Attachments to Council Report 18 September, 2018

Highett Structure Plan Review

Draft Amendment Documents for Planning Scheme Amendment
BAYSIDE KEY ISSUES AND STRATEGIC VISION

Municipal profile

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 coast line. 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. 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 smaller activity centres dispersed throughout the municipality. Bayside also has a significant employment area in Cheltenham, which, whilst once having a traditional industrial focus, is being transformed into high quality business area. 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.

Bayside is a largely car dependent municipality. It is reasonably well serviced by public transport in the northern sector, principally by the Sandringham and Frankston railway lines as well as bus services, although in some cases these bus services are of limited frequency and duration (for example, hourly service during commuter hours only), meaning public transport is not a viable option. The area to the south around Beaumaris is not as well serviced by public transport.
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.
- 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 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.
- 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

- Bayside is a largely car dependent municipality, with the majority of Bayside residents using a motor vehicle to travel to work.
- A high proportion of short trips are undertaken by car. This increases congestion on the roads and has negative environmental consequences.
- Bayside has a higher proportion of older persons and people with disabilities than the metropolitan average. Appropriate transport options need to be available for all people, including those with specific mobility requirements and those without access to a car.
- There are increasing parking pressures around railway stations, activity centres and the foreshore.
- There are conflicts between different types of street users in activity centres and on major corridors, such as Beach Road.
- The different transport options, for example, bus and train, are often not well integrated which means they are not an attractive alternative to the private car.

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 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.
Map 1 – Existing Land Use Types
Reference document

- Bayside Housing Strategy (September 2012)
- Bayside Integrated Transport Strategy (2013)
- Bayside Bicycle Strategy (2013)
- Bayside Walking Strategy (2015)
- Highett Structure Plan (updated September 2018)
21.04 - ENVIRONMENTAL AND LANDSCAPE VALUES

This Clause provides local content to support Clause 12 (Environmental and Landscape Values) of the State Planning Policy Framework.

21.04-1 Biodiversity

Overview

Bayside has a wide range of significant habitats including eight inland bushland/heathland reserves ranging from State to Local significance, these include Long Hollow Reserve, Donald MacDonald Reserve, Bay Road Heathland Sanctuary, Gramatan Avenue Heathland Sanctuary, George Street Reserve, Cheltenham Park Flora and Fauna Reserve, Balcombe Park Reserve and Highett Grassy Woodland (located on the CSIRO site), golf courses which cover 175 ha and the foreshore. In addition to their environmental values as an important flora and fauna habitat and wildlife corridor, these areas contribute to the character of Bayside and are important recreational and educational resources.

Given Bayside’s coastal location and history of development, Bayside also has significant vegetation within the existing urban setting including established gardens and tree lined streets in the older suburbs as well as high levels of coastal vegetation both on private and public land in areas such as Beaumaris.

Key Issues

- Retaining the significant tree and vegetation cover particularly in areas where trees and plants contribute to habitat, erosion control and absorption.
- Habitat provided by established trees and gardens on private property may be reduced and fragmented by increased medium density housing.
- Indigenous vegetation forming part of the corridor along the sandbelt (golf club region) provides important habitat for native birds and animals.
- Recognising the substantial contribution Highett Grassy Woodland makes to biodiversity at both a local and regional level.

Objective 1

To assist the conservation of biodiversity through retention of native vegetation, protection of habitat and control of pest plants and animals.

Strategies

- Protect and rehabilitate areas of high conservation significance.
- Minimise the impact of land use and development on natural habitat.
- Ensure the links between habitat areas and open space are retained in subdivision designs.
- Retain significant trees identified on the Significant Tree Register.
- Reduce the spread of pest plants and animals.
Objective 2

To recognise and 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.

Strategies

- 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 the planting of environmental weeds.

Objective 3

To protect the biologically significant Highett Grassy Woodland

Strategies

- Apply a 3 metre wide buffer zone around the perimeter of the Highett Grassy Woodland on adjoining properties.
- Ensure new development does not overshadow the Highett Grassy Woodland.

Foreshore

Overview

Bayside’s environment is largely defined by its 17 kilometres of coastline to Port Phillip Bay. This coastal foreshore contains unique topography, ranging from low coastal scrubland and dunes in the north and rising to high cliff faces south of Sandringham. The vegetation on the foreshore similarly transitions north to south from managed parkland to important areas of remnant coastal bushland. Areas of regional environmental significance are located at Ricketts Point Marine Sanctuary and the Beaumaris cliffs, which contain a fossil site listed on the register of the national estate.

There are 11 coastal precincts identified in the Bayside Coastal Management Plan 2014 with special attributes that contribute to the character of different parts of the foreshore and provide a framework for a range of local actions.

Key Issues

- 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.
- Maintaining and protecting the ecology and natural qualities of the coast having regard to its wide range of ecosystems, recreation opportunities and the increasing public demand for access to it.
- Developing sustainable approaches to managing a dynamic environment and infrastructure that is vulnerable to the impact of climate change.
- Equitable management of a finite space.
- Increasing conflict between the need to protect the natural environment and demand for visitor access.
- Increasing recreational demand along the foreshore.

**Objective**

To recognise the coast as a dynamic natural environment comprising eleven distinct precincts.

**Strategies**

- Reinforce the focus of individual precincts through the development of opportunities identified in the Bayside Coastal Management Plan 2014.
- Protect the foreshore from inappropriate use and development that may undermine the environmental values, character and amenity of the coastal reserve.

**Implementation**

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

**Policy guidelines**

**Biodiversity**

- Refer to the Bushland/Heathland Management Plans for use and development in Bay Road, Balcombe Park, George Street/Greenbelt and Gramatan Avenue.

**Foreshore**

- Use the Bayside Coastal Management Plan 2014 as the basis for managing land use within designated precincts along the coast.

**Application of zones and overlays**

**Biodiversity**

- Apply the Public Conservation and Resource Zone to areas with regional significance for biodiversity.
- **Apply the Public Conservation and Resource Zone to 3 hectares of land with conservation value generally to the south of the CSIRO site around the Highett Grassy Woodland.**
Foreshore

Further strategic work

Biodiversity

- Assess the need for additional controls over landform and vegetation within the coastal reserve.
- Prepare a management plan for Long Hollow Reserve in association with the Department of Sustainability and Environment and the Department of Education and Early Childhood Development.
- Develop a framework for the regional management of natural bushland and heathland areas.

Foreshore

- Consider the Charman Road – Table Rock (Beaumaris Cliffs) area to be zoned as a Public Conservation and Resource Zone.

Other actions

Biodiversity

- Consider the Bay Road Heathland Masterplan as a reference for decision making for planning permit applications on adjoining properties.

Reference Documents

Biodiversity

- Bayside City Council Open Space Strategy Parts 1 and 2, 2012
- Bayside Coastal Management Plan 2014
- Highett Structure Plan, updated September 2018
- Bay Road Heathland Masterplan

Foreshore

- Beaumaris Cliffs Fossil Site Nomination for inclusion on Register of National Estate, 1996
BUILT ENVIRONMENT AND HERITAGE

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

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.

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.
- Views of the Bay are critical in relation to the public benefit derived from the coast.
- 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.
- Protect areas where a high value of natural environment is a dominant attribute of the foreshore.
- Identify and protect key public viewing points along the foreshore.

**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.

Heritage

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.
- There is a need for Aboriginal heritage places along the foreshore to be identified and protected.

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 Employment Area

- Provide detailed guidance on the development of the Bayside Business 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 Employment Area (Business Employment Area Policy, Clause 22.05.

Coastal Design

- Implement the Bayside Coastal Management Plan 2014

Tourism

- Use the Bayside Coastal Management Plan 2014 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 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 guide the built form of development in the centre restrict the height of commercial properties to three four 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

- Identify and protect key public coastal viewing points.
- Develop a Precinct Master Plan that defines the key character elements of the foreshore in each precinct and provides for their protection.
- Prepare and implement a planting and landscaping renewal program to maintain foreshore landscape character.
- Develop a local character based design policy for new buildings and infrastructure on the foreshore.
- Prepare and implement building and infrastructure guidelines for the Bayside foreshore area, which includes sustainable design principles.
- Conduct research into Aboriginal Heritage places and activities on the foreshore and protect significant sites.

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.
- Introduce a municipal wide Environmentally Sustainable Design Policy to assist in the assessment of the environmental performance of new developments (eg. BESS)
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.
- Identify and protect sites of Aboriginal Heritage along the coast.

Reference Documents

Residential Areas

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

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)
Sandringham Urban Village Strategy, August 2007
Hampton Shopping Centre Strategy Plan 1994
Beaumaris Concourse Structure Plan, February 2005
Highett Structure Plan, updated September 2018
Outline Development Plan for the Martin Street Commercial Activity Centre
The Black Rock Village Business Strategy, 1994

Bayside Business Employment Area

Bayside Industrial Area Strategy 2004
Construction Techniques for Sediment Control, EPA 1991
Bay Road Heathland Master Plan.
Flora and Fauna Assessment of CSIRO Land, Highton, Victoria, 2004
Graham Road, Highton: Traffic Management Plan, 2004

**Coastal Design**

Bayside Coastal Management Plan 2014
Bayside Cultural Plan, 1998

**Tourism**

Bayside Coastal Management Plan 2014
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
Bayside Coastal Management Plan 2014
21.07 ECONOMIC DEVELOPMENT

This Clause provides local content to support Clause 17 (Economic Development) of the State Planning Policy Framework.

