

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)

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 Sandringham Village

18/06/2021
C180bays

Policy application

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

Retail core strategies

Consolidate retail activity within this precinct.

Encourage residential uses at upper levels.

Maintain the community facility role of this precinct, particularly in Waltham Street.

Encourage entertainment uses in addition to restaurants and shops.

Encourage the redevelopment of the station car park in Harston Street and the adjacent bus depot for housing.

Support development of the bus depot and railway station car park that provides for the replacement of public car parking, commuter parking and creation of pedestrian links between the station and Sandringham and Bay Roads.

Design new development adjacent to Sandringham Railway Station to include windows at ground and upper floor levels that overlook the station.

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

Retail core policy guideline

Consider as relevant:

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

Sandringham Hotel strategy

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

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

Bay Road offices strategies

Support development (and associated use) for offices and health related uses particularly at street level.

Encourage residential uses on upper levels.

Residential areas strategies

Encourage residential development close to shops and services to provide a transition in height from business precincts to low scale residential areas.

Maintain housing for older persons and residential aged care.

Encourage redevelopment of larger sites for residential with basement car parking.

Retain the residential focus of this precinct.

Provide adequate off-street parking for all new dwellings.

Built form and public realm strategies

Protect existing views and vistas where possible when designing and siting development.

Redevelop the properties in Melrose Street that currently have 90 degree angle car parking at the front of the site to provide a street wall that is built to the footpath edge and parking provided behind the development.

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

Connectivity objective

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

Connectivity strategies

Design development to integrate with the existing streetscape and protect existing views from the public domain to Port Phillip Bay through the siting and massing of buildings, structures, signage and the selection of vegetation species.

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

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

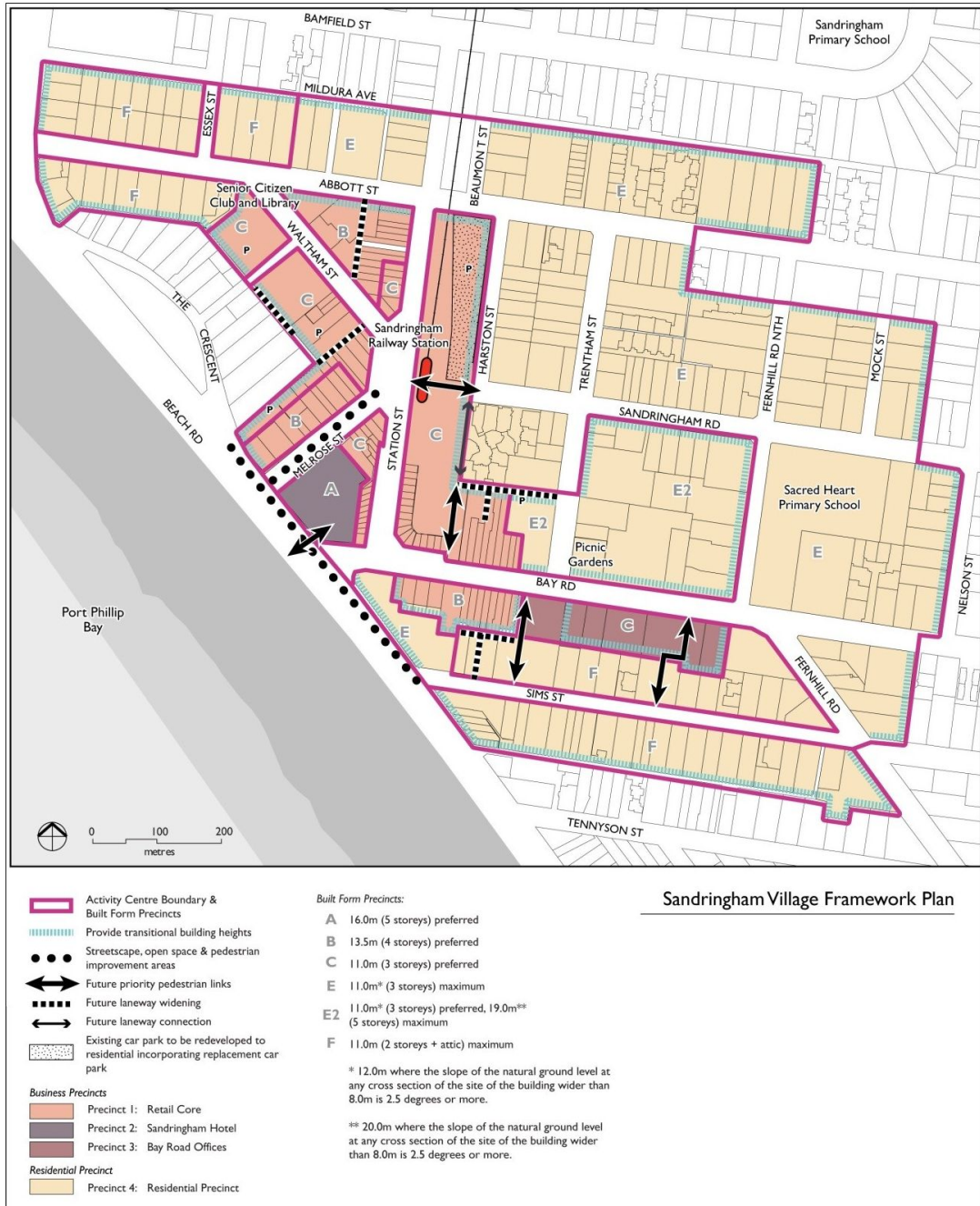
Policy document

Consider as relevant:

- *Sandringham Village - Final Structure Plan* (Planisphere, 2006)

BAYSIDE PLANNING SCHEME

Sandringham Village Activity Centre map



11.03-1L-02 Bay Street Brighton

18/06/2021
C180bays

Policy application

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

Retail core strategies

Consolidate retail activity between Hillcrest Avenue and Asling Street.

Encourage development (and associated use) of healthcare and related service providers.

Support the expansion of the night time economy.

Encourage development of residential uses at upper levels.

Retail core policy guideline

Consider as relevant:

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

Western office area strategies

Promote office uses at ground level and above.

Accommodate uses that generate pedestrian activity such as restaurants and entertainment uses while still maintaining predominantly office uses.

Locate residential uses above ground floor level.

Encourage redevelopment of larger sites for mixed use developments with basement car parking, commercial uses at ground level and residential above.

Medical centres office and residential strategy

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

Residential areas strategies

Increase the number of dwellings and the variety of dwelling types in this area.

Encourage redevelopment of larger sites for higher density residential dwelling types, such as apartments.

Provide adequate off-street parking for all new dwellings.

Pedestrian and vehicular circulation strategies

Encourage access to off-street car parking via Bay Street to limit traffic impacts on local residential streets.

Incorporate pedestrian links between Bay Street and Outer Crescent in new developments.

Design development abutting the laneway adjacent to Warleigh Grove and surrounding residential streets to improve the amenity and safety of pedestrian access through measures such as passive surveillance, lighting or the like.

Support the development of a new car parking facility over the existing Council owned parking lot located between Marion Street and Willansby Avenue.

Pedestrian and vehicular circulation policy guideline

Consider as relevant:

- The development of a new car parking facility over the existing Council owned parking lot located between Marion Street and Willansby Avenue to provide between 80-120 additional car spaces.

