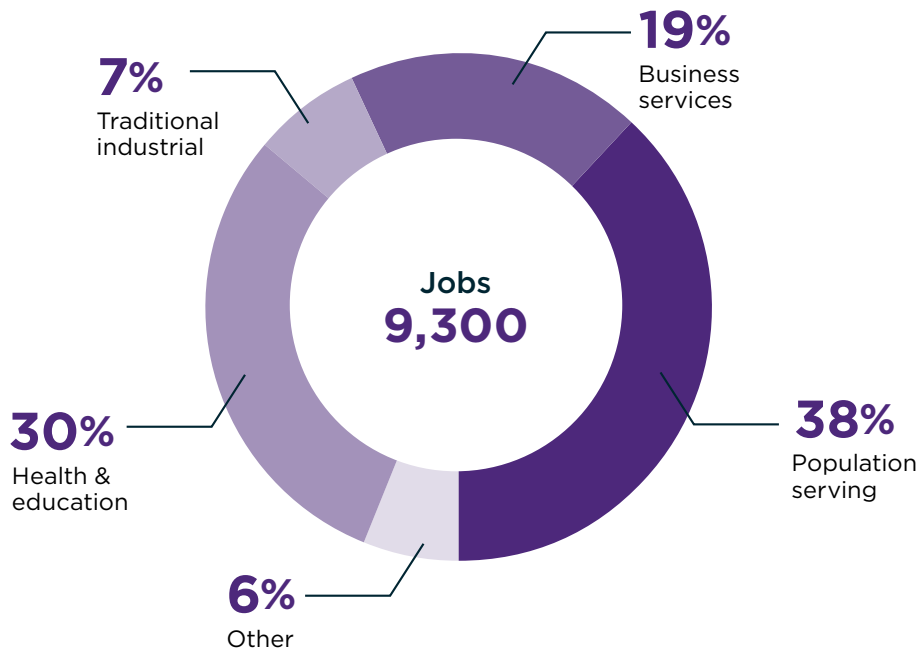
### Residents by age group



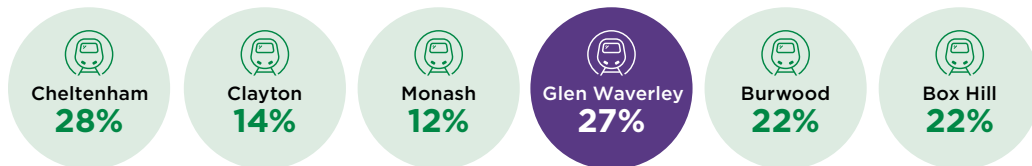
Sources:  
- ABS Census Data 2021  
- Victorian Integrated Transport Model 2022

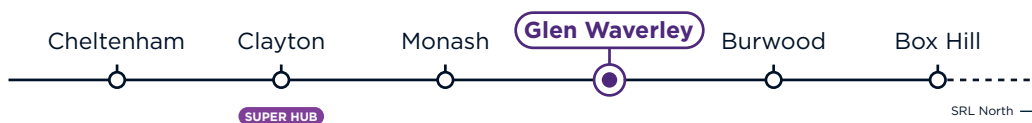


### Jobs by Industry Sector



### Workers living within 5km of the SRL station site





## Current state

Glen Waverley is a thriving retail, hospitality and community hub with good public transport and a range of cherished open spaces.

### A retail and commercial hub

The centre of the precinct is a vibrant retail and commercial hub extending to the north and south of Glen Waverley Station. The Glen is a significant shopping centre at the northern end of the precinct. Following a major redevelopment, The Glen is home to major retail names, specialty stores, a fresh food market hall and a major dining precinct. The redevelopment also included more than 500 apartments built above the shopping centre.

Located along Kingsway to the south of The Glen, numerous small shops and businesses provide a multicultural offering including restaurants and cafes. This supports a strong night-time economy, attracting residents and workers as well as visitors. This area of the precinct also has several accommodation options.

### Transport and connectivity

While Glen Waverley is well-served by public transport with train and bus services, significant areas of the precinct centre comprise of parking structures and areas of surface car parking. Traffic congestion and road infrastructure are key challenges in Glen Waverley; as is the hilly terrain and the physical barrier presented by the metro line, which both present walking and cycling challenges. As the last Metro train station on the Glen Waverley line, Glen Waverley station performs an important role connecting the wider eastern suburbs to the city and beyond.

### Education

Glen Waverley provides a range of educational options with early learning centres, kindergartens, primary and high schools, including Glen Waverley, Mount Waverley and St Leonards primary schools along with Glen Waverley Secondary College and Wesley College Waverley Campus. There are also specialist education providers such as the Cerebral Palsy Education Centre and Glenallen School which caters for students with physical disabilities and severe health impairments.

The Holmesglen Institute of TAFE has a campus on Waverley Road with a range of courses including animation, screen and media, construction, community services and justice, and education.

### Places and services for a diverse community

Various community facilities and services are found within Glen Waverley. Several council buildings are located at the southern end of Kingsway, including Monash City Council, Monash Civic Centre and Glen Waverley Library. Located on Waverley Road at the northern edge of Central Reserve, the Glen Waverley Community Centre has halls, a lounge and meeting room for hire.

### A network of open space

There are a variety of open spaces from smaller parks and gardens, through to sporting grounds and reserves dispersed through the precinct including Glen Waverley North Reserve, Bogong Reserve, Hinkler Reserve and Central Reserve. A ridgeline running north to south-east through the precinct provides views of the Dandenong Ranges. The land has a gradual slope down to Dandenong Creek in the east and Scotchmans Creek in the west. Scotchmans Creek Trail is a significant green corridor that extends west to Malvern East where it joins Gardiners Creek Trail.

### Suburban streets

In the surrounding neighbourhoods, low density residential areas are typified by undulating hills and established tree canopies. This, accompanied by primary and secondary schools of choice, has dramatically increased housing demand and prices within the eastern region over the past two decades.

### Industrial areas

The southern edge of the precinct features a range of light industrial areas, as well as education, community and recreation facilities dotted along Waverley Road. These include schools, the Holmesglen TAFE campus, Monash Aquatic and Recreation Centre and Central Reserve.



**Draft 2050 ambition statement**

Glen Waverley will be a centre for workers, students and residents, accessible from across the eastern metropolitan region and anchored by a vibrant multicultural core. Central Glen Waverley will continue to thrive with an even better mix of businesses, retail, services and entertainment uses, within a pedestrian and cycling-friendly local environment.



“

Glen Waverley is one of the best local shopping centres in Melbourne.

Local resident



## Future opportunities

Glen Waverley could build on its reputation as a major retail and experiential destination and provide more outlets for relaxation, entertainment and social gatherings. The SRL station at Glen Waverley will be adjacent to the existing Metro train and bus interchange and could create new and exciting living, working and recreational opportunities in the heart of a revitalised town centre.

Glen Waverley’s role as a transport hub for the eastern suburbs would attract new workers and visitors to the area. SRL will enhance the competitiveness of Glen Waverley as a location for businesses that rely on a wider catchment for customers and staff. Residential and commercial areas close to the SRL station and other transport connections could experience further transformation due to the increased value of the area attracting more jobs, families and visitors to the precinct.

Other opportunities in Glen Waverley could include:

- Upgrading walking and cycling connections, improving accessibility and allowing for future enhanced walking and cycling links from the wider eastern suburbs
- Improving the streetscapes, curating new experiences and connecting to the wider activity centre
- Enhancing the already leafy and open character of Glen Waverley’s residential neighbourhoods, prioritising walking and cycling, and creating new public open space and greenery
- Extending the growth of the existing centre to accommodate future residents and jobs
- Transitioning lower-rise employment areas to more mixed-use business precincts, attracting more jobs to the area.

### Proposed priority outcomes for Glen Waverley



Social connectedness and wellbeing



Increased cycling and walking connections



Capacity for future employment and industry



Improved connectivity to jobs and services





























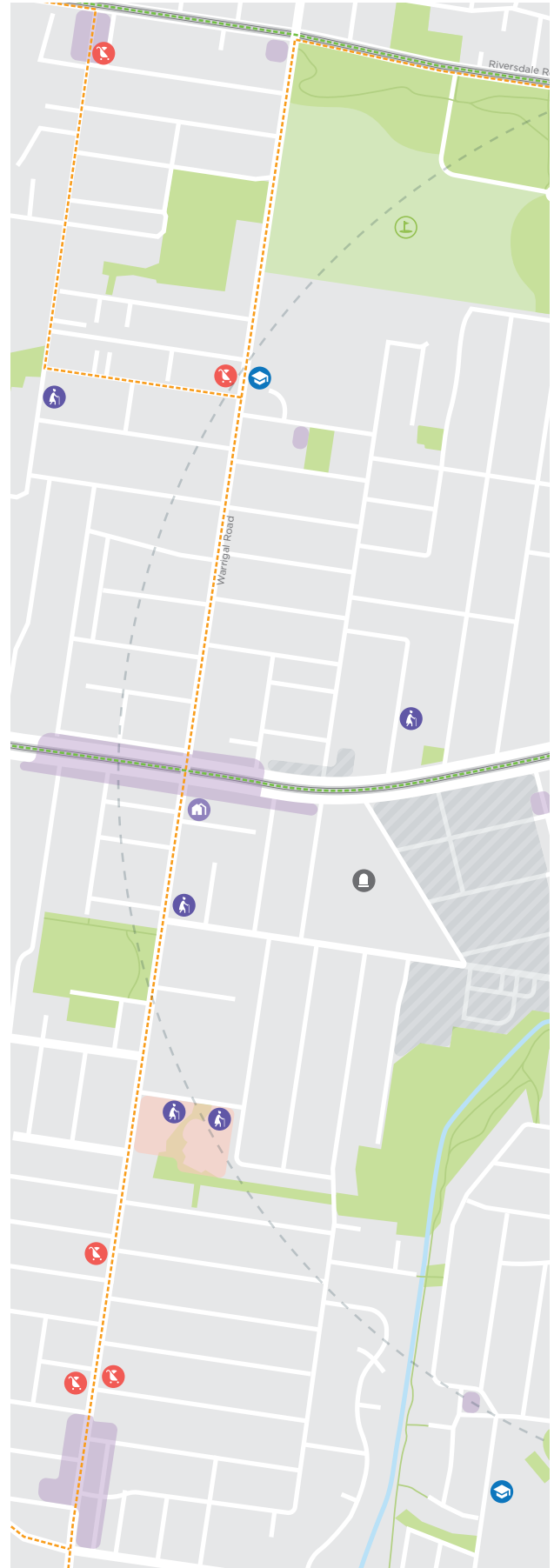
Strategically aligned economic development

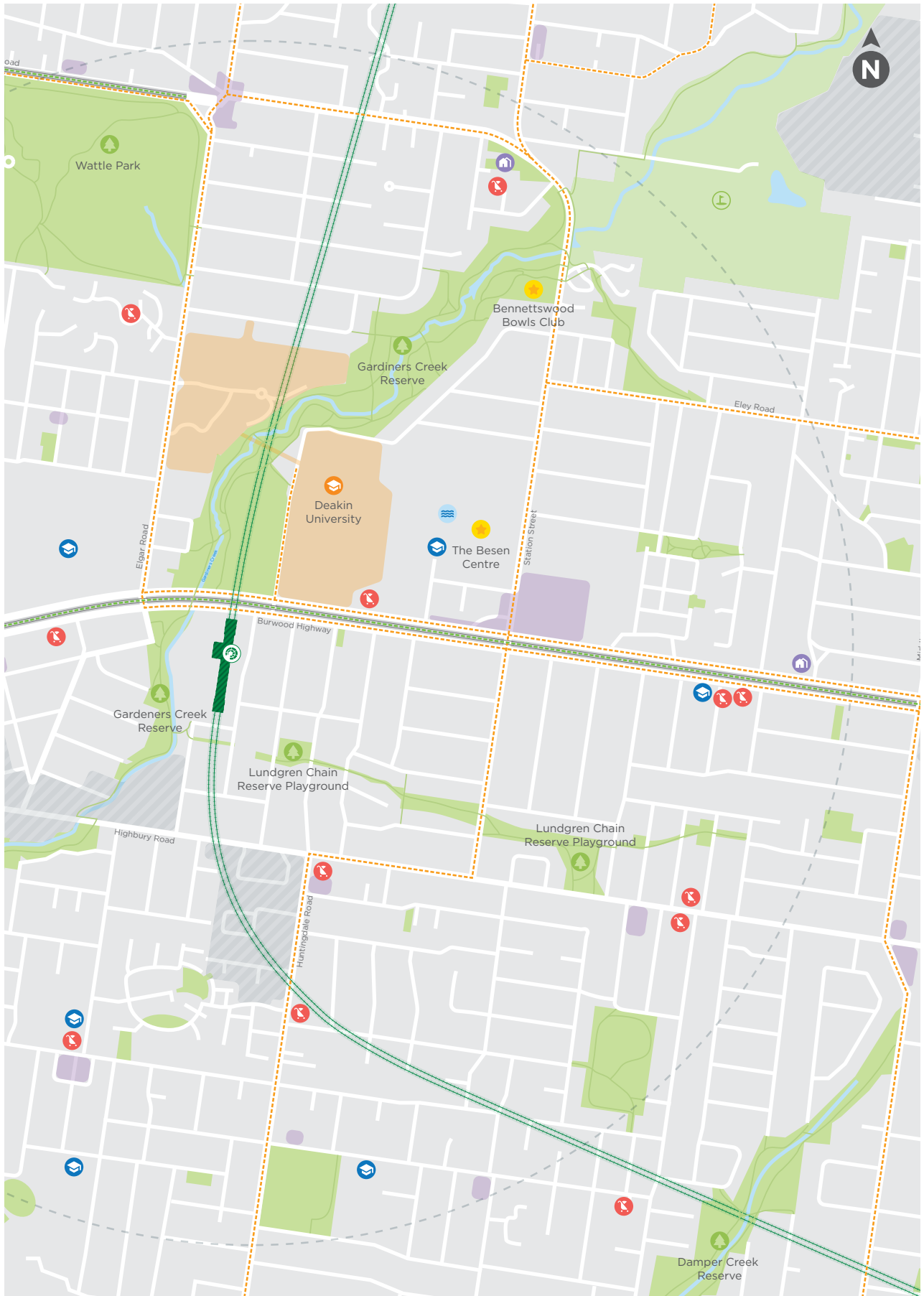


# Burwood

## CURRENT STATE

-  SRL East Station
-  Underground Station
-  SRL East Alignment
-  1600m radius around SRL Station
-  Existing Metro Rail Line
-  Existing Metro Station
-  Bus Network
-  Bicycle Network
-  Tram Network
-  Public Open Space
-  Water Course
-  Employment Area
-  Retail/Commercial Area
-  Tertiary Area
-  Hospital Area
-  Key Feature
-  Shopping
-  Education
-  Tertiary Education
-  Early Learning Childcare
-  Aged Care
-  Community Centre
-  Library
-  Park
-  Recreation & Aquatic Centre
-  Cemetery





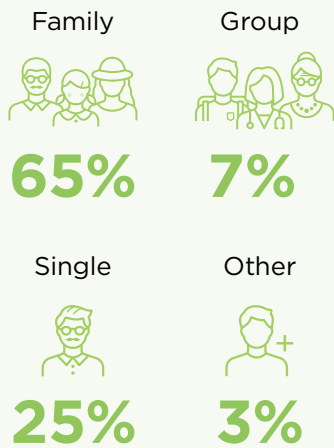
# Burwood

## CURRENT STATE

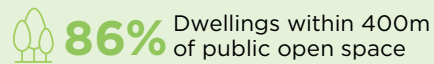
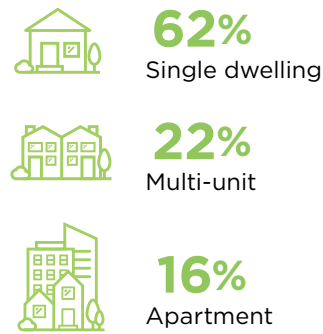
### Primary travel mode share



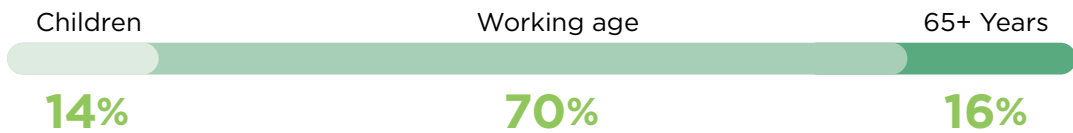
### Household composition



### Dwelling type



### Residents by age group

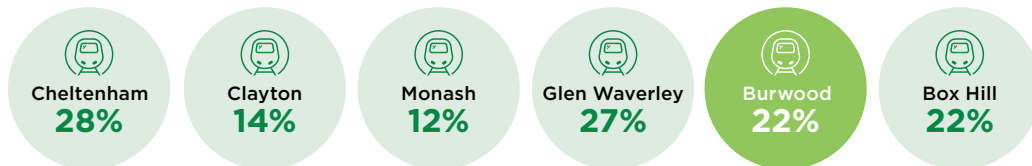


Sources:  
- ABS Census Data 2021  
- Victorian Integrated Transport Model 2022

**Jobs by Industry Sector**



**Workers living within 5km of the SRL station site**







## Current state

Burwood is a green, leafy residential area that features major education institutions. The SRL station at Burwood will be located on the eastern edge of the Gardiners Creek valley alongside Burwood Highway.

### Gardiners Creek

From high points at the edge of the precinct providing views to Box Hill and Melbourne CBD, the land falls towards the low-lying valley of the Gardiners Creek (called Kooyongkoot Creek by the Wurundjeri Woi Wurrung). A regionally significant waterway, the creek and linking parklands provide a continuous north-south open space corridor that connects to surrounding suburbs via the Gardiners Creek Trail, along with other public spaces such as the Local History Park and Bennettswood Reserve located on the western edge of Deakin University.

### A network of open space

The precinct benefits from a wide range of open spaces. A linear public open space runs east-west from McComas Grove Linear Reserve through to Lundgren Chain Reserve. Wattle Park is a larger park to the north of the precinct that includes a variety of recreation and sporting facilities. Other parks and gardens are dispersed throughout the precinct providing opportunities for sports, recreation and play. Larger green spaces, but with restricted access, are located at Wattle Park Public Golf Course and Deakin University.

### Education

Deakin University's Burwood Campus provides a range of learning opportunities, including nursing, health sciences, engineering and IT combined with research institutes. There is student accommodation and various on-site facilities that can also be used by the local community. The recent announcement to create a world-first battery facility and a regional hydrogen hub at the campus, is helping advance clean energy research and manufacturing at the university.

Together with several large schools, including Presbyterian Ladies College and Mount Scopus Memorial College, the university is located north of Burwood Highway. These education facilities play a key role in bringing the area to life, particularly on weekdays.

### Transport and Burwood Highway corridor

The area's hilly nature, especially along Burwood Highway, and lack of pedestrian and cycling crossings over major roads, affects the ability to walk and cycle through the area. The route 75 tram runs along Burwood Highway, providing access to other centres to the east and west.

Overall, the lack of alternative transport means the areas around these facilities are car-dominated.

### Industrial areas

Light industry serving the needs of local residents and businesses (warehouse, trade and light manufacturing) is contained in two small industrial areas north and south of Highbury Road, abutting Gardiners Creek Reserve.

### Suburban streets and local centres

Outside of the centre, the precinct has a generally suburban character, with native and exotic species found in tree lined streets and gardens. Housing is predominantly 1-2 storeys in a variety of architectural styles. Some of the original housing stock from the 1940s and 1950s is in the western half of the precinct, with newer housing including contemporary infill, unit developments and aged care found across the precinct.

Situated within these suburban areas are smaller neighbourhood centres that provide local access to daily needs, including at Yertchuk Avenue, Essex Road, and the intersection of Elgar and Riversdale roads. Pockets of industrial land are located along Burwood Highway and Highbury Road with a diverse mix of businesses.



**Draft 2050 ambition statement**

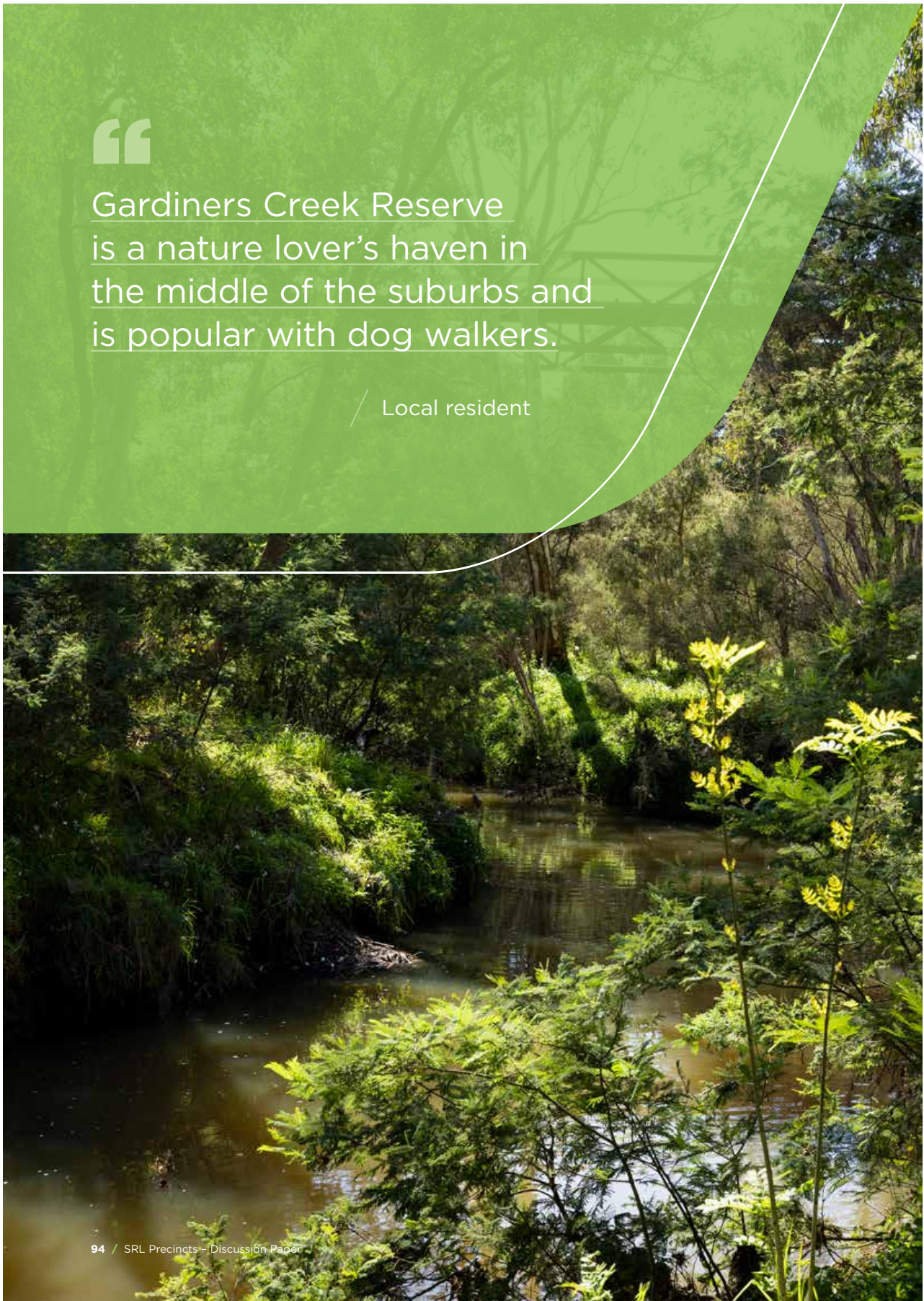
Burwood will be a thriving centre of activity and be a major education precinct for Victoria, anchored by Deakin University's strengths as a leader in technology and commerce. Well designed public spaces with shops, restaurants and cafes along the Burwood Highway corridor will support more jobs and residents and access to Gardiners Creek will be supported by convenient walking and cycling links.





Gardiners Creek Reserve  
is a nature lover's haven in  
the middle of the suburbs and  
is popular with dog walkers.

/ Local resident



## Future opportunities

In the future, Burwood could retain its green and leafy residential character while offering new and affordable living options. This would be integrated with a growing education precinct and new jobs, all with direct and well-designed access to public transport. The residential population could benefit from enhanced green public spaces and an enhanced Gardiners Creek corridor.

Other opportunities in Burwood could include:

- Creating a new mixed-use retail, service and commercial core adjacent to the Gardiners Creek trail and Burwood Highway
- Transforming industrial areas over time to deliver new kinds of employment as the precinct evolves
- New green spaces, improved streetscapes and easy connections to nearby schools and Deakin University
- Better walking and cycling links, helping to reduce demand for car parking and provide sustainable active transport options for those living, studying and working in the area
- More diverse and affordable housing options enabling more families to call Burwood home.

### Proposed priority outcomes for Burwood



Diverse housing options



More diverse, high-value jobs



Enhanced environment and biodiversity



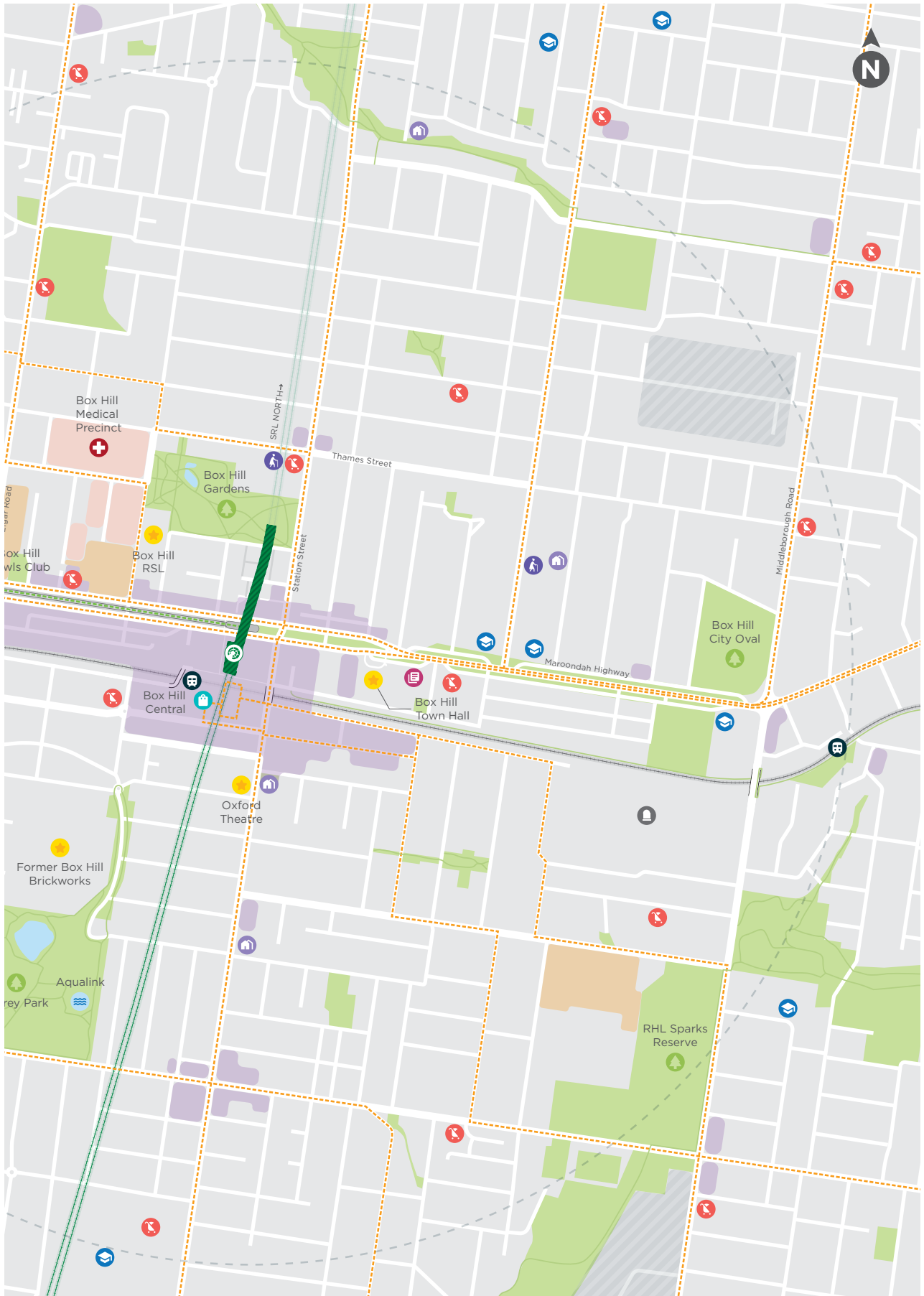
Increased cycling and walking connections



Capacity for future employment and industry







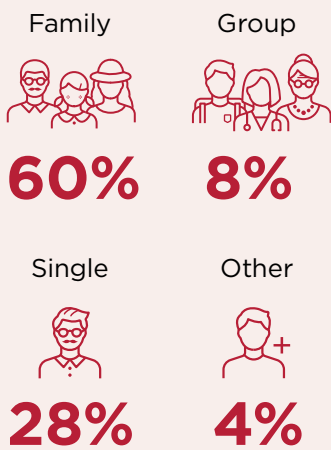
# Box Hill

## CURRENT STATE

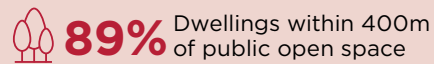
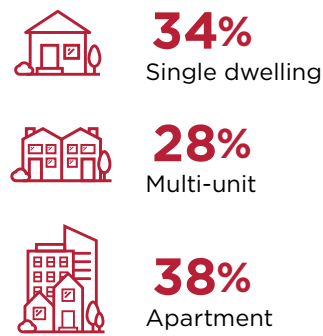
### Primary travel mode share



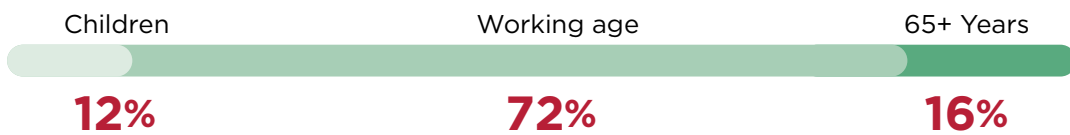
### Household composition



### Dwelling type

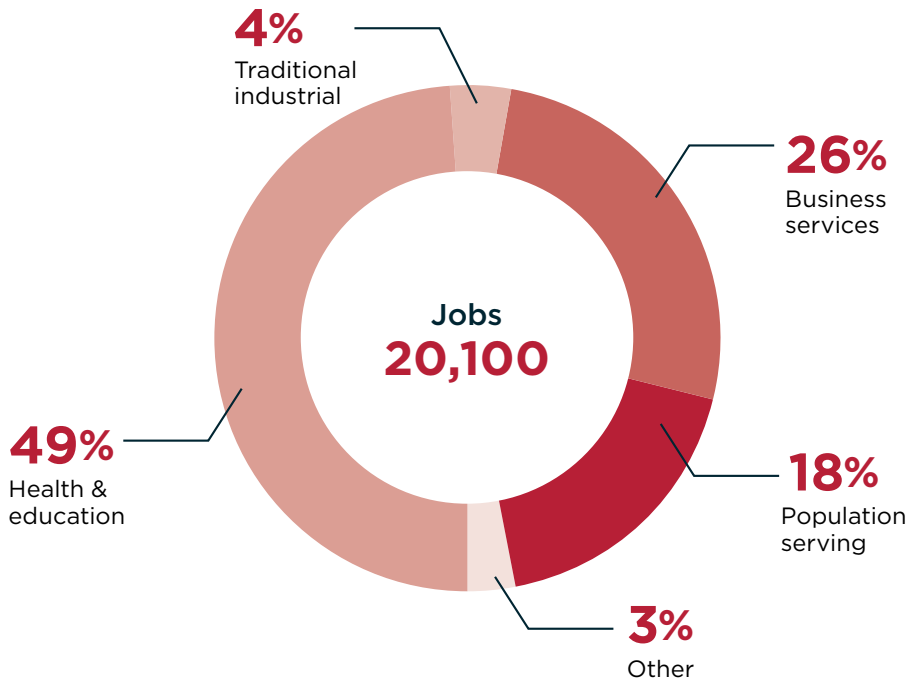


### Residents by age group

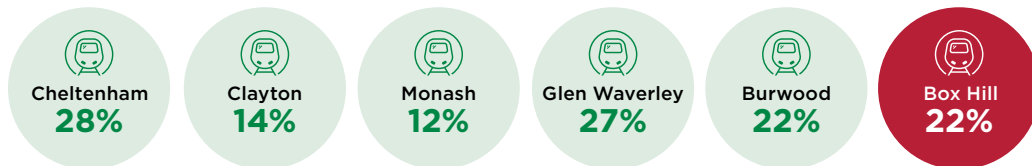


Sources:  
 - ABS Census Data 2021  
 - Victorian Integrated Transport Model 2022

**Jobs by Industry Sector**



**Workers living within 5km of the SRL station site**







## Current state

Box Hill is a Metropolitan Activity Centre and a growing hub of employment, residential and commercial services for its culturally diverse local population. As a major transport interchange, Box Hill connects a high number of commuters using the 109 tram route, existing Box Hill Station and bus interchange.