21.07-1 Activity Centres

Overview

Bayside has eight large commercial centres focused around traditional shopping strips, 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, antiques, cafes, personal and professional services. 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.

Key Issues

- Activity Centres are valuable for the employment and service provision they provide in the local economy.
- The viability of shopping 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 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 and new forms of retailing.
- 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

- Identify and strengthen the roles of Major Activity Centres within the regional and municipal hierarchies.
- Encourage a diversity of retail, commercial and community activities to serve the needs of the local community and support tourism.
- 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.
- Facilitate high quality commercial, residential and mixed use development within and adjacent to the retail core and on large sites in Major Activity Centres.
- 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.
- 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.
- 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.

21.07-2 Bayside Business Employment Area

Overview

The Bay Road/Reserve Road area of Sandringham, Highett and Cheltenham is the major focal point for future business development and employment. It is centrally located within the south-eastern metropolitan region and has ready access to Nepean Highway and the Melbourne-Frankston train line.

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’ to 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 Bay Road Business Employment Area contributes significantly to the economic diversity of the municipality.
- There is a need to facilitate and promote the development of this employment area as a mixed use node that complements rather than competes with nearby activity centres.
There is an identified need to broaden the industrial base by focusing on high technology industries with global market appeal and export appeal if the long term viability of the area is to be ensured.

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 is to integrate seamlessly into the urban fabric of the municipality.

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 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.

Strategies

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 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.
21.07-4 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, updated July 2018, 2004 to guide the preferred future pattern of development in and surrounding the Highett Shopping Centre the Highett Activity Centre.
- Use the Beaumaris Concourse Structure Plan, February 2005 to guide future development.

Bayside Business Employment Area

- Use local policy to guide use and development within the Bayside Business Employment Area (Business Employment Area Policy, Clause 22.05).

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 Zone (C1Z) 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 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

- 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 to incorporate the future planning and development of the new Bayside Business Employment 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
- Bayside City Council, Retail Monitor, August 1997
- Highett Structure Plan, updated September 2018
- Outline Development Plan for Martin Street Commercial Activity Centre.

Bayside Business Employment Area

- Bayside Industrial Area Strategy 2004
Tourism

City of Bayside – Draft Municipal Tourism Direction, July 1997
Tourism Strategy Discussion Paper (Bayside City Council February 1999)
OPEN SPACE

This Clause provides local content to support Clause 11 (Settlement) and Clause 12 (Environment and landscape values) of the State Planning Policy Framework.

Overview

Bayside’s 138 publicly owned open spaces cover 416.2 ha (11%) of the total area of the municipality, including four publicly owned golf courses (119 ha). Bayside has a wide range of open spaces ranging from walking tracks along the foreshore, parks and reserves with active and passive sporting and recreational facilities to seven major golf courses (some of international standard).

The key defining feature of Bayside is its foreshore (98.9 ha), which represents 23.8 per cent of Bayside’s publicly accessible open space network. The foreshore is a recreation and tourism asset of regional significance. It contains a number of sites of cultural heritage significance relating to the original inhabitants, the Boon Wurrung people. Five large parks identified as regional in status are spread across the municipality and provide opportunities for sport and recreation. These parks are Elsternwick Park, Dendy Park, Green Point, Cheltenham Park and Tjilatjirin Reserve. Bayside also has 75.2 ha of open space dedicated as Conservation Reserves, approximately 56.7 ha of which are within the foreshore and approximately 18.5 ha are inland. These areas provide examples of regionally significant flora, much of which is under threat. There is a developing trail system within Bayside to link open spaces and other key destinations. The Bayside Coastal Trail encompasses 17 kilometres of foreshore. Bayside also has a number of historic homes and gardens that offer the opportunity for recreation in a pleasant environment. It is important that these places remain accessible to the public, and to ensure that these places remain for future generations. Bayside’s open spaces are a significant resource for the local and regional community. They contribute to the character of Bayside and are highly valued by all sectors of the Bayside community. This can often lead to competing demands.

The Bayside Open Space Strategy (April 2012) establishes a classification system for open spaces which identifies a catchment and a prime function for each open space. This will guide and define the management approach for each space in the open space network. The functions of open spaces are defined by the activities that take place within that space. Where possible, Council’s approach is to support multi-use of its open spaces. Whilst each space in the open space network has been allocated a ‘prime function’ for management purposes, it is recognised that most spaces support a range of functions and the general approach is to optimise activities in open space where they can be accommodated without undermining or conflicting with the open space performing its prime function.

The Bayside Open Space Strategy: Suburb Analysis and Action plan (August 2012) details how the principles, policies and actions of the Bayside Open Space Strategy (April 2012) will be applied at a local level. It provides priority actions to improve the open space network within each suburb.

Overall, Bayside has a good allocation of open space per capita population compared with other middle and inner ring suburbs. However, a substantial area of Bayside’s open space has restricted public access or restrictions on use due to occupancy by golf courses, significant vegetation and steep terrain along the foreshore. In addition, distribution inequity across the municipality is apparent, with some areas having far lower amounts of open space per capita.

An increasing population and additional households in Bayside will place further pressure on the existing open space network. As this growth will mostly be directed to activity centres, it will place increased pressure on the open space network which will not be equally distributed across the municipality. Changing dwelling types will also generally result in a decreased provision of private open space which will again place additional pressure on, and focus greater importance on the role of the open space network.
Key issues

Objective 1
To develop an open space network that accommodates a wide range of current and future community demands.

Strategies

- Ensure no net loss of open space across the municipality.
- Provide a range of open space experiences and functions within each suburb.
- Aim to provide all residents and workers with access to open space classified as Social Family Recreation, Sportsground or Beach Based Recreation within 400m walking distance.
- Consider if any new use and/or development of open space may compromise or conflict with the defined prime function for that open space and address any potential impacts.
- Improve open space in suburbs with a current or projected deficiency as a priority within the resources available for the open space network.
- Prioritise the acquisition of land in Highett and Black Rock for new open space over other suburbs in the municipality if opportunities arise.
- Improve trail networks and enter into arrangements with other open space owners to help alleviate deficiencies in the open space network.
- Provide open space facilities in accordance with any relevant Council management plan or master plan for the open space.

Objective 2
To ensure that the public open space network caters for a diverse range of users and is accessible to all.

Strategies

- Provide a balance of active and passive recreation opportunities.
- Ensure equitable use of sporting facilities.
- Restrict the enclosure of public open space.
- Encourage sharing of facilities to minimise the need for additional buildings.
- Ensure the range of open space areas caters for use by people of all ages and abilities by providing for appropriate accessibility which considers site specific constraints.

Objective 3
To maintain, protect and enhance the landscape, environmental and natural heritage values of open space and unique habitats in a sustainable manner.

Strategies

- Protect areas of landscape and natural heritage significance.
- Protect the natural biodiversity of the Conservation Reserves by ensuring that the primary purpose of the reserve is maintained.
- Maintain and enhance native habitats within sites to increase the resilience of the natural systems within which they are located.
- Enhance the connectivity of the open space network, and retain links between habitat areas and open space, to provide habitat corridors.
- Protect the important habitat role of open space.
- Ensure the retention of significant vegetation characteristics that form a major element of a distinctive urban character in the municipality, particularly in Beaumaris and Black Rock.
- Protect the cliffs and underlying gravel beds of Beaumaris Bay that contain one of the richest and most diverse fossil assemblages in Australia.
- Ensure planting of adequate and appropriate vegetation within the open space network that can add to carbon sinks and habitat corridors for fauna and protection from the sun.

**Objective 4**

To improve the connectivity of open spaces to make it easier to access existing open space.

**Strategies**

- Ensure recreational links connect with regional systems and opportunities beyond Bayside’s boundaries.
- Reduce the effect of Beach Road as a barrier to pedestrian access to the foreshore.
- Connect open spaces and key community destinations to encourage walking and cycling.
- Provide landscaping along streets to create an attractive, green and connected suburban environment.
- **As part of any redevelopment of 36-40 Graham Road, Highett, require a public open space link to be delivered though the site to link Lyle Anderson Reserve and the new public open space to be provided on the CSIRO site. This link must be direct, legible and provide a strong visual and pedestrian link between Lyle Anderson Reserve and the new public open space to be provided on the CSIRO site. Enhance views and access to Lyle Anderson Reserve from Graham Road in Highett through the creation of a public open space corridor.**
- Establish a pathway / trail hierarchy and manage pathways along the foreshore.
- Increase the availability of access to and along the foreshore that accords with the principles of ‘universal access’.

