

**11.03**

31/07/2018  
VC148

**PLANNING FOR PLACES**

**11.03-1S**03/02/2022  
VC199**Activity centres****Objective**

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

**Strategies**

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)

**11.03-1R**

31/07/2018  
VC148

**Activity centres - Metropolitan Melbourne**

**Strategies**

Support the development and growth of Metropolitan Activity Centres by ensuring they:

- Are able to accommodate significant growth for a broad range of land uses.
- Are supported with appropriate infrastructure.
- Are hubs for public transport services.
- Offer good connectivity for a regional catchment.
- Provide high levels of amenity.

Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.

Locate new small scale education, health and community facilities that meet local needs in or around Neighbourhood Activity Centres.

Ensure Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.

**11.03-1L-01 Activity centres - Kingston**

02/05/2024  
G203king Proposed GC247

**Strategies**

Consolidate new retail land use within the boundaries of existing activity centres ~~and within the Suburban Rail Loop (SRL) East Structure Plan Areas.~~

Encourage active commercial premises at ground level and inactive uses such as offices and residential at upper levels.

Discourage the intrusion of non-commercial uses at ground level except to provide separate access to upper levels.

Encourage the provision of service and commercial accommodation to address the needs of visitors and the surrounding region.

Create a broader range of cultural, social, commercial and higher density housing opportunities around the core of major activity centres ~~and in the SRL East Structure Plan Areas.~~

Facilitate home based business activities to foster greater land use mix and sustain the neighbourhood and convenience centres.

Support development that reinforces the character and function of activity centres consistent with their position in the activity centre hierarchy ~~and role of the SRL East Structure Plan Areas to accommodate substantial growth and change.~~

Reinforce the role of the Nepean Highway ~~and~~ Frankston train line ~~and the SRL~~ transport corridor as the links between Kingston's major activity centres ~~and the regional health, tertiary education, cultural and employment hubs located within SRL East precincts at Clayton, Monash, Glen Waverley, Burwood and Box Hill.~~

**11.03-1L-02 Cheltenham-Southland Major Activity Centre**02/05/2024  
C203king**Policy application**

This policy applies to land shown on the Cheltenham-Southland Major Activity Centre Framework Plan to this clause.

**Objectives**

To direct regional office and retailing activities to the Cheltenham-Southland Major Activity Centre.

To consolidate and renew built form through the redevelopment of key sites within the centre.

To promote innovative medium to higher density residential development in areas around the activity centre.

To promote the aggregation of sites as a means of providing greater flexibility for the design of higher density housing.

**Strategies**

Develop precincts within the activity centre for a range of retail, office, commercial, restricted retail, community services, medical, entertainment and medium to higher density residential purposes.

Facilitate community, leisure, recreation and entertainment facilities as a focal point for community and social interaction.

Promote contemporary urban design and landscaping, particularly along the Nepean Highway that enhances the visual amenity of the activity centre and reinforces its regional significance.

Promote opportunities to enhance pedestrian access and connectivity with key peripheral areas adjacent to the activity centre including the Bayside Business Employment Area, Sir William Fry Reserve, former Gas and Fuel site and other key community facilities.

Consolidate complementary uses in accordance with the precincts identified in the Cheltenham-Southland Major Activity Centre Framework Plan to this clause.

Facilitate a high level of pedestrian amenity and activity throughout the centre including linkages along the Nepean Highway between Westfield Southland, the Charman Road commercial area, the Sir William Fry Reserve and other key open space/community facilities.

Provide safe pedestrian, cycling and vehicular access to and from the Nepean Highway.

**Policy guidelines**

Consider as relevant:

**Precinct A - Mixed use (commercial support)**

- Encouraging a wide mix of commercial development that:
  - Integrates with the landscape and urban design themes of the Sir William Fry Reserve.
  - Provides a high standard of urban and landscape design, including coordinated advertising signage.
  - Supports the formation of a quality landmark gateway to the Southland Activity Centre.
- Enhancing the visual amenity of the area through development that is compatible with the scale of surrounding development and achieves landscaped setbacks of at least:
  - 5 metres from the Nepean Highway on land to the east of the highway.
  - 9 metres on land to the west of the highway.

**Precinct B - Regional retailing**

- Promoting major retailing facilities that reinforce the function of this area as the predominant focus for regional retail activity, higher order shopping facilities, discount department stores and specialty retailing.
- Providing a range of entertainment, leisure and community facilities.

**Precinct C - Medium - higher density residential**

- Supporting medium to higher density residential development with a mixture of dwelling sizes.
- Encouraging site utilisation that is innovative, responsive to its streetscape context and incorporates the following design features:
  - A high level of articulation in building setbacks, facades and roof lines.
  - Open landscaped front gardens.
  - Low or transparent front fencing styles.
  - Apartment developments up to a maximum of three storeys in precinct C1 and up to four storeys in precinct C2, with a recessed fourth level.
  - Front and rear boundary setbacks that can accommodate medium sized canopy trees, and the integration of landscaping around the building perimeter on balconies, walls and roof.

**Precinct D - Mixed use (office and retail)**

- Promoting development of facilities for larger scale office, retail and commercial uses on sites of at least 1000 square metres.
- Promoting development of facilities for high quality office and retail uses that integrate with the landscape and urban design themes and complements the character of the Nepean Highway frontage.
- Creating large high exposure sites through the consolidation of smaller sites.
- Enhancing pedestrian, landscape and visual amenity by encouraging consistent building setbacks of at least 5 metres on land with frontage to Nepean Highway. Providing for reduced setbacks only where an exceptional design response is delivered.