### A vibrant activity centre

The centre of Box Hill is a vibrant place that has developed along Whitehorse Road and Station Street, and around Box Hill Station.

Box Hill Central is the retail heart of the activity centre. There is strong demand for high density living in this central area, with several major residential and mixed-use developments recently completed and planned. A combination of commuters, workers, students and residents creates a vibrant town centre.

### Transport and connectivity

Box Hill is already highly accessible by public transport. Many services have a frequency that allows passengers to turn-up-and-go. Train services run between the City Loop and Belgrave or Lilydale lines. The 109 tram terminates on Whitehorse Road, travelling to Port Melbourne via the Melbourne CBD. A major bus interchange at Box Hill Central provides services throughout Box Hill and into the surrounding suburbs.

Traffic congestion is an issue in Box Hill, particularly along major routes such as Whitehorse Road and Station Street. Options for walking and cycling are hindered by a lack of crossings over major roads and the railway line.

### Health and education

Box Hill has an established health precinct centred around Box Hill Hospital. The hospital provides a range of healthcare services including emergency care, general and specialist medicine, intensive care and maternity services, as well as teaching and research. This is complemented by further specialist health services located in the surrounding area.

Box Hill Institute has two campuses in the precinct. The Nelson Campus is a hub for creative learning, including music, performance, design, photography, fashion and IT. The Elgar Campus has an automotive workshop, carpentry workshop, an integrated

technical hub, a nursing ward and computer labs.

### Places and services for a diverse community

Various community facilities and services are found within the precinct including Box Hill Town Hall, Box Hill Library and Box Hill Community Arts Centre, multicultural community centres, places for older people and activities for youth. There is access to early learning centres, kindergartens, primary and high schools within the precinct, with many located along Whitehorse Road and Station Street.

### Suburban streets, local centres and industrial land

Outside of the centre, the precinct has a generally suburban character, with native and exotic species found in tree lined streets and gardens. Housing is predominantly 1-2 storeys and includes a mix of original housing stock with contemporary developments including some townhouses.

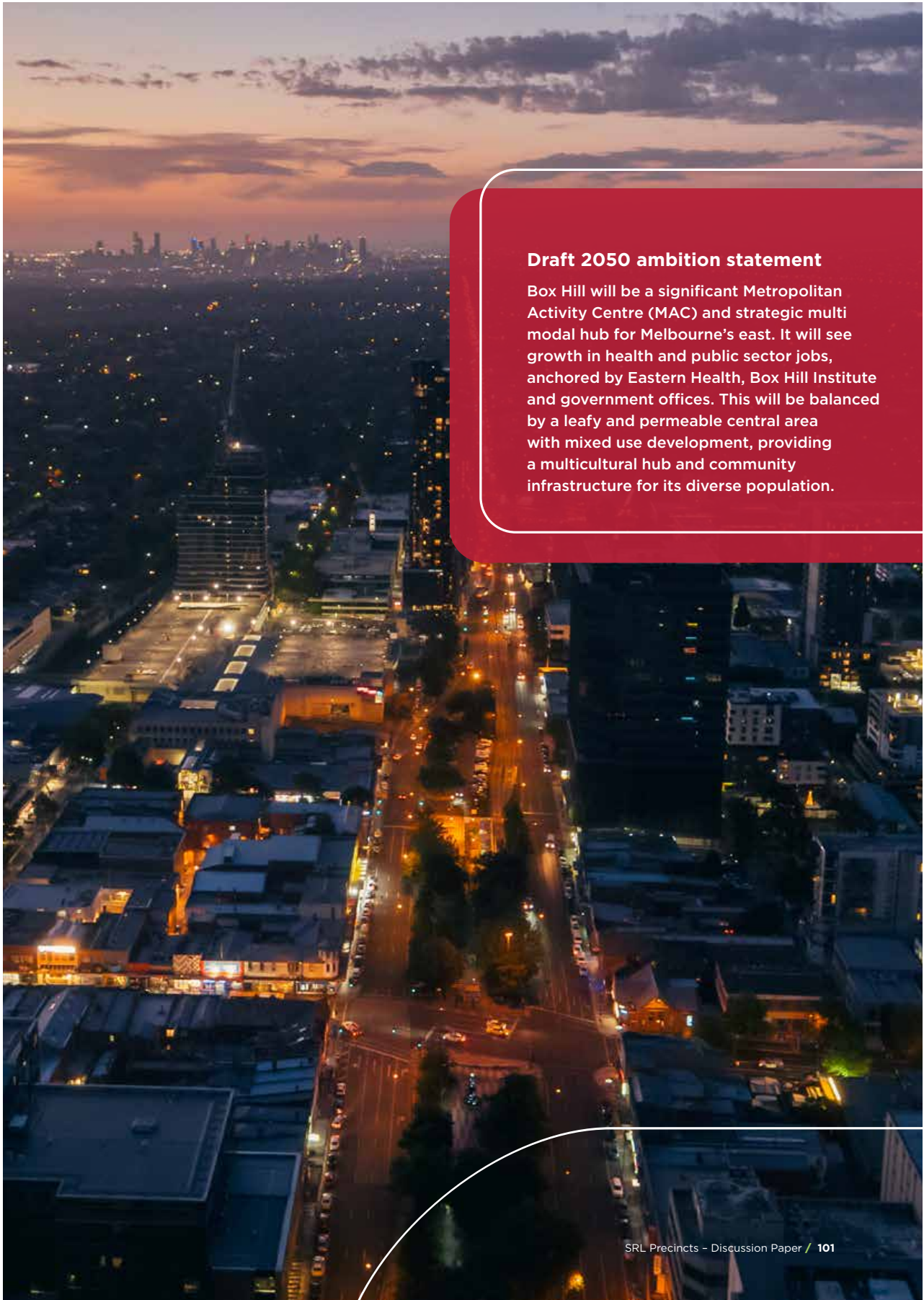
Situated within these suburban areas are smaller neighbourhood centres that provide local access to daily needs, including at Mont Albert Station and the intersection of Station Street and Canterbury Road. A pocket of industrial land on the north-eastern edge of the precinct houses a mix of businesses.

### A network of open space

There is a network of open spaces across the precinct. Box Hill Gardens and Surrey Park, which includes the Aqualink leisure centre, are the largest open spaces. There are several smaller parks and reserves located across the precinct including Box Hill City Oval, Kingsley Gardens and Springfield Park.

The activity centre features a wide central median that divides Whitehorse Road, which contains most of the centre's trees and greenery. The 109 tram terminus is part of this median, forming a hub of activity. The median extends east towards Box Hill City Oval, creating a distinctive linear reserve, however access is limited due to the separated traffic lanes in each direction, limited crossing points and car parking areas located here.

Topography and natural features strongly influence the character of the precinct. Many streets provide distant views of the area and connections to the natural landscape corridors of Gardiners Creek in the south-east and Bushy Creek Parklands in the north.



**Draft 2050 ambition statement**

Box Hill will be a significant Metropolitan Activity Centre (MAC) and strategic multi modal hub for Melbourne’s east. It will see growth in health and public sector jobs, anchored by Eastern Health, Box Hill Institute and government offices. This will be balanced by a leafy and permeable central area with mixed use development, providing a multicultural hub and community infrastructure for its diverse population.



“

I shop and dine in Box Hill, especially inside the shopping centre and I love everything it has to offer.

/ Local resident



## Future opportunities

Box Hill will reaffirm its role as one of Melbourne's most important Metropolitan Activity Centres with the new SRL station at its heart. Opportunities to reinforce the broader precinct's green and leafy character could also support better links for people to walk and cycle to leading health and education jobs and services.

Other opportunities in Box Hill could include:

- A revitalised linear reserve along Whitehorse Road, providing high-quality green public space
- New walking and cycling paths connecting to public transport
- Removing barriers across the local area, enabling better access for residents and people working, studying and visiting
- Increased housing opportunities, enabling more families to make Box Hill their home close to a bustling employment and entertainment hub.

### Proposed priority outcomes for Box Hill



Access to distinctive and high-quality environments



Increased cycling and walking connections



Capacity for future employment and industry



Greater public transport



More diverse high-value jobs





[suburbanrailloop.vic.gov.au](http://suburbanrailloop.vic.gov.au)



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2364\_SRL

Our Planet, Our People, Our  
Place, Our Promise



# **Bayside City Council**

## **Submission to Suburban Rail Loop Precincts Discussion Paper**

October 2023

### **Acknowledgement of Country**

Bayside City Council proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respects to their Elders, past, present and emerging.

Council acknowledges the Bunurong's continuing relationship to the land and waterways and respects that their connection and spiritual identity is maintained through ancient ceremonies, songlines, dance, art and living culture.

Council pays tribute to the invaluable contributions of the Bunurong and other Aboriginal and Torres Strait Island elders who have guided and continue to guide the work we do.

### **Introduction**

Bayside City Council (Council) appreciates the opportunity offered by the Suburban Rail Loop Authority (SRLA) to make a submission to the Precinct Discussions paper (the Paper) and develop a shared vision for the SRL Cheltenham Precinct. This submission will concentrate on providing feedback on the Cheltenham Precinct.

The Suburban Rail Loop (SRL) is a major project which will transform Melbourne's public transport system, particularly the way in which residents and commuters currently live, work and utilise activity centres and neighbourhoods surrounding the six SRL precincts. The true benefits of this project may not be evident for 20 to 30 years. However, metropolitan strategic planning is about thinking ahead and planning for the needs and benefit of future Victorians.

Overall, Council is generally in agreement and supports the intent of the urban design priorities for the Cheltenham precinct. However, the Paper is very high level, and does not include the detail to determine how these will be achieved. Further comments have been made within this submission relating to more site-specific outcomes to be considered as part of the next stages of the SRL's precinct planning process to ensure the precinct area and the ultimate station design successfully responds to Council and community aspirations.

Council would like to thank the SRLA for considering this submission and would welcome the opportunity to elaborate further on these matters as part of the next steps in the precinct planning process for the SRL Cheltenham Precinct.

### **Background**

The City of Bayside is located 16km south-east of Melbourne along the coastline of Port Phillip Bay. The municipality is characterised by its stunning foreshores, beautiful parks, open spaces and vibrant retail centres.

Bayside's 107,541 residents enjoy the leafy surrounds of the municipality and have identified the close proximity to the beach, access to open space and a strong sense of community as key factors for living in Bayside.

## Our Vision

Bayside City Council's vision is to:

Partner with our community to protect and care for the community of life in Bayside making an inclusive, active, healthy, connected and creative experience for all.

This vision forms Council's response to our community's expectations and our shared priorities for the next four years.

It also represents our strongly held belief that we represent a highly engaged and forward-thinking community; a community that expects us to lead and influence change on the big issues that affect all of us in Bayside and the broader global system.

We will deliver this through a focus on:



### Our Planet

Lead better, smarter and sustainable futures



### Our People

Nurture all people and thriving healthy communities



### Our Place

Foster Bayside's liveability, open space and exceptional places



### Our Promise

We promise open and accountable civic leadership

Many Bayside households are family households (36.5 per cent) comprising couples with children. This is followed by couples without children (24.2 per cent) and lone person households (23.3 per cent) with this number expected to increase over the next four years with an ageing population. Bayside is an 'older' community compared to metropolitan Melbourne with the average age of 44 years compared to 36 years in metropolitan Melbourne. There is a substantially higher percentage of aged persons in Bayside (85 years and over) when compared to metropolitan Melbourne. However Bayside has fewer younger adults (25 to 34 years) residing in the area, as reports show those aged 25-34 tend to leave Bayside seeking more affordable housing or areas closer to work and entertainment opportunities.

Overall, the Bayside community is relatively advantaged in socio-economic terms with 35.8% of households earning \$3,000 or more per week. However, it is recognised that Bayside has small scattered areas experiencing substantial disadvantage, which are masked by the affluence across the municipality. There are 652 government managed households in Bayside, located across 18 sites. 46% of residents living in public housing are over 66 years old. Almost all disadvantaged areas in Bayside are public housing estates with most residents receiving a pension or benefit as their income sources. It is anticipated that there will be an increase in the number of people with a disability over the next four years in Bayside.

Over 13,923 residents reported to have a disability and 4,213 reported that they needed assistance in their day-to-day lives due to a disability, long-term health condition or old age. Currently, 9,800 Bayside residents are also providing unpaid care to family members or others because of a disability or illness.



Council has adopted structure plans in place for all activity centres within Bayside. These plans have been produced to implement the vision, objectives, and strategies for each activity centre within the Bayside Planning Scheme.

Building on the strengths of each area, the activity centres will accommodate for higher density residential living, as they are well-serviced and connected to public transport, making these centres the most accessible locations within the municipality to work, live and shop. This higher level of change in the activity centres supports the more incremental level of change that is envisaged in other parts of the municipality that do not benefit from the same level of access to services.

The Bayside Housing Strategy 2019 identified Minimal Residential Growth Areas (zoned Neighbourhood Residential Zone) where building heights are capped at 2 storeys, recognising the Bayside community's desire to protect the low rise, leafy character of the established residential areas whilst enabling a mix of housing types including detached houses, town houses and low rise apartments.

In the Housing Growth Areas, locations that are in close proximity to public transport, shops and services, permissible building heights range from 3 stories (generally in the residential areas), up to 6 storeys in the commercial areas of activity centres.

Bayside acknowledges that in Australia, the need for affordable housing has never been more urgent. For many jurisdictions across the State, now is the time to consider adopting robust equitable housing policies that build permanently affordable housing stock and in turn create inclusive communities. Bayside's Affordable Housing Strategy 2021 provides guidance to how Council responds to our current, and growth needs for affordable housing.

The primary segment of the community that require access to affordable housing are those that fall within the low and very-low income households. This can often compromise people in lone person or single parent households, older people, persons with a disability, people born in non-English or English as a second language-speaking families and people outside of paid employment.

A household can access affordable housing if they meet the household income thresholds that are set annually by Order of the Governor in Council. Occupants can be at any stage of their lives and in need of affordable housing. As a result, dwellings should be designed to adapt the changing needs of its occupants and priced at a level which is affordable relative to the income of its occupants.

#### **Council's position – SRL Cheltenham Precinct**

The completion of the SRL project is a major infrastructure development which requires continued and effective stakeholder engagement, particularly with affected Council's and community.

Council has utilised this Paper as a platform to reiterate and reinforce previous considerations put forth to the SRL Authority by Council through Bayside's Advocacy Action Plan 2021 and as part of Council's submission to SRL Inquiry and Advisory Committee. This submission also discusses other considerations in response to the

key themes and draft vision for the Cheltenham SRL precinct as set within the Paper and how these can further align with Council's strategic framework and directions.

#### **Bayside Advocacy Action Plan 2021**

Upon announcement that the first stage of the SRL would be the south-east segment from Cheltenham to Box Hill, Council prepared an Advocacy Action Plan. The Action Plan outlined the outcomes Council is seeking for the Bayside community to ensure strong input to the SRLA to inform Council's advocacy throughout the project. The plan outlines the focus of Council's efforts, actions and engagement, with the following 5 key objectives being set:

- Protecting community amenity during the various stages of construction
- Delivering an integrated transport system
- Delivering a precinct that responds to the challenges of the future
- Effective collaboration and transparent communication and engagement
- Maximising economic and social benefits

The advocacy priorities continue to be relevant to the current stage of delivery, being the precinct planning stage, and also align with the Bayside Community Vision 2050 and Council adopted Strategic Plans and Policies.

The Advocacy Action Plan alongside Council's adopted Strategic Plans and Policies helped inform Council's submission to the SRL Inquiry and Advisory Committee in 2022.

#### **Bayside City Council Previous submission – Suburban Rail Loop East Inquiry and Advisory Committee**

Council has previously made a public submission to the Suburban Rail Loop East Inquiry and Advisory Committee appointed by the Minister for Planning to consider the environmental effects, draft planning scheme amendment and public submissions, and inquiry into the environmental effects of the SRL proposal. Bayside's submission provided support for the project in recognition of the broader benefits that SRL East will bring to future generations. Support however was not unrestrained, and the following improvements were put forward for consideration as part of the submission and hearing process:

- securing the provision of 100 per cent renewable energy across all Project construction and operation phases
- seeking suitable emissions reduction targets to be introduced with annual reporting of progress across construction and operation
- seeking for suitable design and procurement of low carbon materials and recyclable materials as a priority
- expressing concern about the loss of open space within the reserve and the lack of certainty about where replacement of open space would be provided
- identifying relevant local policies were elements of the project required further refinement to take account of those policies
- supporting the submissions made by Kingston and the evidence and changes proposed by their consultants

- outlining the importance of the Sir William Fry Reserve as an integral open space for our community and how the Cheltenham site development will impact on Bayside residents in proximity to the site
- highlighting the potential impact that the project could have in existing ground water bores in this area
- proposing improvements to the urban design outcomes, access, connectivity and mobility around the station and the integration with other modes of transport and the southland railway station.

These improvements continue to be relevant and should be considered as part of the precinct structure planning process for Cheltenham. Council will continue to advocate for the consideration of the aforementioned improvements through this upcoming process.

#### **Council's response to the SRL Precinct Discussions Paper**

Planning for the development of a new, more connected and efficient transport network which seeks to integrate and build on the existing transport networks and activity centres will be challenging and must be considerate of the current and future community that live, work and travel within these neighbourhoods.

The Draft 2050 Ambition Statement for Cheltenham reads as follows:

*"Cheltenham will become a centre of well-connected shopping, employment and housing opportunities supported by a thriving community and entertainment hub with attractive public spaces for its workers and residents."*

This statement is generally supported by Council and aligns with Council's adopted Strategic Plans and Policies.

Five key priorities have been established by the Paper in relation to the Cheltenham Precinct. Council is generally supportive of the priorities and future opportunities for Cheltenham. But it will be the finer detail of built form outcomes, siting, design and function of the precinct that will ultimately determine their impact.

It is understood the Precincts Discussion Paper is intended to provide a high level overview of the priorities of the plan. However, the success of the achievement of these priorities will be in the detail. Council considers the use of quantitative targets and requirements (such as percentages of canopy cover, green cover or open space) important to the achievement of these priorities. It is considered they will provide certainty and measurability to ensure the SRL precincts are delivered in alignment with Local and State Policy, and best practice.

The key priorities and their relevance to Council strategy is outlined below –

#### **Proposed Key Priority 1: Access to distinctive and high-quality environments**

Access to distinctive and high-quality environments is a priority that aligns with Council's adopted Plans and Policies. The Bayside community highly values its low rise, leafy character of the established residential areas whilst enabling a mix of housing types including detached houses, town houses and low-rise apartments.

The increased planting of canopy trees within the public and private realm is a key priority of Bayside's Urban Forest Strategy 2022-2040 which seeks to increase canopy cover to reach 30% by 2040. These interventions will help to mitigate the urban heat island effects and other impacts of climate change.

To achieve this key priority, the SRL precinct needs to ensure the retention of existing vegetation and tree canopy cover and the provision of new and enhanced vegetation and tree canopy cover is appropriately planned for in the design, construction and delivery phases of the SRL Cheltenham precinct.

The Cheltenham precinct will likely encompass a variety of land uses, including the Bayside Business District (BBD) which currently lacks distinctive landscaping outcomes due to the nature of the commercial and light industrial developments within the area. Enhanced landscape outcomes to improve the characteristics of this area and its connection to the SRL Cheltenham station would be a highly desirable outcome of the precinct structure planning process.

### **Proposed Key Priority 2: Social connectedness and wellbeing**

Bayside's community is ageing and increasing the opportunities for social connection is a key goal of Bayside's *Municipal Public Health and Wellbeing Plan* (MPHWP) 2021-2025. As raised within the MPHWP, Bayside residents have previously expressed the importance of opportunities for establishing social connections and the delivery of social prescription projects including intergenerational activities and support for community connections that are inclusive.

The following 4 objectives are listed within the MPHWP under Goal 1 – 'Connected and thriving community' and are relevant to this Key Priority:

1. Improve community mental wellbeing and resilience
2. Drive opportunities that build social networks and community connections
3. Increase and support volunteerism
4. Reduce social isolation and loneliness

Bayside currently runs specialist services such as the Black Rock Activity Centre which offers older residents the chance to connect and come together for social days out within the Cheltenham precinct. The provision of similar specialist services or intergenerational services and facilities within the Cheltenham SRL precinct would provide an opportunity to build social connections and activities for the immediate and surrounding community.

Supporting social connectedness and wellbeing should also include the option for residents to age in place and to have ability to live in medium and higher density developments that appropriately support this. The Bayside Housing Strategy 2019 'encourages a diversity of housing to meet the current and future needs of the population'. The Bayside population is ageing and as our elderly population increases, the need for residential aged care facilities will also. Universally designed apartments and support services should be located within Activity Centres and Housing Growth Areas to ensure residents can benefit from good access to public transport, shops and services.

Through the precinct planning process, Council will be engaging with the SRLA to advocate for opportunities to enhance community services and the inclusion of aged



care facilities, universally designed and affordable housing within the Cheltenham precinct, to ensure the ongoing social connectedness and wellbeing of current and future residents. Council looks forward to working with the SRLA to put in place mechanisms to achieve diverse and affordable housing options through the precinct plans.

### **Proposed Key Priority 3: More jobs and employment**

The Paper provides detail to the existing surrounding locality for the proposed Cheltenham SRL station, being its close proximity to three existing train stations (Highett, Southland and Cheltenham), Southland Shopping Centre and Nepean Highway as well as the Bayside Business District (BBD).

A key priority for the precinct planning for Cheltenham will be to ensure greater connection is made between the new Station, Southland Shopping Centre and the BBD whilst still providing a distinguishment between the two areas.

The BBD should continue to be a focal point for business development and encouraged as an employment cluster with its proximity to the new station. Residential redevelopment in the BBD is not encouraged by Council and there are existing policies in place in the Bayside Planning Scheme to discourage residential development within the area.

The Cheltenham SRL Precinct Plan is an opportunity to enhance the BBD, and embed employment opportunities within the catchment of the SRL – ensuring the maximum benefit of the investment in the SRL project.

### **Proposed Key Priority 4: Increased cycling and walking connections**

Increased cycling and walking connections and ensuring this integrates with the existing transport networks must be a key priority of the Cheltenham precinct planning and delivery. Improving access to public transport for pedestrian and cyclist will also likely in turn provide greater use of this public transport.

Improving existing and future access to bus, footpaths and bicycle networks as well as the frequency of bus and train services are all major goals outlined within the Bayside Integrated Transport Strategy 2018-2028 (ITS). The ITS covers all forms of mobility, including public transport, walking cycling, freight, private vehicles, and the street network.

Bayside is in need of more sustainable transport options, particularly cycling and public transport connections, from east to west of the municipality. Improving cycling infrastructure between Cheltenham and Sandringham is an action identified within the Bayside Bicycle Action Plan 2019 and positively contributes towards addressing the climate emergency.

Council consider the connections between the SRL Cheltenham Station, and existing Sandringham Station crucial in the delivery of the SRL project. Ensuring a connection between the Sandringham Activity Centre will ensure the benefits of the SRL is extended into broader Bayside area.

Council recently completed its Bayside Active Transport Connections – Connectivity Report (report). Whilst this report is at a greater level of detail than the Discussion Paper, this should be used to inform the subsequent Precinct Planning work.

The following areas within or adjacent to the Cheltenham Precinct Plan were identified as priority for improvements to active transport –

- Cheltenham Activity Centre (Charman Road and Park Road)
- Cheltenham Industrial Precinct (between Bay Road, George Street, Tulip Street, Park Road and Jack Road)
- Highett Station and Shopping Centre precinct
- Westfield Southland (including Sir William Fry Reserve).

Detailed interventions were identified in the report for key corridors leading to the Cheltenham Precinct Plan area. These interventions should inform any transport analysis undertaken in the preparation of the precinct plans. A copy of the report has been attached for information.

#### **Proposed Key Priority 5: Greater use of public transport**

Increased use of public transport will be felt when barriers to utilise public transport are minimised or altogether removed. Safety of all users is an important factor in planning and managing our transport network. Unless our transport network becomes safer, the safety of our transport users will be a barrier to an uptake in more environmentally sustainable transport modes such as walking and cycling.

Council seeks improved bus connections to the SRL Cheltenham station from key activity centres within Bayside. Improvements to the bus services should include increasing frequency of service and more priority bus lanes. In addition, the above-mentioned interventions improve the accessibility, safety and amenity for people walking and/or riding to and from the Cheltenham SRL station.

The Highett Structure Plan, The Bayside Active Transport Connections Study 2023 and the Bayside Integrated Transport Strategy 2018 – 2028 all identify the importance of improving active transport connections and accessibility between open spaces, Bay Road, the Bayside Business District and Highett Station. Improving local accessibility will help support the proposed priority outcomes. The SRLA concept currently offers limited walking and cycling connectivity beyond the project area, missing the opportunities to create efficient and inviting walking and cycling connections to the wider area.



### 10.3 AMENDMENT C194BAYS - POST PUBLIC EXHIBITION

City Planning and Amenity - Urban Strategy  
File No: PSF/23/162 – Doc No: DOC/23/302914

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#### Executive summary

#### **Purpose and background**

At its 18 October 2022 Meeting, Council resolved to support the preparation of a Planning Scheme Amendment to apply the Heritage Overlay onto 31–33 Eliza Street, Black Rock on a permanent basis and to seek authorisation from the Minister for Planning to prepare and exhibit a Planning Scheme Amendment, C194bays. The Amendment was prepared at the request of the landowner. The Minister agreed to authorise the Amendment.

In addition to applying heritage controls to the exterior of the house, the Heritage Overlay proposes to:

- apply interior controls to the following specific features:
  - pressed metal ceilings in all ground floor bedrooms and former nursery (now study), hall, living room, dining room and sunroom, and within the bay windows
  - timber screens in the hall and in the bay windows to the front bedrooms and living room
- apply tree controls to the following mature trees upon the property:
  - five West Australian flowering gums (*Corymbia ficifolia*)
  - one hybrid Oak (*Quercus canariensis* x *Quercus robur*)
  - one Rough-barked apple (*Angophora floribunda*)
  - one Brush box (*Lophostemon confertus*)
  - one Water gum (*Tristaniopsis laurina*).

Amendment C194bays was placed on public exhibition between 20 July 2023 and 1 September 2023. One submission was received during the public exhibition of Amendment C194bays which was made by the landowner of 31–33 Eliza St, Black Rock. The submission was in support of the Amendment and is attached to this report.

#### **Adoption of Amendment C194bays**

As no submissions were received objecting to the Amendment, or requesting changes to the Amendment, it is recommended that Council adopts Amendment C194bays and submits the Amendment to the Minister for Planning for approval and gazettal.



## Recommendation

That Council:

1. adopts Amendment C194bays
2. submits Amendment C194bays to the Minister for Planning for approval in accordance with Section 31 of the Planning and Environment Act 1987
3. writes to the landowner to advise them of Council's decision.

## Support Attachments

1. Submission in support by Landowner - 31-33 Eliza St, Black Rock ↴
2. Statement of Significance - 31-33 Eliza St, Black Rock ↴
3. Amendment C194bays - Explanatory Report ↴
4. Amendment C194bays - Ordinance changes to the Bayside Planning Scheme to introduce Heritage Controls to 21-33 Eliza St, Black Rock ↴
5. Amendment C194bays - Heritage Overlay mapping on 31-33 Eliza St, Black Rock ↴

## **Considerations and implications of recommendation**

### **Social**

Bayside has a rich history and heritage, which the Bayside community is proud to celebrate and possess. Historic buildings, landscapes, places, and objects all contribute to Bayside's liveability, character, and community cohesion. Celebrating those places, objects and artefacts that make a significant contribution to Bayside is therefore a vital function of Council, for current and future generations. This is consistent with the Bayside community's desire to see neighbourhoods and amenity protected, with development sympathetic or responsive to the natural and built environment.

The property at 31–33 Eliza Street, Black Rock has been identified for its heritage significance. Its protection under the Heritage Overlay will ensure that its contribution to the Bayside community is protected.

### **Natural Environment**

Protecting Bayside's unique natural environment and landscape is a priority of the Heritage Action Plan 2020. Where a Heritage Overlay applies to a property and a tree control is applied in the Schedule to the Heritage Overlay, a planning permit is required to remove, destroy, or lop a tree. If approved, the application of the Heritage Overlay to 31–33 Eliza Street, Black Rock would introduce specific tree controls to nine trees.

### **Climate Emergency**

Ensuring new residential developments in Bayside are environmentally sustainable and climate resilient is an important objective of the *Climate Emergency Action Plan 2020–25*. Places that are found to be of heritage significance can implement environmentally sustainable features on their property and the application of a Heritage Overlay does not prohibit this completely.

### **Built Environment**

The implementation of a Heritage Overlay upon this property would ensure the place is protected, and any development proposed will be sympathetic or responsive to the built environment.

If the Heritage Overlay is applied to a property, a planning permit will be required for particular works. In many cases, this will be through a VicSmart, 10-day planning permit process where no public advertising occurs.

### **Customer Service and Community Engagement**

Council was approached by the property owner of 31–33 Eliza Street, Black Rock about the possibility of including their property within the Heritage Overlay. Council worked with the property owner and undertook a heritage assessment of the property which found the place to be of heritage significance.

Following the Amendment's public exhibition process, one submission was received from the landowner in support of the Amendment.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the *Gender Equality Act 2020*.

## Human Rights

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

## Governance

Officers involved in the preparation of this report have no conflict of interest.

## Legal

Council has a responsibility for heritage preservation, consistent with the objective located at Section 4(1)(d) of the *Planning and Environment Act 1987* ('the Act') to "conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value".

This planning scheme amendment has been prepared and process undertaken in accordance with the *Planning and Environment Act 1987*.

## Finance

There are no financial implications relating to the planning scheme amendment. All costs will be covered as part of Council's operating budget.

## Links to Council policy and strategy

### Community Vision 2050

The protection of heritage assets aligns with the Community Vision 2050. As outlined in the Community Vision, it is Council's role and responsibility as a local government to protect significant heritage buildings, streetscapes, and precincts. Buildings of significance are protected and enhanced for future generations to enjoy, and neighbourhoods reflect the distinctive character of Bayside's various suburbs. The Community Vision 2050 notes that Council is working through a ten-year program (being the Heritage Action Plan 2020) to identify and protect heritage buildings across all eras of architecture.

### Council Plan 2021–25

The Council Plan 2021–25 contains four main goals, with Goal 3 being 'Our Place.'