**Objective 5**

To obtain appropriate and sustainable public open space contributions at the time of subdivision.

**Strategies**

- Accept and use public open space contributions (whether by financial payment or vesting of land) in accordance with Clause 22.01 (Public Open Space Contributions).
Require public open contributions (whether by financial payment or vesting of land) for residential and commercial subdivision pursuant to Clause 52.01 (Public Open Space Contribution and Subdivision) of the Bayside Planning Scheme.

Negotiate open space contributions over and above the rate specified in the Schedule to Clause 52.01 of this Scheme for Strategic Redevelopment Sites (as defined at Clause 16.01-3 of this Scheme and/or as identified by Council), including:

- CSIRO site, Highett
- 36-40 Graham Road, Highett
- Barr Street/South Road, Brighton East
- Nepean Highway and Milroy Street, Brighton East
- Nepean Highway and North Road, Brighton
- South Road and Esplanade Avenue and around Milano’s, Brighton
- Beach Road and Georgiana Street, Sandringham

Objective 6

To minimise any adverse impact of commercial advertising and promotional signage on public open space.

Strategies

- Discourage permanent commercial advertising and promotional signs on public open space.
- Regulate the display of temporary advertising signs on recreation reserves to ensure that the amenity of the open space and surrounding residential areas is not compromised.

Objective 7

To maintain opportunities for diverse recreation choices while recognising that the foreshore is a finite resource.

Strategies

- Provide for a range of leisure experiences appropriate to the character, facilities and environmental capacity of the foreshore.

Implementation

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

Policy guidelines

- Consider Clause 22.01 (Public Open Space Contributions) in planning for the development and/or subdivision of land.
- Apply Clause 52.01 (Public Open Space Contribution and Subdivision) and the Schedule to Clause 52.01 to require a public open space contribution to be made to Council when land is subdivided.
Apply Clause 52.03 (Specific Sites and Exclusions), the Schedule to Clause 52.03 and consider the Council policy Temporary Advertising Signs on Recreation Reserves (June 2004, revised March 2005) to regulate the display of temporary advertising signs within and around specified areas of open space.

Apply Clause 52.05 (Advertising Signs) to regulate the display of advertising signs within and around open space.

Consider any relevant master plan or management plan in planning for the use and/or development of an open space.

Use the Bayside Open Space Strategy (April 2012), the Bayside Open Space Strategy: Suburb Analysis and Action Plan (August 2012) and the Bayside Coastal Management Plan 2014 in planning for the use and/or development of open space.

Application of zones and overlays

Apply the Public Park and Recreation Zone to public open space reserves and the coastal environs.

Apply the Public Conservation and Resource Zone to identified Conservation Reserves and open space of significant scientific, landscape, habitat or cultural value.

Apply the relevant Public Use Zone to recognise public land used for public utility, civic and community services and facilities and to provide for associated uses that are consistent with the intent of the public land reservation or purpose, including open space.

Apply the Vegetation Protection Overlay Schedule 1 to coastal areas that are significant for their diverse vegetation, and environmental value in providing habitat areas of regional, state and national significance.

Apply the Vegetation Protection Overlay Schedule 2 to remnant bushland reserves that are significant for their diversity and environmental value in providing habitat areas of regional, state and national significance.

Apply the Vegetation Protection Overlay Schedule 3 to significant vegetation characteristics that form a major element of a distinctive urban character in the municipality, particularly in Beaumaris, Black Rock and Cheltenham.

Apply the Environmental Significance Overlay to ensure that development is compatible with identified environmental values, such as the cliffs and underlying gravel beds of Beaumaris Bay that contain one of the richest and most diverse fossil assemblages in Australia.

Apply the Significant Landscape Overlay to identify, conserve and enhance the character of significant landscapes, such as Coral Avenue and Point Avenue, Beaumaris.

Further strategic work

Investigate opportunities to acquire land for open space in Highett and Black Rock as a priority.

Investigate open spaces which may warrant a more appropriate zone as identified by the Bayside Open Space Strategy (April 2012).

Prepare a Coastal Management Plan to provide policy guidance to manage the highly complex and diverse qualities of the foreshore.

Prepare master plans for open spaces as they are required to manage a significant change in an open space over a period of time.
- Develop management plans for individual open spaces or groups of open spaces based on their classification as municipal/regional (individual plan), district (group plan or individual plan for more complex spaces) or local (group plans).
- Involve the community in developing master plans and management plans for open space as they are required.
- Develop guidelines to assist Council in applying its discretion to the consideration of commercial advertising signage in open spaces.

Reference documents

Bayside Coastal Management Plan 2014
Bayside Open Space Strategy (April 2012)
Bayside Open Space Strategy: Suburb Analysis and Action plan (August 2012)
TRANSPORT AND ACCESS

This Clause provides local content to support Clause 18 (Transport) of the State Planning Policy Framework.

Overview

Bayside is serviced by rail, a tram and buses; however there are large areas of the municipality which rely principally on the private motor vehicle for transport.

The eastern boundary of the municipality is well serviced by the Frankston railway line, which has stations at Moorabbin (within Kingston City Council), Highett and Cheltenham. The State Government is currently progressing the establishment of a train station adjacent to the Southland Shopping Centre, an Activity Centre and area identified to support growth. The Sandringham railway line also dissects the northern and central sections of the municipality with stations at Elsternwick (within Glen Eira), Gardenvale, North Brighton, Middle Brighton, Brighton Beach, Hampton and Sandringham. This service does not extend to Black Rock and Beaumaris and these areas rely solely on bus services. Trams are restricted to a single route in Brighton East running along Hawthorn Road, terminating at the Nepean Highway. Bus services are provided throughout the municipality.

The Nepean Highway is the major arterial road linking the municipality to the Melbourne CBD to the north and the south eastern suburbs and Mornington Peninsula to the south. There are also a number of primary and secondary arterial roads including Beach Road, North Road, South Road, Centre Road, Bluff Road and Balcombe Road which traverse the municipality.

Bayside is largely a car dependent municipality with the majority of households in 2011 having 2 or more cars and the majority of Bayside residents using a motor vehicle to travel to work. Providing car parking to satisfy the demands of all road users is one of the biggest challenges faced by Council. Increasing intensification of development across the municipality, changing travel habits and ongoing issues surrounding the rail fee structure have led to a decrease in the availability of on street parking. Council is committed to providing residents and their visitors with a reasonable likelihood of parking in close proximity to their home, while preserving access for other legitimate road users such as shoppers, traders, disabled persons, workers and commuters in areas of high on-street parking demand. Commuter parking is primarily the responsibility of Public Transport Victoria, with Council playing an advocacy role.

Public transport use is higher in Bayside suburbs where car ownership rates are lower, such as Hampton East where 13% of households have no car. For these households, a good public transport system provides vital access to services and employment beyond an immediate walking or cycling catchment.

Public transport use drops off in those suburbs south of the Sandringham rail line terminus and further west of the Frankston rail line. These suburbs are more dependent on bus service which, according to a Department of Transport Bus Service Review 2010, provide reasonable coverage but need improved frequency and reliability and better connection with train services. There are also limited east-west connections for public transport and limited public transport options along the Nepean Highway. For example, only one bus route services the corridor through Dendy Street, East Brighton and Nepean Highway between Dendy Street and Wickham Road. This service only operates Monday to Friday at hourly intervals during the daytime.

The principles of sustainability include a reduced reliance on the private motor vehicle and greater reliance on sustainable transport, specifically, walking, cycling, public transport.

Walking and cycling are the most sustainable forms of transport and have a significant role to play in the transport system. The leafy green suburban character of Bayside, open spaces and ease of access to the foreshore are highly valued by residents. Most residents are well located within short distances of small or large shopping areas which serve daily needs.
These factors and the relatively flat terrain make Bayside a pleasant place to walk or cycle when making short trips. Facilitating use of streets for walking or cycling for short daily trips has significant community benefits including: improved health and wellbeing; reducing social isolation; enhancing personal security; increasing retail spend in local shopping centres; alleviating parking pressures; and reducing transport related emissions.

21.09-1

Land use and transport planning

Key issues

- Bayside is a largely car dependent municipality.
- A high proportion of Bayside residents drive to work.
- Noise and air pollution from vehicular traffic has a detrimental impact on the environment.
- Increased public transport usage provides significant environmental, social and economic benefits.
- There are less public transport services in the southern part of the municipality when compared to the northern part of the municipality.
- East–west public transport services both within and beyond municipal boundaries are limited in extent and frequency.
- Potential exists to improve modal interchanges at key locations within Bayside, such as railway stations. This is especially relevant with respect to the proposed Southland Railway Station.

Objective 1

To integrate transport and land use so that sustainable transport is an attractive and viable alternative to private vehicle use in Bayside.

