Who is the planning authority?
This amendment has been prepared by Bayside City Council. Bayside Council is the planning authority for this amendment.
The Amendment has been made at the request of the Bayside City Council.

Land affected by the Amendment
The Amendment applies to the following properties:

<table>
<thead>
<tr>
<th>536 New Street, Brighton</th>
<th>196 New Street, Brighton</th>
</tr>
</thead>
<tbody>
<tr>
<td>112 Martin Street, Brighton</td>
<td>199-205 New Street, Brighton</td>
</tr>
<tr>
<td>95 Martin Street, Brighton</td>
<td>1-8/50 Church Street, Brighton</td>
</tr>
<tr>
<td>90 Asling Street, Brighton</td>
<td>37 Well Street, Brighton</td>
</tr>
<tr>
<td>460 New Street, Brighton</td>
<td>29 Lindsay Street, Brighton</td>
</tr>
<tr>
<td>152 Martin Street, Brighton</td>
<td>744 Hampton Street, Brighton East</td>
</tr>
<tr>
<td>422 New Street, Brighton</td>
<td>1-5/349 South Road, Brighton East</td>
</tr>
<tr>
<td>407 Nepean Highway, Brighton East</td>
<td>739A Hampton Street, Brighton</td>
</tr>
<tr>
<td>447 Nepean Highway, Brighton East</td>
<td>601 Hampton Street, Brighton</td>
</tr>
<tr>
<td>411 Nepean Highway, Brighton East</td>
<td>108 Were Street, Brighton</td>
</tr>
<tr>
<td>363 Nepean Highway, Brighton East</td>
<td>599 Hampton Street, Hampton</td>
</tr>
<tr>
<td>301-307 Nepean Highway, Brighton East</td>
<td>507-513 Bluff Road, Hampton</td>
</tr>
<tr>
<td>469 Nepean Highway, Brighton East</td>
<td>515 Bluff Road, Hampton</td>
</tr>
<tr>
<td>455-467 Nepean Highway, Brighton East</td>
<td>517 Bluff Road, Hampton</td>
</tr>
<tr>
<td>97-101 Thomas Street, Brighton East</td>
<td>519 Bluff Road, Hampton</td>
</tr>
<tr>
<td>705 Nepean Highway, Brighton East</td>
<td>521 Bluff Road, Hampton</td>
</tr>
<tr>
<td>721 Nepean Highway, Brighton East</td>
<td>523 Bluff Road, Hampton</td>
</tr>
<tr>
<td>322 New Street, Brighton</td>
<td>525 Bluff Road, Hampton</td>
</tr>
<tr>
<td>181 Bay Street, Brighton</td>
<td>527 Bluff Road, Hampton</td>
</tr>
<tr>
<td>185 Bay Street, Brighton</td>
<td>529-531 Bluff Road, Hampton</td>
</tr>
<tr>
<td>189 Bay Street, Brighton</td>
<td>533 Bluff Road, Hampton</td>
</tr>
<tr>
<td>71-73 Bay Street, Brighton</td>
<td>371 Hampton Street, Hampton</td>
</tr>
<tr>
<td>326 New Street, Brighton</td>
<td>303 Hampton Street, Hampton</td>
</tr>
<tr>
<td>22A North Road, Brighton</td>
<td>251 Hampton Street, Hampton</td>
</tr>
<tr>
<td>9 Male Street, Brighton</td>
<td>382-384 Hampton Street, Hampton</td>
</tr>
<tr>
<td>1/844 Nepean Highway, Hampton East</td>
<td>1/844 Nepean Highway, Hampton East</td>
</tr>
<tr>
<td>2/844 Nepean Highway, Hampton East</td>
<td>2/844 Nepean Highway, Hampton East</td>
</tr>
</tbody>
</table>
What the amendment does

The Amendment proposes to apply the Environmental Audit Overlay (EAO) to additional land in Bayside recently identified as having a high or medium potential risk of land contamination due to an existing or historic land use.

The Amendment alters the Bayside Planning Scheme by:

- amending the Environmental Audit Overlay maps 1-3 and inserting Environmental Audit Overlay maps 4 and 5;
- insertion of Environmental Audit Overlay maps 4 and 5 within the Schedule to Cl.61.03; and
• local policy support for use of the Overlay inserted under Cl.21.05-3 of the Municipal Strategic Statement.