A Strategic objective underpinned by this goal is:

*'Land use will enhance Bayside's liveability and protect the distinctive heritage and character of our various localities.'*

As outlined in the Council Plan, the following strategy set to achieve this objective is:

*'Strategic planning and controls protect and reflect the diverse environmental and heritage values of Bayside.'*

### Bayside Housing Strategy 2019

The Bayside Housing Strategy 2019 guides how residential development in Bayside will be planned and managed over the next 20 years.

As discussed within the Housing Strategy, 'the existence of heritage significance does not preclude more intensive residential development; however, it does require a more sensitive approach to retaining and incorporating the important heritage values within the development'.

DOC/23/238871 - 04/08/23

*M. Wright-Goodwin  
"Tara"  
33 Eliza Street  
Black Rock 3193  
Telephone: 598 7753*

3 August, 2023

Ms Kelly Archibald  
Manager Urban Strategy  
Strategic Planning  
Amendment C194bays  
Bayside City Council  
Post Office 27  
Sandringham VIC 3193

Dear Ms Archibald,

**31 – 33 Eliza Street, Black Rock**  
**Bayside Planning Scheme Amendment C194bays – Heritage Protection for 31-33**  
**Eliza Street, Black Rock**

I am the owner of 31- 33 Eliza Street, Black Rock and confirm that our family has lived at the property since 1938.

**BRIEF HISTORY**

- The land, which forms part of the Bluff Town Estate, was purchased in October 1911 by Charles Shuell. Charles operated a large plumbing business. He built the existing home (TARA) in 1912 for his family.
- My grandmother, May Goodwin, rented the home in 1938 for one pound a week (\$2). She rented the home for 11 years at the same rent. As well as her own family who lived in the house she took in borders. During WW2 there were up to 14 people living in the home.
- When the home came on the market in 1949 as a deceased estate May was given the option to purchase at a price of 2,200 pounds (\$4,400).
- The property was subsequently purchased by the family in 1949 and the family have lived here ever since.
- I am the last remaining member of the family and wish to live in the home until I pass.

**HERITAGE ITEMS**

- The design of the house is unique and there have been no structural alterations since it was built



DOC/23/238871 - 04/08/23

- There are 9 mature trees on the property that were planted by Charles Shuell when he built the house. These trees are now over 110 years old as are the hydrangeas that are planted along the front southern boundary of the house.
- Charles spared no expense in building the house and some of the features include:
  1. Beautiful original pressed metal ceilings – there is a different pattern in each room.
  2. Original stained glass doors and windows.
  3. The exterior walls are constructed of ‘breezeway blocks’ – these were made ‘on site’ using moulds. They are made from sand, cement and cinders. Internal walls are made of the same material but are solid. (This type of construction is very unique.)
  4. Ceiling heights are 3.3 metres in all rooms with the rear sunroom being 3.96 metres.
  5. The home and surrounding gardens were sympathetically restored over a four year period and were completed in 2020 retaining original 1912 features.

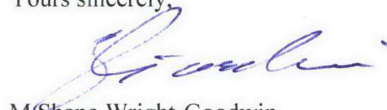
#### SUMMARY

The house situated on the land, known as ‘Tara’ was built in 1912. It is a beautiful example of colonial style architecture in pristine condition. The unique features of the house have now been independently identified by Council’s recent Heritage Assessment.

As the owner of this historic property I am in full support of the planning scheme amendment and thank Bayside City Council and their officers for the wonderful work that they have achieved in getting to this stage.



I may be contacted on telephone 0407939039 if any further information is required.

Yours sincerely,



M'Shane Wright-Goodwin

## 31-33 Eliza Street statement of significance

<b>Heritage place:</b> Tara (former Greenock), 31-33 Eliza Street, Black Rock	<b>PS ref no:</b> HO855
	

### What is significant?

Tara (former Greenock), the house constructed in 1912 for Charles and Harriet Shuell, at 31-33 Eliza Street, Black Rock is significant. The following trees also contribute to the significance of the place:

- Five West Australian flowering gums (*Corymbia ficifolia*).
- One hybrid Oak (*Quercus canariensis x Quercus robur*).
- One Rough-barked apple (*Angophora floribunda*).
- One Brush box (*Lophostemon confertus*).
- One Water gum (*Tristaniopsis laurina*).

Alterations and additions to the house and other buildings and outbuildings do not contribute to the significance of the place.

### How is it significant?

Tara (former Greenock) at 31-33 Eliza Street, Black Rock is of local historic, rarity, representative, and aesthetic significance to the City of Bayside.

### Why is it significant?

Historically, Tara (former Greenock) is one of the oldest houses in Black Rock and is associated with the first phase of suburban development prior to World War I. It is also an early example of a house constructed from concrete blocks and demonstrates the emergence of different concrete technologies in residential building in Australia during the early 1900s. The nine mature trees are significant as an illustration of the growing interest in the use of Australian native trees in domestic gardens during the early twentieth century. (Criterion A)

Tara (former Greenock) is a rare and early example of a house manufactured from concrete blocks and is also one of the few surviving pre-World War I houses in Black Rock. (Criterion B)

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31-33 ELIZA STREET, BLACK ROCK HERITAGE ASSESSMENT

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Tara (former Greenock) is a fine example of a substantial Federation Bungalow with characteristic form and detailing including simple massing and roof forms, deep verandahs, wide eaves, and attic rooms with dominant dormers. It is distinctive due to the concrete block construction, which although not a natural material (as is typical of most bungalows in accordance with Arts & Crafts principles) is here made to *appear* natural by the rock face and other finishes to give the appearance of stone, and by the imitation pressed metal roughcast in the half-timbered gable ends. (Criterion D)

Tara (former Greenock) is of aesthetic significance as substantial and well-detailed Federation attic villa in a mature garden setting. Externally, the aesthetic qualities of the house are enhanced by the three different finishes to the concrete blocks, and fine details such as the leadlight glass to the bay windows and entry doors, and the half-timbering with pressed metal in a roughcast finish to the gable ends. The setting of the house is enhanced by the mature garden. The interior is distinguished by the pressed metal ceilings in all rooms and the hall with especially ornate patterns to the principal rooms and the sunroom, which has a coved profile. Other internal details of note include the timber screens to the two front bedrooms, the hallway, and the living room. (Criterion E)

**Primary source**

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*David Helms Heritage Planning, 31-33 Eliza Street Heritage Assessment 2022*

This document is an incorporated document in the Bayside Planning Scheme pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*

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David Helms  
HERITAGE PLANNING

*Planning and Environment Act 1987*

## **BAYSIDE PLANNING SCHEME**

### **AMENDMENT C194BAYS**

#### **EXPLANATORY REPORT**

##### **Who is the planning authority?**

This amendment has been prepared by the Bayside City Council which is the planning authority for this amendment.

The amendment has been made at the request of Bayside City Council.

##### **Land affected by the amendment**

The amendment applies to:

- 31-33 Eliza Street, Black Rock

A mapping reference table is attached at Attachment 1 to this Explanatory Report.

##### **What the amendment does**

The amendment updates the Schedule to Clause 43.01 of the Bayside Planning Scheme to apply the Heritage Overlay (HO) to 31-33 Eliza Street, Black Rock.

The amendment applies an individual HO to the part of 31-33 Eliza Street, Black Rock between the front (Eliza Street) boundary and the internal fence dividing the rear yard of the house from the townhouses facing Porter Street, Black Rock.

In addition to applying heritage controls to the exterior of the house, the HO will also:

- Apply interior controls to the following specific features:
  - Pressed metal ceilings in all ground floor bedrooms and former nursery (now study), hall, living room, dining room and sunroom, and within the bay windows.
  - Timber screens in the hall and in the bay windows to the front bedrooms and living room.
- Apply tree controls to specific mature trees:
  - Five West Australian flowering gums (*Corymbia ficifolia*).
  - One hybrid Oak (*Quercus canariensis x Quercus robur*).
  - One Rough-barked apple (*Angophora floribunda*).
  - One Brush box (*Lophostemon confertus*).
  - One Water gum (*Tristaniopsis laurina*).

The amendment proposes to:

- Amend Schedule to Clause 43.01 (Heritage Overlay) to include 31-33 Eliza Street, Black Rock.
- Amend Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) to include the statement of significance for 31-33 Eliza Street, Black Rock.
- Amend Schedule to Clause 72.08 (Background Documents) to include the heritage assessment of 31-33 Eliza Street, Black Rock.
- Amend Clause 15.03-1L (Heritage Conservation) to include '31-33 Eliza Street, Black Rock Heritage Assessment' in the list of policy documents.
- Amend Planning Scheme Map No. 4HO to apply the HO to 31-33 Eliza Street, Black Rock.

**Strategic assessment of the amendment****Why is the amendment required?**

The amendment is required to recognise the heritage significance and protect 31-33 Eliza Street, Black Rock.

Heritage expert David Helms completed a heritage assessment of the property which identified local significance in the house (including multiple internal features) and mature trees set in the garden. Helms recommended that the property should be included in the Schedule to the Heritage Overlay of the Bayside Planning Scheme.

The heritage assessment states that the property satisfies Criterion A (historical significance), Criterion B (rarity), Criterion D (representativeness) and Criterion E (aesthetic significance) of the Heron Criteria at the local level.

Council considers the Heritage Overlay as the appropriate planning mechanism to protect the heritage values of the property as the Heritage Overlay requires a permit to be granted for building and works, including demolition, that could affect the significance of this place.

**How does the amendment implement the objectives of planning in Victoria?**

The amendment supports the objectives of planning in Victoria as described by Section 4 of the *Planning and Environment Act 1987*, in particular:

- a. *to provide for the fair, orderly, economic and sustainable use and development of land;*
- d. *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;*
- g. *to balance the present and future interests of all Victorians.*

The amendment is consistent with these objectives as the application of heritage controls will protect a place that is of local significance in the City of Bayside. The amendment ensures that the heritage place will be protected for the interest of residents, visitors and future generations of the municipality.

**How does the amendment address any environmental, social and economic effects?**

The amendment will assist in the protection of an identified locally significant place and support the conservation of heritage places in Bayside, more particularly, the house at 31-33 Eliza Street, Black Rock and the mature trees in the garden.

The protection of the nine mature trees in the garden will also ensure that they continue to provide environmental benefits.

This is a site-specific amendment applying only to 31-33 Eliza Street, Black Rock. There will be no economic effect arising from it.

**Does the amendment address relevant bushfire risk?**

The amendment will not result in any significant risk to life, property, community infrastructure or the natural environment from bushfire.

**Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?**

The amendment is consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* pursuant to Section 7(5) of the *Planning and Environment Act 1987*.

The amendment is consistent with the *Ministerial Direction No. 9 – Metropolitan Strategy* under Section 12 of the *Planning and Environment Act 1987*.

*Plan Melbourne* is the Metropolitan Strategy for the Melbourne region and Bayside. The amendment is consistent with the following Direction within *Plan Melbourne*:



*Direction 4.4 – ‘respect Melbourne’s heritage as we build for the future’. The amendment responds to this direction by seeking to preserve buildings that are recommended for heritage protection.*

The requirements of *Ministerial Direction No. 11 - Strategic Assessment of Amendments* have been considered as part of the preparation of amendment C194bays and forms the basis of this Explanatory Report.

The requirements of *Ministerial Direction 15 – The Planning Scheme Amendment Process* have been considered in the preparation of Amendment C194bays.

**How does the amendment support or implement the Planning Policy Framework and any adopted State policy?**

Clause 15.03-1S recognises the importance of conserving places of heritage significance, which the amendment is in alignment with. The strategies of this Clause include:

- *Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.*
- *Provide for the protection of natural heritage sites and man-made resources.*
- *Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.*

Amendment C194bays seeks to support this clause by identifying, assessing and documenting the heritage significance of 31-33 Eliza Street, Black Rock and to provide for its protection in the Bayside Planning Scheme.

**How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The amendment is consistent with Clause 15.03-1L which provides strategies in relation to demolition, subdivision, alterations and additions and other types of building work and built form outcomes.

Applying heritage controls to the property will ensure these strategies and policy guidelines will be considered as part of the assessment of any planning application or demolition application made to the property.

**How does the amendment support or implement the Municipal Planning Strategy?**

The amendment supports and is consistent with the strategic directions outlined within the Municipal Planning Strategy. As written in Clause 02.03-4 (Built environment and heritage):

*The Council recognises that the city’s heritage places exist in a dynamic context. In particular, there is constant pressure to adapt and develop heritage places to suit contemporary lifestyles. Therefore, Council seeks to:*

- *Protect and maintain the integrity of heritage places in accordance with the accepted conservation standards of the ICOMOS Burra Charter whilst accommodating the needs of current inhabitants.*
- *Facilitate uses, that are not detrimental to the area and would otherwise be prohibited where the nature and built form of the heritage places requires a greater range of options.*

**Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment makes proper use of the Victorian Planning Provisions (VPP’s).

The Heritage Overlay is the appropriate tool to protect places with heritage significance. The introduction of the Heritage Overlay upon the property provides certainty to the local community in relation to the protection of the property, in that heritage will be a consideration for any proposal to demolish, alter or redevelop the sites.

This amendment seeks to amend the Schedule to Clause 43.01 Heritage Overlay, which will result in the requirement for a planning permit to be obtained in order to subdivide land, demolish or remove a building or the protected trees, or construct a building or carry out particular works. The Heritage Overlay also provides decision guidelines for the responsible authority on the granting of planning permits for places identified of local heritage significance.

**How does the amendment address the views of any relevant agency?**

The prescribed government agencies will be notified of the amendment and will be given an opportunity to make submissions about during the exhibition period of the amendment.

**Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The amendment will not impact the relevant requirements of the *Transport Integration Act 2010*, in particular the need for the transport system to provide for the effective integration of transport and land use.

**Resource and administrative costs**

• **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The introduction of heritage controls will have no significant impact on the resource and administrative costs of the responsible authority. There will be a minor increase in the number of circumstances where a planning permit will be required. This can be accommodated within existing resources.

**Where you may inspect this amendment**

The amendment can be inspected free of charge at the Bayside City Council website at <https://www.bayside.vic.gov.au/services/planning-and-building/current-amendments>

The amendment is available for public inspection, free of charge, during office hours at Bayside City Council Corporate Centre, 76 Royal Avenue, Sandringham VIC 3191.

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

**Submissions**

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by 5.00pm, Friday 1 September 2023.

A submission must be sent to:

Paul Laughton

Strategic Planner

Bayside City Council, 76 Royal Avenue, Sandringham VIC 3191.

Or email to [planningstrategy@bayside.vic.gov.au](mailto:planningstrategy@bayside.vic.gov.au)

**Panel hearing dates**

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: 30 January 2024
- panel hearing: 4 March 2024

**ATTACHMENT 1 - Mapping reference table**

<b>Location</b>	<b>Land /Area Affected</b>	<b>Mapping Reference</b>
Bayside	31-33 Eliza Street, Black Rock	Bayside C194bays 4HO Exhibition

**BAYSIDE PLANNING SCHEME**

**15.03**      **HERITAGE**  
31/07/2018  
VC148

**BAYSIDE PLANNING SCHEME****15.03-1S**26/10/2018  
VC155**Heritage conservation****Objective**

To ensure the conservation of places of heritage significance.

**Strategies**

Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

Provide for the protection of natural heritage sites and man-made resources.

Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

Encourage appropriate development that respects places with identified heritage values.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements of a heritage place.

Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings where their use has become redundant.

Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

**Policy guidelines**

Consider as relevant:

- The findings and recommendations of the Victorian Heritage Council.
- The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.



## BAYSIDE PLANNING SCHEME

**15.03-1L Heritage conservation**

18/06/2024  
C1400bays Proposed C194bays

**Policy application**

This policy applies to all properties affected by a Heritage Overlay.

**Demolition strategies**

Discourage the demolition of significant and contributory heritage buildings unless it can be demonstrated that:

- The building is structurally unsound.
- The original fabric of the building has deteriorated to such an extent that a substantial reconstruction would be required to make the building habitable.
- The replacement building displays design excellence.
- If located in a heritage precinct, the replacement building clearly and positively supports the ongoing heritage significance of the precinct.

Allow the partial demolition of significant and contributory heritage buildings where the fabric to be demolished is of no significance or where the demolition helps to reveal the original fabric of the building.

Allow the partial demolition of significant and contributory heritage buildings for the purpose of additions, only if the additions will not affect the heritage significance of the building and the proposed addition is sympathetic to its scale and form.

Allow the demolition of non-contributory buildings in heritage precincts.

Retain significant vegetation.

**Subdivision strategies**

Ensure that the subdivision and any resulting development of heritage places does not adversely affect the heritage significance of the place.

Support subdivision of heritage places resulting in development that retains and extends the existing built form pattern where such pattern contributes to the significance of the heritage place.

Maintain the historic settings and contexts for significant and contributory heritage buildings, trees and gardens.

Design subdivision to give visual prominence to significant and contributory heritage buildings over new development.

Design subdivision to complement and be consistent with the rhythm and pattern of buildings in heritage precincts.

Avoid subdivision where it will adversely affect the important views of, and the interrelationship between, groups of significant or contributory heritage buildings.

Design subdivision so that the location of boundaries and building envelopes do not threaten significant vegetation. New boundaries should not bisect the root or canopy zone of significant vegetation.

Retain gardens and established trees, that contribute to the setting of a significant or contributory heritage building or precinct in the same allotment as the building.

**Restoration strategies**

Conserve the external features of significant and contributory heritage buildings.

Encourage the restoration and reconstruction of the original or early appearance of contributory fabric, particularly when seen from the street.

**BAYSIDE PLANNING SCHEME**

Retain original fabric.

Discourage the painting of unpainted surfaces.

Undertake the restoration of contributory fabric using the same materials as the original.

**Alterations and additions strategies**

Conceal alterations and additions to significant and contributory heritage buildings from adjoining streets, where possible.

Design alterations and additions to a significant or contributory heritage buildings, where it is impossible to conceal them to have a low visual impact and not detract from the significance of the heritage place.

Set back ground floor alterations and additions to significant and contributory heritage buildings behind the front wall of the building in order to allow the façade to retain its primacy and integrity, particularly when viewed from the street.

Maintain the integrity of the architectural character of the building when designing alterations and additions to significant and contributory buildings.

Maintain the spatial qualities (such as setbacks, areas for landscaping) and consistency of styles and materials in the heritage precinct.

Design alterations, additions and works to be complementary and not overwhelm significant and contributory heritage buildings.

Retain as much of the original fabric and layout as possible when designing alterations and additions to significant and contributory buildings.

Design alterations and additions to significant and contributory heritage buildings to be compatible in terms of historical character, materials, size, proportions, mass, height, setback, texture, colour, plan configuration, solid to void ratio and other features of the building and, where relevant, the heritage precinct.

Avoid the replication of historic detail in alterations and additions.

Support the use of new materials and design details in alterations and additions provided that they are complementary to the significance of the heritage place.

Distinguish the fabric of alterations and additions from the original fabric of a significant or contributory heritage building.

Design ground floor alterations and additions to significant and contributory heritage buildings to not exceed the height of the ground floor of the existing building.

Design alterations and additions to preserve principal view lines to significant and contributory heritage buildings.

Avoid building elements such as dormer windows, porticos and verandahs on significant and contributory heritage buildings unless part of a deliberate attempt to reinstate early features known to have existed on the building.

Retain the profile of visible sections of the roofline of significant and contributory heritage buildings without altering them.

**Policy guidelines**

Consider as relevant:

- A setback of at least 3-4 metres for any ground floor additions to significant or contributory heritage buildings. Greater setbacks may be required on large or corner blocks where generous side setbacks allow more oblique views.
- Locating alterations and additions to significant and contributory heritage buildings behind the front façade:

**BAYSIDE PLANNING SCHEME**

- For first floor alterations and additions to single storey buildings on narrow sites an eight metre setback behind the principal façade is generally sufficient to maintain visual emphasis on the original façade. This setback is usually appropriate for Victorian or Federation buildings where it ensures the preservation of the original ridge line and chimney.
- For first floor alterations and additions on sites of average or greater width, a setback behind the principal façade of greater than eight metres may be required. In the case of inter-War and late Federation houses, low roof pitches and broad frontages combine to make it difficult for first floor additions to be fully obscured. Some degree of visibility may be permissible depending upon the integrity of the building, the surrounding streetscape and the compatibility of proposed new forms.

**New buildings in residential precincts strategies**

Design development in heritage precincts to respect the architecture and historic character of the heritage place and make a positive contribution to its built form and amenity.

Maintain the scale, massing, form and siting of existing contributory buildings in heritage precincts when designing buildings.

Design buildings adjacent to contributory buildings to be sympathetic to the significance and character of the contributory building and the precinct.

Use interpretive design based on historical characteristics while avoiding the replication of historic detail in buildings.

Support buildings designed in a contemporary in style provided they adopt an understated character and do not visually dominate adjacent contributory buildings or the heritage precinct in terms of size, height or bulk.

Design buildings to relate to and use as reference points the materials, colour and details of adjacent buildings and the surrounding precinct.

Support the use of new materials where they are complementary to the significance of the heritage place.

Design buildings so that they are not be taller than adjacent contributory buildings unless located in a heritage precinct where a pronounced variation in building height already exists.

Orient buildings to relate positively to contributory buildings, period features, open space and subdivision patterns throughout the heritage place.

Set back buildings the same distance from the front boundary as adjacent contributory buildings. Where there are two adjacent contributory buildings with different setbacks, the new building should be set back the average distance of those adjacent. Where one adjacent building is contributory and the other adjacent building is non-contributory, a setback consistent with the contributory building should be applied.

Provide side setbacks of buildings that are consistent with the rhythm of the streetscape or precinct.

Design buildings to not obscure views to contributory buildings or their features.

Design individual architectural elements such as roof forms and fenestration to complement existing styles without reproducing them.

Design proportions and spacing of door and window openings to relate to those of adjoining contributory buildings and the surrounding precinct.

**Commercial precincts strategies**

Design and locate any upper level additions and works to be respectful of the scale and form of the existing heritage place or contributory elements to the heritage place and, where relevant, the heritage precinct as a whole.

**BAYSIDE PLANNING SCHEME**

Design buildings so they do not dominate adjacent significant or contributory heritage places or the precinct as a whole.

Set back higher building additions from lower heritage built form elements.

Incorporate design treatments that make additions less apparent.

Design buildings to be of a height and form that respects any adjoining significant or contributory building.

**Front fences strategies**

Retain original and contributory fences.

Design and construct fences in a manner that is sympathetic to and contributes positively to the significance of the heritage place.

Design and construct fences so they do not obscure views to the front façade of significant or contributory heritage places from adjacent streets.

Design and construct fences at a scale and with materials that are consistent with the architectural period of the significant or contributory heritage building, or in the case of non-contributory buildings, the precinct.

Encourage the reconstruction of fences where the design details and materials of an original fence are known.

Encourage fencing where the original design details and materials are not known to take cues from original fences within the precinct or properties in heritage places from the same architectural period.

**Front fences policy guideline**

Consider as relevant:

- Only allowing a fence to exceed 1.2 metres in height or be constructed of solid materials if this is consistent with the architectural period of the building or precinct.

**Car parking strategies**

Design car parking facilities so that they do not dominate heritage places.

Set carports and garages back behind the front façade of a building.

Avoid the introduction of new crossovers.

**Car parking policy guidelines**

Consider as relevant:

- Driveways and crossovers should not exceeding a single car width.
- Restricting the number of crossovers per allotment to no more than one.
- Constructing crossovers where approved, with materials and profiles to match existing crossovers within the precinct.

**Ancillary services strategies**

Ensure that ancillary services do not disturb, alter or diminish the significance of a heritage place.

Site all ancillary services, including satellite dishes, air conditioning plants, solar heating systems, garbage facilities and the like, so they are concealed from the street.

**General policy guideline**

Consider as relevant:

**BAYSIDE PLANNING SCHEME**

- Where there is more than one statement of significance adopted by the responsible authority in relation to a heritage place, giving priority to the most recently adopted statement of significance.

**Policy documents**

Consider as relevant:

- *City of Brighton Urban Character and Conservation Study* (Perott Lyon Mathieson, Andrew Ward, Michael Sandford, 1986)
- *City of Sandringham Heritage and Conservation Study* (Andrew C Ward Associates, 1989)
- *City of Bayside Heritage Review* (Allom Lovell & Associates, 1999)
- *City of Bayside Heritage Review (Revision 1)* (Allom Lovell & Associates, 2003)
- *City of Bayside Review of Heritage Precincts* (Bryce Raworth, 2008)
- *City of Bayside Inter-war and Post-war Heritage Study* (Heritage Alliance, 2008)
- *City of Bayside Review of Heritage Precincts in Activity Centres* (Bryce Raworth, Revised 2012)
- *City of Bayside Two Individual Citations* (Bryce Raworth, Revised 2012)
- *City of Bayside Heritage Review: Brighton Town Hall Precinct* (Built Heritage 2013)
- *Heritage Review 'Greenfield' ('Tullavin'), 453 New Street, Brighton* (David Helms Heritage Planning, 2014)
- *Heritage Review Lindsay House, 9 Boxhall Street Brighton* ([David Helms Heritage Planning, 2014](#))



## BAYSIDE PLANNING SCHEME

■ [31-33 Eliza Street, Black Rock Heritage Assessment \(David Helms Heritage Planning, 2022\)](#) |

**15.03-2S**31/07/2018  
VC148**Aboriginal cultural heritage****Objective**

To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

**Strategies**

Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme.

Provide for the protection and conservation of pre-contact and post-contact Aboriginal cultural heritage places.

Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*.

**Policy guidelines**

Consider as relevant:

- The findings and recommendations of the Aboriginal Heritage Council.
- The findings and recommendations of the Victorian Heritage Council for post-contact Aboriginal heritage places.

**Policy documents**

Consider as relevant:

- *Aboriginal Heritage Act 2006*

BAYSIDE PLANNING SCHEME

**SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY**

49/09/2024  
C19/04/001 Proposed C19/04/001



**1.0 Application requirements**

49/09/2024  
C19/04/001 Proposed C19/04/001



The following application requirements apply to an application under Clause 43.01, in addition to those specified elsewhere in the planning scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A written report that explains how the proposal addresses the provisions of the policies at Clause 15.03-1L and the justification for any variations from the policies.
- Plans and elevations (A3 size) including:
  - Fully scaled and dimensioned elevations and floor plans of existing conditions, the extent of any proposed demolition, and any alterations and additions or new buildings.
  - A fully scaled and dimensioned site plan showing the existing and proposed development including outbuildings, fences, significant vegetation, car parking, new cross overs, on-site parking space locations and any other noteworthy features.
  - A photo montage of the streetscape.
  - A streetscape elevation that shows the existing streetscape and how the proposal sits within it.
  - An axonometric elevation, where appropriate, that shows how the proposal sits within its immediate area, particularly from oblique views from neighbouring streetscapes where any part of the proposal will be visible.
  - Full details and samples of materials, finishes, and colours.
  - Details of any primary or secondary sources used to provide evidence of the earlier or original use, form or decoration of the heritage place.
  - Details of vistas that are to be retained to significant and contributory heritage buildings.
  - A landscape plan.

**2.0 Heritage places**

49/09/2024  
C19/04/001 Proposed C19/04/001



The requirements of this overlay apply to both the heritage place and its associated land.