Strategies

- Ensure new use and development supports the prioritisation of transport modes in the following order:
  - Walking;
  - Cycling;
  - Public Transport, Community Transport including taxis and community run buses and Demand Responsive Transport;
  - Private vehicles; and
  - Commercial vehicles serving local areas.
- Concentrate new land use and development which increases housing density, employment and visitation in accessible locations that offer the greatest access to public transport and facilitate walking and cycling.
- Co-locate compatible land uses to reduce trip numbers and lengths, provide viable transport choice and encourage walking and cycling between activities.
- Ensure new community facilities and improvements to open spaces can be safely and conveniently accessed by public transport, walking and cycling.
Minimise potential conflict between all users of the transport system and ensure that facilities introduced to benefit one category of user are not detrimental to the convenience, accessibility or safety of other users.

Improve connections to the foreshore from public transport terminals.

**Objective 2**

To improve public transport access to, within and from Bayside.

**Strategies**

- Enhance the accessibility to public transport services.
- Encourage use of public transport and commuter cycling through the provision of adequate facilities for users.
- Improve public transport access to local activity centres and employment areas.
- Improve integration between walking, cycling and public transport at public transport stops and interchanges.

**Cycling and walking**

**Key Issues**

- A high proportion of short trips are undertaken by car.
- Bayside has a higher proportion of older persons than the metropolitan average. Forecasts suggest this trend is set to continue.
- Bayside has a higher proportion of people with disabilities compared to the metropolitan average.
- Residents and visitors to Bayside have different mobility needs depending on their life stage and ability including users of mobility aids and people with prams.
- An increasing number of high fences on property boundaries make walking less pleasant and inviting and negatively affect the perception of safety.
- A range of facilities to support walking are required to meet the needs of all users including walking for recreation, walking to public transport, and utility walking to work, school or the local shops.
- A comprehensive bicycle network (the Principal Bicycle Network and Municipal Bicycle Network) exists within Brighton, Brighton East and Hampton East. Beaumaris, Black Rock and Cheltenham have a number of on road bicycle lanes, but are not as well served as those areas in the north of the municipality. Hampton, Highett and Sandringham have a limited bicycle network.
- Flooding of footpaths can deter people from using them.

**Objective 1**

To improve local accessibility by prioritising walking and cycling as the preferred modes of transport for short trips in Bayside.
Strategies

- Ensure that the design of streets and the design and layout of development does not impede access for pedestrians and cyclists, or public and community transport.
- Ensure that the design and layout of development does not remove or significantly lengthen pedestrian and cycling routes or access to public and community transport.
- Ensure that the design and layout of development prioritises pedestrian and cycling access to, through and within the development, including providing mid-block links through large development sites.
- Expand the cycling network to support both utility cycling and recreational cycling to key destinations within Bayside, including activity centres, schools, workplaces, open spaces and public transport hubs.
- Ensure the provision of secure bicycle storage and end of trip facilities (showers and lockers) in new developments, workplaces and schools.
- Ensure the provision of bicycle parking in activity centres and along the foreshore.
- Encourage permeable fencing on street frontages for private and commercial developments to improve the pedestrian experience and perception of safety.
- Ensure new bicycle and walking routes link to the Principal and Municipal Bicycle Network and Principal Pedestrian Network and consider existing local streetscape and environmental constraints such as flooding.
- Facilitate safe pedestrian and bicycle access to and between activity centres.

Roads

Key issues

- There are an increasing number of vehicle trips on the Bayside street and road network.
- There is increasing use of traffic corridors, such as Beach Road, Bay Road, Bluff Road and Nepean Highway.
- Beach Road performs multiple roles as a scenic tourist route for cars, bicycles and pedestrians.
- The most significant traffic management issues in Bayside relate to access and safety along Beach Road, along with local area traffic management to protect the amenity of residential areas.
- The future role of Beach Road as a scenic boulevard is dependent on careful road design and effective traffic management.
- Improving vehicle access, circulation, parking and loading/unloading, pedestrian and bicycle movement and safety within activity centres.
- Adequate vehicle parking and appropriate traffic management practices are required in Activity Centres so as to improve vehicle access, circulation, parking, loading/unloading and pedestrian movement/safety.
- Traffic congestion in commercial centres and through traffic in residential areas may have a detrimental impact on the amenity of an area.
- There are conflicts between different types of street users in shopping centres and on major corridors, such as Beach Road.
Objective 1
To improve access, movement and car parking within, around and through activity centres.

Strategies

- Ensure that the design of streets does not impede access for pedestrians and cyclists, or public and community transport.
- Manage traffic circulation to avoid vehicle congestion and facilitate safe pedestrian and bicycle movements.
- Enhance the amenity and safety of public spaces surrounding train stations and bus and tram stops by improving lighting, surveillance and, where practical, providing weather protection.
- Enhance pedestrian links between train stations, bus and tram stops and the retail core and surrounding residential areas.
- Enhance safety, accessibility and appearance of laneway connections and off-street car parks by improving view lines and lighting.
- Facilitate laneway widening and connections where possible.
- Require reinstatement of unused crossovers where development or redevelopment occurs.

Objective 2
To facilitate vehicle movements in a safe and easy manner with minimal impact on residential areas and the tourism potential of Bayside.

Strategies

- Improve the management of local/regional traffic issues associated with the function of Beach Road/Esplanade as a main road and tourist boulevard.
- Facilitate safe movement of vehicles, pedestrians, cyclists and other users along Beach Road/The Esplanade and related paths.
- Divert freight/heavy traffic from Beach Road to the Nepean Highway.

Car parking and loading

Key issues

- Adequate vehicle parking and appropriate traffic management practices are required in Activity Centres to improve vehicle access, circulation, parking, loading/unloading and pedestrian movement/safety.
- Shortage of car parking areas in peak periods and increasing parking pressures in some activity centres, around railway stations and along the foreshore.

Objective
To provide adequate car parking facilities in and around shopping centres, employment areas and in appropriate locations along the coast.
Strategies

- Provide continuous service and car park access lanes at the rear of shops and future housing.
- Encourage the loading and servicing of business premises from the rear.
- Improve parking provision and access.
- Improve parking provision within and around Activity Centres.
- Encourage rear loading and unloading facilities to serve activities.

Implementation

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

Policy and exercise of discretion

Cycling

- Provide adequate bicycle facilities to reduce reliance on travel by motor car, including the provision of accessible showers and changing facilities with secure lockers or equivalent, in accordance with Clause 52.34 ‘Bicycle Facilities.’

Car parking

- Maintain existing numbers of public parking spaces and ensure appropriate numbers of additional parking spaces are provided in accordance with Clause 52.06 'Car Parking' to support added intensity of uses within each centre.

Application of zones and overlays

Land use and transport planning

- Apply the Residential Growth Zone to residential land within identified Housing Growth Areas to enable redevelopment of the land for high density development. These areas offer the greatest access to public transport and facilitate walking and cycling.
- Apply the General Residential Zone to residential land within identified Housing Growth Areas to enable redevelopment of the land for medium density development. These areas offer the greatest access to public transport and facilitate walking and cycling.
- Apply the Mixed Use Zone to selected Neighbourhood Activity Centres to encourage residential use and development above commercial uses. These areas generally offer good access to public transport and facilitate walking and cycling.

Roads

- Apply the Road Zone – Category 1 to all declared roads to reflect their status under the Transport Act 1984.
- Apply the Road Zone – Category 2 to all other major roads in Bayside to reflect their strategic importance as major traffic collectors.
Other actions

Land use and transport planning

- Advocate for the improvement of public transport services and connections, and improved amenity of train stations, and bus and tram stops.
- Advocate to the relevant public transport authorities and the Westfield Corporation to ensure the proposed Southland train station is connected with the Southland bus interchange in the most effective and attractive way.
- Advocate for the diversion of freight/heavy traffic from Beach Road to Nepean Highway to achieve the future role of Beach Road as a scenic boulevard.

Cycling

- Improve bicycle routes and facilities within and between activity centres.

Roads

- Promote Beach Road/The Esplanade as a foreshore tourist boulevard through careful road design, effective traffic management and design of development adjacent to the road.
- Reduce motor vehicle speeds within activity centres.

Further strategic work

Land use and transport planning

- Investigate the feasibility of preparing a Development Contributions Plan to support active travel.
- Identify and examine the most appropriate mechanism to require Integrated Transport Plans as part of planning permit applications.
- Investigate the opportunity to develop and support the implementation of ‘green travel plans’ for schools, workplaces and employment clusters.
- Investigate options for improvements to the interface at the Highett Railway Station and surrounds, the potential for an additional railway station at Southland and a modal interchange at the Cheltenham Station.

Walking

- Develop a Principal Pedestrian Network to support walking trips into and around activity centres.

Roads

- Develop a strategy for the management of Council’s road assets.
Car parking

- Prepare a Parking Strategy for Bayside, setting out principles for the management of on-street and off-street car parking with a view to supporting an integrated and sustainable transport system.
- Prepare parking precinct plans to identify and address parking issues in key Activity Centres.
- Investigate options available for developer contributions towards parking provision and streetscape improvements.