Strategic assessment of the Amendment

Why is the Amendment required?

The amendment is part of Bayside Council’s response to the recommendations made on the management of potentially contaminated land in Victoria by the 2011 Victorian Auditor General’s Office (VAGO) Report and the Bayside Planning Scheme Review 2011.

The amendment is required to ensure that land identified as having a high or medium potential risk of contamination is appropriately managed to protect the health and safety of residents and the community.

How does the Amendment implement the objectives of planning in Victoria?

Application of the Environmental Audit Overlay (EAO) will implement the following Victorian planning objectives

1(a) to provide for the fair, orderly, economic and sustainable use, and development of land;
1(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
2(c) to enable land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at state, regional and municipal levels;

In accordance with objectives 1(a) and 1(c) above, implementation of the EAO will ensure that land contamination issues are identified and resolved in an orderly manner as part of the development process and that land being developed for residential or another sensitive purpose is safe for future occupants.

Furthermore, insertion of an EAO on land potentially at risk of contamination will support redevelopment opportunities in Bayside’s activity centres by managing the contamination risks associated with redevelopment from a commercial use to a residential or community use, such as, child care or an education centre.

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

Application of the EAO will improve Bayside’s natural environment by requiring removal of environmental contaminants as part of the redevelopment of land.

The rehabilitation of contaminated land will improve Bayside’s living environment and contribute to Bayside’s long term socio-economic performance.

Does the Amendment address relevant bushfire risk?

There are no bushfire risk issues associated with the amendment.

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

This amendment complies with the purpose of Ministerial Direction 1 “Potentially Contaminated Land,” in that it is designed to ensure that “potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.”

However, the amendment does not fall under the scope of the Minister’s direction which refers to land being rezoned from industrial to a zone where sensitive uses are encouraged.
This amendment is consistent with the purpose of the Minister’s Direction in seeking to protect sensitive uses from exposure to land contamination. But it seeks to apply an EAO to commercial land or land being used for a commercial or industrial purposes where a residential or sensitive use could be developed under a planning permit and rezoning is not required.

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

Applying the EAO to additional land in Bayside under this amendment is in accordance with the following state planning policy:

Clause 11.04-4: Liveable communities and neighbourhoods. To create healthy and active neighbourhoods and maintain Melbourne’s identity as one of the world’s most liveable cities.

Clause 11.04-5: Environment and water. Protection of natural assets and better planning of water resources and waste management to create a sustainable city.

Clause 13.03-1: Use of contaminated and potentially contaminated land. To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

Clause 14.02-2: Water quality. Ensure land uses potentially discharging contaminated runoff or wastes are sited and managed to minimise such discharge and protect groundwater resources.

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

Application of the EAO on potentially contaminated sites within activity centres will facilitate future residential use of the site in accordance with the objectives of Clause 21.03-1 Activity Centres: which directs new medium density housing to activity centres and to deliver increased housing density in activity centres.

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

The amendment makes use of Clause 45.03, Environmental Audit Overlay, of the Victorian Planning Provisions to ensure that potentially contaminated land in Bayside is appropriately managed to ensure it is suitable for a use which could be significantly adversely affected by any land contamination.

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

Application of the EAO to additional properties in Bayside has been amended to accord with recommendations of Environment Protection Authority.

The amendment will be referred to the Environment Protection Authority as an interested party.

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

There are no relevant requirements of the Transport Integration Act associated with this amendment.

**Resource and administrative costs**

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

The new planning provisions will be administered by Council’s Statutory Planning Department as part of the planning permit process.
No significant administrative costs to Council are anticipated.

