

11.03

31/07/2018
VC148

PLANNING FOR PLACES

11.03-1S03/02/2022
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)

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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.

11.03-1L21/11/2024
C234whse**Activity centres****Policy application**

This policy applies to all activity centres shown on the Strategic Framework Plan at Clause 02.04.

General strategies

Ensure that land use and development in activity centres is consistent with, and reinforces, the role and category of the centre.

Restrict the establishment of gaming machines in all activity centres.

Enhance activity centres as places for social interaction, community activities and their role as an integral component of the 20-minute neighbourhood concept.

Neighbourhood activity centres strategies

Encourage dwellings to be situated above retail or office uses to provide a greater diversity of housing choices.

Support office and residential uses in activity centres where the retailing function is declining.

Support the redevelopment and renovation of existing buildings and shop fronts, and other works, that improve the visual amenity and streetscape of activity centres.

Improve the amenity and appearance of activity centres through high quality building design, minimisation of signage and streetscape improvements.

Policy document

Consider as relevant:

- *Neighbourhood Activity Centre Urban Design Guidelines* (Planisphere, Adopted 2014).

11.03-1L-01 Blackburn Neighbourhood Activity Centre21/11/2024
C234whse**Policy application**

This policy applies to the Blackburn Station Shopping Centre and the Queen and Albert Streets Area, as identified on the Blackburn Neighbourhood Activity Centre Map forming part of this clause.

Blackburn Station Shopping Centre strategies**Land use**

Encourage the clustering of retail uses, personal services and community services at ground floor level on the southern side of the railway line.

Discourage non-retail uses on the southern side of the railway line that could undermine its local retail focus.

Encourage office and complementary business services, including food and drink premises, to be located on the northern side of the railway line.

Discourage retail uses on the northern side of the railway line that could undermine its focus as an office area.

Encourage residential uses on upper floors of buildings throughout the shopping centre.

Development

Design development that enhances the prevailing human scale of the centre.

Maximise the use of ground floor space for retail activities and personal services.

Design retail premises to provide active frontages onto car park areas as well as streets.

Design development within the public realm that reflects and enhances the unified image of the centre.

Provide weather protection along Railway Road and South Parade.

Address the interface with adjoining residential areas by:

- Minimising noise and emissions near residential boundaries.
- Maintaining clear boundaries between the centre and those residential areas.
- Ensuring the height and setback of a building from a boundary limits the impact on the amenity of existing dwellings.

Use native species as part of any landscaping design.

Car parking

Provide car parking that meets the likely demands of each change of use or new development.

Capitalise on shared car parking opportunities in the centre.

Reduce an existing car parking deficit on a site through any redevelopment of that site, where possible.

Blackburn Station Shopping Centre policy guidelines

Consider as relevant:

Car parking

- Applying the following car parking rates:

Land Use	Parking Generation Rate (rounded to the nearest whole number)
Office (other than Medical centre)	3.5 car spaces to each 100 square metres of net floor area for new office, or an increase in floor area of at least 20 per cent of the original floor area 1.5 car spaces to each 100 square metres of net floor area of additional office area, up to an increase in floor area of no more than 20 per cent of the original floor area
Restaurant	0.45 car spaces to each seat made available to the public, if open after 5 pm 0.25 car spaces to each seat made available to the public, if closed by 5 pm
Hotel or Bar	20 car spaces to each 100 square metres of bar floor area and lounge floor area available to the public
Dwelling	1.0 occupant car space plus 0.2 visitor spaces (1- or 2-bedroom dwelling) 2.0 occupant car spaces plus 0.2 visitor spaces (3- or more bedroom dwelling)
Shop (other than Convenience shop)	4.5 car spaces to each 100 square metres of leasable floor area

WHITEHORSE PLANNING SCHEME

Land Use	Parking Generation Rate (rounded to the nearest whole number)
	2.5 car spaces to each 100 square metres of additional leasable floor area, up to an increase in floor area of no more than 20 per cent of the original floor area
Restricted retail premises	2.5 car spaces to each 100 square metres of leasable floor area

- Reducing or waiving car parking rates where:
 - The new use will not generate additional car parking demand when compared with the demand generated by the current or former use.
 - There is a reduction in car parking demand due to efficiencies gained from a mixed use development.
 - There is adequate car parking for the proposed use within the centre, without increasing the impact on the surrounding residential area.
- Allowing a parking credit for existing floor areas based on their current use when determining a car parking requirement.
- Supporting the provision of off-site car parking in lieu of on-site parking where:
 - The size or shape of the subject site makes it unsuitable for on-site parking.
 - The off-site parking area is within a 100-metre walk of the subject site.
 - Convenient and safe pedestrian access exists between the subject site and the off-site parking area.
 - Signs are located on the off-site parking area that clearly identify it as being associated with the use on the subject site, and it is managed so as to be continuously and freely available for that use.
 - The owner of the subject site, the owners of the site to be used for off-site parking and the responsible authority enter into an agreement under Section 173 of the Planning and Environment Act, or similar, to ensure that the off-site parking area will be directly linked to, and be freely available for the life of, the use at the subject site.

Queen and Albert Streets Area objectives

To facilitate the redevelopment of the Queen and Albert Streets Area for medium-sized offices.

To achieve consistent scale, design and landscape treatments between individual developments.

To integrate the Queen and Albert Streets Area with the other functions of the Blackburn Neighbourhood Activity Centre.

Queen and Albert Streets Area strategies

Land use

Support residential uses on upper levels of commercial development.

Discourage shop, supermarket and restricted retail uses.

Layout and lot size

Create lots of a size that facilitates the desired scale of office development.

Subdivide and consolidate lots to avoid residential properties being isolated between non-residential uses.

Incorporate the north–south right-of-way between Chapel and Albert Streets into new development to provide a landscape buffer between sites abutting each street.

Built form

Locate large-scale commercial development on sites fronting Whitehorse Road.

Design buildings that do not dominate the streetscape, including features such as articulation, the use of glazing, variations in colours, textures and materials and the use of architectural features.

Break up long, continuous built form by stepping, offsetting or staggering building facades.

