Bayside City Council is located eight kilometres south east of Melbourne. The municipality is largely characterised by its proximity to Port Phillip Bay and its 17 kilometres of coastline. It is this proximity to the coast that has been most influential in the development of Bayside, both historically and today.

Bayside was originally settled in 1841 and used for agricultural purposes, however with the 1850’s boom associated with the gold rush, it soon emerged as a popular destination for holiday makers and day trippers from Melbourne, including many wealthy citizens who constructed grand homes on large allotments with substantial gardens. This early settlement, particularly in the northern part of the municipality has influenced the development of Bayside today and many of the features and buildings of that period remain and have heritage significance. This historic settlement also influenced the coastal areas around Beaumaris, which developed a more low scale development and retained a significant portion of the coastal vegetation that defines the southern parts of the municipality.

Development of Bayside has historically centred around defined ‘villages’ or activity centres which are a focus for retail, entertainment, employment and are accessible by public transport. This development pattern continues today. Each of these ‘villages’ has a defined character which is highly regarded by the local community. In Bayside, the activity centre hierarchy consists of Major Activity Centres, Neighbourhood Activity Centres and Small Neighbourhood Activity Centres.

The remainder of the residential areas are focused around larger allotments, enabling the establishment of private gardens which have matured and now dominate streetscapes. Housing styles range from grand old homes, Victorian and interwar homes, modern architect homes, an increasing number of apartments and also a range of public housing.

The municipality is experiencing increased development pressure for higher density residential development due to urban consolidation policies, its proximity to Melbourne and its attractiveness as a coastal location. This increasing density of residential development is reducing the size of allotments, often resulting in the loss of mature gardens and impacting on the character of the municipality.

The majority of economic activity in Bayside is associated with the commercial activities in the Major Activity Centres in Brighton, Hampton and Sandringham, as well as the Neighbourhood Activity Centres and smaller activity centres dispersed throughout the municipality. An important shaping factor of Bayside’s Major Activity Centres has been the rail network. All of Bayside’s Major Activity Centres are located at major railway stations. These stations not only provide important access to employment opportunities elsewhere in Melbourne, but they also help to concentrate foot traffic and retail expenditure in these Activity Centres.

Bayside also has a significant employment area located in Cheltenham, the Bayside Business District (BBD), which, whilst once having a traditional industrial focus, is being transformed into a high quality business area.

The southern end of the municipality has some important connections to employment precincts in the Cities of Kingston and Greater Dandenong, including the Moorabbin East Industrial Precinct, Moorabbin Airport and DFO and Kingston Industrial Precinct. These linkages provide businesses in the BBD with important access to a large pool of manufacturing and logistics businesses in their relative supply chains. The northern half of the municipality has strong links to a number of hospitals, including Cabrini Hospital, Caulfield Hospital and Sandringham Hospital to the south. The Church Street, Brighton Major Activity Centre is particularly well positioned to leverage off these health institutions and accommodate a greater range and depth of medical specialists and practitioners.

Tourism is also a significant economic contributor to Bayside, focused primarily around the Bay and the opportunities that it offers.
Bayside has significant areas of open space ranging from the coastal foreshore to significant bushland, extensive golf courses, sporting grounds and passive recreational parks, which not only provide for a range of recreational activities but also contain significant bushlands/heathlands which range from State to Local significance. Not only do these areas provide important habitat, but they also contribute to the landscape quality of the municipality and are highly regarded by the community.

The municipality is reasonably well serviced by public transport in the northern sector, principally by the Sandringham and Frankston railway lines as well as bus services, however the area to the south around Beaumaris is not as well serviced.

21.02-2  Key influences

The key influences on the Bayside municipality are:-

- Increasing development pressure and the impact this has on the urban environment.
- Environmentally significant areas.
- The coastal foreshore.
- Environmental risks associated with flooding, stormwater management and climate change.
- The local economy, including future development opportunities.
- Bayside’s location within Metropolitan Melbourne, its relationship to key employment nodes and proximity to key education and health institutions, drive the nature of employment growth across the municipality.
- Tourism and its associated opportunities and impacts.
- The quality and character of the built environment.
- Areas and sites of heritage significance, both aboriginal and European.
- A variety of open space opportunities.
- Transport, both in the public and private realm.
- Infrastructure to meet the needs of the existing and future community.
- Environmental performance of buildings.

21.02-3  Key issues

The key issues facing Bayside are focused around nine strategic themes:

**Settlement and Housing**

- The need to manage growth associated with population growth and its impacts.
- The need to direct population growth into appropriate locations.
- The provision of housing to meet the changing needs of the community.

**Environmental values**

- The protection of environmentally significant areas.
- The important habitat role of vegetation, including established trees and gardens on private property.
- The protection and enhancement of the foreshore as a natural, environmental and cultural resource is key to the ecological and economic viability of the Bayside municipality.
- The need to balance protection of the natural environment and recreational opportunities and demand presents a challenge, particularly along the coast.

**Environmental risks**

- The need to manage the impacts of drainage associated with urban consolidation on water quality within Port Phillip Bay.
The need to manage the flow of water from new or intensified development which can cause potential flooding.

**Economic development**

- The need to support and strengthen economic development within appropriate locations.
- The economy is continuing to shift towards professional services. Land use planning needs to support local employment opportunities in the professional services sector of the economy.
- An ageing population will generate greater demand for health care services. The challenge for Bayside is to expand local health care services in the absence of a major regional hospital.
- Population growth is likely to result in a commensurate increase in demand for retail services and non-retail commercial businesses that serve consumers. Additional commercial and retail floor space with supporting infrastructure needs to be accommodated in existing commercial areas to maintain optimal trade and service levels.
- Population serving businesses need to be distributed across the municipality’s activity centres so that residents in all suburbs have local access.
- Providing a balance between delivering medium and high density housing in the major activity centres and accommodating retail and commercial growth to preserve the viability of these activity centres.
- The opportunity to improve the commercial and retail offer of Activity Centres beyond core business hours.
- The need to retain core retail function and appropriate retail mix within Activity Centres despite significant competition from outside centres.
- The need to retain and strengthen the Bayside Business District Employment Area as an advanced business services cluster business employment area of quality and profile within the south east region of Melbourne.
- The role of tourism in the local economy.

**Built form and heritage**

- The need to protect the quality and character of the urban environment.
- The need to provide certainty in relation to the preferred future character for residential areas.
- The need to protect vegetation within the urban environment, both on public and private land.
- The need to ensure that development is undertaken in an environmentally sustainable manner.
- The need to protect areas and places of heritage significance.

**Open space**

- The need to provide open space and recreational opportunities that meet the changing needs of the community.
- The protection and enhancement of open space is key to the economic and environmental viability of the municipality.

**Transport and access**

- The need to provide integrated transport options to reduce the reliance on the car.
- The need to address the shortage of car parking in Activity Centres and the foreshore.
Infrastructure

- The provision of infrastructure to meet the needs of the existing and future community.
- The need to manage the impacts associated with major community infrastructure.

21.02-4 Strategic Vision

“Bayside will be a city which protects and enhances the quality and character of the natural and built environment through environmentally sustainable development and management of land.

Bayside’s Activity Centres and the BBD will continue to provide a variety of employment opportunities and services for local residents. Possessing some of the best local strip centres in Victoria, Bayside will seek to further enhance its local economy through incremental growth in its Activity Centres to address evolving service needs. The BBD will provide a focus for high quality jobs locally in a high amenity and well connected environment.

Bayside will be an environmentally focussed city in which its natural resources are valued by all the community, present needs are met and development is responsibly managed for the benefit of this and future generations.”

21.02-5 Strategic Framework Thematic Plans

Council’s key strategic directions are illustrated through a series of thematic plans.

The location of existing land use types is shown in Map 1 of this clause.

The Strategic Residential Framework Plan is shown in Map 2 of this clause.

The spatial economic structure of Bayside is shown in Map 3 of this clause.
Map 1 – Existing Land Use Types
Map 2 – Residential Strategic Framework Plan
Map 3 – Spatial Economic Structure of Bayside

Reference document

Bayside Housing Strategy (September 2012)
Bayside Retail, Commercial and Employment Strategy (May August 2016)
SETTLEMENT AND HOUSING

This Clause provides local content to support Clause 11 (Settlement) and Clause 16 (Housing) of the State Planning Policy Framework.

Overview

At the last Census in 2006 Bayside had a population of 87,939 people. Forecast population increases and a trend towards smaller household sizes and an ageing population is increasing the demand for a greater variety of housing types and more affordable housing. To meet the forecast population increases and demographic changes, additional dwellings will be required.

In addition to this expected population growth, Bayside is a municipality where people choose to spend their whole lives. It will therefore be essential to ensure that a range of accommodation options are provided to meet the needs of the existing and future populations throughout the various life stages.

Key Issues

- Forecast population increases will create demand for additional dwellings.
- Housing preferences and behavioural patterns of market segments are changing and influencing the number and type of dwellings being produced, for example smaller households are seeking low maintenance dwellings with good internal spaces and smaller gardens.
- Activity Centres will play an increasingly important role in providing for future housing needs, particularly as opportunities diminish elsewhere due to neighbourhood character, heritage and environmental constraints.
- Enabling increasing diversity and density of dwellings in activity centres to provide for future housing needs.
- Continued conversion of lots to medium density housing and subdivision is reducing the size of allotments and may lead to reduced housing choice in some areas.
- The redevelopment potential within and around selected Activity Centres provides opportunities for medium density housing, resort style accommodation and shop top housing.

Objective

To accommodate population increases and respond to changing demographic profiles.

Strategies

- Ensure a diversity of housing is provided to meet the needs of the community over time.
- Support the provision of housing to enable people to live in Bayside throughout their lives.
- Enhance the range of accommodation options for older people and the availability of affordable housing.
- Direct new medium density housing to Major Activity Centres, residential opportunity areas, particularly those with good access to public transport routes as identified in the Residential Strategic Framework Plan.
Activity Centres

Overview

Melbourne 2030 identifies there are six Major Activity Centres within Bayside, these include Church Street, Brighton; Bay Street, Brighton; Hampton Street, Hampton and Sandringham; and two on the boundary—Cheltenham and Moorabbin (which includes the Hampton East Activity Centre). In addition, The Cheltenham and Cheltenham-Southland Major Activity Centres are located on the Kingston-Bayside municipal boundary, and the Hampton East Activity Centre is located on the Kingston-Bayside-Glen Eira municipal boundary.

In addition to the Major Activity Centres, there are four large Neighbourhood Activity Centres in Bayside, these include Martin Street, Gardenvale; Highton (part), Beaumaris Concourse and Black Rock. The Highett Activity Centre is expected to grow to a Major Activity Centre by 2031. There are also numerous smaller Neighbourhood Activity Centres. In addition to Major Activity Centres, the large Neighbourhood Activity Centres will also provide a focus for future housing development.

Objective 1

To direct new medium density housing to Major Activity Centres, large Neighbourhood Activity Centres and residential opportunity areas, particularly those with good access to public transport routes as identified in the Residential Strategic Framework Plan.

Strategies

- Incorporate a range of suitable accommodation options, including for older people and affordable housing.
- Facilitate the renovation and use of shop top dwellings.

Objective 2

To deliver increased housing densities and diversity of dwellings within activity centres.

Strategies

Provide for increased diversity and density of housing to meet the needs of the community and increased activity in activity centres.

- Encourage the use, renovation and development of shop top dwellings.
- Add to or replace single storey buildings with new multi-storey buildings to provide additional housing opportunities in business precincts and zones.
- Encourage redevelopment of larger sites for higher density residential dwellings.
- Discourage the replacement and construction of single dwellings.
- Encourage the more efficient use of built form through the consolidation of sites and construction of basement car parks.

- Encourage new housing in commercial areas of activity centres to provide no net loss of commercial floorspace at the ground floor.
Implementation

The strategies contained in this clause will be implemented through the planning scheme through the following:-

Application of zones and overlays

- Include residential land within an appropriate residential zone.
- Apply the Mixed Use Zone to selected Neighbourhood Activity Centres to encourage conversion to residential use.
- Apply the Development Plan Overlay to large new residential developments to simplify the development approvals process while still managing the form of development.

Further strategic work

- Develop a Housing Strategy to address demographic trends, economic life of existing housing stock, match housing supply and demand, infrastructure requirements and the special needs of low income families and the aged.
- Identify areas which have limited capacity for higher density development due to environmental sensitivity.
- Investigate the need for medium density housing provisions.

Reference Documents

Bayside Housing Strategy (September 2012)
Bayside Retail, Commercial and Employment Strategy (August 2016)
Sandringham Village – Final Structure Plan (November 2006)
Bay Street Centre – Final Structure Plan (November 2006)
Church Street Centre – Final Structure Plan (November 2006)
Hampton Street Centre – Final Structure Plan (November 2006)
Housing Choice Research Project Pilot Study, 1996
21.06 BUILT ENVIRONMENT AND HERITAGE

This Clause provides local content to support Clause 15 (Built Environment and Heritage) of the State Planning Policy Framework.

21.06-1 Character and Identity

Overview

Bayside is predominantly residential and defined by the character of its residential areas. Bayside is renowned for its ‘village’ environment with distinct community precincts along the foreshore and based on local shopping centres. Bayside is characterised by low density and low rise residential suburbs, which have ample outdoor living space with predominantly tree lined streets, premium real estate and historic homes, much of it in a seaside setting.

Housing styles vary from fine examples of grand period homes to older villas, modern architect designed homes and public housing. The style and density of housing has enabled the establishment of private gardens that have matured and now dominate streetscapes.

These features of the character of Bayside’s residential areas are valued by the community and are intended to be retained and enhanced as the preferred character in most areas.

Bayside is experiencing increasing development pressure due to its attractiveness as a place to live, its coastal location and its accessibility to Melbourne. In-fill development in recent years has transformed many ‘quarter acre blocks’ to medium density housing or larger single dwellings, which has often resulted in the loss of mature gardens and landscaping, impacting on the character and environmental values of Bayside’s residential areas.

The coastal foreshore with associated beaches, cliffs and cliff tops, coastal landscape and coastal vegetation is also a major contributor to the character of the municipality and is one of Bayside’s most highly valued features.

The golf courses which cover large tracts of land also have intrinsic value and contribute to the surrounding areas and the character of Bayside.

21.06-1.1 Residential Areas

Key Issues

- The community place high value on residential character and the environment, particularly vegetation.
- There is a need to provide certainty in relation to the preferred future character for residential areas.
- Development pressures and poorly designed and sited medium density housing and inappropriately designed new single dwellings, can erode the preferred character and quality of some residential areas.
- Development and subdivision outside of residential opportunity areas should not significantly erode the prevailing scale and density of housing.
- Habitat provided by established trees and gardens on private property is being reduced by increased medium density housing and larger scale single dwellings, thereby impacting the character and environmental values of residential areas.
- The visual amenity of main roads and streets is critical in determining the overall sense of identity and character of the City.
Objective 1

To achieve quality design outcomes which improve the image of land use and development in Bayside and contribute to a sense of place appropriate to Bayside’s character and maintains, strengthens and enhances local character.

