Attachment to Council Report, 23 October 2018

Pennydale Structure Plan

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

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

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

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.

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
Map 2 – Residential Strategic Framework Plan
21.02-6 Reference document

Bayside Housing Strategy (September 2012)
Bayside Integrated Transport Strategy (2013)
Bayside Bicycle Strategy (2013)
Bayside Walking Strategy (2015)
Pennydale Structure Plan, October 2018
21.03 SETTLEMENT AND HOUSING

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

Overview

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

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

Key Issues

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

Objective

To accommodate population increases and respond to changing demographic profiles.

Strategies

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

21.03-1 Activity Centres and other Moderate Residential Growth Areas

Overview

Melbourne 2030 identifies four Major Activity Centres within Bayside, these include Church Street, Brighton; Bay Street, Brighton; Hampton Street, Hampton and Sandringham; and two on the boundary – Cheltenham and Moorabbin Major Activity Centres. In addition, Southland Major Principal Activity Centre is located on the Kingston-Bayside municipal boundary.

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

In addition to Activity Centres, there are areas in Bayside, along the Frankston train line, that are identified as Moderate Residential Growth Areas in the Residential Strategic Framework Plan. These areas are in close proximity to Activity Centres and the jobs, services and public transport these centres offer and as such are an appropriate location for increased residential development.

Objective 1

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

Strategies

- Incorporate a range of suitable accommodation options, including for older people and affordable housing.
- Facilitate the renovation and use of shop top dwellings.
- Support the development of adaptable housing typologies that can change to meet ongoing needs.

Objective 2

To deliver increased housing densities and diversity of dwellings within activity centres and other identified Moderate Residential Growth Areas.

Strategies

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

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

**Implementation**

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

**Application of zones and overlays**

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

**Further strategic work**

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

**Reference Documents**

Bayside Housing Strategy (September 2012)
Sandringham Village – Final Structure Plan (November 2006)
Bay Street Centre – Final Structure Plan (November 2006)
Church Street Centre – Final Structure Plan (November 2006)
Hampton Street Centre – Final Structure Plan (November 2006)
Housing Choice Research Project Pilot Study, 1996

-Pennydale Structure Plan, October 2018
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.

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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.

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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 restrict the height of commercial properties to three storeys.

Coastal Design

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

Heritage

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

Residential Areas

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

Activity Centres

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

Bayside Business Employment Area

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

Coastal Design

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

Pennydale Structure Plan, October 2018

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, 2004
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, Highett, Victoria, 2004
Graham Road, Highett: 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 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
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  
21.11-10 - Pennydale Moderate Residential Growth Area

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**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.
- Ensure that 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)
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
C196

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.
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 Image]

- Retail core
- Active frontages required
- Create new frontages to streets incorporating off-street parking
21.11-6  Highett

Vision

To revitalise the Highett Road shopping centre as an attractive, vibrant and well used main street and community focal point that provides a wide range of local shopping, business and community services suited to the needs of people living and working in the area.

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

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

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

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

Objectives

- To establish a built form that respects the existing one and two storey character of the Highett Shopping Centre, while providing some limited opportunity for a higher built form to increase the intensity of activity in the centre and to facilitate residential uses in upper levels of buildings and the rear of shops.

- To recognise the character of Highett’s established residential areas and to manage change in those areas in a way that responds to their character qualities, and to their proximity to public transport and Activity Centres.

- To improve pedestrian access throughout the area and to overcome the barrier presented by the railway line.

- To improve the provision of public open space and provide improved connections to existing open space in the area.

- To improve the appearance, amenity, attractiveness, safety and sense of security throughout the entire Highett area.

- To manage traffic issues in Graham Road.

- To maximise the development opportunities that exist on vacant and underutilised land with respect to the precinct’s urban quality and proximity to transport and activity centres.

