LOCAL AREAS

This Clause focuses on the local area implementation of the objectives and strategies set out earlier in the Bayside Planning Scheme. Each section relates to a particular precinct or key strategic development site with the municipality, and should be read in conjunction with the rest of the Municipal Strategic Statement and not in isolation.

The sections are organised under the following Local Area headings:

Major Activity Centres

21.11-1 - Sandringham Village
21.11-2 - Bay Street, Brighton
21.11-3 - Church Street, Brighton
21.11-4 - Hampton Street

Neighbourhood Activity Centres

21.11-5 - Beaumaris Concourse
21.11-6 - Highett
21.11-7 - Martin Street, Gardenvale
21.11-8 - Black Rock

Other areas

21.11-9 - Bayside Business District

Major Activity Centres

Sandringham Village

Vision

In Sandringham Village, activity will be focused around the transport interchange, Waltham Street, Bay Road, Melrose Street and Beach Road. Buildings fronting onto these areas will have active frontages. The Sandringham Hotel continues its role as a landmark building, providing a gateway to the centre. Redevelopment of the hotel site emphasises this in its urban design response in a manner consistent with the seaside context. The mixed use of the hotel provides a focus for activity with active uses on the ground level. Housing above shops will feature throughout the centre to provide residents with convenient access to services and amenities and provide a human presence for informal surveillance in the centre during the day and evening.

The heritage character of Sandringham’s two storey shopfronts will remain, with modern buildings respecting the traditional height of the existing buildings.

The distinctive layout of the shopping area will be retained and enhanced with an integrated streetscape upgrade that relates to the seaside setting and reinforces the streets as important areas of open space. The village will be easy to walk around, with safe, attractive and direct routes throughout the centre and to the bay. The transport interchange located near the station will ensure the connection between the train and the bus, encouraging people to use public transport. The centre will continue to provide a range of community services and facilities.

Capitalising on the integration with the foreshore is a key outcome which will strengthen the commercial offering of the centre. Hospitality and specialty shops with attractive pedestrian environments will connect the centre and the foreshore.
Existing residential areas will remain highly valued by the community, and will retain their current seaside character. New housing will integrate with the existing streetscape and provide additional opportunities for people to live near the centre. Existing views and vistas will be protected where possible in all new development and streetscape improvements.

**Objectives and Strategies**

**Objective 1**
To strengthen the role of Sandringham Village as a multi-use centre offering retail, office, entertainment and community services.

**Strategies**

- Ensure that new development and public realm improvements support the Sandringham Village Framework Plan and Vision.

**In Precinct 1: ‘Retail Core’**

- Consolidate retail activity within this precinct.
- Encourage continuous active shopfronts at street level with residential above.
- Maintain the community facility role of this precinct, particularly in Waltham Street.
- Provide small retail and office uses along Station Street and Bay Road.
- Encourage cafes, restaurants and entertainment uses.
- Encourage the redevelopment of the Station car park in Harston Street and the adjacent bus depot for housing.
- Design new development of the bus depot and railway station car park to provide for the duplication of rail platforms; the replacement of public car parking; and the creation of pedestrian links between the station and Sandringham and Bay Roads.
- Design new development adjacent to Sandringham Railway Station to include windows at ground and upper floor levels that overlook the station.
- Maintain housing for older persons and residential aged care.
- Encourage active uses in Melrose Street such as cafes and restaurants.
- Expand the range of non food retail on offer.

**In Precinct 2: ‘Sandringham Hotel’**

- Facilitate the development of the Sandringham Hotel site to make better use of this key gateway location.
- Encourage a mix of uses with active street frontages.

**In Precinct 3: ‘Bay Road Offices’**

- Maintain the office role.
- Encourage health related uses.
- Encourage residential uses on upper levels.

**In Precinct 4: ‘Residential Areas’**

- Encourage residential development close to shops and services to provide a transition from business precincts to low scale residential areas.
- Encourage redevelopment of larger sites and grade level car parks for residential with basement car parking.
- Retain the residential focus of this precinct.
- Provide adequate off-street parking for all new dwellings.