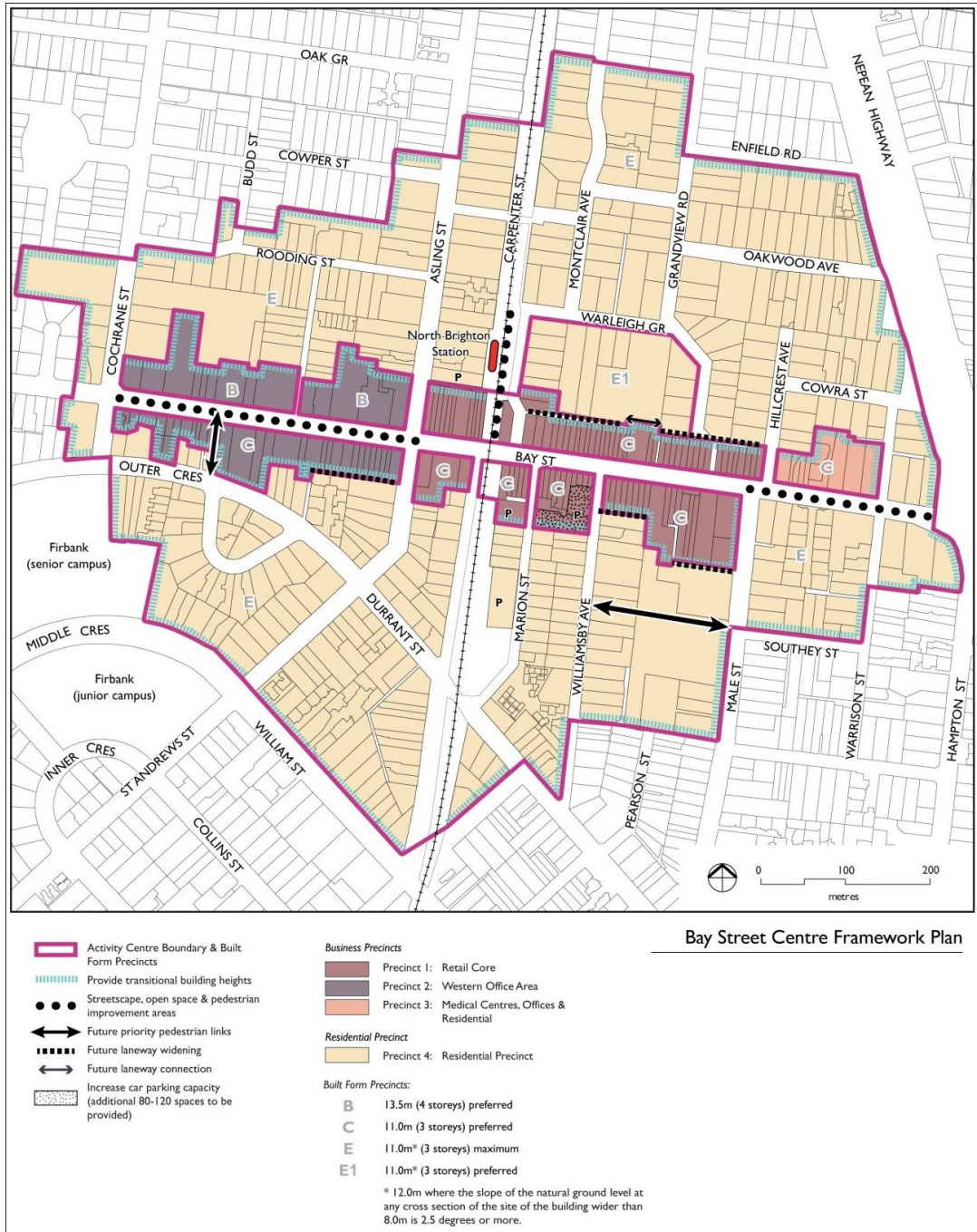
BAYSIDE PLANNING SCHEME

Policy document

Consider as relevant:

- *Bay Street Centre - Final Structure Plan* (Planisphere, 2006)

Bay Street Brighton Activity Centre map



11.03-1L-03 Church Street Brighton

18/06/2021
C180bays

Policy application

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

Retail core strategies

Consolidate retail activity between St Andrews and Male Street.

Support the expansion of the Safeway/Woolworths supermarket to full line status (approximately 3000 square metres) to serve as a stronger anchor for the centre.

Design building frontages to have a high degree of visual connection to the street.

Encourage mixed use development throughout the precinct and in particular around the railway station.

Encourage development of residential uses at upper levels.

Retail core policy guideline

Consider as relevant:

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

Office and mixed use strategies

Encourage office uses, particularly related to health and service uses at ground level.

Encourage the development or adaptation of upper levels for dwellings.

Encourage redevelopment of larger sites and grade level car parks for mixed use developments with basement car parking, office uses (residential in Well Street) at ground level and residential above.

Support the provision of an additional car parking facility over the existing parking lot located off the north side of Well Street, between Carpenter Street and the railway line.

Office and mixed use policy guideline

Consider as relevant:

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

Church St Andrews and New Street triangle strategy

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

Residential areas strategies

Encourage residential development close to shops and services to provide a transition in height from the business precinct to low scale residential areas.

Encourage redevelopment of larger sites and grade level car parks for residential with basement car parking.

Provide adequate off-street parking for all new dwellings.

Support the provision of an additional car parking facility over the existing parking lot located on the corner of Carpenter and Black streets to provide, along with the redeveloped Well Street car park, between 120-160 additional car spaces.

Public realm strategies

Integrate the open space on the St Andrew's Church grounds (fronting Church Street between New and St Andrews streets) into the centre.

Design development opposite the St Andrews Church to provide for buildings with windows overlooking the church grounds.

Design development adjacent to Middle Brighton Railway Station to include windows at ground and upper floor levels that overlook the station and access lanes.

Pedestrian circulation strategies

Create new pedestrian links between Church Street and Well Street, as shown on the Church Street Brighton Activity Centre map located at:

- 86 Church Street and 21 – 27 Well Street.
- The Dendy Plaza (26 Church St, 8 St Andrews St, 1-3 Well St) and 5 Well St.

Retain a pedestrian link between Lindsay Street and the railway footpath as part of any redevelopment of the car park.

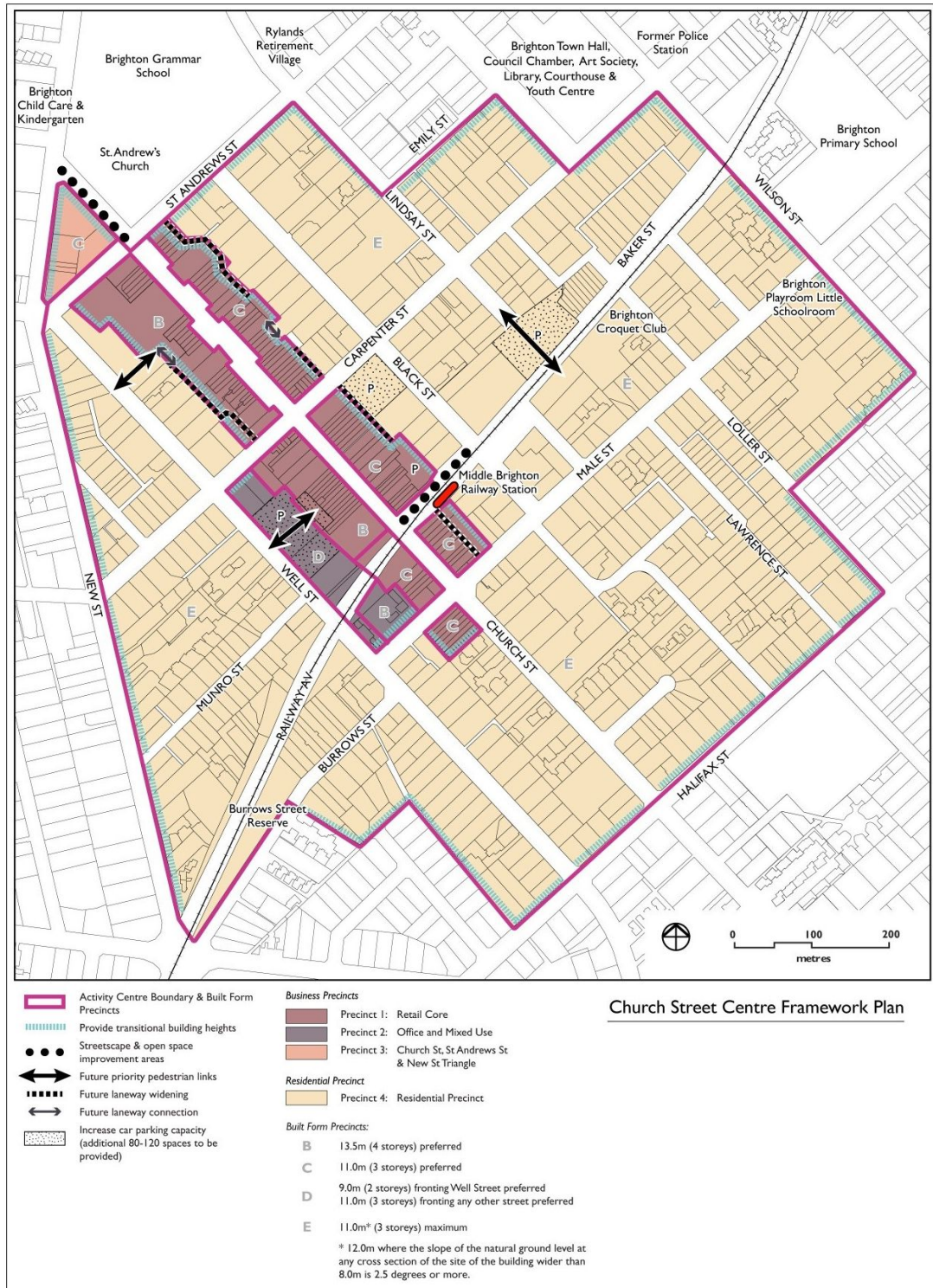
Policy documents

Consider as relevant:

- *Church Street Centre - Final Structure Plan* (Planisphere, 2006)
- *Bayside Neighbourhood Character Review – Stage 2 Final Report* (Planisphere, 2008, Revised 2011)

BAYSIDE PLANNING SCHEME

Church Street Brighton Activity Centre map



11.03-1L-04 Hampton Street18/06/2021
C180bays**Policy application**

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

Retail core strategies

Develop a high activity, retail and mixed use core, with active frontages, between the railway line and Willis Street.

Facilitate redevelopment of the Willis Street Precinct and railway car park to a mixed use development with:

- Basement car parking.
- Integrated community facilities.
- Improved links to the station and between transport modes.
- Improved station facilities.
- Public space incorporating the existing large eucalypts.

Support the redevelopment of the station car park in Railway Crescent to provide housing that fronts the street and also looks onto the station.

