02.01 CONTEXT

02.01-1 Bayside context

The City of Bayside is located eight kilometres south east of Melbourne with 17 kilometres of coast line along Port Phillip Bay. The development of Bayside has been most influenced by its coastal location.

Both historically and today Bayside’s development centres around defined ‘villages’ or activity centres that are accessible by public transport. These centres are a focus for retail, entertainment, employment and apartment living. Each of these ‘villages’ has a defined character that is highly regarded by the local community.

The City’s north retains many features of the early settlement period that have heritage significance. Historic development also influences southern parts of the city where lower scale development and a significant portion of coastal vegetation prevail. The remaining residential areas contain a variety of housing ranging from large allotments with established gardens that dominate streetscapes to more compact private and 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.

Most economic activity in Bayside is associated with the commercial activities in the Major Activity Centres in Brighton, Hampton, Hampton East (Moorabbin) and Sandringham, as well as ubiquitous neighbourhood and small activity centres. Bayside has a significant employment area in Cheltenham, that is being transformed from industrial into a high quality business area. Tourism is also a significant economic contributor to Bayside, focused around the opportunities offered by the Bay.

Bayside’s foreshore represents 23.8 per cent of Bayside’s publicly accessible open space network. The foreshore is a recreation and tourism asset of regional significance. It contains a number of sites of cultural heritage significance relating to the original inhabitants, the Boon Wurrung people.

Bayside’s open space areas not only provide for a range of recreational activities but also contain significant bushlands/heathlands which range from state to local significance. These areas provide important habitat and contribute to the quality of the municipality and are highly valued by the community.
02.02 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, present needs are met and development is responsibly managed for the benefit of current and future generations.”
02.03 STRATEGIC DIRECTIONS

02.03-1 Settlement

Activity Centres

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

- **Major activity centres** – Identified in Plan Melbourne they are suburban centres that provide access to a wide range of goods and services. These are Bay Street Brighton, Church Street Brighton, Elsternwick, Hampton Street, Hampton, Hampton East (part of the Moorabbin Activity Centre) and Sandringham.

- **Neighbourhood activity centres** – centres with between 2,000 –10,000sqm of floorspace that generally serve the weekly shopping needs of their population catchment. These are Martin Street Brighton, Highett, Black Rock and Beaumaris Concourse.

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

Bayside’s Major Activity Centres are unique in that they are primarily nodes of population serving activities. Compared to other Major Activity Centres, Bayside’s centres have considerably less supermarket or anchor floor space and much higher specialty store floor space contributing to the primarily retail focused role of the centres. High-end hospitality and niche fashion in particular are presented distinctively across the centres resulting in a greater supply of specialty stores than the local population can support. Future retail opportunities will emerge in areas that exhibit “village” qualities where increased population growth will occur due to the presence of transport, services and areas with a high walkability and sense of place.

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

, Bayside’s activity centres are examples of local activity centres performing well and providing high quality offerings . There is an opportunity to add to these places by improving the commercial and retail offer beyond core business hours, particularly in relation to healthcare, gymnasiums and restaurants.

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

The Major Activity Centres and Neighbourhood Activity Centres will play an increasingly important role in accommodating residential growth within the municipality and it is important to ensure there is sufficient capacity and an appropriate range of commercial services to meet the needs of residents. Redevelopment in activity centres should not occur at the expense of commercial floor space.

An emphasis on sustainability principles and the net community benefits of the urban village style of development is required for the survival and vitality of local shopping centres. To this end activity centres need to maintain a mix of uses and vital core retail areas.

Council seeks to support its activity centres by:
- Maintain the individual strengths of each centre.
- Maintain the “village” environment of activity centres through land use composition and a scale of development that reflects the role and setting of the centre and supports the activity centre hierarchy.
- Directing major retail developments that may serve a wider catchment area in the retail core of Major Activity Centres, where net community benefit is highest.
- Retaining, strengthening and diversifying the retail core in each Major Activity Centre and large Neighbourhood Activity Centre.
- Encouraging a diversity of activities in activity centres to serve the needs of the local community and support tourism.
- Encouraging night time business activity in Major Activity Centres and Neighbourhood Activity Centres.
- Avoiding net loss of commercial floor space at ground floor level while encouraging increases to commercial floor space for redevelopment in activity centres.
- Encouraging community services to be located in activity centres.
- Supporting higher density residential developments with active commercial uses at ground floor level that is compatible with the scale and role of each centre.
- Establishing a built form that respects the existing character and scale of each centre and provides a transition to adjoining residential areas.
- Maintaining the identified qualities of each centre, including such elements as the local village atmosphere and heritage character in Martin Street, Brighton and of Sandringham’s shopfronts.

Bayside Business District

The Bayside Business District (BBD) is the major focal point for business development and employment in Bayside. Council wishes to retain existing businesses, attract and encourage new businesses and foster increased employment opportunities, especially for local residents.

In supporting the role and function of the Bayside Business District Council seeks to:
- Transform the District from a traditional industrial precinct into an advanced business services precinct in the south-east region of Melbourne.
- 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.

02.03-2 Environmental and landscape values

Biodiversity

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

Given Bayside’s significant vegetation within the existing urban setting, as well as its high levels of coastal vegetation in areas such as Beaumaris.

Council seeks to:
- Assist the conservation of biodiversity through retention of native vegetation, protection of habitat.
- Protect the natural biodiversity of Conservation Reserves by ensuring that the primary purpose of the reserve is maintained.
- Protect habitat provided by established trees and gardens on private property that may be reduced and fragmented by increased medium density housing.

**Coastal areas - foreshore**

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

Council seeks to:
- Protect and enhance the foreshore as a natural, environmental and cultural resource as this is key to the ecological and economic viability of the Bayside municipality.
- Maintain and protect the ecology and natural qualities of the coast having regard to its wide range of ecosystems, recreation opportunities and the increasing public demand for access to it.
- Develop sustainable approaches to managing a dynamic environment and infrastructure that is vulnerable to the impact of climate change.

**Port Phillip Bay**

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

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

Council seeks to:
- Protect the surface waters and ground waters in the Port Phillip catchment from stormwater pollutants and the impacts of peak stormwater flows.

**02.03-3 Environmental risks and amenity**

**Climate change**

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

Council seeks to manage the impact of climate change on the coastal environment by:
- Prioritising the maintenance of recreation areas, protection of assets and reduction of offshore cliff erosion based on the degree of vulnerability to coastal processes and sea level rise.
Discretionary uses in residential areas

There are a number of important uses that should be located within residential areas of the municipality, including child care centres, recreation centres, medical centres, schools, churches, retirement villages and other similar uses. While these uses are permitted under the zoning provisions, they fall outside the class of primary uses for which the land is zoned.

Council seeks:

- Well sited and designed discretionary uses that will not erode the highly valued urban character and amenity of residential areas.

02.03-4 Built environment and heritage

Urban and building design

Bayside is renowned for its ‘village’ environment with distinct community precincts along the foreshore. Bayside is characterised by 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.

The coastal landscape and extensive tracts of land covered by golf courses are also major contributors to the valued character and amenity of the municipality.

Council seeks to:

- Achieve built form and public realm design that conserves and enhances valued urban character and heritage places.
- Provide attractive pedestrian environments that are safe and accessible for people with all levels of mobility.
- Preserve the visual amenity and landscape values afforded by the golf courses.
- Maintain visibility of the Bay.

Neighbourhood character

Bayside is predominantly residential and defined by the character of its residential areas. Housing styles vary from fine examples of grand period homes to older villas, modern architect designed homes and public housing. The style and intensity of housing has enabled the establishment of mature private gardens that now dominate streetscapes. These features 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.

In-fill development in recent years Relocated impacting on the character and environmental values of Bayside’s residential areas.

Development in residential areas needs to respond to the particular built form and natural environment elements that make up the neighbourhood character of Bayside.

Council seeks to:

- Achieve design outcomes that preserve established built form, enhance local character and contribute to a sense of place consistent with Bayside’s character.
- Retain significant vegetation and landscape characteristics that form a major element of a distinctive urban character in the municipality, particularly in Beaumaris and Black Rock.
Sustainability

Council is committed to enhancing the sustainability of the built environment by encouraging development to incorporate environmentally sustainable design principles and natural resource management to benefit current and future generations.

Council seeks to:

- Reduce greenhouse gas emissions and car dependence by encouraging more environmentally sustainable development.

Heritage

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

Bayside’s post-contact heritage reflects progressive phases of development from the time of Henry Dendy’s Special Survey in the 1840s through to contemporary infill development. An extensive range of heritage places of national, state and local significance remain to tell the story of Bayside, its people and their aspirations. These places are intrinsically valuable but also make an important contribution to the social, environmental and economic quality of life in Bayside.

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

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

02.03-5 Housing

At the last Census in 2016 Bayside had a population of 97,087 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 population throughout the various life stages.

Activity Centres will play an increasingly important role in providing for future housing needs, particularly as opportunities diminish elsewhere due to neighbourhood character, heritage and environmental constraints.

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.

There are limited large scale vacant sites available for residential development in Bayside. The CSIRO land in Highett will present a significant development opportunity for Bayside.

Council seeks to:
- Manage development associated with population growth and minimise any detrimental impact on amenity.
- Direct increased housing densities to Major Activity Centres, large Neighbourhood Activity Centres and residential opportunity areas, particularly those with good access to public transport routes as identified in the Residential Strategic Framework Plan at 02.04-1.
- Encourage a diversity of housing types in well serviced locations to meet the needs of the community over time, including housing for older people and affordable housing.

### 02.03-6 Economic development

#### Diversified economy

The Bay Road/Reserve Road area of Sandringham, Highett and Cheltenham is the major focal point for future business development and skilled employment. Many commercial businesses still require a solely commercial location which is unique to the Bayside Business District (BBD). It is centrally located within the south-eastern metropolitan region and has ready access to Nepean Highway and the Melbourne-Frankston train line.

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

Council seeks to:
- Protect the primary economic role of the BBD by accommodating businesses unable to locate in activity centres due to their spatial or infrastructure needs.
- Facilitate the development of the BBD as a business services hub to provide future employment opportunities in the professional services sector suited to the local skill base.
- Encourage economic development that maintains and enhances the supply of and access to a range of employment and training opportunities.

#### Tourism

Tourism has been associated with Bayside since Sandringham, Brighton and Beaumaris were established as coastal holiday towns shortly following European settlement of Melbourne. The tourist attractions primarily relate to the bay, with the iconic bathing 9th, boxes, swimming, cycling, walking and sailing activities, as well as shopping, heritage homes and sites of natural significance. Bayside has a significant focus on golfing, with seven golf courses, both public and private, some of international significance.

Tourism is emerging as a significant industry in Bayside, and contributes to both the economic and social development of the community, as well as having other environmental, social and cultural benefits.

Council seeks to
- Maximise the economic, social and cultural benefits of tourism for Bayside.
- Manage potential impacts associated with tourism including overcrowding, environmental degradation and car parking congestion so that the character of Bayside and its coastal areas are retained and enhanced.
- Facilitate tourism that respects the residential, heritage, leisure and environmental objectives for the municipality.
- Strengthen and reinforce the role of Beach Road/The Esplanade as a tourist boulevard.

**02.03-7 Transport**

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

Public transport use declines in suburbs south of Sandringham Station and west of the Frankston rail line. East west connections using public transport are limited.

Public transport use is higher in Hampton East where 13% of households have no car. For these households, a frequent and convenient public transport system provides vital access to services and employment beyond an immediate walking or cycling catchment.

Bayside is largely a car dependent municipality with the majority of households having two or more cars and the majority of residents using a motor vehicle to travel to work. Commuter parking is primarily the responsibility of Public Transport Victoria, with Council playing an advocacy role.

Providing car parking to satisfy the demands of all road users is one of the biggest challenges faced by Council. Increasing intensification of development across the municipality, has decreased the availability of on street parking and increased the number of vehicular trips on Bayside’s road network.

In Bayside a high proportion of short trips are also undertaken by car. This increases congestion on the roads and has negative environmental consequences. The principles of sustainability include a reduced reliance on the private motor vehicle and greater reliance on sustainable transport, specifically, walking, cycling, community and public transport.