**Objective 2**
To provide a high quality, vibrant, attractive and safe public realm environment.

**Strategies**
- Redevelop properties in Melrose Street with 90 degree angle car parking to provide shops built to the footpath edge and parking provided behind the development.
- Provide a transition in front setbacks between All Souls Church in Bay Road and new development to its east.

**Objective 3**
To improve physical and visual connections between Sandringham Village and the foreshore reserve.

**Strategies**
- Provide active frontages along Beach Road to address the foreshore reserve.
- Protect existing views from the public domain to Port Phillip Bay through the siting and massing of buildings, structures, signage and the selection of vegetation species.
- Incorporate a mid-block pedestrian link into the redevelopment of land between Sims Street and Bay Road.
- Improve Melrose Street as a link from the village and station area to the foreshore reserve.

**Objective 4**
To improve vehicle and pedestrian circulation throughout the centre.

**Strategy**
- Improve pedestrian access to the business precincts from surrounding residential streets, in line with the framework plan.

**Local Area Implementation**
Ensure that proposed uses and developments within the Sandringham Village Major Activity Centre are consistent with the Framework Plan contained in Map 1 to this Clause.
Reference Documents

Sandringham Village - Final Structure Plan (November 2006)
Bay Street, Brighton

Vision

In the Bay Street Centre, activity will be focused in the existing shopping area between Hillcrest Avenue and Asling Street. Buildings will address this area with active frontages. Office activity will be focused in the western end of Bay Street where the upgraded streetscape provides places to sit and meet and an attractive setting for businesses. Housing above the shops and offices will feature strongly throughout the centre to provide residents with convenient access to services and amenities and provide a human presence for informal surveillance in the centre during the day and evening.

The heritage character and streetscape scale created by Bay Street’s traditional two storey shopfronts will be maintained with modern buildings respecting the traditional height of those older buildings. The pattern of narrow shopfronts that is a feature of the shopping strip will be reflected in vertically articulated facades in new commercial and retail buildings throughout the centre.

The complementary role of the centre as a focus for community activity will be supported. This will be done through both the provision of community facilities / services and the good urban design of and interfaces with public spaces to support community interaction. The centre will be easy to walk around, with safe, attractive and direct routes throughout the centre and to the railway station. The attractive spaces around the station will encourage people to use public transport.

The surrounding residential precinct will retain its spacious and leafy character and new housing will integrate with the existing streetscape and provide additional opportunities for people to live near the centre. The interface of the commercial and residential precincts will be marked by sensitive urban design treatments.

The strengths of Bay Street will be capitalised on by encouraging expansion of hospitality, convenience grocers, health and service uses into the evenings.

Objectives and Strategies

Objective 1

To strengthen the role of Bay Street, Brighton as a multi-use centre offering retail, office, entertainment and community services.

Strategies

- Ensure that new development and public realm improvements support the Bay Street Centre Framework Plan and Vision.

In Precinct 1: ‘Retail Core’

- Locate major retail developments that may serve a wider catchment area, such as a supermarket, in this area.
- Encourage development of shop top housing.
- Discourage ground floor uses that do not provide an active frontage to the street.
- Encourage greater expansion of the night time economy.
- Encourage a greater level of healthcare and related service providers.

In Precinct 2: ‘Western Office Area’:

- Promote office uses at ground level and above.
- Accommodate uses that generate pedestrian activity such as cafes, restaurants and entertainment uses without stifling office development.
- Encourage residential uses above ground floor level.
- Encourage redevelopment of larger sites for mixed use developments with basement car parking, commercial uses at ground level and residential above.

**In Precinct 3: ‘Medical Centres, Office and Residential’**
- Maintain the mixed use role of this precinct.
- Facilitate a mix of residential, medical centres and small office uses, and active uses at the street frontage where appropriate.
- Discourage activities that may cause detriment to the amenity of the area due to noise, appearance, parking, loading or hours of operation.