Design development adjacent to Hampton Railway Station to include windows at ground and upper floor levels that overlook the station and access lanes.

Ensure that the redevelopment of the Willis Street Precinct includes additional car parking spaces to replace those lost due to the redevelopment of the Railway Crescent car park.

Design building frontages to have a high degree of visual connection to the street.

Provide a pedestrian link to the Willis Street Precinct from Hampton Street.

Encourage development of residential at upper levels.

Retail core policy guideline

Consider as relevant:

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

Peripheral business and local shopping area strategies

Encourage mixed use developments with non-residential uses on the ground floor and residential on upper levels.

Encourage healthcare and related uses.

Design buildings fronting Hampton Street between Ludstone and Villeroy streets, and between Grenville and Hollyrood streets, to provide shops built to the footpath edge and car parking to the rear.

Design and layout development to support the use of the commercial area north of South Road as a local shopping centre.

Maintain and consolidate community service functions in the centre.

Office and multi-dwelling residential strategies

Maintain continuous shop fronts at street level.

Encourage development of residential at upper levels.

Encourage development for office activity in Small Street and Railway Crescent.

Residential areas strategies

Provide for increased housing densities and diversity of housing types within the centre and direct larger developments to larger sites within or immediately adjoining the business precincts.

Provide adequate off-street parking for all new dwellings.

Pedestrian circulation strategies

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

Design development to strengthen pedestrian links as shown on the framework plan, including:

- Between Orlando and Grenville Streets across the rail line.
- From the station to Willis Street.
- Along Willis Lane.
- Between Service Street and Hampton Street.
- Along the rail lane reserve.

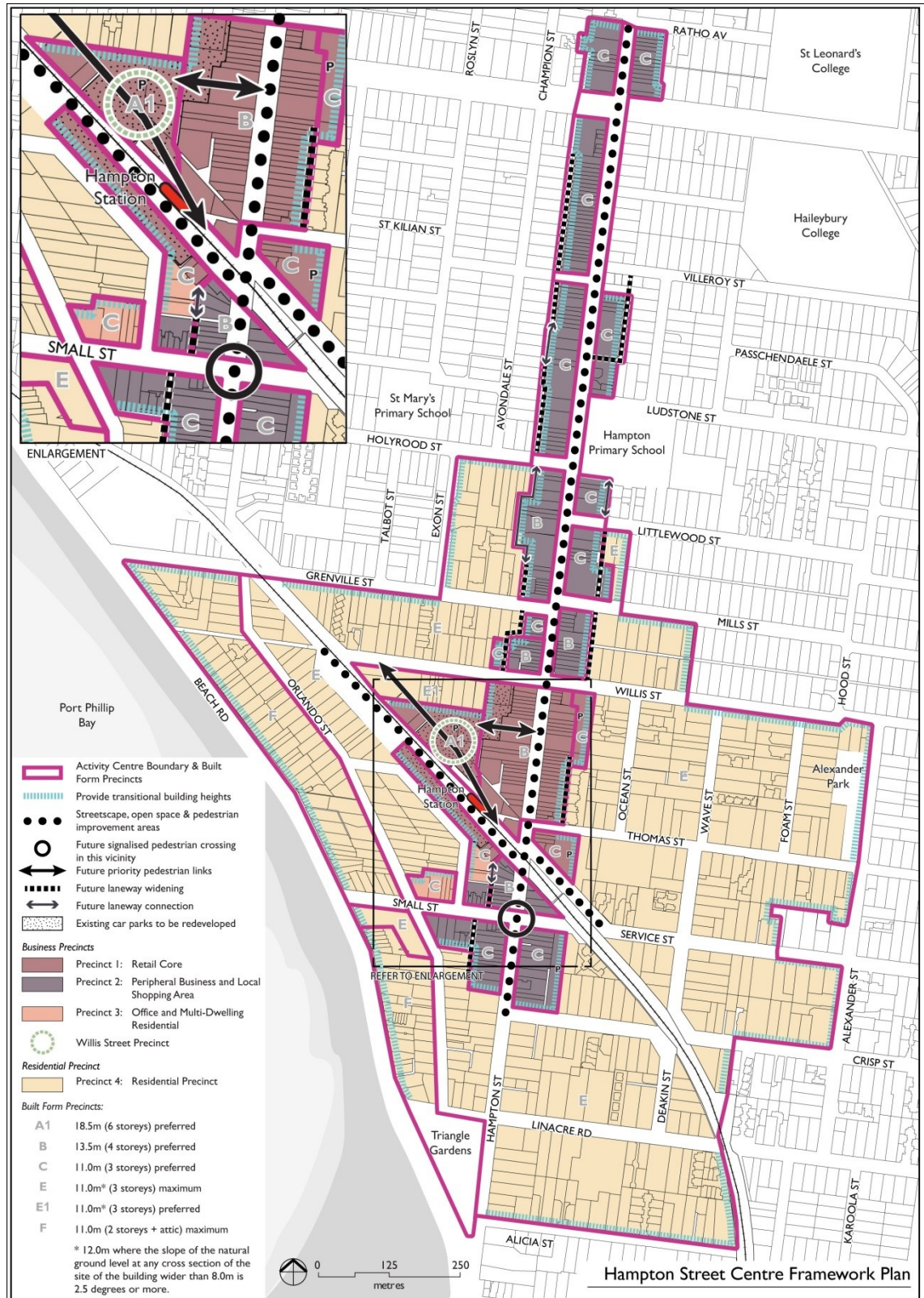
Policy document

Consider as relevant:

- *Hampton Street Centre - Final Structure Plan* (Planisphere, 2006)

BAYSIDE PLANNING SCHEME

Hampton Street Activity Centre map



11.03-1L-05 Beaumaris

18/06/2021
C180bays

Policy application

This policy applies to land contained in the Beaumaris Concourse Activity Centre map.

Strategies

Maintain a core retail role for the centre.

Design residential development at the rear or upper levels so that it does not prejudice the use of the ground floor for retail and entertainment uses.

Design residential or commercial development to incorporate effective noise attenuation measures to address conflict with adjoining uses.

Support development that is designed and sited to protect the amenity of the land and the surrounding area, including abutting residential uses.

Policy guideline

Consider as relevant:

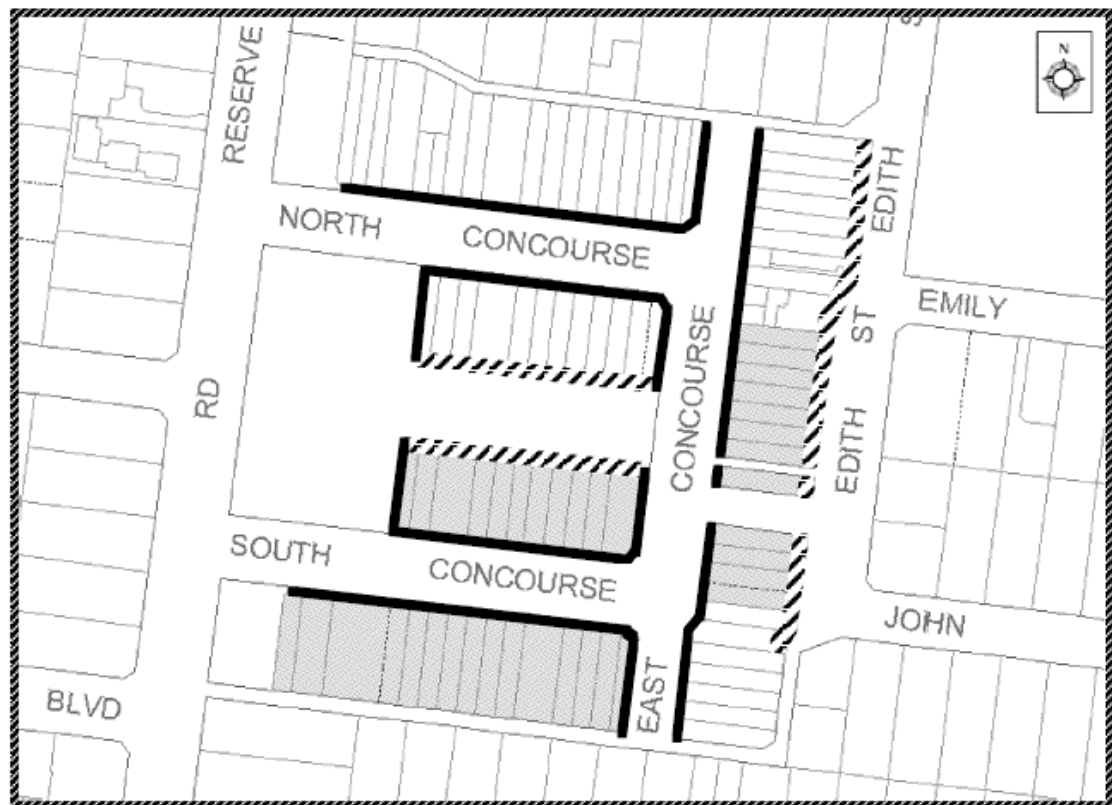
- Provision of minimum floor to ceiling heights of at least 3.5 metres at ground floor and loading bays at the rear to facilitate the development of shop and food premises uses.