Bayside’s relatively flat terrain and wide distribution of shopping areas makes it well suited to walking or cycling. However, Hampton, Highett and Sandringham have limited cycling opportunities. The bicycle network is limited to on road bike lanes in Beaumaris Black Rock and Cheltenham.

Bayside has a higher proportion of older persons and people with disabilities than the metropolitan average. Facilitating use of streets for sustainable transport for short daily trips has significant community benefits including: improved health and wellbeing; reducing social isolation; enhancing personal security; increasing retail spend in local shopping centres; alleviating parking pressures; and reducing transport related emissions.

Council seeks to:

- Integrate transport and land use so that sustainable transport is an attractive and viable alternative to private vehicle use in Bayside.
- Support use and development that prioritises transport modes in the following order:
  - Walking.
  - Cycling.
  - Public Transport, Community Transport including taxis and community run buses and Demand Responsive Transport.
  - Private vehicles.
  - Commercial vehicles serving local areas.
- Improve local accessibility by prioritising walking and cycling as the preferred modes of transport for short trips in Bayside. [21.09-2]
- Provide adequate car parking in and around shopping centres, employment areas and along the coast.
Infrastructure

Health facilities

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

Council seeks to consolidate health facilities by:

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

Community and education facilities

Bayside contains two hospitals, five major private schools, public primary and secondary schools, kindergartens, preschools and child care centres. Additionally, there are a number of retirement and aged care facilities.

There is a concern that the distribution of community facilities and services across the municipality does not always reflect community needs. In addition, ad hoc re-development and expansion of existing community facilities may have an adverse impact on the amenity of surrounding residential areas. Safe and convenient access to quality community facilities and services must be provided on an equitable basis to all sections of the community.

Council seeks to:

- Locate community facilities where they can provide safe and convenient access on an equitable basis to all age groups, including those with limited mobility and special needs.
- Ensure the design of facilities is consistent with Bayside’s character.

Development infrastructure

Bayside has a range of physical and community infrastructure that is used by the community on a daily basis. Much of it is reaching the end of its usable life and requires updating and replacing. Urban consolidation is also generating an increased need for infrastructure as it is used by a growing number of residents and visitors. Council seeks to:

- Equitably share the cost of replacing and improving infrastructure between existing residents and the future beneficiaries of the assets.

Open space

Bayside’s open spaces are a significant resource for the local and regional community. They contribute to the character of Bayside and are highly valued by all sectors of the Bayside community.

Overall, Bayside has a good allocation of open space per capita population compared with other middle and inner ring suburbs. However, a substantial area of Bayside’s open space has restricted public access or restrictions on use due to occupancy by golf courses, significant vegetation and steep terrain along the foreshore. In addition, distribution inequity across the municipality is apparent, with some areas having far lower amounts of open space per capita.
An increasing population and additional households in Bayside will place further pressure on the existing open space network. As this growth will mostly be directed to activity centres, it will place increased pressure on the open space network which will not be equally distributed across the municipality. Changing dwelling types will also generally result in a decreased provision of private open space which will again place additional pressure on, and focus greater importance on the role of the open space network.

Council seeks to:

- Develop an open space network that:
  - Accommodates a wide range of current and future community demands and is accessible to all.
  - Provides adequate flora and fauna habitat and enhances the landscape and natural heritage values of the environment.
- Improve the connectivity of open spaces to make it easier to access existing open space. Provide additional public open space where needed, with an emphasis on filling the gaps in areas identified as being deficient in public open space.
- Preserve and protect open space to support the economic and environmental viability of the municipality.

**Integrated water management**

Sustainable development that uses the principles of integrated water management can help reduce the magnitude of peak stormwater flows and the amount of pollutants at the source, that in turn protects waterways, water catchments and Port Phillip Bay. Integrated water management has three aims: reduce reliance on potable water supplies; reduce the amount of wastewater and stormwater generated; and improve water quality in water catchment ecosystems.

Council seeks:

- The on-site retention and re-use of stormwater run-off to regulate overland flow, prevent flooding and improve water quality, particularly in terms of run-off to the Bay.

**Telecommunications**

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

Council seeks to:

- Reduce the impact of telecommunications and electrical services on the streetscape and the foreshore.

**02.03-9  Gaming**

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

Council seeks to:

- Minimise the risk of social and economic harm from problem gaming and protect vulnerable communities including through:
  - Prohibiting the establishment of gaming machines in shopping centres.
  - Restricting the establishment of gaming machines in the Bayside Business District to sites zoned Mixed Use or Commercial 1.
02.04 **Strategic framework plans**

The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.

02.04-1 **Residential Strategic Framework Plan**

![Map of Residential Strategic Framework Plan](image)
Sandringham Village

Policy application

This policy applies to land as shown on the Sandringham Village Activity Centre map.

Retail core policy guidelines

Consolidate retail activity within this precinct.
Encourage residential uses at upper levels.
Maintain the community facility role of this precinct, particularly in Waltham Street.
Encourage entertainment uses in addition to restaurants and shops.
Encourage the redevelopment of the Station car park in Harston Street and the adjacent bus depot for housing.
Support development of the bus depot and railway station car park that provides for the replacement of public car parking, commuter parking and 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.

Provide active frontages that will encourage pedestrian activity along Beach Road and Melrose Street.

Retail core policy guidelines

Consider as relevant:

- Provision of minimum floor to ceiling heights of at least 3.5m at ground floor and loading bays at the rear to facilitate the development of shop and food premises uses.

Sandringham Hotel Strategies

Support development at the Sandringham hotel site that respects its sensitive coastal location including through:

- Stepping down of the built form to reflect the fall of the land.
- Recessing of upper levels to maintain scenic views of the coast from Beach Road, Bay Road, Melrose Street and Sandringham Train Station.

Bay Road offices strategies

Support development (and associated use) for offices and health related uses particularly at street level.
Encourage residential uses on upper levels.

Residential areas strategies

Encourage residential development close to shops and services to provide a transition in height from business precincts to low scale residential areas.
Maintain housing for older persons and residential aged care.
Encourage redevelopment of larger sites for residential with basement car parking.
Retain the residential focus of this precinct.
Provide adequate off-street parking for all new dwellings.
**Built form and public realm strategies**

Protect existing views and vistas where possible when designing and siting development. Redevelop the properties in Melrose Street that currently have 90 degree angle car parking at the front of the site to provide a street wall that is built to the footpath edge and parking provided behind the development.

Support development that maintains safe, attractive and direct pedestrian routes throughout the centre.

**Connectivity objective**

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

**Connectivity strategies**

Design development to integrate with the existing streetscape and 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.

Seek to incorporate a pedestrian link into the redevelopment of land between Sim and Bay Streets.

Design development to facilitate vehicular and pedestrian circulation improvements as shown on the Sandringham Village Activity Centre map.

**Policy documents**

*Sandringham Village - Final Structure Plan* (Planisphere, 2006)
Sandringham Village Activity Centre map
11.03-1L Bay Street Brighton

Policy application

This policy applies to land as shown on the Bay Street Brighton Activity Centre map.

Retail core strategies

Consolidate retail activity between Hillcrest Avenue and Asling Street.
Encourage development (and associated use) of healthcare and related service providers.
Support the expansion of the night time economy.
Encourage development of residential uses at upper levels.

Retail core policy guidelines

Consider as relevant:

- Provision of minimum floor to ceiling heights of at least 3.5m at ground floor and loading bays at the rear to facilitate the development of shop and food premises uses.

Western office area strategies

Promote office uses at ground level and above.
Accommodate uses that generate pedestrian activity such as restaurants and entertainment uses while still maintaining predominantly office uses.
Locate 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.

Medical centres office and residential strategies

Facilitate a mix of residential, commercial and active uses at the street frontage.

Residential areas strategies

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, such as apartments.
Provide adequate off-street parking for all new dwellings.

Pedestrian and vehicular circulation strategies

Encourage access to off-street car parking via Bay Street to limit traffic impacts on local residential streets.
Incorporate pedestrian links between Bay Street and Outer Crescent in new developments.
Design development abutting the laneway adjacent to Warleigh Grove and surrounding residential streets to improve the amenity and safety of pedestrian access through measures such as passive surveillance, lighting or the like.
Support the development of a new car parking facility over the existing Council owned parking lot located between Marion Street and Willansby Avenue.

Pedestrian and vehicular circulation policy guidelines

Consider as relevant:
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.

Policy documents

*Bay Street Centre - Final Structure Plan* (Planisphere, 2006)
11.03-1L Church Street Brighton

Policy application

This policy applies to land contained in the Church Street Brighton Activity Centre map.

Retail core strategies

Consolidate retail activity between St Andrews and Male Street.
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.
Design building frontages to have a high degree of visual connection to the street.
Encourage mixed use development throughout the precinct and in particular around the railway station.
Encourage development of residential uses at upper levels.

Retail core policy guidelines

Consider as relevant:
- Provision of minimum floor to ceiling heights of at least 3.5m at ground floor and loading bays at the rear to facilitate the development of shop and food premises uses.

Office and mixed use strategies

Encourage office uses, particularly related to health and service uses at ground level.
Encourage the development or adaptation of upper levels for dwellings.
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.

Office and mixed use policy guidelines

Consider as relevant:
- That the additional car parking facility provides, along with the redeveloped car park on the corner of Carpenter and Black Street, between 120-160 additional car spaces.

Church St Andrews and New Street triangle strategies

Develop a health service cluster leveraging off the proximity to the Cabrini Hospital.

Residential areas strategies

Encourage residential development close to shops and services to provide a transition in height 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.
Public realm 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 development adjacent to Middle Brighton Railway Station to include windows at ground and upper floor levels that overlook the station and access lanes.

Pedestrian circulation strategies

Create new pedestrian links between Church Street and Well Street, as shown on the Church Street Brighton Activity Centre map located at:
- 86 Church Street and 21 – 27 Well Street.
- the Dendy Plaza (26 Church St, 8 St Andrews St, 1-3 Well St) and 5 Well St.
Retain a pedestrian link between Lindsay Street and the railway footpath as part of any redevelopment of the car park.

Policy documents

Consider as relevant:
- Church Street Centre - Final Structure Plan (Planisphere, 2006)
Hampton Street

Policy application

This policy applies to land contained in the Hampton Street activity centre Map.

Retail core strategies

Develop a high activity, retail and mixed use core, with active frontages, 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.
- 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 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.
Design building frontages to 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 residential at upper levels.

Retail core policy guidelines

Consider as relevant:
- Provision of minimum floor to ceiling heights of at least 3.5m at ground floor and loading bays at the rear to facilitate the development of shop and food premises uses.

Peripheral business and local shopping area strategies

Encourage mixed use developments with non-residential uses on the ground floor and residential on upper levels.
Encourage healthcare and related uses.
Design buildings fronting Hampton Street between Ludstone and Villeroy streets, and between Grenville and Hollyrood streets, to provide shops built to the footpath edge and car parking to the rear.
Design and layout development to support the use of the commercial area north of South Road as a local shopping centre.
Maintain and consolidate community service functions in the centre.

Office and multi-dwelling residential strategies

Maintain continuous shop fronts at street level.
Encourage development of residential at upper levels.
Encourage development for office activity in Small Street and Railway Crescent.
Residential areas strategies

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.

Pedestrian circulation strategies

Support development that assists in providing safe, attractive and direct routes throughout the centre and between the buses and trains.

Design development to 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.

Policy documents

*Hampton Street Centre - Final Structure Plan (Planisphere, 2006)*
11.03-1L Beaumaris

Policy application

This policy applies to land contained in the Beaumaris concourse activity centre map.

Strategies

Maintain a core retail role for the centre.
Design residential development at the rear or upper levels so that it does not prejudice the use of the ground floor for retail and entertainment uses.
Design residential or commercial development to incorporate effective noise attenuation measures to address conflict with adjoining uses.
Support development that is designed and sited to protect the amenity of the land and the surrounding area, including abutting residential uses.