**In Precinct 4: ‘Residential Areas’**
- Increase the number of dwellings and the variety of dwelling types in this area.
- Encourage redevelopment of larger sites for higher density residential dwelling types.
- Provide adequate off-street parking for all new dwellings.
- Extend public activity, social interaction and public realm treatments to the western end of Bay Street.

**Objective 2**
To improve vehicle and pedestrian circulation throughout the centre.

**Strategies**
- Encourage access to off-street car parking via Bay Street to limit traffic impacts on local residential streets.
- Improve pedestrian access in line with the framework plan.
- Ensure that new development between Bay Street and Outer Crescent incorporates pedestrian links between the two streets.
- Improve the small landscaped areas of open space around the railway station to provide an attractive and safe pedestrian link.
- Improve the amenity and safety of pedestrian access through the laneway adjacent to Warleigh Grove and surrounding residential streets.
- Support the development of a new car parking facility over the existing Council owned parking lot located between Marion Street and Willansby Avenue, to provide between 80-120 additional car spaces.

**Local Area Implementation**
- Ensure that proposed uses and developments within the Bay Street Major Activity Centre are consistent with the Framework Plan contained in Map 1 to this Clause
Map 1 to Clause 21.11-2

Reference Documents

Bay Street Centre - Final Structure Plan (November 2006)
Church Street, Brighton

Vision

In the Church Street Centre activity will be focused in the existing shopping area between St Andrews and Male Street. Buildings fronting onto these areas will have active frontages. The large at-grade level car parks behind the shops in Well Street will be replaced with a mixed use development which will provide additional car parking, a small public open space and a residential interface with Well Street. Leveraging off the Cabrini Hospital, growing health and related uses in the centre will support the centre as a healthcare precinct. Incremental housing above the shops will feature strongly throughout the centre to provide residents with convenient access to shops and services and provide a human presence for informal surveillance in the centre during the day and evening.

The heritage character and streetscape scale created by Church Street’s traditional two storey shopfronts will be maintained with modern buildings respecting the traditional height of those older buildings. The pattern of narrow shopfronts will be reflected in vertically articulated facades in new buildings.

The centre will be easy to walk around, with safe, attractive and direct routes throughout, particularly to the railway station. Attractive spaces around the station will encourage people to use public transport.

The surrounding residential precinct will retain its spacious and leafy character and new housing will integrate with the existing streetscape and provide additional opportunities for people to live near the centre. The interface of the commercial and residential precincts will be marked by sensitive urban design treatments.

Objective 1

To strengthen the role of Church Street, Brighton as a multi-use centre offering high quality retail (particularly high fashion, homewares and other comparison shopping), office, entertainment and community services.

Strategies

Ensure that new development and public realm improvements support the Church Street Centre Framework Plan and Vision.

In Precinct 1: ‘Retail Core’

- Maintain continuous active uses, such as shop fronts, at street level.
- Support the expansion of the Safeway/Woolworths supermarket to full line status (approximately 3,000 sqm) to serve as a stronger anchor for the centre. Ensure that building frontages have a high degree of visual connection to the street.
- Encourage mixed use development throughout the precinct and in particular around the railway station.
- Continue to allow secondary services supporting the Centre (including retail) to locate at ground floor level in the Commercial 1 zoned area to the south east of the railway.
- Encourage development of incremental shop top housing.

In Precinct 2: ‘Office and Mixed Use’

- Encourage office uses, particularly related to health and service uses at ground level.
- Encourage the development or adaptation of upper levels for housing.
- Encourage redevelopment of larger sites and grade level car parks for mixed use developments with basement car parking, office uses (residential in Well Street) at ground level and residential above.
- Support the provision of an additional car parking facility over the existing parking lot located off the north side of Well Street, between Carpenter Street and the railway line, to provide, along with the redeveloped car park on the corner of Carpenter and Black Street, between 120-160 additional car spaces.

**In Precinct 3: ‘Church, St Andrews and New Street Triangle’:**
- Develop a health service cluster leveraging off the proximity to the Cabrini Hospital.