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1	48 Abbott Street, Sandringham – "Jesmond Dene"	No	no	no	Yes	no	no	no	no
HO2	50 Abbott Street, Sandringham – "Ellimatta"	No	no	no	Yes	no	no	no	no
HO3	52 Abbott Street, Sandringham – "Ardath"	No	no	no	Yes	no	no	no	no
HO4	54 Abbott Street, Sandringham – "Rarawai"	No	no	no	Yes	no	no	no	no
HO5	55 Abbott Street, Sandringham – "Eionera"	No	no	no	Yes	no	no	no	no
HO6	57 Abbott Street, Sandringham – "Onnoslyn, later Bynderwyn"	No	no	no	Yes	no	no	no	no
HO7	59 Abbott Street, Sandringham – "Hardanga"	No	no	no	Yes	no	no	no	no
HO8	70 Abbott Street, Sandringham – Former Managers Residence	No	no	no	Yes	no	no	no	no
HO9	20 Agnew Street, Brighton East – St Leonards	No	no	no	Yes	no	no	no	no
HO11	2 Allee Street, Brighton	No	no	no	Yes	no	no	no	no
HO12	6 Allee Street, Brighton – "Beltana"	No	no	no	Yes	no	no	no	no
HO13	8 Allee Street, Brighton – "Inverness"	No	no	no	Yes	no	no	no	no
HO15	4 Archer Court, Brighton East – "Cluden"	No	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO16	18 Asling Street, Brighton – "Higham Grange"	No	no	no	Yes	no	no	no	no
HO17	37 Asling Street, Brighton – "Asling House"	No	no	no	Yes	no	no	no	no
HO18	38 Asling Street, Brighton - House	Yes	no	no	Yes	no	no	no	no
HO19	43 Asling Street, Brighton – "Woomach"	No	no	no	Yes	no	no	no	no
HO20	45 Asling Street, Brighton – "Tubberet"	No	no	no	Yes	no	no	no	no
HO21	48 Asling Street, Brighton – "Pendennis"	No	no	no	Yes	no	no	no	no
HO22	7 Bagley Street, Brighton – "Parana"	No	no	no	Yes	no	no	no	no
HO23	23 Bamfield Street, Sandringham - Residence	No	no	no	Yes	no	no	no	no
HO24	29 Bamfield Street, Sandringham – "Kerami"	No	no	no	Yes	no	no	no	no
HO25	36 Bamfield Street, Sandringham – "Tallandoon"	No	no	no	Yes	no	no	no	no
HO26	15-19 Barnett Street, Hampton – "Hazlewood"	No	no	no	Yes	no	no	no	no
HO27	33 Bay Road, Sandringham - Former Kelynack, now St Leigh Hospital	No	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO28	57 Bay Road, Sandringham – "Cleavmont"	No	no	no	Yes	no	no	no	no
HO29	63 Bay Road, Sandringham – "Waverley"	No	no	no	Yes	no	no	no	no
HO30	6 Bay Street, Brighton	No	no	no	Yes	no	no	no	no
HO31	19 Bay Street, Brighton – "Bangalore"	No	no	no	Yes	no	no	no	no
HO32	40 Bay Street, Brighton – "Benarty"	No	no	no	Yes	no	no	no	no
HO33	42 Bay Street, Brighton	No	no	no	Yes	no	no	no	no
HO34	47 Bay Street, Brighton	No	no	no	Yes	no	no	no	no
HO35	49 Bay Street, Brighton – "Nyora"	No	no	no	Yes	no	no	no	no
HO36	52 Bay Street, Brighton – "Eloc"	No	no	no	Yes	no	no	no	no
HO37	54 Bay Street, Brighton – "Kantara"	No	no	no	Yes	no	no	no	no
HO38	70 Bay Street, Brighton - Residence	No	no	no	Yes	no	no	no	no
HO39	101-103 Bay Street, Brighton	No	no	no	Yes	no	no	no	no
HO40	104 Bay Street, Brighton – Former library	Yes	no	no	Yes	no	no	no	no
HO41	162-164 Bay Street, Brighton – Burgess House	No	no	no	Yes	no	no	no	no
HO42	198-204 Bay Street, Brighton	No	no	no	Yes	no	no	no	no
HO43+	279 Bay Street, Brighton – Former bank	Yes	no	no	Yes	no	no	no	no



BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO44+	281-287 Bay Street, Brighton – Former Simmonds Building	No	no	no	Yes	no	no	no	no
HO45+	282-284 Bay Street, Brighton – Former bank	Yes	no	no	Yes Yes	no	no	no	no
HO46+	302 Bay Street, Brighton – Commonwealth Bank	No	no	no	Yes Yes	no	no	no	no
HO47+	299-305 Bay Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO48+	325-329 Bay Street, Brighton – Shops and Residence	No	no	no	Yes Yes	no	no	no	no
HO49	388 Bay Street, Brighton – "Salford"	No	no	no	Yes Yes	no	no	no	no
HO51	400 Bay Street, Brighton – "Bentleigh"	Yes	no	no	Yes Yes	no	no	no	no
HO52+	403-405 Bay Street, Brighton – Shops with Residences above	No	no	no	Yes Yes	no	no	no	no
HO53+	407 Bay Street, Brighton – Shops and Residences	No	no	no	Yes Yes	no	no	no	no
HO54+	423-427 Bay Street, Brighton – Shops with Residences above	No	no	no	Yes Yes	no	no	no	no
HO55	441 Bay Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO56	451 Bay Street, Brighton – "Irwell"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO58	Bay Street, Nth Brighton - Railway Station	Yes	no	no	Yes Yes	no	no	no	no
HO59	Bay Street, Nth Brighton - Nth Brighton Railway Station (Downside)	No	no	no	Yes Yes	no	no	no	no
HO60	Beach Road, Sandringham - Rotunda	No	no	no	Yes Yes	no	no	no	no
HO61	15 Beach Road, Hampton - "Edgecliff"	No	no	no	Yes Yes	no	no	no	no
HO62	56 Beach Road, Sandringham - Hampton Hotel	No	no	no	Yes Yes	no	no	no	no
HO63	66 Beach Road, Sandringham - Former Hampton Tea Gardens, later Lido Cafe	No	no	no	Yes Yes	no	no	no	no
HO64	92 Beach Road, Sandringham - "Coggeshall" (Sandringham Club)	No	no	no	Yes Yes	no	no	no	no
HO65	130 Beach Road, Sandringham - "Rosherville"	No	no	no	Yes Yes	no	no	no	no
HO66	472 Beach Road, Beaumaris - Former Great Southern Hotel	No	no	no	Yes Yes	no	no	no	no
HO67	1 Berkeley Grove, Brighton East - "Woolsey"	No	no	no	Yes Yes	no	no	no	no
HO68	3 Benwick Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO69	1 Black Street, Brighton - Residence	No	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO70	6 Black Street, Brighton - Residence	No	no	no	Yes	no	no	no	no
HO71	8 Black Street, Brighton – "Elwin"	No	no	no	Yes	no	no	no	no
HO72	10 Black Street, Brighton – "Bramber"	No	no	no	Yes	no	no	no	no
HO73	13 Black Street, Brighton – "Gisland"	No	no	no	Yes	no	no	no	no
HO74	14 Black Street, Brighton – "Cragie Lea"	No	no	no	Yes	no	no	no	no
HO75	17 Black Street, Brighton - Former Congregational Church	-	-	-	-	-	yes Ref No H724	yes	no
HO76	18 Black Street, Brighton – "Buccleugh"	No	no	no	Yes	no	no	no	no
HO77	37 Black Street, Brighton - "Wyuna"	Yes	no	yes	Yes	no	no	no	no
HO78	38 Black Street, Brighton - "Spurling House"	-	-	-	-	-	yes Ref No H126	yes	no
HO80	4 Bonleigh Avenue, Brighton - "Bonleigh"	No	no	no	Yes	no	no	no	no
HO81	5 Presentation Street, Brighton – Star of the Sea, Catholic College	No	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO82	31-33 Bridge Street, Hampton – "Dunottar"	No	no	no	Yes Yes	no	no	no	no
HO83	15 Boxshall Street, Brighton – Former Brighton Municipal Offices	-	-	-	- Yes	-	yes Ref No H1292	yes	no
HO84	20 Byron Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO85	9 Campbell Street, Sandringham – "Culver"	No	no	no	Yes Yes	no	no	no	no
HO86	12 Carew Street, Sandringham – Bristol House	No	no	no	Yes Yes	no	no	no	no
HO87	9 Carpenter Street, Brighton – "Addieville"	No	no	no	Yes Yes	no	no	no	no
HO88	58 Carpenter Street, Brighton – "Itasca", later "Craigmillar"	No	no	no	Yes Yes	no	no	no	no
HO89	62 Carpenter Street, Brighton – "Morningside"	No	no	no	Yes Yes	no	no	no	no
HO90	88-94 Centre Road, Brighton East – "St Finbar's Church"	Yes	no	no	Yes Yes	no	no	no	no
HO91	83 Centre Road, East Brighton – House	Yes	no	no	Yes Yes	no	no	no	no
HO92	73 Champion Street, Brighton – "Mount Pleasant"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO93	16, 16A Chatsworth Avenue, Brighton – "Former Stroma"	No	no	no	Yes Yes	no	no	no	no
HO94	15, 15A Chelsea Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO95	Cheltenham Station	No	no	no	Yes Yes	no	no	yes	no
HO97	71 Church Street, Brighton – Brighton PO and Automatic Exchange	No	no	no	Yes Yes	no	no	no	no
HO98	76-90 Church Street, Brighton – Former Munro's Buildings	Yes	no	no	Yes Yes	no	no	no	no
HO99	135-147 Church Street, Brighton – Roses Buildings	No	no	no	Yes Yes	no	no	no	no
HO100	161 Church Street, Brighton – "Hartsyde" later "Marama"	No	no	no	Yes Yes	no	no	no	no
HO101	165 Church Street, Brighton – "Andover"	No	no	no	Yes Yes	no	no	no	no
HO102	166-168 Church Street, Brighton – "Narbethong" and "Marathon"	No	no	no	Yes Yes	no	no	no	no
HO103	167 Church Street, Brighton – "Wilton" later "Calabria"	No	no	no	Yes Yes	no	no	no	no
HO104	186 Church Street, Brighton – "Goombah"	Yes	no	no	Yes Yes	no	no	no	no
HO105	192 Church Street, Brighton – "Aldgour"	No	no	no	Yes Yes	no	no	no	no



BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO106	206 Church Street, Brighton – Residence	No	no	no	Yes Yes	no	no	no	no
HO107	Church Street, Brighton - Middle Brighton Railway Station Complex	-	-	-	Yes Yes	-	yes Ref No H1561	yes	no
HO108	1 Clive Street, Brighton East – “Otley”	No	no	no	Yes Yes	no	no	no	no
HO109	25-27 Cochrane Street, Brighton – “Surbiton” and “Lilydale”	No	no	no	Yes Yes	no	no	no	no
HO110	48 Cochrane Street, Brighton – “Engadine”	No	no	no	Yes Yes	no	no	no	no
HO111	50 Cochrane Street, Brighton – “Bulow”	No	no	no	Yes Yes	no	no	no	no
HO112	58 Cochrane Street, Brighton – “Melwyn, Ashleigh Lodge”	No	no	no	Yes Yes	no	no	no	no
HO113	115 Cochrane Street, Brighton – “Hartley”	No	no	no	Yes Yes	no	no	no	no
HO114	144 Cochrane Street, Brighton – “Umfra”	No	no	no	Yes Yes	no	no	no	no
HO115	85 Cole street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO116	1 Cowper Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO117	3 Cowper Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO118	19 Cowper Street, Brighton – "Quambi"	No	no	no	Yes Yes	no	no	no	no
HO119	21 Cowper street, Brighton – "Ivanhoe"	No	no	no	Yes Yes	no	no	no	no
HO120	27 Cowper Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO121	100 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO122	101 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO123	102 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO124	103 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO125	104 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO126	105 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO127	106 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO128	107 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO129	108 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO130	110 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO131	111 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO132	112 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO133	113 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO134	114 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO135	115 Beach Road, Sandringham (The Crescent)	Yes	no	no	Yes Yes	yes	no	no	no
HO136	The Crescent Gardens, The Crescent, Sandringham	No	no	yes	Yes Yes	no	no	no	no
HO138	12-14 Dawson Avenue, Brighton - Residences	No	no	no	Yes Yes	no	no	no	no
HO139	11 Dendy Street, Brighton – "Rosherville"	No	no	no	Yes Yes	no	no	no	no
HO140	15 Dendy Street, Brighton – Former "Heidelberg" now "Conway"	No	no	no	Yes Yes	no	no	no	no
HO141	17 Dendy Street, Brighton – "Havering"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO142	28 Dendy Street, Brighton – "Rosemount" later "Rosecourt"	No	no	no	Yes Yes	no	no	no	no
HO143	Esplanade, Brighton - The Bathing Boxes and Dendy Street Beach The heritage place includes Part Seawall, Foreshore Brighton (refer HO491)	-	-	-	- Yes	-	yes Ref No H2369	yes	no
HO144	31 Drake Street, Brighton – "Florence Ville"	No	no	no	Yes Yes	no	no	no	no
HO145	34 Drake Street, Brighton – "Chariton"	No	no	no	Yes Yes	no	no	no	no
HO146	17 Dudley Street, Brighton – St Margarets	No	no	no	Yes Yes	no	no	no	no
HO147	Durrant Street, Brighton - Railway bridge	Yes	no	no	Yes Yes	no	no	no	no
HO148	30-36 Ebdon Avenue, Black Rock – "Black Rock House"	-	-	-	- Yes	-	yes Ref No H216	yes	no
HO150	3 Elm Grove, Brighton	No	no	no	Yes Yes	no	no	no	no
HO151	5 Elm Grove, Brighton	No	no	no	Yes Yes	no	no	no	no
HO152	7 Elm Grove, Brighton	No	no	no	Yes Yes	no	no	no	no
HO155	23 Elm Grove, Brighton	No	no	no	Yes	no	no	no	no

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HO156	28 Elwood Street, Brighton – "Corra Lynn"	No	no	no	Yes	no	no	no	no
HO157	4-6 The Esplanade, Brighton – Former Royal Terminus Hotel, now Milano's Brighton Beach Hotel	No	no	no	Yes	no	no	no	no
HO158	72 The Esplanade, Brighton	No	no	no	Yes	no	no	no	no
HO159	88-89 The Esplanade, Brighton – "Durnvegan"	No	no	no	Yes	no	no	no	no
HO160	160 The Esplanade, Brighton – "Tatloch"	No	no	no	Yes	no	no	no	no
HO161	251 The Esplanade, Brighton – Former Brighton Corporation Baths	No	no	no	Yes	no	no	no	no
HO162	The Esplanade, Brighton – Tramway tunnel	Yes	no	no	Yes	no	no	no	no
HO163	The Esplanade, Brighton – Brighton Beach Gardens	Yes	no	no	Yes	no	no	no	no
HO164	The Esplanade, Brighton – War Memorial	Yes	no	no	Yes	no	no	no	no
HO165	The Esplanade (opposite Norwood Avenue), Brighton – Tramway shelter	Yes	no	no	Yes	no	no	no	no
HO166	The Esplanade (opposite Dendy Street), Brighton – Tramway shelter	Yes	no	no	Yes	no	no	no	no



BAYSIDE PLANNING SCHEME

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HO167	6 Farleigh Grove, Brighton – "Farleigh"	No	no	no	Yes Yes	no	no	no	no
HO168	3 Fernhill Road, Sandringham – "Almondsbury"	No	no	no	Yes Yes	no	no	no	no
HO169	5 Fernhill Road, Sandringham – "Dulwich"	No	no	no	Yes Yes	no	no	no	no
HO170	7 Fernhill Road, Sandringham – "Omrah"	No	no	no	Yes Yes	no	no	no	no
HO171	28 Fernhill Road, Sandringham – "Cascaes"	No	no	no	Yes Yes	no	no	no	no
HO172	31 Fernhill Road, Sandringham – "Bellview"	No	no	no	Yes Yes	no	no	no	no
HO173	17 Georgiana Street, Sandringham – "Jesmond"	No	no	no	Yes Yes	no	no	no	no
HO174	24 Georgiana Street, Sandringham – "Warringah"	No	no	no	Yes Yes	no	no	no	no
HO175	28 Georgiana Street, Sandringham – "Newington"	No	no	no	Yes Yes	no	no	no	no
HO176	11 Gillies Street, Hampton – "Balcomb"	No	no	no	Yes Yes	no	no	no	no
HO177	13 Glyndon Street, Brighton – "Moofred"	No	no	no	Yes Yes	no	no	no	no
HO178	6 Grant Street, Brighton East	No	no	no	Yes Yes	no	no	no	no

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HO179	7 Grosvenor Street, Brighton – "Struan"	No	no	no	Yes Yes	no	no	no	no
HO180	9 Grosvenor Street, Brighton – Former "Glen Fruin, Thorseby" currently "Chescombe"	No	no	no	Yes Yes	no	no	no	no
HO181	21 Grosvenor Street, Brighton – "Beluba"	No	no	no	Yes Yes	no	no	no	no
HO182	24 Grosvenor Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO183	26 Grosvenor Street, Brighton – "Drumdavan" formerly "Drumdove"	No	no	no	Yes Yes	no	no	no	no
HO184	28 Grosvenor Street, Brighton – "Yeovij"	No	no	no	Yes Yes	no	no	no	no
HO185	13 Gordon Street, Hampton – "Luap"	No	no	no	Yes Yes	no	no	no	no
HO186	Half Moon Bay, Black Rock – HMVS Cerberus	-	-	-	- Yes	-	yes Ref No S117	no	no
HO187	22-24 Halifax Street, Brighton – "Baeupre" and "Laurista"	No	no	no	Yes Yes	no	no	no	no
HO188	26 Halifax Street, Brighton – "Billilla"	-	-	-	- Yes	-	yes Ref No H1155	yes	no
HO189	57 Halifax Street, Brighton – "Grutlie"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO190	60 Halifax Street, Brighton – "Carolside"	No	no	no	Yes Yes	no	no	no	no
HO191	70 Halifax Street, Brighton – "Tandragee" - Residence and garden	Yes	no	yes	Yes Yes	no	no	no	no
HO192	Cnr Hampton & Halifax Street, Brighton – Horse Trough	Yes	no	no	Yes Yes	no	no	no	no
HO193	4 Hamilton Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO194	17 Hamilton Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO195	19 Hamilton Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO196	21 Hamilton Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO197	23 Hamilton Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO198	845 Hampton Street, Brighton – "Ingleside"	No	no	no	Yes Yes	no	no	no	no
HO199	896 Hampton Street, Brighton – "Ormah"	No	no	no	Yes Yes	no	no	no	no
HO200	907 Hampton Street, Brighton – "South Leigh"	No	no	no	Yes Yes	no	no	no	no

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HO201	66 Hanby Street, Brighton – "Jesmond"	No	no	no	Yes Yes	no	no	no	no
HO203	709-723 Hawthorn Road, Brighton East (part) (also known as 1 Beddoe Avenue) Brighton East – "St John's the Less Anglican Church and Schoolroom"	-	-	-	- Yes	-	yes Ref No H1970	yes	no
HO204	123-127 and 131-137 Head Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO205	29 Healthfield Road, East Brighton – "Hiawatha"	Yes	no	no	Yes Yes	no	no	no	no
HO206	12 Hillcrest Avenue, Brighton	No	no	no	Yes Yes	no	no	no	no
HO207	2 Huntingfield Road, Brighton	No	no	no	Yes Yes	no	no	no	no
HO208	7 Inner Crescent, Brighton	No	no	no	Yes Yes	no	no	no	no
HO209	7 Keith Court, Brighton – Park House	No	no	no	Yes Yes	no	no	no	no
HO210	7 Lawrence Street, Brighton – "Corn Hill"	No	no	no	Yes Yes	no	no	no	no
HO211	5 Leslie Grove, Brighton – "Blair Athol"	Yes	no	no	Yes Yes	no	no	no	no
HO212	6 Linacre Road, Hampton – "Myora"	No	no	no	Yes Yes	no	no	no	no

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HO213	13 Linacre Road, Hampton – "Le Grange"	No	no	no	Yes Yes	no	no	no	no
HO214	15 Linacre Road, Hampton – "Sunne Brae"	No	no	no	Yes Yes	no	no	no	no
HO215	17-19 Linacre Road, Hampton – "Panitya" later "Cowl Cowl" - Residence and garden	No	no	yes	Yes Yes	no	no	no	no
HO216	12-16 Linacre Road, Hampton – "Emohruo"	No	no	no	Yes Yes	no	no	no	no
HO217	25 Linacre Road, Hampton – "Pontac"	No	no	no	Yes Yes	no	no	no	no
HO218	55 Male Street, Brighton – "Leichtenberg" later "Kardinia House"	No	no	no	Yes Yes	no	no	no	no
HO220	87 Male Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO221	108 & 110 Male Street, Brighton – Former Primitive Methodist Church	No	no	no	Yes Yes	no	no	no	no
HO222	2 Manor Street, Brighton – "Shirley"	No	no	no	Yes Yes	no	no	no	no
HO223	6 Manor Street, Brighton – "Bristol"	No	no	no	Yes Yes	no	no	no	no
HO224	23 Marriage Road, Brighton East – "Wangararu"	No	no	no	Yes Yes	no	no	no	no



BAYSIDE PLANNING SCHEME

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HO225	22 Martin Street, Brighton – "Warrawee"	No	no	no	Yes Yes	no	no	no	no
HO226	1/91 Martin Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO228+	139 Martin Street, Brighton – State Savings Bank	No	no	no	Yes Yes	no	no	no	no
HO229	Gardenvale Railway Station, Martin Street, Gardenvale	Yes	no	no	Yes Yes	no	no	no	no
HO230	Martin Street, Gardenvale – Railway bridge	Yes	no	no	Yes Yes	no	no	no	no
HO231	1-7 Mavis Avenue, E Brighton - "Landcox"	Yes	no	no	Yes Yes	no	no	no	no
HO232	13 Mayrose Crescent, Brighton East	No	no	no	Yes Yes	no	no	no	no
HO233	15 Meirose Street, Sandringham – Shop and House	No	no	no	Yes Yes	no	no	no	no
HO234	19-21 Meirose Street, Sandringham – The Hobson Stores	No	no	no	Yes Yes	no	no	no	no
HO235	29-31 Meirose Street, Sandringham – Shops and House	No	no	no	Yes Yes	no	no	no	no
HO236	37 Meirose street, Sandringham – Former Commonwealth Bank	No	no	no	Yes Yes	no	no	no	no
HO237	8 Menzies Avenue, Brighton – "Gaba Tepe"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO238	10 Menzies Avenue, Brighton – "Marimo"	No	no	no	Yes Yes	no	no	no	no
HO239	14 Menzies Avenue, Brighton – "Ashford"	No	no	no	Yes Yes	no	no	no	no
HO240	10 Middle Crescent, Brighton – "The Pines"	-	-	-	- Yes	-	yes Ref No H2364	no	no
HO241	12 Middle Crescent, Brighton – "Seagrove" - residence and garden	No	no	yes	Yes Yes	no	no	no	no
HO242	32 Middle Crescent, Brighton - "Melville"	Yes	no	no	Yes Yes	no	no	no	no
HO243	36 Middle Crescent, Brighton – "Toines"	No	no	no	Yes Yes	no	no	no	no
HO244	41 Middle Crescent, Brighton – "Narbethong"	No	no	no	Yes Yes	no	no	no	no
HO245	43 Middle Crescent, Brighton – "Cathkin"	No	no	no	Yes Yes	no	no	no	no
HO246	50 Middle Crescent, Brighton	No	no	no	Yes Yes	no	no	no	no
HO247	7 Milroy Street, Brighton East – "Linn Mill"	No	no	no	Yes Yes	no	no	no	no
HO248	61 Milroy Street, Brighton East – "Rosyin"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO249	63 Milroy Street, Brighton East – "Heim Ruke"	No	no	no	Yes Yes	no	no	no	no
HO250	11 Montclair Avenue, Brighton – "Bendurk" later "Dulcabeena"	No	no	no	Yes Yes	no	no	no	no
HO251	18 Montclair Avenue, Brighton – "Bendurb"	No	no	no	Yes Yes	no	no	no	no
HO252	3 Moule Avenue, Brighton – "Narellan"	Yes	no	no	Yes Yes	no	no	no	no
HO253	3 Murphy Street, Brighton - Former Elsterwick Hall	Yes	no	no	Yes Yes	no	no	no	no
HO254	11 Murphy Street, Brighton – "Elrona"	No	no	no	Yes Yes	no	no	no	no
HO255	33 Murphy Street, Brighton – "Melba"	No	no	no	Yes Yes	no	no	no	no
HO256	44 Murphy Street, Brighton – Elsterwick Primary School No.2870	No	no	no	Yes Yes	no	no	no	no
HO257	Cnr Nepean Highway & Bay Street, Brighton - Sir Thomas Bent Statue (& Mrs Bent Memorial Fountain)	-	-	-	Yes Yes	-	yes Ref No H2023	no	no
HO258	9 New Street, Brighton – "Wimmera"	No	no	no	Yes Yes	no	no	no	no
HO259	38 New Street, Brighton – "Sherwood"	No	no	no	Yes Yes	no	no	no	no
HO260	42 New Street, Brighton – "Glynn"	No	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO261	60 New Street, Brighton – "Keyham"	No	no	no	Yes .....	no	no	no	no
HO262	82 New Street, Brighton – "Milverton"	No	no	no	Yes .....	no	no	no	no
HO263	108 New Street, Brighton – "Holyrood"	No	no	no	Yes .....	no	no	no	no
HO264	127 New Street, Brighton – "Capri"	No	no	no	Yes .....	no	no	no	no
HO265	139 New Street, Brighton – "Rolvenden"	No	no	no	Yes .....	no	no	no	no
HO266	143 New Street, Brighton – "Hesse, Aldersyde"	No	no	no	Yes .....	no	no	no	no
HO267	144 New Street, Brighton – "Glenluce"	No	no	no	Yes .....	no	no	no	no
HO268	153 New Street, Brighton – "Mrtyle Bank"	No	no	no	Yes .....	no	no	no	no
HO269	161 New Street, Brighton – "Casa Viejo"	No	no	no	Yes .....	no	no	no	no
HO270	207 New Street, Brighton – Marine Hotel	No	no	no	Yes .....	no	no	no	no
HO271	284 New Street, Brighton – "Pendennis"	No	no	no	Yes .....	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO272	285 New Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO273	292 New Street, Brighton - "Lansdowne" - residence and trees - Morton Bay, Lillypilly and Pine	Yes	no	yes	Yes Yes	no	no	no	no
HO274	299 New Street, Brighton - "Finchal"	Yes	no	no	Yes Yes	no	no	no	no
HO275	356 New Street, Brighton - "Westella"	No	no	no	Yes Yes	no	no	no	no
HO276	358 New Street, Brighton - "Murrindindi, Huia"	No	no	no	Yes Yes	no	no	no	no
HO277	368 New Street, Brighton - "Ibwiri"- residence and hedge - Bhutan Cypress	Yes	no	yes	Yes Yes	no	no	no	no
HO278	389 New Street, Brighton - "Corowa"	No	no	no	Yes Yes	no	no	no	no
HO279	391 New Street, Brighton - "Clarence Gate"	No	no	no	Yes Yes	no	no	no	no
HO280	69 North Road, Brighton - Former Presbyterian Church	Yes	no	no	Yes Yes	no	no	no	no
HO282	453 New Street, Brighton - "Greenfields, Tullavin". The heritage place includes the house and stables.	No	no	no	Yes Yes	no	no	no	no
HO283	4-6 Normanby Street, Brighton - "Esperance and Normanby"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO284	5 Normanby Street, Brighton – "Lillebourne"	No	no	no	Yes Yes	no	no	no	no
HO285	7 Normanby Street, Brighton – "Clutha"	No	no	no	Yes Yes	no	no	no	no
HO286	9 Normanby Street, Brighton – "Ripley"	No	no	no	Yes Yes	no	no	no	no
HO287	11 Normanby Street, Brighton – "Narong"	No	no	no	Yes Yes	no	no	no	no
HO288	12 Normanby Street, Brighton – "Wanaaring"	No	no	no	Yes Yes	no	no	no	no
HO289	13 Normanby Street, Brighton – "Ventnor"	No	no	no	Yes Yes	no	no	no	no
HO290	15 Normanby Street, Brighton – "Bulow"	No	no	no	Yes Yes	no	no	no	no
HO291	16 Normanby Street, Brighton – "Witton"	No	no	no	Yes Yes	no	no	no	no
HO292	17 Normanby Street, Brighton – "Thoresby" former "Chelmsford"	No	no	no	Yes Yes	no	no	no	no
HO293	19 Normanby Street, Brighton – "Corowa"	No	no	no	Yes Yes	no	no	no	no
HO294	20 Normanby Street, Brighton – St Helens	No	no	no	Yes Yes	no	no	no	no
HO295	21 Normanby Street, Brighton – "Wychwood" former "Bridgeford"	No	no	no	Yes Yes	no	no	no	no



BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO296	22 Normanby Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO297	23 Normanby Street, Brighton – "Boscombe"	No	no	no	Yes Yes	no	no	no	no
HO298	24 Normanby Street, Brighton – "Burn Brae" former "Tonga"	No	no	no	Yes Yes	no	no	no	no
HO299	27 Normanby Street, Brighton – "Omoobah"	No	no	no	Yes Yes	no	no	no	no
HO300	28 Normanby Street, Brighton – "Glenaroo"	No	no	no	Yes Yes	no	no	no	no
HO301	33 Normanby Street, Brighton – "Haroogate" former "Annandale"	No	no	no	Yes Yes	no	no	no	no
HO302	39 Normanby Street, Brighton – "Dalton" former "Milnthorpe"	No	no	no	Yes Yes	no	no	no	no
HO303	40 Normanby Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO305	54 North Road, Brighton – "Windarra"	No	no	no	Yes Yes	no	no	no	no
HO306	71 North Road, Brighton – John Know House, former Presbyterian Church Marise	No	no	no	Yes Yes	no	no	no	no
HO307	74-104 North Road, Brighton - "Kamesburgh"	-	-	-	- Yes	-	yes Ref No H1186	yes	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO308	106 North Road, Brighton – "Ashburham" former Rosbercon College	No	no	no	Yes Yes	no	no	no	no
HO309	108 North Road, Brighton - Robinson House	No	no	no	Yes Yes	no	no	no	no
HO310	111 North Road, Brighton – St Stephens Vicarage	No	no	no	Yes Yes	no	no	no	no
HO311	139 North Road, Brighton - "Eling"	Yes	no	no	Yes Yes	no	no	no	no
HO312	230 North Road, Brighton – "Clonaig" - residence and tree - Captain Cook pine	No	no	yes	Yes Yes	no	no	no	no
HO313	North Road, Brighton - Railway bridge	Yes	no	no	Yes Yes	no	no	no	no
HO314	9 Norwood Avenue, Brighton	No	no	no	Yes Yes	no	no	no	no
HO315	46 Orchard Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO316	31 Outer Crescent, Brighton – "Firbank"	No	no	no	Yes Yes	no	no	no	no
HO317	72 Outer Crescent, Brighton	No	no	no	Yes Yes	no	no	no	no
HO318	74 Outer Crescent, Brighton	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO319	79 Outer Crescent, Brighton – "Concord"	No	no	no	Yes Yes	no	no	no	no
HO320	81 Outer Crescent, Brighton – "Linton"	No	no	no	Yes Yes	no	no	no	no
HO321	83 Outer Crescent, Brighton – "Deville"	No	no	no	Yes Yes	no	no	no	no
HO322	85 Outer Crescent, Brighton – "Lurneah" former "Ballarat"	No	no	no	Yes Yes	no	no	no	no
HO323	90 Outer Crescent, Brighton – Brighton Grammar School	No	no	no	Yes Yes	no	no	no	no
HO324	22 Park Street, Brighton – "Pavillion"	No	no	no	Yes Yes	no	no	no	no
HO325	32 Park Street, Brighton – "Esmeralda"	No	no	no	Yes Yes	no	no	no	no
HO326	8 Parliament Street, Brighton	No	no	no	Yes Yes	no	No	no	no
HO327	1 St James Close, Brighton – St James Church and Presbytery	-	-	-	- Yes	-	yes Ref No H748	yes	no
HO328	Sandringham Railway Station, Sandringham – Former tram depot	No	no	no	Yes Yes	no	no	no	no
HO329	29 Seacombe Grove – "Ostend"	No	no	no	Yes Yes	no	no	no	no
HO330	16 Service Street, Hampton – "Mirmarno"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO331	33 Service Street, Hampton	Yes	no	no	Yes Yes	yes	no	no	no
HO332	35 Service Street, Hampton	Yes	no	no	Yes Yes	yes	no	no	no
HO333	37 Service Street, Hampton	Yes	no	no	Yes Yes	yes	no	no	no
HO334	39 Service Street, Hampton	Yes	no	no	Yes Yes	yes	no	no	no
HO335	5 Seymour Grove, Brighton – "Dunvegan"	No	no	no	Yes Yes	no	no	no	no
HO336	6 Seymour Grove, Brighton	No	no	no	Yes Yes	no	no	no	no
HO337	17 Seymour Grove, Brighton – "Nyora"	No	no	no	Yes Yes	no	no	no	no
HO338	9 Simms Street, Sandringham – "Rossendale"	No	no	no	Yes Yes	no	no	no	no
HO339	4 South Road, Brighton – "Milloo" former "Clarens"	No	no	no	Yes Yes	no	no	no	no
HO340	23 South Road, Brighton – "Ebrington"	No	no	no	Yes Yes	no	no	no	no
HO341	26 South Road, Brighton – "Charlston" - residence and tree - Coral	No	no	yes	Yes Yes	no	no	no	no
HO342	47 South Road, Brighton – "Maritima"	No	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO343	65 South Road, Brighton – "Gallia"	No	no	no	Yes	no	no	no	no
HO344	81 South Road, Brighton - "Kiora"	-	-	-	- Yes	-	yes Ref No H621	yes	no
HO345	101 South Road, Brighton	No	no	no	Yes	no	no	no	no
HO346	120 South Road, Brighton East – "Castlefield" - former residence and trees – Morton Bay Fig and 2 Bunya Bunya Pines	No	no	yes	Yes	no	no	no	no
HO347	163 South Road, Brighton - St Leonard's College former residence "Harefield" later "Merton" - former residence and trees - Morton Bay Figs	Yes	no	yes	Yes	no	no	no	no
HO348	1 Esplanade, Brighton - Brighton Beach Railway Station	-	-	-	- Yes	-	yes Ref No H1077	yes	no
HO349	20 Southey Street, Sandringham – "Cathay"	No	no	no	Yes	no	no	no	no
HO350	15 St Andrews Street, Brighton – St Andrews Church Precinct	-	-	-	- Yes	-	yes Ref No H124	yes	no
HO351	44 St Andrew's Street, Brighton – "Ellesmere"	No	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO352	61 St Andrew's Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO353	65 St Andrew's Street, Brighton – "Wotonga"	No	no	no	Yes Yes	no	no	no	no
HO354	98 St Andrew's Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO355	115 St Andrew's Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO356	316 St Kilda Street, Brighton – "Merrow" former "Nithsdale"	No	no	no	Yes Yes	no	no	no	no
HO357	387 St Kilda Street, Brighton – "Carinya"	No	no	no	Yes Yes	no	no	no	no
HO358	8 Stanley Street, Elsternwick – "Doon"	No	no	no	Yes Yes	no	no	no	no
HO359	835 Hampton Street, Brighton - "Invermay"	Yes	no	yes	Yes Yes	no	no	no	no
HO360	Station Street at Abbot Street Crossing, Sandringham – Signal Box	No	no	no	Yes Yes	no	no	no	no
HO361	Station Street, Sandringham – Railway Station	No	no	no	Yes Yes	no	no	no	no
HO362	62-64 Station Street & 22 Melrose Street, Sandringham – "The Corner"	No	no	no	Yes Yes	no	no	no	no
HO363	2 Sussex Street, Brighton – "Bronte"	No	no	no	Yes Yes	no	no	no	no