Reference documents

Bayside Integrated Transport Strategy (2013)
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).
Bayside Bicycle Strategy (2013).
Bayside Walking Strategy (2015)
Beach Road Corridor Strategy (2011)
Bayside Industrial Area Strategy 2004:
Bayside Coastal Management Plan 2014
Map 1 - Bayside Bicycle Network
21.10 INFRASTRUCTURE

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

21.10-1 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. Urban consolidation is increasing pressure on infrastructure as it is used by a growing number of residents 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.

21.10-2 Community and educational facilities

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.
Locate new community facilities near public transport interchanges and on pedestrian and cycle priority networks, that is, the Principal Bicycle Network, Municipal Bicycle Network and/or the Principal Pedestrian Network.

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.

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.

Infrastructure Funding

- Apply the Development Contributions Plan Overlay across the municipality to ensure new development contributes toward the cost of improving and upgrading the municipal drainage system.

Further strategic work

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 use of Development Contributions Plans for the provision and upgrade of physical and social infrastructure.
- Investigate options available for development contributions towards car parking provision and streetscape improvements in Activity Centres.

Reference documents

- Bayside Industrial Area Strategy 2004
- Bayside Integrated Transport Strategy (2013)
- Bayside Walking Strategy (2015)
- Bayside Bicycle Strategy (2013)

Incorporated documents

- Bayside Drainage Development Contributions Plan, December 2014 Amended March 2017
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 Employment Area

**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 distinctive 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.

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 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 Sim and Bay 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.

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.

  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)
21.11-3  Church Street, Brighton

19/06/2014  C106

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. 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 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 shop top housing.

In Precinct 2: ‘Office and Mixed Use’

- Encourage office 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’:**

- 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.
Map 1 to Clause 21.11-3

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 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  Beaumaris 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 Beaumaris Concourse Activity Centre are generally consistent with the Beaumaris 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**

![Map of Retail Core and Active Frontages](image-url)
21.11-6

Highett

Vision

To revitalise the Highett Road shopping strip centre as an leafy, 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, with sufficient car parking to meet the needs of businesses and residents.

To provide the opportunity for a mix of retail, employment, other associated activities and residential in that part of the Highett shopping Centre strip to the west of the railway, in a form that complements the rest core of the centre located to the east of the railway train line, and to better link the two parts of the centre for pedestrians.

To provide an opportunity for increased housing, supported by the necessary improvements to infrastructure, to enable more 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, shops, services, and open spaces to provide a real transport option for people other than the private car.

To better facilitate movement of people around and through Highett by all modes of transport and to enhance the natural environment by providing new and improved green spaces.

To recognise the family friendly, leafy, garden character of Highett’s established residential areas and managing change in a way that responds to their character qualities, and retains a continued focus on community services and welcoming, family friendly, safe spaces for everyone to thrive to the proximity of the some parts of the residential area to public transport and activity centres.

To ensure that development of the CSIRO site is sympathetic to neighbouring properties and provides open space for active and passive recreation and the conservation of biodiversity.

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 and Strategies

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.

**Land Use**

**Objective 1**
To maintain a viable and vibrant mixed use corridor along Highett Road

**Strategies**
- Accommodate additional retail and commercial floor space through the expansion of the Highett shopping strip along Highett Road to Worthing Road and Donald Street.
- Encourage the establishment of offices and dwellings above and at the rear of shops fronting Highett Road within the Highett shopping centre.

**Objective 2**
To provide for and encourage residential development at a range of densities and typologies.

**Strategies**
- Encourage residential consolidation in Precinct 1, 2 and 6 to provide housing close to transportation and encourage active modes of transport.

**Objective 3**
To support the redevelopment of the CSIRO site for medium density residential use and a new public open space and conservation area for the community.

**Strategies**
- Advocate for Council’s adopted package of Planning Provisions for the CSIRO site to facilitate redevelopment as follows:
  - Apply the Public Conservation and Resource Zone (PCRZ) to 3 hectares of land, the area of conservation value generally to the south of the site around the Highett Grassy Woodland. The exact boundary of the area should be determined following the sale of the CSIRO land. This zoning will protect the land for conservation purposes;
  - Apply the Public Park and Recreation Zone (PPRZ) to the 1ha of open space for active and passive recreation. This should be provided within the centre of the site to link with the Lyle Anderson Reserve to the east of the site and broader Highett to the west;
  - Apply the Residential Growth Zone to the remainder of the site;
  - Apply a Development Plan Overlay (DPO) which includes design guidelines for development form and height, including prescriptive recommendations to manage the adjoining residential interface. It allows for buildings of up to 5 storeys in the northern portion of the site, up to four storeys towards the centre of the site with development immediately adjacent to the residential areas to the east and west to be 2 storeys; and
Apply a Vegetation Protection Overlay (VPO) to the entire site. There are a large number of substantive, mostly native trees that provide an important landscape feature of the site. As these trees have been planted by the CSIRO they are not remnant indigenous vegetation and are not protected by the Native Vegetation Framework.

Objective 4

To reinforce Bay Road as a key connector between the Southland Shopping Centre, Southland Station and the Bayside Business District.

Strategies

- Support the Bay Road corridor as a key redevelopment opportunity for better integration between Southland and the Bayside Business District.
- Ensure new residential development along Bay Road provides passive surveillance of the Bay Road footpath.

Built Form

Objective 5

To provide a range of housing typologies to cater to all ages and circumstances and meet expected population growth.

Strategies

- Encourage a range of housing typologies from detached houses, units and townhouses in Precinct 3 and 5 to apartments in Precincts 1, 2 and 6.
- Encourage the consolidation of lots within Precincts 1, 2 and 6 to provide for greater efficiency in housing development.
- Encourage opportunities for affordable housing.

Objective 6

To maintain the emerging human scale of Highett Road.

Strategies

- Create a proportionate 3 storey street wall along Highett Road, distinctive from the 1-2 storey street wall profile of the eastern (Kingston) portion of Highett Road.

Objective 7

To encourage development to contribute to a high quality public realm.

Strategies

- Ensure developments fronting Highett Road provide weather protection in the form of canopies to improve pedestrian amenity.
- Encourage the establishment of appropriate grain (frontage width) to avoid excessive visual bulk and create visual interest.
- Encourage new development to front and activate key pedestrian links and public open space (existing and proposed) to facilitate natural surveillance.
- Ensure development provides articulated and well designed façade, fenestration, parapet treatments and other detailing and materials to provide interest at street level and reinforce the human scale.
- Development fronting Highett Road should be designed with activated, engaging and articulated frontages.
- Increase the amount of greenery and vegetation within the Highett Road Shopping Strip.

Objective 8

To create high quality, liveable buildings that respect the existing valued neighbourhood character.

Strategies
- Encourage the use of green roofs and walls, particularly in commercial areas where there are limited landscaping opportunities at ground level.
- Encourage canopy tree retention and planting in front and rear setbacks to retain the area’s leafy character and biodiversity.

Objective 9

To promote excellence in architectural and design quality.

Strategies
- Support the development of adaptable housing typologies that can change to meet the needs of multiple users.
- Ensure that development is environmentally sustainable by employing Environmentally Sustainable Design.

Access and Movement

Objective 10

To prioritise walking and cycling through the Activity Centre, with a convenient, safe and connected local infrastructure network.

Strategies
- Create a continuous pedestrian experience along Highett Road through raised pavements on Worthing Road, Donald Street, Middleton Street and Major Street.
- Advocate for the provision of a pedestrian and cycling bridge/underpass across the Railway corridor to reduce barriers to pedestrian movement and improve access to Lyle Anderson Reserve and Sir William Fry Reserve.
- Improve pedestrian access to Highett Station from Highett Road and Train Street by improving the public realm, way finding and access.
- Improve pedestrian safety and amenity along Bay Road, Worthing Road, Highett Road, Train Street, Middleton Street, Graham Road and the pedestrian link along the railway line through improved lighting, smooth and level walking surfaces, safe crossing points, passive surveillance and increased amenity.
- Provide a pedestrian crossing at Bay and Graham Road and near the Frankston railway line (ideally in the form of a pedestrian overpass bridge).
- Investigate pedestrian crossing opportunities on Graham Road, to correspond with the public link to Lyle Anderson Reserve and the new open space to be provided on the CSIRO site.
As part of any redevelopment of 36–40 Graham Road, Highett, require a public open space link to be delivered through the site to link Lyle Anderson Reserve and the new public open space to be provided on the CSIRO site. This link must be direct, legible and provide a strong visual and pedestrian link between Lyle Anderson Reserve and the public open space to be provided on the CSIRO site.

Ensure any redevelopment of the CSIRO site provides public shared pedestrian and bicycle paths that connect Highett Road to Bay Road and Graham Road to Middleton Street.

Advocate for the provision of a continuous, shared, pedestrian and cycling route along the Frankston Railway corridor.

Investigate opportunities for improving connectivity by linking Worthing Road and Major Street in the west to Train Street in the east.

**Objective 11**
To integrate and enhance public transport infrastructure in the Activity Centre.

**Strategies**
- Advocate for the removal of level crossings by lowering the rail line at Highett and Wickham Roads.
- Upgrade and integrate public transport infrastructure on Highett Road, creating a seamless and accessible precinct, improving the arrival experience to Highett Activity Centre.