**Precinct E - Mixed use (office and medical)**

- Providing office and medical uses that complement the regional focus of the Southland Shopping Centre.
- Discouraging retail uses in this area.
- Enhancing the visual, landscape and pedestrian amenity of the area by encouraging consistency in building setbacks of at least:
  - 5 metres on land with frontage to Nepean Highway.
  - 2 metres on land with frontage to Chesterville Road and Jamieson Street.

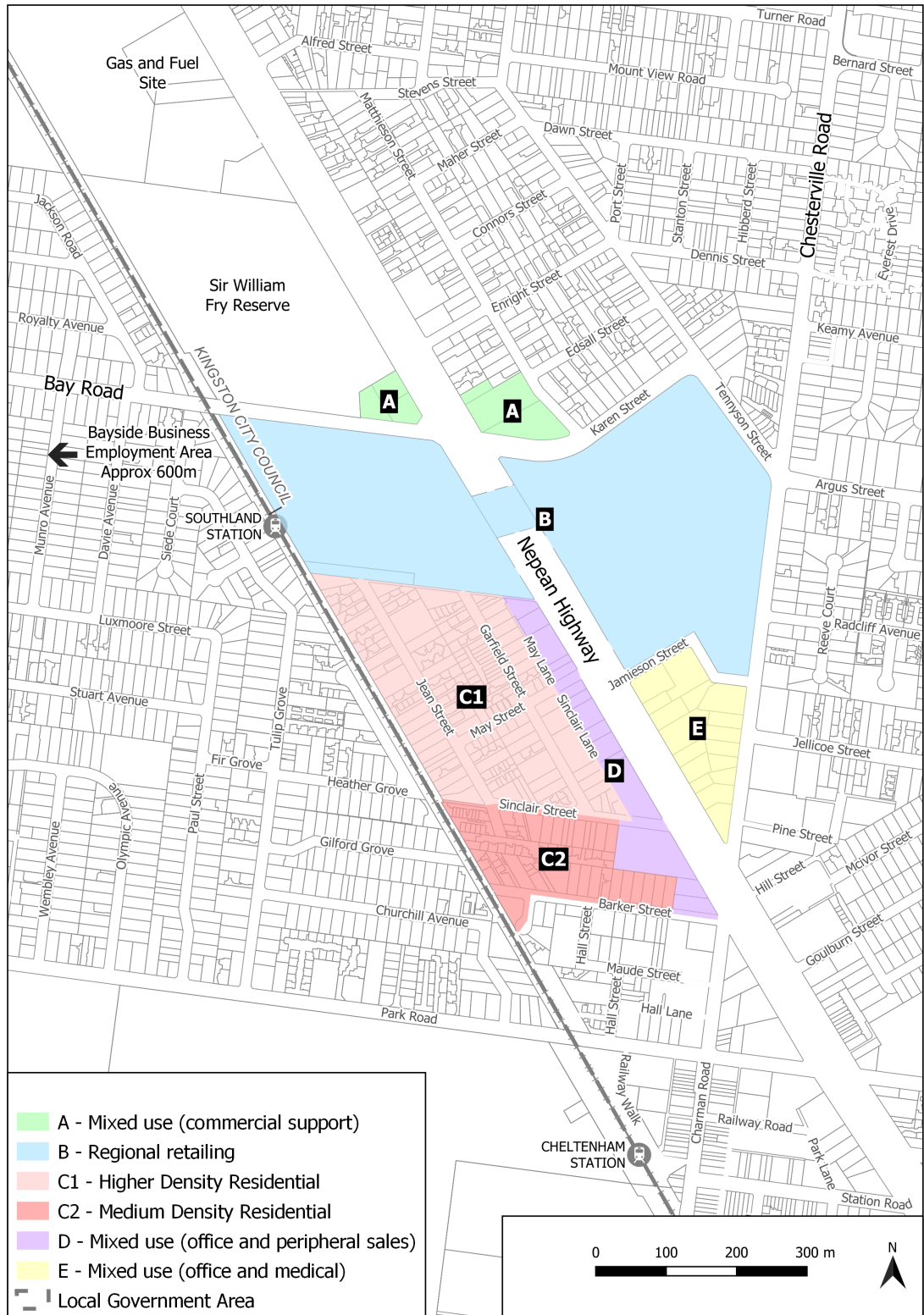
Providing for reduced setbacks only where an exceptional design response is delivered.

**Policy documents**

Consider as relevant:

- *Westfield Shoppingtown Southland Concept Plan* (November 1994)
- *Kingston Housing Strategy and Neighbourhood Character Study* (2021)

Cheltenham-Southland Major Activity Centre Framework Plan



**11.03-1L-03 Mordialloc Major Activity Centre**02/05/2024  
C203king**Policy application**

This policy applies to land in precinct areas as shown on the Mordialloc Activity Centre Framework Plan map that forms part of this clause.

**Objective**

To implement land use and development within Mordialloc Major Activity Centre consistent with the *Mordialloc Pride of the Bay: A Structure Plan for the Future of Mordialloc* (City of Kingston, November 2004) and:

- Protect and enhance the existing character, streetscape and heritage places.
- Encourage responsive and sensitively designed development.
- Protect and enhance places that reflect Mordialloc's historic maritime, boating and recreational activities.
- Protect and enhance vistas, views and landmarks.
- Protect the foreshore, dwellings, open space and pedestrian areas from overshadowing.
- Support development that contributes to the lively and commercial function of the activity centre.
- Improve and enhance pedestrian routes and connectivity throughout the centre, residential areas and foreshore.