**In Precinct 4: ‘Residential Areas’:**
- Encourage residential development close to shops and services to provide a transition from the business precinct to low scale residential areas.
- Encourage redevelopment of larger sites and grade level car parks for residential with basement car parking.
- Provide adequate off-street parking for all new dwellings.
- Support the provision of an additional car parking facility over the existing parking lot located on the corner of Carpenter and Black streets to provide, along with the redeveloped Well Street car park, between 120-160 additional car spaces.

**Objective 2**
To provide a high quality, vibrant, attractive and safe public realm environment.

**Strategies**
- Integrate the open space on the St Andrew’s Church grounds (fronting Church Street between New and St Andrews streets) into the centre.
- Design development opposite the St Andrews Church to provide for buildings with windows overlooking the church grounds.
- Design new development adjacent to Middle Brighton Railway Station to include windows at ground and upper floor levels that overlook the station and access lanes.

**Objective 3**
To improve vehicle and pedestrian circulation throughout the centre.

**Strategies**
- Create new pedestrian links between Church Street and Well Street, as detailed in the framework plan.
- Create a new pedestrian link between Lindsay Street and the railway footpath as part of any redevelopment of the car park.

**Local Area Implementation**
- Ensure that proposed uses and developments within the Church Street Major Activity Centre are consistent with the Framework Plan contained in Map 1 to this Clause.
Map 1 to Clause 21.11-3

Reference Documents

Church Street Centre - Final Structure Plan (November 2006)

Hampton Street

Vision

In the Hampton Street Centre, activity will be focused between Willis Street and the railway line and extending behind to the revamped Willis Street precinct. The existing grade level car park will be replaced with a mixed use development incorporating community facilities, housing on upper levels, a new public space and basement car parking for commuters and residents. Housing above the shops will feature throughout the centre.

The modest scale of Hampton Street’s two storey shopfronts will be maintained with modern buildings respecting the height of those existing buildings. The Willis Street Precinct site will be promoted as a significant redevelopment site in the heart of the centre.

The centre will be easy to walk around, with safe, attractive and direct routes throughout the centre and between the buses and trains. Hampton Street will become an important space with new landscaping and urban design treatments providing places to sit and meet. The revamped Willis Street Precinct will provide improved waiting spaces and a public open space, which will be a focus for the centre and encourage people to use public transport.

The centre will continue to provide a range of community services and facilities. These will incorporate functions such as library services and flexible meeting spaces for social, recreational and community educational opportunities for all ages and abilities.

The surrounding residential precinct will retain its spacious and leafy character. New housing in this precinct will integrate with the existing streetscape and provide additional opportunities for people to live near the centre. The interface of the business and surrounding residential precincts will be marked by sensitive urban design treatments.

Objectives and Strategies

Objective 1

To strengthen the role of the Hampton Street Centre as a multi-use centre offering retail, office, entertainment and community services.

Strategy

- Ensure that new development and public realm improvements support the Hampton Street Centre Framework Plan and Vision.

In Precinct 1: ‘Retail Core’

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

- Facilitate redevelopment of the Willis Street Precinct and railway car park to a mixed use development with basement car parking, integrated community facilities, improved links to the station and between transport modes, improved station facilities and a public space incorporating the existing large eucalypts.

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

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

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

- Ensure that building frontages have a high degree of visual connection to the street.

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

- Encourage development of shop top housing.
• Discourage ground floor uses that do not provide an active frontage to the street.

**In Precinct 2: ‘Peripheral Business and Local Shopping Area’**
• Encourage mixed use developments with shop, office and other non-residential uses on the ground floor and residential on upper levels.
• Encourage a greater level of healthcare and related uses.
• Encourage uses that contribute to the separate local shopping centre role of the business area north of South Road.

**In Precinct 3: ‘Office and Multi-dwelling Residential’**
• Maintain continuous retail shop fronts at street level.
• Encourage the growth of office activity in Small Street and Railway Crescent.
• Encourage development of shop top housing.
• Discourage the location in this precinct of shopping development with a potential to attract high pedestrian volumes.

**In Precinct 4: ‘Residential Areas’**
• Provide for increased housing densities and diversity of housing types within the centre and direct larger developments to larger sites within or immediately adjoining the business precincts.
• Provide adequate off-street parking for all new dwellings.