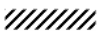
Policy document

Consider as relevant:

- *Beaumaris Concourse Activity Centre Structure Plan* (IUM, 2005)

Beaumaris Concourse Activity Centre map



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

44-03-4L-06 Highett24/09/2022
G460bays**Policy application**

This policy applies to land contained in the Highett Activity Centre map.

Residential development strategies

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

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

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

Allow sufficient space around new multi-level developments in residential areas, at ground level to provide the opportunity for landscaping that will create a garden appearance to streets and soften the building form from adjoining buildings.

Design development to:

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

Economic development strategies

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

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

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

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

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

Access strategies

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

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

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

Provide an open space link when land to at 36-40 Graham Road Highett is developed to create a connection between the Lyle Anderson Reserve and open space to be provided in the CSIRO site either as:

- An open space land contribution.
- An easement.

Environmental values strategy

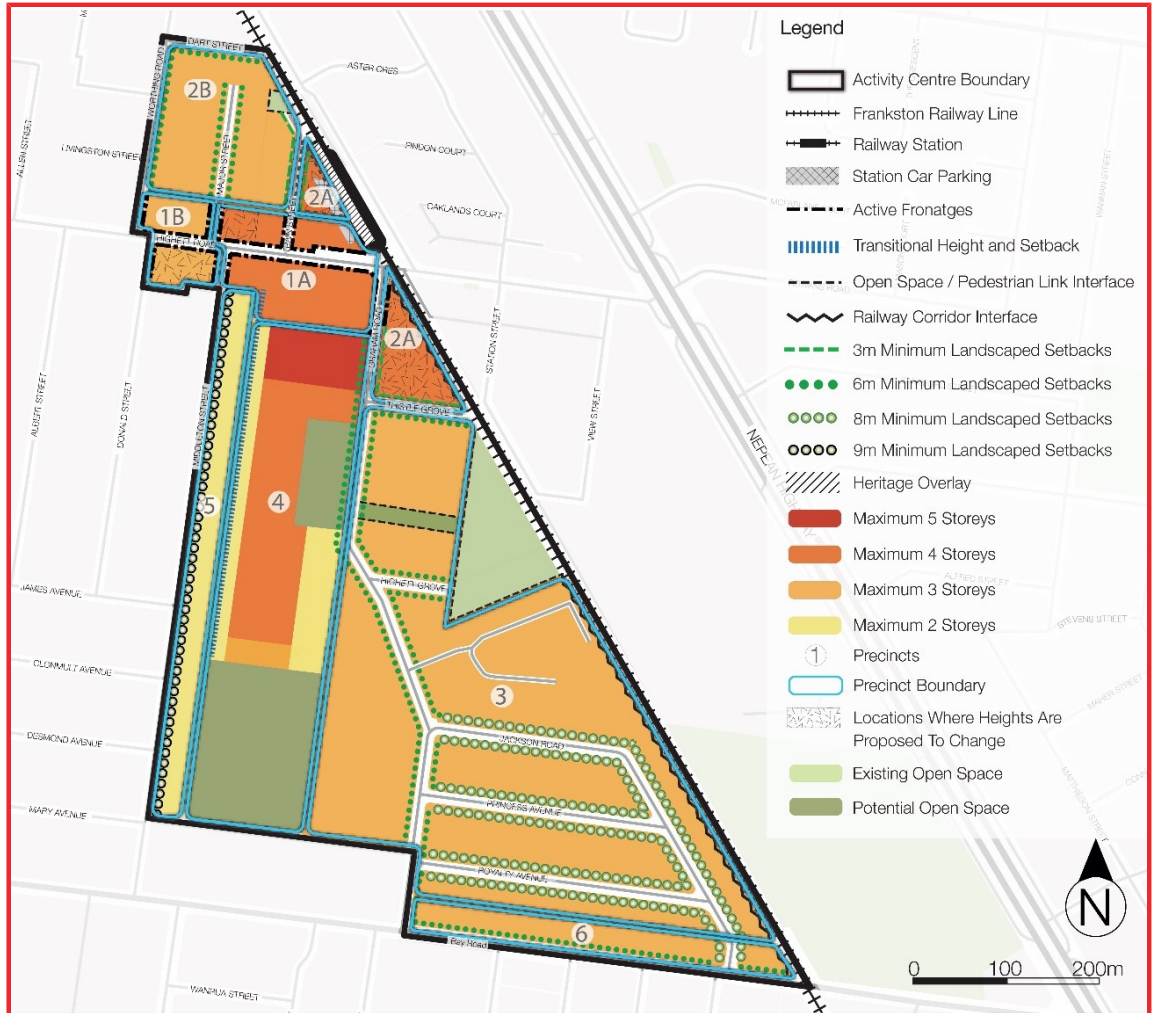
Retain the Highett Grassy Woodland due to the substantial contribution it makes to biodiversity on a local and regional level.

Policy documents

Consider as relevant:

- *Highett Structure Plan* (Bayside City Council, 2018)
- *Graham Road, Highett: Traffic Management Plan* (Andrew O'Brien and Associates, 2004)

Highett Activity Centre map



11.03-1L-07 Martin Street Brighton

18/06/2021
C180bays

Policy application

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

Objective

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

Land use strategies

Encourage a range of housing types and sizes to cater to different needs.

Locate housing above commercial premises to improve convenience for residents and increase the customer base for traders.

Support intensification of the commercial area to provide for commercial and residential growth and ensure the ongoing economic viability of the Martin Street Activity Centre.

Built form strategies

Design development to achieve a transition in building height and intensity between commercial precincts and between commercial and residential areas.

Discourage that project from upper floor facades or that are located above verandahs.

Access strategies

Design development to provide improved access and safety for vehicles, cyclists and pedestrians in Martin Street and at the interface with the Nepean Highway.

Increase the utilisation of laneways by development, through widening, lighting, signage and surveillance.

Ensure that development provides sufficient car parking to meet the needs of residents and visitors without compromising the streetscape.

Seek to establish continuous walking and cycle paths along the Nepean Highway corridor that connect existing networks.

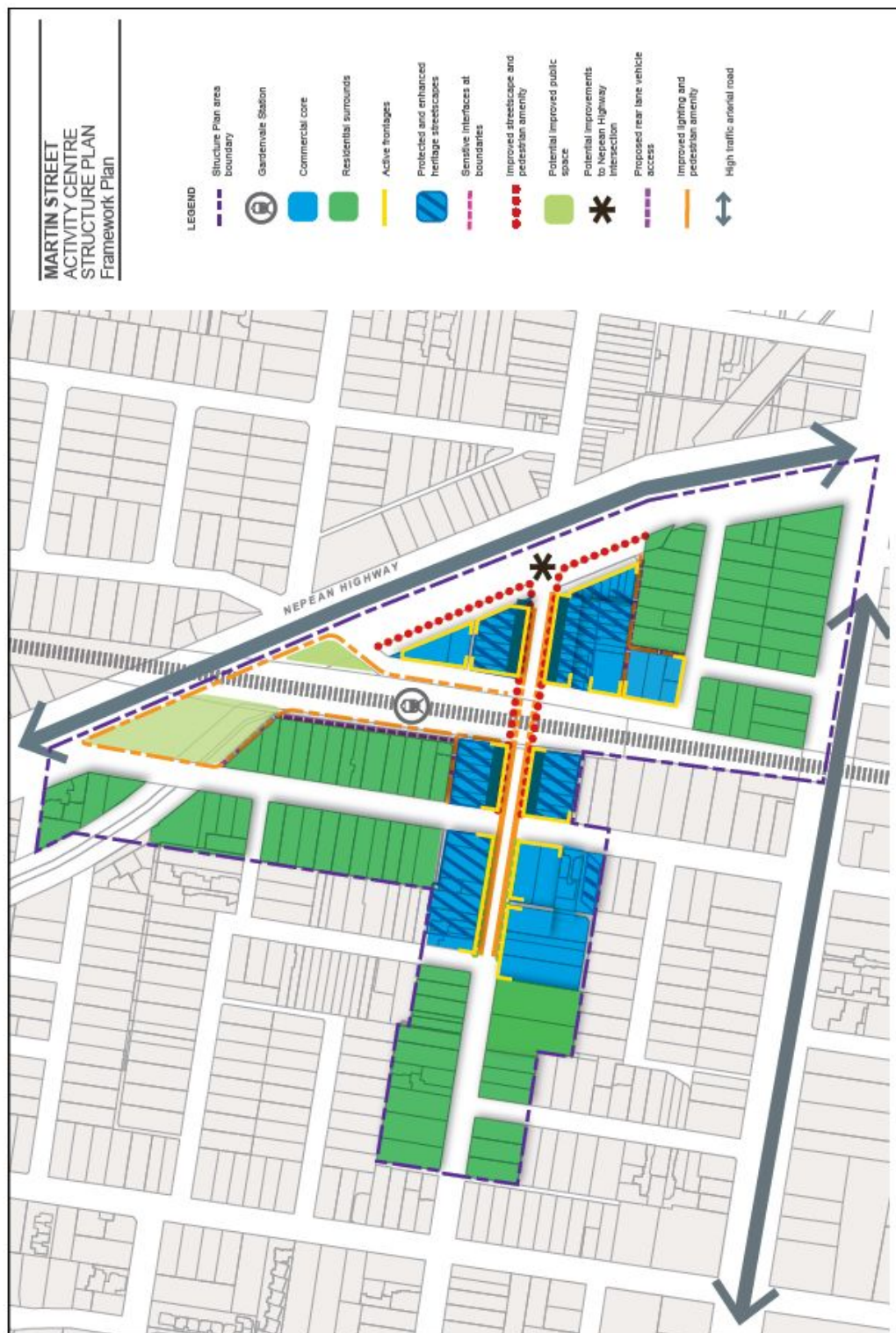
Support development that improves the Gardenvale Railway Station environs to increase pedestrian safety and accessibility.