**Where you may inspect this Amendment**
The Amendment is available for public inspection, free of charge, during office hours at the following places:

- During office hours, at the office of the planning authority,
  Bayside City Council
  Corporate Centre
  76 Royal Avenue,
  SANDRINGHAM VIC 3191

- During opening hours at one of Bayside's libraries:
  *(opening hours are available on Council's website)*
  
<table>
<thead>
<tr>
<th>Library</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brighton Library</td>
<td>14 Wilson Street</td>
</tr>
<tr>
<td>Hampton Library</td>
<td>1D Service Street</td>
</tr>
<tr>
<td>BRIGHTON 3186</td>
<td>HAMPTON 3188</td>
</tr>
<tr>
<td>Sandringham Library</td>
<td>2-8 Waltham Street</td>
</tr>
<tr>
<td>Beaumaris Library</td>
<td>96 Reserve Road</td>
</tr>
<tr>
<td>SANDRINGHAM 3191</td>
<td>BEAUMARIS 3193</td>
</tr>
</tbody>
</table>


**Submissions**
Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by **Friday 11 August 2017**.

A submission must be sent to:
Bayside City Council
Planning Scheme Amendment C155
PO Box 27
SANDRINGHAM VIC 3191

Or

A submission may be emailed to:
enquiries@bayside.vic.gov.au (please include ‘Amendment C155’ in the email title/subject line)

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

- directions hearing: Monday 23 October 2017
- panel hearing: Monday 20 November 2017
21.05 ENVIRONMENTAL RISKS

This Clause provides local content to support Clause 13 (Environmental Risks) and Clause 14 (Natural Resource Management) of the State Planning Policy Framework.

21.05-1 Flooding & Stormwater

Overview

As Bayside is located at the receiving end of the Port Phillip catchment system, drainage and stormwater from the municipality is received directly by Port Phillip Bay. Development within Bayside can therefore have a direct impact on water quality within the bay.

With increased urban consolidation, drainage services are being placed under increased pressure, affecting the quality, quantity and rate of flow of water emanating from new or intensified development into the bay, and potentially causing flooding.

Council’s drainage system is designed for the 1 in 5 year flood and any excess flood water flows overland along roads and parks. Properties within areas that have limited or no overland flow paths are more prone to flooding.

Sustainable development that uses the principles of integrated water management can help address these issues. Integrated water management has three aims: reduce reliance on potable water supplies; reduce the amount of wastewater and stormwater generated; and improve water quality in water catchment ecosystems.

Key Issues

- The quality, quantity and rate of flow of water emanating from new or intensified development can impact on potential flooding issues, erosion of downstream areas and water quality in Port Phillip Bay.
- Untreated stormwater from urban development has adverse effects on the ecological, amenity, recreational and economic values of receiving waterways.
- Development associated with urban consolidation will increase the impacts of drainage on water quality within the bay and may result in flooding.
- Development increases pollutant loads (eg litter, sediment, nitrogen, phosphorus, hydrocarbons and heavy metals) in the stormwater drainage system, and also increases the magnitude of peak stormwater flows. This can damage aquatic and marine environments and reduce the quality of water available to the environment or harvested for reuse.
- Integrated water management requires an environmentally sensitive approach to urban design, infrastructure design, open space planning, land development and building design.
- There is a shared responsibility between the private and public sector for the effective management of stormwater.
- Significant sea level rises, tidal and storm surges, greater rainfall and temperature variation are anticipated and will need to be accommodated, while also maintaining environmental quality.
Objective 1

To protect the surface waters and ground waters in the Port Phillip catchment from stormwater pollutants and the impacts of peak stormwater flows.

Strategies

 Ensure environmental best practice is adopted to manage stormwater.
 Minimise stormwater pollutants and peak stormwater flows at the source in accordance with environmental best practice.

Objective 2

To provide a drainage system that promotes the on-site retention and re-use of stormwater run-off, regulates overland flow to prevent flooding and improves water quality, particularly in terms of run-off to the Bay.

Strategies

 Incorporate water sensitive urban design, including stormwater reuse into development in accordance with environmental best practice.
 Restrict site coverage and hard surface area where the drainage capacity is limited and the area is subject to flooding.
 Encourage recycling of stormwater for use on gardens and nature strips.
 Improve the quality of water entering the bay through the installation of litter traps in appropriate locations, including private property.

Climate Change

Overview

A changing global climate will magnify some of the natural processes that shape and impact on the coast. Sea level rise, more frequent storm events, temperature and rainfall changes are expected to increase the risk of erosion, inundation, infrastructure damage, drought conditions and ecological change. These changes will need to be accommodated while maintaining environmental quality.