**Objective 2**
To maintain the retail strip and street life on Hampton Street between Ratho Avenue and Crisp Street.

**Strategies**
• Redevelop existing shopping areas between Ludstone and Villeroy streets, and between Grenville and Hollyrood streets, to provide shops built to the footpath edge and car parking behind the development.
• Consolidate the commercial area north of South Road as a local shopping centre.
• Maintain and consolidate community service functions in the centre.

**Objective 3**
To improve vehicle and pedestrian circulation throughout the centre.

**Strategies**
• Improve the amenity of pocket parks adjacent to the railway line and pedestrian access to these parks so that they form a green treed corridor dissecting the Centre.
• Strengthen pedestrian links as shown on the framework plan, including:
  - Between Orlando and Grenville Streets across the rail line.
  - From the station to Willis Street.
  - Along Willis Lane
  - Between Service Street and Hampton Street
  - Along the rail lane reserve
Local Area Implementation

Ensure that proposed uses and developments within the Hampton Major Activity Centre are consistent with the Framework Plan contained in Map 1 to this Clause.

Map 1 to Clause 21.11-4

Reference Documents

Hampton Street Centre - Final Structure Plan (November 2006)
Neighbourhood Activity Centres

Beaumaris Concourse

Vision
The survival and vitality of local shopping centres is becoming more than just a simple marketing exercise of identifying needs and targeting a particular product or service. It is now recognised that a holistic approach with greater emphasis on sustainability principles and the net community benefits of urban village development is required.

To this end it is critical to ensure this activity centre maintains a good mix of uses and vital core retail areas.

Objectives
- To encourage a diverse mix of uses within the centre.
- To maintain a core retail role for the centre.
- To intensify active uses along street frontages identified as being part of the core retail area.
- To encourage a range of eating and entertainment facilities outside the core retail area.
- To encourage residential development within the centre.
- To ensure that offices do not undermine the active street life of the centre.

Local Area Implementation
- Ensure that proposed uses and developments within the Beaumaris Concourse Activity Centre are generally consistent with the Beaumaris Concourse Activity Centre Framework Plan contained in Map 1 to this Clause.

Residential development
- Encourage shop top housing that is designed to acknowledge the use of ground floor retail and entertainment uses of the centre.
- Require new residential development to incorporate appropriate use of noise attenuation measures to address conflict with adjoining retail or entertainment uses.
- Protect the existing and future amenity of the land and the surrounding area, including abutting residential uses.

Economic development
- Control the hours of operation of new restaurant or entertainment uses to protect the amenity of existing and future residents of the centre.
- Require night time entertainment uses to adopt appropriate noise attenuation to reduce any existing or potential conflict with adjoining residential uses of the centre.

Built form
- Ensure the continuity of shop frontages in the retail core area is maintained or extended.
- Ensure new restaurants do not reduce the existing floor area of shop floor space, or interrupt street level shop frontages within the core retail area.
- Discourage conversion of ground floor shop fronts to non-retail uses, particularly office and restaurant uses in the core retail area.
- Encourage the use of active frontage to streets through use of appropriate design materials selection in new buildings and works.
Reference Documents
Beaumaris Concourse Activity Centre Structure Plan

Map 1 to Clause 21.11-5

Hightett

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

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

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

To recognise the character of Hightett’s established residential areas and managing change in a way that responds to their character qualities, and to the proximity of the some parts of the residential area to public transport and activity centres.
There are limited large scale vacant sites available for residential development in Bayside. The largest remaining site is the CSIRO land, currently in operation and located within the Highett Activity Centre. Should this land become available, it will present a significant development opportunity for Bayside.

Objectives

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

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

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

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

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

- To manage traffic issues in Graham Road.

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

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

Local Area Implementation

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

Residential development

- Encourage well designed medium density apartment style developments on consolidated lots in preferred residential development areas. Preference is for multi-level developments that include basement or in-building car parking

- Manage residential redevelopment in areas not identified as preferred areas for medium density housing, pursuant to existing Council policies and ResCode.