Strategies

- Protect and enhance the quality and local character of the built and natural environment, including leafy streetscapes.
- Ensure that development and subdivision of land in the residential areas of the municipality contribute to preferred future neighbourhood character.
- Ensure that safety and security remain key elements in how development responds to the streetscape.
- Ensure that redevelopment and subdivision outside residential opportunity areas does not significantly erode the prevailing scale and density of housing.

Objective 2

To facilitate quality design outcomes which make a positive contribution to the character of residential areas.

Strategies

- Ensure that new medium density housing is designed to be site responsive and respectful of its surroundings.

Objective 3

To provide greater certainty to both residents and developers in relation to the preferred character of residential areas and areas that require special treatment or greater protection.

Strategies

- Ensure development and subdivision responds to neighbourhood character.

Activity Centres

Key Issues

- Ensuring sufficient land is provided within activity centres for future retail and commercial development.
- The viability of Activity Centres is strongly linked to the functionality and physical appearance of buildings and streetscape.
- Facilitating commercial and housing development within activity centres in a manner which supports the vision for the centre and avoids conflict with surrounding land uses.
- Road crossings and buildings entries need to be designed to meet the needs of the community, particularly those members with limited mobility.
Objective 1

To achieve high quality built form and public realm design that conserves and enhances valued urban character and heritage places.

Strategies

- Require a neighbourhood and site description and a design response for all new buildings and façade alterations and additions.
- Conserve and restore Victorian-era buildings, buildings of architectural significance and buildings identified as having heritage significance.
- Ensure new development is compatible with the vision for the centre and avoids materially altering the scale of the centre.
- Maintain and enhance the traditional, fine grain streetscape rhythm and building scale of activity centres.
- Enhance the ‘village’ focus of neighbourhood activity centres.
- Ensure that the interface between Activity Centres and adjacent residential areas is appropriate in terms of built form and amenity.
- Ensure appropriate, good quality signage compatible with the style of buildings and the streetscape.
- Promote the incorporation of art in public places and creative advertising in appropriate locations.
- Encourage underground cabling, cable bundling or co-location of services and telecommunications infrastructure.

Objective 2

To provide vibrant, attractive pedestrian environments that are safe and accessible for people with all levels of mobility.

Strategies

- Ensure that new buildings and streetscape works are designed to enhance the public realm and promote safety and access.
- Encourage building design which provides visual surveillance of streets and public spaces.
- Ensure that safety and security remain key elements in determining streetscape design.
- Maintain safety and security through lighting of pedestrian areas used at night, the location and height of planting, the orientation of buildings and type of fencing.
- Consider the mobility of all community members in the design of the streetscape, particularly those using motorised scooters for disabled use, wheel chairs and prams.

Objective 3

To protect the amenity of dwellings within and adjacent to activity centres.
Strategies

- Ensure that buildings are designed to provide a transition in built form at the interface between business and residential precincts.
- Ensure that commercial buildings at the interface between business and residential precincts are designed to respect the amenity of existing residential uses, particularly in relation to noise generating uses and equipment.
- Ensure that buildings and accessways are located and designed to protect significant street trees.
- Maintain the spacious, low scale landscaped character of residential precincts, with residential buildings set back within vegetated front gardens and streetscapes.

21.06-1.3 Gateways

Key Issues

- The City’s gateways require special treatment in recognition of their impact on first impressions and the image they project of the City.

Objective

To improve the character and amenity of gateways through to roads and streets in Bayside.

Strategies

- Enhance the scenic and landscape qualities of main roads.
- Improve urban design and landscaping adjacent to main roads.
- Ensure appropriate, good quality signage compatible with the style of buildings and the streetscape.
- Integrate urban design principles into infrastructure design and streetscape improvements.
- Provide a sense of arrival at ‘gateways’ to the City.

21.06-1.4 Coastal Design

Key Issues

- Much of the character and appeal of Bayside is attributed to the foreshore and its assets including the beach, bushland, cliffs, coastal landscape and scenery as well as the native flora and fauna.
- Beach Road and The Esplanade are scenic routes and there is a need to ensure that built form addresses these routes.
- Inappropriate development and overshadowing have an adverse impact on the character of the coast, including vistas, landform and activities.
- The foreshore has strong ties and similarities with abutting properties and much of the hinterland.
- Views of the coast along the Esplanade/Beach Road can be impacted upon by changes in topography and curvature of the road.
**Objective**

To strengthen and reinforce the role of Beach Road/The Esplanade as a scenic boulevard.

**Strategies**

- Ensure that developments abutting Beach Road/The Esplanade complement the foreshore environment and reinforce their scenic boulevard role.
- Ensure a consistent approach to the design of Beach Road/The Esplanade infrastructure.
- Provide a sense of arrival at main foreshore intersections along Beach Road.
- Facilitate safe movement of vehicles, pedestrians, cyclists and other users along Beach Road/The Esplanade and related paths.
- Improve the management of urban design and landscaping adjacent to Beach Road/Esplanade.
- Enhance the scenic and landscape qualities of the Beach Road/Esplanade.

**Sustainability**

**Key Issues**

- Achieving a more sustainable urban built form by reducing greenhouse gas emissions and car dependence.
- Ecological and environmental sustainability in relation to development and natural resource management benefits current and future generations.
- Sustainable development incorporates the principles of integrated water management.

**Objective**

To enhance the sustainability of the built environment.

**Strategies**

- Require development to demonstrate best practice Environmentally Sustainable Design. Development as a minimum should:
  - Be energy and water efficient; including considering solar access and utilising sustainable energy and construction techniques;
  - Allow for adaptive re-use in the future;
  - Maximise retention of existing vegetation;
  - Utilise landscape design to assist in passive solar heating and cooling;
  - Make use of buildings and materials with minimal environmental impact, such as recycled materials and re-use of existing buildings;
  - Incorporate water sensitive urban design techniques; and
  - Include communal open space areas in larger residential developments.
- Encourage the use of environmental management plans and green travel plans for larger development proposals to encourage more innovative solutions for achieving Environmentally Sustainable Design.
Overview

Bayside has a rich and varied heritage, starting with the Bunurong Aboriginals and later European settlement through to the twenty first century.

Given the history of Bayside, the municipality has a high proportion of sites and buildings which are recognised as being of State, Regional and Local heritage and archaeological significance. Sites range from aboriginal archaeological sites and the internationally recognised Beaumaris cliffs fossil site, to the shipwreck of the HMVS Cerberus and a range of historic buildings including Billilla, Kamesburgh, Black Rock House and the Brighton bathing boxes, as well as a number of significant trees.

Key Issues

- A number of buildings identified in heritage studies have been demolished and there is increasing concern that the City’s heritage is under serious threat.
- The protection of heritage buildings for present and future generations requires the implementation of effective planning controls.
- There is a need for clear design guidelines for new development adjacent to heritage buildings or within heritage precincts.
- Restrictions on the use of some heritage buildings are undermining their cultural significance.

Objective 1

To protect and enhance the City’s buildings, trees and structures of cultural significance for present and future generations.

Strategies

- Recognise the cultural significance of important ‘heritage’ buildings, sites and precincts.
- Recognise the varying degrees to which individual buildings contribute to the significance of a heritage area.
- Encourage restoration of heritage buildings, sympathetic alterations/additions and contemporary infill development that is in harmony with characteristics of the area and appropriate street treatment/fencing.

Objective 2

To facilitate a use that would otherwise be prohibited where the nature and built form of the heritage place requires a greater range of options.

Strategies

- Ensure that the non-conforming use of buildings of heritage significance does not adversely affect the amenity of the area.
Implementation

The strategies contained in this clause will be implemented through the planning scheme through the following:-

Policy guidelines

Residential Areas

- Apply the Neighbourhood Character local planning policy, Clause 22.06, the findings of the Bayside Neighbourhood Character Review and the Highett Neighbourhood Character Review to ensure new development respects and enhances the preferred future character of residential areas.
- Implement the recommendations of adopted urban character studies for residential locations to protect and enhance Bayside’s residential amenity.

Activity Centres

- Use local policy to ensure new housing in and around Activity Centres is consistent with urban design performance standards.
- Provide detailed guidance on the development of the Activity Centres in a Local Area Plan contained in Clause 21.11 where available.
- Implement the recommendations of adopted urban character studies for Activity Centres to protect and enhance Bayside’s residential character.

Bayside Business District Employment Area

- Provide detailed guidance on the development of the Bayside Business District Employment Area in a Local Area Plan contained in Clause 21.11.
- Use local planning policy to guide the built form and landscape design of development within the Bayside Business District Employment Area (Bayside Business District Employment Area Policy, Clause 22.05).

Coastal Design


Tourism

- Use the Bayside Coastal Strategy, 1997 to guide use and development along Beach Road/The Esplanade.

Sustainability

- Implement Sustainable Design Assessment in the Planning Process (SDAPP) on a voluntary basis to developments for residential, commercial, industrial and mixed use developments that require a planning permit.
- Implement the Water Sensitive Urban Design (Stormwater Management) Policy (Clause 22.10) in considering relevant applications.
Heritage

- Use local policy to guide decisions about conservation, demolition and adaptation of heritage places (Heritage Policy, Clause 22.06)

Application of zones and overlays

Residential Areas

- Apply the Design and Development Overlay to facilitate the protection of the residential environs.
- Apply the Development Plan Overlay to large new residential developments to manage the form of development.
- Apply the Neighbourhood Character Overlay or the Design and Development Overlay to areas of significant neighbourhood character.
- Apply the Significant Landscape Overlay to residential areas of landscape significance.
- Apply the Neighbourhood Character Overlay to two areas of Highett formerly zoned industrial and now zoned for residential purposes.

Activity Centres

- Apply Design and Development Overlays to Major Activity Centres to facilitate high quality urban design and built form.
- Apply the Design and Development Overlay to the Beaumaris Concourse Neighbourhood Activity Centre in order to guide the built form of development in the centre.
- Apply the Design and Development Overlay to the Highett Neighbourhood Activity Centre to restrict the height of commercial properties to three storeys.

Coastal Design

- Apply the Design and Development Overlay to protect and enhance the built form and landscapes within the coastal hinterland and residential environs and views from Port Phillip Bay.
- Apply the Design and Development Overlay to protect and enhance the foreshore environment.

Heritage

- Apply the Heritage Overlay to preserve buildings, structures and natural features identified as having cultural significance.

Further strategic work

Residential Areas

- Identify areas of significant urban character which have limited capacity for higher density development.
Assess the feasibility of tree controls over front setback areas to retain and enhance residential character.

Investigate the need for options for medium density housing provisions.

**Activity Centres**

- Prepare design and development guidelines for Activity Centres.
- Develop a Bayside signature in keeping with its identity as a seaside location.

**Bayside Business Employment Area**

- Prepare an urban design strategy for the streets and public places throughout the area and its surrounds.
- Prepare design and development guidelines for private development in the area.

**Coastal Design**

- Review the Bayside Coastal Strategy, 1997 and its implementation in the planning scheme.
- Review the design and development provisions affecting land adjacent to the coastal reserve.

**Tourism**

- Develop a Bayside Tourism Strategy.

**Sustainability**

- Prepare an Environment Sustainability Strategy aimed at identifying ways to achieve more sustainable development outcomes within the municipality.

**Heritage**

- Identify buildings of heritage significance that would benefit from allowing a use that is otherwise prohibited in the zone.
- Prepare design guidelines for restoration of and extensions to heritage buildings, new infill development, street treatment and fencing.

**Reference Documents**

**Residential Areas**

City of Bayside Highbett Neighbourhood Character Review, Planisphere, March 2011.
Vegetation Character Assessment report, City of Bayside, John Patrick and Associates 1999.

**Activity Centres**

- Bayside Retail, Commercial and Employment Strategy (August 2016)
- Sandringham Village – Final Structure Plan (November 2006)
- Bay Street Centre – Final Structure Plan (November 2006)
- Church Street Centre – Final Structure Plan (November 2006)
- Hampton Street Centre – Final Structure Plan (November 2006)
- Sandringham Urban Village Strategy, August 2007
- Hampton Shopping Centre Strategy Plan 1994
- Beaumaris Concourse Structure Plan, February 2005
- Highett Structure Plan, 2004
- Outline Development Plan for the Martin Street Commercial Activity Centre
- The Black Rock Village Business Strategy, 1994

**Bayside Business Employment Area District**

- Bayside Retail, Commercial and Employment Strategy (August 2016)
- Bayside Industrial Area Strategy 2004
- Construction Techniques for Sediment Control, EPA 1991
- Bay Road Heathland Master Plan.
- Flora and Fauna Assessment of CSIRO Land, Highbett, Victoria, 2004
- Graham Road, Highbett: Traffic Management Plan, 2004

**Coastal Design**

- Bayside Coastal Strategy, 1997
- Bayside Cultural Plan, 1998

**Tourism**

- Bayside Coastal Strategy, 1997
- Bayside Cultural Plan, 1998

**Heritage**

- City of Brighton Urban Character and Conservation Study, 1986
- City of Sandringham Heritage and Conservation Study, 1989
- City of Brighton Heritage Review, February 1999
- City of Bayside Heritage Review (Revision 1), 2003
City of Brighton Review of Heritage Precincts

City of Bayside Heritage Review: Brighton Town Hall Precinct (June 2013)

Heritage Review ‘Greenfield’ (‘Tullavin’), 453 New Street, Brighton, David Helms Heritage Planning (April 2014)

Heritage Review Lindsay House, 9 Boxhall Street Brighton, David Helms Heritage Planning (May 2014)

Inter-War and Post-War Heritage Study

Bayside Cultural Plan, 1998

Bayside Arts Strategy 1997
**Activity Centres**

**Overview**

Bayside has a hierarchy of Activity Centres, some of which are located entirely within Bayside and some which are shared with other municipalities. The hierarchy consists of:

- **Major Activity Centres** – those centres with more than 10,000sqm of floorspace, but with no Discount Department Store or Department Store anchor. They generally serve a contained catchment and are anchored by one or more supermarkets. These centres are generally of a more reduced scale compared with Major Activity Centres in neighbouring municipalities.

- **Neighbourhood Activity Centres** – those centres with between 2,000 – 10,000sqm of floorspace. These centres generally serve the weekly shopping needs of their population catchment.

- **Small Neighbourhood Activity Centres** – smaller centres serving the day to day needs of residents who are within walking distance. These centres usually consist of small grocers, milk-bars, a takeaway restaurant and perhaps a café.

**Major Activity Centres**

Bayside contains four Major Activity Centres that sit completely within the municipal boundaries: Bay Street, Brighton; Church Street, Brighton; Hampton Street and Sandringham.

The Cheltenham-Southland Major Activity Centre, located within the City of Kingston, has an impact on the economy of Bayside, performing a significant regional shopping role and placing significant pressure on the retail performance of Bayside’s activity centres.

Bayside also shares the Hampton East Activity Centre, forming part of the broader Moorabbin Major Activity Centre, with both Kingston and Glen Eira City Councils, the Cheltenham Activity Centre with Kingston City Council and the Elsternwick Activity Centre with Glen Eira City Council, though the Bayside component of these activity centres is primarily residential.