BAYSIDE PLANNING SCHEME

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HO364	42 Sussex Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO365	24 Tennyson Street, Brighton – "Rathcar"	No	no	no	Yes Yes	no	no	no	no
HO366	37 Tennyson Street, Sandringham – "Inglewood"	No	no	no	Yes Yes	no	no	no	no
HO367	6 Thule Court, Brighton - "Thule"	Yes	no	no	Yes Yes	no	no	no	no
HO368	33 Warleigh Grove, Brighton – "Eulo"	No	no	no	Yes Yes	no	no	no	no
HO369	11 Warriston Street, Brighton – "Esperance"	No	no	no	Yes Yes	no	no	no	no
HO370	14 Warriston Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO371	2 Webb Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO372	10 Webb Street, Brighton – "Ormana"	No	no	no	Yes Yes	no	no	no	no
HO373	87 Well Street, Brighton – "Woodliffe"	No	no	no	Yes Yes	no	no	no	no
HO374	3 Wellington Street, Brighton - "Stanton"	Yes	no	yes	Yes Yes	no	no	no	no
HO375	10 Wellington Street, Brighton – "Mucklebar"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO376	1 Wellington Street, Brighton - "Chilton"	Yes	no	no	Yes Yes	no	no	no	no
HO377	19 Wellington Street, Brighton - "Cathcart"	No	no	no	Yes Yes	no	no	no	no
HO378	22 Wellington Street, Brighton - "Oyanna"	No	no	no	Yes Yes	no	no	no	no
HO379	2-4 Were Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO380	20 Were Street, Brighton - "Bersham" now "Winmarleigh"	Yes	no	yes	Yes Yes	no	no	no	no
HO381	42 Were Street, Brighton - "Toiyabe"	Yes	no	no	Yes Yes	no	no	no	no
HO382	43 Were Street, Brighton - South Lodge	No	no	no	Yes Yes	no	no	no	no
HO383	60 Were Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO384	80 Were Street, Brighton - "Mullamore", later "Lochiel"	No	no	no	Yes Yes	no	no	no	no
HO385	201 Were Street, Brighton - "Chevy Chase"	-	-	-	- Yes	-	yes Ref No H125	yes	no
HO386	27 Whyte Street, Brighton	No	no	no	Yes Yes	no	no	no	no
HO387	9 Willansby Avenue, Brighton - "Thornleigh"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO388	6 William Street, Brighton – "Kilkerran"	No	no	no	Yes Yes	no	no	no	no
HO389	14 William Street, Brighton – "Kallimna"	No	no	no	Yes Yes	no	no	no	no
HO390	19 William Street, Brighton – "Doonside"	No	no	no	Yes Yes	no	no	no	no
HO391	21 William Street, Brighton – "Barossa"	No	no	no	Yes Yes	no	no	no	no
HO392	22 William Street, Brighton – "Mia Mia"	No	no	no	Yes Yes	no	no	no	no
HO393	26 William Street, Brighton - "Florence Court"	Yes	no	no	Yes Yes	no	no	no	no
HO394	42 William Street, Brighton – "Dersley"	No	no	no	Yes Yes	no	no	no	no
HO395+	10 Wilson Street, Brighton - "St Cuthberts" Church continuing Presbyterian Church	Yes	no	no	Yes Yes	no	no	no	no
HO396+	27 Wilson Street, Brighton – Police Offices and Quarters	No	no	no	Yes Yes	no	no	no	no
HO397+	32 Wilson Street, Brighton – Brighton Town Hall	Yes	no	no	Yes Yes	no	no	no	no
HO398	66 Wilson Street, Brighton - "Heazelwood"	Yes	no	no	Yes Yes	no	no	no	no
HO399	92 Wilson Street, Brighton – "Algoma"	No	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO401	10 Agnew Street, East Brighton - Residence	No	no	no	Yes	no	no	no	no
HO403	30 Agnew Street, East Brighton - Residence	No	no	no	Yes	no	no	no	no
HO404	23 Albert Street, Brighton - Residence	No	no	no	Yes	no	no	no	no
HO405	22 Alfred Street, Beaumaris - "French House"	No	no	no	Yes	yes	no	no	no
HO406	4 Allee Street, Brighton - "Kainga"	Yes	no	no	Yes	no	no	no	no
HO407	25 Arkaringa Crescent, Black Rock - Residence	No	no	no	Yes	no	no	no	no
HO409	40 Asling Street, Brighton - "Lara"	Yes	no	no	Yes	no	no	no	no
HO410	8 Avonbury Court, Brighton - "Fletcher House"	Yes	no	no	Yes	no	no	no	no
HO411	215 Balcombe Road, Beaumaris - Residence	No	no	no	Yes	no	no	no	no
HO412	491 Balcombe Road, Beaumaris - David Godsell House	-	-	-	-	-	yes Ref No H2379	yes	no
HO416	29A Bamfield Street, Sandringham - Sandringham Primary School	Yes	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO417	54-56 Bamfield Street, Sandringham - "Buxton"	No	no	no	Yes Yes	no	no	no	no
HO418	48 Bay Road, Sandringham - All Souls Memorial Church	No	no	no	Yes Yes	no	no	no	no
HO419	31 Bay Street, Brighton - "Eldern"	No	no	no	Yes Yes	no	no	no	no
HO421	74 Bay Street, Brighton – Residence	No	no	no	Yes Yes	no	no	no	no
HO422	76 Bay Street, Brighton – Residence	No	no	no	Yes Yes	no	no	no	no
HO423	168 & 170 Bay Street, Brighton - Shop & residence	No	no	no	Yes Yes	no	no	no	no
HO424	459 Bay Street, Brighton – Residence	No	no	no	Yes Yes	no	no	no	no
HO425	47 Bayview Crescent, Black Rock - "Mona", now "Shenvai"	No	no	no	Yes Yes	no	no	no	no
HO426	Beach Road, Sandringham – Cenotaph	No	no	no	Yes Yes	no	no	no	no
HO427	Beach Road, Sandringham - Trevor Barker Beach Oval Wall	Yes	no	no	Yes Yes	yes	no	no	no
HO430	451 Beach Road, Beaumaris - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO431	Beach Road—Moysey Gardens, Beaumaris – Moysey Monument	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO434	9 Black Street, Brighton - "Pierpont"	Yes	no	no	Yes Yes	no	no	no	no
HO435	21 Black Street, Brighton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO436	33 Black Street, Brighton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO437	41 & 41A Black Street, Brighton - "St Ronan's"	No	no	no	Yes Yes	no	no	no	no
HO438	42A Black Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO439	53 Black Street, Brighton - Residence	Yes	no	no	Yes Yes	yes	no	no	no
HO440	55 Black Street, Brighton - "Ronbaix"	Yes	no	no	Yes Yes	no	no	no	no
HO441	270-272 Bluff Road, Sandringham - "Summerhill"	No	no	no	Yes Yes	no	no	no	no
HO442	51- 53 Bluff Road, Black Rock - Black Rock Baby Health Centre	Yes	no	no	Yes Yes	no	no	no	no
HO443	264 Bluff Road, Sandringham - Sandringham Fire Station	Yes	no	no	Yes Yes	no	no	no	no
HO446	36 Brickwood Street, Brighton - "Turo"	No	no	no	Yes Yes	no	no	no	no



BAYSIDE PLANNING SCHEME

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HO447+	15 Boxshall Street (Carpenter Street), Brighton - Former Brighton Courthouse	No	no	no	Yes Yes	no	no	no	no
HO448	11 Carpenter Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO449	13 Carpenter Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO453	75 Champion Street, Brighton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO454	233 Charman Road, Cheltenham - Cheltenham Cemetery Caretakers House	Yes	no	no	Yes Yes	yes	no	no	no
HO455	231 Charman Road, Cheltenham - Cheltenham Primary School	Yes	no	no	Yes Yes	no	no	no	no
HO457	181 Charman Road, Beaumaris - "Villa Filipa-Anna"	No	no	no	Yes Yes	yes	no	no	no
HO458	213 - 215 Charman Road, Cheltenham - "Shalimar"	no	no	no	Yes Yes	no	no	no	no
HO459	33 Chelsea Street, Brighton - "Okatina Flats"	No	no	no	Yes Yes	yes	no	no	no
HO462	118 Church Street, Brighton - Shop	No	no	no	Yes Yes	no	no	no	no
HO463	172 Church Street, Brighton - "Ashurst", later "Danubia"	Yes	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO465	193 Church Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO466	203 Church Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO468	14 Coape Street, Cheltenham - Residence	No	no	no	Yes Yes	no	no	no	no
HO470	21 Cole Street, Brighton - "Prendagga"	Yes	no	no	Yes Yes	yes	no	no	no
HO472	40 Cole Street, Brighton - "Adlez"	Yes	no	no	Yes Yes	yes	no	no	no
HO474	28 Cromer Road, Beaumaris - Residence	No	no	no	Yes Yes	no	no	no	no
HO475	74 Cromer Road, Beaumaris - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO478	18 Deauville Street, Beaumaris - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO479	30 Elwood Street, Brighton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO480	50 & 52 Elwood Street, Brighton - "Clyde" and "Carlton"	No	no	no	Yes Yes	no	no	no	no
HO483	8 Emily Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO484	9 Emily Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO485	10 Emily Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO486	41-45 Fernhill Road, Sandringham - "Hollyburton"	No	no	no	Yes Yes	no	no	no	no
HO487	49 Fernhill Road, Sandringham - "Yerruc", now "Veronique"	No	no	no	Yes Yes	no	no	no	no
HO491	Foreshore, Brighton - Sea Wall	No	no	no	Yes Yes	no	no	no	no
HO492	5 Glebe Avenue, Cheltenham - Residence	No	no	no	Yes Yes	no	no	no	no
HO493	17 Glebe Avenue, Cheltenham - Residence	No	no	no	Yes Yes	no	no	no	no
HO494	25 Glebe Avenue, Cheltenham - Residence	No	no	no	Yes Yes	no	no	no	no
HO496	37 Glebe Avenue, Cheltenham - "Langl"	No	no	no	Yes Yes	no	no	no	no
HO497	5 Gordon Street, Hampton - Residence	No	no	no	Yes Yes	no	no	no	no
HO498	11 Gordon Street, Hampton - Residence	No	no	no	Yes Yes	no	no	no	no
HO499	14 Gordon Street, Hampton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO500	24 - 26 Gordon Street, Beaumaris - "Ulupna"	Yes	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO501	11 Guernsey Avenue, Hampton East - "Guernsey House"	No	no	no	Yes Yes	no	no	no	no
HO502	27 Halifax Street, Brighton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO503	29 Halifax Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO504	59 Halifax Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO506	316 Hampton Street, Hampton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO507	330 - 332 Hampton Street, Hampton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO508	483 Hampton Street, Hampton - Hampton Baby Health Centre	Yes	no	no	Yes Yes	no	no	no	no
HO510	743 Hampton Street, Brighton - Former Watch House	No	no	no	Yes Yes	no	no	no	no
HO512	725 Hawthorn Road, East Brighton - Residence	Yes	no	no	Yes Yes	yes	no	no	no
HO513	739 Hawthorn Road, East Brighton - Uniting Church	No	no	no	Yes Yes	no	no	no	no
HO514	Haydens Road—MacDonald Reserve, Beaumaris - Donald MacDonald Monument	No	no	no	Yes Yes	no	no	no	no
HO515	Head Street, Brighton - Concrete Pier	Yes	no	no	Yes	yes	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO516	Highett Road, Highett - Highett Railway Station	No	no	no	Yes	no	no	no	no
HO519	Holloway Road, Sandringham - Former Sandringham Technical School	Yes	no	no	Yes	no	no	no	no
HO520	59 Holyrood Street, Hampton - St Mary's Primary School	No	no	no	Yes	no	no	no	no
HO521	1 Hoyt Street, Hampton - Residence	No	no	no	Yes	no	no	no	no
HO522	11 Hoyt Street, Hampton - Residence	No	no	no	Yes	no	no	no	no
HO523	20 Huntley Street, Brighton - "Bayview"	No	no	no	Yes	no	no	no	no
HO524	5 Inner Crescent, Brighton - Residence	No	no	no	Yes	no	no	no	no
HO527	6 King Street, Sandringham - "Coombe"	No	no	no	Yes	no	no	no	no
HO528	1 Linacre Road, Hampton - Residence	Yes	no	no	Yes	yes	no	no	no
HO529	Linacre Road, Triangle Gardens, Hampton - Almeida Monument	No	no	no	Yes	no	no	no	no
HO531	14 Lynch Street, Brighton - Residence	No	no	no	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO532	15 & 17 Lynch Street, Brighton - Residences	No	no	no	Yes Yes	no	no	no	no
HO533	32 Lynch Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO538	33 Martin Street, Brighton - Residence	Yes	no	no	Yes Yes	yes	no	no	no
HO539	8 Mary Avenue, Highett - "Rosa Lea"	No	no	no	Yes Yes	yes	no	no	no
HO540	5 Menzies Avenue, Brighton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO542	59 Milroy Street, East Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO544	26 Nepean Avenue, Hampton East - Residence	No	no	no	Yes Yes	no	no	no	no
HO545	765 Nepean Highway, East Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO547	263-275 New Street Brighton (also known as 29 Grosvenor Street Brighton), - "Borwick House", Brighton Grammar School	Yes	no	no	Yes Yes	no	no	no	no
HO549	455-457 New Street, Brighton - Residences	Yes	no	no	Yes Yes	no	no	no	no
HO551	2 Wolseley Grove & 48 New Street Brighton - St Leonard's Uniting Church	No	no	no	Yes Yes	no	no	no	no



BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO552	176 New Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO553	276 New Street, Brighton - Wesleyan Church, later Ghiraween Chapel	No	no	no	Yes Yes	no	no	no	no
HO555	19 North Road, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO556	121 North Road, Brighton - "Avondale"	No	no	no	Yes Yes	no	no	no	no
HO558	31 Outer Crescent, Brighton - School Building	No	no	no	Yes Yes	no	no	no	no
HO559	583 Nepean Highway (Palmer Avenue), East Brighton - Elizabeth Bleazby Baby Health Centre	No	no	no	Yes Yes	no	no	no	no
HO560	Park Road, Cheltenham - Victoria Golf Clubhouse	No	no	no	Yes Yes	no	no	no	no
HO561	109-111 Park Road, Cheltenham - "Stokeavilly"	No	no	no	Yes Yes	no	no	no	no
HO562	97 Park Road, Cheltenham - Residence	No	no	no	Yes Yes	no	no	no	no
HO563	99 Park Road, Cheltenham - Residence	Yes	no	no	Yes Yes	yes	no	no	no
HO566	135 Park Road, Cheltenham - Residence	No	no	no	Yes Yes	yes	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO567	2 Parliament Street, Brighton - Brighton Maternal and Child Health Centre	No	no	no	Yes Yes	no	no	no	no
HO570	13 Rennison Street, Beaumaris - Residence	Yes	no	no	Yes Yes	yes	no	no	no
HO571	3 Rooding Street, Brighton - "Rooding"	No	no	no	Yes Yes	no	no	no	no
HO574	50 Roslyn Street, Brighton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO575	Royal Avenue, Sandringham - "The Swimmer"	No	no	no	Yes Yes	no	no	no	no
HO576	45-51 Royal Avenue, Sandringham - "Sandringham House (Wool Wool)"	Yes	no	no	Yes Yes	no	no	no	no
HO577	16 & 18 Selwyn Street, Brighton - Residences	No	no	no	Yes Yes	no	no	no	no
HO578	17 Service Street, Hampton - Hampton Uniting Church	Yes	no	no	Yes Yes	no	no	no	no
HO579	1 Seymour Grove, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO581	22 Seymour Grove, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO582	25 Seymour Grove, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO583	28 Seymour Grove, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO586	4 Sims Street, Sandringham - Residence	No	no	no	Yes Yes	no	no	no	no
HO587	2 South Road, Brighton- "Craig Hall"	No	no	no	Yes Yes	no	no	no	no
HO588	8 South Road, Hampton - "Methven"	Yes	no	no	Yes Yes	no	no	no	no
HO590	17 South Road, Brighton - "Weeroona"	No	no	no	Yes Yes	no	no	no	no
HO591	51 South Road, Brighton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO592	53 South Road, Brighton - Residence	Yes	no	no	Yes Yes	yes	no	no	no
HO593	62 South Road, Brighton - "Boselman House"	Yes	no	no	Yes Yes	no	no	no	no
HO594	71 South Road, Brighton - "Ingleby (Blackett House)"	No	no	no	Yes Yes	no	no	no	no
HO595	2 Southey Street, Brighton - "Thanet Cottage"	Yes	no	no	Yes Yes	no	no	no	no
HO596	42A Cole Street, Brighton - "Drom Tara"	No	no	no	Yes Yes	no	no	no	no
HO597	17 St Ninians Road, Brighton - "Shandford"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO606	10 Taylor Street, East Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO607	12 Taylor Street, East Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO608	11 Tennyson Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO609	18 Tennyson Street, Sandringham - Residence	No	no	no	Yes Yes	no	no	no	no
HO611	4 The Avenue, Hampton - "Coakley House"	Yes	no	no	Yes Yes	yes	no	no	no
HO613	The Esplanade, Brighton - "Cannon"	No	no	no	Yes Yes	no	no	no	no
HO614	82 The Esplanade, Brighton - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO615	120 The Esplanade, Brighton - "Riviera"	No	no	no	Yes Yes	no	no	no	no
HO616	12 Oswald Thomas Avenue, Hampton East - "Stonehaven"	No	no	no	Yes Yes	no	no	no	no
HO617	10 Thomas Street, Hampton - Holy Trinity Church	Yes	no	no	Yes Yes	no	no	no	no
HO621	9 Warriston Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO622	141 Weatherall Road, Cheltenham - "Claramae"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO624	75 Well Street, Brighton - "The Pines"	No	no	no	Yes Yes	no	no	no	no
HO625	133-135 Were Street, Brighton - Shop	No	no	no	Yes Yes	no	no	no	no
HO626	130 Were Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO627	134 Were Street, Brighton - Residence	No	no	no	Yes Yes	no	no	no	no
HO629	124 Wickham Road, Hampton East - Residence	Yes	no	no	Yes Yes	no	no	no	no
HO630	19 Willansby Avenue, Brighton - "Ashby"	No	no	no	Yes Yes	no	no	no	no
HO631	23 William Street, Brighton - "Mindoro"	No	no	no	Yes Yes	no	no	no	no
HO633	59 Wilson Street, Brighton - Brighton State School No. 1542	Yes	no	no	Yes Yes	no	no	no	no
HO634	58 Wilson Street, Brighton - Church of Christ & Hall	Yes	no	no	Yes Yes	no	no	no	no
HO635+	Wilson Street (cnr Carpenter Street), Brighton - Stone Tablet	No	no	no	Yes Yes	no	no	no	no
HO636	17-19 Wright Street, Brighton - Residences	No	no	no	Yes Yes	no	no	no	no
HO638	12 Young Street, Brighton - "Elouara"	No	no	no	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO640	13-15 Asling Street, Brighton – "Ithica"	No	no	no	Yes Yes	no	no	no	no
HO650	Berkeley Grove Precinct, East Brighton	No	no	no	Yes Yes	no	no	no	no
HO651	Brighton Beach Railway Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no
HO652	Castlefield Precinct, Hampton	No	no	no	Yes Yes	no	no	no	no
HO653	Cheeseman Avenue Precinct, East Brighton	No	no	no	Yes Yes	no	no	no	no
HO654	Cowper Street Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no
HO655	Elm Grove Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no
HO656	Grosvenor Estate Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no
HO657	Hamilton Street Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no
HO658	Hartley Street Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no
HO659	Munro Street Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no
HO660	New Street Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no



BAYSIDE PLANNING SCHEME

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HO661	Normanby Estate Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no
HO662	North Road Precinct, Brighton including 417 New Street, Brighton	No	no	yes (applies only to North Road streetscape including 417 New Street, Brighton - see HO721)	Yes Yes	no	no	no	no
HO663	Westley Avenue Precinct, Brighton	No	no	no	Yes Yes	no	no	no	no
HO664	Orlando Street Precinct, Hampton	No	no	no	Yes Yes	no	no	no	no
HO700	56 - 62 Abbott Street, Sandringham - Tree: African Olive	No	no	yes	Yes Yes	no	no	no	no
HO701	108 Abbott Street, Sandringham - Tree Irish Strawberry	No	no	yes	Yes Yes	no	no	no	no
HO702	Bamfield Street, Sandringham- Street Trees between Essex and Beach Road.	No	no	yes	Yes Yes	no	no	no	no
HO703	Beach Road, Sandringham - Sandringham Beach Park	No	no	yes	Yes Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO704	Beach Road, Beaumaris - Coast Banksia, Sallow wattle, Coast Tea Tree and Drooping She-Oak in Remnant Bushland between Haydens and Reserve Roads.	No	no	yes	Yes Yes Yes Yes Yes	no	no	no	no
HO705	Opposite 423 Beach Road, Beaumaris - Coast Banksia in Road Reserve	No	no	yes	Yes Yes Yes Yes Yes	no	no	no	no
HO707	Carpenter Street, Brighton - Street Trees: 5 Red Ironbark, between William and Durrant Streets	No	no	yes	Yes Yes Yes Yes Yes	no	no	no	no
HO708	Charman Road, Cheltenham - Old Cheltenham Cemetery	No	no	yes	Yes Yes Yes Yes Yes	no	no	no	no
HO709	Corner New and Chavasse Streets, Brighton - 2 Trees: Sugar Gum, in Park	No	no	yes	Yes Yes Yes Yes Yes	no	no	no	no
HO710	30 Cheltenham Road, Black Rock - Trees: Southern Mahogany Gum and other plantings, in Royal Melbourne Golf Course	No	no	yes	Yes Yes Yes Yes Yes	no	no	no	no
HO711	14 Glyndon Avenue, Brighton - Garden	No	no	yes	Yes Yes Yes Yes Yes	no	no	no	no
HO712	Between Grange road and Brighton Street, Hampton - Trees: English Oak and Algerian Oaks, in A J Steele Reserve	No	no	yes	Yes Yes Yes Yes Yes	no	no	no	no

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HO714	310 & 312-314 Hampton Street, Hampton - Tree: Chinese Elm	No	no	yes	Yes Yes	no	no	no	no
HO715	20 Kelly Avenue, Hampton East - Tree: Lemon Scented Gum	No	no	yes	Yes Yes	no	no	no	no
HO716	9 & 11 Kinane Street, Brighton - Tree: Variegated Elm	No	no	yes	Yes Yes	no	no	no	no
HO718	Corner of Milroy Street and Mavis Avenue, East Brighton - Landcox Park	No	no	yes	Yes Yes	no	no	no	no
HO721	North Road, Brighton - Streetscape between foreshore and railway line	No	no	yes	Yes Yes	no	no	no	no
HO722	Park Road, Cheltenham and also opposite 97-111 and also opposite 133 140 Park Road Cheltenham - Remnant Vegetation in Cheltenham Park	No	no	yes	Yes Yes	no	no	no	no
HO723	48-58 South Road, Hampton - Garden	No	no	yes	Yes Yes	no	no	no	no
HO725	Union Street, East Brighton - Remnant Plantings in Street Reserve between Thomas Street and Hawthorn Road.	No	no	yes	Yes Yes	no	no	no	no
HO726	53A & 55 Vincent Street, Sandringham - Tree: Manna Gum	No	no	yes	Yes Yes	no	no	no	no
HO727	Outside 6 Wall Street, Beaumaris - Street Tree: Flowering Gum	No	no	yes	Yes Yes	no	no	no	no

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HO728	Wangara Road, Cheltenham - New Cheltenham Cemetery	No	no	yes	Yes Yes	no	no	no	no
HO729	Adjacent to 16 Westley Avenue, Brighton - Street Trees: 2 Kurrajong	No	no	yes	Yes Yes	no	no	no	no
HO730	The Esplanade, Brighton - Brighton Beach gardens Greenpoint, between South and Were Streets.	No	no	yes	Yes Yes	no	no	no	no
HO731	17 Black Street, Brighton - Moreton Bay Fig and 3 Bhutan Cypress	No	no	yes	Yes Yes	no	no	no	no
HO732	Boxshall Street, Brighton - Cork Oak Tree	No	no	yes	Yes Yes	no	no	no	no
HO733	30-36 Ebdon Avenue, Black Rock - 2 Morton Bay Figs and garden plantings	No	no	yes	Yes Yes	no	no	no	no
HO734	26 Halifax Street, Brighton - "Billilia" Garden	No	no	yes	Yes	no	no	no	no
HO735	74-104 North Road, Brighton - "Kamesburgh" trees and garden	No	no	yes	Yes	no	no	no	no
HO737	203 - 205 Charman Road, Cheltenham	Yes	no	no	Yes	yes	no	no	no
HO738	97 Church Street, Brighton	No	no	no	Yes	no	no	no	no
HO739	1 Clonmult Avenue, Highbett	Yes	no	no	Yes	yes	no	no	no
HO743	37 Willis Street, Hampton	Yes	no	no	Yes	no	no	no	no

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HO744	573 Balcombe Road, Black Rock	Yes	no	no	Yes	yes	no	no	no
HO745	5 Edward Street, Sandringham – Boyd House	No	no	yes	Yes	yes	no	no	no
HO746	Asling Street Precinct, Brighton	No	no	no	Yes	no	no	no	no
HO747	Bay Street Precinct, Brighton	No	no	no	Yes	no	no	no	no
HO748	Hampton Street Precinct, Hampton	No	no	no	Yes	no	no	no	no
HO749	Martin Street Precinct, Brighton	No	no	no	Yes	no	no	no	no
HO752	39 Sandringham Road, Sandringham	No	no	no	Yes	no	no	no	no
HO753	1 Fernhill Road North, Sandringham	No	no	no	Yes	no	no	no	no
HO756	Hayball Court Precinct, Brighton	No	no	no	Yes	no	no	no	no
HO757	Palmer Avenue Precinct, Brighton East	No	no	no	Yes	no	no	no	no
HO759	Durrant Street Precinct, Brighton	No	no	no	Yes	no	no	no	no
HO760	Lawrence Street Precinct , Brighton	No	no	no	Yes	no	no	no	no
HO761	Male Street Precinct , Brighton	No	no	no	Yes	no	no	no	no
HO762	Moffat Street Precinct, Brighton	No	no	no	Yes	no	no	no	no
HO763	Orchard Street Precinct, Brighton	No	no	no	Yes	no	no	no	no
HO764	Brighton Town Hall Precinct	Yes	no	yes	Yes	no	no	no	no

BAYSIDE PLANNING SCHEME

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HO768	Beach Road Brighton (opp New Street) – Former Old Melbourne Gaol Burial Markers	-	-	-	- Yes	-	yes Ref No H2206	no	no
HO769	New Street, Brighton New Street Railway Gates	-	-	-	- Yes	-	yes Ref No H269	no	no
HO770	St Kilda Street, Brighton – St Kilda Street Bridge	-	-	-	- Yes	-	yes Ref No H2080	no	no
HO771	9 Boxshall Street, Brighton (Lindsay House)	Yes	no	yes	Yes	no	no	no	no
HO772	23 Abbott Street, Sandringham Sandringham Masonic Hall	-	-	-	- Yes	-	yes Ref No H2355	no	no
HO773	38 Grosvenor Street, Brighton Esme Johnston House <b>Statement of significance:</b> <i>Statement of Significance, 'Esme Johnston House', 38 Grosvenor Street, Brighton, October 2020</i>	Yes	no	no	Yes	no	no	no	no
HO774	14 Pasadena Avenue, Beaumaris - Grant House	-	-	-	- Yes	-	yes Ref No H2392	yes	no



BAYSIDE PLANNING SCHEME

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HO775* Interim Control Expiry Date: 30/11/2022	33 Clonmore Street, Beaumaris <b>Statement of Significance:</b> <i>Statement of Significance: Rendell House - 33 Clonmore Street, Beaumaris November 2020</i>	No	No	No	Yes	Yes	No	No	No
HO776* Interim Control Expiry Date: 30/11/2022	7 Coreen Avenue, Beaumaris <b>Statement of Significance:</b> <i>Statement of Significance: 7 Coreen Avenue, Beaumaris November 2020</i>	No	No	No	Yes	No	No	No	No
HO777* Interim Control Expiry Date: 30/11/2022	17 Coronet Grove, Beaumaris <b>Statement of Significance:</b> <i>Statement of Significance: 17 Coronet Grove, Beaumaris November 2020</i>	No	No	No	Yes	No	No	No	No
HO778* Interim Control Expiry Date: 30/11/2022	113 Dalgetty Road, Beaumaris <b>Statement of Significance:</b> <i>Statement of Significance: 113 Dalgetty Road, Beaumaris November 2020</i>	Yes	No	No	Yes	No	No	No	No
HO779* Interim Control Expiry Date: 30/11/2022	7 Grandview Avenue, Beaumaris <b>Statement of Significance:</b> <i>Statement of Significance: Philpot House - 7 Grandview Avenue, Beaumaris November 2020</i>	Yes	No	Yes	Yes	No	No	No	No

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO780* Interim Control Expiry Date: 30/11/2022	55 Haydens Road, Beaumaris <b>Statement of Significance:</b> <i>Statement of Significance: Grutzner House - 55 Haydens Road, Beaumaris November 2020</i>	No	No	No	Yes	No	No	No	No
HO781* Interim Control Expiry Date: 30/11/2022	29 Scott Street, Beaumaris <b>Statement of Significance:</b> <i>Statement of Significance: Bricknell House - 29 Scott Street, Beaumaris November 2020</i>	No	No	No	Yes	Yes	No	No	No
HO782* Interim Control Expiry Date: 30/11/2022	10 Valmont Avenue, Beaumaris <b>Statement of Significance:</b> <i>Statement of Significance: Lyon House - 10 Valmont Avenue, Beaumaris November 2020</i>	No	No	Yes	Yes	Yes	No	No	No
HO783* Interim Control Expiry Date: 30/11/2022	1 Martin Street, Beaumaris - Beaumaris Bowls Club <b>Statement of Significance:</b> <i>Beaumaris Bowls Club - 1 Martin Street, Beaumaris</i>	No	No	No	Yes	Yes	No	No	No
HO784* Interim Control Expiry Date: 30/11/2022	4 Bodley Street and 45 Martin Street, Beaumaris – 4 <sup>th</sup> Beaumaris Sea Scouts Hall and Cath Wild Girl Guide Hall <b>Statement of Significance:</b>	Yes	No	No	Yes	No	No	No	No

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	<p>Statement of Significance: 1<sup>st</sup> Beaumaris Sea Scouts Hall and Cath Wild Girl Guide Hall - 4 Bodley Street and 45 Martin Street, Beaumaris</p> <p>28 &amp; 28A Bodley Street, Beaumaris – Olive Phillips Free Kindergarten and Beaumaris Maternal and Child Health Centre</p> <p><b>Statement of Significance:</b> Statement of Significance: Olive Phillips Free Kindergarten and Beaumaris Maternal and Child Health Centre - 28 &amp; 28A Bodley Street, Beaumaris</p>	Yes	No	No	Yes	No	No	No	No
HO785* Interim Control Expiry Date: 30/11/2022									
	<p>80 Wells Road and 36-38 Bonanza Road, Beaumaris – Stan Hawken Hall and Bayside Men's Shed</p> <p><b>Statement of Significance:</b> Statement of Significance: Stan Hawken Hall and Bayside Men's Shed - 80 Wells Road and 36-38 Bonanza Road, Beaumaris</p>	No	No	No	Yes	No	No	No	No
HO786* Interim Control Expiry Date: 30/11/2022									
	<p>24 &amp; 26 Grandview Avenue, Beaumaris – Beaumaris Playhouse and Jack and Jill Kindergarten</p> <p><b>Statement of Significance:</b></p>	Yes	No	No	Yes	No	No	No	No
HO787* Interim Control Expiry Date: 30/11/2022									