Policy guidelines

Consider as relevant:

- Provision of minimum floor to ceiling heights of at least 3.5m at ground floor and loading bays at the rear to facilitate the development of shop and food premises uses.

Policy documents

Consider as relevant:

- *Beaumaris Concourse Activity Centre Structure Plan* (IUM, 2005)
Beaumaris concourse activity centre map

| Retail core | Active frontages required | Create new frontages to streets incorporating off-street parking |
Policy application

This policy applies to land contained in the Highett activity centre map.

Residential development strategies

Encourage medium density housing developments on consolidated lots in preferred residential development areas.

Design medium density housing in preferred residential areas to be multi-level developments that include basement or in-building car parking.

Encourage residential uses in upper levels of buildings and the rear of shops in the commercial and mixed use zones.

Allow sufficient space around new multi-level developments in residential areas, 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.

Design development to:
- Respect the character of Highett’s established residential areas.
- Balance the response to existing character with proximity to public transport and the core activity area.

Economic development strategies

Support mixed use development on land at the south-west corner of Hightett Road and Graham Road.

Support mixed-use development on the triangular site at the south-east corner of Graham Road and Hightett Road, with ground level retail and upper level residential or employment uses.

Encourage the establishment of offices and dwellings above and to the rear of shops fronting Hightett Road within the Hightett shopping centre.

Encourage the redevelopment of ground level car parks for mixed-use developments including office, residential and car parking within the Hightett shopping centre.

Support mixed-use developments with commercial uses at ground level on Hightett Road to the west of Middleton Street (south side of Hightett Road) and west of Train Street (north side Highett Road).

Access strategies

Support development that improves pedestrian safety on Hightett Road including through improved road crossings of Hightett Road and of side streets.

Limit the impact on traffic flows in Graham Road and Middleton Street from development.

Open up views and access to the Lyle Anderson Reserve from Graham Road on properties west of Lyall Anderson Reserve.

Provide an open space link when land to at 36-40 Graham Road Hightett is developed to create a connection between the Lyle Anderson Reserve and open space to be provided in the CSIRO site either as:
- An open space land contribution.
- An easement.
Environmental values strategies

Retain the Highett Grassy Woodland due to the substantial contribution it makes to biodiversity on a local and regional level.

Policy documents

Consider as relevant:

Policy application

This policy applies to land contained in the Martin Street activity centre map.

Objective

To develop the centre as a local hub for shopping, transport and a range of housing choices that respond to Martin Street’s neighbourhood scale and enhance its village atmosphere and heritage character.

Land Use strategies

Encourage a range of housing types and sizes to cater to different needs.
Locate housing above commercial premises to improve convenience for residents and increase the customer base for traders.
Support intensification of the commercial area to provide for commercial and residential growth and ensure the ongoing economic viability of the Martin Street activity centre.

Built form strategies

Design development to achieve a transition in building height and intensity between commercial precincts and between commercial and residential areas.
Discourage that project from upper floor facades or that are located above verandahs.

Access strategies

Design development to provide improved access and safety for vehicles, cyclists and pedestrians in Martin Street and at the interface with the Nepean Highway.
Increase the utilisation of laneways by development, through widening, lighting, signage and surveillance.
Ensure that development provides sufficient car parking to meet the needs of residents and visitors without compromising the streetscape.
Seek to establish continuous walking and cycle paths along the Nepean Highway corridor that connect existing networks.
Support development that improves the Gardenvale Railway Station environs to increase pedestrian safety and accessibility.

Policy documents

Consider as relevant:

- Martin Street Structure Plan (Bayside City Council, 2016)
Martin Street Brighton activity centre map
Black Rock

Policy application

This policy applies to land contained in the Black Rock Village neighbourhood activity centre map.

Strategies

Encourage development that responds to the unique character and amenity of the Centre and provides a transition at the interface between the centre and adjoining residential areas.

Encourage new residential uses above ground floor level.

Encourage commercial uses within the Black Rock Village Activity Centre that complement the local convenience function of the Centre.

Protect the centre’s convenience function and promote high levels of activity by discouraging the conversion of ground floor shopfronts to non-commercial uses, unless the proposed use makes a positive contribution to street life within the Centre.

Commercial street frontages should:

- Minimise the extent of blank walls, vehicle entrances and service utilities.
- Provide transparent glazing, window coverings and security grills that do not obscure views into premises.

Design development to provide articulated built form at both ground and upper levels.

Design development to provide adequate solar access to dwellings and limit unreasonable impacts on the amenity of adjoining buildings through visual bulk, overlooking or overshadowing.

Strengthen the centre’s tourism role by encouraging built form that provides a visual connection with Port Phillip Bay.

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

Support development that creates a safe pedestrian orientated environment throughout the Centre and between the Centre and the foreshore.

Maintain the supply of publicly available car parking spaces.

Locate the entrance to any basement car park away from the low point of the street.

Policy guidelines

Consider as relevant:

- Commercial street frontages that:
  - provide at least 5 metres or 80%, whichever is the greater, as an entry, display window or customer service area.
  - Seeking 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.
    - A width for other access lanes that can accommodate the traffic created by the number of properties likely to require future access.

Policy documents

Consider as relevant:

- Black Rock Village Neighbourhood Activity Centre: Strategic Framework Plan (CPG Australia, 2009 and addendum Bayside City Council 2012)
Black Rock Village neighbourhood activity centre map
Bayside Business District

Policy application

This policy applies to the land in a Commercial 2 Zone and a Mixed Use Zone as shown in Bayside Business District map.

Objectives

To encourage commercial, industrial and other uses that fulfill a business / employment focussed role.
To encourage commercial, industrial and other uses that complement rather than undermine the role of nearby Activity Centres.
To retain Bay Road as a key corridor for business.
To maximise local employment opportunities.
To consolidate and intensify business uses within the Bayside Business District.
To encourage and support the redevelopment of vacant sites and underutilised sites for commercial purposes.
To encourage improvement of built form, landscaping and urban design outcomes.

Use strategies

Facilitate developments that incorporate a mix of industries or other compatible uses.
Support home based businesses, non-polluting industry, export-oriented and high-tech businesses.
Design buildings to contain leasable floor areas that are capable of accommodating a diverse range of industrial and commercial uses.
Support large scale office uses that complement the industrial/business focus of the precinct.
Discourage the dilution of core commercial/industrial activities by retail uses and limit the scale of such uses to those suitable for serving local needs.
Discourage industrial uses that have the potential to create amenity conflicts with adjacent residential land.
Ensure that land proposed to be used for a sensitive use undergoes a Preliminary Site Investigation and any associated site testing consistent with EPA requirements, where necessary.
Encourage development within the Mixed Use Zone on the corner of Bay Rd and George St to contain a range of residential, commercial, industrial and other uses.
Encourage a mix of commercial and non-offensive industrial activities in the Mixed Use Zone to the west of Bay Road Heathland Reserve on the south side of Bay Road, that complement the future character and diversity of the area.
Ensure that any residential component of a mixed use development does not detrimentally impact on commercial and business activities.

Use policy guidelines

Consider as relevant:
- Discouraging office developments above 500 square metres that do not meet the strategic objectives of the area or minimise detrimental off-site impacts.
- Discouraging retail floor areas above 80 square metres.
- Discouraging industrial/warehouse units of less than 300 square metres and limiting the proportion of smaller units in any development.
Development strategies

Maintain the existing supply of large lots to attract a business anchor or corporate offices. Support development that provides an interface between commercial and residential properties that improves residential amenity and reduces land use conflicts. Design development to provide measures for protection from noise and odour that may be associated with other uses on the site or adjacent sites. Design development to provide for services, garbage collection and mail delivery.

Development policy guidelines

Consider as relevant:

- Discouraging subdivision of vacant land where no development application is proposed.

Access strategies

Provide vehicular access to commercial properties via roads other than primarily residential thoroughfares, unless no other legal or viable means of vehicle access to the land is available. Discourage access to commercial properties via Jack Road, unless no other legal or viable means of vehicle access to the land is available. Design and layout development to allow safe and efficient vehicle access and movement that:

- Separates residential and commercial traffic as far as practical.
- Accommodates the parking and traffic needs of the use or development.
- Allocates parking spaces to particular activities.

Access strategies

Consider as relevant:

- Avoiding more than one vehicle crossing per site onto Bay Road and minimising the interruption of footpaths by crossovers.

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

Design development to meet setbacks as identified in the Large lots south of Bay Road and Interface with Bay Road Heathland Sanctuary policy guidelines. Maintain business/commercial frontages at ground level along the full length of Bay Road and part of George Street to maintain the business/commercial function of the Bayside Business District. Discourage non-commercial frontage at ground floor level within the business/commercial frontages of Bay Road and George Street. Provide a mix of residential, commercial, industrial and other uses that reflect the objectives of the Bayside Business District.
Mixed Use Zone (corner of Bay Road and George Street, Sandringham)

policy guidelines

Consider as relevant:

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

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

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

Encourage more intensive development.

Design buildings fronting Bay Road to incorporate an active interface with Bay Road through articulation of building facades and landscaping within the building setback.

Design development to meet setbacks as identified in the Large Lots South of Bay Road policy guidelines.

Encourage business/commercial uses at ground level fronting Bay Road.

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

Provide on-site parking for employees, occupants and visitors to prevent adverse off-site impacts.

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

Building form and detailing strategies

Use building forms, or changes of surface treatment, or a combination of these, to provide visually interesting buildings, and to diminish visual bulk, avoiding buildings that present a poor quality frontage/interface with the street or an adjacent reserve.

Design buildings so that they do not present blank walls to the street that detract from the perception of a safe street environment.

Design ground floor street frontages to provide pedestrian/human scaled elements at street level.

Locate habitable spaces along the street frontage with windows overlooking the street.

Locate the main building entrance on the street frontage.

Design and locate entries to underground car parking areas so that they do not dominate the building frontage.

Minimise unreasonable shading of an adjacent reserve.

Avoid illumination that will detrimentally impact on significant indigenous vegetation in an adjacent reserve.

Landscaping strategies

Provide a substantial proportion of landscaping within the front setback that creates an attractive setting for the buildings and relates to the native vegetation theme in the area.

Retain large established native trees and provide for the planting of new wide spreading native canopy trees within the front setback where possible.

Provide sufficient permeable surfacing around trees that ensures their continual survival.
Avoid creating large areas of impervious surfaces.
Provide access paths to building entrances.

**Landscaping policy guidelines**

Consider as relevant:
- The comparatively limited scale of landscaping possible on lots in Advantage Road and small lots to the north and south of Bay Road due to physical constraints.

**Vehicle parking and loading areas strategies**

Minimise the visual and physical dominance of vehicles, car parking surfaces and service areas in the streetscape or from an adjacent reserve by:
- Minimising vehicle parking within the front setback.
- Locating permanent parking to the side or rear of the building, or below the ground floor of the building.
- Locating storage yards and loading docks to the side or rear of the building.
- Providing access paths to building entrances for pedestrians and disabled persons.

**Specific areas urban design policy guidelines**

Consider as relevant:

**Large lots south of Bay Road**

The preferred built form on large lots to the south of Bay Road is:
- A maximum building height of 14 metres.
- A minimum building setback of 15 metres from the street frontage.

**Northern side of Bay Road**

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

**Advantage Road and small lots north of Bay Road**

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

**Small lots south of Bay Road**

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

**Residential interfaces (side and rear) north of Bay Road**

The preferred built form on lots with residential interfaces to the north of Bay Road is:
- A maximum building height of 10.5 metres.
- A building setback having characteristics as detailed in the diagram below.
The preferred built form on lots with residential interfaces to the south of Bay Road is:

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

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

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

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

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

Policy documents

Bayside Business District map
Protection of biodiversity

Strategies

Retain significant tree and vegetation cover particularly in areas where trees and plants contribute to habitat, erosion control and absorption of run-off.
Design subdivision to retain links between habitat areas and open space.
Maintain indigenous vegetation forming part of the corridor along the sandbelt (golf club region).
Protect the biodiversity values of the Bay Road Heathland Sanctuary.
Provide landscaping treatments and flora species on properties adjoining the Bay Road Heathland Sanctuary that are compatible with its biodiversity values.
Implement measures to help control pest plants and animals wherever possible.