Whilst being designated as Major Activity Centres, Bayside’s centres are uniquely distinct in that they are primarily nodes of population serving activities. Compared to other Major Activity Centres, Bayside’s centres have considerably less supermarket floorspace and much higher specialty store floorspace contributing to the primarily retail focused role of the centres. High-end hospitality and niche fashion in particular are presented distinctively across the centres which results in a greater supply of specialty stores than the local population can support. Future retail opportunities will emerge in areas where increased population growth will occur due to the presence of new mixed use developments, areas close to transport and services and areas with a high walkability and sense of place, allowing the centres to compete with the Southland and other larger centres.

Office growth in activity centres will be primarily population serving businesses such as real estate agents, insurance and other service providers.

**Neighbourhood Activity Centres**

Bayside also contains four Neighbourhood Activity Centres: Martin Street, Brighton; Highett; Black Rock and Beaumaris Concourse.

**Small Neighbourhood Activity Centres**
In addition to these larger centres, there are numerous Small Neighbourhood Activity Centres, which serve mainly the day to day convenience needs of surrounding residents. Bayside has eight large commercial centres. The Major Activity Centres and Large Neighbourhood Activity Centres are predominantly focused around traditional shopping strips and the majority provide good access to public transport, including Bay Street, Church Street, Hampton Street, Sandringham, Martin Street, Highett (part), Black Rock and Beaumaris Concourse, which are largely established around public transport. As well as, providing a commercial, entertainment, administrative and employment focus for local residents, these centres provide a niche market around food, fashion, cafes, personal and professional services. These Activity Centres have developed as ‘villages’ meeting the day to day needs of the local community.

Small Neighbourhood Activity Centres

In addition to these larger centres, there are numerous Small Neighbourhood Activity Centres, which serve mainly the day to day convenience needs of surrounding residents. Generally speaking, Bayside’s activity centres are best practice examples of local activity centres performing well and providing high quality offerings without the conventional anchors often present in large activity centres of similar size. The opportunity is to add to what is already good about these places by improving the commercial and retail offer beyond core business hours, particularly in relation to healthcare, gymnasiums and restaurants.

Four of these centres, Bay Street, Church Street, Hampton Street and Sandringham, are Major Activity Centres and are major focal points for future commercial and residential development. The remaining four, Martin Street, Highett (part), Black Rock and Beaumaris Concourse are large Neighbourhood Activity Centres. In addition to these larger centres, there are numerous smaller Neighbourhood Activity Centres, or smaller shopping centres and corner stores, which serve mainly the day to day convenience needs of surrounding residents.

There are also other Activity Centres located outside the municipality which have an impact on the economy of Bayside including Southland, a Principal Activity Centre which performs a significant regional shopping role and places significant pressure on the Bayside retail sector; and the Cheltenham and Moorabbin Major Activity Centres located on the boundary of Bayside and Kingston City Council.

Bayside’s Activity Centres are well positioned to capitalise on the shift in the economy towards the professional services as most of Bayside’s residents possess the skills and qualifications to find employment in these sectors. The challenge is to ensure there is sufficient commercial floospace available in activity centres and the Bayside Business District to accommodate these services and so provide more local employment opportunities.

With an ageing population, there will be increasing demand for health care services. Whilst Bayside does not have a major regional hospital, it has some successful smaller hospitals and clinics which are a combination of specialisations and general practices. There are opportunities to support the growth of this sector by encouraging specialist health businesses and institutions to co-locate with existing health facilities, particularly Sandringham Hospital and the Cabrini Hospital. Hampton East also presents opportunities given the proximity to the proposed Holmesglen Private Hospital on South Road in the City of Kingston.

The Major Activity Centres and Neighbourhood Activity Centres will play an increasingly important role in accommodating residential growth within the municipality and it is important to ensure there is sufficient capacity and an appropriate range of commercial services to meet the needs of residents. It is critical to ensure that redevelopment in activity centres does not occur at the expense of commercial floospace, by ensuring that development does not result in a loss of commercial floospace.

Key Issues

- Ensuring there is sufficient commercial capacity and a range of services to meet the needs of the Bayside population and visitors.
The role and viability of Activity Centres will be strengthened by residential development, however, it is important to maintain core retail functions and an appropriate retail mix.

Residential development in activity centres needs to ensure increased retail and commercial floorspace is provided.

Policy must plan for supporting the shift in the economy towards professional services.

Land use in activity centres and the BBD should respond to demographic change and the healthcare needs of an aging population.

Improving the attractiveness of Activity Centres as night time destinations in a manner appropriate to their suburban location.

Activity Centres are valuable for the employment and service provision they provide in the local economy.

The viability of shopping activity centres and the potential for tourism is strongly linked to functionality and the physical appearance of buildings and the streetscape.

Balancing the need to serve local demands for retail and associated services, while developing the opportunity to serve visitors/tourists.

The ‘village feel’ and variety of goods and services in activity strip shopping centres is a strength of commercial activity in Bayside.

Maintaining vibrant activity centres with core retail functions and an appropriate retail mix in the context of competition from larger centres, out of centre development and new forms of retailing.

Ensuring the land use composition and scale of development in the Small Activity Centres represents the role, scale and setting of the centre.

Supporting a range of commercial, retail and service activities that serve the needs of both local residents and tourists.

With vast improvements in communication and information technology, increasing competition and more sophisticated consumers, it is now recognised that a holistic approach with greater emphasis on sustainability principles and net community benefits of urban village development is required.

The role and viability of Activity Centres will be strengthened by residential development.

Objective 1

To support the economic and social sustainability of activity centres.

Strategies

Ensure new retail and commercial development supports and Identify and strengthens the activity centre hierarchy in Bayside. roles of Major Activity Centres within the regional and municipal hierarchies.

Encourage a diversity of retail, commercial and community activities in activity centres to serve the needs of the local community and support tourism.

Encourage night time business activity in Major Activity Centres and Neighbourhood Activity Centres, particularly grocers, healthcare, gymnasiums and restaurants.

Retain, strengthen and diversify the retail core in each Major Activity Centre and large Neighbourhood Activity Centre.

Locate major retail developments that may serve a wider catchment area in the retail core of Major Activity Centres, applying a sequential test approach to new out of centre retail developments.

Facilitate high quality commercial, residential and mixed use development within and adjacent to the retail core and on large sites in Major Activity Centres.
Provide increases to commercial floorspace for redevelopment in activity centres, particularly for professional services.

Encourage community services that cater to the needs of residents and visitors to be located in activity centres.

Ensure the individual strengths of each centre are maintained.

Encourage new health businesses and institutions to co-locate with existing health facilities, particularly Sandringham Hospital and the Cabrini Hospital.

Retain a retail core area in the Major Activity Centres and large Neighbourhood Activity Centres.

Enhance opportunities for appropriate services catering to needs of residents.

Ensure all office development in Activity Centres is of a high quality.

Encourage new economic development which maintains and enhances the supply of and access to a range of employment and training opportunities.

Prohibit the establishment of gaming machines in shopping centres.

Objective 2

To encourage new economic development which maintains and enhances the supply of and access to a range of employment and training opportunities.

Bayside Business Employment Area District

Overview

The Bay Road/Reserve Road area of Sandringham, Highett and Cheltenham, also called The Bayside Business District (BBD) is the major focal point for future business development and employment in Bayside. It is centrally located within the south-eastern metropolitan region and has ready access to Nepean Highway and the Melbourne-Frankston train line. It also has some important connections to employment precincts in the Cities of Kingston and Greater Dandenong. These linkages provide businesses in the BBD with important access to a large pool of manufacturing and logistics businesses in their relative supply chains.

The vast majority of Bayside’s commercial floorspace growth will be directed towards the BBD given its well-positioned location. Increased retail and residential development in activity centres can lead to increased demand for certain types of commercial offices which can meet the needs of residents living in, around and within close proximity to activity centres. This allows businesses to market themselves to the same shoppers which would visit retail facilities in those activity centres.

Residential development in surrounding areas has increased the potential for land use conflict. Once considered a regionally significant traditional industrial location to the south-east of Melbourne, residential development in surrounding areas has increased the potential for land use conflicts. This, along with economic restructuring has resulted in a shift in emphasis from a purely ‘industrial area’ towards a more diverse composition of business services including warehousing and corporate offices. Whilst it continues to operate successfully as a precinct for industrial, wholesale and warehousing purposes, it has the potential to transition towards an advanced business services precinct which better suits its location.

The Bayside Business District will be nationally competitive and provide employment opportunities for advanced business services of the highest calibre, to not only local residents, but also residents of the surrounding region. Businesses attracted to the precinct will become key components of the supply chains of the future and generate significant wealth for the local and regional economy.

The opportunities to strengthen connections between the Southland and Highett Activity Centres and the BBD will assist to attract innovative advanced business services to the BBD and leverage off the marketability and growth of the Southland Activity Centre. Employees working in the BBD will benefit from convenient access to public transport and other services with the centres working together as interconnected nodes rather than competing for
similar land use and development, that of a ‘wider business area’. An area that not only accommodates the needs of modern industry, but also office and other associated business activities of quality and profile which will enable this employment area to fulfil an identifiable niche in the south-east region of Melbourne.

Key Issues

- The Bayside Road Business Employment Area District contributes significantly to the economic diversity of the municipality.
- There is a need to facilitate and promote the development of this employment area as an advanced business services cluster, mixed use node that accommodates the needs of modern industry, but also office and other associated business activity—complements rather than competes with nearby activity centres.
- There is an identified need to broaden the industrial employment base by focussing on advanced business services, high technology industries with global market appeal and export appeal if the long term viability of the area is to be ensured, in accordance with the shift in the economy from manufacturing towards professional services will deliver the vision for the BBD.
- There is a need to shift the emphasis of the area from that of a purely ‘industrial area’ to that of a ‘wider business area’, one that accommodates the needs of modern industry, but also office and other associated business activity.
- The business employment area BBD is to integrate seamlessly into the urban fabric of the municipality.
- There is a need to ensure that the BBD retains a separate focus from Bayside’s activity centres, by ensuring retail and convenience uses do not locate in the BBD unless part of a larger office development and servicing workers.
- Economic restructuring is changing the profile of industry and the proportion of businesses and jobs in the traditional ‘industrial’ sector of the economy is declining, whilst the proportion in the ‘non-industrial’ sector is increasing. This will continue to have significant implications for the long-term viability of business activity in traditional industrial areas.

Objective

- To transform the Bayside Business District (BBD), former Bayside Industrial Area from a traditional industrial precinct into an advanced business services precinct, key Business Employment Area of a quality and profile which will enable it to fulfil an identifiable niche in the south-east region of Melbourne.

Strategies

- Support the development of innovative advanced business services in the BBD.
- Maintain the mix of lot sizes within the BBD to accommodate businesses with large floor space demands and to attract a substantial anchor business or corporate offices.
- Discourage large format retail uses from locating in the BBD.
- Discourage the subdivision of vacant land in the BBD.
- Encourage sustainable building design in the BBD.
- Provide for redevelopment opportunities for high-tech businesses and development which create significant employment opportunities for a skilled resident workforce that will benefit from proximity to employment and various local recreation facilities.
- Restrict the establishment of gaming machines in the Bayside Business District to sites zoned Mixed Use or Commercial 1, Employment Area as defined under Figure 1 Clause 22.04.
Tourism

Overview

Tourism has been associated with Bayside since Sandringham, Brighton and Beaumaris were established as coastal holiday towns shortly following European settlement of Melbourne. The tourist attractions primarily relate to the bay, with the iconic bathing boxes, swimming, cycling, walking and sailing activities, as well as shopping, heritage homes and sites of natural significance. Bayside has a significant focus on golfing, with seven golf courses, both public and private, some of international significance.

Key Issues

- Tourism has the potential to become one of Bayside’s principal industries tied to the city’s natural strengths and the projected growth of the tourism industry in Victoria.
- Tourism is emerging as a significant industry in Bayside, and contributes to both the economic and social development of the community, as well as having other environmental, social and cultural benefits.
- As the tourism industry grows, new and expanded infrastructure, services, facilities and attractions are developed which not only service the needs of tourists, but also residents.
- Poor management of tourism may result in overcrowding, environmental degradation, stressed car parking/road networks and loss of an area’s traditional identity; particularly along the coast, in Bayside’s remnant natural vegetation reserves and in retail precincts.
- Potential impacts associated with tourism need to be carefully managed to ensure that environmentally sensitive coastal areas and the inherent character of Bayside are retained and enhanced. This requires quality management of property and open space development.
- Bayside’s strength as a regional tourist destination is based on the range of environmental, recreational and educational activities along the coast.
- Capturing the tourism potential of Beach Road as a scenic boulevard together with opportunities for accommodation, entertainment and shopping associated with beach activities.

Objective 1

To maximise the economic, social and cultural benefits of tourism for Bayside.

Strategies

- Encourage development of tourist facilities and services which are compatible with and add value to existing built form and natural attractions.

Objective 2

To strengthen and reinforce the role of Beach Road/Esplanade as a tourist boulevard.

Strategies

- Enhance the scenic and landscape qualities of Beach Road/Esplanade.
- Improve the management of urban design and landscaping adjacent to Beach Road/Esplanade.
- Ensure a consistent approach to the design of Beach Road/Esplanade infrastructure.
- Improve the management of local/regional traffic issues associated with the function of Beach Road/Esplanade as a main road.
- Encourage the diversion of freight/heavy traffic from Beach Road to the Nepean Highway.
Objective 3

To minimise the impact of tourism on the natural environment and inherent character of an area.

Strategies

- Facilitate tourism that respects the residential, heritage, leisure and environmental goals for the municipality.
- Facilitate tourism that respects the residential, heritage, leisure and environmental goals for the municipality.
- Encourage development of tourist facilities and services which are compatible with and add value to existing built form and natural attractions.
- Improve the management of urban design and landscaping adjacent to Beach Road.

Discretionary Uses in residential areas

Objective

To ensure the proper integration of appropriate discretionary uses into residential areas.

Strategies

- Ensure the integration of appropriate discretionary uses into preferred locations in residential areas.

Implementation

The strategies contained in this clause will be implemented through the planning scheme through the following:

Policy guidelines

Activity Centres

- Provide detailed guidance on the development of the Activity Centres in a Local Area Plan contained in Clause 21.11 where available.
- Use the Highett Structure Plan 2004 to guide the preferred future pattern of development in and surrounding the Highett Shopping Centre.
- Use the Beaumaris Concourse Structure Plan, February 2005 to guide future development.

Bayside Business Employment Area District

- Prepare a Development Plan to provide detailed guidance on the future development of the Bayside Business District Employment Area in a Local Area Plan contained in Clause 21.11-4, in accordance with the recommendations of the Bayside Retail, Commercial and Employment Strategy 2016.
- Use local policies to guide use and development within the Bayside Business District Employment Area (Bayside Business District Employment Area, Policy, Clause 21.11-9, Bayside Business District Policy, Clause 22.054).
Tourism

- Use the Bayside Coastal Strategy, 1997 to guide use and development along Beach Road/The Esplanade.
- Implement the Bayside Arts Strategy, 1998
- Assess applications for discretionary uses in residential areas against the ‘Discretionary Uses in Residential Areas’ Policy (Clause 22.07).