Key Issues

 Manage the impact of climate change on the coastal environment.

Objective 1

Assess the potential risks to infrastructure and the environment from extreme storm tide levels associated with climate change.

Strategies

 Prioritise the maintenance of recreation areas, protection of assets and reduction of offshore cliff erosion based on the degree of vulnerability to coastal processes and sea level rise.
- Maintain beach areas with regular renourishment programs to assist in mitigating the impact of climate change.
- Ensure that potential climate change impacts are taken into account in the design and construction of foreshore infrastructure.

**Implementation**

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

**Policy guidelines**

**Flooding & Stormwater**

- Use the Water Sensitive Urban Design (Stormwater Management) Local Planning Policy - Clause 22.08 to guide identified development within the municipality.

**Application of zones and overlays**

**Flooding & Stormwater**

- Apply the Land Subject to Inundation Overlay to land subject to inundation to avoid intensifying the impacts of flooding through inappropriately located uses and developments.
- Apply the Special Building Overlay to land affected by overland flows in storm events that exceed the capacity of underground drainage systems.

**Further strategic work**

**Flooding & Stormwater**

- Develop a stormwater management plan to enhance water conservation and quality control of surface run-off from Activity Centres, employment areas and new development sites.
- Identify areas with environmental and infrastructure constraints with a view to introducing appropriate planning provisions.
- Develop a strategy for the management of Council’s drainage assets.
- Identify areas which may be liable to inundation by surcharge flows from the urban drainage system and may have limited capacity for higher density development.

**Climate Change**

- Undertake coastal vulnerability assessment in relation to future sea level rise, storm surge and erosion impacts associated with climate change.

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**21.05-3 Potentially Contaminated Land**

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**Key Issue**
There is a need to intensify land use in activity centres to meet urban growth requirements. The inclusion of residential and community uses within commercial and mixed use areas is increasing the potential risk of community exposure to the effects of land contamination.

**Objective 1**

Manage the conversion of land used for a commercial purpose to a residential or other sensitive community use.

**Strategies**

Require an environmental audit prior to completion of the planning assessment of a development proposal on land covered by an Environmental Audit Overlay.

Require an environmental site assessment on land within the Bayside Business District proposed to be developed for a child care or education centre or any other community or sensitive use. The site assessment conducted should be consistent with the standards for conducting a Preliminary Site Assessment specified in Schedule B2 of the National Environment Protection (Assessment of Site Contamination) Measure 1999 (Amended 2013).

**Reference Documents**

**Flooding & Stormwater**


Construction Techniques for Sediment Pollution Control, EPA 1991

Port Phillip and Westernport Regional Catchment Strategy, August 1997

**Climate Change**

Bayside Coastal Management Plan 2014
BUSINESS EMPLOYMENT AREA POLICY

This policy applies to the land in a Business 3 Zone and a Mixed Use Zone as shown in Figure 1 to this clause.

Policy basis

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

A significant proportion of the area is obsolete, run down and in need of improvements. Desired improvements include:

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

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

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

The preferences and priorities detailed in this policy derive from recommendations of the Bayside Industrial Area Strategy 2004.

Objectives

- To promote the comparative locational advantages of the area for business.
- To transform the area from a primarily industrial precinct into a key business employment node within the south-east region of Melbourne.
- To help nurture and grow local businesses and industries.
- To encourage improvement of built form and broader urban design outcomes within the area.
- To maximise local employment opportunities.
- To encourage and support the redevelopment of vacant sites and underutilised sites with appropriate businesses.
- To consolidate and intensify business uses within the Business Employment Area.
- To facilitate developments which incorporate a mix of industries or compatible uses.
- To ensure that built form leasable floor areas are of an appropriate size and diversity and capable of accommodating a diverse range of active, job rich industries.
- To encourage the development of home based businesses, clean/non-polluting industry, export-oriented and high-tech businesses in appropriate locations.
- To facilitate upgrading and regeneration of obsolete assets, improve access and car parking, improve streetscapes and protect environmentally significant flora and fauna assets.
- To discourage industrial uses that have the potential to conflict with adjacent residential land.
- To ensure that large scale office uses are reflective of the industrial/manufacturing business focus of the precinct.
- To discourage the dilution of core business activities by the influx of retail uses and limit the scale of such developments to that suitable for servicing localised needs.
- To raise the profile of Bay Road in particular as a key, high profile corridor for business.
- To apply appropriate planning controls to minimise land use conflict at the interface between commercial and residential areas.