Policy guidelines

Consider as relevant:

- Providing a 3 metre wide, landscaped buffer zone around the perimeter of the Heathland Reserve on adjoining properties.
Protection of coastal area viewing points

Strategy

Protect key public viewing points along the foreshore.
Port Phillip Bay

Strategies

Improve the quality of water entering Port Phillip Bay through the installation of litter traps in locations that will maximise water quality with minimal impact on visual or environmental values, including private property.
Coastal inundation and erosion

Strategies

Design and construct foreshore infrastructure to protect the foreshore and itself from the potential impacts of climate change.
Amenity Strategies

Design commercial buildings at the interface between business and residential precincts to respect the amenity of existing residential uses, particularly in relation to noise generating uses and equipment.

Encourage the preparation of master plans for all schools, hospitals, retirement villages and other large institutions to provide greater certainty for both institutions and surrounding residents particularly regarding hours of operation and the provision of parking and drop off areas.

Regulate hours of operation of community facilities and services if necessary to minimise amenity impacts on residential amenity.
13.07-1L  Discretionary uses in residential areas

Policy application

This policy applies to an application to use or develop land for a discretionary use in a residential zone.

Objectives

To ensure that development responds to the preferred neighbourhood character.
To support discretionary uses in residential areas that serve a local need and do not adversely affect residential amenity.

Location, siting, built form and design strategies

Encourage discretionary uses to locate on sites that:

- Abut a Road Zone or collector road.
- Are on a corner.
- Are located on the periphery of commercial areas or adjacent to other discretionary uses to provide a transition between commercial and residential areas.
- Are located near similar community and support facilities.
- Are located within walking distance of public transport and promotes safe and convenient pedestrian access.

Encourage site consolidation where needed to provide adequate on-site parking, landscaping and setbacks.

Encourage use and development that respects the prevailing built form, scale and materials and finishes of surrounding buildings and responds to the preferred neighbourhood character.

Encourage the retention of an existing dwelling.

Design vehicle parking and access areas so they do not form a dominant element in the streetscape.

Locate car parking at the rear of the premises where possible.

Retain existing trees and garden areas on the site.

Location, siting, built form and design policy guidelines

Consider as relevant:

- Front setbacks consistent with the prevailing setbacks in the area and meet requirements at Clause 54.03, Standard A3.
- Setbacks from side and rear boundaries in accordance with the setback provisions contained in Clause 54.04, Standard A10.
- any increase in building height is transitional and represents a height increase of no more than one storey above the prevailing building height.
- Front fencing at a maximum of 1.2 metres in height. Where Child care centres proposed play areas within the front setback, fencing should not exceed the minimum height required by any relevant legislation.
- A minimum landscape buffer of 2.0 metres from the side and rear boundaries where car parking abuts an adjoining residential property.
- A minimum landscape buffer of 3 metres from the front boundary where car parking is located in the front setback unless a narrower buffer can achieve the same density, height and width of screen planting as the minimum buffer.
Traffic and carparking strategies

pProvide on-site parking that adequately caters for the needs of the use.
Design off street parking areas to allow for entry and exit to the site in a forward direction and restrict the number of vehicle access points.
Provide dedicated pickup/drop off areas for Childcare centres.
Support uses that will generate traffic movements appropriate to the street and the locality and will not adversely affect existing traffic patterns and safety.

Traffic and carparking policy guidelines

Consider as relevant:

- Providing car parking as follows:
  - For medical centres: five car parking spaces per practitioner.
  - For child care centres: 0.7 car parking spaces per full time staff member (on site at any one time) and 0.1 car parking spaces per child enrolled.
- Providing at least one disabled car space, with a minimum width of at least 3.2 metres.
- Restricting the number of vehicle access points to one unless two access points are required for the safe, convenient and efficient movement of vehicles.

Sign strategies

Limit signs to what is required for identification purposes.
Minimise sign lighting and only use it when required during business hours.

General amenity strategies

Locate, manage or design uses so that nearby residential properties are not subjected to unreasonable levels of noise.
Design and site waste storage and collection areas in a way that does not prejudice the amenity of nearby residential properties or visually impact the streetscape.
Limit hours of operation so the use does not have an adverse impact on the amenity of the existing residential area including the timing of waste collection.

General amenity policy guidelines

Consider as relevant:

- Acoustic treatments such as acoustic fencing where necessary to mitigate unreasonable noise impacts.
- Limiting hours of operation as follows:
- Child care centres
  - Monday – Friday – 7am to 7.30pm
- Medical centres
  - Monday – Wednesday 8am – 7pm
  - Thursday – Friday 8am – 9pm
  - Saturday 8am – 1pm
  - Sunday and public holidays – closed
- Whether the locational characteristics of the site, proximity to sensitive residential areas or the potential for off-site impacts should allow for greater or reduced operating hours.
Urban design

General strategies

Design access to meet the mobility needs of all community members including motorised scooters, wheel chairs and prams.

Design development to maintain safety and security for all users through lighting of pedestrian areas used at night, the location and height of planting, the orientation of buildings and type of fencing.

Retain significant trees including designing and locating buildings and works to protect them.

Promote the incorporation of art in public places.

Encourage permeable fencing on street frontages for private and commercial developments to improve the pedestrian experience and perception of safety.

Maintain and enhance the traditional, fine grain streetscape rhythm and building scale of activity centres.

Maintain the spacious, low scale landscaped character of residential precincts, with residential buildings set back within vegetated front gardens and streetscapes.

Enhance safety, accessibility and appearance of laneway connections and off-street car parks by improving view lines and lighting.

Beach Road/The Esplanade strategies

Design development abutting Beach Road/The Esplanade to complement the foreshore environment and reinforce their role as scenic boulevards.

Seek a consistent approach to the design of Beach Road/The Esplanade infrastructure including vehicle crossings, loading and parking facilities.

Sign strategies

Design signs to be compatible with the style of buildings and the streetscape.

Discourage permanent commercial advertising and promotional signs in public open space.

Ensure signage on recreation reserves is consistent with Temporary Advertising Signs on Recreation Reserves (AUTHOR, 2004 Revised 2018).

Policy documents

Consider as relevant:

- Temporary Advertising Signs on Recreation Reserves (AUTHOR, 2004 Revised 2018)
Subdivision design

Strategy

Design subdivision of land in residential areas to contribute to the preferred neighbourhood character.
15.01-5L Bayside preferred neighbourhood character

Policy application

This policy applies to development in the Neighbourhood Residential Zone, General Residential Zone and Mixed Use Zone as shown on the Neighbourhood character precincts map forming part of this Clause. This does not include land affected by the Neighbourhood Character Overlay or the Significant Landscape Overlay.

General objectives

To retain and enhance the identified elements that contribute to the character of the area.
To ensure that development is responsive both to the site and the preferred future character of the area.
To encourage development that accommodates the need for change around activity centres while respecting the desired future character of the area.
To encourage the retention of dwellings that contribute to the valued character of the Precinct.
To maintain and enhance the garden settings of the dwellings.
To maintain and enhance the bayside vegetation character of the area.
To provide space for front gardens.
To maintain the rhythm of spacing between buildings.
To minimise loss of front garden space and the dominance of car parking facilities, driveways and crossovers.
To respect the dominant building forms and scale of buildings in a Precinct.
To ensure that development does not visually dominate the streetscape or adjacent identified heritage buildings.
To ensure that new buildings provide an articulated and interesting façade to the street.
To respect the identified heritage qualities of adjoining buildings.
To use building materials and finishes that complement the dominant pattern within the streetscape or reflect the building materials in locations where there is particular consistency.
To use a variety of building materials and finishes that provide visual interest in the streetscape.
To use building materials and finishes that complement the natural setting in coastal locations.
To maintain and improve the openness of streetscapes and the visual connection between buildings and the street.
To encourage views of front gardens.

General strategies - all precincts

Encourage development to provide innovative architectural responses in responding to the preferred character of a precinct.
Where adjoining an identified heritage building, design development to respect the height, building form, siting, materials and massing of the heritage buildings.
Avoid imitating or reproducing historic building styles and detailing.
Design and site car parking facilities so that they do not dominate the façade or view of the dwelling.
Articulate the form of buildings and elevations, particularly where viewed from the public realm.
Discourage the planting of environmental weeds.
General policy guidelines - all precincts

Consider:

- whether the characteristics in the immediate vicinity of the site exemplify a preferred future character that is different from the precinct in which the site is located.
- Whether the site is located within a Key or Moderate Residential Growth Area as shown on the Residential Strategic Framework Plan at Clause 02.04 and the extent to which this may alter the relevance of the design responses to consideration of the proposal.

Precinct A1 preferred character strategies

Retain wherever possible dwellings from the inter-war era that are intact, in good condition and that contribute to the valued character of the Precinct.
Retain the front of valued existing dwellings in alterations and extensions and design them to be complementary to the building era.
Design development to respect valued older dwellings while not replicating these styles.
Design development to respect the dominant building forms in the Precinct, provide innovative architectural responses with well-articulated facades, use simple detailing and a combination of materials including:
  - Articulating the form of buildings and elevations, particularly front facades.
  - Recessing upper storey elements from the front façade.
  - Using low pitched roof forms, with eaves.
  - Using similar tonings in the colours of new buildings where consistent materials are used in the streetscape.
  - Avoiding the use of brightly coloured building materials and excessive use of render on external walls in areas of consistent brick materials.
Site buildings to maintain generous front and side setbacks and provide space for the planting of substantial vegetation including large specimen trees.
Locate garages and car ports at or behind the line of the dwelling.
Minimise hard paving in front yards and loss of front garden space.
Provide front fences that are low and open in style, in order to maintain an openness to the streetscape, and consistent with the era and style of the dwelling.
Where high front fences are allowed along heavily trafficked roads, the fence should be set back to allow for buffer planting in front, or incorporate recesses for planting.

Precinct A1 preferred character policy guidelines

Consider as relevant:

- Providing only one vehicular crossover per site frontage, unless the frontage is substantially wider than those that are prevalent in the precinct.
- Underground car parking accessed from the front of the site only where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.

Precinct A2 preferred character strategies

Retain wherever possible dwellings from the pre World War 2 era that are intact, in good condition and contribute to the valued character of the Precinct.
Retain the front of valued existing dwellings including alterations and extensions and design them to be complementary to the building era.
Retain existing vegetation and provide for the planting of trees and shrubs wherever possible.

[22.06-4]
Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.

Minimise the loss of front garden space.

Locate garages and car ports at or behind the line of the dwelling.

Minimise the number of vehicular crossovers.

Provide for vehicular access from a rear laneway where possible.

Recess upper level elements from the front façade.

Maintain the consistently pitched roof forms and highly articulated front wall facades form a unified, fine grain subdivision pattern.

Encourage contemporary architectural responses that respect surrounding dominant building styles through adopting, adapting or re-interpreting existing building forms (eg. façade proportions and articulation, roof forms, plan forms) without copying or reproducing historic building styles or detailing.

Incorporate light materials in building facades including timber or a combination of masonry and non-masonry materials where possible, and render, bag or paint large brick surfaces.

Avoid heavy design detailing (eg. masonry columns and piers) and excessive use of a single masonry material or render on external walls.

Provide low, open style front fences consistent with the era of the dwelling.

**Precinct A2 preferred character policy guidelines**

Consider as relevant:

- Providing a single width crossover, where required and where the pattern is established in the street.

**Precinct B1 preferred character strategies**

Retain wherever possible pre World War 2 era dwellings that are intact, in good condition and contribute to the valued character of the Precinct.

Retain the front of valued existing dwellings including alterations and extensions.

Retain large canopy trees wherever possible.

Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.

Minimise loss of front garden space.

Locate garages and car ports behind the line of the dwelling.

Provide vehicular access from a rear laneway where possible, while maintaining pedestrian access from the street frontage.

Recess upper storey elements from the front façade.

Use similar tonings in the colours of new buildings, where consistent materials are used in the streetscape avoiding excessive use of render on external walls.