**Objective 12**
To manage safe and efficient vehicular movement throughout the Highett Activity Centre.

**Strategies**
- Provide two vehicular access points to the CSIRO site, one from Graham Road and one from Middleton Street to distribute generated traffic.
- Improve safety and amenity along Graham Road. Investigate indenting of existing parallel car parking north of Thistle Grove and installing bus friendly speed humps along Graham Road.

**Objective 13**
To mitigate traffic and car parking impacts of future population growth.

**Strategies**
- Ensure developments provide the required number of car parking spaces under the Bayside Planning Scheme.

**Public Realm**

**Objective 14**
To enhance the main street quality of Highett Road, including better infrastructure, landscaping and pedestrian spaces.

**Strategies**
- Enhance amenity along Highett Road through consistent paving treatments, street tree planting and street furniture.

**Objective 15**
To improve the provision of public open space and enhance the amenity of and access to existing open space assets.
Strategies

- Negotiate open space contributions over and above the rate specified in the Schedule to Clause 52.01 of the Bayside Planning Scheme for Strategic Redevelopment Sites (as defined at Clause 16.01-3 of the Bayside Planning Scheme and/or as identified by Council), including: the CSIRO site and 36-40 Graham Road.

- Provide a 1 ha public open space fronting Graham Road through the redevelopment of the CSIRO site. The open space is to be Council owned – Public Park and Recreation Zone and provide passive and active recreation opportunities.

- As part of any redevelopment of 36-40 Graham Road, Highett, require a public open space link to be delivered though the site to link Lyle Anderson Reserve and the new public open space to be provided on the CSIRO site. This link must be direct, legible and provide a strong visual and pedestrian link between Lyle Anderson Reserve and the public open space to be provided on the CSIRO site.

Objective 16

To enhance the desired 'treeed' streetscape character of residential streets.

Strategies

- Enhance greening and biodiversity throughout the streetscapes within Highett Activity Centre through large tree planting and landscaping.

- For new subdivisions, ensure nature strip widths of at least 5 metres are provided to allow for the planting of larger canopy trees. Services should be located to allow for street tree planting in accordance with the Road Management Act 2004 and Code of Practice for Management of Infrastructure in Road Reserves.

Objective 17

To protect the biologically significant Highett Grassy Woodland.

Strategies

- For sites abutting the the Highett Grassy Woodland provide a 3 metre wide buffer zone along the perimeter of the Highett Grassy Woodland.

- Minimise shading of the Highett Grassy Woodland.

Objective 18

To incorporate green infrastructure initiatives as part of all public realm works.

Strategies

- Ensure streetscape and open space upgrades incorporate green sustainable infrastructure, including increased tree canopy cover and landscaping, storm water management and Water Sensitive Urban Design (WSUD) strategies and energy capture.
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 21 to this Clause. Insert Built Form map from Structure Plan.

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 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

- Investigate the introduction of a municipal wide Environmentally Sustainable Design Policy to assist in the assessment of the environmental performance of new development (eg. BESS).
- Develop a Streetscape Plan for Highett Road in conjunction with Kingston City Council that provides design guidance on the treatment and materials to be used throughout the Activity Centre.
- Undertake a Place making study/Urban Design Framework to ensure that the housing, open space and community facilities provided on the CSIRO site are well connected and integrated with the existing Highett Road shopping strip, the train station and the Livingston Street Community Hub. As part of this, investigate ways to make Highett Road more pedestrian and cycling friendly and to improve the public transport experience for users.

- Investigate opportunities for improving connectivity to the Highett train station by linking Worthing Road and Major Street in the west to Train Street in the east.

- 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.

- Investigate the feasibility of requiring new developments to provide Green Travel Plans that outline alternative transport options in the local area, incentives for use of alternative transport options, and consider partnering with transport services to provide bike or car share programs.

- Investigate whether a Vegetation Protection Overlay or Significant Landscape Overlay is justifiable and appropriate for some or all of the residential areas of the Highett Activity Centre.

Reference Documents

Highett Structure Plan, updated, September 2018

Graham Road, Highett: Traffic Management Plan 2004

Flora and Fauna Assessment of CSIRO Land, Highett, Victoria 2004
Map 1 to Clause 21.11-6 – update map to show boundary of A/C - use Figure 4 from Structure Plan but remove land use colours
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
21.11-8Black 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 Employment Area

Vision

The Bayside Business Employment Area will be a business employment area of a quality and profile to enable it to fulfil an identifiable 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 Employment Area, 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 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 business employment area 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 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 Employment Area from a traditional industrial precinct into a key Business Employment Area 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 Employment Area are undertaken in accordance with the established strategic planning framework. The boundary of the Bayside Business 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 the use 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.
  • 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 Business Employment Area.

• 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.


**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 Industrial Area Strategy 2004

Map 1 to Clause 21.11-9

Bayside Business Employment Area
SCHEDULE 12 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as GRZ12

Highett Structure Plan – Precinct 2B – Station Environs

An area of increased density with apartments and townhouses with adequate setbacks to provide space for landscaping to provide a garden setting for new developments.

1.0 Neighbourhood character objectives

To encourage apartment style residential redevelopment of up to three storeys in height in residential areas close to the Highett train station.

To ensure new developments are set within a green, leafy, garden setting.

To retain canopy trees and planting in front and rear setbacks to enhance the area’s leafy character and biodiversity.

To ensure that new buildings provide an articulated and well designed façade, fenestration, parapet treatments and other detailing and materials to provide interest at street level and reinforce the human scale.

To ensure buildings integrate with and contribute positively to the street life and public realm, by providing a continuous network of fine-grain frontages, even in apartment development.

To retain the amenity of existing low density residential development by ensuring that adequate side and rear setbacks are provided to allow screen planting and a landscape setting, and to prevent unreasonably overlooking, overshadowing and visual bulk.

2.0 Construction or extension of a dwelling or residential building - minimum garden area requirement

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3.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

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4.0 Requirements of Clause 54 and Clause 55

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<tbody>
<tr>
<td>Minimum street setback</td>
<td>A3 and B6 Properties that front Train Street – 3 metres. All other areas – 6 metres. If the site is on a corner, the minimum setback from a side street requirements of A3 and B6 apply.</td>
</tr>
<tr>
<td>Site coverage</td>
<td>A5 and B8 50 per cent</td>
</tr>
<tr>
<td>Permeability</td>
<td>A6 and B9 None specified</td>
</tr>
<tr>
<td>Landscaping</td>
<td>B13 Properties fronting Train Street - Development should provide deep soil (at least 15 m³ of soil volume) within the front or rear setback, and plant a 6 metre wide canopy tree within this deep soil area. All other areas - Development should provide deep soil (at least 41 m³ of soil volume) within the front or rear setback, and plant a 10 metre wide canopy tree within this deep soil area. All areas - If the development cannot provide the deep soil area and canopy tree specified above an equivalent canopy cover should be achieved by providing either: - Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements. - Vegetated planters, green roofs or green facades. This is the minimum requirement. Additional deep soil and canopy tree planting over and above this requirement is encouraged.</td>
</tr>
<tr>
<td>Side and rear setbacks</td>
<td>A10 and B17 A new building not on or within 200mm of a boundary should be setback 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for height over for every metre of height over 6.9 metres.</td>
</tr>
<tr>
<td>Walls on boundaries</td>
<td>A11 and B18 None specified</td>
</tr>
<tr>
<td>Private open space</td>
<td>A17 None specified</td>
</tr>
<tr>
<td>B28 None specified</td>
<td></td>
</tr>
<tr>
<td>Front fence height</td>
<td>A20 and B32 A front fence within 3 metres of a street should not exceed 1.2 metres in ‘other streets’. Front fence height in streets in a Road Zone, Category 1 as specified in the Tables to Standard A20 and Standard B32 continue to apply.</td>
</tr>
</tbody>
</table>

5.0 Maximum building height requirement for a dwelling or residential building

A building used as a dwelling or a residential building must not exceed a height of 3 storeys and 11 metres with third storey recessed minimum 3 metres.

6.0 Application requirements

The following application requirements apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:
• A design response which demonstrates how the proposed building achieves the neighbourhood character objectives set out in this Schedule.

7.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

▪ The extent to which existing canopy trees and vegetation have been retained.
SCHEDULE 13 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as GRZ13

Highett Structure Plan – Precinct 2A – Station Environs

An area of increased density with apartments and townhouses with adequate setbacks to provide space for landscaping to provide a garden setting for new developments.

1.0 Neighbourhood character objectives

To encourage apartment style residential redevelopment of up to four storeys in height in residential areas close to the Highett train station.

To ensure new developments are set within a green, leafy, garden setting.

To ensure that new buildings provide an articulated and well designed façade, fenestration, parapet treatments and other detailing and materials to provide interest at street level and reinforce the human scale.

To ensure buildings integrate with and contribute positively to the street life and public realm, by providing a continuous network of fine-grain frontages, even in apartment development.