**General strategies**

Enhance east-west pedestrian connections in the Mordialloc Major Activity Centre between the foreshore areas, Main Street and established area east of Albert Street.

**Precinct 1 strategies: Mordialloc Railway Station**

Promote land use and development that highlights the presence of the heritage railway station.

Encourage premises facing the Mordialloc Station forecourt to:

- Provide a range of retail and commercial services that address commuter needs at the ground floor.
- Provide residential and office uses on upper levels.

Encourage premises facing Main Street east to provide a frontage to both Main Street and onto the rear car park.

Encourage consolidation of the car park between the railway line and rear of the Main Street shops.

**Precinct 2 strategies: Centreway Gateway**

Encourage an active mixed use environment.

Avoid setbacks from the street frontage.

Promote the provision of shelter through continuous awnings, verandahs and canopies.

Promote development that reinforces a gateway to the commercial core at the Centreway and Beach Road intersection.

Encourage sidewalls of buildings at the intersection of Centreway and Main Street to open up onto Centreway.

Facilitate provision of an east-west principal pedestrian link between the Main Street commercial core and the foreshore area.

Encourage the development of additional carpark areas.



### **Precinct 4 strategies: Pier, Creek & Foreshore**

Encourage the continuation and upgrade of the pathway system to provide access through the extensive open space network to the commercial area.

Maintain access to mooring and commercial and community recreational boating facilities provided within the creek and Mordialloc Island.

Support development that respects the connection between the adjacent Bridge Hotel and its interface with recreational and community activities within this precinct.

### **Precinct 5 strategies: Pompei's Landing**

Encourage the development of the precinct into a maritime village fostering the boating history of Mordialloc.

Encourage the development of a restaurant, educational and interpretive museum, and new boat building shed on the northern bank of Mordialloc creek to provide an anchor for the precinct, drawing on the environmental and local historic characteristics of the site.

Encourage a mixed use residential development on the existing boat building yard site, generally of a scale of the existing workshop.

Support enhancements to pedestrian and bike paths and open space linkages throughout the precinct to encourage permeability and visitation.

### **Precinct 6 strategies: Main Street Precinct**

Promote specialised retail and commercial services to continue to address Main Street at the street level, contributing to an attractive and active commercial promenade.

Enable the activation of upper level Main Street buildings through discreet additions set back behind the primary parapet.

Reinforce the historic rhythm of commercial street frontages within Main Street.

Avoid building setbacks from the street frontage and encourage permeable fenestration and points of entry.

Promote the provision of shelter in the form of continuous awnings, verandahs and canopies.

Encourage development to reflect the rhythm of storefronts facing Main Street.

Encourage enhancement of the Mordialloc Plaza façade to reinforce the rhythm of storefronts along Main Street through the incorporation of vertical elements and materials.

Promote the northern gateway of the Main Street Precinct through redevelopment of the site west of the junction of McDonald Street and Nepean Highway, south of Epsom Road comprising a mix of retail and commercial uses at ground and upper level residential or service accommodation uses.

### **Precinct 6 policy guidelines**

Consider as relevant:

- Incorporating vertical elements, materials and details to reflect existing features of commercial street frontages, but not replicate or mimic them.
- Providing 7-9 metre store width frontages and incorporate building elements that reinforce this pattern of development at upper floors.
- Promoting consistent design, through the use of columns or breaks in fenestration of tenancies with large store frontages.

### **Precinct 7 strategies: Central Mordialloc**

Enhance the form, image and presence of the Beach Road terminal 'arc' at its meeting with the Nepean Highway, overlooking the Mordialloc Creek and coastline.

Promote a mixed use environment, providing a transition between the core commercial activities along Main Street and the foreshore environment.

Encourage site consolidation of residential land adjacent to Beach Road to enable integrated redevelopment that:

- Includes flexible ground floor uses such as residential, home office or small scale commercial or retail to encourage a lively mixed used streetscape.
- Establishes a rhythm of consolidated and attached built forms along Beach Road with discreet building breaks that emphasise intersecting openings and the laneway.
- Avoids setbacks from the Beach Road frontage.

Improve pedestrian safety and activity on the street by providing direct access for individual dwellings from Beach Road and the laneway.

Restrict vehicular access to new development via a single entry/exit point to Beach Road and an additional vehicular access point via the existing laneway to Main Street.

### **Precinct 8 strategies: Eastern Fringe**

Provide a gradual transition in building scale from the low rise residential properties adjacent to this precinct to the taller buildings in the commercial core.

Encourage community facilities and institutional uses around the intersection of Albert Street and Lewis Street.

Encourage the redevelopment of existing commercial premises for medical and health related services around the intersection of McDonald Street and Albert Street.

### **Policy document**

Consider as relevant:

- *Mordialloc Pride of the Bay: A Structure Plan for the Future of Mordialloc* (City of Kingston, November 2004)

Mordialloc Activity Centre Framework Plan



**11.03-1L-04 Carrum Neighbourhood Activity Centre**02/05/2024  
C203king**Policy application**

This policy applies to land within the policy area as shown on the Carrum Activity Centre Framework Plan map to this clause.