Provide low, open style front fences consistent with the building era.

**Precinct B1 preferred character policy guidelines**

Consider:

- Providing only one vehicular crossover per site frontage, unless the frontage is substantially wider than those that are prevalent in the precinct, where no alternative is available.
Precinct B2 preferred character strategies

Retain wherever possible pre World War 2 era dwellings that are intact, in good condition and contribute to the valued character of the Precinct.
Retain the front of valued existing dwellings in alterations and extensions.
Retain large canopy trees wherever possible.
Site buildings to allow space for the planting of substantial vegetation.
Site buildings to create the appearance of space between buildings.
Minimise loss of front garden space.
Locate garages and carports behind the line of the dwelling.
Articulate the form of buildings and elevations, particularly front facades.
Recess upper storey elements from the front façade.
Incorporate a variety of building materials such as brick, render, timber and non-masonry into the building design that provide visual interest in the streetscape.
Use simple building details.
Provide low, open style front fences other than along heavily trafficked roads.
Design front fences to be consistent with the building era.

Precinct B2 preferred character policy guidelines

Consider:
- Providing only one vehicular crossover per site frontage, unless the frontage is substantially wider than those that are prevalent in the precinct or enable developers to where no alternative is available.
- Underground car parking accessed from the front of the site only where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.

Precinct B3 preferred character strategies

Retain large canopy trees wherever possible.
Site buildings to allow space for the planting of substantial vegetation.
Site buildings to create the appearance of space between buildings.
Minimise loss of front garden space.
Locate garages and carports behind the line of the dwelling.
Minimise paving in front garden areas including driveways and crossovers.
Articulate the form of buildings and elevations, particularly front facades and roofs.
Recess upper storey elements from the front façade.
Provide low, open style front fences, other than along heavily trafficked roads.
Encourage the use of vegetation as an alternative to high fences where privacy is required.

Precinct B3 preferred character policy guidelines

Consider as relevant:
- Providing only one vehicular crossover per site frontage, unless the frontage is substantially wider than those that are prevalent in the precinct.
**Precinct B4 preferred character strategies**

Site buildings to allow space for the planting of substantial vegetation.
Encourage contemporary architectural responses to surrounding dominant building styles including using techniques such as:
- Articulated roof forms visible from the street and extending beyond the walls.
- Horizontal and vertical articulation to wall surfaces in building design.
Incorporate a variety of building materials such as brick, render, timber and non masonry into the building design.
Provide low, open style front fences, other than along heavily trafficked roads.

**Precinct B5 preferred character strategies**

Retain wherever possible dwellings from the pre World War 2 era that are intact, in good condition and contribute to the valued character of the Precinct.
Retain the front of valued existing dwellings in alterations and extensions and design them to be complementary to the building era.
Retain existing vegetation and provide for the planting of new trees and shrubs wherever possible.
Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.
Minimise the loss of front garden space.
Locate garages and car ports at or behind the line of the dwelling.
Minimise paving in front garden areas including driveways.
Recess upper level elements from the front façade.
Encourage contemporary architectural responses that respect surrounding dominant building styles and fine grain subdivision pattern.
Maintain the pitched roof forms and highly articulated front wall facades.
Encourage contemporary architectural responses that respect surrounding dominant building forms through adopting, adapting or re-interpreting existing building forms (eg. Façade proportions and articulation, roof forms, plan forms) without copying or reproducing historic building styles or detailing.
Incorporate a variety of building materials such as brick, render, timber and non-masonry into the building design.
Use roof materials such as terracotta or red, black or subdued coloured tiles or similar.
Use simple building details.
Provide low, open style front fences other than along heavily trafficked roads.
Design front fences to be consistent with the building era.

**Precinct B5 preferred character policy guidelines**

Consider as relevant:
- Providing only one vehicular crossover per site frontage, unless the frontage is substantially wider than those that are prevalent in the precinct.
Precinct C1 preferred character strategies

Retain wherever possible dwellings from the pre World War 2 era that are intact, in good condition and contribute to the valued character of the Precinct.

Retain the front of valued existing dwellings in alterations and extensions and design them to be complementary to the building era.

Enhance the bayside vegetation character of the area.

Retain large trees and established native and traditional coastal vegetation and provide for the planting of new indigenous coastal trees where possible.

Site buildings to create the appearance of space between buildings and accommodate substantial vegetation and minimise the loss of front garden space.

Locate garages and car ports at or behind the line of the dwelling.

Minimise loss of front garden space.

Minimise paving in front garden areas including driveways.

Recess upper level elements from the front façade.

Encourage the use of a variety of building materials, finishes and design detail that complement the coastal setting.

Avoid high pitched roof forms with dormer windows.

Use a mix of materials including, timber, render, non-masonry wall, stone and brick materials in building design.

Minimise the use of heavy materials for external building elements (eg. large masonry columns and piers).

Use simple building details and articulate roof forms.

Provide low, open style front fences other than along heavily trafficked roads.

Create a visually interesting and attractive built form interface with the foreshore reserve, on properties fronting the reserve or visible from the reserve by:

- Articulating the form of buildings and elements, particularly front facades, including elements that lighten the building form such as balconies, verandahs, non-reflective glazing and light-transparent balustrading.
- Avoiding blank walls and highly reflective materials facing the foreshore.
- Using a mix of contemporary and traditional coastal materials, textures and finishes, including render, timber, non-masonry sheeting, glazing, stone and brick and avoiding highly reflective materials or glazing.
- Providing articulated roof forms to create an interesting skyline when viewed from the beach.
- Creating a distinction between public and private spaces along the foreshore by providing a fence or landscaping treatment to delineate the property boundary fronting the foreshore reserve.

Precinct C1 preferred character policy guidelines

Consider as relevant:

- Underground car parking accessed from the front of the site only where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.
Precinct C2 preferred character strategies

Use landscaping materials and plants within the beachside setback that contribute to the coastal character and amenity of the foreshore reserve.
Site and design buildings to allow views between buildings and accommodate substantial vegetation.
Avoid dwellings that overwhelm the foreshore reserve.
Locate garages and car ports at or behind the line of the dwelling.
Minimise hard paving in front yards.
Encourage contemporary architectural building design that responds to the characteristics of its coastal location.
Articulate the form of buildings and elements, particularly front facades, and include elements that lighten the building form such as balconies, verandahs, non-reflective glazing and light-transparent balustrading.
Avoid heavy design detailing (eg. large masonry columns and piers, solid balustrading).
Avoid blank walls facing the foreshore.
Use building materials and finishes that complement the coastal setting including masonry, timber, other non-masonry wall materials, or render.
Avoid large areas of masonry materials or render on external wall surfaces.
Avoid highly reflective materials or glazing.
Avoid bulky unbroken roof forms and high pitched or mansard roofs with dormer windows.
Create a distinction between public and private spaces along the foreshore by providing a fence or landscaping treatment to delineate the property boundary fronting the foreshore reserve.

Precinct C2 preferred character policy guidelines

Consider as relevant:
- Underground car parking accessed from the front of the site only where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.

Precinct D1 preferred character strategies

Retain existing large trees wherever possible.
Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.
Minimise loss of front garden space.
Locate garages and car ports at or behind the line of the dwelling.
Minimise paving in front garden areas including driveways and crossovers.
Design buildings to respect the low scale horizontal forms and generous side boundary setbacks of the area including by recessing two storey elements and incorporating low pitched roof forms with eaves.
Incorporate design elements into the front façade such as, recessed portions, projecting elements behind the front setback line, combinations of materials, textures or colours or other elements providing articulation.
Where consistent brick colours are used in the streetscape, use similar toning in the colours of new buildings, avoiding brightly coloured external building materials in areas of consistent brick materials.
Use simple building details without replication of older styles.
Design front fences to be open and consistent with the building era.

**Precinct D2 preferred character strategies**

Retain existing large trees wherever possible.
Minimise loss of front garden space.
Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.
Design buildings so they do not dominate the streetscape including thorough:
  - Incorporating articulated roof forms and front or side wall surfaces in new buildings visible from the street.
  - Recessing second storey elements from the front façade.
Where consistent brick colours are used in the streetscape, use similar toning in the colours of new buildings, avoiding brightly coloured external building materials in areas of consistent brick materials.
Provide low, open style front fencing, other than along heavily trafficked roads. Where no front fencing predominates, use vegetation as an alternative.
Discourage poorly articulated or visually dominant development fronting the golf course.
Where development directly borders the golf course, recess upper levels from the boundary nearest the open space.

**Precinct D3 preferred character strategies**

Retain wherever possible dwellings from the pre World War 2 era that are intact, in good condition and contribute to the valued character of the Precinct.
Retain the front of valued existing dwellings in alterations and extensions and design them to be complementary to the building era.
Site buildings to create the appearance of space between buildings and accommodate substantial vegetation and minimise the loss of front garden space.
Locate garages and car ports at or behind the line of the dwelling.
Minimise paving in front garden areas including driveways.
Recess second storey elements from the front façade.
Incorporate design elements into the front façade such as recessed portions, projecting elements behind the front setback line, combinations of materials, textures or colours or other elements providing articulation.
Reflect the lightness of the streetscape through the use of building materials and finishes such as weatherboard or a combination of masonry and non-masonry wall materials where possible, or render or paint large brick surfaces.
Avoid the excessive use of render on external wall surfaces.
Avoid the use of heavy materials and design detailing (eg. large masonry columns and piers).
Provide low, open style front fences other than along heavily trafficked roads.

**Precinct D4 preferred character strategies**

Retain large canopy trees wherever possible.
Site buildings to allow space for the planting of substantial vegetation.
Site buildings to create the appearance of space between buildings.
Minimise loss of front garden space.
Locate garages and carports behind the line of the dwelling.
Recess upper storey elements from the front façade.
Provide low, open style front fences, other than along heavily trafficked roads.
Encourage the use of vegetation as an alternative to high fences where privacy is required.

**Precinct E1 preferred character strategies**

Retain wherever possible dwellings from the pre World War 2 era that are intact, in good condition and contribute to the valued character of the Precinct.
Retain the front of valued existing dwellings in alterations and extensions and design them to be complementary to the building era.
Retain large trees and established vegetation and provide for the planting of trees where possible.
Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.
Minimise the loss of front garden space.
Locate garages and car ports at or behind the line of the dwelling.
Minimise paving in front garden areas including driveways and crossovers.
Recess second storey elements from the front façade.
Articulate front facades, and provide roofs with eaves.
Encourage building facades to add visual interest to the streetscape through a mix of materials, colours and finishes in building facades, drawn from the palette commonly found in the area.
Avoid excessive use of render or one material on external wall surfaces.

**Precinct E2 preferred character strategies**

Retain established native and traditional coastal vegetation.
Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.
Locate garages and car ports at or behind the line of the dwelling.
Minimise paving in front garden areas including driveways.
Recess upper level elements from the front façade.
Incorporate a pitched roof form with eaves.
Avoid high pitched or mansard roof forms with dormer windows.
Reflect the lightness of the streetscape through use of building materials and finishes.
In streetscapes where weatherboard predominates, incorporate timber or other non-masonry wall materials where possible.
Avoid heavy design detailing (eg. large masonry columns and piers).
Provide low, open style front fences consistent with the building era.
Create a visually interesting and attractive built form interface with the foreshore reserve, on properties fronting the reserve and visible from the reserve by:
  - Articulating the form of buildings and elements, particularly front facades, including elements that lighten the building form such as balconies, verandahs, non-reflective glazing and light-transparent balustrading.
  - Avoiding blank walls and highly reflective materials facing the foreshore.
Using a mix of contemporary and traditional coastal materials, textures and finishes, including render, timber, non-masonry sheeting, glazing, stone and brick and avoiding highly reflective materials or glazing.

Providing articulated roof forms to create an interesting skyline when viewed from the beach.

**Precinct E2 preferred character policy guidelines**

Consider as relevant:

- Underground car parking accessed from the front of the site only where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.

**Precinct E3 preferred character strategies**

Retain wherever possible Inter-War Californian Bungalow style dwellings that are intact, in good condition and contribute to the valued character of the Precinct.