Application of zones and overlays

Activity Centres

- Apply the Commercial 1 Zone (C1Z) to the core of activity centres to encourage a concentration of complementary retail, commercial, community and residential uses.
- Apply the Commercial 1 Activity Centre Zone (C1ACZ) to activity centre precincts where commercial uses, such as offices and consulting rooms, as well as upper level dwellings, are encouraged.
- Apply the Commercial 1 Zone (C1Z) to activity centre precincts where it is appropriate to encourage the development of offices or multi-dwelling units with common access from the street.
- Apply the Mixed Use Zone to activity centre precincts where a variety of retail, commercial and residential uses is encouraged.
- Apply the Mixed Use Zone to selected neighbourhood centres to encourage conversion to residential use.

Bayside Business District Employment Area

- Apply the Mixed Use Zone to land on the south-west corner of Bay Road and George Street.
- Apply the Mixed Use Zone to land with frontage to the northern side of Bay Road in the vicinity of Noyes and Sydenham Streets.
- Apply the Mixed Use Zone to land with frontage to the southern side of Bay Road to the west of Heathland Reserve.
- Apply the Commercial 2 Zone to all remaining land that was formerly in an Industrial 1 Zone or an Industrial 3 Zone to the north of Bay Road from the vicinity of Advantage Road to Graham Road and to the south of Bay Road to Park Road and Tulip Street.
- Apply the Environmental Audit Overlay to all land in a residential zone or a Mixed Use Zone in Highett and Sandringham that was formerly in an Industrial 1 or Industrial 3 Zone.

Tourism

- Apply the Public Park and Recreation Zone to the coastal reserve.

Other actions

Activity Centres

- Adopt special rating schemes to promote Major Activity Centres.

Tourism

- Encourage the promotion of Bayside as a visitor destination by identifying and marketing the unique and popular aspects of the municipality.
- Continue to support the Bayside Business Network.
Further strategic work

Activity Centres

- Investigate the potential to apply the Activity Centre Zone on a limited basis to ensure future redevelopment provides sufficient space for commercial land use within the Major Activity Centres.
- Investigate the potential for specific sites in close proximity to Sandringham Hospital to provide for health care services.
- Identify the role and function of activity centres in terms of servicing the needs of the local community and demand for tourism.
- Identify opportunities for quality office development.
- Determine the relevance of strategies documented in the Black Rock and Hampton Street Shopping Centre studies completed in 1992 and 1994.
- Develop a policy to reinforce the roles and functions of main activity centres.

Bayside Business Employment Area

- Review the Southland / Cheltenham Activity Centre Study. Ensure the Southland and Highett Structure Plans incorporate take into account the future planning and development of the new Bayside Business Employment Area District.
- Develop measures to protect the existing mix of lot sizes within the Bayside Business District to provide for substantial businesses with large floor space demands.
- Investigate the need for a Transport and Mobility Plan to enhance access.
- Prepare a Development Plan or Master Plan to assist in attracting advanced business services to the area.
- Review local planning policies and controls for Sandringham, Highett and Cheltenham to recognise the new role identified for the former Bayside Industrial Area.

Tourism

- Develop and implement a Bayside Tourism Strategy in partnership with key stakeholders.
- Prepare coastal master plans to provide details of park layout and facilities.

Reference Documents

Activity Centres

Sandringham Village – Final Structure Plan (November 2006)
Bay Street Centre – Final Structure Plan (November 2006)
Church Street Centre – Final Structure Plan (November 2006)
Hampton Street Centre – Final Structure Plan (November 2006)
A Strategy for Brighton Shopping Centres, 1993
The Black Rock Village Business Strategy, 1994
Addendum July 2012
Bayside City Council, Retail Monitor, August 1997
Highett Structure Plan, 2004
Outline Development Plan for Martin Street Commercial Activity Centre.
Bayside Retail, Commercial and Employment Strategy (August 2016)

Bayside Business Employment Area District

Bayside Industrial Area Strategy 2004

Bayside Retail, Commercial and Employment Strategy (August 2016)


Tourism

City of Bayside – Draft Municipal Tourism Direction, July 1997

Tourism Strategy Discussion Paper (Bayside City Council February 1999)
21.10 INFRASTRUCTURE

This Clause provides local content to support Clause 19 (Infrastructure) of the State Planning Policy Framework.

Overview

Bayside has a range of physical infrastructure including drains, roads, footpaths and open space areas that are used by the community on a daily basis. Much of this infrastructure is reaching the end of its usable life and requires updating and replacing. In addition to this physical infrastructure there is also a range of community infrastructure which includes halls, sports pavilions, community centres, schools, hospitals and kindergartens. Updating infrastructure will enhance the attractiveness of Bayside’s Business District, activity centres and residential areas. Urban consolidation is increasing pressure on infrastructure as it is used by a growing number of residents, businesses and visitors. Council recognises that the cost of replacing and improving infrastructure needs to be shared between existing ratepayers and residents and the future beneficiaries of the assets, particularly assets that require updating to accommodate new development.

21.10-1 Community and educational facilities

Overview

Bayside contains a number of major community and educational uses, including two hospitals, both public primary and secondary schools and five major private schools. In addition, there is an increasing number of public as well as private based kindergartens, preschools and child care centres. There are also a number of retirement and aged care facilities.

Key issues

- Changing demographics, behavioural patterns and community expectations, particularly with respect to older people, have altered the demand for community facilities placing more emphasis on independent living and service delivery.
- Concern that the geographic distribution of community facilities and services across the municipality is not equitable and does not always reflect community needs.
- A shift in the provision of community services from the public to the private sector.
- Potential conflict between residential areas and community uses, particularly schools and large organisations.
- Ad hoc re-development and expansion of existing community facilities may have an adverse impact on the amenity of surrounding areas.
- Safe and convenient access to quality community facilities and services must be provided on an equitable basis to all sections of the community.
- Greater certainty is needed for both institutions and surrounding residents in relation to changes to community and educational facilities.
Objective 1

To provide high quality public and private community facilities and services based on the needs and expectations of all age groups, including those with limited mobility and special needs.

Strategies

- Locate community facilities where they can provide safe and convenient access on an equitable basis to the community they will service.
- Improve the distribution and quality of community facilities and services.
- Facilitate the development and use of private facilities for community uses where appropriate.
- Ensure safe and easy access to community facilities and services.
- Maximise the use of existing public facilities and promote the collaborative use of private facilities.
- Ensure appropriate design of new infrastructure taking into consideration Bayside’s character.

Objective 2

To ensure that schools and other large institutional uses and community facilities and services are planned and developed to provide certainty for the organisation and community and to minimise the impact on residential amenity and the natural environment.

Strategies

- Encourage the preparation of master plans for all schools, hospitals, retirement villages and other large institutional uses to provide greater certainty for both institutions and surrounding residents.
- Regulate hours of operation of community facilities and services if appropriate.
- Ensure the provision of adequate off-street car parking and drop-off areas.
- Consider the potential for the CSIRO site to be redeveloped for educational purposes.

21.10-2

Telecommunications

Key issues

- Above ground telecommunication and service cables have a significant detrimental visual impact, particularly along the foreshore.

Objective

To reduce the impact of telecommunications and electrical services on the streetscape and the foreshore.

Strategies

- Telecommunication cables and service lines should be located below ground.
Underground services should be co-located and cable bundled and managed to minimise the impact on Council infrastructure, the root system of street trees and residential amenity.

Mobile telephone towers should be located on existing structures or located and designed to integrate with surroundings.

**Implementation**

The strategies contained in this clause will be implemented through the planning scheme through the following:-

**Application of zones and overlays**

**Community and educational uses**

- Apply the Development Plan Overlay to private schools and hospitals/hostels that have developed master plans.

**Further strategic work**

**Bayside Business District**

- Prepare a Development Plan/Master Plan for the Bayside Business District to guide the location of future commercial uses and identify key infrastructure required to transition the area into a modern advanced business services precinct.

**Community and educational uses**

- Develop a basis (in terms of the capacity of drainage, roads and other physical services) for decision making about the potential locations for more intensive development.
- Develop a mechanism for the preparation and implementation of master plans for schools, hospitals, retirement villages and other large institutional uses.

**Infrastructure Funding**

- Investigate the potential for Developer Contribution Plans for the provision and upgrade of infrastructure, particularly towards upgrading of drains that are under capacity and replacing drains that are beyond repair.
- Develop a strategic rationale for the implementation of developer contributions towards the upgrading of drainage relative to increase in building site coverage, where necessary.
- Investigate options available for developer contributions towards car parking provision and streetscape improvements in Activity Centres.

**Reference Documents**

- Bayside Retail, Commercial and Employment Strategy (August 2016)
- Bayside Industrial Area Strategy 2004
LOCAL AREAS

This Clause focuses on the local area implementation of the objectives and strategies set out earlier in the Bayside Planning Scheme. Each section relates to a particular precinct or key strategic development site with the municipality, and should be read in conjunction with the rest of the Municipal Strategic Statement and not in isolation.

The sections are organised under the following Local Area headings:-

Major Activity Centres

21.11-1 - Sandringham Village
21.11-2 - Bay Street, Brighton
21.11-3 - Church Street, Brighton
21.11-4 - Hampton Street

Neighbourhood Activity Centres

21.11-5 - Beaumaris Concourse
21.11-6 - Highett
21.11-7 - Martin Street, Gardenvale
21.11-8 - Black Rock

Other areas

21.11-9 - Bayside Business District Employment Area

Major Activity Centres

21.11-1 Sandringham Village

Vision

In Sandringham Village, activity will be focused around the transport interchange, Waltham Street, Bay Road, Melrose Street and Beach Road. Buildings fronting onto these areas will have active frontages. The Sandringham Hotel continues its role as a landmark building, providing a gateway to the centre. Redevelopment of the hotel site emphasises this in its urban design response in a manner consistent with the seaside context. The mixed use of the hotel provides a focus for activity with active uses on the ground level. Housing above shops will feature throughout the centre to provide residents with convenient access to services and amenities and provide a human presence for informal surveillance in the centre during the day and evening.

The heritage character of Sandringham’s two storey shopfronts will remain, with modern buildings respecting the traditional height of the existing buildings.

The distinctivive layout of the shopping area will be retained and enhanced with an integrated streetscape upgrade that relates to the seaside setting and reinforces the streets as important areas of open space. The village will be easy to walk around, with safe, attractive and direct routes throughout the centre and to the bay. The transport interchange located near the station...
will ensure the connection between the train and the bus, encouraging people to use public transport. The centre will continue to provide a range of community services and facilities.  

Capitalising on the integration with the foreshore is a key outcome which will strengthen the commercial offering of the centre. Hospitality and specialty shops with attractive pedestrian environments will connect the centre and the foreshore.

Existing residential areas will remain highly valued by the community, and will retain their current seaside character. New housing will integrate with the existing streetscape and provide additional opportunities for people to live near the centre. Existing views and vistas will be protected where possible in all new development and streetscape improvements.

Objectives and Strategies

Objective 1

To strengthen the role of Sandringham Village as a multi-use centre offering retail, office, entertainment and community services.

Strategies

- Ensure that new development and public realm improvements support the Sandringham Village Framework Plan and Vision.

In Precinct 1: ‘Retail Core’

- Consolidate retail activity within this precinct.
- Encourage continuous active shopfronts at street level with residential above.
- Maintain the community facility role of this precinct, particularly in Waltham Street.
- Provide small retail and office uses along Station Street and Bay Road.
- Encourage cafes, restaurants and entertainment uses.
- Encourage the redevelopment of the Station car park in Harston Street and the adjacent bus depot for housing.
- Design new development of the bus depot and railway station car park to provide for the duplication of rail platforms; the replacement of public car parking; and the creation of pedestrian links between the station and Sandringham and Bay Roads.
- Design new development adjacent to Sandringham Railway Station to include windows at ground and upper floor levels that overlook the station.
- Maintain housing for older persons and residential aged care.
- Encourage active uses in Melrose Street such as cafes and restaurants.
- Expand the range of non food retail on offer.

In Precinct 2: ‘Sandringham Hotel’

- Facilitate the development of the Sandringham Hotel site to make better use of this key gateway location.
- Encourage a mix of uses with active street frontages.

In Precinct 3: ‘Bay Road Offices’

- Maintain the office role.
- Encourage health related uses.
Encourage residential uses on upper levels.

In Precinct 4: ‘Residential Areas’

- Encourage residential development close to shops and services to provide a transition from business precincts to low scale residential areas.
- Encourage redevelopment of larger sites and grade level car parks for residential with basement car parking.
- Retain the residential focus of this precinct.
- Provide adequate off-street parking for all new dwellings.

Objective 2

To provide a high quality, vibrant, attractive and safe public realm environment.

Strategies

- Redevelop properties in Melrose Street with 90 degree angle car parking to provide shops built to the footpath edge and parking provided behind the development.
- Provide a transition in front setbacks between All Souls Church in Bay Road and new development to its east.

Objective 3

To improve physical and visual connections between Sandringham Village and the foreshore reserve.

Strategies

- Provide active frontages along Beach Road to address the foreshore reserve.
- Protect existing views from the public domain to Port Phillip Bay through the siting and massing of buildings, structures, signage and the selection of vegetation species.
- Incorporate a mid-block pedestrian link into the redevelopment of land between Sims Street and Bay Road Streets.
- Improve Melrose Street as a link from the village and station area to the foreshore reserve.

Objective 4

To improve vehicle and pedestrian circulation throughout the centre.

Strategy

- Improve pedestrian access to the business precincts from surrounding residential streets, in line with the framework plan.

Local Area Implementation

Ensure that proposed uses and developments within the Sandringham Village Major Activity Centre are consistent with the Framework Plan contained in Map 1 to this Clause.
Map 1 to Clause 21.11-1

Reference Documents

Sandringham Village - Final Structure Plan (November 2006)
Bay Street, Brighton

Vision

In the Bay Street Centre, activity will be focused in the existing shopping area between Hillcrest Avenue and Asling Street. Buildings will address this area with active frontages. Office activity will be focused in the western end of Bay Street where the upgraded streetscape provides places to sit and meet and an attractive setting for businesses. Housing above the shops and offices will feature strongly throughout the centre to provide residents with convenient access to services and amenities and provide a human presence for informal surveillance in the centre during the day and evening.

The heritage character and streetscape scale created by Bay Street’s traditional two storey shopfronts will be maintained with modern buildings respecting the traditional height of those older buildings. The pattern of narrow shopfronts that is a feature of the shopping strip will be reflected in vertically articulated facades in new commercial and retail buildings throughout the centre.

The complementary role of the centre as a focus for community activity will be supported. This will be done through both the provision of community facilities / services and the good urban design of and interfaces with public spaces to support community interaction. The centre will be easy to walk around, with safe, attractive and direct routes throughout the centre and to the railway station. The attractive spaces around the station will encourage people to use public transport.

The surrounding residential precinct will retain its spacious and leafy character and new housing will integrate with the existing streetscape and provide additional opportunities for people to live near the centre. The interface of the commercial and residential precincts will be marked by sensitive urban design treatments.

The strengths of Bay Street will be capitalised on by encouraging expansion of hospitality, convenience grocers, health and service uses into the evenings.

Objectives and Strategies

Objective 1

To strengthen the role of Bay Street, Brighton as a multi-use centre offering retail, office, entertainment and community services.

Strategies

- Ensure that new development and public realm improvements support the Bay Street Centre Framework Plan and Vision.