To retain the amenity of existing low density residential development by ensuring that adequate side and rear setbacks are provided to allow screen planting and a landscape setting, and to prevent unreasonably overlooking, overshadowing and visual bulk.

2.0 Construction or extension of a dwelling or residential building - minimum garden area requirement

Is the construction or extension of a dwelling or residential building exempt from the minimum garden area requirement?

Yes.

3.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

Is a permit required to construct or extend one dwelling on a lot of between 300 and 500 square metres?

Yes.

Is a permit required to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot of between 300 and 500 square metres?

No.

4.0 Requirements of Clause 54 and Clause 55

<table>
<thead>
<tr>
<th>Standard</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum street setback</td>
<td>A3 and B6, 3 metres. If the site is on a corner, the minimum setback from a side street requirements of A3 and B6 apply.</td>
</tr>
<tr>
<td>Site coverage</td>
<td>A5 and B8, 50 per cent</td>
</tr>
</tbody>
</table>
### Standard Requirement

<table>
<thead>
<tr>
<th>Category</th>
<th>Standard</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permeability</td>
<td>A6 and B9</td>
<td>None specified</td>
</tr>
</tbody>
</table>
| Landscaping                      | B13      | Development should provide deep soil (at least 15m³ of soil volume) within the front or rear setback, and plant a 6 metre wide canopy tree within this deep soil area. If the development cannot provide the deep soil area and canopy tree specified above an equivalent canopy cover should be achieved by providing either:  
  - Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements.  
  - Vegetated planters, green roofs or green facades.  
  This is the minimum requirement. Additional deep soil and canopy tree planting over and above this requirement is encouraged. |
| Side and rear setbacks           | A10 and B17| A new building not on or within 200 mm of a boundary should be setback 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres. |
| Walls on boundaries              | A11 and B18| None specified                                                              |
| Private open space               | A17      | None specified                                                              |
| B28                              | None specified |
| Front fence height               | A20 and B32| A front fence within 3 metres of a street should not exceed 1.2 metres in ‘other streets’. Front fence height in streets in a Road Zone, Category 1 as specified in the Tables to Standard A20 and Standard B32 continue to apply. |

### 5.0 Maximum building height requirement for a dwelling or residential building

A building used as a dwelling or a residential building must not exceed a height of 14 metres and 4 storeys with the 4th storey recessed a minimum of 5 metres.

### 6.0 Application requirements

The following application requirements apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A design response which demonstrates how the proposed building achieves the neighbourhood character objectives in this Schedule.

### 7.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The extent to which existing canopy trees and vegetation have been retained.
SCHEDULE 14 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as GRZ14

Highett Structure Plan – Precinct 3 – Residential Hinterland

An area of increased density with a mix of townhouses, units and detached houses with front and back gardens, landscaped setbacks and sensitive inface to the street.

1.0 Neighbourhood character objectives

To maintain the area’s green, leafy and treed character with buildings sitting within a garden setting.
To maintain the visual separation between buildings.
To encourage canopy tree retention and planting in front and rear setbacks.
To retain the areas largely 1 and 2 storey character by recessing any 3rd storey a minimum of 3 metres from the 2nd storey.
To encourage a mix of housing types including town houses, units and detached houses with front gardens, back gardens and greenery.
To discourage apartments.

2.0 Construction or extension of a dwelling or residential building - minimum garden area requirement

Is the construction or extension of a dwelling or residential building exempt from the minimum garden area requirement? 
No.

3.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

Is a permit required to construct or extend one dwelling on a lot of between 300 and 500 square metres?
Yes

Is a permit required to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot of between 300 and 500 square metres?
No.

4.0 Requirements of Clause 54 and Clause 55

<table>
<thead>
<tr>
<th>Standard</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum street setback</td>
<td>A3 and B6 6 metres minimum landscaped setback except for Jackson Road, Princess Avenue and Royalty Avenue where a minimum 8 metres landscaped setback applies. If the site is on a corner, the minimum setback from a side street requirements of A3 and B6 apply.</td>
</tr>
<tr>
<td>Site coverage</td>
<td>A5 and B8 50 per cent</td>
</tr>
<tr>
<td>Permeability</td>
<td>A6 and B9 None specified</td>
</tr>
<tr>
<td>Standard</td>
<td>Requirement</td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
</tr>
</tbody>
</table>
| **Landscaping** | B13 | Development should provide deep soil (at least 41m³ of soil volume) within the front or rear setback, and plant a 10 metre wide canopy tree within this deep soil area. If the development cannot provide the deep soil area and canopy tree specified above an equivalent canopy cover should be achieved by providing either:  
- Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements.  
- Vegetated planters, green roofs or green facades.  
This is the minimum requirement. Additional deep soil and canopy tree planting over and above this requirement is encouraged. |
| **Side and rear setbacks** | A10 and B17 | A new building not on or within 200mm of a boundary should be setback 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metres of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.  
**For sites abutting the Highett Grassy Woodland:**  
A new building not on or within 200mm of a boundary should be setback 3 metres from the property boundary abutting the Highett Grassy Woodland, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.  
Buildings should be designed to minimise overshadowing of the Highett Grassy Woodland. |
| **Walls on boundaries** | A11 and B18 | None specified |
| **Private open space** | A17 | None specified |
| | B28 | None specified |
| **Front fence height** | A20 and B32 | A front fence within 3 metres of a street should not exceed 1.2 metres in ‘other streets’. Front fence height in streets in a Road Zone, Category 1 as specified in the Tables to Standard A20 and Standard B32 continue to apply. |

### 5.0 Maximum building height requirement for a dwelling or residential building

A building used as a dwelling or a residential building must not exceed a height 11 metres and 3 storeys.  
A permit may be granted for buildings and works to a height of 4 storeys on land at 36-40 Graham Road, Highett providing:  
- Transitional heights are provided at the periphery of the site to minimise amenity impacts on surrounding residential properties.  
- A direct, legible, publically accessible open space link is provided between Graham Road and Lyle Anderson Reserve to provide a strong visual and pedestrian link between Lyle Anderson Reserve and the new open space to be provided on the CSIRO site.
6.0 Application requirements

The following application requirements apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A design response which demonstrates how the proposed building achieves the neighbourhood character objectives set out in this Schedule.

7.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The extent to which existing canopy trees and vegetation have been retained.
- Whether the proposed siting, height, design, building setbacks and landscaping will be in keeping with the character of the area.
SCHEDULE 15 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as GRZ15

Highett Structure Plan – Precinct 6 – Bay Road

An area of increased density with apartments on a main road.

1.0 Neighbourhood character objectives

To encourage apartment style residential development of up to three stories.

To ensure new developments are set within a green, leafy, garden setting.

To ensure that new buildings provide an articulated and well designed façade, fenestration, parapet treatments and other detailing and materials to provide interest at street level and reinforce the human scale.

To ensure buildings provide passive surveillance of Bay Road.

To ensure buildings integrate with and contribute positively to the street life and public realm, by providing a continuous network of fine-grain frontages, even in apartment development.

2.0 Construction or extension of a dwelling or residential building - minimum garden area requirement

<table>
<thead>
<tr>
<th>Is the construction or extension of a dwelling or residential building exempt from the minimum garden area requirement?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
</tr>
</tbody>
</table>

3.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

<table>
<thead>
<tr>
<th>Is a permit required to construct or extend one dwelling on a lot of between 300 and 500 square metres?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Is a permit required to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot of between 300 and 500 square metres?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
</tr>
</tbody>
</table>

4.0 Requirements of Clause 54 and Clause 55

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum street setback</td>
<td>A3 and B6</td>
<td>6 metres&lt;br&gt;If the site is on a corner, the minimum setback from a side street requirements of A3 and B6 apply.</td>
</tr>
<tr>
<td>Site coverage</td>
<td>A5 and B8</td>
<td>50 %</td>
</tr>
<tr>
<td>Permeability</td>
<td>A6 and B9</td>
<td>None specified</td>
</tr>
</tbody>
</table>
**Standard Requirement**

<table>
<thead>
<tr>
<th>Standard</th>
<th>Requirement</th>
</tr>
</thead>
</table>
| **Landscaping**  | Development should provide deep soil (at least 41m³ of soil volume) within the front or rear setback, and plant a 10 metre wide canopy tree within this deep soil area. If the development cannot provide the deep soil area and canopy tree specified above an equivalent canopy cover should be achieved by providing either:  
  - Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements.  
  - Vegetated planters, green roofs or green facades.  
  This is the minimum requirement. Additional deep soil and canopy tree planting over and above this requirement is encouraged. |
| **Side and rear setbacks** | A new building not on or within 200mm of a boundary should be setback 2 metres from the side boundary and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres. |
| **Walls on boundaries** | None specified                                                                                                                                   |
| **Private open space** | None specified                                                                                                                                |
| **Front fence height** | Front fences must have a minimum 25% transparency.                                                                                         |

**5.0** Maximum building height requirement for a dwelling or residential building

11 metres and 3 storeys.