- Retain the front of valued existing dwellings in alterations and extensions and design them to be complementary to the building era.

- Retain large trees and established vegetation where possible and provide space for the planting of new vegetation.

- Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.

- Minimise the loss of front garden space.

- Locate garages and car ports at or behind the line of the dwelling.

- Minimise paving in front garden areas including driveways.

- Recess second storey elements from the front façade.

- Incorporate pitched roof forms with eaves.

- Use lighter looking building materials and finishes that complement weatherboard where it predominates in the streetscape by incorporating timber or other non-masonry wall materials where possible.

- Avoid the use of heavy materials and design detailing where weatherboard predominates (eg. large masonry columns and piers).

- Provide medium height, open style front fences other than along heavily trafficked roads.

- Design front fences to be consistent with the building era.

**Precinct E4 preferred character strategies**

Retain established native and traditional coastal vegetation and provide for the planting of indigenous coastal trees.

- Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.

- Locate garages and car ports at or behind the line of the dwelling.

- Minimise loss of front garden space and paving in front garden areas including driveways.

- Encourage contemporary architectural responses to the coastal location and design buildings to respond to the characteristics of the location and site.

- Incorporate building elements and details that contribute to a lightness of structure.

- Avoid high pitched roof forms with dormer windows.
Incorporate timber or other non-masonry wall materials where possible, avoiding heavy design detailing (eg. large masonry columns and piers).

Use lighter coloured building materials and finishes.

Avoid excessive use of render on external wall surfaces.

Create a visually interesting and attractive built form interface with the foreshore reserve, on properties fronting the reserve and visible from the reserve by:

- Articulating the form of buildings and elements, particularly front facades, including elements that lighten the building form such as balconies, verandahs, non-reflective glazing and light-transparent balustrading.
- Avoiding blank walls and highly reflective materials facing the foreshore.
- Using a mix of contemporary and traditional coastal materials, textures and finishes, including render, timber, non-masonry sheeting, glazing, stone and brick and avoiding highly reflective materials or glazing.
- Providing articulated roof forms to create an interesting skyline when viewed from the beach.

**Precinct E4 preferred character policy guidelines**

Consider as relevant:

- Underground car parking accessed from the front of the site only where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.

**Precinct F1 preferred character strategies**

Retain wherever possible pre World War 2 era dwellings and inter-war Californian Bungalows that are intact, in good condition and contribute to the valued character of the Precinct.

Retain the front of valued existing dwellings in alterations and extensions and design them to be complementary to the building era.

Retain established trees and vegetation.

Replace any trees removed with species that will grow to a similar height.

Encourage replanting of indigenous sandbelt vegetation.

Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.

Minimise loss of front garden space.

Locate garages and car ports at or behind the line of the dwelling.

Recess second storey elements from the front façade.

Avoid high pitched or mansard roof forms with dormer windows.

Reflect the lightness of the streetscape created through the use of a mix of building materials and finishes such as a variety of timber or other non-masonry wall materials where possible.

Avoid heavy design detailing (eg. large masonry columns and piers).

Provide low, open style front fences other than along heavily trafficked roads.

Design front fences to be consistent with the building era.

Create a visually interesting and attractive built form interface with the foreshore reserve, on properties fronting the reserve and visible from the reserve by:

- Articulating the form of buildings and elements, particularly front facades, including elements that lighten the building form such as balconies, verandahs, non-reflective glazing and light-transparent balustrading.
Avoiding blank walls facing the foreshore.

Using a mix of contemporary and traditional coastal materials, textures and finishes, including render, timber, non-masonry sheeting, glazing, stone and brick and avoiding highly reflective materials or glazing.

Providing articulated roof forms to create an interesting skyline when viewed from the beach.

**Precinct F1 preferred character policy guidelines**

Consider as relevant:

- Underground car parking accessed from the front of the site only where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.

**Precinct G1 preferred character strategies**

Retain large established trees wherever possible and provide for the planting of new trees.

Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.

Incorporate design elements into the front façade design of new dwellings such as recessed portions, projecting elements behind the front setback line, combinations of materials, textures or colours or other elements providing articulation.

Use pitched roof forms with eaves.

Avoid high, solid front fencing.

**Precinct G2 preferred character strategies**

Retain large established trees wherever possible and provide for the planting of new trees.

Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.

Minimise impervious surfaces, particularly in the front garden space.

Recess two storey elements from the front facade.

Articulate the form of dwellings and elevations, particularly front facades.

Utilise materials, textures and colours to provide articulation and interest in the building design.

Avoid high, solid front fencing.

**Precinct G3 preferred character strategies**

Set buildings back to provide space for substantial vegetation and landscaping in front setbacks.

Provide garden areas that include substantial vegetation.

Avoid car parking in front setbacks, including the removal of existing car parking in front setback areas.

Reduce existing site coverage wherever possible while respecting the historically greater site coverage in the Precinct.

Increase the provision of landscaping to strengthen the landscape character of the area and provide an improved interface with surrounding residential areas.
Support the use of more innovative landscaping options such as planter boxes, climbers, creepers and vertical gardens in locations with no or small side or rear boundary setbacks. Provide balconies and outdoor courtyards with space for vegetation that may be visible from the street. Discourage the use of impervious surfaces in front, side and rear setbacks other than driveways. Remove existing commercial or industrial width vehicular crossings and provide standard residential crossover widths. Locate car parking spaces, garages and car ports to the rear or side of the building. Design garage doors and car parking structures to integrate with the building, its colours and materials. Design building facades and roof forms to complement the nearby residential area. Design the following elements to respect the preferred neighbourhood character of the surrounding residential area:

- Façade articulation and detailing.
- Materials, finishes and colours.
- A pitched roof form.

Incorporate design elements into the front façade such as recessed portions, projecting elements behind the front setback line, combinations of materials, textures or colours or other elements providing articulation.

Provide a low, permeable residential style front fence or no front fence, or vegetation as an alternative to fencing.

**Precinct G3 preferred character policy guidelines**

Consider as relevant:

- Walls of buildings set back a minimum of 6 metres from any street frontage or sideage.
- Where existing buildings are to be re-used, increasing the permeable area available on-site for landscaping, without increasing the building site coverage if over 60%.
- A building site coverage not exceeding 60% in new developments.
- Providing no more than one vehicular crossover per residential site width street frontage or sideage.
- A front fence of up to 1.2 metres in height where fencing is proposed.

**Precinct H1 preferred character strategies**

Retain established large trees; the area’s native and traditional coastal vegetation; and provide for the planting of new native coastal trees (locate footings outside root zone). Site buildings to create the appearance of space between buildings and accommodate substantial vegetation. Minimise impervious surfaces particularly in front garden areas and loss of front garden space. Locate garages and carports behind the line of the dwelling. Recess upper level elements from the front façade. Use pitched roof forms. Use a mix of materials, textures and finishes including render, timber, non-masonry sheeting, glazing, stone and brick. Provide low, open style front fences, other than along heavily trafficked roads.
**Precinct H2 preferred character strategies**

Retain large, established trees wherever possible and provide for the planting of new indigenous trees and shrubs (locate footings outside root zone).

Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.

Minimise impervious surfaces, particularly in the front garden.

Locate garages and carports at or behind the line of the dwelling.

Incorporate design elements into the front façade such as recessed portions, projecting elements behind the front setback line, pitched roof forms, combinations of materials, textures or colours or other elements providing appropriate articulation.

Recess upper levels from the front façade.

Use a mix of materials, textures and finishes including render, timber, non-masonry sheeting, glazing, stone and brick.

Provide low, open style front fencing, other than along heavily trafficked roads.

Use vegetation as an alternative means of fencing where possible.

**Precinct H3 preferred character strategies**

Retain large established trees and understorey, and provide for the planting of new indigenous trees wherever possible (locate footings outside root zone) in order to strengthen the bushy garden character of the area.

Minimise impervious surfaces particularly in front garden spaces to ensure space for plantings.

Site buildings to create the appearance of space between buildings and provide adequate space to accommodate substantial vegetation.

Minimise loss of front garden space.

Locate garages and carports behind the line of the dwelling.

Minimise site disturbance and impact of the building on the landscape.

Design buildings to follow the contours of the site on sloping sites.

Minimise the use of retaining walls and battering of slopes near vegetation or near boundaries, unless it will facilitate a less intrusive built form.

Design buildings and extensions so as not to exceed the predominant tree canopy height.

Incorporate design elements into the front façade design of new dwellings such as recessed portions, projecting elements behind the front setback line, combinations of materials, textures or colours or other elements providing articulation.

Recess upper levels from the front façade.

Use a mix of materials, textures and finishes including render, timber, non-masonry sheeting, glazing, stone and brick.

Provide low, open style front fences, other than along heavily trafficked roads.

Use vegetation as an alternative means of fencing where possible.

**Precinct H3 preferred character policy guidelines**

Consider as relevant:

- Underground car parking accessed from the front of the site should only be provided where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.
**Precinct H4 preferred character strategies**

Retain large, established trees wherever possible and provide for the planting of new indigenous trees and shrubs (locate footings outside root zone).

Site buildings to create the appearance of space between buildings and accommodate substantial vegetation.

Avoid the use of exotic plant species.

Locate garages and carports behind the line of the dwelling.

Minimise paving in front garden areas including driveways and crossovers.

Encourage innovative architecture that reflects the bayside setting and design buildings to respond to the characteristics of the location and site.

Incorporate building elements and details that contribute to a lightness of structure including balconies, verandahs, glazing and light transparent balustrading.

Avoid heavy design detailing (eg. Masonry columns and piers) and highly reflective materials or glazing.

Use a mix of contemporary and traditional coastal materials, textures and finishes including render, timber, non-masonry sheeting, glazing, stone and brick.

Provide open style front fencing.

Create a visually interesting and attractive built form interface with the foreshore reserve, on properties fronting Beach Road and visible from the reserve by:

- Ensuring dwellings present visually interesting elevations on all faces visible from the public domain, where properties front both Beach Road and another street.
- Using landscaping materials and coastal plants within the front setback that contribute to the coastal character and amenity of the street.
- Providing articulated roof forms to create an interesting skyline when viewed from the beach.
- Providing low or open style front fencing along Beach Road frontages.

**Precinct H4 preferred character policy guidelines**

Consider as relevant:

- Underground car parking accessed from the front of the site only where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.

**Precinct H5 preferred character strategies**

Minimise impervious surfaces, particularly in front yard spaces.

Site buildings to create the appearance of space between buildings and provide adequate space to accommodate substantial vegetation.

Locate garages and carports behind the line of the dwelling.

Recess second storey elements from the front façade.

Use low pitched roof forms with eaves.

Use a mix of materials, textures and finishes including render, timber, non-masonry sheeting, glazing, stone and brick.

Provide low, open style front fencing, other than along heavily trafficked roads.

Use vegetation as an alternative means of fencing where possible.
**Precinct H6 preferred character strategies**

Retain established native and traditional coastal vegetation where possible and provide for the planting of new native coastal trees and shrubs (locate footings outside root zone).

Site buildings to create the appearance of space between buildings and provide space to accommodate substantial vegetation.

Minimise impervious surfaces particularly in front garden spaces.

Minimise loss of front garden space.

Locate garages and car ports behind the line of the dwelling.

Provide for reasonable sharing of views to the bay and coast by siting buildings should to take into account the view corridors to the bay and coast from nearby properties and public viewing areas.

Encourage innovative architectural responses to the coastal location and design buildings to respond to the characteristics of the location and site.

Incorporate building elements, materials and details that contribute to a lightness of structure including balconies, verandahs, glazing and light transparent balustrading.

Use a mix of materials, textures and finishes including render, timber, non-masonry sheeting, glazing, stone and brick.

Provide low, open style front fences, other than along heavily trafficked roads.

**Precinct H6 preferred character policy guidelines**

Consider as relevant:

- Underground car parking accessed from the front of the site only where other options are not possible due to site constraints, the garage doors do not dominate the façade and the front setback area is retained as predominantly garden space.

**Precinct H7 preferred character strategies**

Retain large, established trees and provide for the planting of new trees and shrubs wherever possible (locate footings outside root zone).