**Objectives**

To reinforce and revitalise Carrum Neighbourhood Activity Centre as a local retail centre comprising:

- Station Street Commercial Area providing for daily and weekly convenience shopping needs of the local community.
- Nepean Highway Commercial Area providing a specialist retail, business, recreation and entertainment focus, optimising synergies with foreshore activities.

To improve the vitality and pedestrian experience of the activity centre.

To increase housing diversity including:

- Medium density dwellings in residential areas around the shopping centre.
- Residential development above commercial uses within the Core Commercial Areas.

To create a strong sense of Carrum as a 'village' within a suburban coastal setting.

To protect the heritage character of parts of Carrum.

To respect and enhance the native indigenous landscape character of Carrum with sympathetic landscape treatments.

**General strategies**

Facilitate the upgrade of the public realm, including linking the disparate parts of the activity centre, creating a consistent appearance based on Carrum's suburban coastal location and responding to the prevailing environmental elements such as coastal vegetation, sun exposure and wind.

Facilitate improvements to the movement network in and around the centre including:

- Pedestrian safety, circulation and access, particularly between the disparate parts of the centre and between the station and shops.
- Upgrades and better management of commuter and retail car parking facilities.
- Management of traffic in and around the centre.
- Physical links between the centre, the foreshore and the river.

Support improvements to the design and appearance of commercial premises in the activity centre.

Encourage design of medium density housing that is responsive to the preferred precinct character.

Support development that is sympathetic to the physical and environmental characteristics of Carrum's coastal suburban location.

Support development in Carrum that respects the amenity of adjoining properties and the public domain.

Facilitate upgrades to the public realm consistent with Carrum's suburban coastal location, resulting in improved public spaces and attractive streetscapes with an emphasis on the pedestrian experience.

Facilitate land use and development consistent with precinct areas shown on the Carrum Framework Plan and:

Retain native coastal vegetation and protect trees from damage during construction.

### General policy guidelines

Consider as relevant:

- Supporting native coastal screen planting in front of buildings, between buildings and the Nepean Highway, streets and lanes and the foreshore reserve.
- Encouraging at least 90 per cent of new landscaping to be native or indigenous.

### Foreshore Precinct strategies

- Support commercial development within the Mixed Use Activity Areas such as cafes, restaurants and galleries.
- Promote a diversity of coastal related retail and commercial activities fronting the Nepean Highway.
- Encourage commercial land uses to consolidate within the Nepean Highway Core Commercial Area.
- Facilitate the relocation or removal of structures and club facilities on the foreshore whose function is not dependent on this location.
- Facilitate redevelopment of buildings on the Crown Foreshore Reserve that:
  - Enable the co-location of club facilities.
  - Site buildings on less environmentally sensitive land behind the primary dune or adjoining the foreshore reserve.
  - Result in no overall increase in the current total footprint area of foreshore buildings.
- Promote development of a contemporary coastal architectural character.
- Facilitate development of buildings that establish a frontage to the street along Stephens Street, Johnson Avenue, Old Post Office Lane or Nepean Highway.
- Restrict private vehicular access into properties from the foreshore reserve.
- Avoid high solid fences adjacent to the foreshore boundary.
- Facilitate enhancements of the Beauty Spot gateway site through landscape and physical improvements that respect and complement its historical, visual, recreational, environmental and community significance.

### Foreshore Precinct policy guidelines

Consider as relevant:

- Supporting uses within the Nepean Highway Core Commercial Area including:
  - Recreation and leisure related uses, including boating supplies, beach supplies, bicycles, fitness equipment, camping, fishing, hiking, walking supplies, sporting goods, art supplies, plant nursery, gifts, and recreation and leisure equipment.
  - Antiques and second hand stores, including furniture, renovation supplies, stamps, coins, drapery, china, cutlery, crockery, glassware, household utensils, books, records, art, toys and hobbies.
  - Professional business services, including accountants, solicitors, financial and insurance, and chemist and other medical related activities.
  - Support services and activities, including tourist accommodation, ATM facility, restaurants, tavern/bistro, takeaway food and cafes.
- Incorporating detailed design features such as:
  - Flat or gently angled roof forms.

- Hardy materials such as stainless steel, glass, appropriate timber types and masonry.
- Shade and screening devices.
- Elevated living areas and associated outdoor spaces in the form of open decks and balconies.
- Incorporating rooftop decks and terraces designed to maximise the opportunity for outdoor living areas with Bay views.
- Using staggered and varied roof lines (including pitches and curves) and varying the setback of walls to reduce the visual bulk and impact of buildings as viewed from the foreshore and other public spaces.
- Adopting building design techniques and materials that are responsive to the harsh coastal conditions (withstanding wind and salt attack).
- Using building materials which are non-reflective, lightweight, glazed and metallic, and are of natural and muted colours that will blend with the coastal setting.
- Utilising robust coastal building materials in an innovative manner, including sensitive use of horizontal weatherboard cladding, light tone rendered brickwork, Colourbond roofs, timber and stainless steel verandahs, doors and windows and painted finishes.
- Maximising Bay views, avoiding instances where views may be built out by adjoining development by:
  - Avoiding the design of views that depend on gaining view lines across adjacent properties.
  - Graduating building form in a stepped effect towards the foreshore reserve to maximise Bay views achievable from within the site.
- Supporting development adjacent to Stephens Street, Johnson Avenue, Old Post Office Lane, the Beauty Spot and the foreshore designed with the aim of:
  - Fronting dwellings towards side streets and lanes (where not fronting the Bay or the Highway) and providing oblique views towards the Bay for units without a direct Bay frontage.
  - Avoiding the dominance of garage doors and blank walls at street level.
  - Achieving a small setback of buildings on lots that have a sideage to Old Post Office Lane and Johnson Avenue by staggering setbacks from one to three metres to aid in opening views towards the beach from the Highway and to provide the opportunity for landscaping to complement street planting.
- Encouraging outdoor living areas in the form of elevated open decks, balconies and roof terraces to take advantage of Bay views and reflect the coastal location.