- To redevelop the CSIRO site for medium density residential use, with the opportunity for compatible education campus related uses, in a way that responds to the existing character of the residential area in which it is located, existing vegetation on the site and which integrates with the surrounding street and open space networks.
Local Area Implementation

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

Residential development

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

Economic development

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

Built form

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

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

Open space

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

Transport and access

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

CSIRO site

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

Further strategic work

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

Highett Structure Plan 2004
Graham Road, Highett: Traffic Management Plan 2004
Flora and Fauna Assessment of CSIRO Land, Highett, Victoria 2004
Map 1 to Clause 21.11-6
21.11-7 Martin Street, Gardenvale

19/06/2014 C106

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
Black Rock

Vision

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

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

Objectives

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

Local Area Implementation

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

Residential development

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

Economic development

- Encourage new retail and commercial uses within the Black Rock Village Activity Centre that complement the local convenience function of the Centre.
● Ensure uses locating at ground floor within the Village do not undermine the vibrancy of the public realm.

● Discourage the conversion of ground floor shopfronts to non-retail uses, unless it can be demonstrated that the proposed use makes a positive contribution to street life within the Centre.

● Promote high levels of pedestrian activity and engagement along ground floor street frontages.

**Built form**

● Ensure new developments provide articulated built form at both ground and upper levels and an appropriate interface is provided between the Village and adjoining residential areas.

● Ensure new development provides appropriate solar access to new and existing dwellings and the amenity of adjoining buildings is not unreasonably impacted by visual bulk, overlooking or overshadowing.

● Commercial street frontages should;
  • provide at least 5 metres or 80%, whichever is the greater, as an entry, display window or customer service area;
  • minimise the extent of blank walls, vehicle entrances and service utilities; and
  • provide transparent glazing, window coverings and security grills that do not obscure views into premises.

● New development must protect and enhance key views of the foreshore Reserve as viewed from Bluff Road, Balcombe Road and along Beach Road.

**Transport and access**

● Maintain and improve pedestrian linkages throughout the Centre and between the Centre and the foreshore.

● Maintain the supply of publicly available car parking spaces.

● Seek the creation of an easement of carriageway for laneways to achieve;
  • a 5.5m wide access lane along the rear of properties at 4-18 Bluff Road, 592-606 Balcombe Road and 1-35 Bluff Road; and
  • a suitable width for other access lanes determined by the number of properties likely to require future access.

● Consider applying a one-way requirement (or other safety treatment) on the use of the laneways at 1-35 Bluff Road and 592-606 Balcombe Road when warranted by future development and use of those properties.

● Require survey evidence indicating that the entrance to any basement car park is not located at the low point of the street.

**Reference Documents**

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

Centre Boundary

Iconic Clock Tower

At grade public car park

Established residential areas

Interface between commercial and residential land uses

Key view lines/vistas Towards Foreshore Reserve

Residential precinct with business opportunities fronting main roads

Core business area with residential uses above

Active frontage required for commercial uses
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 areas 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 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 Map](image-url)
21.11-10  Pennydale Moderate Residential Growth Area

Vision

‘Pennydale’ as this part of Cheltenham is known locally as, will be a family-friendly
neighbourhood with green and leafy streets, access to excellent transport, shopping and
open spaces, with a range of medium density housing to meet the needs of a range of
demographics and life stages, while promoting the current valued neighbourhood character.

Objectives

 To retain the largely residential nature of the neighbourhood.
 To support community facilities that cater to the needs of existing and future
  populations.
 To reinforce Bay Road as a connector between the Southland Shopping Centre,
  Southland Station and the Bayside Business District
 To cultivate distinct precincts that reflect their unique contexts.
 To provide a range of housing typologies to cater to all ages and circumstances, and
  meet expected population growth demands.
 To create streets which are enjoyable, active and contribute to the vitality of the
  neighbourhood.
 To create high quality, liveable buildings that respect the existing valued
  neighbourhood character.
 To mitigate traffic and car parking impacts of new developments
 To provide for streetscapes throughout the area that are lively, green and contribute to
  the social vitality of the neighbourhood.
 To provide a range of public realm spaces that positively promote community gathering
  and interaction.
 To provide for a considered public realm response to any future opening of Southland
  Station on Tulip Grove, that promotes pedestrians and cyclists and minimises conflict
  with vehicles.
Land Use

- Ensure that any redevelopment of the Laminex buffer strip (located at 332-336 Jack Road) does not detrimentally impact the commercial viability of the commercially zoned portion of land directly adjoining the site.