Economic development

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

- Support the establishment of a mixed use development on the triangular site at the south-east corner of Graham Road and Highett Road, with ground level retail and upper level residential or employment uses: and to explore the possibility of a pedestrian underpass under the railway line as part of any redevelopment that occurs on this site.

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

- Encourage the redevelopment of ground level car parks for integrated mixed use developments including office, residential and car parking within the Highett shopping centre.
- Realise opportunities for mixed use developments with retail or business uses at ground level on Highett Road to the west of Middleton Street (south side of Highett Road) and west of Train Street (north side Highett Road).

- Improve linkages between the Highett Community Hub in Livingstone Street and the Highett Shopping Centre, and define the role and function of the Livingstone Street centre to complement a possible expanded range of community services and facilities within the core of the Highett Shopping centre.

**Built form**

- Define a strong and positive identity and image for the Highett area and create a strong sense of community pride and belonging.

- Restrict the height of commercial properties in the Highett Neighbourhood Activity Centre to three storeys.

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

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

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

**Environmental values**

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

**Open space**

- Upgrade the Sir William Fry Reserve to create a major open space feature and central parkland element.

- Provide an open space connection between future public open space to be provided on the CSIRO site and the Lyle Anderson Reserve for properties on the west of Lyall Anderson Reserve.

- Provide an open space link on privately owned land to the west of the Lyle Anderson reserve, to create a connection between the Reserve and open space to be provided in the CSIRO site.

**Transport and access**

- Improve pedestrian safety on Highett Road through improved road crossings of Highett Road and of side streets.

- Manage traffic flows in Graham Road to improve residential amenity and safety.

- Provide new pedestrian access across the railway line and across Nepean Highway to reduce barriers to pedestrian movement through the area.

**CSIRO site**

- Achieve a site layout that responds to the existing features of the site in terms of internal road pattern, configuration of buildings, pattern of significant vegetation and open spaces.

- Achieve a built form that respects the character and amenity of surrounding one and two storey residential areas.

- Consider the potential to reuse existing buildings.

- Create a conservation reserve to protect the Highett Grassy Woodland.
- Retain existing significant vegetation on the site and other vegetation that makes a positive contribution to the character of the area and to the internal amenity of the site.
- Provide a significant area of open space on the site.
- Create an open space connection between future public open space and the Lyle Anderson Reserve.
- Establish an open road and pedestrian network within the site that connects to and integrates with the local street system both to the east and west of the site.
- Incorporate water sensitive urban design in the future redevelopment of the site.

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

Reference Documents
- Highett Structure Plan 2004
- Graham Road, Highett: Traffic Management Plan 2004
- Flora and Fauna Assessment of CSIRO Land, Highett, Victoria 2004
Martin Street, Gardenvale

Vision
A friendly 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 charm.

Objectives
- To improve the economic viability of the centre by providing for additional commercial and residential growth.
- To maintain the valued pedestrian scale and heritage character along Martin Street.
- To ensure new development responds sympathetically to the neighbourhood character and provides appropriate transitions to residential areas.
- To provide a range of housing options for the current and future Bayside population.
- To improve the appearance and safety of the Nepean Highway interface.
- To improve safety and accessibility for pedestrians within and around railway environs.
- To ensure adequate carparking and safe vehicle movement is provided in Martin Street.
- To ensure laneways are used efficiently for vehicle access.
- To ensure that advertising signs do not contribute to visual clutter.
- To investigate potential new public spaces in the centre.

Local Area Implementation
- Ensure that proposed uses and developments in the Martin Street Activity Centre are generally consistent with the Martin Street Activity Centre Structure Plan Framework Plan contained in Map 1 to this Clause.
- Ensure that built form is consistent with the requirements of Schedule 18 to the Design and Development Overlay.

Land Use
- Provide a range of housing types and sizes to cater to different needs.
- Provide housing above commercial premises to improve convenience for residents and increase the customer base for traders.
- Support intensification of the commercial area to ensure the ongoing economic viability of the Martin Street activity centre.
- Maintain active frontages at ground level within the commercial area.