### **Station Street Precinct strategies**

- Support commercial development within the Mixed Use Activity Areas such as cafes, restaurants and galleries.
- Promote local convenience shopping activities fronting Station Street within the Core Commercial Area.
- Encourage commercial land uses to consolidate within the Station Street Core Commercial Area.
- Promote development design that responds to the precinct's traditional coastal village character.

### **Station Street Precinct policy guidelines**

Consider as relevant:

- Supporting uses including:

- Supermarket, chemist, greengrocer, bakery and other specialist food shops, takeaway food, hairdresser, liquor store, bank, medical centre, butcher, cafe, newsagency, post office and coffee shop.
- Encouraging design responses:
  - Interpreting traditional building designs which include single and double frontages, eaves, pitched, hipped and gable roofs, vertical rectangular window openings and posted verandahs.
  - Using traditional building materials including horizontal weatherboard cladding, rendered brickwork, corrugated iron roofs, brick chimneys, timber verandahs, and door and window joinery and painted finishes.
  - Using building materials, finishes and colours appropriate to the coastal location which are non-reflective and are of natural and light colours that will blend with the suburban coastal setting and the traditional village character.
  - Utilising robust coastal building materials in an innovative manner, including sensitive use of horizontal weatherboard cladding, light tone rendered brickwork, Colorbond roofs, timber and stainless steel verandahs, doors and windows and painted finishes.
- Maximising Bay views by:
  - Avoiding designs that depend on gaining view lines across adjacent properties.
  - Graduating building form in a stepped effect towards the foreshore reserve to maximise views achievable from within the site.
- Promoting development that minimises impacts on neighbouring properties by:
  - Concentrating upper storey building form towards the front of the site.
  - Encouraging upper storey components to be set back adequately from the rear boundary.

### **Eastern Residential Precinct strategies**

Promote housing diversity, in particular medium density dwelling developments in the form of townhouses and unit development that reflect the preferred character.

### **Eastern Residential Precinct policy guidelines**

Consider as relevant:

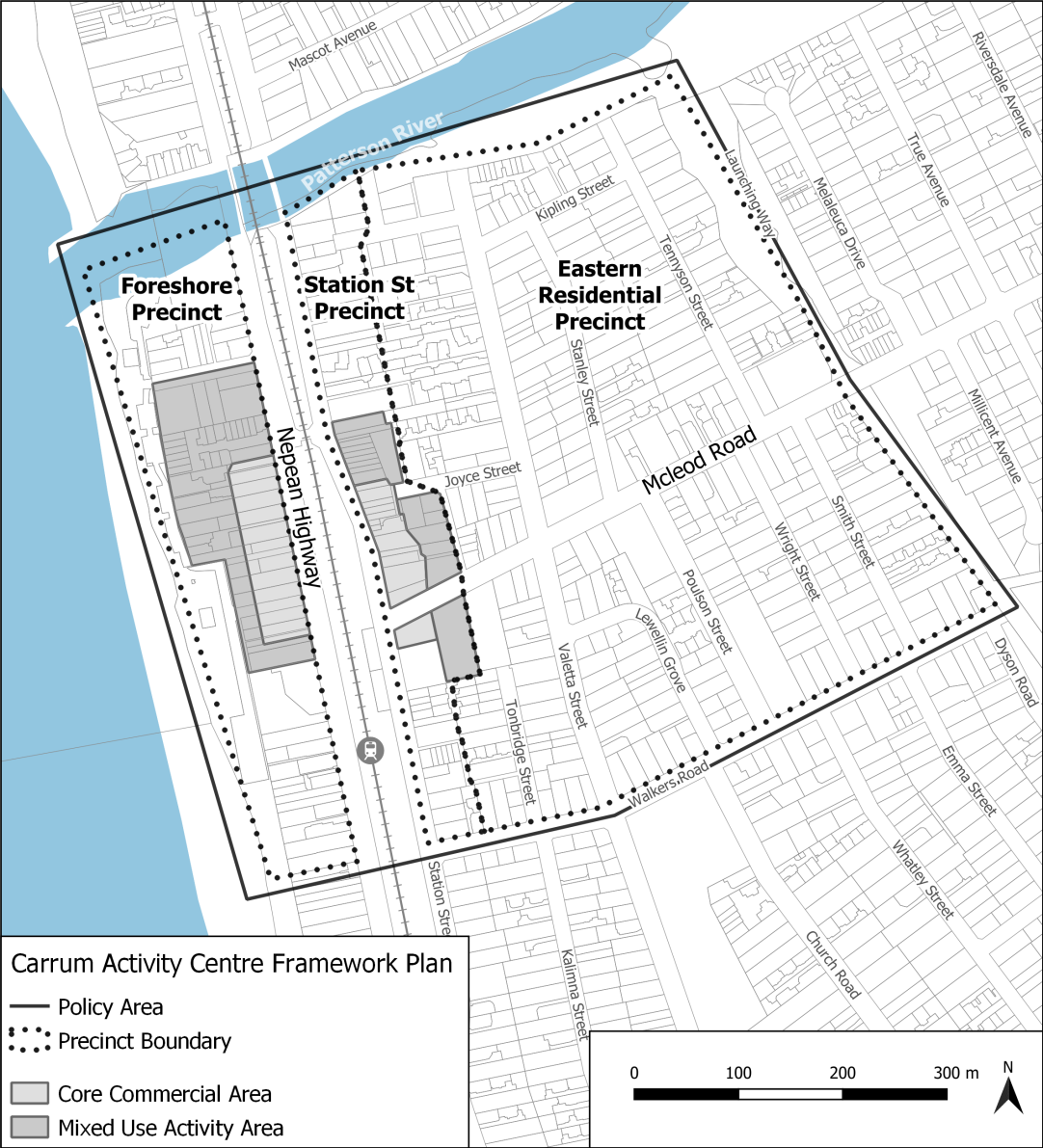
- Promoting any two storey component of dwellings at the rear sites being considerably less in area than the ground floor and set back from property boundaries to avoid overshadowing or visual intrusion to the rear yards of abutting residential land.