Policy document

Consider as relevant:

- *Martin Street Structure Plan* (Bayside City Council, 2016)

Martin Street Brighton Activity Centre map



11.03-1L-08 Black Rock18/06/2021
C180bays**Policy application**

This policy applies to land contained in the Black Rock Village Neighbourhood Activity Centre map.

Strategies

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

Encourage new residential uses above ground floor level.

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

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

Commercial street frontages should:

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

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

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

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

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

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

Maintain the supply of publicly available car parking spaces.

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

Policy guidelines

Consider as relevant:

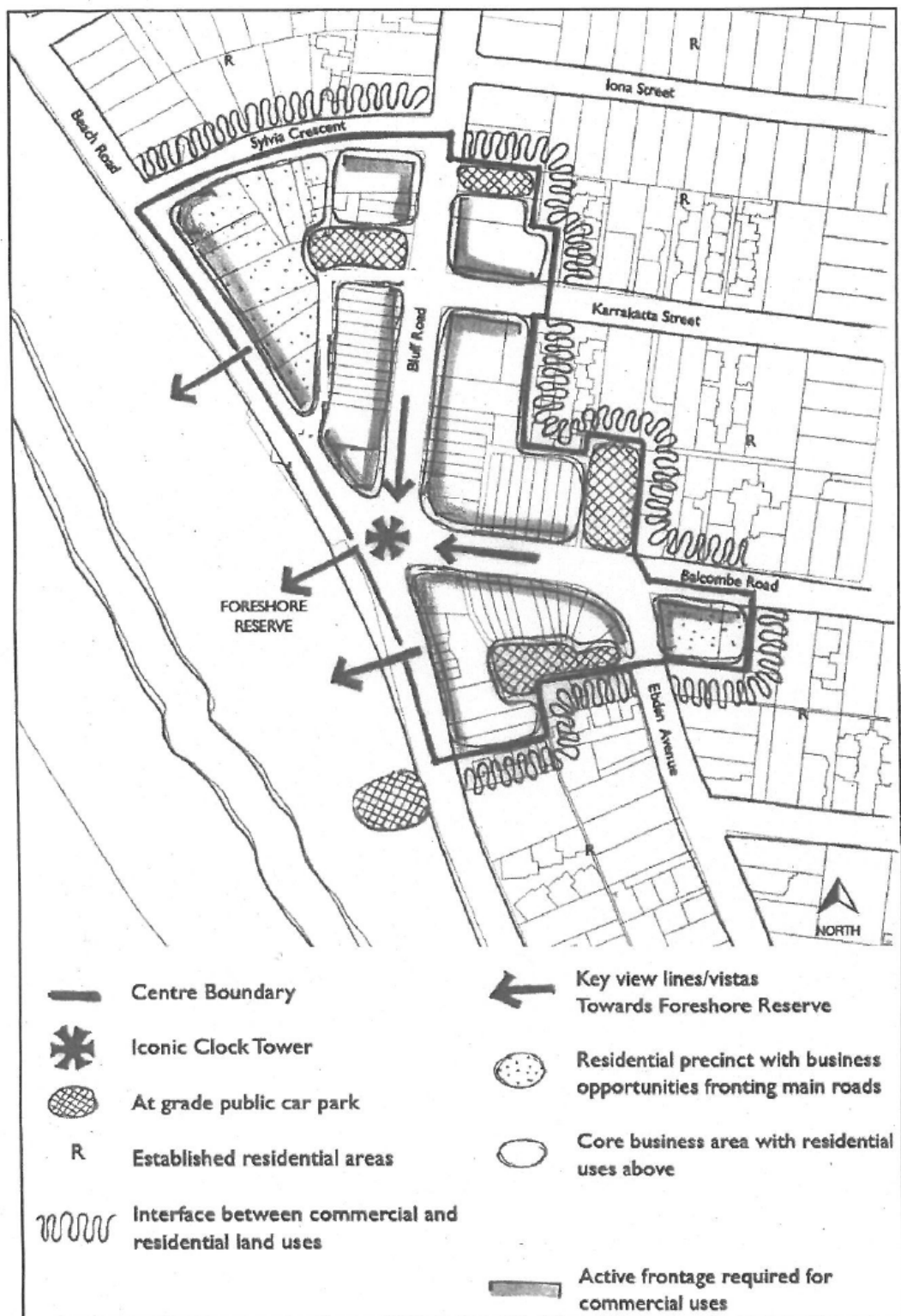
- Commercial street frontages that:
 - Provide at least 5 metres or 80 per cent, whichever is the greater, as an entry, display window or customer service area.
- Seeking the creation of an easement of carriageway for laneways to achieve:
 - A 5.5 metres wide access lane along the rear of properties at 4-18 Bluff Road, 592-606 Balcombe Road and 1-35 Bluff Road.
 - A width for other access lanes that can accommodate the traffic created by the number of properties likely to require future access.

Policy document


Consider as relevant:

- *Black Rock Village Neighbourhood Activity Centre: Strategic Framework Plan* (CPG Australia, 2009 and addendum Bayside City Council 2012)

Black Rock Village Neighbourhood Activity Centre map



11.03-1L-09 Small Neighbourhood Activity Centres

48/06/2024 - / - / - - - -
G488bays Proposed GC246 This policy applies to land contained in the following centres classified as Small Neighbourhood Activity Centres: 

- Balcombe Park, Beaumaris.
- Balcombe Road and Charman Road Centre, Beaumaris.
- ~~Bay Road and Avoca Street Centre, Cheltenham.~~ 
- ~~Bay Road and Jack Road Centre, Cheltenham.~~ 
- Bluff Road and Arranmore Avenue Centre, Black Rock.
- Bluff Road and Bay Road Centre, Sandringham.
- Bluff Road and Edward Street Centre, Black Rock.
- Bluff Road and Highett Road Centre, Hampton East.
- Bluff Road and Love Street Centre, Black Rock.
- Bluff Road and Spring Street Centre, Sandringham.
- Brighton Beach (Were Street) Centre, Brighton.
- Dendy Village, Brighton.
- East Brighton Shopping Centre, Brighton East.
- Esplanade and Grosvenor Street Centre, Brighton.
- Hawthorn Road Shopping Centre, Brighton East.
- Highett Road and Spring Street (Little Highett Village) Centre, Highett.
- Keith Street and Widdop Crescent Centre, Hampton East.
- Keys Street Shopping Centre, Beaumaris.
- Ludstone Street Centre, Hampton.
- New Street and Bay Street Centre, Brighton.
- Seaview Shopping Centre, Beaumaris.
- South Road Plaza, Hampton.
- Thomas Street and Egan Street Centre, Brighton East.
- Weatherall Road Shopping Centre, Cheltenham.

Strategies

Encourage residential growth in each of the centres.

Encourage the provision of additional commercial floor area.

Ensure residential development does not occur at the expense of commercial floor area.

Support the growth of Small Neighbourhood Activity Centres in a manner that maintains the individual character of the centres and is consistent with the centre's context.

Support the local convenience retailing and local employment role of Small Neighbourhood Activity Centres by facilitating commercial floorspace growth.

Support the continued viability of convenience retailing and associated uses in the centres.

Provide landscaping opportunities in the public realm and at key locations in the centres.

Strengthen pedestrian connections to open space, health and community uses and existing bus stops.

BAYSIDE PLANNING SCHEME

Ensure development does not provide vehicle access from the activity centre frontage.

Encourage the retention of laneways to provide vehicle access to centres.

Ensure development provides a transition to nearby residential land and is respectful of its residential context.

Ensure all non-residential uses in Small Neighbourhood Activity Centres manage off-site impacts such as noise, traffic generation and parking to limit the effect on residential amenity.

Retain the size and functions of the Balcombe Park, Esplanade and Grosvenor Street and Ludstone Street centres.

Expand the supermarket use in the Bluff Road and Highett Road Centre to increase the supermarket floorspace available in Bayside.

Encourage the integration of the supermarket and associated car parking and service station in the Bluff Road and Highett Road Centre with the rest of the centre.

Encourage a small supermarket to locate in the Dendy Village Centre.

Encourage the New Street and Bay Street Centre to transition to a mix of uses oriented towards convenience and boutique retailing, to complement the Bay Street Major Activity Centre.

Encourage retail uses to establish in the Bluff Road and Arranmore Avenue Centre to grow its role as a local convenience centre.