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint alteration controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Statement of Significance: <i>Beaumaris Playhouse and Jack and Jill Kindergarten- 24 &amp; 26 Grandview Avenue, Beaumaris</i>								
HO788* Interim Control Expiry Date: 30/11/2022	574-576 Balcombe Road, Black Rock – <i>Black Rock Public Hall</i> <b>Statement of Significance:</b> <i>Statement of Significance: Black Rock Public Hall – 574-576 Balcombe Road, Black Rock</i>	Yes	No	Yes	Yes	No	No	No	No
HO789* Interim Control Expiry Date: 30/11/2022	55 Bluff Road, Black Rock – <i>Black Rock Pre-school Centre</i> <b>Statement of Significance:</b> <i>Statement of Significance: Black Rock Pre-school Centre - 55 Bluff Road, Black Rock</i>	No	No	No	Yes	No	No	No	No
HO794* Interim Control Expiry Date: 01/12/2023	<del>165-167 Framway Parade, Beaumaris – <i>Pike House</i></del>	No	No	No	Yes	Yes – front brick wall with steel gate	No	No	No
HO792* Interim Control Expiry Date 5/11/2022	105 Dalgetty Road, Beaumaris - <i>Kelly House</i>	No	No	No	Yes	Yes - garage and brick garden wall	No	No	No
HO793	32 North Road, Brighton - <i>Seccull House</i>	-	-	-	- Yes	-	Yes Ref No H2406	No	No

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO794* Interim Control Expiry Date 01/12/2023	40 Anita Street, Beaumaris	No	No	No	Yes	Yes - carport and front brick fence	No	No	No
HO795* Interim Control Expiry Date 01/12/2023	24 Balcombe Park Lane, Beaumaris - <i>Spencer House</i>	No	No	Yes - mature Eucalyptus species	Yes	Yes - carport, timber entrance gate and low brick garden walls	No	No	No
HO796* Interim Control Expiry Date 01/12/2023	12 Bolton Street, Beaumaris - <i>Powe House</i>	No	No	No	Yes	Yes - garage	No	No	No
HO797* Interim Control Expiry Date 01/12/2023	2 Clonmore Street, Beaumaris - <i>Crichton House</i>	No	No	Yes - to extent of remnant native vegetation	Yes	Yes - carport	No	No	No
HO798* Interim Control Expiry Date 01/12/2023	23 Clonmore Street, Beaumaris - <i>Holiday House</i>	No	No	Yes - mature Melaleuca alternifolia	Yes	No	No	No	No
HO799* Interim Control Expiry Date 01/12/2023	56 Cloris Avenue, Beaumaris - <i>Nissen House</i>	No	No	No	Yes	No	No	No	No
HO800* Interim Control Expiry Date 01/12/2023	14 Cromer Road, Beaumaris - <i>Dearie House</i>	No	No	No	Yes	No	No	No	No
HO801* Interim Control Expiry Date 01/12/2023	86 Dalgetty Road, Beaumaris - <i>Stegley House</i>	Yes	No	No	Yes	Yes - front wall and carport	No	No	No

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO802* Interim Control Expiry Date 01/12/2023	19 Florida Avenue, Beaumaris - <i>Gye House</i>	No	No	Yes - remnant <i>Melaleuca alternifolia</i> (tea-tree)	Yes	Yes - carport	No	No	No
HO803* Interim Control Expiry Date 01/12/2023	50 Gareth Avenue, Beaumaris	No	No	No	Yes	Yes - front stone retaining walls and carport	No	No	No
HO804* Interim Control Expiry Date 01/12/2023	19 Gramatan Avenue, Beaumaris - <i>Heller House</i>	No	No	No	Yes	Yes - front brick walls, including integrated planters and letterbox and original carport (now enclosed)	No	No	No
HO805* Interim Control Expiry Date 01/12/2023	9 Gray Court, Beaumaris - <i>Derham House</i>	No	No	No	Yes	Yes - bluestone garden wall and carport	No	No	No
HO806* Interim Control Expiry Date 01/12/2023	19 Haywood Street, Beaumaris - <i>Gooch House</i>	No	No	Yes - mature <i>Eucalypt</i> sp. in front garden	Yes	Yes - carport	No	No	No
HO807* Interim Control Expiry Date 01/12/2023	2 High Street, Beaumaris - <i>Muckle Flugga</i>	No	No	No	Yes	Yes - carport/garage and stone garden walls	No	No	No



BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO808* Interim Control Expiry Date 01/12/2023	15 Hume Street, Beaumaris - <i>Baird House</i>	No	No	No	Yes	No	No	No	No
HO809* Interim Control Expiry Date 01/12/2023	18 Hutchinson Avenue, Beaumaris - <i>Clarke House</i>	No	No	No	Yes	Yes - carport, front brick fence and lava rock wall	No	No	No
HO810* Interim Control Expiry Date 01/12/2023	11-13 Lang Street, Beaumaris - <i>Hannan House</i>	No	No	No	Yes	Yes - garage	No	No	No
HO811* Interim Control Expiry Date 01/12/2023	15 Maniermont Avenue, Beaumaris	No	No	No	Yes	Yes - front volcanic rock retaining walls	No	No	No
HO812* Interim Control Expiry Date 01/12/2023	25 Oak Street, Beaumaris - <i>Manning House</i>	No	No	No	Yes	Yes - carport and front brick garden wall	No	No	No
HO813* Interim Control Expiry Date 01/12/2023	1 Reid Street, Beaumaris - <i>Fernanis House</i>	No	No	No	Yes	Yes - front brick fence and carport	No	No	No
HO814* Interim Control Expiry Date 01/12/2023	82 Reserve Road, Beaumaris - <i>Kirk House</i>	No	No	No	Yes	Yes - carport	No	No	No
HO815* Interim Control Expiry Date 01/12/2023	142 Reserve Road, Beaumaris - <i>Tuft House</i>	No	No	No	Yes	Yes - front brick retaining walls	No	No	No

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO816* Interim Control Expiry Date 01/12/2023	53 Scott Street, Beaumaris - <i>Atkins House</i>	No	No	No	Yes	No	No	No	No
HO817* Interim Control Expiry Date 01/12/2023	78 Scott Street, Beaumaris - <i>Andrews House</i>	No	No	No	Yes	No	No	No	No
HO818* Interim Control Expiry Date 01/12/2023	11 Summerhill Road, Beaumaris - <i>Weate House</i>	No	No	Yes - mature Eucalyptus sp.	Yes	No	No	No	No
HO819* Interim Control Expiry Date 01/12/2023	16 Surf Avenue, Beaumaris - <i>Smith House</i>	No	No	No	Yes	Yes - garage and front courtyard and driveway walls with letterbox	No	No	No
HO820* Interim Control Expiry Date 01/12/2023	28 Towers Street, Beaumaris - <i>Mollar House</i>	No	No	Yes - mature native trees in the front garden	Yes	Yes - carport	No	No	No
HO822* Interim Control Expiry Date 01/12/2023	166 Tramway Parade, Beaumaris	No	No	No	Yes	Yes - front brick retaining walls	No	No	No
HO823* Interim Control Expiry Date 01/12/2023	171 Tramway Parade, Beaumaris - <i>Ahern House</i>	No	No	No	Yes	Yes - terraced stone retaining walls	No	No	No
HO824* Interim Control Expiry Date 01/12/2023	175-177 Tramway Parade, Beaumaris - <i>Deutscher House</i>	No	No	No	Yes	No	No	No	No

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO825* Interim Control Expiry Date 01/12/2023	21 Vardon Avenue, Beaumaris - <i>Thorburn House</i>	No	No	No	Yes	Yes - carport	No	No	No
HO826* Interim Control Expiry Date 01/12/2023	50 Wells Road, Beaumaris - <i>Iggulden House</i>	No	No	No	Yes	Yes - volcanic rock garden retaining walls	No	No	No
HO827* Interim Control Expiry Date 01/12/2023	242 Beach Road, Black Rock - <i>Bridgford House</i>	No	No	No	Yes	Yes - carport, timber fence to Beach Road and brick wall to Bayview Crescent	No	No	No
HO828* Interim Control Expiry Date 01/12/2023	344 Beach Road, Black Rock - <i>Seade House</i>	Yes	No	No	Yes	Yes - front fence and gates	No	No	No
HO830* Interim Control Expiry Date 01/12/2023	3 Seaview Crescent, Black Rock - <i>Lamb House</i>	No	No	No	Yes	Yes - front brick garden wall and carport	No	No	No
HO831* Interim Control Expiry Date 01/12/2023	25 Chatsworth Avenue, Brighton - <i>Opal House</i>	Yes	No	Yes - Eucalyptus citriodora and Conyobia maculata	Yes	Yes - garage, timber sleeper edging to front garden and free standing recycled brick letterbox	No	No	No
HO832* Interim Control Expiry Date 01/12/2023	56A Dendy Street, Brighton - <i>Widawski House</i>	No	No	No	Yes	No	No	No	No

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO833* Interim Control Expiry Date 01/12/2023	21 Dudley Street, Brighton - <i>Abrahams House</i>	No	No	Yes - mature Eucalyptus sp.	Yes	Yes - carport	No	No	No
HO834* Interim Control Expiry Date 01/12/2023	3 Exon Street, Brighton - <i>Lipson House</i>	No	No	No	Yes	Yes - Front wall	No	No	No
HO835* Interim Control Expiry Date 01/12/2023	45 Hanby Street, Brighton - <i>Biderman House</i>	No	No	No	Yes	Yes - front brick wall and carport	No	No	No
HO836* Interim Control Expiry Date 01/12/2023	48 Hanby Street, Brighton - <i>Mollard House</i>	No	No	No	Yes	Yes - front brick wall and carport	No	No	No
HO837* Interim Control Expiry Date 01/12/2023	51 Lynch Crescent, Brighton - <i>Roubicek House</i>	No	No	No	Yes	No	No	No	No
HO838* Interim Control Expiry Date 01/12/2023	6 Norwood Avenue, Brighton - <i>Fox House</i>	No	No	No	Yes	Yes - front fence and carport	No	No	No
HO839* Interim Control Expiry Date 01/12/2023	3 Roslyn Street, Brighton - <i>Fletcher House</i>	No	No	No	Yes	Yes - front fence and carport	No	No	No
HO840* Interim Control Expiry Date 01/12/2023	40 Sussex Street, Brighton - <i>Sayle House</i>	No	No	No	Yes	Yes - front privacy wall and carport	No	No	No
HO841* Interim Control Expiry Date 01/12/2023	9 Wolseley Grove, Brighton - <i>Mylius House</i>	No	No	Yes - mature remnant Eucalyptus sp.	Yes	Yes - carport and brick garden walls	No	No	No

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO842* Interim Control Expiry Date 01/12/2023	1-6/16 Clive Street, Brighton East	No	No	No	Yes	Yes - brick front wall with integrated letterboxes and rear carports	No	No	No
HO843* Interim Control Expiry Date 01/12/2023	32 Clonaig Street & 1 Meyer Court, Brighton East - <i>Pruzanski &amp; Jenkie Houses</i>	No	No	No	Yes	Yes - garages and low brick garden walls	No	No	No
HO844* Interim Control Expiry Date 01/12/2023	2 Davey Avenue, Brighton East - <i>Roffem House</i>	No	No	No	Yes	No	No	No	No
HO845* Interim Control Expiry Date 01/12/2023	1-4/16 Gillard Street, Brighton East	No	No	No	Yes	Yes - front wall and carports	No	No	No
HO846* Interim Control Expiry Date 01/12/2023	7 Roosevelt Court, Brighton East - <i>Barry House</i>	No	No	No	Yes	Yes - front wall and carport	No	No	No
HO847* Interim Control Expiry Date 01/12/2023	1 Sara Avenue, Brighton East - <i>Hirsh House</i>	No	No	No	Yes	Yes - front stone clad garden wall and carport	No	No	No
HO848* Interim Control Expiry Date 01/12/2023	14 Fairway Avenue, Cheltenham - <i>Cohen House</i>	No	No	No	Yes	Yes - Carport	No	No	No
HO849* Interim Control Expiry Date 01/12/2023	19 Olympic Avenue, Cheltenham - <i>Patrick House</i>	No	No	No	Yes	Yes - Carport	No	No	No

BAYSIDE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO850* Interim Control Expiry Date 01/12/2023	27 Bolton Avenue, Hampton - Spedding House	No	No	No	Yes	Yes - Carport	No	No	No
HO851* Interim Control Expiry Date 01/12/2023	28 Gladstone Street, Sandringham - Perkins House	No	No	No	Yes	Yes - front wall and former carport	No	No	No
HO852* Interim Control Expiry Date 01/12/2023	22 Harold Street, Sandringham - Armstrong House	No	No	No	Yes	No	No	No	No
HO853* Interim Control Expiry Date 01/12/2023	Bellaire Court Estate Group Listing 2,4,8,9,10,15,18 & 19 Bellaire Court, Beaumaris	No	No	No	Yes	No	No	No	No
HO855	31-33 Eliza Street, Black Rock - Tara (former Greenock) <b>Statement of significance:</b> Tara (former Greenock) 31-33 Eliza Street, Black Rock	No	Yes - only to pressed metal ceilings in all ground floor rooms and timber screens in the hall and bay windows.	Yes - 5 x West Australian Flowering Gums, 1 x Hybrid Oak, 1 x Rough-Barked Apple, 1 x Brush Box, 1 x Water Gum.	No	No	No	No	No

Notes: \* Denotes interim protection  
+ Denotes the property has individual heritage overlay and is also within a heritage precinct. Refer to Clause 22.05 Heritage policy.



## BAYSIDE PLANNING SCHEME

34/07/2018  
VE140 Proposed C194bays

**SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME**

30/09/2022  
GE197 Proposed C194bays

**1.0 Incorporated documents**

Name of document	Introduced by:
Bayside Drainage Development Contributions Plan (December 2014, amended March 2017)	C139
Cheltenham Level Crossing Removal Project Incorporated Document (July 2017)	GC70
Site Specific Control – 120-130 Bay Street, Brighton (City of Bayside, July 1991)	NPS1
Statement of Significance, 'Esme Johnston House', 38 Grosvenor Street, Brighton (October 2020)	C174bays
Temporary Advertising Signs on Recreation Reserves (June 2004, revised July 2018)	C161bayspt1
Statement of Significance: 7 Coreen Avenue, Beaumaris, November 2020	C178bays
Statement of Significance: 17 Coronet Grove, Beaumaris, November 2020	C178bays
Statement of Significance: 113 Dalgetty Road, Beaumaris, November 2020	C178bays
Statement of Significance: Philpot House - 7 Grandview Avenue, Beaumaris, November 2020	C178bays
Statement of Significance: Grutzner House - 55 Haydens Road, Beaumaris, November 2020	C178bays
Statement of Significance: Bricknell House - 29 Scott Street, Beaumaris, November 2020	C178bays
Statement of Significance: Lyon House - 10 Valmon Avenue, Beaumaris, November 2020	C178bays
Statement of Significance: Beaumaris Bowls Club - 1 Martin Street, Beaumaris, November 2020	C178bays
Statement of Significance: 1st Beaumaris Sea Scouts Hall and Cath Wild Girl Guide Hall - 4 Bodley Street and 45 Martin Street, Beaumaris, November 2020	C178bays
Statement of Significance: Stan Hawken Hall and Bayside Men's Shed - 80 Wells Road and 36-38 Bonanza Road, Beaumaris, November 2020	C178bays
Statement of Significance: Olive Phillips Free Kindergarten and Beaumaris Maternal and Child Health Centre - 28 & 28A Bodley Street, Beaumaris, November 2020	C178bays
Statement of Significance: Beaumaris Playhouse and Jack and Jill Kindergarten - 24 & 26 Grandview Avenue, Beaumaris, November 2020	C178bays
Statement of Significance: Black Rock Hall - 574-576 Balcombe Road, Black Rock, November 2020	C178bays
Statement of Significance: Black Rock Pre-school Centre - 55 Bluff Road, Black Rock, November 2020	C178bays
Statement of Significance: Rendell House - 33 Clonmore Street, Beaumaris, November 2020	C178bays
Suburban Rail Loop East Incorporated Document, August 2022	GC197
Suburban Rail Loop East Infrastructure Protection Incorporated Document, August 2022	GC197
Statement of Significance: Tara (former Greenock) - 31-33 Eliza Street, Black Rock, July 2022	C194bays

## BAYSIDE PLANNING SCHEME

31/07/2018  
VC148

## SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

## 1.0 Background documents

21/09/2022  
C160bays Proposed C194bays

Name of background document	Amendment number - clause reference
<i>Bay Road Heathland Sanctuary Management Plan</i> (Bayside City Council, 2004)	C180bays - 11.03-6L
<i>Bayside Bicycle Strategy</i> (Bayside City Council, 2013)	C180bays - 02.03, 18.02-1L
<i>Bayside Coastal Management Plan</i> (Urban Initiatives:Better Places Consultants:Saturn Corporate Resources:Atkins Maritime Engineering:Saliency 3: Bayside City Council, 2014)	C180bays - 02.03
<i>Bayside Gaming Machines Policy</i> (Bayside City Council, 2010)	C180bays - 52.28s
<i>Bayside Gaming Policy: Review and Implementation Report</i> (Planisphere, Symplan Consulting, 2010)	C180bays - 52.28s
<i>Bayside Housing Strategy Review</i> (Bayside City Council, 2019)	C180bays - 02.03, 16.01-1L
<i>Bayside Housing Strategy</i> (Bayside City Council, September 2012)	C180bays - 02.03, 16.01-1L, 43.02s03
<i>Bayside Industrial Area Strategy</i> (Hansen Partnership, National Economics, CB Richard Ellis, Context Connybear Morrison, 2004)	C180bays - 11.03-6L
<i>Bayside Integrated Transport Strategy</i> (Bayside City Council, 2013)	C180bays - 02.03, 18.01-1L
<i>Bayside Neighbourhood Character Review</i> (Planisphere, 2004)	C180bays - 15.01-5L
<i>Bayside Neighbourhood Character Review Precinct Brochures</i> (Planisphere, 2006)	C180bays - 15.01-5L
<i>Bayside Neighbourhood Character Review – Stage 2 Final Report</i> (Planisphere, 2008 – Revised 2011)	C180bays - 42.03s01
<i>Bayside Open Space Strategy</i> (Bayside City Council, 2012)	C180bays - 19.02-6L-01, 19.02-6L-02
<i>Bayside Open Space Strategy: Suburb Analysis and Action Plan</i> (Bayside City Council, 2012)	C180bays - 19.02-6L-02
<i>Bayside Retail Commercial and Employment Strategy</i> (SGS Economics and Planning, 2016)	C180bays - 02.03, 11.03-6L
<i>Bayside Retail and Employment Strategy Background Issues and Opportunities Paper</i> (SGS Economics and Planning, 2015)	C180bays - 11.03-6L
<i>Bayside Tourism Strategy</i> (Bayside City Council, 2013)	C180bays - 02.03
<i>Bayside Walking Strategy</i> (Bayside City Council, 2015)	C180bays - 02.03, 18.02-1L
<i>Bay Street Centre – Final Structure Plan</i> (Planisphere, 2006)	C180bays - 11.03-1L-02, 43.02s10
<i>Beach Road Corridor Strategy</i> (Bayside City Council, Kingston City Council, VicRoads, 2011)	C180bays - 02.03

## BAYSIDE PLANNING SCHEME

Name of background document	Amendment number - clause reference
<i>Beaumaris Concourse Activity Centre Structure Plan</i> (IUM 2005)	C180bays - 11.03-1L-05, 43.02s07
<i>Black Rock Village Neighbourhood Activity Centre Strategic Framework Plan</i> (CPG Australia, 2009 - Addendum, Bayside City Council, 2012)	C180bays - 11.03-1L-08
<i>Church Street Centre – Final Structure Plan</i> (Planisphere, 2006)	C180bays - 11.03-1L-03, 43.02s11
<i>Church Street Major Activity Centre Parking Study</i> (GTA Consultants, 2018)	C180bays - 02.03, 11.03-1L-03
<i>City of Bayside Heritage Review</i> (Allom Lovell & Associates, 1999)	C180bays - 15.03-1L, 43.01s
<i>City of Bayside Heritage Review (Revision 1)</i> (Allom Lovell & Associates, 2003)	C180bays - 15.03-1L, 43.01s
<i>City of Bayside Heritage Review: Brighton Town Hall Precinct</i> (Built Heritage, June 2013)	C180bays - 15.03-1L, 43.01s
<i>City of Bayside Highett Neighbourhood Character Review</i> (Planisphere, 2011)	C180bays - 43.05s10
<i>City of Bayside Inter-war and Post-War Heritage Study</i> (Heritage Alliance, 2008)	C180bays - 15.03-1L, 43.01s
<i>City of Bayside Review of Heritage Precincts</i> (Bryce Raworth, 2008)	C180bays - 15.03-1L, 43.01s
<i>City of Bayside Review of Heritage Precincts in Activity Centres</i> (Bryce Raworth, Revised 2012)	C180bays - 15.03-1L, 43.01s
<i>City of Bayside Two Individual Citations</i> (Bryce Raworth, Revised 2012)	C180bays - 15.03-1L, 43.01s
<i>City of Brighton Urban Character and Conservation Study</i> (Perott Lyon Mathieson, Andrew Ward, Michael Sandford, 1986)	C180bays - 15.03-1L, 43.01s
<i>City of Sandringham Heritage and Conservation Study</i> (Andrew C Ward Associates, 1989)	C180bays - 15.03-1L, 43.01s
<i>Digital River – Digital Building Telecommunications Access Guidelines</i> (City of Melbourne, 2002)	C180bays - 11.03-6L
<i>Flora and Fauna Assessment of CSIRO Land, Highett, Victoria</i> (Biosis Research, 2004)	C180bays - 11.03-1L -06
<i>Graham Road, Highett: Traffic Management Plan</i> (Andrew O'Brien and Associates, 2004)	C180bays - 11.03-1L-06
<i>Hampton Street Centre – Final Structure Plan</i> (Planisphere, 2006)	C180bays - 11.03-1L-04, 43.02s12
<i>Hampton East (Moorabbin) Structure Plan</i> (Bayside City Council, 2016)	C180bays - 37.08s
<i>Highett Structure Plan</i> (Bayside City Council, 2018)	C160bays - 11.03-1L-06, 43.02s04

BAYSIDE PLANNING SCHEME

Name of background document	Amendment number - clause reference
<i>Heritage Review 'Greenfield' ('Tullavin'), 453 New Street, Brighton</i> (David Helms Heritage Planning, 2014)	C180bays - 15.03-1L, 43.01s
<i>Heritage Review Lindsay House, 9 Boxhall Street Brighton</i> (David Helms Heritage Planning, 2014)	C180bays - 15.03-1L, 43.01s
<i>Housing Choice Research Project Pilot Study</i> (Juliet Lithgow, 1996)	C180bays - 02.03
<i>Martin Street Structure Plan</i> (Bayside City Council, 2016)	C180bays - 11.03-1L-07, 43.02s18
<i>Sandringham Village – Final Structure Plan</i> (Planisphere, 2006)	C180bays - 11.03-1L-01
<i>Water Sensitive Urban Design Compliance Guidelines for New Development</i> (Bayside City Council, 2009)	C180bays - 19.03-3L-02
<i>Water Sensitive Urban Design - Engineering Procedures: Stormwater</i> (Melbourne Water, 2005)	C180bays - 19.03-3L-02
<u>31-33 Eliza Street, Black Rock Heritage Assessment (David Helms Heritage Planning, 2022)</u>	<u>C194bays - 15.03-1L, 43.01s</u>



## 10.4 CORPORATE GREENHOUSE GAS EMISSIONS REDUCTION TARGET

Environment, Recreation and Infrastructure - Climate, Waste and Integrated Transport  
File No: PSF/23/176 – Doc No: DOC/23/295820

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### Purpose and background

This report presents an annual emissions reduction target for Council's corporate greenhouse gas emissions as required under the Australian Federal Government's Climate Active and *Climate Active Carbon Neutral Standard Initiative*.

Climate Active is a partnership between the Australian Government and Australian businesses to encourage voluntary climate action. Climate Active certification is awarded to businesses that have reached a state of carbon neutrality - based on an agreed emissions boundary for a specific certification type.

To become carbon neutral, businesses and organisations:

- calculate the greenhouse gas emissions generated by their activity, such as fuel or electricity use and travel
- reduce these emissions where possible by investing in new technology or changing the way they operate
- offset any remaining emissions by purchasing carbon offset units.

Maintaining certification requires the incorporation of an annual corporate emissions reduction target, which aims to actively reduce corporate greenhouse gas emissions, and is aligned to Bayside's existing approach to reduce emissions annually.

### Key issues

Since 2008, Bayside City Council has committed to be carbon neutral in its operations and has used the principles-based approach of avoid, reduce, switch and offset to achieve carbon neutrality.

In 2020, Bayside City Council was the first Council in South East Melbourne to be 'Carbon Neutral' in its operations, reducing and offsetting greenhouse gas emissions to net zero. Since that time, Council has maintained carbon-neutrality and has actively reduced corporate emissions through smart and orderly transition to deliver emissions reduction.

Achieving carbon neutrality demonstrates Council's leadership role in environmental citizenship.

There has been a concerted effort to reduce emissions from Council's corporate activities with a focus on minimising energy use, executing a renewable energy power purchase agreement, installing renewable energy and improving thermal comfort efficient buildings, improving the efficiency of existing buildings, replacement of public lighting and other asset efficiency measures, and reduced use of greenhouse gas intensive fuels.

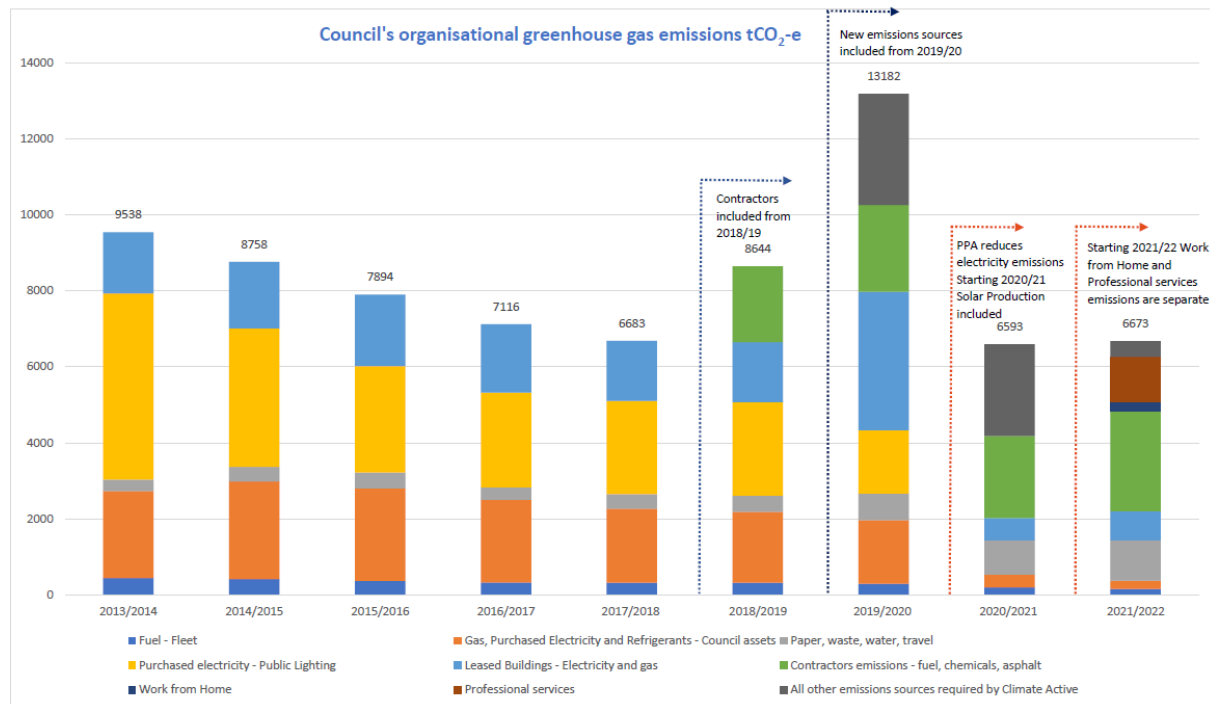
Achieving carbon-neutrality is in line with the Climate Emergency Action Plan (Action 7.1) and built on the delivery of the Carbon Neutrality Action Plan 2018–20.

In 2021–22, Council's annual greenhouse gas emissions increased from 6,593 to 6,673 tonnes of carbon dioxide equivalent, as shown below in Image 1. This increase was the result of a number of factors, including the impact that the Covid-19 pandemic had on the 2020–21 emissions profile.

Since Council has tracked emissions (2014) and achieved carbon neutral status (2020), emissions have fluctuated for the various sources required to be included in Council’s organisational greenhouse gas emissions boundary (see Image 1).

These fluctuations reflect the changing nature of emissions each year and the level of influence Council has in directly impacting emissions reductions on an annual basis.

**Image 1** Bayside City Council’s organisational greenhouse gas emission from 2013–14 to 2021–22.



Further details can be found in Council’s Climate Active Public Disclosure Statement FY2021–22 (Attachment 1).

Corporate Emission Reduction Strategy

As part of Council’s ongoing commitment to address the Climate Emergency, the organisation continues to utilise the Avoid, Reduce, Switch and Offset approach.

Council is at net zero emissions currently; however, it is not considered possible for the organisation to achieve absolute zero emissions. Including an annual corporate emissions reduction target is complementary to the approach Council utilises and strengthens our commitment and drive to further reduce emissions in future years by ensuring the organisation continues to focus on reduction actions.

These actions were previously identified in Council’s Carbon Neutrality Action Plan and are continued and improved in the delivery of the Climate Emergency Action Plan. Additionally, actions within the Environmental Sustainability Framework also address the need for



maintained focus on reduction actions. The current actions delivered by Council to achieve this target can be found in Attachment 2.

Through the progress reports and updates of the Climate Emergency Action Plan and Environmental Sustainability Framework, additional actions to address emissions reduction will be identified and implemented.

#### Accreditation and Integrity of Carbon Offsets

In order to maintain Climate Active Carbon Neutral Status, Council is required to offset any residual greenhouse gas emissions. Offset units are generated by projects that reduce, remove or capture emissions from the atmosphere such as reforestation, renewable energy or energy efficiency. Bayside City Council offsets its carbon emissions by purchasing carbon credits associated with a range of wind and solar renewable energy projects and native forest regeneration and fire management projects both in Australia and Internationally.

The list of carbon credit offset units eligible for use under Climate Active's carbon neutral certification process is reviewed regularly by the Climate Change Authority. The Climate Change Authority is an Australian Government statutory agency responsible for providing independent advice to government on climate change policy. The projects and offset units are verified by independent auditors through internationally recognised standards.

The Clean Energy Regulator administers the Australian Carbon Credit Unit (ACCU) Scheme that offers landholders, communities and businesses the opportunity to run projects in Australia that avoid the release of greenhouse gas emissions or remove and sequester carbon from the atmosphere.

The cost to purchase Australian Carbon Credit Units (ACCUs) is far greater than the cost of purchasing international credits. For the 2022–23 certification period, the cost of suitable international credits ranges from \$4.90 to \$15.50, whilst suitable ACCUs range from \$43 to \$65.

Officers meet with Council's broker regularly to determine the best portfolio mix of ACCUs and are presently establishing if ACCUs associated with seaweed production are available.

#### **Conclusion**

In order to maintain Climate Active Carbon Neutral Status, Council is required to set a quantified and time-bound emissions reduction target.

It is recommended Council commits to reduce all corporate emissions by 80% by 2035, from a 2020 base year (13,182 tonnes), which is a 10% reduction year on year from the time of 2022–23 certification process. This target will allow the Council to maintain its strong track record in reducing greenhouse corporate gas emissions, and to lead the way for our community, ensuring a best practice approach is maintained.

## **Recommendation**

That Council:

1. notes the actions and progress made by Council to achieve carbon neutral status under the Federal Government's Climate Active Carbon Neutral Standard
2. sets a corporate emissions reduction target of 80% below 2020 levels by 2035.