Provide building setback areas and include courtyard spaces that allow for the planting of upper-canopy trees.

Step down buildings on sloping sites to follow the natural fall of the land.

Design buildings fronting Whitehorse Road as landmark or signature buildings, featuring building entry points that provide a strong sense of address with active frontages and all weather protection.

Residential interface

Minimise any impacts from new commercial development on adjoining residential properties, including from noise, visual intrusion, overshadowing and overlooking.

Provide landscaping and screening treatments to new development where there is a direct residential abuttal.

Design and locate air conditioning and other similar machinery to minimise noise and visual impacts on adjoining residential areas.

Landscaping

Use indigenous trees and shrubs in landscape designs to complement the treed character of Blackburn, and to reflect the predominance of indigenous vegetation in the area.

Use a complementary landscaping theme between developments to provide for a consistent streetscape throughout the precinct.

Incorporate environmentally sustainable development principles into the landscaping of front setback areas, including water sensitive urban design.

Traffic and car parking

Use the east–west rights-of-way to access office sites where road safety and efficiency improvements are achieved, and the amenity of residential areas is preserved.

Avoid the use of the north–south right-of-way between Queen and Albert Streets for access due to the potential impacts on the amenity of adjoining residential properties.

Design and landscape car parking areas to minimise their visual impact.

Locate car parking underground or, if this is not achievable, to the rear of the site and landscaped to minimise its visual impact, or otherwise screened from the street.

Queen and Albert Streets Area policy guidelines

Consider as relevant:

Layout and lot size

- Creating lots with a minimum area of:
 - 1,600 square metres, for sites fronting Whitehorse Road.
 - 1,000 square metres, for sites fronting Chapel and Albert Streets.

Built form

- Locating offices with a leasable floor area of between:
 - 3,000 and 4,000 square metres, on sites fronting Whitehorse Road.
 - 1,500 and 3,000 square metres, on sites fronting other streets.
- Providing a minimum building setback of 3 metres from side and rear boundaries.

Landscaping

- Planting a variety of upper-canopy trees that will grow to a height of 7– 12 metres, mixed with low shrubs and ground covers.
- Setting aside a minimum of two-thirds of the front setback area for landscaping.
- Providing linkages between courtyards and open spaces of abutting development.
- Using similar species to adjoining sites in landscape designs.

Policy documents

Consider as relevant:

- *Blackburn Station Shopping Centre Parking Strategy and Management Plan* (Ratio Consultants, 2001).
- *MEGA mile [west] & Blackburn activity centres – Urban Design Framework* (Planisphere, Adopted 2010).
- *Queen and Albert Street Office Policy* (Whitehorse City Council, 1994).

Expiry

The car parking rates table of this policy will expire five years from the date of the notice of approval for Amendment C234whse is published in the Victorian Government Gazette.

Blackburn Neighbourhood Activity Centre Map



11.03-1L-02 Box Hill Metropolitan Activity Centre

21/11/2024
C234whse

Policy application

This policy applies to land identified on Maps 1–4 forming part of this clause.

Objectives

To facilitate the continued expansion of the Box Hill Metropolitan Activity Centre consistent with market demand.

To support walking as the primary means of access in and around the activity centre.

To encourage cycling as a sustainable and healthy means of travel to and within the activity centre.

To provide accessible, vibrant and comfortable public spaces that offer diverse opportunities for recreation and social engagement.

Land use strategies

Accommodate a wide range of uses, including residential and entertainment, that increase choices and opportunities, and help the activity centre become a focus of activity.

Maximise employment growth for Whitehorse.

Support the continued development of key activity clusters.

Create more and diverse opportunities for housing, including affordable housing.

Encourage complementary mixed uses and links between activities.

Support development and uses in the Box Hill Transport and Retail Precinct that are consistent with its role and function as a regional transport interchange for rail, bus, tram and taxi services.

Built form strategies

Transition building heights around the core of the activity centre to protect the amenity of surrounding residential areas.

Protect key open spaces from overshadowing.

Create street-orientated development.

Integrate new development with heritage buildings.

Facilitate change in each built form precinct while protecting areas of stability, as described on Map 2.

Movement strategies

Encourage walking as the primary means of access with most trips of 1 kilometre or less within the activity centre to be taken on foot.

Encourage cycling as a mode of transport for trips within the activity centre and for up to 5 kilometres between the activity centre and surrounding areas.

Encourage use and development that improves the connectivity, safety and amenity of the pedestrian and cycling networks, consistent with Maps 3 and 4, including by:

- Widening footpaths wherever possible.
- Improving pedestrian crossings of busy streets.
- Supporting way-finding.
- Creating a local network of bicycle routes.
- Improving the connectivity of streets while deterring through traffic.

Public spaces strategies

Protect and improve access to existing public open spaces.

Encourage development that creates new public spaces and facilities.

Develop synergies between public spaces and uses at their edges.

Enhance streets as public spaces.

Vehicle parking strategies

Encourage use and development that would support reduced parking provision rates.

Support the sharing of parking spaces between multiple uses.

Provide car parking under new buildings instead of in the open air.

Provide on-site motorcycle parking for occupiers and visitors.