~~Ensure residential development in the Bay Road and Avoca Street Centre does not detrimentally affect the viability of the existing Commercial 2-zoned uses in the nearby Bayside Business District.~~

Policy document

Consider as relevant:

- *Bayside Small Activity Centres Strategy* (2014)

11.03-1L-10 Small Commercial Activity Centres - Mixed Use

18/06/2021
C180bays

Policy application

This policy applies to land contained in the following centres classified as Small Commercial Activity Centres – Mixed Use:

- Beach Road and Georgiana Street, Sandringham.
- New Street and Martin Street, Brighton.
- South Road and Esplanade, Brighton.
- Weatherall Road and Morey Road, Cheltenham.

Strategies

Encourage the provision of local commercial and retail space for small businesses, specialist retail and local services.

Ensure all non-residential uses in Small Commercial Activity Centres manage off-site impacts such as noise, traffic generation and parking to limit the effect on residential amenity.

Encourage more cafes, restaurants and local convenience retailing in the South Road and Esplanade Centre to service visitors and new residential in the area.

Encourage the development of South Road and Esplanade Centre as a 'gateway' to the iconic Brighton Beach bathing boxes.

Policy document

Consider as relevant:

- *Bayside Small Activity Centres Strategy* (2014)

11.03-1L-11 Small Commercial Activity Centres - Highway Oriented18/06/2021
C180bays**Policy application**

This policy applies to land contained in the following centres classified as Small Commercial Activity Centres – Highway Oriented:

- Nepean Highway and Centre Road Centre, Brighton East.
- Nepean Highway and Milroy Street Centre, Brighton East.
- Nepean Highway and Union Street Centre, Brighton East.

Strategies

Encourage uses with larger floorspace requirements such as restricted retail premises.

Improve the overall presentation of the built form and public realm along the Nepean Highway.

Provide medium density housing on upper floors where it does not detrimentally affect ground floor commercial uses.

Ensure all non-residential uses in Small Commercial Activity Centres manage off-site impacts such as noise, traffic generation and parking to limit the effect on residential amenity.

Ensure new residential development provides for large format retail uses on the normal ground floor.

Minimise vehicle accessways and loading areas occupying building frontages along the Nepean Highway.

Ensure signage does not obscure or dominate the appearance of new development.

Design development or highway based retailing to provide landscaping and urban design that positively contributes to the character of the surrounding urban environment.

Policy document

Consider as relevant:

- *Bayside Small Activity Centres Strategy* (2014)

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.

BAYSIDE PLANNING SCHEME

- 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.

11.03-4S20/03/2023
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.

Policy application

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

Objective

To strengthen Cheltenham as a vibrant economic hub through an intensified Bayside Business District, the provision of more diverse and high value jobs, and employment growth supported by more homes within established residential areas.

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.

Encourage residential growth through increased built form scale, with high housing growth along Bay Road and within large part of the Highett Neighbourhood, and with medium housing growth on residential land elsewhere.

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

Affordable housing strategies

Encourage the provision of well designed affordable housing.

Incentivise the provision of affordable housing on strategic sites, areas identified for 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 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).

Economic development objectives

To strengthen the amenity and employment base of the Bayside Business District to enhance its role as the pre-eminent business hub within the Cheltenham SRL East Precinct.

To reinforce existing small neighbourhood activity centres as a focus for local amenities and services.

Economic development strategies

Promote a wider mix of employment uses in the Bayside Business District including light industrial, office, warehouse and creative industries.

Encourage mixed-use development with office and commercial uses at street level and residential above where it does not undermine the primary economic purpose of land prioritised for enterprise.

Encourage adaptable workspaces to accommodate a range of creative businesses.

Retain and encourage mixed-use spaces, commercial, entertainment, retail uses and health services along Highett Road and within the Small Neighbourhood Activity Centres at Avoca Street and Jack Road, prioritising active uses and frontages at lower levels.

Encourage the concentration of local retail and commercial uses along Highett Road, with residential uses encouraged at upper levels, to create vibrancy and night time activation.

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 Cheltenham SRL East Structure Plan Area.

Encourage continuous mid-rise buildings along Bay Road to frame the corridor.

Support a mid-rise urban neighbourhood along Graham Road.

Encourage low to mid-rise apartment buildings in a landscaped setting to promote housing diversity in medium residential built form scale areas in the Highett and Pennydale Neighbourhoods.

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 map 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.

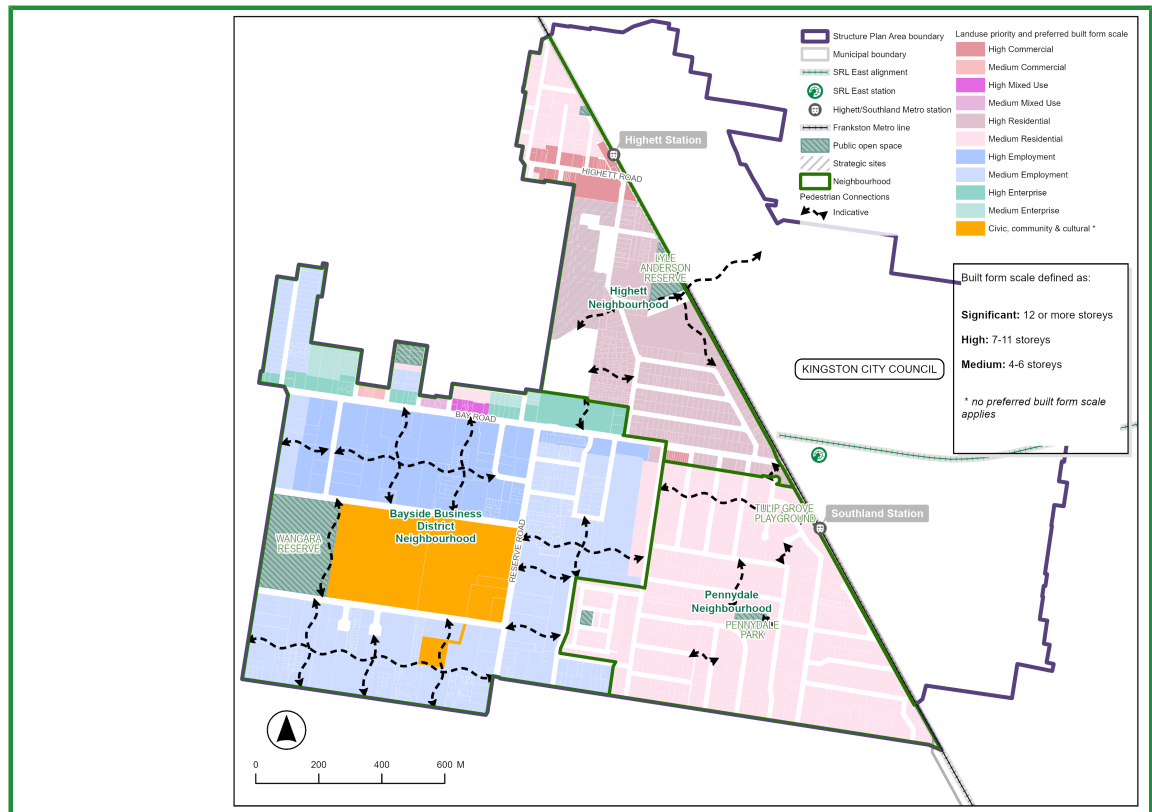
Encourage new developments to promote and support active transport options.

Policy documents

Consider as relevant:

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

Cheltenham SRL East Structure Plan Area Map



11.03-6L-02 Bay Road Mixed use Areas

Proposed GC246

Policy application

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

Objectives

To encourage commercial, industrial and other uses that fulfill a business / employment focussed role.

To encourage commercial, industrial and other uses that complement rather than undermine the role of nearby activity centres.

To retain Bay Road as a key corridor for business.

To maximise local employment opportunities.

To consolidate and intensify business uses **within the Bayside Business District.**

To encourage and support the redevelopment of **vacant sites and underutilised sites** for commercial purposes.

To encourage improvement of built form, landscaping and urban design outcomes.

Use strategies

Facilitate developments that incorporate a mix of industries or other compatible uses.

Support home based businesses, non-polluting industry, export-oriented and high-tech businesses.

Design buildings to contain leasable floor areas that are capable of accommodating a diverse range of industrial and commercial uses.

Support large scale office uses that complement the industrial/business focus of the precinct.

Discourage the dilution of core commercial/industrial activities by retail uses and limit the scale of such uses to those suitable for serving local needs.

Discourage industrial uses that have the potential to create amenity conflicts with adjacent residential land.

Ensure that land proposed to be used for a sensitive use undergoes a Preliminary Site Investigation and any associated site testing consistent with EPA requirements, where necessary.

Encourage development within the Mixed Use Zone on the corner of Bay Road and George Street to contain a range of residential, commercial, industrial and other uses.

Encourage a mix of commercial and non-offensive industrial activities in the Mixed Use Zone to the west of Bay Road Heathland Reserve on the south side of Bay Road, that complement the future character and diversity of the area.

Ensure that any residential component of a mixed use development does not detrimentally impact on commercial and business activities.