## **Support Attachments**

1. Climate Active Public Disclosure Statement - Bayside City Council 2021-22 ↓
2. Corporate Emissions Target - Year on Year and Actions to meet target ↓

## **Considerations and implications of proposition**

### **Social**

There is an expectation within the community that Council will use its resources efficiently and will respond to the challenges of climate change.

Natural disasters, including heatwaves and other impacts caused by climate change, result in major social impacts including community wellbeing and resilience, which in turn result in non-linear increases in risk. Decisions made now will position our economy, society and local community for the disruption caused by climate change.

Climate change is already having significant adverse effects on human health. These include physical and psychological trauma associated with extreme weather events, warmer temperatures contributing to worsening air pollution, spread of infectious diseases, and risks to food and water security.

### **Natural Environment**

The Climate Emergency requires a rapid escalation in efforts to protect, enhance, expand and integrate the natural environment into our cityscape. Actions from 'Theme 5: Protect and enhance our natural environment' of the Climate Emergency Action Plan 2020–25 are included to protect and improve the quality of the natural environment and use natural resources more wisely.

### **Climate Emergency**

Achieving carbon neutrality and setting an annual corporate greenhouse gas emissions reduction target is a direct response to the Climate Emergency.

### **Built Environment**

Actions to maintain carbon neutrality will continue to improve resource efficiency of Council's buildings and reduce energy related operating costs. Increasing extreme weather events resulting from climate change will result in increased likelihood of damage to public and private infrastructure and assets, both gradually and from extreme events.

### **Customer Service and Community Engagement**

With the purchase of carbon offsets, verification of Council's greenhouse gas inventory, and CACNS certification, Council is able to promote its achievement of "certified carbon neutral" status for the 2022–23 year.

Certification against the Climate Active Carbon Neutral Standard means that Council may use collateral for promotion, including the 'Climate Active' logo. A profile of Bayside City Council has been added to the Climate Active website, as Bayside joins a small number of Australian local governments to achieve this status.

### **Equity Impact**

The implications of this report have been assessed and are compliant with the requirements of the *Gender Equality Act 2020*.

### **Human Rights**

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

## Governance

Officers involved in the preparation of this report have no conflict of interest.

## Legal

Council is not legally required to be carbon neutral. Council has sought certification as a carbon neutral organisation to meet the requirements of the Climate Active Carbon Neutral Standard. Not addressing climate change risks has legal implications for Councils, including:

- changes to the *Local Government Act 2020* which include mitigation and planning for climate change risks in the Overarching Principles
- emerging liability cases where municipal governments have not taken reasonable action to mitigate climate change risk.

The *Local Government Act 2020* Part 2, Division 1, 'Role and Powers of a council', includes an overarching governance principle to which a Council must give effect in the performance of its role. This new governance principle includes consideration of climate change, as follows: 'the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted'. Implementation of the Climate Emergency Action Plan meets this governance principle.

## Finance

Council has allocated \$101,506 within the 2023–24 Annual Budget for the purchase of carbon offsets to achieve carbon neutrality. Costs are determined by the price and range of offsets selected. Council can accommodate the purchase of a combination of Australian Carbon Credit Units (ACCUs), and international carbon credits to meet 2022–23 certification requirements within the current budget allocation.

If Council were to purchase only ACCUs, the cost would be \$245,000. This does not account for the cost incurred in previous years for the 1,819 units that Council currently has banked.

The Climate Active annual certification fee is based on net emissions before offsetting and the number of certifications held. For the 2022–23 year, the Climate Active certification cost was \$7,626 (ex GST).

In order to maintain carbon neutral status through Climate Active, an independent verification process has to be undertaken once every three years. Council has budgeted \$20,000 to undertake this process.

## Links to Council policy and strategy

Maintain carbon neutral status is Action 7.1 of the Climate Emergency Action Plan. The Climate Emergency Action Plan links to the Council Plan 2021–25 through *Goal 1: Our Planet* and *Strategic Objective 1.1 – 'Lead and influence change to address the climate emergency and strive to reduce its impact on the health of our community, environment and the planet'*.




# **PUBLIC DISCLOSURE STATEMENT**

**BAYSIDE CITY COUNCIL**

**ORGANISATION CERTIFICATION  
FY2021–22**

Australian Government  
**Climate Active**  
**Public Disclosure Statement**



NAME OF CERTIFIED ENTITY	Bayside City Council
REPORTING PERIOD	1 July 2021 – 30 June 2022
DECLARATION	<p><i>To the best of my knowledge, the information provided in this public disclosure statement is true and correct and meets the requirements of the Climate Active Carbon Neutral Standard.</i></p> 
	<p>Mark Varmalis Director Environment, Recreation and Infrastructure Date: 18 January 2023</p>



**Australian Government**  
**Department of Climate Change, Energy,  
the Environment and Water**

Public Disclosure Statement documents are prepared by the submitting organisation. The material in the Public Disclosure Statement document represents the views of the organisation and do not necessarily reflect the views of the Commonwealth. The Commonwealth does not guarantee the accuracy of the contents of the Public Disclosure Statement document and disclaims liability for any loss arising from the use of the document for any purpose.

Version March 2022.



## 1. CERTIFICATION SUMMARY

TOTAL EMISSIONS OFFSET	6673 tCO <sub>2</sub> -e
OFFSETS BOUGHT	63% VERs, 37% VCUs
RENEWABLE ELECTRICITY	Total renewables 96%
TECHNICAL ASSESSMENT	Date: 22 October 2021 Matias Sellanes Organisation: Ndevr Environmental Next technical assessment due: October 2023

Contents

- 1. Certification summary ..... 3
- 2. Carbon neutral information ..... 4
- 3. Emissions boundary ..... 7
- 4. Emissions reductions ..... 8
- 5. Emissions summary ..... 12
- 6. Carbon offsets ..... 15
- 7. Renewable Energy Certificate (REC) Summary ..... 20
- Appendix A: Additional Information ..... 21
- Appendix B: Electricity summary ..... 22
- Appendix C: Inside emissions boundary ..... 24
- Appendix D: Outside emissions boundary ..... 25





## 2. CARBON NEUTRAL INFORMATION

### Description of certification

The emissions inventory in this Public Disclosure Statement, covering the 1 July 2021 to 30 June 2022 reporting period, has been developed in accordance with the Climate Active Carbon Neutral Standard for Organisations.

Under the Organisations certification, Bayside City Council is certified carbon neutral for its business operations. Under its Organisation certification, Bayside City Council has used an operational control approach to determine its emissions boundary and included the activity from its leased buildings in conjunction with its assets.

Bayside City Council estimates actual emissions may be different to what is reported due to the exceptional circumstance of Covid-19 resulting in less staff working in the office and commuting, and more staff working from home, as well as the first year of operating a hybrid working model.

*“We’re taking full responsibility for the emissions we create through our operations and will continue to minimise our carbon footprint as much as possible so there is only a small residual amount to offset.”*

### Organisation description

The area now known as Bayside was originally inhabited by the people of the Kulin nation.

Bayside City Council (ABN 65 486 719 651) is located in the southern suburbs of Melbourne. Over 17 kilometres of coastline along Port Phillip Bay forms the western boundary of Bayside, while the Nepean Highway and the Melbourne to Frankston railway line form most of the eastern boundary. The northern boundary, along Glen Huntly Road, is just eight kilometres from Melbourne’s central business district. Covering an area of 37 square kilometres, the municipality was created on 14 December 1994 and comprises the former cities of Brighton and Sandringham, and parts of the former cities of Mordialloc and Moorabbin.

The City of Bayside encompasses all or part of the suburbs of Beaumaris, Black Rock, Brighton, Brighton East, Cheltenham, Hampton, Hampton East, Highett and Sandringham, and is adjoined by the Cities of Port Phillip, Glen Eira and Kingston. The preliminary estimated resident population of Bayside, as at June 2021, was 107,541 people, and has been steadily increasing for over a decade.



Renowned for its quality of life, Bayside is characterised by unique and appealing villages, sandy beaches, coastal environments, lush parklands, quality residential areas, a vibrant arts scene and a proud, colourful history which is reflected in our heritage buildings and sites.

As a council, our purpose is to work with our community to make Bayside a diverse, healthy and liveable place for all.

Figure 1: Bayside City Council suburbs and municipal boundary



**Organisational structure**

Council is the governing body that appoints a Chief Executive Officer (CEO), who has responsibility for the day-to-day leadership of the organisation. The CEO, four directors and one Executive Manager form an Executive Leadership Team to lead the organisation.

- CEO Division
- Community and Customer Experience
- City Planning and Amenity
- Corporate Services
- Environment, Recreation & Infrastructure

These divisions undertake Council’s major operational activities, including services to the community, as well as the business and governance functions necessary for an effective and publicly accountable body. One additional department: People and Strategy is led by an Executive Manager and reports directly to the Chief Executive Officer.

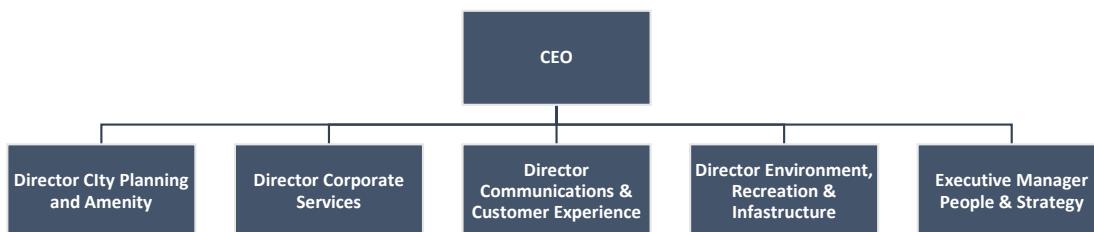


Figure 2: Bayside City Council organisational structure

In 2021/22, there were 635 staff in 437 Full Time Equivalent positions.

**Operations summary**

Bayside maintains significant infrastructure, provides a range of services and enforces various laws for its communities.

The community infrastructure maintained by the City includes roads, drains, the Corporate Centre, a Town Hall and Gallery, libraries, recreation facilities, early years centres, senior citizens centres, community hubs, parks and gardens.

The majority of the City’s operations are run out of the main administrative building (Corporate Centre) in Sandringham. Council and Committee meetings are generally held at the Council Chamber on Boxshall Street, Brighton. The remaining operations are run out of a number of smaller external sites and facilities located throughout the municipality. The City owns and operates or leases more than 250 buildings, parks, gardens and other facilities.

There are approximately 8,546 streetlights in operation across the municipality. These lights are owned and operated by the distribution network service provider, United Energy, but deemed within Council’s financial control (paying for energy and maintenance) and consequently included within the emissions boundary.

Similarly, Council outsources a range of services such as waste collection and disposal; and open space and infrastructure maintenance services. Contractor emissions are outside of the City’s operational control however are included within the emissions boundary on the basis that they are providing core local government services that would otherwise need to be provided by the City.

Bayside City Council’s services are fundamental to making Bayside a better place.



In the financial year 2021/2022, Bayside City Council services included:

<b>City Planning and Amenity Division</b>	
Urban Strategy	Economic Development Strategic Planning
Amenity Protection	Local Laws and Parking (incl Animal Management and School Crossings) Planning Investigations Infringement Review, Service and Efficiency Environmental Health & Food Safety
Development Services	Municipal Building Services Asset Protection Statutory Planning Development Services Administration
<b>Community and Customer Experience</b>	
Community Services	Aged and Disability Services Children, Youth and Healthy Ageing Family Service Community Services Planning and Development
Communications, Engagement and Customer Experience	Community Engagement Communications Customer Experience
Customer and Cultural Services	Arts and Culture Customer Services Library Services
<b>Corporate Services</b>	
Commercial Services	Workplace Health, Safety and Wellbeing Procurement Property and Lease Management Risk and Claims Management
Information Technology	Corporate Records IT Projects, Data & Applications GIS Infrastructure and Support
Finance	Accounting Services Fleet Management Rates & Revenue
Governance	Governance Administration Corporate Planning & Reporting
Enterprise Project Management Office	Enterprise Project Management Office
<b>Environment Recreation and Infrastructure</b>	
Climate, Waste and Integrated Transport	Climate and Environmental Sustainability Traffic Management Transport Planning Recycling and Waste Management
City Assets and Presentation	Assets and Investigations Facilities Infrastructure Maintenance Services Emergency Management
Project Services	Capital Projects Capital Developments
<b>People and Strategy</b>	
People and Strategy	Strategy and Improvement People and Capability Payroll



## 3.EMISSIONS BOUNDARY

### Inside the emissions boundary

All emission sources listed in the emissions boundary are part of the carbon neutral claim.

**Quantified emissions** have been assessed as relevant and are quantified in the carbon inventory. This may include emissions that are not identified as arising due to the operations of the certified entity, however are **optionally included**.

**Non-quantified emissions** have been assessed as relevant and are captured within the emissions boundary, but are not measured (quantified) in the carbon inventory. All material emissions are accounted for through an uplift factor. Further detail is available at Appendix C.

### Outside the emissions boundary

**Excluded emissions** are those that have been assessed as not relevant to an organisation's or precinct's operations and are outside of its emissions boundary or are outside of the scope of the certification. These emissions are not part of the carbon neutral claim.

No emissions were excluded from Bayside City Council's boundary.

Inside emissions boundary		Outside emission boundary
<p><u>Quantified</u></p> <ul style="list-style-type: none"> <li>• Electricity</li> <li>• Contractors (fuel, electricity, and gas)</li> <li>• Street Lighting</li> <li>• Professional Services</li> <li>• Horticulture and Agriculture</li> <li>• Asphalt</li> <li>• Employee commuting</li> <li>• Council Fleet vehicle</li> <li>• ICT services and equipment</li> <li>• Office equipment and supplies – paper</li> <li>• Postage, courier and freight</li> <li>• Leased buildings</li> <li>• Water</li> <li>• Stationary Energy</li> <li>• Waste</li> <li>• Working from home</li> <li>• Refrigerants</li> <li>• Accommodation and facilities</li> <li>• Air Transport</li> <li>• Carbon neutral products &amp; services</li> </ul>	<p><u>Non-quantified</u></p> <ul style="list-style-type: none"> <li>• Cleaning and Chemicals</li> <li>• Construction Materials &amp; Services</li> <li>• Food</li> <li>• ICT services and equipment</li> <li>• Machinery and vehicle repairs</li> <li>• Office equipment &amp; supplies</li> <li>• Products – Clothing</li> <li>• Professional Services</li> </ul>	<p><u>Excluded</u></p> <p>None</p>



## Data management plan for non-quantified sources

There are no non-quantified sources in the emission boundary that require a data management plan.

# 4. EMISSIONS REDUCTIONS

## Emissions reduction strategy

At the Ordinary Meeting of Council on 28 October 2008, Council committed to be carbon neutral for its operations by 2020.

Adoption of the *Climate Change Strategy* in 2012 further reinforced Council's commitment to become carbon neutral. The *Environmental Sustainability Framework 2016-2025* was adopted which supported actions and initiatives identified within the Strategy.

[https://www.bayside.vic.gov.au/sites/default/files/2021-08/environmental\\_sustainability\\_framework\\_2016-2025\\_0.pdf](https://www.bayside.vic.gov.au/sites/default/files/2021-08/environmental_sustainability_framework_2016-2025_0.pdf)

Council's *Carbon Neutrality Action Plan 2018-2020* set the direction and specified actions so Council could achieve its commitment to be 'Carbon Neutral' by 2020.

[https://www.bayside.vic.gov.au/sites/default/files/2021-08/carbon\\_neutrality\\_action\\_plan\\_2018-2020.pdf](https://www.bayside.vic.gov.au/sites/default/files/2021-08/carbon_neutrality_action_plan_2018-2020.pdf)

Achieving and maintaining the carbon neutrality goal requires considered planning and decision-making across Council's various services, such as sustainable infrastructure (design, construction, operations and maintenance), procurement and fleet policy.

The mechanism for maintaining and achieving 'carbon neutrality' through the Plan were:

- **Avoidance** of greenhouse gas emissions as Council activities and processes are aligned to this goal;
- **Reduction** of greenhouse gas emissions through improved energy efficiency in Council buildings and other assets;
- **Switching** from fossil fuel-based energy generation to renewable energy, including the installation of renewable energy on Council buildings, as well as sourcing renewable energy and less greenhouse gas intensive fuels through procurement; and
- **Offset** of residual greenhouse gas emissions.

This approach maximises the reduction of greenhouse gas emissions, focussing on reducing emissions from sources that Council directly controls, and/or could be accurately measured.

Priority is placed on funding activities that directly reduce energy use and the reliance on fossil fuels, at the lowest cost of greenhouse gas abatement.

Council's '**Avoid, Reduce, Switch, Offset**' approach will be continued as an effective emissions reduction strategy.

This approach allows the purchase of renewable energy for ongoing electricity once maximum energy efficiency has been achieved. Purchase of offsets is a 'last resort' action to achieve carbon neutrality, however this also allows for social and economic benefits from investment in offsets to residual greenhouse gas emissions.

In December 2019, Council declared a 'Climate Emergency', with significant community support. Council resolved to prepare a Climate Emergency Action Plan. This Action Plan (2020-2025) was adopted in September 2020 and replaced the Climate Change Strategy and the Carbon Neutrality Action Plan. ([https://acquia-prod.bayside.vic.gov.au/sites/default/files/2021-08/climate\\_emergency\\_action\\_plan\\_2020-2025.pdf](https://acquia-prod.bayside.vic.gov.au/sites/default/files/2021-08/climate_emergency_action_plan_2020-2025.pdf))

In November 2021, Council set an ambitious target to reduce Bayside's community greenhouse gas emissions by 75% below 2005 levels by 2030; and achieve net zero emissions by 2035, or earlier.

An organisation emissions reduction target has not been set since carbon neutrality was achieved, and due to Council approval being required before setting a new target there is no existing target for this reporting period. In line with the Climate Emergency Action Plan review in quarter 1 2023-2024, Council will set an organisation emissions reduction target.

Notwithstanding the target setting, a number of emissions reductions initiatives are already included as actions within the [Climate Emergency Action Plan](#) adopted by Council in September 2020, as seen in Table 1 overleaf.

Theme	Action	Timeframe	Deliverable	Outcome
1: Building the Foundations	1.2 Develop and implement training for staff awareness and response to the Climate Emergency.	Ongoing	Continue to include targeted training and development opportunities in response to the Climate Emergency in the organisation-wide training and development plan.	All staff are aware of the organisational response to the Climate Emergency and applying knowledge in their role.
1: Building the Foundations	1.5 Review and update the Procurement Policy and procedures to address climate change impacts from Council and contractor actions.	Ongoing	<ul style="list-style-type: none"> <li>- Continue to include Environmental Sustainability as a standard weighting criterion for evaluation of tenders.</li> <li>- Continue to include specifications in contracts and tenders to address climate change impacts.</li> <li>- Increase the use of low emission and recycled products for buildings and infrastructure.</li> </ul>	Procurement Policy and procedures are updated to address climate change impacts.
1: Building the Foundations	1.7 Establish and communicate a science-based greenhouse gas emissions reduction target for the entire Bayside community, in line with the Paris Agreement.	June 2035	<ul style="list-style-type: none"> <li>- Develop a communications and education campaign about the community greenhouse gas emissions reduction target and how each sector of the community can help achieve them.</li> <li>- Continue to monitor the community greenhouse gas emissions reduction target annually, utilising tools consistent with the Global Protocol for Community-Scale Greenhouse Gas Inventories.</li> </ul>	A community greenhouse gas emissions reduction target is established, integrated into the Climate Emergency Action Plan, and monitored.
2: Mobilise with our community	2.1 Establish a coordinated program of community awareness, education, engagement and behaviour change initiatives to build local support and action for a Climate Emergency response.	Ongoing	<ul style="list-style-type: none"> <li>- Deliver targeted communications and education campaign to support community greenhouse gas emissions reduction in with greenhouse gas emissions reduction target of 75% below 2005 levels by 2030 and net zero by 2035.</li> <li>- Continue to expand the 'GreenMoney' behaviour change program to the community.</li> </ul>	The community is engaged and taking action on climate change.
2: Mobilise with our community	2.8 Establish a Sustainable Community Grants program to support community initiatives that address climate change mitigation and/or adaptation.	Ongoing	Continue to deliver annual Bayside Climate Emergency Grants program to support community initiatives that address climate change.	The community is supported and taking action on climate change.
2: Mobilise with our community	2.9 Investigate partnership initiatives which promote climate action within Council and across the community.	Ongoing	Engage with industry organisations that promote energy efficient and sustainable products and services to the community.	The community are knowledgeable about climate impacts and taking action.



<b>3: Move to zero carbon transport</b>	<b>3.2</b> Update the Fleet Policy to transition the Council fleet to net zero carbon.	June 2025	Add further electric vehicles for the Council fleet supported by installation of electric vehicle charging stations.	A staged and costed plan to transition Council fleet to net zero carbon by 2025 is developed and implemented, supported by an updated Fleet Policy.
<b>4: Transform to a climate responsive built environment</b>	<b>4.6</b> Review and update the Sustainable Infrastructure Policy to align with Climate Emergency principles.	December 2021	Implement updated Sustainable Infrastructure Policy to ensure Council assets align with Climate Emergency principles.	Council buildings and infrastructure are increasingly climate resilient and low carbon.
<b>4: Transform to a climate responsive built environment</b>	<b>4.7</b> Identify and monitor infrastructure assets at risk due to climate change and prioritise actions in response.	Ongoing	Include transparent weightings to climate-related risks as part of ongoing asset management processes, to inform capital and maintenance programs.	Council buildings and infrastructure are increasingly climate resilient and low carbon.
<b>4: Transform to a climate responsive built environment</b>	<b>4.8</b> Include requirements to address environmental impact into leases of Council property.	June 2024	<ul style="list-style-type: none"> <li>- Include standard requirements to reduce environmental impact in community and commercial lease templates for new leases by December 2020.</li> <li>- Include specific requirements to reduce environmental impact in existing community and commercial leases when renewed.</li> </ul>	Environmental impact is reduced in the operation of council owned buildings.
<b>4: Transform to a climate responsive built environment</b>	<b>4.9</b> Investigate opportunities for a pilot 'zero carbon' development.	June 2025	<ul style="list-style-type: none"> <li>- Meet with developers to discuss opportunities and barriers to build example zero carbon apartment blocks and homes.</li> <li>- Promote Sustainable House Day and showcase zero carbon developments as examples for the Bayside community.</li> </ul>	Council is actively seeking opportunities to pilot a 'zero carbon' development.
<b>5: Protect and enhance our natural environment</b>	<b>5.3</b> Accelerate review of the Integrated Water Management Plan and implement to address climate change impacts.	June 2025	Build on 'Climate Emergency Action Plan Gaps and Opportunities Report' to review and update Integrated Water Management Plan.	The Integrated Water Management Plan is implemented, responding to the Climate Emergency by addressing: supporting biodiversity and habitat through healthier waterways and reduced pollutants in the bay; managing water resources more efficiently; using water in the landscape to improve climate resilience.





<b>5: Protect and enhance our natural environment</b>	<b>5.7</b> All planting and landscape renewal plans in Council open space consider hardiness and adaptability of species in the context of climate change risks.	Ongoing		Open space in Bayside is more resilient to the impacts of climate change.
<b>7: Switch to zero carbon energy</b>	<b>7.2</b> Purchase all electricity used by Council from renewable sources.	June 2023		100% of Council purchased electricity is from renewable sources.
<b>7: Switch to zero carbon energy</b>	<b>7.3</b> Transition Council operations to all-electric (i.e. gas/fossil fuel free) by June 2030.	2030	Develop a plan to transition Council operations to all-electric.	Council operations are 100% gas free.
<b>7: Switch to zero carbon energy</b>	<b>7.4</b> Continue to upgrade public lighting with energy efficient LED lamps.	2030	Explore opportunities to fund upgrade of all remaining street lighting to LED lamps.	All public lighting including street lighting uses energy efficient LED lamps.
<b>7: Switch to zero carbon energy</b>	<b>7.5</b> Continue to implement a capital works program to increase energy efficiency, renewable energy, and batteries, in Council buildings and assets.	June 2025	- Develop a business case to implement battery systems in Council buildings and assets, as opportunities present. - Develop a repository of information to capture the current status of equipment and appliances regarding energy efficiency, water efficiency and use of renewable energy, in Council buildings and assets.	Council buildings and assets require minimal energy input and are energy-efficient.

### Emissions reduction actions

#### Achievements in 2021-22

Bayside Council achieved the following in 2021-22:

- Continuation of a 10-year Power Purchase Agreement for supply of renewable electricity to Council’s large sites and street lighting
- Replacement of 1014 streetlights with energy-efficient LED technology
- Replacement of 36 open space lights with energy-efficient LED technology
- Purchase of 2 new electric fleet vehicles
- 175 kW of solar panels installed at 13 Council buildings.
- 4 council buildings had water efficiency projects completed
- 6 council buildings had energy efficiency projects completed
- Completed build of an all-electric sports pavilion at Beaumaris Reserve
- Adoption of an updated Sustainable Buildings and Infrastructure Policy
- Adoption of a community emissions reduction target

Bayside has continued to purchase GreenPower for its small sites since 1 March 2021. This option in the electricity contract was brought forward from the scheduled introduction from 1 July 2023. It means that 100% of Council purchased electricity for owned and operated sites is effectively from renewable sources.

In addition, Bayside City Council has implemented an updated Sustainable Buildings and Infrastructure Policy, to be embedded into processes through 2022/23 and ongoing. This will enable a consistent and high standard of ESD in all new Council buildings and major upgrades. It will also reduce emissions through supporting procurement of sustainable materials for infrastructure projects.



New vehicles to the fleet since 2017 have been hybrid or electric vehicles. Bayside now has 7 electric vehicles as part of its fleet, including the Mayoral vehicle. Bayside Council will continue to replace Council fleet and maintenance vehicles with electric vehicles, with the purchase of at least 2 vehicles in 2022-23 and additional DC charging infrastructure to be installed.

## 5.EMISSIONS SUMMARY

### Emissions over time

Emissions since base year		Total tCO <sub>2</sub> -e
Base year/Year 1	2019–20	13,181
Year 2:	2020–21	6,267
Year 3:	2021–22	6,673

### Significant changes in emissions

Bayside commenced a 10 -year Power Purchase Agreement to supply electricity for our larger sites and street lighting from renewable energy sources on 1 July 2020. For smaller sites, Council was able to commence the purchase of 100% Greenpower from 1 March 2021.

A Fleet Policy of adding hybrid and electric vehicles to Council’s fleet, along with the reduction in kilometres travelled by staff due to Covid restrictions, reduced the emissions associated to fleet vehicle transport.

Council has increased the capital works activities following Covid-19 Pandemic Lockdowns and as a result costs associated to consultants, preparing and managing projects from inception to delivery have increased. Economic impacts from Covid-19 have also led to cost increasing.

Emission source name	Current year (tCO <sub>2</sub> -e and/ or activity data)	Previous year (tCO <sub>2</sub> -e and/ or activity data)	Detailed reason for change
Business services	1,023.1	721.6	Council activities increased after Covid-19 Pandemic Lockdowns, and increasing costs involved in consulting and preparing for major projects.
Leased Buildings: Natural Gas	682.2	494.2	Council has obtained more tenant utility bills for increased accuracy. Additionally, leased buildings have been able to operate for a longer period of the year with less Covid-19 Pandemic



			Lockdowns.
Land & Sea Transport (Medium Car)	513.4	334.6	After Covid-19 Pandemic Lockdowns the hybrid model was introduced with staff encouraged to return to the workplace. Less weeks in lockdown has also increased activity and the staff travel survey found increases in car travel over other modes of transport.
Water supply and wastewater treatment - Melbourne	462.0	489.3	With increased rainfall and Covid-19 Pandemic Lockdowns water usage across Council's facilities and open space decreased.

**Use of Climate Active carbon neutral products and services**

Certified brand name	Product or Service used
Opal Australian Paper	Paper

**Organisation emissions summary**

The electricity summary is available in the Appendix B. Electricity emissions were calculated using a market-based approach.

Emission category	Sum of Scope 1 (tCO <sub>2</sub> -e)	Sum of Scope 2 (tCO <sub>2</sub> -e)	Sum of Scope 3 (tCO <sub>2</sub> -e)	Sum of total emissions (tCO <sub>2</sub> -e)
Accommodation and facilities	0	0	0.88	0.88
Air transport (fuel)	0	0	0	0
Air transport (km)	0	0	0.936	0.937
Bespoke	0	0	0	0
Carbon neutral products and services	0	0	0	0
Cleaning and chemicals	0	0	0	0
Construction materials and services	0	0	258.506	258.506
Contractors	0	0	2230.79	2230.79



Electricity	0	86.409	0	86.409
Food	0	0	0	0
Horticulture and agriculture	0	0	141.891	141.892
ICT services and equipment	0	0	340.079	340.079
Land and sea transport (fuel)	151.384	0	7.99	159.374
Land and sea transport (km)	0	0	521.207	521.208
Leased Buildings	0	0	682.169	682.169
Machinery and vehicles	0	0	0	0
Office equipment & supplies	0	0	0	0
Postage, courier and freight	0	0	70.395	70.395
Products	0	0	0	0
Professional services	0	0	1194.911	1194.911
Refrigerants	31.782	0	0	31.782
Roads and landscape	0	0	0	0
Stationary energy	174.17	0	13.505	187.675
Waste	0	0	70.69	70.69
Water	0	0	461.989	461.989
Working from home	0	0	232.575	232.575
<b>Total</b>	<b>357.336</b>	<b>86.409</b>	<b>6228.512</b>	<b>6672.26</b>

### Uplift factors

N/A

An uplift factor is an upwards adjustment to the total carbon inventory to account for relevant emissions, which can't be reasonably quantified or estimated. This conservative accounting approach helps ensure the integrity of the carbon neutral claim.

## 6. CARBON OFFSETS

### Offsets retirement approach

In arrears	
1. Total number of eligible offsets banked from last year's report	4748
2. Total emissions footprint to offset for this report	6673
3. Total eligible offsets required for this report	1925
4. Total eligible offsets purchased and retired for this report	2744
5. Total eligible offsets banked to use toward next year's report	1819

### Co-benefits

Bayside City Council offsets its carbon emissions by purchasing carbon credits associated with a range of wind and solar renewable energy projects and native forest regeneration and fire management projects. These projects have various benefits associated with the Sustainable Development Goals including: 7 Affordable and clean energy; 8 Decent work and economic growth; 9 Industry, innovation and infrastructure; 13 Climate Action; 14 Life below water; 15 Life on land and; 17 Partnerships for the goals.