Limit use of exotic plant species.

Site buildings to create the appearance of space between buildings and provide space to accommodate substantial vegetation.

Minimise impermeable surfacing, particularly in the front yard.

Locate garages and carports behind the line of the dwelling.

Recess upper level elements from the front façade.

Use low pitched or flat roof forms.

Design buildings to follow the contours of the site on sloping sites to minimise visual intrusion.

Use a mix of materials, textures and finishes including render, timber, non-masonry sheeting, glazing, stone and brick that complement the area’s natural environment.

Provide low, open style front fences, other than along heavily trafficked roads.
Policy documents

Consider as relevant:

- *Bayside Neighbourhood Character Review Precinct Brochures* (Planisphere, 2006)
- *City of Bayside Highett Neighbourhood Character Review* (Planisphere, 2011)
15.02-1L Energy and resource efficiency

Strategies

Design development to:

- Promote sustainable design measures such as water efficient design and solar access using site layout, design and construction techniques.
- Allow for adaptive re-use in the future.
- Use landscape design to assist with 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.
- Include communal open space areas in larger residential developments.

Policy guidelines

Consider as relevant:

- The use of environmental management plans and green travel plans for larger developments to encourage innovative solutions for achieving Environmentally Sustainable Design.
Heritage conservation

Policy application

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

Demolition strategies

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

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

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

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

Retain significant vegetation.

Subdivision strategies

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

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

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

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

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

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

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

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

Restoration strategies

Conservethe external features of significant and contributory heritage buildings.

Encourage the restoration and reconstruction of the original or early appearance of contributory fabric, particularly when seen from the street.
Retain original fabric.
Discourage the painting of unpainted surfaces.
Undertake the restoration of contributory fabric using the same materials as the original.

**Alterations and additions strategies**

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

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

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

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

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

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

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

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

Avoid the replication of historic detail in alterations and additions.

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

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

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

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

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

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

**Policy guidelines**

Consider as relevant:

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

- Locating alterations and additions to significant and contributory heritage buildings behind the front facade:
  - For first floor alterations and additions to single storey buildings on narrow sites an eight metre setback behind the principal facade is generally sufficient to maintain visual emphasis on the original facade. This setback is usually appropriate for
Victorian or Federation buildings where it ensures the preservation of the original ridge line and chimney.

- For first floor alterations and additions on sites of average or greater width, a setback behind the principal facade of greater than eight metres may be required. In the case of inter-War and late Federation houses, low roof pitches and broad frontages combine to make it difficult for first floor additions to be fully obscured. Some degree of visibility may be permissible depending upon the integrity of the building, the surrounding streetscape and the compatibility of proposed new forms.

**New buildings in residential precincts strategies**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Commercial precincts strategies**

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

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

Set back higher building additions from lower heritage built form elements.
Incorporate design treatments that make additions less apparent.
Design buildings to be of a height and form that respects any adjoining significant or contributory building.

Front fences strategies

Retain original and contributory fences.
Design and construct fences in a manner that is sympathetic to and contributes positively to the significance of the heritage place.
Design and construct fences so they do not obscure views to the front façade of significant or contributory heritage places from adjacent streets.
Design and construct fences at a scale and with materials that are consistent with the architectural period of the significant or contributory heritage building, or in the case of non-contributory buildings, the precinct.
Encourage the reconstruction of fences where the design details and materials of an original fence are known.
Encourage fencing where the original design details and materials are not known to take cues from original fences within the precinct or properties in heritage places from the same architectural period.

Front fences policy guidelines

Consider as relevant:

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

Car parking strategies

Design car parking facilities so that they do not dominate heritage places.
Set carports and garages back behind the front façade of a building.
Avoid the introduction of new crossovers.

Car parking policy guidelines

Consider as relevant:

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

Ancillary services strategies

Ensure that ancillary services do not disturb, alter or diminish the significance of a heritage place.
Site all ancillary services, including satellite dishes, air conditioning plants, solar heating systems, garbage facilities and the like, so they are concealed from the street.
General policy guidelines

Consider as relevant:

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

Policy documents

Consider as relevant:

- City of Brighton Urban Character and Conservation Study (Author, 1986)
- City of Sandringham Heritage and Conservation Study (Author, 1989)
- City of Bayside Heritage Review (Author, 1999)
- City of Bayside Heritage Review (Revision 1) (Author, 2003)
- City of Bayside Review of Heritage Precincts (Author, 2008)
- City of Bayside Inter-war and Post-war Heritage Study (Author, 2008)
- City of Bayside Review of Heritage Precincts in Activity Centres (Author, Revised 2012)
- City of Bayside Two Individual Citations (Author, Revised 2012)
- City of Bayside Heritage Review: Brighton Town Hall Precinct (Author, 2013)
- Heritage Review 'Greenfield’ ('Tullavin’), 453 New Street, Brighton (David Helms Heritage Planning, 2014)
- Heritage Review Lindsay House, 9 Boxhall Street Brighton, (David Helms Heritage Planning, 2014)
16.01-2L Location of residential development

Strategy

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

- Encouraging the use, renovation and development of dwellings above commercial uses.
- Adding to or replacing single storey buildings with new multi-storey buildings to provide additional housing opportunities in business precincts and zones.
- Encouraging redevelopment of larger sites for higher density residential dwellings.
- Encouraging the more efficient use of built form through the consolidation of sites and construction of basement car parks.
- Discouraging the replacement and construction of single dwellings.
17.02-2L Out-of-centre retail development

Strategies

Apply a sequential test approach to out-of-centre retail developments prioritising locations in the following order:

- In designated activity centres.
- Immediately adjoining an activity centre
- Visually related to an activity centre
- Limited relationship to an activity centre
- No relationship to an activity centre but with good agglomeration potential (as a future activity centre)
- No relationship to an activity centre but with the potential to stimulate investment in the municipality.
Land use and transport planning

Strategies

Concentrate land use and development that increases housing density, employment and visitation in accessible locations that offer the greatest access to public transport and facilitate walking and cycling.

Co-locate compatible land uses to reduce trip numbers and lengths, provide viable transport choice and encourage walking and cycling between activities.

Locate and design community facilities and improvements to open spaces so that they can be safely and conveniently accessed by public transport, walking and cycling.

Minimise potential conflict between all users of the transport system so that facilities introduced to benefit one category of user are not detrimental to the convenience, accessibility or safety of other users.

Encourage development to improve connections to the foreshore from public transport terminals.
18.02-1L Sustainable personal transport

Strategies

Design streets and development to not impede access for pedestrians and cyclists, or public and community transport.
Design development so that it does not remove or significantly lengthen pedestrian and cycling routes or access to public and community transport.
Prioritise pedestrian and cycling access to, through and within the development, including providing mid-block links through large development sites.
Provide for bicycle parking in activity centres and along the foreshore.
Link bicycle and walking routes to the Principal and Municipal Bicycle Network and Principal Pedestrian Network in a way that respects the existing local streetscape.
Locate and design walking and cycling routes to take into account environmental constraints such as flooding so that users are not at risk.
Connect open spaces and key community destinations to encourage walking and cycling.
Facilitate improvements to the bicycle network in the southern part of the municipality.
**Public transport**

**Strategies**

Encourage development to improve integration between walking, cycling, other vehicles and public transport at public transport stops and interchanges.

Facilitate enhanced accessibility to public transport services including through the provision of commuter parking and cycle storage facilities to meet the needs of users.

Facilitate the provision and retention of safe, attractive and direct pedestrian routes throughout activity centres and around railway stations to encourage people to walk and use public transport.
18.02-3L Road System

Strategies

Facilitate safe movement of vehicles, pedestrians, cyclists and other users along Beach Road/The Esplanade.
Encourage loading and unloading facilities to be provided at the rear of commercial sites.
Reinstate unused crossovers to minimise detrimental impacts on pedestrian and vehicular circulation.
18.02-4L Car parking

Strategies

Facilitate laneway widening, connectivity and visibility for the provision of off-street car parking where possible.
Provide car parking to satisfy the needs of residents and their visitors and other road users.
Preserve access to on-street car parking for shoppers, traders, disabled persons, workers, commuters and tourists in areas of high demand such as around railway stations, activity centres and the foreshore.
Avoid development that would reduce existing numbers of public parking spaces in activity centres and along the coast.
Provide off-street car parking and drop-off areas that are adequate to meet the needs of institutional uses.
Community infrastructure

Strategies

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

Maintain the appearance and local function of community facilities and their effectiveness in servicing a growing and diverse population.

Facilitate the development and use of private facilities for community uses where they are compatible.

Maximise the use of existing public facilities and promote the collaborative use of private facilities.

Minimise the impact on residential amenity and the surrounding environment in the development and operation of community facilities.

Encourage the potential for the CSIRO site to include community purposes to service local needs as part of any redevelopment.
### Open space

#### Strategies

Provide a range of open space experiences and functions within each suburb.  
Provide a balance of active and passive recreation opportunities.  
Restrict the enclosure of public open space.  
Connect recreational links with regional open space systems and opportunities beyond Bayside’s boundaries.  
Provide for a range of leisure experiences appropriate to the character, facilities and environmental capacity of the foreshore.  
Improve open space in suburbs with a current or projected deficiency as a priority.  
Enhance views and access to Lyle Anderson Reserve from Graham Road in Highett through the creation of a public open space corridor.

#### Policy guidelines

Consider as relevant:

- If any new use or development of open space may compromise or conflict with the defined prime function for that open space and address any potential impacts.
- Improving trail networks and entering into arrangements with other open space owners to help alleviate deficiencies in the open space network.
- Prioritising the acquisition of land in Highett and Black Rock for new open space over other suburbs in the municipality if opportunities arise.
- Where possible, providing all residents and workers with access to either a local park, active open space or the foreshore reserve within 400m walking distance.

#### Policy documents

*Bayside Open Space Strategy* (Author, 2012)
Public open space contributions

Policy application

This policy applies to applications for the subdivision of land where a public open space contribution is required.

Objective

To identify when and where land contributions for public open space may be sought in preference to financial contributions or vice versa.

Strategies

Provide funding towards the acquisition of land for new usable public open space in areas that are currently deficient in public open space provision, as identified in the Deficiencies in Open Space in Bayside Map forming part of this policy.

Provide land for new public open space areas, particularly in and around Moderate and Key Focus Residential Growth Areas as defined in the Residential Strategic Framework Plan at Clause 02.04-1.

Identify early in the planning process suitable land to be set aside, as part of the design of new development, in order to satisfy the public open space contribution requirement.

Ensure land that is counted towards a public open space contribution to be unencumbered land.

Policy guidelines

Consider as relevant:

- Where a land contribution is made for new public open space as part of the subdivision that:
  - Land to be used for new public open space located outside of a Moderate and Key Focus Residential Growth Area has a minimum total area of 0.9ha, or adjoins an existing public open space. Land is to be accessible to the broader community for a range of structured and unstructured recreational uses.
  - Land to be used for new public open space located in a Moderate or Key Focus Residential Growth Area, is suitable for use as public open space and appropriately integrated within the subdivision so as to be safe, useable, accessible to the broader neighbourhood, manageable and improve local amenity even though the area may be less than 0.9ha.

- That land counted towards a public open space contribution is unencumbered. Unencumbered land includes land that is not any of the following:
  - Subject to a 1 in 100 year floodway.
  - Land that would be excluded from development due to the need to conserve flora and fauna values.
  - Contaminated.
  - Steeply sloping (i.e. greater than one in three slope) or subject to landslip.
  - Affected by a servicing easement (e.g. including but not limited to high voltage power lines, water pipe and sewer easements).

- Accepting additional contributions of encumbered land provided over and above a public open space contribution made under Clause 53.01.

Policy documents

Bayside Open Space Strategy (Author, 2012)

Deficiencies in open space in Bayside map
19.03-3L Integrated water management

Strategies

Restrict site coverage and hard surface area where the drainage capacity is limited and the area is subject to flooding.

Encourage recycling of stormwater for use on gardens and nature strips.