In Precinct 1: ‘Retail Core’

- Locate major retail developments that may serve a wider catchment area, such as a supermarket, in this area.
- Encourage development of shop top housing.
- Discourage ground floor uses that do not provide an active frontage to the street.
  - Encourage greater expansion of the night time economy.
  - Encourage a greater level of healthcare and related service providers.
In Precinct 2: ‘Western Office Area’:
- Promote office uses at ground level and above.
- Accommodate uses that generate pedestrian activity such as cafes, restaurants and entertainment uses without stifling office development.
- Encourage residential uses above ground floor level.
- Encourage redevelopment of larger sites for mixed use developments with basement car parking, commercial uses at ground level and residential above.

In Precinct 3: ‘Medical Centres, Office and Residential’
- Maintain the mixed use role of this precinct.
- Facilitate a mix of residential, medical centres and small office uses, and active uses at the street frontage where appropriate.
- Discourage activities that may cause detriment to the amenity of the area due to noise, appearance, parking, loading or hours of operation.

In Precinct 4: ‘Residential Areas’
- Increase the number of dwellings and the variety of dwelling types in this area.
- Encourage redevelopment of larger sites for higher density residential dwelling types.
- Provide adequate off-street parking for all new dwellings.
- Extend public activity, social interaction and public realm treatments to the western end of Bay Street.

Objective 2

To improve vehicle and pedestrian circulation throughout the centre.

Strategies

- Encourage access to off-street car parking via Bay Street to limit traffic impacts on local residential streets.
- Improve pedestrian access in line with the framework plan.
- Ensure that new development between Bay Street and Outer Crescent incorporates pedestrian links between the two streets.
- Improve the small landscaped areas of open space around the railway station to provide an attractive and safe pedestrian link.
- Improve the amenity and safety of pedestrian access through the laneway adjacent to Warleigh Grove and surrounding residential streets.
- Support the development of a new car parking facility over the existing Council owned parking lot located between Marion Street and Willansby Avenue, to provide between 80-120 additional car spaces.

Local Area Implementation

- Ensure that proposed uses and developments within the Bay Street Major Activity Centre are consistent with the Framework Plan contained in Map 1 to this Clause.
Map 1 to Clause 21.11-2

Reference Documents

Bay Street Centre - Final Structure Plan (November 2006)
Vision

In the Church Street Centre activity will be focused in the existing shopping area between St Andrews and Male Street. Buildings fronting onto these areas will have active frontages. The large at-grade level car parks behind the shops in Well Street will be replaced with a mixed use development which will provide additional car parking, a small public open space and a residential interface with Well Street. Leveraging off the Cabrini Hospital, growing health and related uses in the centre will support the centre as a healthcare precinct. Incremental housing above the shops will feature strongly throughout the centre to provide residents with convenient access to shops and services and provide a human presence for informal surveillance in the centre during the day and evening.

The heritage character and streetscape scale created by Church Street’s traditional two storey shopfronts will be maintained with modern buildings respecting the traditional height of those older buildings. The pattern of narrow shopfronts will be reflected in vertically articulated facades in new buildings.

The centre will be easy to walk around, with safe, attractive and direct routes throughout, particularly to the railway station. Attractive spaces around the station will encourage people to use public transport.

The surrounding residential precinct will retain its spacious and leafy character and new housing will integrate with the existing streetscape and provide additional opportunities for people to live near the centre. The interface of the commercial and residential precincts will be marked by sensitive urban design treatments.

Objective 1

To strengthen the role of Church Street, Brighton as a multi-use centre offering high quality retail (particularly high fashion, homewares and other comparison shopping), office, entertainment and community services.

Strategies

Ensure that new development and public realm improvements support the Church Street Centre Framework Plan and Vision.

In Precinct 1: ‘Retail Core’

- Maintain continuous active uses, such as shop fronts, at street level.
- Support the expansion of the Safeway/Woolworths supermarket to full line status (approximately 3,000 sqm) to serve as a stronger anchor for the centre. Ensure that building frontages have a high degree of visual connection to the street.
- Encourage mixed use development throughout the precinct and in particular around the railway station.
- Continue to allow secondary services supporting the Centre (including retail) to locate at ground floor level in the Commercial 1 zoned area to the south east of the railway.
- Encourage development of incremental shop top housing.

In Precinct 2: ‘Office and Mixed Use’

- Encourage office uses, particularly related to health and service uses, at ground level.
- Encourage the development or adaptation of upper levels for housing.
- Encourage redevelopment of larger sites and grade level car parks for mixed use developments with basement car parking, office uses (residential in Well Street) at ground level and residential above.

- Support the provision of an additional car parking facility over the existing parking lot located off the north side of Well Street, between Carpenter Street and the railway line, to provide, along with the redeveloped car park on the corner of Carpenter and Black Street, between 120-160 additional car spaces.

**In Precinct 3: ‘Church, St Andrews and New Street Triangle’:**
- Develop a health service cluster leveraging off the proximity to the Cabrini Hospital.
- Encourage mixed use developments, with small shop, office or other appropriate non-residential uses at ground level (such as medical services) and residential on upper levels.

**In Precinct 4: ‘Residential Areas’:**
- Encourage residential development close to shops and services to provide a transition from the business precinct to low scale residential areas.
- Encourage redevelopment of larger sites and grade level car parks for residential with basement car parking.
- Provide adequate off-street parking for all new dwellings.
- Support the provision of an additional car parking facility over the existing parking lot located on the corner of Carpenter and Black streets to provide, along with the redeveloped Well Street car park, between 120-160 additional car spaces.

**Objective 2**

To provide a high quality, vibrant, attractive and safe public realm environment.

**Strategies**

- Integrate the open space on the St Andrew’s Church grounds (fronting Church Street between New and St Andrews streets) into the centre.
- Design development opposite the St Andrews Church to provide for buildings with windows overlooking the church grounds.
- Design new development adjacent to Middle Brighton Railway Station to include windows at ground and upper floor levels that overlook the station and access lanes.

**Objective 3**

To improve vehicle and pedestrian circulation throughout the centre.

**Strategies**

- Create new pedestrian links between Church Street and Well Street, as detailed in the framework plan.
- Create a new pedestrian link between Lindsay Street and the railway footpath as part of any redevelopment of the car park.
Local Area Implementation

- Ensure that proposed uses and developments within the Church Street Major Activity Centre are consistent with the Framework Plan contained in Map 1 to this Clause.
Reference Documents

Church Street Centre - Final Structure Plan (November 2006)

Hampton Street

Vision

In the Hampton Street Centre, activity will be focused between Willis Street and the railway line and extending behind to the revamped Willis Street precinct. The existing grade level car park will be replaced with a mixed use development incorporating community facilities, housing on upper levels, a new public space and basement car parking for commuters and residents. Housing above the shops will feature throughout the centre.

The modest scale of Hampton Street’s two storey shopfronts will be maintained with modern buildings respecting the height of those existing buildings. The Willis Street Precinct site will be promoted as a significant redevelopment site in the heart of the centre.

The centre will be easy to walk around, with safe, attractive and direct routes throughout the centre and between the buses and trains. Hampton Street will become an important space with new landscaping and urban design treatments providing places to sit and meet. The revamped Willis Street Precinct will provide improved waiting spaces and a public open space, which will be a focus for the centre and encourage people to use public transport.

The centre will continue to provide a range of community services and facilities. These will incorporate functions such as library services and flexible meeting spaces for social, recreational and community educational opportunities for all ages and abilities.

The surrounding residential precinct will retain its spacious and leafy character. New housing in this precinct will integrate with the existing streetscape and provide additional opportunities for people to live near the centre. The interface of the business and surrounding residential precincts will be marked by sensitive urban design treatments.

Objectives and Strategies

Objective 1

To strengthen the role of the Hampton Street Centre as a multi-use centre offering retail, office, entertainment and community services.

Strategy

- Ensure that new development and public realm improvements support the Hampton Street Centre Framework Plan and Vision.

In Precinct 1: ‘Retail Core’

- Develop a high activity, retail and mixed use core between the railway line and Willis Street.

- Facilitate redevelopment of the Willis Street Precinct and railway car park to a mixed use development with basement car parking, integrated community facilities, improved links to the station and between transport modes, improved station facilities and a public space incorporating the existing large eucalypts.

- Support the redevelopment of the station car park in Railway Crescent to provide housing that fronts the street and also looks onto the station.

- Design new development adjacent to Hampton Railway Station to include windows at ground and upper floor levels that overlook the station and access lanes.
- Ensure that the redevelopment of the Willis Street Precinct includes additional car parking spaces to replace those lost due to the redevelopment of the Railway Crescent car park.

- Ensure that building frontages have a high degree of visual connection to the street.

- Provide a pedestrian link to the Willis Street Precinct from Hampton Street.

- Encourage development of shop top housing.

- Discourage ground floor uses that do not provide an active frontage to the street.

**In Precinct 2: ‘Peripheral Business and Local Shopping Area’**

- Encourage mixed use developments with shop, office and other non-residential uses on the ground floor and residential on upper levels.

- **Encourage a greater level of healthcare and related uses.**

- Encourage uses that contribute to the separate local shopping centre role of the business area north of South Road.

**In Precinct 3: ‘Office and Multi-dwelling Residential’**

- Maintain continuous retail shop fronts at street level.

- Encourage the growth of office activity in Small Street and Railway Crescent.

- Encourage development of shop top housing.

- Discourage the location in this precinct of shopping development with a potential to attract high pedestrian volumes.

**In Precinct 4: ‘Residential Areas’**

- Provide for increased housing densities and diversity of housing types within the centre and direct larger developments to larger sites within or immediately adjoining the business precincts.

- Provide adequate off-street parking for all new dwellings.

**Objective 2**

To maintain the retail strip and street life on Hampton Street between Ratho Avenue and Crisp Street.

**Strategies**

- Redevelop existing shopping areas between Ludstone and Villeroy streets, and between Grenville and Hollyrood streets, to provide shops built to the footpath edge and car parking behind the development.

- Consolidate the commercial area north of South Road as a local shopping centre.

- Maintain and consolidate community service functions in the centre.

**Objective 3**

To improve vehicle and pedestrian circulation throughout the centre.
Strategies

- Improve the amenity of pocket parks adjacent to the railway line and pedestrian access to these parks so that they form a green treed corridor dissecting the Centre.

- Strengthen pedestrian links as shown on the framework plan, including:
  - Between Orlando and Grenville Streets across the rail line.
  - From the station to Willis Street.
  - Along Willis Lane
  - Between Service Street and Hampton Street
  - Along the rail lane reserve

Local Area Implementation

Ensure that proposed uses and developments within the Hampton Major Activity Centre are consistent with the Framework Plan contained in Map 1 to this Clause.
Map 1 to Clause 21.11-4

Reference Documents

Hampton Street Centre - Final Structure Plan (November 2006)
Neighbourhood Activity Centres

21.11-5 Beumaris Concourse

Vision

The survival and vitality of local shopping centres is becoming more than just a simple marketing exercise of identifying needs and targeting a particular product or service. It is now recognised that a holistic approach with greater emphasis on sustainability principles and the net community benefits of urban village development is required.

To this end it is critical to ensure this activity centre maintains a good mix of uses and vital core retail areas.

Objectives

- To encourage a diverse mix of uses within the centre.
- To maintain a core retail role for the centre.
- To intensify active uses along street frontages identified as being part of the core retail area.
- To encourage a range of eating and entertainment facilities outside the core retail area.
- To encourage residential development within the centre.
- To ensure that offices do not undermine the active street life of the centre.

Local Area Implementation

- Ensure that proposed uses and developments within the Beumaris Concourse Activity Centre are generally consistent with the Beumaris Concourse Activity Centre Framework Plan contained in Map 1 to this Clause.

Residential development

- Encourage shop top housing that is designed to acknowledge the use of ground floor retail and entertainment uses of the centre.
- Require new residential development to incorporate appropriate use of noise attenuation measures to address conflict with adjoining retail or entertainment uses.
- Protect the existing and future amenity of the land and the surrounding area, including abutting residential uses.

Economic development

- Control the hours of operation of new restaurant or entertainment uses to protect the amenity of existing and future residents of the centre.
- Require night time entertainment uses to adopt appropriate noise attenuation to reduce any existing or potential conflict with adjoining residential uses of the centre.

Built form

- Ensure the continuity of shop frontages in the retail core area is maintained or extended.
- Ensure new restaurants do not reduce the existing floor area of shop floor space, or interrupt street level shop frontages within the core retail area.

- Discourage conversion of ground floor shop fronts to non-retail uses, particularly office and restaurant uses in the core retail area.

- Encourage the use of active frontage to streets through use of appropriate design materials selection in new buildings and works.

Reference Documents

Beaumaris Concourse Activity Centre Structure Plan

Map 1 to Clause 21.11-5

To revitalise the Highett Road shopping centre as an attractive, vibrant and well used main street and community focal point that provides a wide range of local shopping, business and community services suited to the needs of people living and working in the area.
To provide the opportunity for a mix of retail, employment, other associated activities and residential in that part of the Highett Shopping Centre to the west of the railway, in a form that complements the core of the centre located to the east of the railway, and to better link the two parts of the centre for pedestrians.

To provide an opportunity for as many people as is appropriate given the character of the area and the opportunities for change to live and work in Highett, with access to public transport and within walking and cycling distance of activity centres, and hence to provide a real transport option for people other than the private car.

To recognise the character of Highett’s established residential areas and managing change in a way that responds to their character qualities, and to the proximity of the some parts of the residential area to public transport and activity centres.

There are limited large scale vacant sites available for residential development in Bayside. The largest remaining site is the CSIRO land, currently in operation and located within the Highett Activity Centre. Should this land become available, it will present a significant development opportunity for Bayside.

Objectives

- To establish a built form that respects the existing one and two storey character of the Highett Shopping Centre, while providing some limited opportunity for a higher built form to increase the intensity of activity in the centre and to facilitate residential uses in upper levels of buildings and the rear of shops.
- To recognise the character of Highett’s established residential areas and to manage change in those areas in a way that responds to their character qualities, and to their proximity to public transport and Activity Centres.
- To improve pedestrian access throughout the area and to overcome the barrier presented by the railway line.
- To improve the provision of public open space and provide improved connections to existing open space in the area.
- To improve the appearance, amenity, attractiveness, safety and sense of security throughout the entire Highett area.
- To manage traffic issues in Graham Road.
- To maximise the development opportunities that exist on vacant and underutilised land with respect to the precinct’s urban quality and proximity to transport and activity centres.
- To redevelop the CSIRO site for medium density residential use, with the opportunity for compatible education campus related uses, in a way that responds to the existing character of the residential area in which it is located, existing vegetation on the site and which integrates with the surrounding street and open space networks.

Local Area Implementation

- Ensure that proposed uses and developments within the Highett Neighbourhood Activity Centre are consistent with the Highett Strategic Framework Plan contained in Map 2 to this Clause.

Residential development

- Encourage well designed medium density apartment style developments on consolidated lots in preferred residential development areas. Preference is for multi-level developments that include basement or in-building car parking.
Manage residential redevelopment in areas not identified as preferred areas for medium density housing, pursuant to existing Council policies and ResCode.