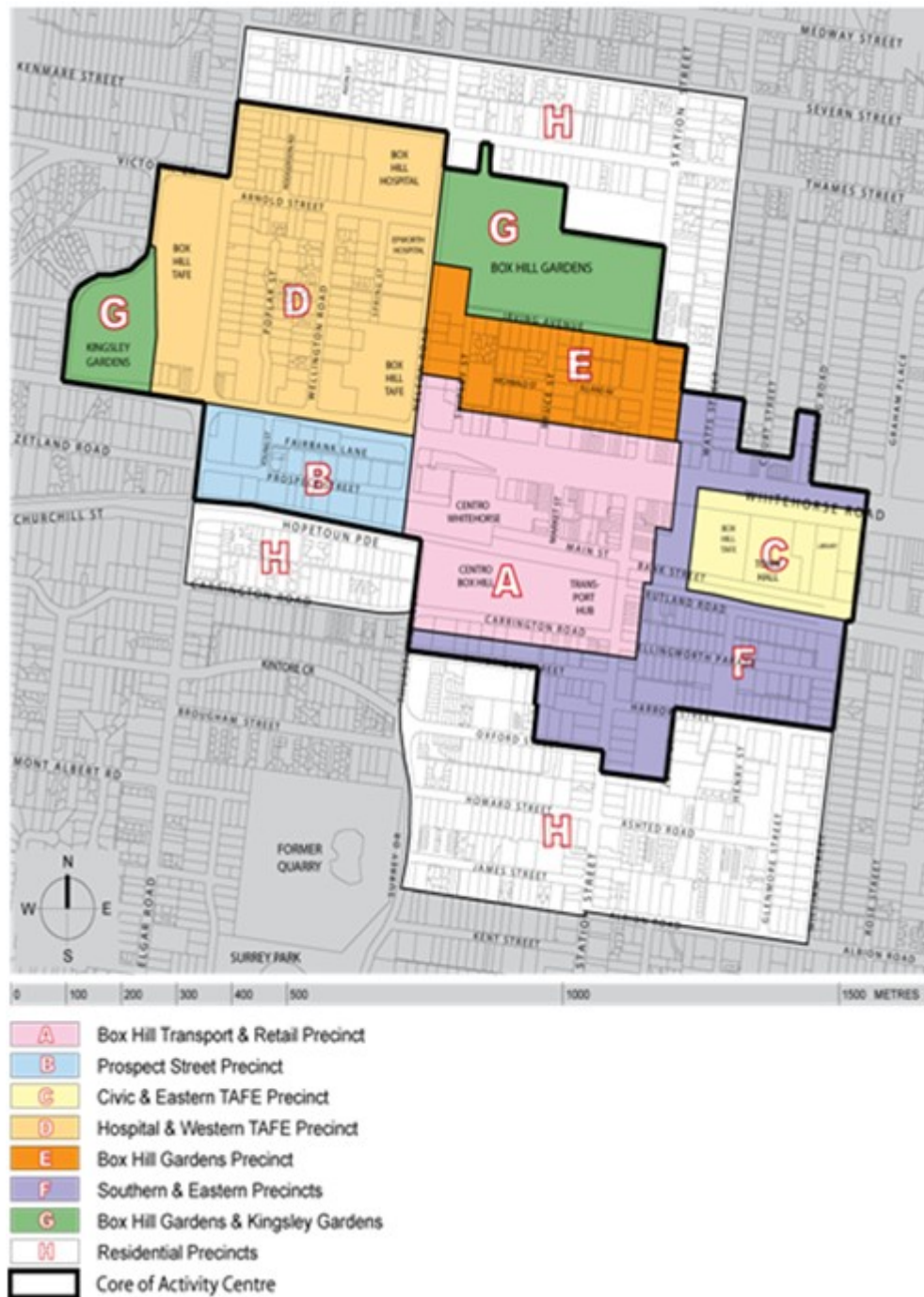
Provide service vehicle parking and access for new development in a manner that supports local uses, while minimising conflicts with other uses.

Policy documents

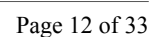
Consider, as relevant:

- *Box Hill Central Activities Area Car Parking Strategy* (GTA Consultants, 2014).
- *Box Hill Transit City Activity Centre Structure Plan* (SGS Economics & Planning, 2007).
- *Box Hill Transport Interchange Concept Design* (Arup & McGauran Soon, 2002).
- *Site Development Framework – 545 Station Street, Box Hill* (DPCD, 2011).

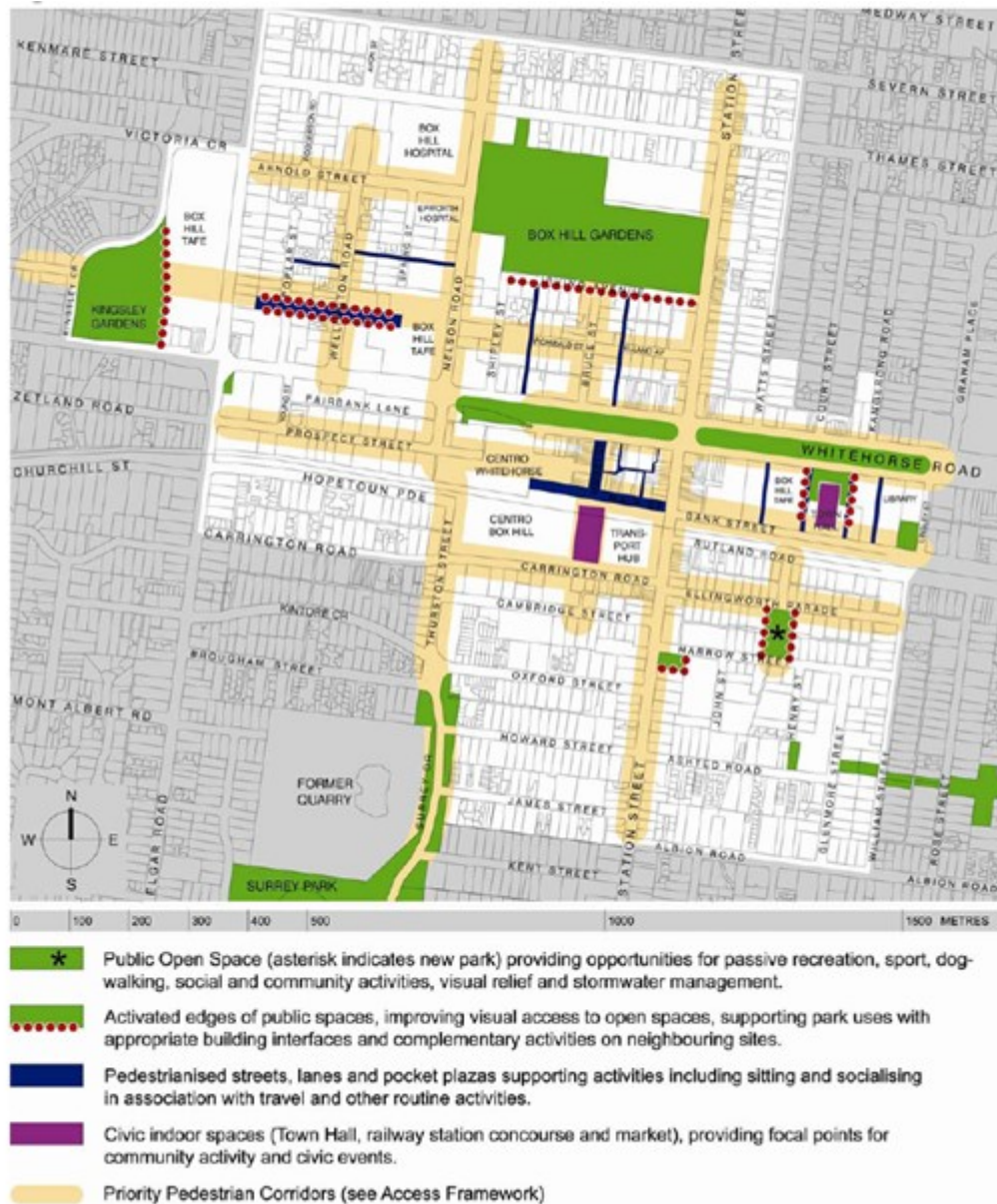
Map 1: Box Hill Metropolitan Activity Centre Precincts Map