Eligible offsets retirement summary

Offsets cancelled for Climate Active Carbon Neutral Certification											
Project description	Type of offset units	Registry	Date retired	Serial number (and hyperlink to registry transaction record)	Vintage	Stapled quantity	Eligible quantity (tCO <sub>2</sub> e)	Eligible quantity used for previous reporting periods	Eligible quantity banked for future reporting periods	Eligible quantity used for this reporting period	Percentage of total (%)
My Son Hoan Loc Viet Solar Energy Project, Vietnam	VCUs	Verra	26 Oct 2021	<a href="#">11541-338100774-338102716-VCS-VCU-264-VER-VN-1-1958-19062019-31122019-0</a>	2019		1,943	195	0	1,748	26%
Prony and Kafate wind-farms New Caledonia , New Caledonia	VER	Gold Standard	26 Oct 2021	<a href="#">GS1-1-NC-GS566-12-2017-19150-5142-8141</a>	2017		3,000	0	819	2,181	33%
Myamyn Lowland Forest Conservation, Victoria	ABU	VNVCR	20 Oct 2022	VOL008 24201-26200 (see image below)	2021	2,000					
Stapled to Prony and Kafate wind-farms New Caledonia, New Caledonia	VER	Gold Standard	14 Oct 2022	<a href="#">GS1-1-NC-GS566-12-2020-22753-17423-19422</a>	2020		2,000	0	0	2,000	30%
Hyundai Steel Waste Energy Cogeneration	VCU	Verra	4 Aug 2022	<a href="#">8967-56930387-56930631-VCS-VCU-260-VER-KR-1-786-</a>	2014		245	0	0	245	4%



Project	VCU	Verra	4 Aug 2022	01012014-31122014-0 8967-56929888- 56930386-VCS-VCU- 260-VER-KR-1-786- 01012014-31122014-0	2014	499	0	0	499	7%
Hyundai Steel Waste Energy Cogeneration Project	VCU	Verra	4 Aug 2022	01012014-31122014-0 8967-56929888- 56930386-VCS-VCU- 260-VER-KR-1-786- 01012014-31122014-0	2014	499	0	0	499	7%
Mt Mulgrave Savanna Burning Project	ACCU	ANREU	24 Oct 2022	8,347,885,693 - 8,347,886,692 (see image below)	2022-23	1,000	0	1,000	0	0%
<b>Total offsets retired this report and used in this report</b>										6,673
<b>Total offsets retired this report and banked for future reports</b>										1,819

Type of offset units	Quantity (used for this reporting period claim)	Percentage of total
Verified Emissions Reductions (VERs)	4,181	63%
Verified Carbon Units (VCUs)	2,492	37%





Project: Myamyn Lowland Forest Conservation, Australia (Serial number VOL008 24201-26200)



Project: Mount Mulgrave Savanna Fire Management, Australia (Serial number 8,347,885,693 - 8,347,886,692)



**Australian National Registry of Emissions Units**

Logged in as: Saehaneul Moon / Industry User

**Transaction Details**  
Transaction details appear below.

Transaction ID	AU24418
Current Status	Completed (4)
Status Date	2022-10-24 12:49:17 AEDT
	2022-10-24 01:49:17 GMT
Transaction Type	Cancellation (4)
Transaction Initiator	Moon, Saehaneul
Transaction Approver	Zhou, Tom Y Shang
Comment	Retired on behalf of Bayside City Council to comply with Climate Active certification for FY2021/22

**Transferring Account**

Account Number	AU-2077
Account Name	South Pole Australia Financial Services Pty Ltd
Account Holder	South Pole Australia Financial Services Pty Ltd

**Acquiring Account**

Account Number	AU-1068
Account Name	Australia Voluntary Cancellation Account
Account Holder	Commonwealth of Australia

**Transaction Blocks**

Entry	Type	Transaction Type	Original CP	Current CP	ERF Project ID	NGER Facility ID	NGER Facility Name	Safeguard	Kyoto Project #	Vintage	Expiry Date	Serial Range	Quantity
AU	KACCU	Voluntary ACCU Cancellation			ERF.U00209					2022-23		8,347,885,693 - 8,347,886,692	1,000

**Transaction Status History**

Status Date	Status Code
2022-10-24 12:49:17 AEDT	Completed (4)
2022-10-24 01:49:17 GMT	Proposed (1)
2022-10-24 01:49:16 GMT	Account Holder Approval (97)
2022-10-24 12:49:16 AEDT	Awaiting Account Holder Approval (95)
2022-10-21 16:12:50 AEDT	
2022-10-21 09:11:50 GMT	

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## 7. RENEWABLE ENERGY CERTIFICATE (REC) SUMMARY

### Renewable Energy Certificate (REC) summary

Not Applicable

The following RECs have been surrendered to reduce electricity emissions under the market-based reporting method.

1. Large-scale Generation certificates (LGCs)*	0
2. Other RECs	0

\* LGCs in this table only include those surrendered voluntarily (including through PPA arrangements), and does not include those surrendered in relation to the LRET, GreenPower, and jurisdictional renewables.

Project supported by LGC purchase	Eligible units	Registry	Surrender date	Accreditation code (LGCs)	Certificate serial number	Generation year	Quantity (MWh)	Fuel source	Location
<b>Total LGCs surrendered this report and used in this report</b>									



## APPENDIX A: ADDITIONAL INFORMATION

Not Applicable

## APPENDIX B: ELECTRICITY SUMMARY

Electricity emissions are calculated using a market-based approach

### Location-based method

The location-based method provides a picture of a business's electricity emissions in the context of its location, and the emissions intensity of the electricity grid it relies on. It reflects the average emissions intensity of the electricity grid in the location (State) in which energy consumption occurs. The location-based method does not allow for any claims of renewable electricity from grid-imported electricity usage.

### Market-based method

The market-based method provides a picture of a business's electricity emissions in the context of its renewable energy investments. It reflects the emissions intensity of different electricity products, markets and investments. It uses a residual mix factor (RMF) to allow for unique claims on the zero emissions attribute of renewables without double-counting.

Market Based Approach Summary			
Market Based Approach	Activity Data (kWh)	Emissions (kgCO2e)	Renewable Percentage of total
Behind the meter consumption of electricity generated	349,963	0	6%
<b>Total non-grid electricity</b>	<b>349,963</b>	<b>0</b>	<b>6%</b>
LGC Purchased and retired (kWh) (including PPAs & Precinct LGCs)	0	0	0%
GreenPower	3,971,409	0	72%
Jurisdictional renewables (LGCs retired)	0	0	0%
Jurisdictional renewables (LRET) (applied to ACT grid electricity)	0	0	0%
Large Scale Renewable Energy Target (applied to grid electricity only)	956,908	0	17%
Residual Electricity	219,119	218,015	0%
<b>Total grid electricity</b>	<b>5,147,436</b>	<b>218,015</b>	<b>90%</b>
<b>Total Electricity Consumed (grid + non grid)</b>	<b>5,497,399</b>	<b>218,015</b>	<b>96%</b>
Electricity renewables	5,278,280	0	
Residual Electricity	219,119	218,015	
<b>Exported on-site generated electricity</b>	<b>180,283</b>	<b>-131,607</b>	
Emissions (kgCO2e)		86,409	
<b>Total renewables (grid and non-grid)</b>	<b>96.01%</b>		
<b>Mandatory</b>	<b>17.41%</b>		
<b>Voluntary</b>	<b>72.24%</b>		
<b>Behind the meter</b>	<b>6.37%</b>		
<b>Residual Electricity Emission Footprint (TCO2e)</b>	<b>86</b>		
<i>Figures may not sum due to rounding. Renewable percentage can be above 100%</i>			
Location Based Approach Summary			



Location Based Approach	Activity Data (kWh)	Scope 2 Emissions (kgCO2e)	Scope 3 Emissions (kgCO2e)
Vic	5,147,436	4,684,167	514,744
<b>Grid electricity (scope 2 and 3)</b>	<b>5,147,436</b>	<b>4,684,167</b>	<b>514,744</b>
Vic	349,963	0	0
<b>Non-grid electricity (Behind the meter)</b>	<b>349,963</b>	<b>0</b>	<b>0</b>
<b>Total Electricity Consumed</b>	<b>5,497,399</b>	<b>4,684,167</b>	<b>514,744</b>
<b>Emission Footprint (TCO2e)</b>	<b>5,199</b>		
Scope 2 Emissions (TCO2e)	4684		
Scope 3 Emissions (TCO2e)	515		
Carbon Neutral electricity offset by Climate Active Product	Activity Data (kWh)	Emissions (kgCO2e)	
<a href="#">Enter product name/s here</a>	0	0	
<i>Climate Active carbon neutral electricity is not renewable electricity. The emissions have been offset by another Climate Active member through their Product certification.</i>			



## APPENDIX C: INSIDE EMISSIONS BOUNDARY

### Non-quantified emission sources

The following sources emissions have been assessed as relevant, are captured within the emissions boundary, but are not measured (quantified) in the carbon inventory. They have been non-quantified due to one of the following reasons:

1. **Immaterial** <1% for individual items and no more than 5% collectively
2. **Cost effective** Quantification is not cost effective relative to the size of the emission but uplift applied.
3. **Data unavailable** Data is unavailable but uplift applied. A data management plan must be put in place to provide data within 5 years.
4. **Maintenance** Initial emissions non-quantified but repairs and replacements quantified.

Relevant-non-quantified emission sources	(1) Immaterial	(2) Cost effective (but uplift applied)	(3) Data unavailable (but uplift applied & data plan in place)	(4) Maintenance
Machinery and vehicles: Motor vehicle repairs and maintenance	Yes	No	No	No
Food: Food & Catering, Dairy	Yes	No	No	No
Office equipment & supplies: Office equipment hire and leasing, Office Furniture	Yes	No	No	No
Products; Clothing	Yes	No	No	No
Cleaning and Chemicals	Yes	No	No	No
Professional services: Education; Advertising services; Security and personal safety	Yes	No	No	No
ICT Services: Computer and electrical components, hardware and accessories;	Yes	No	No	No
Construction Materials and Services: Fabricated metal products	Yes	No	No	No

Bayside City Council confirms that all immaterial emission sources are less than 1% and do not make up more than 5% collectively.



## APPENDIX D: OUTSIDE EMISSIONS BOUNDARY

### Excluded emission sources

The below emission sources have been assessed as not relevant to an organisation's or precinct's operations and are outside of its emissions boundary. These emissions are not part of the carbon neutral claim. Emission sources considered for relevance must be included within the certification boundary if they meet two of the five relevance criteria. Those which only meet one condition of the relevance test can be excluded from the certification boundary.

Emissions tested for relevance are detailed below against each of the following criteria:

1. **Size** The emissions from a particular source are likely to be large relative to the organisation's electricity, stationary energy and fuel emissions
2. **Influence** The responsible entity has the potential to influence the reduction of emissions from a particular source.
3. **Risk** The emissions from a particular source contribute to the organisation's greenhouse gas risk exposure.
4. **Stakeholders** Key stakeholders deem the emissions from a particular source are relevant.
5. **Outsourcing** The emissions are from outsourced activities previously undertaken within the organisation's boundary, or from outsourced activities typically undertaken within the boundary for comparable organisations.

No emissions were excluded from Bayside City Council's boundary.



An Australian Government Initiative



Corporate Emissions Target - Year on Year

Year	Greenhouse Gas Emissions Target
2020	13182
2021	11864
2022	10677
2023	9610
2024	8649
2025	7784
2026	7005
2027	6305
2028	5674
2029	5107
2030	4596
2031	4137
2032	3723
2033	3351
2034	3016
2035	2714

Actions to reduce Corporate Greenhouse Gas Emissions

Strategy	Action and Deliverable
Climate Emergency Action Plan 2020-2025	1.2 Develop and implement training for staff awareness and response to the Climate Emergency.
	1.5 Review and update the Procurement Policy and procedures to address climate change impacts from Council and contractor actions; Increase the use of low emission and recycled products for buildings and infrastructure.
	1.6 Each service area to review their existing Policies, Strategies, Action Plans and Service Plans and update in response to the Climate Emergency, prioritising resources for expertise as required.
	2.8 Establish a Sustainable Community Grants program to support community initiatives that address climate change mitigation and/or adaptation.
	3.1 Explore and implement opportunities to increase the uptake of 'Zero Carbon' Electric Vehicles in Bayside.
	3.2 Update the Fleet Policy to transition the Council fleet to net zero carbon; Add further electric vehicles to the Council fleet supported by installation of electric vehicle charging stations.
	3.3 Accelerate review of the Integrated Transport Strategy and implement to address climate change impacts.
	4.6 Review and update the Sustainable Infrastructure Policy to align with Climate Emergency principles.
	4.8 Include requirements to address environmental impact into leases of Council property.
	5.3 Accelerate review of the Integrated Water Management Plan

	and implement to address climate change impacts.
	5.7 All planting and landscape renewal plans in Council open space consider hardiness and adaptability of species in the context of climate change risks.
	7.2 Purchase all electricity used by Council from renewable sources.
	7.3 Transition Council operations to all-electric (i.e. gas/fossil fuel free) by June 2030.
	7.4 Continue to upgrade public lighting with energy efficient LED lamps.
	7.5 Continue to implement a capital works program to increase energy efficiency, renewable energy, and batteries, in Council buildings and assets.
Environmental Sustainability Framework 2023-2025	Continue to implement the GreenMoney staff education program across all business units by 2025
	Implement Sustainable Building and Infrastructure Policy to ensure best practice in environmental sustainable development (ESD)
	Identify and implement new opportunities for building resource efficiency upgrades
	Implement Procurement Policy clauses relating to Sustainable Procurement.
	Implement internal environmental design standards for all capital works project phases to include indoor air quality, energy, water, waste, transport, materials, biodiversity and carbon emission considerations
	Minimise the environmental impact of Council's vehicle fleet
	Implement and promote sustainable travel choices amongst staff
	Continue to reduce potable water use in Council activities.
	Continue to deliver the 'GreenMoney' program and other education activities to promote waste avoidance and improve recycling diversion from landfill at the Corporate Centre
	Continue to deliver strategies to decrease paper use across the organisation
	Continue to assess feasibility of battery storage and new renewable energy technologies, and implement where feasible

## 10.5 ARDOYNE STREET, BLACK ROCK TRAFFIC AND PARKING

Environment, Recreation and Infrastructure - Climate, Waste and Integrated Transport  
File No: PSF/23/176 – Doc No: DOC/23/299757

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### **Executive summary**

#### ***Purpose and background***

The purpose of this report is to present the outcomes of community engagement on proposed changes to parking restrictions in Ardoyne Street, Black Rock.

This engagement process was undertaken in response to a petition presented to the Council meeting held on 18 April 2023 regarding an initial round of community engagement on proposed parking changes. The changes to parking restrictions were proposed to ensure there is sufficient width for through traffic.

The Council resolution from 18 April 2023 stated:

*That the petition be received and a report be submitted to Council at a future meeting following the outcomes of the community consultation.*

Following two rounds of consultation, it is recommended that NO STOPPING restrictions operating 7am to 5pm Monday to Friday in a staggered manner with hockey stick line markings be installed on Ardoyne Street, Black Rock, as this option received 74% support from those who responded.

#### ***Key issues***

Concerns were raised by residents in the section of Ardoyne Street, Black Rock between Links Street and Iluka Street that due to the narrow width of the road, if vehicles were parked on both sides of the street there is insufficient width for the safe passage of through traffic.

Ardoyne Street was measured to have a width of approximately 6.4m in this section.

The Road Rules require a motorist to park such that there is at least 3m of available road width alongside the vehicle, and therefore there is sufficient width for a car to park on-street, but if cars park on both sides opposite each other, there is not the sufficient 3m width.

Requests were received from residents to install part time NO STOPPING restrictions to clarify the parking arrangement.

In March 2023, a consultation letter was sent to residents in the affected section of the street, seeking their feedback on two options to install restrictions, being:

- Option 1: Install NO STOPPING restrictions operating 7am to 5pm Monday to Friday along the south side of Ardoyne Street between #42 and #80; or
- Option 2: Install NO STOPPING restrictions operating 7am to 5pm Monday to Friday in a staggered manner:
  - south side between #42 and speed hump outside #50;
  - north side between speed humps outside #47 and #65; and
  - south side between speed hump outside #68 and #80.

The restriction type proposed was the same in each option, the difference was the layout proposed.

Option 1 is the simplest option, allowing parking only on the north side along the length, with sufficient space provided for through traffic.

The staggered arrangement in Option 2 is potentially more complicated to understand and requires more signage but may assist in slowing traffic by forcing motorists to weave as they travel through the street.

Consultation on these options was open from 9 March 2023 to 24 March 2023.

Shortly before the conclusion of the consultation period, a joint letter signed by a number of residents was received by Council expressing a desire that neither option proceed, and that a third option be developed and presented to residents for their consideration.

The joint letter made a specific request for staggered parking on both sides including "hockey stick" linemarking to guide parking behaviour.

In response, Council officers met with residents to define their request regarding a third option for consultation.

The response to the original consultation was also compiled, and is shown in the following table:

Option 1	Option 2	Did Not Support Either Option	Total Response
11 (37%)	16 (53%)	3 (10%)	30 of 49 61%

As this shows, Option 2 received 53% support and the response rate exceeded 50%, so under the Managing On-Street Parking Demand Policy, would have proceeded.

It was therefore deemed appropriate to carry forward this option as part of the next consultation, along with a new option designed in accordance with the joint letter presented to Council and the subsequent resident meeting.

The previous Option 2 became Option A in the new consultation, and the new option was presented as Option B.

The options developed for consultation were as follows:

- Option A: Install NO STOPPING restrictions operating 7am to 5pm Monday to Friday in a staggered manner:
  - south side between #42 and speed hump outside #50;
  - north side between speed humps outside #47 and #65; and
  - south side between speed hump outside #68 and #80.
- Option B: Install NO STOPPING restrictions operating 7am to 5pm Monday to Friday in a staggered manner with Hockey Stick line markings:
  - south side between #42 and speed hump outside #50,
  - north side between speed humps outside #47 and #55,
  - south side between #56 and #64,
  - north side between #59 and speed hump outside #65,
  - south side between speed hump outside #68 and #82.

The consultation period was open from 10 August 2023 to 25 August 2023.

The response to the consultation has been compiled, and is shown in the following table:

Option A	Option B	Did Not Support Either Option	Total Response
6 (26%)	17 (74%)	0 (0%)	23 of 49 47%

The response shows a clear preference for Option B.

The response rate to the second round of consultation is lower than the first (61% first round, 47% second round), however response rates typically decrease with multiple rounds of consultation.

The high percentage of respondents in support of Option B gives a clear indication that this is the preferred option.

It is therefore recommended that Option B proceed.

## Recommendation

That Council:

1. notes the report and the outcomes of community consultation on proposed changes to parking restrictions in Ardoyne Street, Black Rock
2. endorses Option B, being NO STOPPING restrictions operating 7am to 5pm Monday to Friday in a staggered manner with hockey stick line markings, as the preferred treatment for Ardoyne Street, Black Rock.

## Support Attachments

1. Preferred option - Parking changes in Ardone Street, Black Rock ↓



## **Considerations and implications of proposition**

### **Social**

Roads provide many benefits for the community including the ability for traffic and delivery vehicle circulation, on-street parking and social connection.

### **Natural Environment**

This proposition has no significant impact on the natural environment, however the addition of parking signage in the area will have some impacts on nature strips.

### **Climate Emergency**

This proposition has no significant impact on the climate emergency response. The manufacture and installation of signage will create some greenhouse gas emissions.

### **Built Environment**

This proposition has limited impact on the built environment. The proposition is for parking management, the management of an existing resource, and the installation requires signage and linemarking only.

### **Customer Service and Community Engagement**

There have been two rounds of community engagement undertaken with the affected residents of Ardoyne Street, Black Rock to reach the proposed outcome. The proposition is aligned with the majority position, with 74% of respondents in support of the recommended outcome. The engagement undertaken was via direct letter to those affected, requesting a response through a mail back survey form.

### **Human Rights**

The implications of the report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

### **Governance**

Officers involved in the preparation of this report have no conflict of interest.

### **Legal**

The Road Rules require a motorist to park such that there is at least 3m of available road width alongside the vehicle, and therefore there is sufficient width for a car to park on-street, but if cars park on both sides opposite each other within this section of Ardoyne Street, Black Rock, there is not the sufficient 3m road width.

Parking is managed using signs conforming to the Australian Standards.

### **Finance**

The signage and linemarking for the proposition can be accommodated within the capital budget allocation for Traffic Management Unscheduled Works 2023–24.

### **Links to Council policy and strategy**

Council Plan 2021–25 has four key goals: Our Planet, Our People, Our Place, Our Promise.

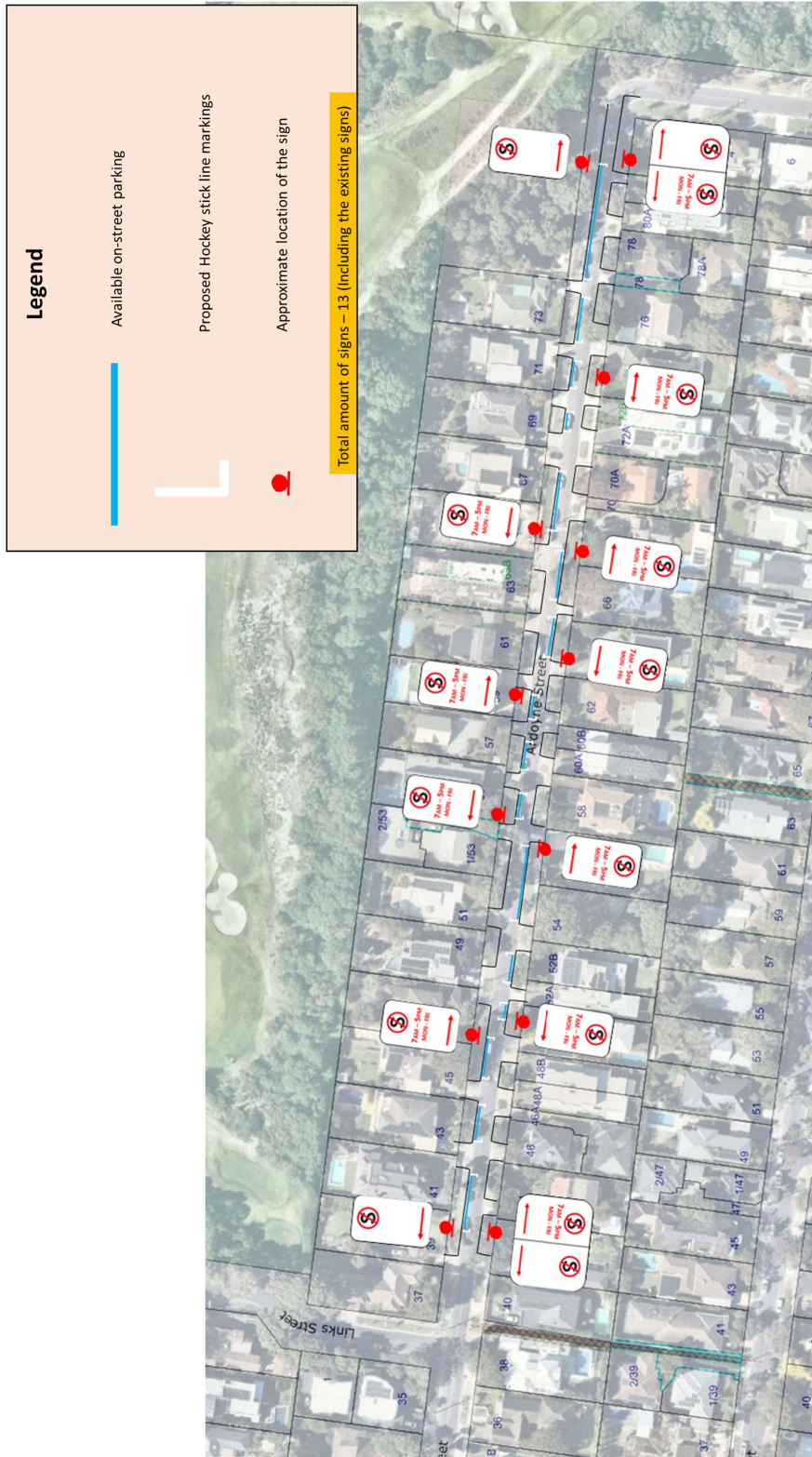
The proposal supports Goal 3: Our Place.

The following strategic objectives align with this project:

3.2.1 Plan for and implement effective stewardship of all Council assets to ensure our infrastructure is safe, activated, accessible, adaptable, cleaner, fit-for-purpose and environmentally sustainable.

3.4.1 Integrate our transport planning and traffic management, and employ smart solutions to address changing demand, transport trends and community needs.

**Option B – Proposed No Stopping restrictions – Ardoyne Street, Black Rock**



## 10.6 COUNCIL ACTION AWAITING REPORT

Corporate Services - Governance  
File No: PSF/23/167 – Doc No: DOC/23/303650

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### **Executive summary**

#### **Purpose and background**

This report presents to Council a schedule of actions pending for the period to 17 October 2023.

#### **Key issues**

This report contains resolutions of Council that require a further report to Council.

#### **Recommendation**

That Council notes the Council Action Awaiting Report.

#### **Support Attachments**

1. Council Action Awaiting Report - October 2023 ↓

Council Action Awaiting Report

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
24/05/16	10.7	<p><b><u>Children's Sensory Garden Investigation</u></b>                      That Council:</p> <ol style="list-style-type: none"> <li>1. notes the typical elements of a suburban sensory garden;</li> <li>2. proposes the CSIRO site is the preferred location for the establishment of a sensory garden in Bayside;</li> <li>3. seeks community feedback regarding the concept of establishing a sensory garden in Bayside to inform future decisions on this matter; and</li> <li>4. receives a further report detailing the financial implications associated with the establishment of a sensory garden.</li> </ol>	ERI	<p>A report will be provided to a future Council meeting detailing the implications of including a sensory garden in the planning of the one hectare passive open space in the CSIRO site.</p> <p>The timeline of this report will be subject to the transfer of land (one hectare passive open space) is confirmed and planning can commence.</p>
18/08/20	10.22	<p><b><u>CONTRACT CON/20/82 Moorabbin West, Hampton East and Sandringham Oval Reconstruction</u></b>                      That Council:                      ...</p> <ol style="list-style-type: none"> <li>5. receives a report at a future meeting detailing the outcomes of a review of the Sportsground Reconstruction Program.</li> </ol>	ERI	<p>A report will be submitted to a future meeting.</p>

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
16/8/22	10.4	<p><b><u>Proposed Bicycle Route Connecting Cheltenham and Sandringham</u></b>                      That Council:                      ...                      3. receives a report at a future Council Meeting on the community engagement findings, alongside the final design of stage one of the proposed cycling route connecting Cheltenham and Sandringham.</p>	ERI	A report will be submitted to a future Council Meeting.
20/9/22	10.12	<p><b><u>Update on the Inquiry into the Protections within the Victorian Planning Framework</u></b>                      That Council:                      ...                      2. receives a further report once the committee's substantive findings and the Government response to the Committee's recommendations and proposed actions are publicly available.</p>	CPA	A report will be submitted to a future Council Meeting.
22/11/22	10.9	<p><b><u>CONTRACT CON/22/74 Thomas Street, Hampton Reconstruction (Foam Street – Bluff Road)</u></b>                      That Council:                      ...                      2. defers consideration of this matter to a future Council Meeting</p>	ERI	A report will be submitted to a future Council Meeting.

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
20/12/22	10.1	<p><u>Inter War Heritage Study - Next Steps</u></p> <p>That Council:</p> <p>...</p> <p>2. defers the commencement of the Inter-War Heritage Study and the allocation of the relevant funding to the newly elected Council in November 2024 for further consideration at the March 2025 Council Meeting</p>	CPA	A report will be submitted to the March 2025 Council Meeting.
20/12/22	10.8	<p><u>Dendy Street Beach erosion mitigation - Update</u></p> <p>That Council:</p> <p>1. undertakes further investigation into the long-term option presented by The Nature Conservancy to address erosion at Dendy Street Beach</p> <p>2. engages a third-party independent consultant to review and compare all options recommended, including beach amenity and habitat for marine life, and report back to Council at a future meeting.</p>	ERI	A report will be submitted to a future Council Meeting.
18/4/23	7.2	<p><u>Joint Letter from resident of Ardoyne Street Black Rock - Parking Restrictions</u></p> <p>That Council:</p> <p>...</p> <p>That the joint letter be received and a report be submitted to Council at a future meeting following the outcomes of the community consultation.</p>	ERI	A report is included in this Agenda.



DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
16/5/23	13.1	<p><b><u>Notice of Motion - 328 - Community Groups involvement in the planning of Council events</u></b></p> <p>That Council:</p> <p>.....</p> <p>3. undertakes a critical review of the trial and reports back to Council in June 2024.</p>	ERI	A report will be submitted to the June 2024 Council Meeting.
27/6/23	10.7	<p><b><u>Concept Design for Hampton Hub</u></b></p> <p>That Council:</p> <p>...</p> <p>5. considers a report before 30 December 2023 on the findings of the feasibility analysis and community feedback on the development scenarios and considers the next steps.</p>	CPA	A report will be submitted at or before the December 2023 Council Meeting.
27/6/23	10.10	<p><b><u>Local Law Policy Review - Management of Tree Protection on Private Property</u></b></p> <p>That Council:</p> <p>...</p> <p>2. notes a report will be presented, post consultation, to the November 2023 Council Meeting.</p>	CPA	A report will be submitted to the November 2023 Council Meeting.

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
27/6/23	10.14	<p><u>Wangara Road Rehabilitation Plan and Masterplan</u></p> <p>That Council:</p> <p>...</p> <p>2. receives a further report once the Rehabilitation Plan has been endorsed by EPA Victoria</p>	ERI	A report will be submitted to a future Council Meeting.
15/8/23	10.1	<p><u>Urban Forest Precinct Plans</u></p> <p><u>PART A</u></p> <p>That Council:</p> <p>...</p> <p>2. requires the Cheltenham (including Pennydale) Urban Forest Precinct Plan 2023 to be amended, to provide greater clarity and details regarding the Pennydale urban area separate from the remainder of the Cheltenham precinct, prior to it being reported to Council for adoption at the February 2024 Council Meeting.</p> <p><u>PART B</u></p> <p>That Council:</p> <p>...</p> <p>2. seeks a report by February 2024 on the updated development of the Municipal Emergency Management Plan including preparations relating to fire management</p>	CPA	A report will be submitted at or before the February 2024 Council Meeting.
			ERI	A report will be submitted at or before the February 2024 Council Meeting.

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
15/8/23	10.3	<p><u>Road Management Plan review</u></p> <p>That Council:</p> <p>...</p> <p>2. prepares a report for consideration in the 2024–25 budget on the financial and risk implications and community benefits of reducing the threshold from 25mm to 20mm in major activity centres and other pedestrian high traffic areas, such as aged care facilities. The report should also consider other budget allocation models for enhancing pedestrian safety in these areas.</p>	ERI	A report will be submitted to a future Council Meeting.
15/8/23	10.5	<p><u>Investigation into alternatives to glyphosate products for weed and invasive plant control in Bayside</u></p> <p>That Council:</p> <p>...</p> <p>5. receives an annual report to Council on the use of chemicals used in managing public open space</p>	ERI	A report will be submitted to a future Council Meeting.
15/8/23	10.8	<p><u>Integrated Transport Strategy - Implementation Progress During 2022–23</u></p> <p>That Council:</p> <p>...</p> <p>2. receives a report on the delivery of the Bayside Integrated Transport Strategy (ITS) during 2023-2024 and the updated Action Plan at the August 2024 Council Meeting.</p>	ERI	A report will be submitted at or before the June 2024 Council Meeting.

DATE OF MEETING	ITEM	COUNCIL RESOLUTION	DIVISION	COMMENTS/STATUS
15/8/23	13.1	<p><b><u>Notice of Motion - 329 - Stray Golf Balls - Brighton Golf Course</u></b>                      That Council:                      ...                      3. receives a report at the June 2024 Council meeting on the impacts of the mitigation strategies implemented.</p>	CORP	A report will be submitted at the June 2024 Council Meeting.
19/9/23	10.1	<p><b><u>Climate Emergency Action Plan - Annual Update</u></b>                      That Council:                      ...                      3. receives a report in 2023–24 detailing delivery of Year 4 of the Climate Emergency Action Plan 2020–25</p>	ERI	A report will be submitted at or before the June 2024 Council Meeting.

## **11. Reports by Delegates**

1. **Association of Bayside Municipalities** – Cr Fiona Stitfold
2. **Metropolitan Transport Forum** – The Director Environment, Recreation and Infrastructure
3. **Inner South Metropolitan Mayors' Forum** – The Mayor, Cr Hanna El Mouallem
4. **South East Councils Climate Change Alliance** – Crs Clarke Martin and Fiona Stitfold

## **12. Urgent Business**

## **13. Notices of Motion**