Built form
- Ensure development provides building heights which achieve a transition between densities.
- Protect the heritage of Martin Street and surrounding areas.
- Ensure development provides rear vehicle access wherever possible.
- Ensure development provides appropriate front, side and rear setbacks at the street and upper levels.
- Restrict signs to shop facade awning edges and below awnings and project from upper floor facades or fixed at an angle above awnings.

Access and Movement
- Encourage improved signage and lighting within and around the railway environs.
• Encourage improved access for vehicles, cyclists and pedestrians at the interface with the Nepean Highway.

• Improve the appearance and utilisation of laneways within the Activity Centre, through widening, lighting, signage and surveillance.

• Encourage development to provide appropriate car parking for residents and visitors without compromising the streetscape.

• Establish continuous walking and cycle paths along the Nepean Highway corridor to connect existing networks.

**Landscape and Environment**

• Encourage high quality landmark developments at sites which improve the appearance of the Nepean Highway corridor.

• Improve the Gardenvale Railway Station environs to increase pedestrian safety and accessibility.

• Investigate opportunities for increased public open space along the Elster Creek Canal.

**Reference Documents**

Martin Street Structure Plan (March 2016)

**Map 1 to Clause 21.11-7**
Black Rock

Vision

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

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

Objectives

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

Local Area Implementation

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

Residential development

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

Economic development

- Encourage new retail and commercial uses within the Black Rock Village Activity Centre that complement the local convenience function of the Centre.
- Ensure uses locating at ground floor within the Village do not undermine the vibrancy of the public realm.
- Discourage the conversion of ground floor shopfronts to non-retail uses, unless it can be demonstrated that the proposed use makes a positive contribution to street life within the Centre.
- Promote high levels of pedestrian activity and engagement along ground floor street frontages.
Built form

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

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

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

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

Transport and access

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

- Maintain the supply of publicly available car parking spaces.

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

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

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

Reference Documents

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

Bayside Business District

Vision

The Bayside Business District will be a business employment area of a quality and profile to enable it to fulfil an identifiable advanced business services niche in the south-east region of Melbourne. Rather than being an isolated enclave, it will be a business precinct integrated seamlessly into the urban fabric of the municipality. It will retain its existing physical and economic strengths, whilst concurrently eroding exhibited weaknesses to provide an effective and unique working environment, one in which a highly skilled workforce and diverse business community can work in an attractive environmental setting, whilst accessing the recreational, leisure and entertainment facilities available in the area.

Key Issues

- Employment opportunities within the area are poorly aligned with the local skill base of Bayside.

- The Jack Road area comprises the eastern boundary of the Bayside Business District, it has an important transitional role and should be planned to provide an acceptable interface between commercial and residential areas, particularly those fronting Jack Road.

- Jack Road was constructed to a residential street standard. It is used extensively as access between Bay Road and Park Road and is near its maximum recommended vehicle capacity.

- To enable full utilisation of land assets between Reserve and Jack Roads and achieve effective management of vehicular traffic, an effective road system is needed. This could encompass extending Chandos Street southwards to Charlton Avenue and / or extend a realigned Charlton Avenue through to Reserve Road or an alternative that achieves the same strategic outcomes.

- The appearance, amenity and functionality of the area needs to be improved.

- The Bayside Business District is to complement, and not conflict with the development opportunities available in nearby Activity Centres by fulfilling a clearly defined, business / employment focussed role.

- The character and amenity of the residential areas that surround the Bayside Business District have evolved. The areas are now fully developed and have become suburbs of high value, amenity and desirability. There is a need for the amenity and appearance of the industrial area to complement rather than conflict with the surrounding urban form.

- The Bayside Business District abuts the Bay Road Heathland Sanctuary and there is a need to ensure that the development addresses this environmentally significant site.

Objectives

- To transform the Bayside Business District from a traditional industrial precinct into an advanced business services precinct in the south-east region of Melbourne.