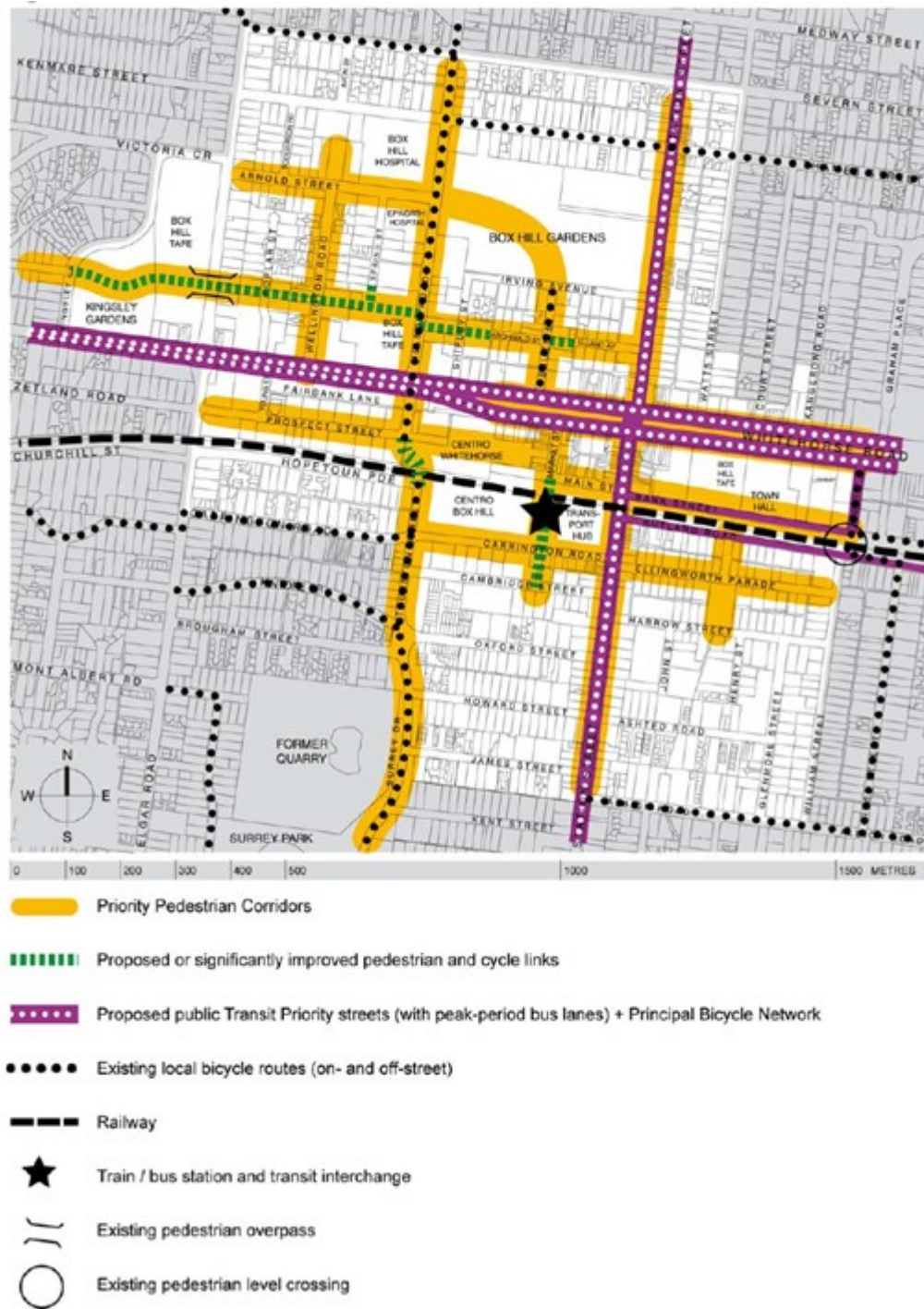
Map 2: Box Hill Metropolitan Activity Centre Built Form Precincts Map



Map 3: Box Hill Metropolitan Activity Centre Public Space Framework Plan



Map 4: Box Hill Metropolitan Activity Centre Access Framework Plan



11.03-1L-03 Burwood East - Tally Ho Major Activity Centre

21/11/2024
C234whse

Policy application

This policy applies to land identified on the Burwood East-Tally Ho Major Activity Centre Map forming part of this clause.

Objective

To facilitate the growth and development of the Burwood East-Tally Ho Major Activity Centre as an office and technology hub that meets the current and future needs of the local resident and worker population.

To maintain amenity and liveability, and enhance the quality and extent of landscaping.

Strategies

Encourage innovation, knowledge and technology-based businesses.

Encourage a mix of uses complementary to the office and technology focus of the activity centre, including retail, business services, short-term accommodation and conferencing facilities.