**Economic development**

- Support the establishment of a mixed use development on land at the south-west corner of Highett Road and Graham Road.
- Support the establishment of a mixed use development on the triangular site at the south-east corner of Graham Road and Highett Road, with ground level retail and upper level residential or employment uses: and to explore the possibility of a pedestrian underpass under the railway line as part of any redevelopment that occurs on this site.
- Encourage the establishment of offices and dwellings above and at the rear of shops fronting Highett Road within the Highett shopping centre.
- Encourage the redevelopment of ground level car parks for integrated mixed use developments including office, residential and car parking within the Highett shopping centre.
- Realise opportunities for mixed use developments with retail or business uses at ground level on Highett Road to the west of Middleton Street (south side of Highett Road) and west of Train Street (north side Highett Road).
- Improve linkages between the Highett Community Hub in Livingstone Street and the Highett Shopping Centre, and define the role and function of the Livingstone Street centre to complement a possible expanded range of community services and facilities within the core of the Highett Shopping centre.

**Built form**

- Define a strong and positive identity and image for the Highett area and create a strong sense of community pride and belonging.
- Restrict the height of commercial properties in the Highett Neighbourhood Activity Centre to three storeys.
- Allow sufficient space around new multi-level developments at ground level to provide the opportunity for landscaping that will create a garden appearance to streets and soften the building form from adjoining buildings.
- Open up views and access to the Lyle Anderson Reserve from Graham Road on properties west of Lyall Anderson Reserve.
- Improve the appearance, amenity, attractiveness, safety and sense of security throughout the entire Highett area.

**Environmental values**

- Recognising the Highett Grassy Woodland as making a substantial contribution to biodiversity on a local and regional level.

**Open space**

- Upgrade the Sir William Fry Reserve to create a major open space feature and central parkland element.
- Provide an open space connection between future public open space to be provided on the CSIRO site and the Lyle Anderson Reserve for properties on the west of Lyall Anderson Reserve.
- Provide an open space link on privately owned land to the west of the Lyle Anderson reserve, to create a connection between the Reserve and open space to be provided in the CSIRO site.

**Transport and access**

- Improve pedestrian safety on Highett Road through improved road crossings of Highett Road and of side streets.
- Manage traffic flows in Graham Road to improve residential amenity and safety.
- Provide new pedestrian access across the railway line and across Nepean Highway to reduce barriers to pedestrian movement through the area.

**CSIRO site**

- Achieve a site layout that responds to the existing features of the site in terms of internal road pattern, configuration of buildings, pattern of significant vegetation and open spaces.
- Achieve a built form that respects the character and amenity of surrounding one and two storey residential areas.
- Consider the potential to reuse existing buildings.
- Create a conservation reserve to protect the Highett Grassy Woodland.
- Retain existing significant vegetation on the site and other vegetation that makes a positive contribution to the character of the area and to the internal amenity of the site.
- Provide a significant area of open space on the site.
- Create an open space connection between future public open space and the Lyle Anderson Reserve.
- Establish an open road and pedestrian network within the site that connects to and integrates with the local street system both to the east and west of the site.
- Incorporate water sensitive urban design in the future redevelopment of the site.

**Further strategic work**

- Prior to the zoning of the CSIRO site, vegetation, archaeological and geological studies are to be undertaken to determine the appropriate zone and overlay controls to be applied to the site.

**Reference Documents**

Highett Structure Plan 2004
Graham Road, Highett: Traffic Management Plan 2004
Flora and Fauna Assessment of CSIRO Land, Highett, Victoria 2004
Map 1 to Clause 21.11-6
Martin Street, Gardenvale

Vision

To create a vibrant shopping centre which recognises and builds on the character and streetscape features of the centre.

Objectives

- To maintain the Edwardian design theme including paving, exotic street trees, seating, tree guards, grates and street lights.
- To ensure that advertising signs do not contribute to visual clutter or conflict with the lighting theme.
- To promote attractive, well designed development that complements surrounding residential character and the bayside location.
- To ensure that development takes place in an orderly and proper manner having regard to character and amenity of the area.
- To encourage urban design improvements which offer variety, interest and convenience to shoppers.
- To promote attractive, well-designed development that complements surrounding residential character and bayside location.
- Ensure that the location of offices in vacant shops does not result in a reduction in the retail floor spaces at the ground floor level.

Local Area Implementation

- Ensure that proposed uses and developments within Commercial 1 zoned areas in the Martin Street Activity Centre are generally consistent with the Outline Development Plan for the Martin Street activity centre contained in Map 3 to this Clause.

Economic development

- Encourage office, peripheral sales (ground floor only) and other showroom (ground floor only) uses between Spinks Street and the Nepean Highway.
- Encourage offices at the first floor on the Nepean Highway south of Martin Street with a maximum height of 8 metres.
- Discourage outdoor car yard areas between Spinks Street and the Nepean Highway

Built form

- Retain attractive buildings and well landscaped front garden areas on the north side of Martin Street, west of Asling Street as focal image elements. (see Area 4 on Map 3 to this Clause)
- Retain existing buildings on the north side of Martin Street, west of Asling Street as an important focal built-form element for the centre. (see Area 5 on Map 3 to this Clause)
- Restrict signs to shop facade awning edges and below awnings and project from upper floor facades or fixed at an angle above awnings.
- Between Spinks Street and Nepean Highway:
· Apply a maximum building height of 12 metres to establish a strong streetscape presence for the area;
· Apply a maximum façade height at approximately the parapet heights of the existing two storey Victorian and Edwardian era buildings within the streetscape.
  (see area 17 on Map 3)
  ▪ Encourage offices at the first floor level and apply a maximum building height of 8 metres on Nepean Highway, south of Martin Street.
  ▪ Maintain uniform asphalt paving and provide continuous weather protection through installation of shop verandahs or awnings throughout the centre.
  ▪ Landscape the private car parking area on the south west corner of Martin and Asling Streets along the street edges, with suitable planting to improve the visual appearance, screen the parking area and provide greater visual continuity between the adjacent streetscape components. (see area 3 on Map 3 to this Clause)
  ▪ Retain the eastern vista to Nepean Highway and the western vista to the mature street tree plantings in the residential areas.

Reference Documents

Outline Development Plan for the Martin Street commercial activity centre
Map 1 to Clause 21.11-7
Black Rock Vision

The Black Neighbourhood Activity Centre will be a safe, attractive pedestrian orientated environment with a vibrant shopping centre that supports a wide range of retail and service uses to serve the needs of the local and broader community and which contribute to the functioning of the centre as a community focal point.

The centre will strengthen its association with the foreshore area to increase its tourism role.

Objectives

- To protect and reinforce the Centre’s local convenience function.
- To encourage a mix of active retail and commercial uses at ground floor level, with residential and office uses above.
- In appropriate locations, to provide for higher density residential developments with active commercial uses at ground floor level.
- To encourage design and built form which is responsive to – and seeks to enhance – the unique character and amenity of the Centre and provides appropriate separation between the centre and adjoining residential areas.
- To encourage built form that provides a visual connection with Port Phillip Bay.
- To encourage improvements to the public realm which enhance the visual interest of the Centre, reinforce its unique local character and incorporates the principles of water sensitive urban design (WSUD).
- To ensure the Centre remains walkable with pedestrian safety, access and amenity as the main priority and to improve pedestrian connectivity between the Centre and the foreshore.
- To encourage public transport and cycling as alternative means of access to the Centre.
- To ensure the Centre maintains an adequate supply of appropriately designed and managed on and off-street multi-purpose car parking.

Local Area Implementation

- Ensure that proposed uses and developments within the Black Rock Neighbourhood Activity Centre are generally consistent with the requirements of the Black Rock Neighbourhood Activity Centre Map contained in Figure 1 to this Clause.
- Ensure the built form is consistent with the requirements of Schedule 1 to the Design and Development Overlay.

Residential development

- Encourage new residential uses above ground floor level in the form of shop-top housing.

Economic development

- Encourage new retail and commercial uses within the Black Rock Village Activity Centre that complement the local convenience function of the Centre.
 Ensure uses locating at ground floor within the Village do not undermine the vibrancy of the public realm.
 Discourage the conversion of ground floor shopfronts to non-retail uses, unless it can be demonstrated that the proposed use makes a positive contribution to street life within the Centre.
 Promote high levels of pedestrian activity and engagement along ground floor street frontages.

Built form

 Ensure new developments provide articulated built form at both ground and upper levels and an appropriate interface is provided between the Village and adjoining residential areas.
 Ensure new development provides appropriate solar access to new and existing dwellings and the amenity of adjoining buildings is not unreasonably impacted by visual bulk, overlooking or overshadowing.
 Commercial street frontages should;
  • provide at least 5 metres or 80%, whichever is the greater, as an entry, display window or customer service area;
  • minimise the extent of blank walls, vehicle entrances and service utilities; and
  • provide transparent glazing, window coverings and security grills that do not obscure views into premises.
 New development must protect and enhance key views of the foreshore Reserve as viewed from Bluff Road, Balcombe Road and along Beach Road.

Transport and access

 Maintain and improve pedestrian linkages throughout the Centre and between the Centre and the foreshore.
 Maintain the supply of publicly available car parking spaces.
 Seek the creation of an easement of carriageway for laneways to achieve;
  • a 5.5m wide access lane along the rear of properties at 4-18 Bluff Road, 592-606 Balcombe Road and 1-35 Bluff Road; and
  • a suitable width for other access lanes determined by the number of properties likely to require future access.
 Consider applying a one-way requirement (or other safety treatment) on the use of the laneways at 1-35 Bluff Road and 592-606 Balcombe Road when warranted by future development and use of those properties.
 Require survey evidence indicating that the entrance to any basement car park is not located at the low point of the street.

Reference Documents

Map 1 to Clause 21.11-8: Black Rock Village Neighbourhood Activity Centre
Other areas

21.11-9

Bayside Business District Employment Area

Vision

The Bayside Business District Employment Area will be a business employment area of a quality and profile to enable it to fulfil an identifiable advanced business services niche in the south-east region of Melbourne. Rather than being an isolated enclave, it will be a business precinct integrated seamlessly into the urban fabric of the municipality. It will retain its existing physical and economic strengths, whilst concurrently eroding exhibited weaknesses to provide an effective and unique working environment, one in which a highly skilled workforce and diverse business community can work in an attractive environmental setting, whilst accessing the recreational, leisure and entertainment facilities available in the area.

Key Issues

- Employment opportunities within the area are poorly aligned with the local skill base of Bayside.

- The Jack Road area includes a significant number of large and small businesses. As with other areas within the precinct, industrial use and activity in the area should be supported and diversified via the infusion of broader business-related activities, however the amenity of abutting and nearby residential areas needs to be protected. This is especially the case for those industrial operations that front or have access to Jack Road.

- The Jack Road area comprises the eastern boundary of the Bayside Business District, it has an important transitional role and should be planned to provide an acceptable interface between commercial and residential areas, particularly those fronting Jack Road.

- Jack Road was designed and constructed primarily as a residential street, rather than an industrial or commercial street.

- Jack Road was constructed to a residential street standard. It is used extensively as access between Bay Road and Park Road and is near its maximum recommended vehicle capacity for a residential street.

- To enable full utilisation of land assets between Reserve and Jack Roads and achieve effective management of vehicular traffic, an effective road system is needed. This could encompass extending Chandos Street southwards to Charlton Avenue and / or extend a realigned Charlton Avenue through to Reserve Road or an alternative that achieves the same strategic outcomes.

- The appearance, amenity and functionality of the area needs to be improved.

- The Bayside Business District is to complement, and not conflict with the development opportunities available in nearby Activity Centres by fulfilling a clearly defined, business / employment focussed role.

- The character and amenity of the residential areas that surround the Bayside Industrial Area have evolved. The areas are now fully developed and have become suburbs of high value, amenity and desirability. There is a need for the amenity and appearance of the industrial area to complement rather than conflict with the surrounding urban form.
The Bayside Business District Bay Road Business Employment Area abuts the Bay Road Heathland Sanctuary and there is a need to ensure that the development addresses this environmentally significant site.

Objectives

- To transform the Bayside Business District Employment Area from a traditional industrial precinct into an advanced business services precinct in the south-east region of Melbourne.
- To provide for an ongoing mix of industrial, office and other related business activities in high quality buildings with landscaped setbacks and improved and safe access consistent with the evolution of former industrial areas into a modern diversified business area.
- To create a world’s best practice business environment in order to facilitate and enhance the economic base and employment opportunities in the area.
- To establish a consistent and unifying landscape and urban design theme to the area which presents it as a single identifiable precinct consistent with a modern, high amenity business environment.
- To enhance the amenity and appearance of the business employment area to a high level, consistent with the overall amenity of the wider City of Bayside.

Local Area Implementation

- Ensure that proposed uses and developments within the Bayside Business District Employment Area areas are undertaken in accordance with the established strategic planning framework. The boundary of the Bayside Business District Employment Area is shown in Map 1 to this Clause.

Residential development

- Discourage residential uses from locating at ground level fronting Bay Road to maintain the business/commercial focus of the area.

Environmental values

- Protect the flora and fauna values of the Bay Road Heathland Sanctuary and complement the conservation measures outlined in the current Bay Road Heathland Masterplan. To achieve this:
  - Apply performance standards (addressing building height, setbacks, lighting, design and landscape treatments) to regulate the form of development on adjoining properties that may impact directly on the Heathland Reserve.
  - Apply a 3 metre wide buffer zone around the perimeter of the Heathland Reserve on adjoining properties.
  - Ensure that landscaping treatments and flora species utilised on adjoining properties are compatible with the Bay Road Heathland Masterplan, particularly by prohibiting of environmental weeds.
  - Ensure appropriate physical interfaces exist between commercial/employment areas and residential uses.
  - Ensure that parking and streetscape improvements are undertaken to improve the appearance, amenity and functionality of the area.
• Ensure that business operations do not adversely affect neighbouring residential uses.

• Undertake landscaping and streetscape beautification works that complement the business employment character identified for the area.

**Economic development**

- Encourage the clustering of complementary uses that concurrently safeguard the amenity of residential areas to strengthen existing industrial and business activities.
- Ensure all industries operate so as to be compatible with offices and other non-industrial uses, as well as nearby residential areas where they exist.
- Ensure that the business employment area fulfils a clearly defined business/employment focussed role and complements, rather than conflicts with the development opportunities available in nearby activity centres.
- Encourage a mix of complementary business and industrial activities in high quality buildings with landscaped setbacks and improved and safe access. A mix of businesses should be encouraged and facilitated. Particular encouragement is given to the following uses:
  - Manufacturing/warehousing/offices.
  - Business and professional services.
  - Storage/distribution.
  - Export oriented businesses.
  - High technology businesses (especially those with a global focus).
  - Other forms of clean, non-polluting, environmentally friendly businesses.
  - Businesses that are prepared to invest in establishing and maintaining a high quality environment.
- Ensure the mix of business activity is sustainable in economic, social and environmental terms.
- Recognise the legitimate role of industry and associated uses to remain in the area, expand and upgrade and for new industries and associated uses to establish.
- Ensure appropriate physical interfaces exist between commercial and residential uses.
- Encourage offices and other associated businesses to establish.
- Ensure that any development within the Mixed Use Zone on the corner of Bay Road and George Street contains a range of residential, commercial, industrial and other uses which complement the mixed use function of the Bayside Business Employment Area District.
- Provide opportunities for more intense development occupied by a range of uses including commercial, industrial, warehouse and medium density residential uses within the Mixed Use Zone on the south side of Bay Road to the west of the Heathland Reserve.
- Facilitate the upgrade and integration of broadband and digital technology infrastructure and actively encourage all developments to implement *Digital River – Digital Building Telecommunications Access Guidelines 2002.*

**Built form**

- Ensure that parking and streetscape improvements are undertaken to improve the appearance, amenity and functionality of the area.
- Ensure that all private redevelopment includes appropriate landscaping, built form and a quality of development that complements the business employment character identified for the area.