- To provide for an ongoing mix of industrial, office and other related business activities in high quality buildings with landscaped setbacks and improved and safe access consistent with the evolution of former industrial areas into a modern diversified business area.

- To create a world’s best practice business environment in order to facilitate and enhance the economic base and employment opportunities in the area.

- To establish a consistent and unifying landscape and urban design theme to the area which presents it as a single identifiable precinct consistent with a modern, high amenity business environment.

- To enhance the amenity and appearance of the business employment area to a high level, consistent with the overall amenity of the wider City of Bayside.
Local Area Implementation

- Ensure that proposed uses and developments within the Bayside Business District are undertaken in accordance with the established strategic planning framework. The boundary of the Bayside Business District is shown in Map 1 to this Clause.

Residential development

- Discourage residential uses from locating at ground level fronting Bay Road to maintain the business/commercial focus of the area.

Environmental values

- Protect the flora and fauna values of the Bay Road Heathland Sanctuary and complement the conservation measures outlined in the current Bay Road Heathland Masterplan. To achieve this:-
  - Apply performance standards (addressing building height, setbacks, lighting, design and landscape treatments) to regulate the form of development on adjoining properties that may impact directly on the Heathland Reserve.
  - Apply a 3 metre wide buffer zone around the perimeter of the Heathland Reserve on adjoining properties.
  - Ensure that landscaping treatments and flora species utilised on adjoining properties are compatible with the Bay Road Heathland Masterplan, particularly by prohibiting of environmental weeds.
  - Ensure appropriate physical interfaces exist between commercial/employment areas and residential uses.
  - Ensure that parking and streetscape improvements are undertaken to improve the appearance, amenity and functionality of the area.
  - Ensure that business operations do not adversely affect neighbouring residential uses.
  - Undertake landscaping and streetscape beautification works that complement the business employment character identified for the area.

Economic development

- Encourage the clustering of complementary uses that concurrently safeguard the amenity of residential areas to strengthen existing industrial and business activities.

- Ensure all industries operate so as to be compatible with offices and other non-industrial uses, as well as nearby residential areas where they exist.

- Ensure that the business employment area fulfils a clearly defined business/employment focussed role and complements, rather than conflicts with the development opportunities available in nearby activity centres.

- Encourage a mix of complementary business and industrial activities in high quality buildings with landscaped setbacks and improved and safe access. A mix of businesses should be encouraged and facilitated. Particular encouragement is given to the following uses:-
  - Manufacturing/warehousing/offices.
  - Business and professional services. Storage/distribution.
  - Export oriented businesses.
  - High technology businesses (especially those with a global focus).
  - Other forms of clean, non-polluting, environmentally friendly businesses.
- Businesses that are prepared to invest in establishing and maintaining a high quality environment.

- Ensure the mix of business activity is sustainable in economic, social and environmental terms.

- Recognise the legitimate role of industry and associated uses to remain in the area, expand and upgrade and for new businesses and associated uses to establish.

- Ensure appropriate physical interfaces exist between commercial and residential uses.

- Encourage offices and other associated businesses to establish.

- Ensure that any development within the Mixed Use Zone on the corner of Bay Road and George Street contains a range of residential, commercial, industrial and other uses which complement the mixed use function of the Bayside Business District.

- Provide opportunities for more intense development occupied by a range of uses including commercial, industrial, warehouse and medium density residential uses within the Mixed Use Zone on the south side of Bay Road to the west of the Heathland Reserve.


**Built form**

- Ensure that parking and streetscape improvements are undertaken to improve the appearance, amenity and functionality of the area.

- Ensure that all private redevelopment includes appropriate landscaping, built form and a quality of development that complements the business employment character identified for the area.

- Encourage state of the art environmental management through all aspects of design, building development and business processes.

- Ensure appropriate interfaces are provided between commercial and residential properties in order to improve residential amenity and reduce land use conflicts.

**Transport and access**

- Ensure appropriate management of business-related activity such as vehicular traffic.

**Reference Documents**

Bayside Retail, Commercial and Employment Strategy (August 2016)

Bayside Industrial Area Strategy 2004

Map 1 to Clause 21.11-9