- Support the strong civic and community role that Pennydale Park plays in the area.

Built Form

- Focus more intense residential development typologies on existing main road corridors within 400 - 800 metres walk of Southland and Cheltenham train stations (Precinct 1, 2 and 4).

- Encourage larger family homes in the residential core (Precinct 3).

- Encourage the consolidation of lots within Precincts 1 and 2 to provide for greater efficiency in housing development.

- As part of any development of residential lots around Pennydale Park (open space interface) and Tulip Grove Park, require new development to incorporate natural surveillance of the park.

- Encourage design in line with Crime Prevention Through Environmental Design (CPTED) principles. New development should provide passive surveillance over the street and laneways, through windows, balconies and entrances.

- Encourage the use of green roofs and walls where possible.

- Retain and enhance heritage features, appropriate to their character and future use.

- Strengthen Pennydale’s sense of place by providing buildings of exemplary architectural quality on prominent sites and in locations adjacent to existing and proposed public spaces.

- Ensure that development is environmentally sustainable by employing Environmentally Sustainable Design, including energy efficiency, water management and use of low embodied energy materials.

Access and Movement

- Ensure development provides the required number of car parking spaces under the Bayside Planning Scheme.

Public Realm

- Maintain the leafy character of residential streets through large tree planting and landscaping.

- Ensure nature strips widths are sufficient (5 metres) to allow for the planting of larger canopy tree species. Services should be located to allow for street tree planting in accordance with the Road Management Act 2004, Code of Practice, Management of Infrastructure in Road Reserves.

- Require the provision of new public open space as part of any redevelopment of the Laminex buffer strip (located at 332-336 Jack Road) along the frontage of Jack Road (the area currently zoned GRZ) subject to the remediation of any contamination.
- Enhance and upgrade Pennydale Park as a key public space within the study area and improve connections for pedestrians and cyclists to and from it.

**Local Area Implementation**

Ensure that proposed uses and developments within the Pennydale Moderate Residential Growth Area are consistent with the Framework Plan contained in Map 1 to this Clause.

**Further strategic work**

- Should any future opening to the Southland Train Station from Tulip Grove occur, advocate for public green space to be incorporated into this opening.
- Investigate the feasibility of requiring new developments in Precincts 1, 2 and 4 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 opportunities for future public open space on Jack Road subject to the buffer strip no longer being required and any contamination being successfully remediated.

**Reference Documents**

Pennydale Structure Plan, October 2018

**Map 1 to Clause 21.11-10**
SCHEDULE 9 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as GRZ 9.

Pennydale Moderate Residential Growth Area – Residential Core

An area of lower density residential regeneration and consolidation, including a mix of townhouses, units and detached houses with front gardens, back gardens and greenery.

1.0 Neighbourhood character objectives

To maintain the area’s green, leafy and treed character with buildings sitting within established gardens with large native and exotic trees providing a backdrop.

To encourage canopy tree retention and planting in front and rear setbacks to retain the area’s leafy character and biodiversity.

To retain the areas 2 storey character by recessing any 3rd storey a minimum of 3 metres from the 2nd storey.

To discourage apartments whilst encouraging a mix of other housing types including townhouses, units and detached houses with front gardens, back gardens and greenery and ensuring car parking and garages are not dominant in the street frontage.