Locate retail uses at ground level.

Encourage developments that provide affordable housing, aged-care housing, specialised housing, serviced apartments and hotel facilities.

Facilitate higher density mixed-use developments on key sites.

Maintain the amenity and environment of the activity centre through landscaping, generous space for canopy trees, buildings within the landscaped setting, provision of an active transport network and an improved open space network.

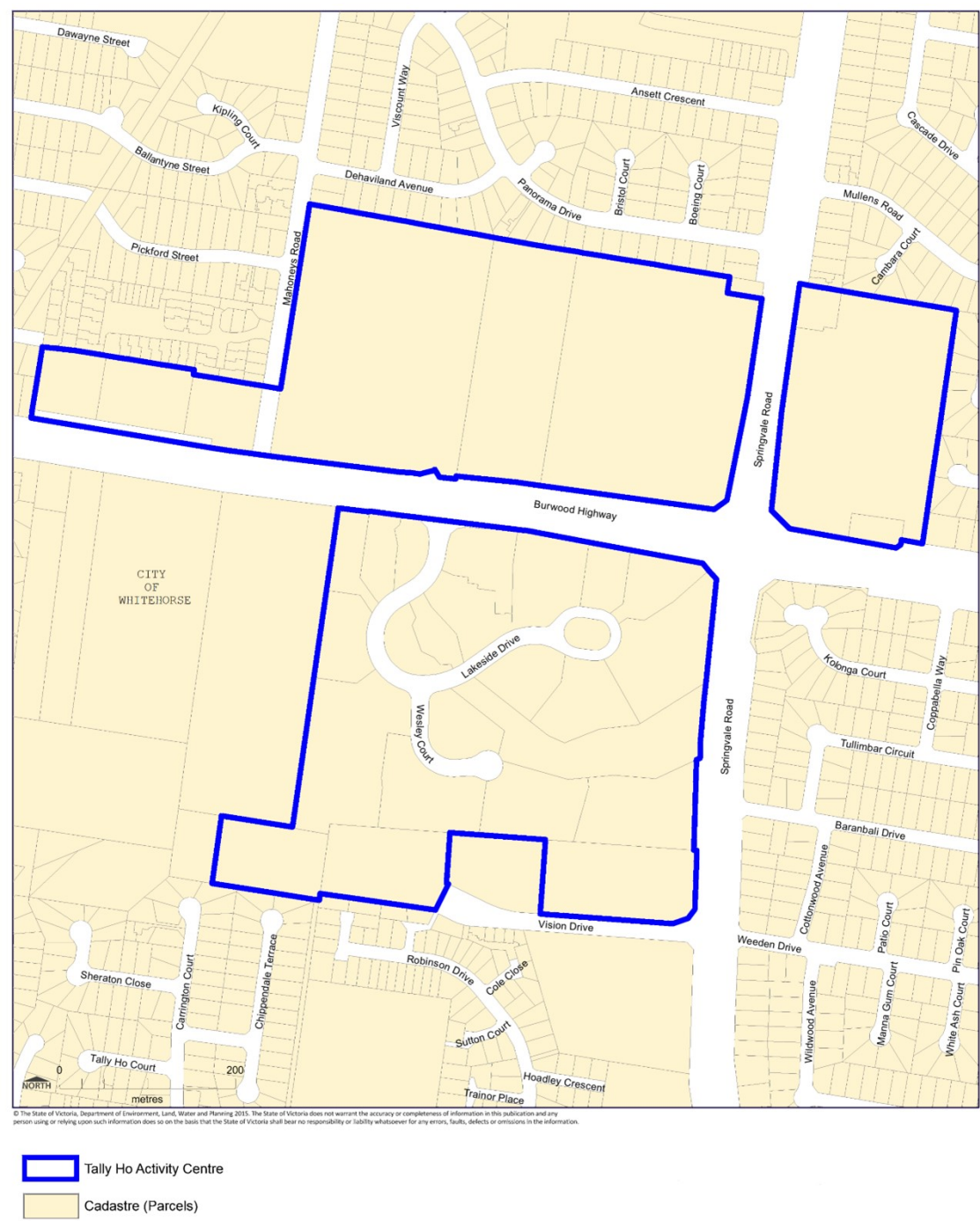
Rationalise at-grade car parking and encourage building consolidation to facilitate multi-level development that avoids a loss of parkland.

Policy document

Consider as relevant:

- *Tally Ho Major Activity Centre Urban Design Framework* (MGS Architects, 2007)

Burwood East-Tally Ho Major Activity Centre Map



11.03-1L-04 Burwood Heights Major Activity Centre

24/11/2024 --/--/----
 G234whe Proposed GC248

**Policy application**

This policy applies to land comprising the Burwood Heights Major Activity Centre including the Former Brickworks Site and identified on the Burwood Heights Major Activity Centre Map and the Former Brickworks Site Indicative Concept Plan forming part of this clause.

Centre-wide objectives

To provide for the future growth and development of the Burwood Heights Major Activity Centre that:

- Contributes to a wide mix of uses that complements the role and function of other activity centres in the region.
- Is well served by public transport, and active walking and cycling networks.
- Integrates with, and respects the character and amenity of, its surrounds.
- Responds to the topographical, physical and environmental features of the locality.
- Integrates strong built form and landscape elements.

Centre-wide strategies**Land use**

Accommodate a mix and greater density of uses, including retail, commercial, community, entertainment, health, leisure, residential and other associated uses that support the ongoing needs of all segments of the local community and regional population.

Support use and development that contributes to the evolution of the activity centre as a strong community focal point.

Recognise the unique redevelopment opportunities presented in the activity centre and strengthen these in a cohesive manner over time.

Movement

Encourage use and development that provides easy access by active transport and supports the improvement of public transport connections between the activity centre and other activity centres in the region.

Support development that contributes to a permeable network of streets, pedestrian and bicycle routes and open space corridors throughout the activity centre, and between the activity centre and its surrounds.

Built form

Design development that responds to its lower density surrounds in a sensitive manner.

Design buildings that have a distinctive urban form, with features that distinguish them from their surrounds.