### **Policy document**

Consider as relevant:

- *Carrum Urban Design Framework* (Hansen Partnership, February 2003)
- *Kingston Housing Strategy and Neighbourhood Character Study* (2021)
- *Kingston Landscape Character Assessment: Character Analysis and Landscape Guidelines* (2021)

Carrum Activity Centre Framework Plan





**11.03-1L-05 Highett Neighbourhood Activity Centre**02/05/2024  
C203king**Policy application**

This policy applies to land within the precincts as shown on the Highett Activity Centre Framework Plan to this clause.

**Objective**

To promote use and development in accordance with the *Highett Structure Plan* (Hansen Partnership, May 2006) and:

- Provide for local shopping, business and community services suited to the needs of people living and working in the area.
- Increase residential development opportunities and dwelling diversity.
- Manage change in the surrounding established residential areas that responds to neighbourhood character and advantages of proximity to public transport and activity centres.
- Improve access to public transport, pedestrian networks and cycling facilities.
- Mitigate adverse impacts of traffic on Highett Road and in established residential areas.
- Improve pedestrian access throughout the area.
- Provide a greater diversity of dwelling types.

**Precinct 1: Highett Shopping Centre strategies**

Facilitate site consolidation on the northwest and southwest corner of Nepean Highway and Highett Road and encourage the development of a gateway building to signify entry into the centre, providing for retail or commercial uses at ground level and a mix of residential or offices above.

Promote the extension of Edwin Parade through to Highett Road for pedestrian access.

Establish a community focal point and multi-purpose facility to the south of the Highett Road shops, between Station Street and the railway line, incorporating the RSL site.

Promote the redevelopment of shops and the RSL site.

Encourage site consolidation at the corner of Railway Parade and Highett Road and the development of a prominent building with retail uses at ground level and residential or offices uses at upper levels.

Encourage the redevelopment of ground level car parks behind the Highett Road frontage, maintaining the number of accessible car parking spaces available.

Enhance pedestrian safety along Highett Road and side streets.

**Precinct 2: Preferred Medium Density Residential Areas strategies**

Support the development of contemporary medium density housing in the form of well-designed apartment developments rather than villa unit and town house style developments.

Encourage site consolidation.

**Precinct 3: Increased Density – Highway West strategies**

Promote increased high density housing, in the form of apartment buildings ranging from 5 storeys to 8 storeys.

Encourage the development of apartments of various sizes and formats.

Encourage community uses compatible with the Moorabbin Justice Centre and residential activities, such as a child care centre or kindergarten.

Encourage basic convenience retail uses to serve the needs of residents and employees within the precinct without undermining the role of Highett Shopping Centre precinct or Cheltenham-Southland major activity centre.

Encourage retail premises, home based business and medical centre uses at ground floor level, as part of multi-level developments providing for residential uses in the floors above.

Discourage land use and development for freestanding or drive through cafes and restaurants.

Ensure buildings face the Nepean Highway and any new network of streets established throughout the precinct to provide for surveillance of the Sir William Fry Reserve.

Facilitate delivery of new streets, pedestrian and cycling paths connected to the adjoining street network and open space areas west, north and south of the precinct as identified in the *Highett Structure Plan* (Hansen Partnership, May 2006).

Encourage development at a mixture of building heights and varying built forms and layouts to provide visual interest.

Promote innovative contemporary design and built form for all development.

Provide a connection to the other activity centre precincts by relocating pedestrian lights on Highett Road to the Station Street intersection.

Promote traffic management that minimises impacts on adjoining residential areas by:

- Directing primary vehicle access for all traffic from the precinct to the Nepean Highway to mitigate traffic impacts.
- Minimising the speed and volume of vehicle movements within the adjoining residential area.

Encourage car parking within multi-level buildings and discourage visible ground level car parking, except for short-term parking.

Maximise opportunity for access by alternative modes of transport and minimise environmental impacts associated with car parking.

Provide open space links to create pedestrian and cycling path connections between the Lyle Anderson Reserve, open space within the precinct, the Moorabbin Justice Centre and the Sir William Fry Reserve through to Southland.

Promote improved pedestrian access across Highett Road and the railway line south of Highett Road.