- Encourage state of the art environmental management through all aspects of design, building development and business processes.

- Ensure appropriate interfaces are provided between commercial and residential properties in order to improve residential amenity and reduce land use conflicts.

**Transport and access**

- Ensure appropriate management of business-related activity such as vehicular traffic.

**Reference Documents**

- **Bayside Retail, Commercial and Employment Strategy (August 2016)**
- **Bayside Industrial Area Strategy 2004**

**Map 1 to Clause 21.11-9**
22.04 **BAYSIDE BUSINESS DISTRICT EMPLOYMENT AREA POLICY**

This policy applies to the land in a Business 1 a Commercial Zone and a Mixed Use Zone as shown in Figure 1 to this clause.

22.04-1 **Policy basis**

Council recognises the social and economic importance of Bayside’s Business District (BBD) Employment Area and wishes to retain existing businesses, attract and encourage new businesses and foster increased employment opportunities, especially for local residents.

To capture the shift in the economy from manufacturing to professional services, the Bayside Business District needs to transition to a business services hub to provide future employment opportunities suited to the local skill base.

A significant proportion of the area is obsolete, run down and in need of improvements. To assist the area to transition, desired improvements, include:

- Upgrading to provide better access, parking and amenity for business owners, customers and employees.
- Encouraging existing businesses to invest and expand within the Business Employment Area.
- Encouraging new businesses to locate in the area, particularly those which are clean, modern, high-tech, innovative, job rich and adept at applying advanced infrastructure and systems (e.g.; environmental, telecommunications) to business processes.

Parts of the Business Employment Area – Bayside Business District are adjacent to established residential areas. There needs to be appropriate strategies in place to ensure the compatibility of residential interfaces in close proximity so they can continue to coexist with minimal disruption or detriment to the long-term viability of either use.

The Municipal Strategic Statement refers to the importance of promoting long-term economic growth and improving the appearance and functionality of the Business Employment Area. To facilitate these objectives, policy guidelines on preferred development and business forms are required. In addition, priorities with respect to design and development also need to be established.

The primary economic role of the BBD can be protected by continuing to accommodate businesses unable to locate in activity centres due to their spatial or infrastructure needs. Many commercial businesses still require a solely commercial location which is unique to the BBD in Bayside.

The preferences and priorities detailed in this policy derive from recommendations of the Bayside Retail, Commercial and Employment Strategy (August 2016) and the Bayside Industrial Area Strategy 2004.

22.04-2 **Objectives**

- To promote the comparative locational advantages of the area for business professional services.
- To transform the area from a primarily industrial precinct into a key business employment advanced business services node within the south-east region of Melbourne.
- To help nurture and grow local businesses and industries.
- To encourage improvement of built form and broader urban design outcomes within the area.
- To maximise local employment opportunities.
- To encourage and support the redevelopment of vacant sites and underutilised sites with appropriate businesses.
- To consolidate and intensify business uses within the Bayside Business District Employment Area.
- To facilitate developments which incorporate a mix of industries or compatible commercial and industrial uses.
To ensure that built form leasable floor areas are of an appropriate size and diversity and capable of accommodating a diverse range of active, job rich industries.

To encourage the development of home based businesses, clean/non-polluting industry, export-oriented and high-tech businesses in appropriate locations.

To facilitate upgrading and regeneration of obsolete assets, improve access and car parking, improve streetscapes and protect environmentally significant flora and fauna assets.

To discourage industrial uses that have the potential to conflict with adjacent residential land.

To ensure that large scale office uses are reflective of the industrial/manufacturing business focus of the precinct.

To discourage the dilution of core business activities by the influx of retail uses and limit the scale of such developments to that suitable for servicing localised needs.

To raise the profile of Bay Road in particular as a key, high profile corridor for business.

To apply appropriate planning controls to minimise land use conflict at the interface between commercial and residential areas.

22.04-3 Policy

General

It is policy to:

- Encourage the upgrading and regeneration of built form and use.
- Require high standards for provision of off-street car parking and additional landscaping.
- Require all vehicular access to commercial properties to be via roads other than primarily residential thoroughfares, unless exceptional circumstances apply (e.g. no other legal means of vehicle access to the land is available).
- Strongly discourage access to commercial properties via Jack Road, unless exceptional circumstances apply.
- Maintain the existing supply of large lots to attract a substantial business anchor or corporate offices.
- Discourage new industrial/warehouse units of less than 300 square metres and limit the proportion of smaller units in any development.
- Ensure that office developments above 500 square metres meet the strategic objectives of the area and exhibit appropriate off-site impacts.
- Strongly discourage developments with leasable retail unit floor areas above 80 square metres.
- Discourage subdivision of vacant land where no development application is included.
- Ensure that within mixed use areas an appropriate interface between uses is achieved in terms of built form and amenity.
- Ensure that any development within the Mixed Use Zone on the corner of Bay Rd and George St contains a range of residential, commercial, industrial and other uses.
- Encourage a mix of commercial and non-offensive industrial activities in the Mixed Use Zone to the west of Bay Road Heathland Reserve on the south side of Bay Road, which complement the future character and diversity of the area. This will be achieved by promoting business and employment consistent with the Bayside Industrial Area Strategy 2004.
- Ensure that any residential development does not detrimentally impact on commercial and business activities.

Mixed Use Zone (corner of Bay Road and George Street, Sandringham)

On lots within the Mixed Use Zone, it is policy to:

- Apply height and setback limits as indicated in S1 and H1.
- Maintain business/commercial frontages at ground level along the full length of Bay Road to maintain the business/commercial function of the Bayside Business District Employment Area.

- Maintain business/commercial frontages at ground level along George Street for a minimum of 65 metres from Bay Road to maintain the business/commercial function of the Bayside Business Employment Area District.

- Ensure that any non-commercial frontage at ground floor level within the business/commercial frontages of Bay Road and George Street does not exceed 2 metres.

- Provide an appropriate mix of residential, commercial, industrial and other uses that reflect the objectives of the Bayside Business Employment Area District.

**Mixed Use Zone (to the west of the Bay Road Heathland Reserve on the south side of Bay Road)**

On lots within the Mixed Use Zone, it is policy to:

- Ensure that the business and employment objectives of the Bayside Industrial Area Strategy 2004 are met.

- Encourage a diversity of uses on each site, including commercial, industrial, warehouse and medium density residential uses.

- Encourage more intensive development.

- Encourage high quality building design and landscaping carried out to standards of design and construction that will enhance the character and amenity of the surrounding area, such as acoustic design.

- Encourage development that incorporates ecologically sustainable development (ESD) principles into building and site design, such as energy efficiency, stormwater provisions and alternative forms of energy.

- Ensure that the design of buildings fronting Bay Road incorporate an active interface with Bay Road through articulation of building facades and landscaping within the building setback.

- Apply height and setback limits as indicated in S1.

- Ensure that uses and developments are complementary and avoid adverse traffic and amenity impacts on other uses and developments.

- Strongly encourage business/commercial uses at ground level fronting Bay Road.

- Discourage residential uses from locating at ground level fronting Bay Road to maintain the business/commercial focus of the area.

- Encourage residential development at upper levels in areas that will avoid conflict with other uses within the site or on adjacent sites.

- Discourage retail uses that do not directly support or service businesses within the Bayside Business Employment Area District.

- Ensure that traffic management is consistent with the safe and efficient operation of Bay Road as the key business corridor.

- Ensure that traffic management plans demonstrate vehicle access and movement, and separation of residential and commercial traffic as far as practical.

- Avoid more than one vehicle crossing per site onto Bay Road.

- Ensure car spaces are provided on-site for employees, occupants and visitors to prevent adverse off-site impacts.

- Encourage signage to be integrated into the design of buildings and, where there are multiple occupancies on a site, consolidated into a single sign within the frontage of the site.

In addition to the requirements of Clause 55, the design response submitted with an application for a residential development must explain how the proposal addresses:

- Storage and collection of garbage.
- Provision for mail delivery.
- Acoustic protection from noise which may be associated with other uses on the site or adjacent sites.
- Incorporation of ESD principles into the design and during construction.
- Incorporation of a landscaped setting at ground level, capable of accommodating trees with spreading canopies.
- Minimisation of conflict with any other uses on the site or adjacent sites.

### Performance standards

It is policy to apply the following performance standards to defined areas within the Bayside Business Employment Area District.

#### General urban design guidelines

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>OBJECTIVE</th>
<th>DESIGN RESPONSE</th>
<th>AVOID</th>
</tr>
</thead>
</table>
| Building Form and Detailing | To encourage high quality, individually designed buildings that improve the appearance and amenity of the street environment. | - Use building forms, or changes of surface treatment, or a combination of these, to provide visually interesting buildings, and to diminish visual bulk.  
- Design ground floor street frontages to provide pedestrian/human scaled elements at street level.  
- Locate habitable spaces along the street frontage with windows overlooking the street.  
- Locate the main building entrance on the street frontage.  
- Ensure that underground car parking areas do not dominate the building frontage. | - Buildings that present a poor quality frontage/interface with the street or an adjacent reserve.  
- Buildings with blank walls that detract from the perception of a safe street environment.  
- Main entrances at the side or rear of the buildings.  
- Building frontages dominated by underground car parking.  
- Excessive shading of an adjacent reserve.  
- Illumination that will impact on significant indigenous vegetation in an adjacent reserve. |
| Landscaping              | To include a substantial proportion of landscaping within the front setback that provides an attractive setting for the buildings and relates to the site. | - Retain large established native trees and provide for the planting of new wide spreading native canopy trees within the front. | - Loss of native canopy trees.  
- Large areas of impervious surfaces.  
- Buildings that provide poor pedestrian access. |
<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>OBJECTIVE</th>
<th>DESIGN RESPONSE</th>
<th>AVOID</th>
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<tbody>
<tr>
<td>native vegetation theme in the</td>
<td>To recognise the comparatively limited scale of landscaping possible on</td>
<td>setback where possible.</td>
<td>Provide sufficient permeable surfacing around trees that ensures their continual survival.</td>
</tr>
<tr>
<td>area.</td>
<td>lots in Advantage Road and small lots to the north and south of Bay Road</td>
<td>- Provide sufficient permeable surfacing around trees that ensures their continual survival.</td>
<td>Provide access paths to building entrances.</td>
</tr>
<tr>
<td></td>
<td>due to physical constraints.</td>
<td>- Provide access paths to building entrances.</td>
<td></td>
</tr>
<tr>
<td>Vehicle Parking and Loading Areas</td>
<td>To minimise the visual and physical dominance of vehicles, car parking</td>
<td>- Minimise vehicle parking within the front setback.</td>
<td>Car parking and vehicles that dominate the streetscape or an adjacent reserve.</td>
</tr>
<tr>
<td></td>
<td>surfaces and service areas in the streetscape or from an adjacent reserve.</td>
<td>- Locate permanent parking to the side or rear of the building, or below the ground floor of the building.</td>
<td>- Excessive paving in the front setback area to accommodate vehicles.</td>
</tr>
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<td></td>
<td></td>
<td>- Locate storage yards and loading docks to the side or rear of the building.</td>
<td>- Large vehicles and loading structures that dominate the streetscape or an adjacent reserve.</td>
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<td></td>
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<td>- Minimise interruption of footpaths by crossovers.</td>
<td>- Excessive interruption of footpaths by driveways and crossovers.</td>
</tr>
</tbody>
</table>

**Urban design guidelines for specific areas**

**Large lots south of Bay Road**

The preferred built form on large lots to the south of Bay Road is:

- A maximum building height of 14 metres.
- A minimum building setback of 15 metres from the street frontage.
Northern side of Bay Road
The preferred built form on lots on the northern side of Bay Road is:
- A maximum building height of 10.5 metres.
- A minimum building setback of 11 metres from the street frontage.

Advantage Road and small lots north of Bay Road
The preferred built form on lots in Advantage Road and small lots to the north of Bay Road is:
- A maximum building height of 10.5 metres.
- A minimum building setback of 6 metres from the street frontage.
Small lots south of Bay Road
The preferred built form on small lots to the south of Bay Road is:
- A maximum building height of 14 metres.
- A minimum building setback of 6 metres from the street frontage.

Residential interfaces (side and rear) north of Bay Road
The preferred built form on lots with residential interfaces to the north of Bay Road is:
- A maximum building height of 10.5 metres.
- A building setback having characteristics as detailed in the diagram below.
Jack Road Interface (R2 – Interface with residential (rear) south of Bay Road)

It is policy to apply the following performance standards in order to provide an appropriate interface between industrial and residential uses in Jack Road:

- A 30 metre setback from Jack Road preserved as a buffer between industrial and residential uses (with the area used only for access, car parking and landscaping).
- Landscaping (in the form of medium-large native evergreen trees and appropriate shrubs or ground cover) planted and maintained in a good and healthy condition between any industrial use (including car parking) and the frontage to Jack Road to provide adequate screening of the use and development from Jack Road.
- The Jack Road boundary of the industrial use fenced with a continuous chain wire or similar open fence sufficient to prevent ready public access between the residential and industrial areas (with any gates or openings of silent operation and locked at night).
- The frontage to Jack Road set back, fenced and landscaped to provide a physical and visual buffer to the residential area opposite.
- Commercial traffic, particularly truck and heavy vehicle movements, minimised in Jack Road.
- Signage visible from Jack Road minimised and not detracting from the character and amenity of the area.
- All vehicle parking, deliveries and pick-ups associated with industrial uses taking place on-site within the relevant industrial property (with no vehicle parking, deliveries or pick-ups associated with any industrial use occurring on Jack Road, Luxmoore Street, Stuart Avenue, Olympic Avenue, Correa Avenue or Erskine Avenue).
- All vehicle parking, turning, delivery and pick-up areas provided on-site paved or sealed, and maintained in a good and clean condition.
- All vehicle access to industrial properties in the precinct from roads other than Jack Road. If an industrial property must access Jack Road, a single access/entry point provided and the access/entry point used only between the hours of 6.00am and 9.00pm Monday – Saturday and 9.00am and 9.00pm Sundays and public holidays (except in the case of emergencies).
- Any land providing a single access/entry point through to Jack Road used only for landscaping, car parking and vehicle access (with the area paved or sealed, maintained in a clean and tidy condition and kept free from rubbish, stored goods and packing materials).
- Lighting not illuminating or adversely impacting on any adjoining residential area.
- No industrial equipment, goods or packaging materials stored or left exposed so as to be visible from Jack Road.
- Development of sites in the vicinity of Jack Road within a Business 3 Commercial 2 Zone possessing a residential interface compliant with the threshold buffer distances for Uses with
Adverse Amenity Potential as specified in Clause 52.10 of this scheme. Those development forms compliant with these thresholds are to also comply with the performance standards detailed below for all residential interfaces to the south of Bay Road.