Manage the impact of increased development on the quantity and quality of stormwater drainage into the environment.
Water sensitive urban design

Policy application

This policy applies to an application for an extension or alteration of an existing building of greater than 50 square metres in floor area.

Objective

To promote the use of water sensitive urban design, including stormwater re-use.

Strategies

Design stormwater quality treatment measures to prevent litter being carried to receiving waters. This includes, appropriate design of waste enclosures and use of gross pollutant traps for development with potential to generate significant amounts of litter.

Policy guidelines

Consider as relevant:

- The use of an industry accepted performance measurement tool in determining compliance with best practice stormwater management.
- The level of ongoing management required to achieve and maintain the desired stormwater quality.
- Implementing measures used during the construction phase to prevent a loss of stormwater quality as a result of building activities, such as silt traps.

Policy documents

Consider as relevant:

- Water Sensitive Urban Design Compliance Guidelines for New Development (Bayside City Council, 2009)

Expiry

This local policy will expire when superseded (as determined by the Minister for Planning) by Water Sensitive Urban Design provisions in the Victoria Planning Provisions or the Building Code of Australia Regulations, whichever happens first.
19.03-4L  Telecommunications

Strategies

Locate telecommunication cables and service lines below ground.
Co-locate, cable bundle and manage underground services to minimise the impact on Council infrastructure, the root system of street trees and residential amenity.
Locate mobile telephone towers on existing structures.
Locate and design mobile telephone towers to integrate with surroundings.
SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

1.0 Application requirements

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

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

2.0 Heritage places

The requirements of this overlay apply to both the heritage place and its associated land.
SCHEDULE TO CLAUSE 52.28 GAMING

Objectives

- To guide the location, design and operation of venues containing gaming machines, including gaming premises, to reduce the risk of social and economic harm, protect vulnerable communities and minimise opportunities for convenience gaming.
- To limit the net social and economic impact of gaming machines so they will not be detrimental to the wellbeing of the community.
- To respect the amenity of existing uses surrounding gaming premises.
- Reduce exposure to gaming premises to support the social and economic role of activity centres.

2.0 Prohibition of a gaming machine in a shopping complex

Installation or use of a gaming machine as specified in Clause 52.28-4 is prohibited on land described in Table 1 below.

<table>
<thead>
<tr>
<th>Name of shopping complex and locality</th>
<th>Land description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dendy Plaza, Brighton</td>
<td>26-34 Church St, Brighton</td>
</tr>
</tbody>
</table>

3.0 Prohibition of a gaming machine in a strip shopping centre

A gaming machine as specified in Clause 52.28-5 is prohibited in a strip shopping centre specified in Table 2 below.

<table>
<thead>
<tr>
<th>Name of strip shopping centre and locality</th>
<th>Land description</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Brighton Shopping Centre, Brighton East</td>
<td>758-778 Hawthorn Road &amp; 763-765D Hawthorn Road, East Brighton</td>
</tr>
<tr>
<td>Dendy Village, Brighton East</td>
<td>757-767 Hampton Street, Brighton &amp; 736-770 Hampton Street, Brighton East</td>
</tr>
<tr>
<td>Brighton Beach (Were Street) Centre, Brighton</td>
<td>108-122 Were Street, 117-135 Were Street &amp; 5 Davie Lane, Brighton</td>
</tr>
<tr>
<td>Bluff Road and Highton Road Centre, Hampton</td>
<td>349-361 Bluff Road, Hampton, 404-424 Bluff Road &amp; 95-97 Highton Road, Highton</td>
</tr>
<tr>
<td>Seaview Shopping Centre, Beaumaris</td>
<td>326-350 Balcombe Road, 333-359 Balcombe Road &amp; 121 Cromer Road, Beaumaris</td>
</tr>
<tr>
<td>Balcombe Road and Charman Road, Beaumaris</td>
<td>99-115 Charman Road &amp; 268 Balcombe Road, Beaumaris</td>
</tr>
<tr>
<td>Thomas and Egan Street, East Brighton</td>
<td>123-135 Thomas Street, East Brighton</td>
</tr>
<tr>
<td>South Road Plaza, Hampton</td>
<td>507-533 Bluff Road, Hampton</td>
</tr>
<tr>
<td>Highton Village Shopping Centre, Highton</td>
<td>487-501 Highton Road, 260-286 Highton Road &amp; 72-82 Graham Road, Highton</td>
</tr>
<tr>
<td>Little Highton Village, Highton</td>
<td>1-23 Spring Street, Highton</td>
</tr>
<tr>
<td>Bluff Road and Bay Road, Sandringham/ Hightt</td>
<td>257-267 Bluff Road, Sandringham &amp; 302-320C Bluff Road, Highton</td>
</tr>
<tr>
<td>Bay Road and Jack Road, Cheltenham</td>
<td>340-362 Bay Road, Cheltenham</td>
</tr>
</tbody>
</table>
4.0 Locations for gaming machines

Gaming venues and machines should be located:

- On sites that are more than 500 metres along the road network from:
  - An Australian Bureau of Statistics collection district that is within the most socio-economically disadvantaged 20 percent within Victoria as defined by the Socio Economic Indexes for Areas (SEIFA) Index of Relative Disadvantage.
  - Another venue which operates gaming machines.
Sensitive community facilities.
- The offices of public and private welfare agencies.
- A railway station or transport interchange.

- Outside of areas that are in:
  - Neighbourhood Activity Centres.
  - The Mixed Use and Commercial 1 zones of the Bayside Business.
  - Suburbs where the density of gaming machines per 1,000 resident adults, including the proposed machines, is greater than the metropolitan Melbourne average, based on the most recent statistical data for the Melbourne metropolitan region released by the Victorian Commission for Gambling Regulation, the Australian Bureau of Statistics or other government source.

Venues for gaming machines

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

Application requirements

The following application requirements apply to an application for a permit under Clause 52.28, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:
- A summary of the application with details of:
  - The proposed hours of operation.
  - Patron numbers.
  - The number of staff positions (equivalent full time).
  - Proposed security measures.
  - Non-gaming facilities to be provided.
  - The number of gaming machines to be installed.
- A report addressing:
  - How the proposal addresses the objectives and location criteria of this policy.
The probable social, economic, environmental and amenity impacts of the proposal.

Details of the nature and extent of community benefits expected from the proposal and how the benefits are to be secured and distributed to the local community.

Details of any existing gaming expenditure at the premises (over a three year period prior to the application) and a forecast of the anticipated gaming expenditure at the premises if the proposal were approved.

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

### Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 52.28, in addition to those specified in Clause 52.28 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The direct and indirect social and economic impacts immediately arising from the proposal as well as in the longer-term.
- Projected changes in per capita gaming expenditure, gaming machine density and gaming premises density resulting from the proposal.
- Social and economic indicators of residents living within a two kilometre radius of the proposed premises including:
  - The Socio Economic Indexes for Areas (SEIFA), in particular the Index of Relative Socio-Economic Disadvantage and the Index of Economic Resources.
  - Household and family composition.
  - Proportion of households experiencing rental and/or mortgage stress.
  - Location of public housing.
  - Proportion of residents receiving income support.
  - Retained retail spending.
  - Proximity of the proposed premises to areas of disadvantage.
- Location aspects of the premises in terms of the accessibility of gaming opportunities.
- Whether the location design and operation of the venue is likely to minimise harm from gaming and avoid a detrimental net social and economic impact to the community.
- Measures that have been proposed by the applicant to restrict the access of minors to the gaming area.
- Design measures to minimise exposure of other patrons in the venue to gaming facilities.
- The amount of gaming revenue proposed by the applicant to be provided for the benefit of the community in the City of Bayside (such as through sponsorships and donations), and the procedures by and purposes to which these funds will be allocated.
- Any other relevant probable social and economic impacts on the local and wider communities.
SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS

1.0 Application of zones, overlays and provisions

This planning scheme applies the following zones, overlays and provisions to implement the Municipal Planning Strategy and the objectives and strategies in Clauses 11 to 19:

- Vegetation Protection Overlay Schedule 1 to coastal areas that are significant for their diverse vegetation, and environmental value in providing habitat areas of regional, state and national significance.
- Vegetation Protection Overlay Schedule 2 to remnant bushland reserves that are significant for their diversity and environmental value in providing habitat areas of regional, state and national significance.
- Environmental Significance Overlay to ensure that development is compatible with identified environmental values, such as the cliffs and underlying gravel beds of Beaumaris Bay that contain one of the richest and most diverse fossil assemblages in Australia.
- Road Zone – Category 1 to all declared roads to reflect their status under the Transport Act 1984.
- Road Zone – Category 2 to all other major roads in Bayside to reflect their strategic importance as major traffic collectors.
- Design and Development Overlay to facilitate the protection of the residential environs.
- The Development Plan Overlay to large new residential developments to manage the form of development.
- Significant Landscape Overlay to residential areas of landscape significance.
- Neighbourhood Character Overlay to two areas of Highett formerly zoned industrial and now zoned for residential purposes.
- Design and Development Overlay to the Beaumaris Concourse Activity Centre in order to guide the built form of development in the centre.
- 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.
- Heritage Overlay to preserve buildings, structures and natural features identified as having cultural significance.
- Development Plan Overlay to private schools and hospitals/hostels that have developed master plans.
- Specific Controls Overlay and Clause 51.01 (Specific Sites and Exclusions), the Schedule to Clause 51.01 and consider the Council policy Temporary Advertising Signs on Recreation Reserves (June 2004, revised March 2005) to regulate the display of temporary advertising signs within and around specified areas of open space.
- Public Conservation and Resource Zone to areas with regional significance for biodiversity.
- Public Conservation Zone to 3 hectares of land in the southern portion of the CSIRO site which contains the Highett Grassy Woodland to protect the land for conservation purposes. The exact boundary of the area should be determined following sale of the CSIRO site.
- Public Park and Recreation Zone (PPRZ) to the 1ha of open space for active and passive recreation within the CSIRO site. This should be provided within the centre of the site to link with the Lyle Anderson Reserve to the east and broader Highett to the west.
SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK

1.0 Further strategic work

- Develop guidelines to assist Council in managing commercial advertising signs in open spaces.
- Examine mechanisms to achieve Integrated Transport Plans as part of planning permit applications.
- Prepare a Parking Strategy for Bayside, setting out principles for the management of on-street and off-street car parking, including Precinct Plans for activity centres.
- Assess the feasibility of tree controls over front setback areas to enhance residential character.
- Develop a design policy for new buildings and infrastructure on the foreshore.
- Investigate the potential use of Development Contributions Plans for the provision and upgrade of physical and social infrastructure.
- At the Church St MAC replace the large at-grade level car parks behind the shops in Well Street with a mixed use development which will provide additional car parking, a small public open space and a residential interface with Well Street.
- Monitor the development of commercial uses in Activity Centres to determine whether sufficient commercial space to service future population need is being retained or whether alternative means of regulating commercial land use is required.
- Investigate the need for specific controls to implement priority pedestrian links and laneway widening nominated on MAC and NAC Structure Plan Maps.
- Extend public realm treatments to the western end of Bay Street Brighton MAC to encourage public activity and social interaction.
- Investigate opportunities to increase public open space adjacent to the Elster Creek canal and to partner with Melbourne Water to increase the use of the Elster Creek Canal for recreation.
- Investigate preferred statutory mechanisms to ensure public open space creation and delivery of key infrastructure projects within the Hampton East Structure Plan area.
- Establish a consistent urban design theme for the BBD incorporating parking and landscaping of the public realm to support a high amenity business environment.
- Consider rezoning of BBD land zoned MUZ to C1Z fronting Bay Road to maintain its commercial focus and discourage residential uses at ground level.
- Review urban design guidelines and prepare preferred lot size, layout and development guidelines to establish preferred built form, development and land use outcomes within the Bayside Business District and at the interface of adjoining residential areas.
- Investigate the introduction of a municipal wide Environmentally Sustainable Design Policy to improve the environmental performance of new development (eg. BESS).
- Investigate whether vegetation or landscape protection is appropriate for some or all of the residential areas of the Highett Activity Centre.
- Monitor delivery of infrastructure and completion of actions associated with adopted structure plans.