### **Precinct 4: Substantial change area strategies**

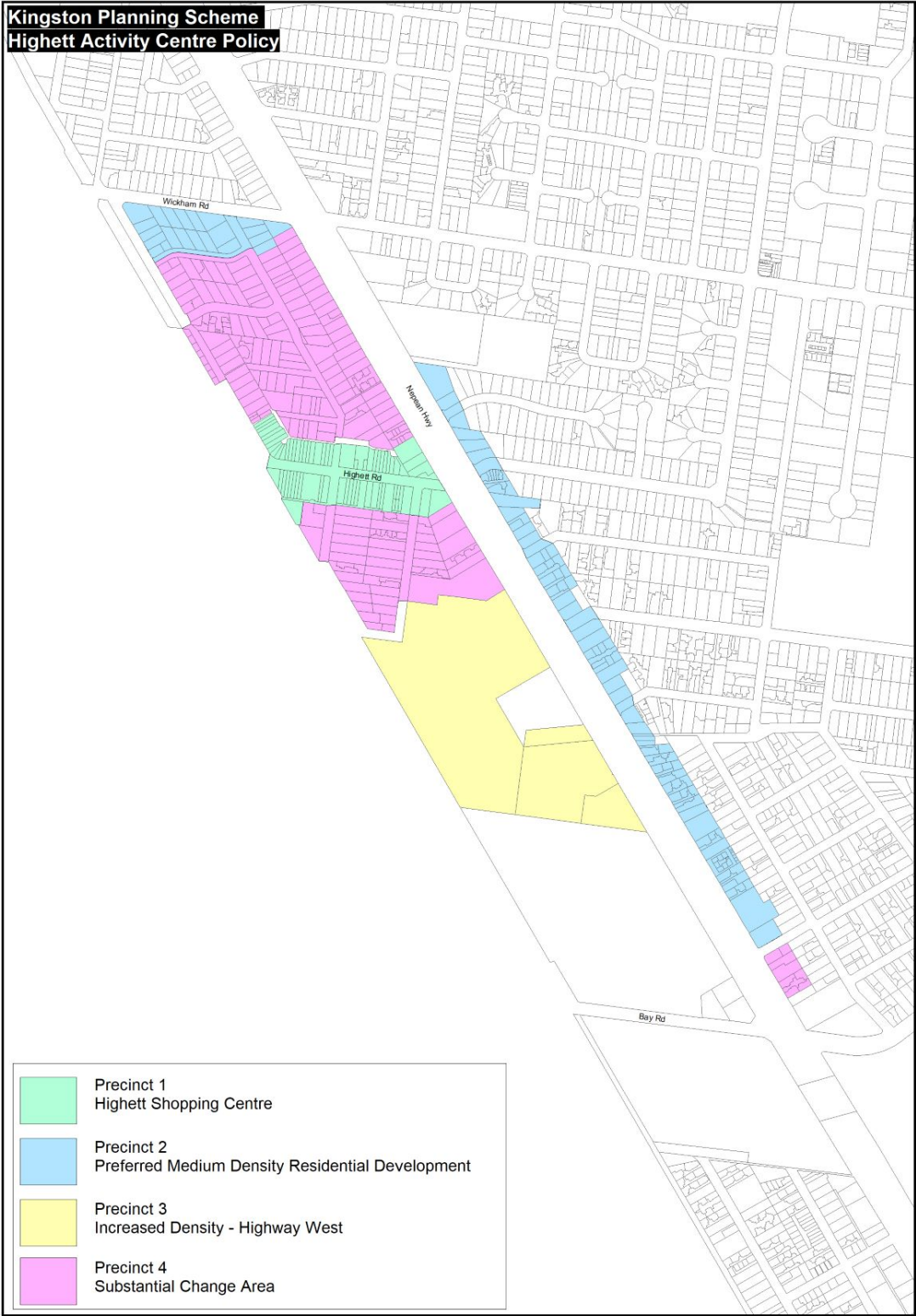
- Promote new development in the form of four storey apartment buildings.
- Retain the amenity of existing residential development by ensuring that adequate side and rear setbacks are provided to taller buildings to allow screen planting and a landscape setting.
- Encourage car parking to be provided within buildings rather than at ground level, to maximise the opportunity to use ground level open space for landscaping, and communal and private open space.
- Encourage consolidation of land that facilitates the creation of viable development sites capable of achieving the outcomes promoted by the Scheme and the *Highett Structure Plan* (Hansen Partnership, May 2006).

### **Policy document**

Consider as relevant:

- *Highett Structure Plan* (Hansen Partnership, May 2006)
- *Kingston Housing Strategy and Neighbourhood Character Study* (2021)

Highett Activity Centre Framework Plan



**11.03-2S**04/05/2022  
VC210**Growth areas****Objective**

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

**Strategies**

Concentrate urban expansion into growth areas that are served by high-capacity public transport.

Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop Growth Area Framework Plans that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.

- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

### **Policy documents**

Consider as relevant:

- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*

**11.03-3S**

31/07/2018  
VC148

**Peri-urban areas**

**Objective**

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

**Strategies**

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.

Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

**11.03-4S**20/03/2023  
VC229**Coastal settlement****Objective**

To plan for sustainable coastal development.

**Strategies**

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

**Policy documents**

Consider as relevant:

- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines for Structures on the Victorian Coast* (Department of Environment, Land, Water and Planning, 2020)

**11.03-5S**30/04/2021  
VC185**Distinctive areas and landscapes****Objective**

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

**Strategies**

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

**Policy documents**

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)



**11.03-6S**

31/07/2018  
VC148

**Regional and local places**

**Objective**

To facilitate integrated place-based planning.