Expiry


Interface with residential (rear) south of Bay Road

The preferred built form on lots with residential interfaces to the south of Bay Road is:

- A maximum building height of 14 metres.
- A building setback having characteristics as detailed in the diagram below.

Highett Grassy Woodland

The preferred built form on lots adjoining the Highett Grassy Woodland is:

- A maximum building height of 10.5 metres.
- A building setback that allows a 3 metre wide buffer zone along the perimeter of the Highett Grassy Woodland.
- A building setback having characteristics as detailed in the diagram below.
Bay Road Heathland Sanctuary

The preferred built form on lots adjoining the Bay Road Heathland Sanctuary is:

- A maximum building height of 14 metres.
- A building setback that allows a 3 metre wide buffer zone around the perimeter of the Heathland Reserve.
- A building setback having characteristics as detailed in the diagram below.

**G1 - Interface with the Higlett Grassy Woodland**

- Maximum Building Envelope (Not indicative of desired future building form)

**H1 - Interface with the Bay Road Heathland Sanctuary**

- Maximum Building Envelope (Not indicative of desired future building form)
Figure 1
Reference documents

- Strategic Overview of Industrial Areas in the City of Bayside, 1997
- Bayside Industrial Area Strategy 2004
- Bayside Retail Commercial and Employment Strategy (August 2016)
GAMING POLICY

This policy applies to all applications to install or use a gaming machine or use land for the purpose of a gaming premises.

Policy Basis

This policy acknowledges that gaming machine gambling is a legal form of recreation for adult members of the community. It also acknowledges that a proportion of the community is susceptible to problem gambling which can have significant adverse impacts on the health and wellbeing of communities and seeks a planning outcome of net community benefit.

Clause 52.28 of the Bayside Planning Scheme requires a permit to install or use a gaming machine. This policy seeks to guide Council’s decision making in relation to planning applications for gaming machines by implementing the findings of the Bayside Gaming Policy Review 2010 and the objectives of Clause 21.07 of the Municipal Strategic Statement.

Objectives

- To ensure the location, design and operation of venues containing gaming machines, including gaming premises, minimises opportunities for convenience gaming.
- To guide the location, design and operation of venues containing gaming machines, including gaming premises, to reduce the risk of social and economic harm and protect vulnerable communities.
- To minimise harm from gaming and the incidence of problem gambling.
- To ensure the net social and economic impact of gaming machines will not be detrimental to the wellbeing of the community.
- To respect the amenity of existing uses surrounding gaming premises.
- To ensure that gaming premises do not compromise the social and economic role of activity centres.

Policy

It is policy that applications to install or use a gaming machine or use land for the purpose of a gaming premises comply with the following criteria:

Appropriate sites

Gaming machines should be located on sites that are more than 500 metres along the road network from:

- An Australian Bureau of Statistics Statistical Area Level 1 collection district area that is within the most socio-economically disadvantaged 20 percent within Victoria as defined by the Socio Economic Indexes for Areas (SEIFA) Index of Relative Disadvantage;
- Another venue which operates gaming machines;
- Sensitive community facilities;
- the offices of public and private welfare agencies; and
- A railway station or transport interchange.

Gaming machines should not be located:

- In Neighbourhood Activity Centres.
- In the Mixed Use and Business Commercial 1 zones of the Bayside Business Employment Area District as shown in Figure 1 to Clause 22.04.
- In suburbs where the density of gaming machines per 1,000 resident adults, including the proposed machines, is greater than the metropolitan Melbourne average.
Appropriate venues

Gaming machines should be located in venues that:

- Provide a range of social, leisure and recreational activities other than gaming as the primary purpose of the venue. Alternative non-gaming social, leisure and recreational facilities include hotels, clubs, cinemas, restaurants, bars and indoor recreation facilities operating at the same times as the proposed gaming venue will operate.
- Have a gaming floor area less than 25 per cent of the total floor area of the venue.
- Have access to natural light and allow patron surveillance of outdoor areas.
- Have clear directional signs to all non-gaming amenities, including toilets and dining areas, lounges, recreational facilities.
- Physically and visually separate the venue’s non-gaming activities from gaming activities.
- Are designed so that amenities for the venue’s non-gaming activities, including entrances and exits, toilets, meeting spaces and dining areas, can be accessed without entering the gaming area.
- Do not operate for more than 16 hours per day.
- Will not have a significant adverse amenity impact on the adjoining land uses as a result of operating hours, traffic, noise, car parking, safety and security.

Application Requirements

It is policy that an application for the installation or use of gaming machines or the use of land for a gaming premises be accompanied by the following information:

- A summary of the application with details of:
  - the proposed hours of operation;
  - patron numbers;
  - the number of staff positions (equivalent full time);
  - proposed security measures;
  - non-gaming facilities to be provided; and
  - the number of gaming machines to be installed.
- A report addressing:
  - How the proposal addresses the objectives and location criteria of this policy;
  - The probable social, economic, environmental and amenity impacts of the proposal;
  - Details of the nature and extent of community benefits expected from the proposal and how the benefits are to be secured and distributed to the local community; and
  - Details of any existing gaming expenditure at the premises (over a three year period prior to the application) and a forecast of the anticipated gaming expenditure at the premises if the proposal were approved.

For applications to increase the number of gaming machines in an existing gaming premises, the report must address these matters in relation to both the existing and proposed gaming machines.

Decision Guidelines

Before deciding on an application, in addition to the decision guidelines of Clause 52.28-5 ‘Gaming’ and Clause 65, the responsible authority will consider, as appropriate:
The specific and overall incremental social and economic impacts.

The immediate and longer-term social and economic impacts.

The direct and indirect social and economic impacts.

Projected changes in per capita gaming expenditure, gaming machine density and gaming premises density resulting from the proposal.

Social and economic indicators of residents living within a two kilometre radius of the proposed premises.

These indicators include:

- The Socio Economic Indexes for Areas (SEIFA), in particular the Index of Relative Socio-Economic Disadvantage and the Index of Economic Resources.
- Household and family composition.
- Proportion of households experiencing rental and/or mortgage stress.
- Location of public housing.
- Proportion of residents receiving income support.
- Retained retail spending.
- Proximity of the proposed premises to areas of disadvantage.

Location aspects of the premises in terms of the accessibility of gaming opportunities.

Whether the location design and operation of the venue is likely to minimise harm from gaming and avoid a detrimental net social and economic impact to the community.

Measures that have been proposed by the applicant to restrict the access of minors to the gaming area.

Measures proposed by the applicant to minimise the risk of harm associated with problem gambling.

Design measures to minimise exposure to gaming facilities by other patrons of the venue.

Non-gaming activities, facilities and opportunities at the premises.

The amount of gaming revenue proposed by the applicant to be provided for the benefit of the community in the City of Bayside (such as through sponsorships and donations), and the procedures by and purposes to which these funds will be allocated.

Any other relevant probable social and economic impacts on the local and wider communities.

**Definitions**

“convenience gaming” – exposure to gaming opportunities as part of day to day activities such that a decision to gamble may be spontaneous rather than predetermined.

**References**

*Bayside Gaming Machines Policy 2010*

*Bayside Gaming Policy: Review and Implementation Report 2010*
The planning authority for this amendment is the Bayside City Council.

The Bayside Planning Scheme is amended as follows:

**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:


2. In Local Planning Policy Framework – replace Clause 22.04 with a new Clause 22.04 in the form of the attached document.

3. In Local Planning Policy Framework – replace Clause 22.09 with a new Clause 22.09 in the form of the attached document.

End of document
BAYSIDE PLANNING SCHEME

AMENDMENT C150

EXPLANATORY REPORT

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

Land affected by the Amendment
The Amendment applies to activity centres and employment lands within Bayside’s municipal boundaries, generally within the Commercial 1 or 2 Zones.

What the amendment does
The Amendment modifies the Bayside Planning Scheme by amending the policy statements of the Bayside Municipal Strategic Statement and the Local Planning Policy for activity centres and employment lands within Bayside.

The Amendment proposes to change the Bayside Planning Scheme, as follows:

• Amends; the Key Issues and Strategic Vision Clauses, at: 21.02-1, 21.02-2, 21.02-3, 21.02-4; Settlement and Housing Clauses, at: 21.03, 21.03-1; Built Environment and Heritage Clause, 21.06 and Local Areas Clause, 21.11; by identifying the spatial economic structure of Bayside’s commercial land and reclassifying Bayside’s business and activity centres according to their economic role.

• Amends; Economic Development Clause, 21.07; Infrastructure Clause, 21.10 and the Local Planning Policy Business and Employment Clause, 22.04; to update the key socio-economic issues facing Bayside’s commercial areas and provide broad policy direction for the future development of these areas.

• Introduces the *Bayside Retail, Commercial and Employment Strategy* August 2016 (‘the RCE Strategy’), as a reference document in the Bayside Planning Scheme.

• Identifies the need for further strategic work to address the issues raised by the RCE Strategy, including:
  o preparation of a master plan to improve the performance of the Bayside Business District; and
  o Investigating the potential limited application of the Activity Centre Zone in activity centres to preserve commercial opportunities there.

Strategic assessment of the Amendment

Why is the Amendment required?

The amendment is required to update existing policy statements to give effect to the recommendations of the RCE Strategy.
How does the Amendment implement the objectives of planning in Victoria?

The RCE Strategy reaffirms the need to provide for an increase in employment and businesses mix to meet Bayside’s future population needs. The strategies relating to Bayside’s activity centres will ensure a pleasant, efficient and safe working and living environment for Bayside’s residents and workforce. The amendment facilitates development in accordance with the objectives of planning in Victoria and provides a long term vision for employment lands. According to the strategy Bayside’s Activity Centres and the Bayside Business and Employment Area will grow and continue to service Bayside’s business and employment needs.

Implementing the recommendations of the RCE Strategy will assist Council to provide for a sustainable economy that responds to the needs of the current and future Bayside community.

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

The amendment will provide policy direction to sustain Bayside’s socio-economic well-being by ensuring housing growth is balanced by growth of business and employment opportunities within Bayside’s activity centres and the Bayside Business and Employment Area.

Does the Amendment address relevant bushfire risk?

Not required.

Does the Amendment comply with the requirements of any Minister’s Direction applicable to the amendment?

The amendment complies with the relevant Ministerial Directions.

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

Plan Melbourne

The amendment supports Outcome 1, that ‘Melbourne is a productive city that attracts investment, supports innovation and creates jobs.’ Policy 1.1.7 is to ‘plan for adequate commercial land across Melbourne’. Whilst the Bayside Business District is not specifically listed in this policy direction as a health and education cluster, the area has links to other centres and can grow its role as an employment precinct in Bayside. Amendment C150 will ensure that the current policy direction to retain this precinct for commercial uses is reinforced. This will allow Bayside to grow its employment precincts and allow Bayside residents an opportunity to work within the municipality.

The amendment supports Outcome 2, that ‘Melbourne provides housing choice in locations close to jobs and services.’ The amendment supports this by encouraging housing supply to locate in Bayside’s activity centres to create a sustainable city. Direction 2.1 seeks to ‘manage the supply of new housing in the right locations to meet population growth and create a sustainable city.’ The amendments supports this through its locating residential growth within activity centres which contributes to the diversity of housing types within Bayside and provide for housing close to services, jobs and transport.

State Planning Policy Framework

The amendment supports the following statements of state policy set out in the Bayside Planning Scheme:

Clause 11.04-1 Delivering jobs and investment

Objective

- To create a city structure that drives productivity, supports investment through certainty and creates more jobs.
Strategies
• Strengthen the competitiveness of Melbourne’s employment land.
• Plan for jobs closer to where people live.

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

The amendment supports existing local policy set out under the Municipal Strategic Statement of the Bayside Planning Scheme, as follows:

Clause 21.02-3 Key issues

Economic development

• The need to support and strengthen economic development within appropriate locations.
• The need to retain and strengthen the Bayside Business Employment Area as a business employment area of quality and profile within the south east region of Melbourne.
• The need to retain core retail function and appropriate retail mix within Activity Centres despite significant competition from outside centres.

21.07-1 Activity Centres

Objective 1
• To support the economic and social sustainability of activity centres.

Objective 2
• To encourage new economic development which maintains and enhances the supply of and access to a range of employment and training opportunities.

21.07-2 Bayside Business Employment Area

Objective
To transform the former Bayside Industrial Area from a traditional industrial precinct into a key Business Employment Area of a quality and profile which will enable it to fulfil an identifiable niche in the south-east region of Melbourne.

The amendment supports existing local planning policy set out under the Local Planning Policy framework, as follows:

22.04 Business and Employment Area Policy

22.04-2 Objectives

• To promote the comparative locational advantages of the area for business.
• To transform the area from a primarily industrial precinct into a key business employment node within the south-east region of Melbourne.
• To maximise local employment opportunities.
• To raise the profile of Bay Road, in particular, as a key high profile corridor for business.
Does the Amendment make proper use of the Victoria Planning Provisions?
The amendment makes proper use of the Victoria Planning Provisions

How does the Amendment address the views of any relevant agency?
Not required.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?
The amendment will support section 3b of the Transport Integration Act 2010:
(3)(b) land use decisions are made having regard for the current and future development and operation of the transport system.

Continued business growth in Bayside’s activity centres and the Business and Employment Area will minimise the community’s reliance on the transport system for access to employment and business services and minimise congestion levels on the transport system.

Resource and administrative costs

- What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?
The new planning provisions will have no impact on the resource and administrative costs of the Responsible Authority.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

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The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.

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 24 July 2017.

A submission must be sent to:

Post: Amendment C150  
Bayside City Council  
PO Box 27  
Sandringham VIC 3191
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: week commencing 11 September 2017
- panel hearing: week commencing 2 October 2017.
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19 | Infrastructure | 
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19.02 | Community infrastructure | Health facilities
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**LOCAL PLANNING POLICY FRAMEWORK**

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21 | Municipal Strategic Statement | 
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21.02 | Bayside Key Issues and Strategic Vision | 
21.03 | Settlement and Housing | 
21.04 | Environmental and Landscape Values | 
21.05 | Environmental Risks | 
21.06 | Built Environment and Heritage | 
21.07 | Economic Development | 
21.08 | Open Space | 
21.09 | Transport and Access | 
21.10 | Infrastructure | 
21.11 | Local Areas | 
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22 | Local Planning Policies | 
22.01 | Public Open Space Contributions | 
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22.03 | [NO CONTENT] | 
22.04 | Bayside Business employment area District Policy | 
22.05 | Heritage policy | 
22.06 | Neighbourhood character policy | 
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**INTEGRATED DOCUMENTS**

80 | Incorporated Documents |

90 | VicSmart Planning Assessment |

91 | VicSmart planning applications and process |
92 | State VicSmart applications |
93 | Information requirements and decision guidelines for State VicSmart applications |
93.01 | Realign the common boundary between two lots |
93.02 | Subdivision |
93.03 | Front fence in a residential zone |
93.04 | Buildings and works |
93.05 | Construct a fence in an overlay |
93.06 | Remove, destroy or lop a tree |
93.07 | Applications under a Heritage Overlay |
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**LIST OF AMENDMENTS**

List of amendments to this scheme