Design buildings and provide streetscape treatments, including landscaped frontages, along Burwood Highway, Middleborough Road and roads within the activity centre that encourage an active visual engagement with pedestrians and passing traffic.

Encourage flexibility and versatility in building design to accommodate a variety of uses.

Open space and landscaping

Protect existing environmental and physical features that may be used to establish open space areas that are visible to the public and improve the landscaping and amenity outcomes for the activity centre, and that these features also guide the establishment of a network of open spaces and open space links.

Establish a landscaping theme for the activity centre core that is consistent with and incorporates elements of the predominant Garden Suburban character precinct type of the area.

Residential surrounds strategies

Maintain and enhance a high level of amenity in residential precincts within and surrounding the activity centre by limiting non-residential traffic and activities that generate unreasonable noise, and by improving landscaping in residential streets.

Former Brickworks Site objectives

To ensure that use and development on the site complements the function and ongoing role of the Burwood Heights Major Activity Centre and other existing activity centres in the region.

To contribute to residential amenity and establishment of a vibrant mixed use activity centre.

To strengthen the connections and networks within, and to, the activity centre, particularly for sustainable transport options.

To provide diverse and functional public spaces.

Former Brickworks Site strategies

Land use

Provide for a diversity of commercial, entertainment and leisure, retail, residential and community land uses that support the function of Burwood Heights as an activity centre.

Provide for a retail precinct that is developed for a mix of uses that complements the existing retail and commercial uses in the activity centre.

Ensure any large scale restricted retail premises or convenience restaurants are designed in an integrated format.

Allow for the vertical mixing of uses in buildings in appropriate locations, such as the Retail and Social Hub precinct and the Higher Density and Mixed Use Core precinct.

Provide for uses that generate activity over a 24-hour period, primarily in the Retail and Social Hub precinct, to support community safety and surveillance.

Provide a range of housing types including higher density housing options that are responsive to local housing needs, affordable housing and housing for people with additional needs.

Protect the amenity of adjoining residential areas and activities on the RSPCA site.

Movement

Design an internal link road that connects Burwood Highway and Middleborough Road as a tree-lined boulevard that is pedestrian and bicycle friendly, and contributes positively to the site's character and aesthetic quality.

Provide points of access into the site for pedestrians and cyclists from all adjoining roads and the opportunity for pedestrian and cyclist access to Medhurst and Ramsey Streets, and to the Eley Road flood basin to the east of the site.

Limit points of access to the site for motorised vehicles to preserve the amenity of surrounding residential areas.

Locate the intersection of the proposed internal link road and Burwood Highway to integrate with the Burwood Heights Shopping Centre and facilitate improved connectivity within the activity centre and to public transport.

Provide for permeability, activation and a sense of place by providing for a hierarchy of internal streets, laneways and pedestrian and public spaces within the site.

Use landscape themes and urban design treatments to signify the role of streets and accessways.

Built form

Orientate buildings to capitalise on the north-facing aspect of the site and the long-distance views it offers.

Ensure residential buildings overlook the central open space.

Orientate buildings to maximise solar access to public spaces.

Provide a gradual transition in built form and create viewlines to visually integrate the site with surrounding development.

Provide a sense of address to Middleborough Road with a high quality built and landscaped frontage.

Frame the boulevard link road with public spaces, and active and articulated building frontages.

Provide gradual transitions in building scale between new and existing residential development and the RSPCA that is sympathetic to the surrounding built form.

Provide lower scale development on the periphery of the site.

Open space and landscaping

Provide an accessible open space area around the quarry depression and water body in the central part of the site.

Connect the civic space to the central open space area with a transitional open space link.

Retain and strengthen a strong landscape theme as part of the gateway treatment on Burwood Highway.

Provide a major civic space that can accommodate community and cultural events and future opportunities for public art.

Infrastructure

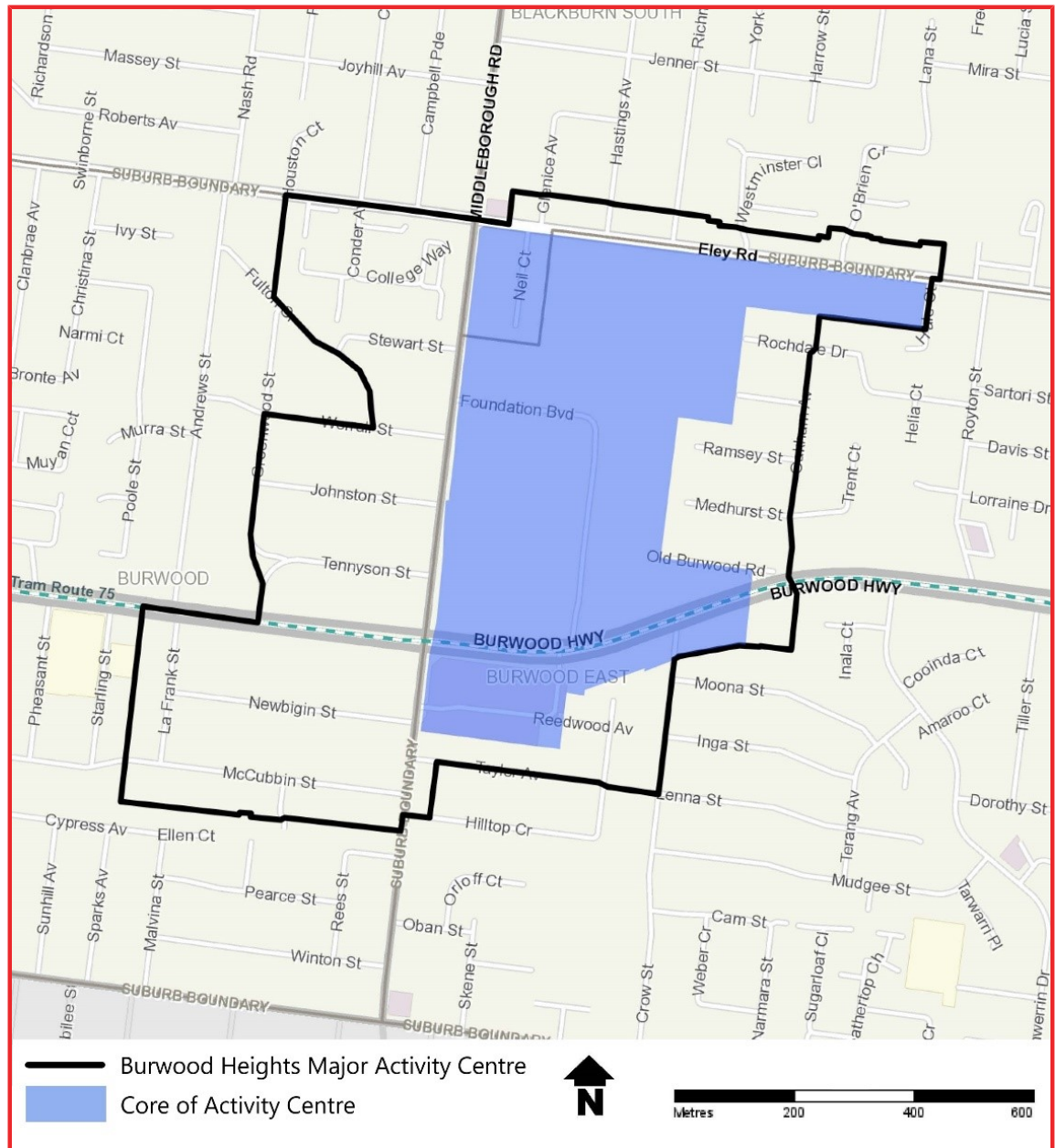
Support the redevelopment of the site with a level of infrastructure that meets the scale and intensity of development.