Use policy guidelines

Consider as relevant:

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

Development strategies

Maintain the existing supply of large lots to attract a business anchor or corporate offices.

Support development that provides an interface between commercial and residential properties that improves residential amenity and reduces land use conflicts.

Design development to provide measures for protection from noise and odour that may be associated with other uses on the site or adjacent sites.

Design development to provide for services, garbage collection and mail delivery.

Development policy guideline

Consider as relevant:

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

Access strategies

~~Provide vehicular access to commercial properties via roads other than primarily residential thoroughfares, unless no other legal or viable means of vehicle access to the land is available.~~

~~Discourage access to commercial properties via Jack Road, unless no other legal or viable means of vehicle access to the land is available.~~

Design and layout development to allow safe and efficient vehicle access and movement that:

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

Access policy guideline

Consider as relevant:

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

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

Design development to meet setbacks as identified in the large lots south of Bay Road and Interface with Bay Road Heathland Sanctuary policy guidelines.

Maintain business/commercial frontages at ground level along the full length of Bay Road and part of George Street to maintain the business/commercial function of the Bayside Business District.

Discourage non-commercial frontage at ground floor level within the business/commercial frontages of Bay Road and George Street.

Provide a mix of residential, commercial, industrial and other uses that reflect the objectives of the Bayside Business District.

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

Consider as relevant:

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

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

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

Encourage more intensive development.

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

Design development to meet setbacks as identified in the large lots south of Bay Road policy guidelines.

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

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

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

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

Building form and detailing strategies

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

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

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

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

Locate the main building entrance on the street frontage.

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

Minimise unreasonable shading of an adjacent reserve.

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

Landscaping strategies

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

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

Provide sufficient permeable surfacing around trees that ensures their continual survival.

Avoid creating large areas of impervious surfaces.

Provide access paths to building entrances.

Landscaping policy guideline

Consider as relevant:

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

Vehicle parking and loading areas strategy

Minimise the visual and physical dominance of vehicles, car parking surfaces and service areas in the streetscape or from an adjacent reserve by:

- Minimising vehicle parking within the front setback.
- Locating permanent parking to the side or rear of the building, or below the ground floor of the building.
- Locating storage yards and loading docks to the side or rear of the building.
- Providing access paths to building entrances for pedestrians and disabled persons.

Specific areas urban design policy guidelines

Consider as relevant:

Large lots south of Bay Road

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

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

Northern side of Bay Road

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

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

~~Advantage Road and small~~ Small lots north of Bay Road

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

- A maximum building height of 10.5 metres.
- A minimum building setback of 6 metres from the street frontage.

Small lots south of Bay Road

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

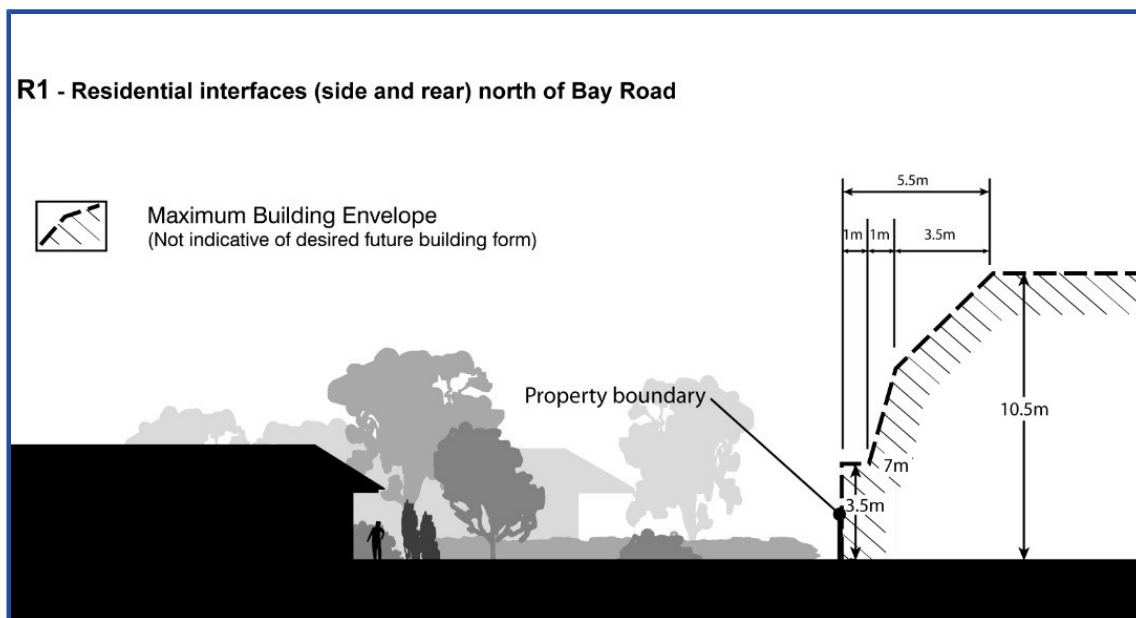
BAYSIDE PLANNING SCHEME

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

Residential interfaces (side and rear) north of Bay Road

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

- A maximum building height of 10.5 metres.
- A building setback having characteristics as detailed in the diagram below.

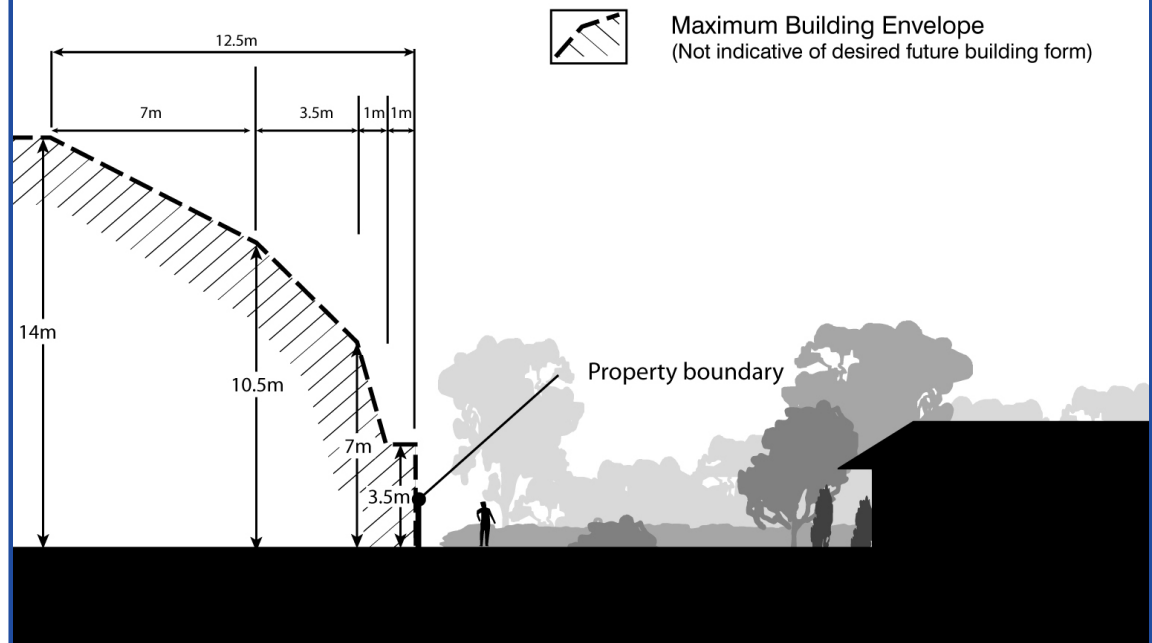


Interface with residential (rear) south of Bay Road

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

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

R2 - Interface with residential (rear) south of Bay Road

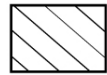


Highett Grassy Woodland

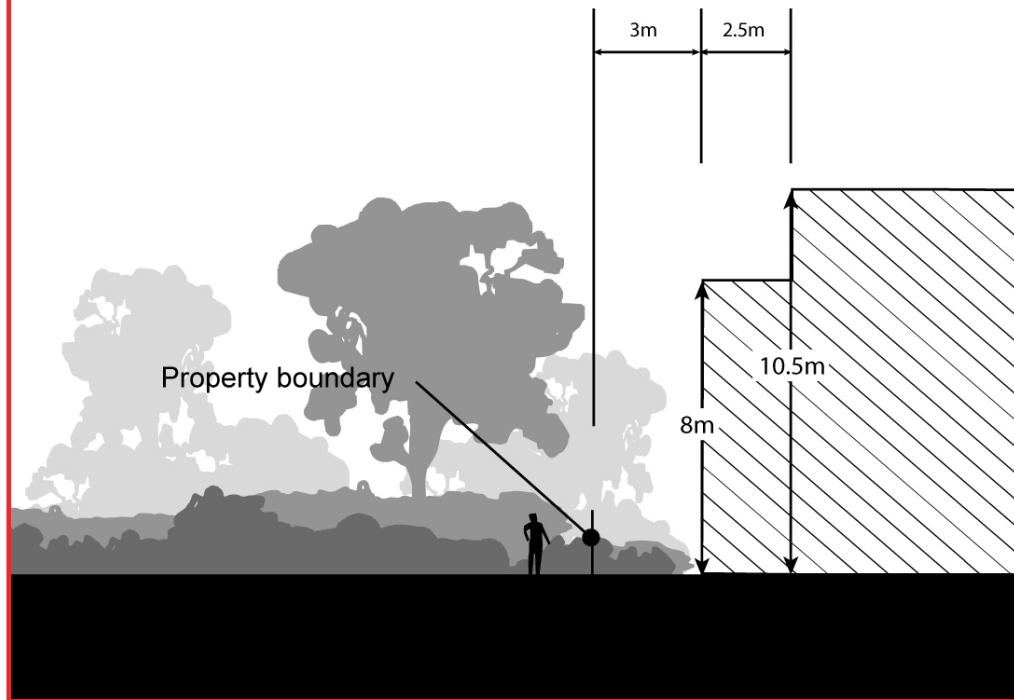
The preferred built form on lots adjoining the Highett Grassy Woodland is:-