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

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

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the construction or extension of a dwelling or residential building exempt from the minimum garden area requirement?</td>
<td>No</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>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is a permit required to construct or extend one dwelling on a lot of between 300 and 500 square metres?</td>
<td>Yes</td>
</tr>
<tr>
<td>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?</td>
<td>No</td>
</tr>
</tbody>
</table>
## 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 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 street and side streets as specified in the Tables to Standard A3 and Standard B6 continue to apply. |
| Site coverage     | A5 and B8 50 per cent                                                                                                                                 |
| Permeability      | A6 and B9 None specified                                                                                                                                 |
| 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.  
Screen planting should be included in side and rear setbacks to reduce amenity impacts on neighbouring properties and to provide a green leafy setting. |
| 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 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 11 metres and 3 storeys with the 3rd storey building wall recessed a minimum of 3 metres from the floor immediately below.
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
- The extent to which the requirement for deep soil landscaping has been provided. Additional deep soil and canopy tree planting over and above the requirement is encouraged.
SCHEDULE 10 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as GRZ 10.

Pennydale Moderate Residential Growth Area – Bay Road

An area of medium density housing, where residential renewal and consolidation is encouraged with high-quality, well articulated apartments set within a landscaped setting that address Bay Road.

1.0 Neighbourhood character objectives

To encourage apartment style residential development, with a street wall of up to three stories.
To retain a front setback and adequate side and rear setbacks to enable retention/planting of trees/vegetation to enable developments to be set within a green, leafy, garden setting, with car parking and garages that aren’t dominant in the street frontage.
To ensure that new buildings provide an articulated and well designed façade with fine-grain frontages, 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 the Bay Road footpath.

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?
Yes

4.0 Requirements of Clause 54 and Clause 55

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<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum street setback</td>
<td>A3 and B6 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>
</tbody>
</table>
### 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.

Screen planting should be included in side and rear setbacks to reduce amenity impacts on neighbouring properties and to provide a green, leafy setting.

#### 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 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**

Front fences must have a minimum 25% transparency. 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 11 metres and 3 storeys with the 3rd storey building wall recessed a minimum of 3 metres from the floor immediately below.

### 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.
The extent to which the requirement for deep soil landscaping has been provided. Additional deep soil and canopy tree planting over and above the requirement is encouraged.
SCHEDULE 11 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as GRZ 11.

Pennydale Moderate Residential Growth Area – Park Road

A leafy gateway boulevard with a range of high quality, well articulated apartments surrounded by trees.

1.0 Neighbourhood character objectives

To encourage apartment style residential development of up to three stories with large canopy trees within the front setback to enhance the leafy gateway boulevard character of Park Road.

To retain a front setback and adequate side and rear setbacks to enable retention/planting of trees/vegetation to enable developments to be set within a green, leafy, garden setting.

To ensure that new buildings provide an articulated and well designed façade with fine-grain frontages, fenestration, parapet treatments and other detailing and materials to provide interest at street level and reinforce the human scale, with car parking and garages that aren’t dominant in the street frontage.

To ensure buildings provide passive surveillance of Park Road.

To ensure new development is respectful of and does not detract from any adjacent heritage building.

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? | Yes |

4.0 Requirements of Clause 54 and Clause 55

<table>
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<tr>
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</tr>
<tr>
<td>Permeability</td>
<td>A6 and B9</td>
</tr>
</tbody>
</table>
### Standard | Requirement
---|---
**Landsaping** | B13
Development should provide deep soil (at least 41m³ of soil volume) within the front 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.
Screen planting should be included in side and rear setbacks to reduce amenity impacts on neighbouring properties and to provide a green and leafy setting.

**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 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
Front fences must have a minimum 25% transparency. 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.

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### 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 11 metres and 3 storeys with the 3rd storey building wall recessed a minimum of 3 metres from the floor immediately below.

### 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.
- A Heritage Assessment if site adjoins a site affected by a Heritage Overlay.

### 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:
- Whether the development is respectful of any adjacent heritage building.
- The extent to which existing canopy trees and vegetation have been retained.
- The extent to which the requirement for deep soil landscaping has been provided. Additional deep soil and canopy tree planting over and above the requirement is encouraged.