Policy documents

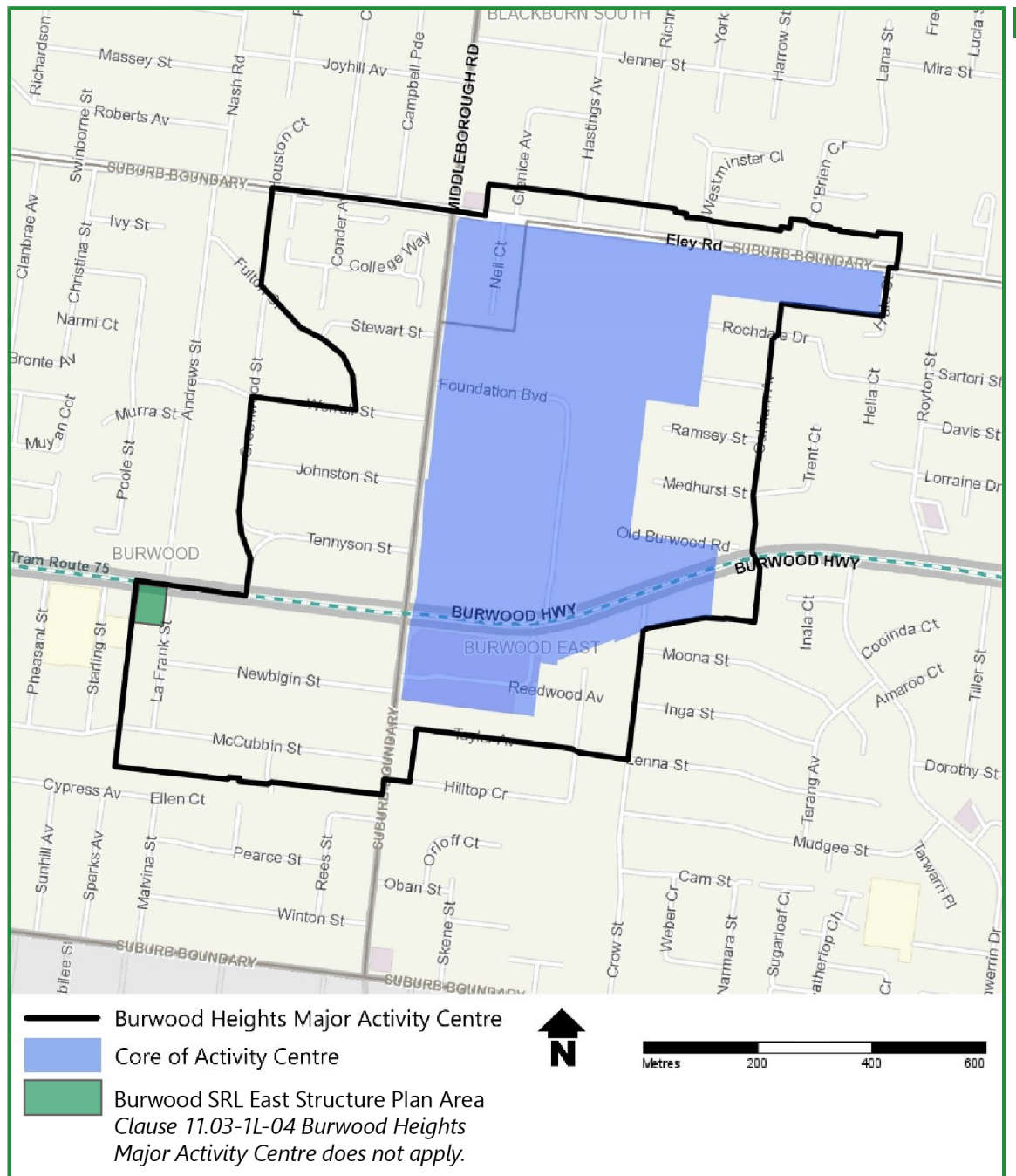
Consider as relevant:

- *Burwood East Master Plan and Urban Design Report* (Roberts Day, 2015).
- *Burwood Heights Activity Centre Structure Plan* (Hansen Partnership, 2005).
- *Burwood Heights Shopping Centre Business Plan* (Peter McNabb & Associates, 2014).