**Strategies**

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

**11.03-6L-01 SRL East Structure Plan Areas**

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Proposed GC247

**Policy application**

This policy applies to all land within the SRL East Structure Plan Areas as shown in the Strategic Land Use Framework Plan in Clause 02.04.

**Objective**

To support urban intensification within a walkable catchment of SRL stations to facilitate new housing and economic growth opportunities.

**Housing strategies**

Encourage lot consolidation to facilitate more efficient and sustainable design outcomes and to increase the supply of larger sites for residential development.

Prioritise the delivery of a variety of dwelling sizes and types to provide housing choice for a range of households.

Support the delivery of new and emerging housing models to foster a diverse housing market.

Discourage development that does not align with the Structure Plan Area outcomes, development objectives and built form requirements for the area.

**Affordable housing strategies**

Encourage the provision of well designed affordable housing.

Incentivise the provision of affordable housing on strategic sites, areas identified for significant and high preferred built form scale and areas prioritised for commercial office and health uses.

**Affordable housing policy guidelines**

Consider as relevant:

- Affordable housing should be designed so that it:
  - .. Is a mix of one, two and three bedrooms that reflects the overall dwelling composition of the building.
  - .. Is externally indistinguishable from other dwellings.
- Where affordable housing is provided:
  - .. Encourage provision to a range of households.
  - .. Require the delivery and ongoing management of the affordable housing, or the transfer of the affordable housing to an agency, a body or a person which provides affordable housing, including but not limited to;
    - Registered Housing Agencies; or
    - Rental Housing Agencies; or
    - Being held in an affordable Housing Trust and managed for the sole purpose of affordable housing; or
    - Other bodies established or recognised under the *Housing Act 1983*; or
    - Any other model that provides for affordable housing, subject to the approval of the Responsible Authority.

**Strategic sites strategies**

Plan strategic sites to make a significant contribution to accommodate residential and employment growth projections.

Encourage strategic sites to capitalise on their potential for redevelopment, intensification and opportunities to deliver public benefit outcomes, including public realm improvements, affordable housing, and new open space or public links.

#### **Public benefit uplift framework objective**

To support the delivery of public benefits that are aligned with social, economic and environmental outcomes, including the provision of affordable housing, public realm improvements, and strategic land uses, consistent with the *Suburban Rail Loop East Voluntary Public Benefit Uplift Framework* (Suburban Rail Loop Authority, 2025 and as updated from time to time).

#### **Public benefit uplift framework strategy**

Ensure the public benefit considers the management and maintenance of the public benefit.

#### **Public benefit uplift framework policy guidelines**

Consider as relevant:

- Whether the public benefit(s) is consistent with policy, strategic initiatives and relevant guidelines.
- Whether the proposed public benefit is capable of being maintained for a reasonable period of time.

#### **Public benefit uplift framework policy document**

Consider as relevant:

- *Suburban Rail Loop East Voluntary Public Benefit Uplift Framework* (Suburban Rail Loop Authority, 2025 and as updated from time to time).

#### **Built environment strategies**

Encourage indigenous planting to strengthen cultural connections to place.

Encourage the consideration of Aboriginal cultural needs in the design of institutional buildings, social and affordable housing, and student accommodation.

Encourage lot consolidation to support the scale of change anticipated within the SRL East Structure Plan Areas.

#### **Sustainable transport objective**

To establish an integrated public transport network connecting the SRL station with key destinations enabling a shift towards more sustainable transport modes.

#### **Sustainable transport strategies**

Deliver specific links along the alignments shown on the Structure Plan Area maps within this clause, and indicative links in locations that support safe and easily navigable through block connections that improve neighbourhood connectivity.

Encourage new development to incorporate sustainable transport initiatives such as micro-mobility, car share and cycle hire infrastructure and last mile parcel collection lockers where appropriate.

Encourage new developments to promote and support active transport options.

### **11.03-6L-03 Clayton SRL East Structure Plan Area**

Proposed GC247

#### **Policy application**

This policy applies to land within the Structure Plan Area shown on the map within this clause.

### **Housing strategies**

Encourage residential growth through increased built form scale, with high housing growth on strategic sites and land adjoining Centre Road and Haughton Road, with medium housing growth on residential land elsewhere.

Encourage the delivery of accommodation types that complement the health and employment focus of the Structure Plan Area such as housing for workers and assisted living.

Support small-scale food and drink premises and convenience shops within the ground floor of new developments where these uses will support the local community.

Support a diversification of employment uses in the Audsley Street employment area to attract more knowledge-intensive jobs through development of office spaces and local amenities to support workers such as retail and hospitality uses and gyms.

Discourage large-scale industrial uses including large format retail within the Audsley Street employment area.

### **Built environment strategies**

Encourage continuous mid-rise buildings along Centre Road to frame this corridor.

Encourage low to mid-rise apartment buildings in a landscaped setting to promote housing diversity in medium residential built form scale areas in the Inner East Neighbourhood, Clayton South Neighbourhood and Dunstan Neighbourhood.

On large strategic sites encourage the provision of new public open space as part of any redevelopment.

Support mid-rise development in the Audsley Street employment area to accommodate employment growth.

### **Policy documents**

Consider as relevant:

- *SRL East Structure Plan - Clayton* (Suburban Rail Loop Authority, 2025)
- *SRL East Structure Plan – Clayton Implementation Plan* (Suburban Rail Loop Authority, 2025)

Clayton SRL East Structure Plan Area map