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

G1 - Interface with the Hightett Grassy Woodland



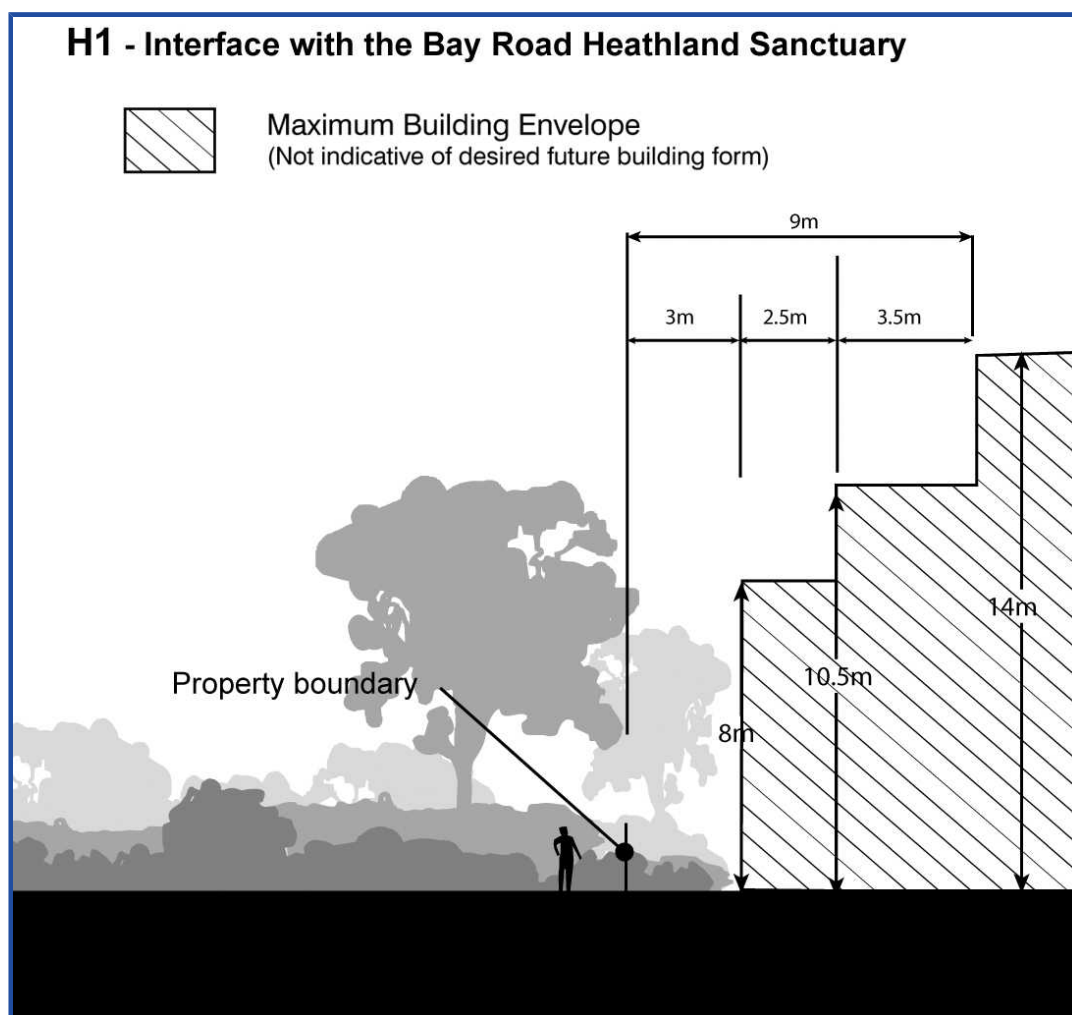
Maximum Building Envelope
(Not indicative of desired future building form)



Bay Road Heathland Sanctuary

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

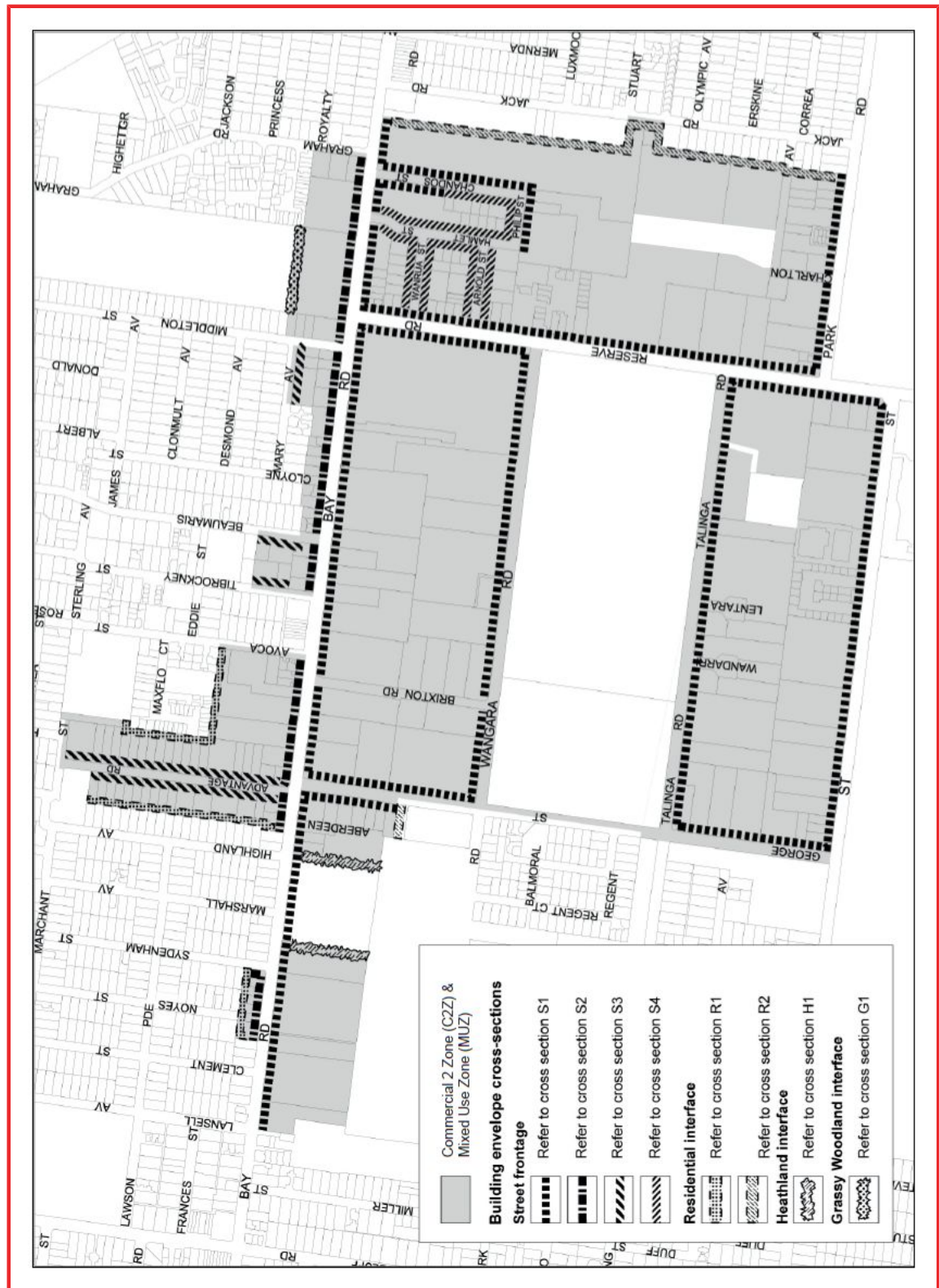
- A maximum building height of 14 metres.
- A building setback that allows a 3 metre wide buffer zone around the perimeter of the Heathland Reserve.
- A building setback having characteristics as detailed in the diagram below.



Policy documents

Consider as relevant:

- *Bayside Industrial Area Strategy* (Hansen Partnership-National Economics-CB Richard Ellis-Context Connybeare Morrison, 2004)
- *Bayside Retail Commercial and Employment Strategy* (SGS Economics and Planning, 2016)



BAYSIDE PLANNING SCHEME