Burwood Heights Major Activity Centre Map



WHITEHORSE PLANNING SCHEME



Former Brickworks Site Indicative Concept Plan



11.03-1L-05 Expansion of activity centres21/11/2024
C234whse**Policy application**

This policy applies where an amendment to the planning scheme, or change to a strategic plan approved under the planning scheme, would allow for an increase of leasable floor area in an activity centre for the purposes of a Shop, as follows:

- 3,000 square metres or more in a major activity centre.
- 2,000 square metres or more in a neighbourhood activity centre.

Objective

To ensure that additional retail floorspace in activity centres reflects retail demand, without adversely impacting on the retail hierarchy and the planned role and function of other activity centres.

Strategies

Retain the expected volume of retail expenditure in the catchment of the activity centre post-expansion, consistent with the centre's position in the retail hierarchy.

Ensure the expected retail turnover per square metre for a proposed retail format is consistent with relevant state and national economic benchmarks as demonstrated through a Retail Sustainability Assessment.

Minimise trading impacts from each stage of a proposed retail expansion on existing and proposed activity centres.

Support retail expansions that will increase employment in the activity centre and contribute to a reduction in the unemployment rate in the region.

Policy guideline

Consider as relevant:

- A Retail Sustainability Assessment prepared by a suitably qualified person that:
 - Defines the Main Trade Area of an activity centre as comprising a Primary Trade Area that accounts for approximately 60 per cent of expenditure and a Secondary Trade Area that accounts for approximately 20 per cent of expenditure.
 - Calculates the total retail expenditure pool generated by the catchment and the retained expenditure that is expected 'pre' and 'post' development.
 - Assesses whether the volume of retail expenditure that is expected to be retained in the catchment 'post' development is consistent with the centre's position in the retail hierarchy.
 - Explains why the expected retail turnover per square metre has been chosen for a proposed retail format and compares it to relevant State and National benchmarks. Any variations between proposal and benchmark standards should be explained.
 - Reports on the market share that is expected for retail floorspace across key retail categories in the Primary and Secondary trade areas including food and 'non-food' retail floorspace.
 - Provides clear indications of where additional trade is expected to be sourced.
 - Identifies the expected trade impacts on existing and proposed centre for each stage of the development.
 - Calculates the employment impacts and impacts on the unemployment rates in the region based on the volume of jobs the centre is expected to support.

11.03-2S04/05/2022
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

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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.

11.03-4S20/03/2023
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)

11.03-5S30/04/2021
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

Proposed GC248

Policy application

This policy applies to land within the SRL East Structure Plan Areas shown in the Strategic 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.

Discourage the subdivision of residential land into two or three lots to ensure development aspirations for the area are not constrained or compromised.

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.

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 and capitalise on their potential for redevelopment and intensification.

Encourage strategic sites to deliver public benefits, 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, cycle hire infrastructure and last mile parcel collection lockers where appropriate.

Encourage new developments to promote and support active transport options.

11.03-6L-02 Burwood SRL East Structure Plan Area

Proposed GC248

Policy application

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

Objective

To support sustainable urban renewal focused around a thriving urban centre and new SRL station, with strong connections to Deakin University, surrounding established residential areas and Gardiners Creek (Kooyongkoot).

Housing strategies

Encourage residential growth through increased built form scale. This includes significant housing growth around the SRL station, within Burwood Central Neighbourhood and on strategic sites, high housing growth along Burwood Highway, Highbury Road and Elgar Road, and the McIntyre Neighbourhood, and medium housing growth in established residential areas, including within the Lundgren Neighbourhood, Education Neighbourhood and Station Street Neighbourhoods.

Support the delivery of residential aged care and independent living facilities accessible to the Burwood Central Neighbourhood to enable people to age-in-place.

Economic development objectives

To reinforce Burwood as a state significant education precinct and preferred location for advanced manufacturing.

To create a vibrant and diverse Burwood Central Neighbourhood.

Economic development strategies

Deliver active ground floor uses as part of residential, commercial and mixed-use developments within the Burwood Central Neighbourhood, and in the existing commercial nodes.

Encourage mixed-use development that incorporates active ground floor uses within Commercial and Mixed Use land use priority areas fronting Burwood Highway.

Provide diverse office uses within the Burwood Central Neighbourhood.

Increase amenity and support a day-to-night economy in the Burwood Central Neighbourhood through delivering increased entertainment, retail, hospitality and supermarket uses.

Support the provision of short-stay accommodation immediately surrounding the SRL station within the Burwood Central Neighbourhood.

Support the ongoing employment function of the Employment land use priority areas and encourage their transition over time to support higher density, knowledge intensive jobs, including increasing amenity through providing retail, hospitality, and other complementary uses.

Support development of advanced manufacturing and other emerging light industrial uses within the Employment Neighbourhood.

Support the growth of the tertiary education, research, and innovation sectors.

Guide use and development adjacent to Deakin University to be compatible with any potential growth and expansion of the university.

Built and natural environment strategies

Enhance the Gardiners Creek (Kooyongkoot) corridor and associated parklands to support environmental, recreational and active transport outcomes, and ensure built form and public realm responds positively to the creek.

Ensure public realm enhancements to Gardiners Creek (Kooyongkoot) are respectful of Aboriginal heritage given the cultural sensitivity of the creek.

Encourage landscaping that incorporates native vegetation including canopy trees and flowering plants in areas surrounding Gardiners Creek (Kooyongkoot) to improve biodiversity.

Direct the greatest level of built-form intensity, activity, and development scale to the Burwood Central Neighbourhood and around the SRL station.

Encourage continuous, mid-rise buildings along Burwood Highway, Highbury Road, Elgar Road, and Station Street (within areas shown as accommodating high built form scale) to frame these wide roads.

Support a pair of mid-rise urban neighbourhoods (within areas shown as accommodating high built form scale) adjacent either side of Gardiners Creek (Kooyongkoot), and within walking distance of the Burwood Central Neighbourhood.

Encourage housing diversity through the development of mid-rise apartment buildings within landscaped settings in areas identified for medium built form scale housing.

Sustainable transport strategies

Future proof the potential expansion of a high-capacity public transport capable corridor along Elgar Road between Riversdale Road and Burwood Highway.

Policy documents

Consider as relevant:

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

Burwood SRL East Structure Plan Area Map