**6.0** Application requirements

The following application requirements apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A design response which demonstrates how the proposed building achieves the neighbourhood character objectives.

**7.0** Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The extent to which existing canopy trees and vegetation have been retained.
SCHEDULE 1 TO CLAUSE 32.09 NEIGHBOURHOOD RESIDENTIAL ZONE

Shown on the planning scheme map as NRZ1.

Highett – CSIRO interface

1.0 Neighbourhood character objectives

To maintain the area’s green, leafy and treed character with buildings sitting within a garden setting.

To maintain the visual separation between buildings.

To encourage canopy tree retention and planting in front and rear setbacks.

2.0 Minimum subdivision area

None specified.

3.0 Permit requirement for the construction or extension of one dwelling or a fence associated with a dwelling on a lot

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permit requirement for the construction or extension of one dwelling on a lot</td>
<td>500 square metres</td>
</tr>
<tr>
<td>Permit requirement to construct or extend a front fence within 3 metres of a street associated with a dwelling on a lot</td>
<td>500 square metres</td>
</tr>
</tbody>
</table>

4.0 Requirements of Clause 54 and Clause 55

<table>
<thead>
<tr>
<th>Standard</th>
<th>Requirement</th>
</tr>
</thead>
</table>
| Minimum street setback | A3 and B6 Where there is an existing building on both the abutting allotments facing the same street, and the site is not on a corner, the following minimum setback from the front street applies:  
  • The greater distance of the setbacks of the front walls of the existing buildings on the abutting allotments facing the front street or 9 metres, whichever is the lesser.  
  Where there is no existing building on either of the abutting allotments facing the same street, and the site is not on a corner, the following minimum setback from the front street applies:  
  • 9 metres.  
  All other minimum setbacks from front streets and side streets as specified in the Tables |
| Site coverage | A5 and B8 50 percent |
| Permeability  | A6 and B9 None specified |
**Standard** | **Requirement**
--- | ---
**Landscaping** | B13  
Development should provide deep soil (at least 41m3 of soil volume) within the front or rear setback, and plant a 10 metre wide canopy tree within this deep soil area. If the development cannot provide the deep soil area and canopy tree specified above an equivalent canopy cover should be achieved by providing either:  
- Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements.  
- Vegetated planters, green roofs or green facades.  
This is the minimum requirement. Additional deep soil and canopy tree planting over and above this requirement is encouraged.

**Side and rear setbacks** | A10 and B17  
A new building not on or within 200mm of a boundary should be set back 2 metres from the side boundary, and 3 metres from the rear boundary, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 2 metres for every metre of height over 6.9 metres.

**Walls on boundaries** | A11 and B18  
None specified

**Private open space** | A17  
None specified

**Front fence height** | A20 and B32  
A front fence within 3 metres of a street should not exceed 1.2 metres in ‘other streets’. Front fence height in streets in a Road Zone, Category 1 as specified in the Tables to Standard A20 and Standard B32 continue to apply.

5.0 **Maximum building height requirement for a dwelling or residential building**  
None specified

6.0 **Application requirements**  
None specified

7.0 **Decision guidelines**  
None specified
SCHEDULE 4 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO4

HIGHETT Road SHOPPING Strip CENTRE

1.0

Design objectives

To create a proportionate 3 storey street wall along the Highett Road Shopping Strip, with any 4th storey set back from the street wall.

To provide weather protection for pedestrians, such as verandas or canopies, along the Highet Road Shopping Strip.

To provide interest at street level and reinforce the human scale of the Highett Road Shopping Strip by ensuring buildings are fine grained, provide active frontages, articulated, well designed facades, fenestrations and parapet treatments and include detailing and materials to provide interest at street level.

To increase the amount of greenery within the Highett Road Shopping Strip either through the use of landscaping at ground level or the use of green roofs and walls where landscaping opportunities at ground level are limited.

To minimise the adverse amenity impacts of increased building heights in the Highett Shopping Strip on surrounding residential areas through setbacks and landscaping.

To implement the findings of the Highett Structure Plan in relation to building height and form in that part of the Highett Activity Centre located in the City of Bayside.

To retain the low rise, neighbourhood character of the Highett Activity Centre by respecting the scale of the predominately one and two storey built form that exists along Highett Road, whilst providing the opportunity for marginally higher buildings where setback from the street frontage and from abutting residential zoned land.

To provide the opportunity for redevelopment of vacant and underutilised land at the rear of shops and buildings fronting Highett Road, provided the amenity of adjoining residential areas is respected and is not unreasonably affected.

2.0

Buildings and works

Permit exemption

A No permit is not required to construct or carry out works for rail infrastructure (including rails, overhead electric power lines, structures to accommodate railway signals and associated ancillary works) on the land zoned Public Use Zone 4.

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

- A building must not exceed the maximum building height (in metres and storeys) specified in Table 1- Built Form Precinct Provisions below.
- A building should meet the front, side and rear setback specified in Table 1- Built Form Precinct Provisions below.
- A building must present a fine grained, human scale to streets.
- A building must provide active frontages, articulated, well designed facades, fenestrations and parapet treatments and include detailing and materials to provide interest at street level.
BAYSIDE PLANNING SCHEME

- A building fronting Highett Road must provide weather protection for pedestrians.
- Screen planting and landscaping must be provided in side and rear setbacks that abut residentially zoned land to reduce amenity impacts and to increase the amount of greenery in the Highett Road Shopping Strip. Green roofs and walls will be considered where landscaping opportunities at ground floor level are limited.

**Permit requirements**

Table 1: Built form precinct provisions. Refer to Map 1 at end of schedule.

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Maximum building height</th>
<th>Front Setbacks</th>
<th>Side and rear setbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>4 storeys (14 metres)</td>
<td>0 metres, active frontages, 5 metre setback at 4th storey, 0 metres from a side or rear boundary that adjoins land in a commercial zone, 3 metres from a side or rear boundary that adjoins land in a residential zone, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. Where a side or rear boundary adjoins a rear laneway that is less than 4.5 metres, part of the ground floor setback should be set aside to achieve a 4.5 metre laneway.</td>
<td></td>
</tr>
<tr>
<td>1B</td>
<td>3 storeys (11 metres)</td>
<td>0 metres, active frontages, 0 metres from a side or rear boundary that adjoins land in a commercial zone, 3 metres from a side or rear boundary that adjoins land in a residential zone, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. Where a side or rear boundary adjoins a rear laneway that is less than 4.5 metres, part of the ground floor setback should be set aside to achieve a 4.5 metre laneway.</td>
<td></td>
</tr>
</tbody>
</table>

If the land is in a Special Building Overlay, Land Subject to Inundation Overlay or is land liable to inundation the maximum building height specified in the zone or schedule to the zone is the vertical distance from the minimum floor level determined by the relevant drainage authority or floodplain management authority to the roof or parapet at any point.

Buildings and works must be constructed in accordance with the following requirements:

- Buildings and works must not exceed a maximum height of 7.5 metres (comprising 2 storeys) for that part of the building within 8 metres of the frontage of Highett Road and within 4 metres of a General Residential Zone 1 (GRZ1), other than near the corner of Highett and Graham Roads, Highett Road and Train Street and Highett Road and Middleton Street where there is potential to increase the height to a maximum of 11.0 metres (comprising 3 storeys).
- Buildings and works must not exceed a maximum overall height of 11.0 metres (comprising 3 storeys), except if a fourth storey can be accommodated without being visible from any part of Highett Road within 100 metres of the buildings.
- Buildings and works must not exceed a maximum height of 7.5 metres (comprising 2 storeys) for that part of the building within 8 metres of the frontage of Highett Road and within 4 metres of a General Residential Zone 1 (GRZ1), other than near the corner of Highett and Graham Roads, Highett Road and Train Street and Highett Road and Middleton Street where there is potential to increase the height to a maximum of 11.0 metres (comprising 3 storeys).

The above requirements do not apply to rail infrastructure (including rails, overhead electric power lines, structures to accommodate railway signals and associated ancillary works) constructed on the land zoned Public Use Zone 4.
A permit cannot be granted to construct a building or construct or carry out works which are not in accordance with the above requirements.

3.0 **Subdivision**
- None specified.

4.0 **Advertising signs**
- None specified.

3.0 **Decision guidelines**

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

Before deciding on an application, the responsible authority must consider:

- The visibility of the building from Highett Road.
- Whether it will unreasonably impact on the openness of what is a relatively narrow and visually confined road.
- Whether the heights and setbacks set out in Table 1 – Built Form Precinct Provisions have been met.
- Whether the building provides interest at street level and reinforces the human scale of the Highett Road Shopping Strip.
- Whether the building provides active frontages and weather protection for pedestrians.
- On a corner site, the architectural style and detail of the building, and whether it will make a positive statement as a corner element.
- Whether the landscaping increases the greening of the Highett Road Shopping Strip.
- The amenity impacts on any adjoining land in a General Residential Zone 1 (GRZ1), particularly with respect to overshadowing, privacy and visual bulk.

4.0 **Reference documents**

Highett Structure Plan, [updated July 2018](#).