22.04-3 Policy

General

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

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

On lots within the Mixed Use Zone, it is policy to:
Apply height and setback limits as indicated in S1 and H1.

Maintain business/commercial frontages at ground level along the full length of Bay Road to maintain the business/commercial function of the Business Employment Area.

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

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

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

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

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

- Ensure that the business and employment objectives of the Bayside Industrial Area Strategy 2004 are met.
- Encourage a diversity of uses on each site, including commercial, industrial, warehouse and medium density residential uses.
- Encourage more intensive development.
- Encourage high quality building design and landscaping carried out to standards of design and construction that will enhance the character and amenity of the surrounding area, such as acoustic design.
- Encourage development that incorporates ecologically sustainable development (ESD) principles into building and site design, such as energy efficiency, stormwater provisions and alternative forms of energy.
- Ensure that the design of buildings fronting Bay Road incorporate an active interface with Bay Road through articulation of building facades and landscaping within the building setback.
- Apply height and setback limits as indicated in S1.
- Ensure that uses and developments are complementary and avoid adverse traffic and amenity impacts on other uses and developments.
- Strongly encourage business/commercial uses at ground level fronting Bay Road.
- Discourage residential uses from locating at ground level fronting Bay Road to maintain the business/commercial focus of the area.
- Encourage residential development at upper levels in areas that will avoid conflict with other uses within the site or on adjacent sites.
- Discourage retail uses that do not directly support or service businesses within the Bayside Business Employment Area.
- Ensure that traffic management is consistent with the safe and efficient operation of Bay Road as the key business corridor.
- Ensure that traffic management plans demonstrate vehicle access and movement, and separation of residential and commercial traffic as far as practical.
- Avoid more than one vehicle crossing per site onto Bay Road.
- Ensure car spaces are provided on-site for employees, occupants and visitors to prevent adverse off-site impacts.
Encourage signage to be integrated into the design of buildings and, where there are multiple occupancies on a site, consolidated into a single sign within the frontage of the site.

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

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

### Performance standards

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

**General urban design guidelines**

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

**Urban design guidelines for specific areas**

**Large lots south of Bay Road**

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

- A maximum building height of 14 metres.
- A minimum building setback of 15 metres from the street frontage.
Northern side of Bay Road

The preferred built form on lots on the northern side of Bay Road is:

- A maximum building height of 10.5 metres.
- A minimum building setback of 11 metres from the street frontage.

Advantage Road and small lots north of Bay Road

The preferred built form on lots in Advantage Road and small lots to the north of Bay Road is:

- A maximum building height of 10.5 metres.
- A minimum building setback of 6 metres from the street frontage.
Small lots south of Bay Road

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

- A maximum building height of 14 metres.
- A minimum building setback of 6 metres from the street frontage.

Residential interfaces (side and rear) north of Bay Road

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

- A maximum building height of 10.5 metres.
- A building setback having characteristics as detailed in the diagram below.
Jack Road Interface (R2 – Interface with residential (rear) south of Bay Road)

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

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

- Development of sites in the vicinity of Jack Road within a Business 3 Zone possessing a residential interface compliant with the threshold buffer distances for Uses with Adverse Amenity Potential as specified in Clause 52.10 of this scheme. Those development forms compliant with these thresholds are to also comply with the performance standards detailed below for all residential interfaces to the south of Bay Road.

**Expiry**


**Interface with residential (rear) south of Bay Road**

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

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

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**Highett Grassy Woodland**

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

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

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

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

G1 - Interface with the Highett Grassy Woodland

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

Bay Road Heathland Sanctuary

H1 - Interface with the Bay Road Heathland Sanctuary

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

- Strategic Overview of Industrial Areas in the City of Bayside, 1997
- Bayside Industrial Area Strategy 2004