

# **Appendix I**

## **Planning Framework**

The Bayswater Activity Centre Structure Plan, *Bayswater 2020* has been prepared by Knox City Council. The Plan aims to guide the long term future of the Activity Centre and it contains initiatives to improve land use mix, built form, economic sustainability, accessibility, public open space and the well-being of the Bayswater community.

The Bayswater Triangle site is located within the boundaries of the Bayswater Activity Centre and the Structure Plan will help to guide its future. The following synopsis of the Structure Plan identifies the key initiatives that are pertinent to the Triangle.

### ***Vision***

The Vision for the Bayswater Activity Centre is in the year 2020 Bayswater Activity Centre will be a place where:

- Business is thriving and goods and services on offer meet the needs of the local community.
- A positive public image prevails, and the community works together to continue to improve.
- Pedestrians, cyclists and public transport users have priority over cars, and movement to and within the centre by all modes of transport is easy.
- High quality public spaces provide for community activity and interaction and offer distant views to the Dandenong Ranges and valley landscape.
- New development incorporates innovative design principles, including Ecologically Sustainable Design and Crime Prevention through Environmental Design, and provides a high quality of visual amenity.
- People want to live, work, shop, visit and play.

Objectives have been set by the Structure Plan in order to achieve this vision. These objectives are grouped under six key themes.

1. Land Use
2. Quality Built Form
3. Sustainable Business Environment
4. Accessibility
5. Vibrant Community Spaces
6. Building the Community

The themes are reviewed in the following section.

### ***Land Use***

A Land Use Plan has been developed for the activity centre which includes the Triangle site. The following details those land use directions which are relevant to the Triangle site.

#### ***Retail Core***

- Largely consolidated between High and Station Streets and should extend across Station Street to the rail line to better integrate the activity centre with public transport and cycle paths.
- High density or shop-top housing is provided at upper levels to ensure activity at all times of the day and night to improve safety.
- New anchor tenant (e.g. supermarket), improved variety of speciality shops, undercover market.

#### ***Commercial/Mixed Use/Office***

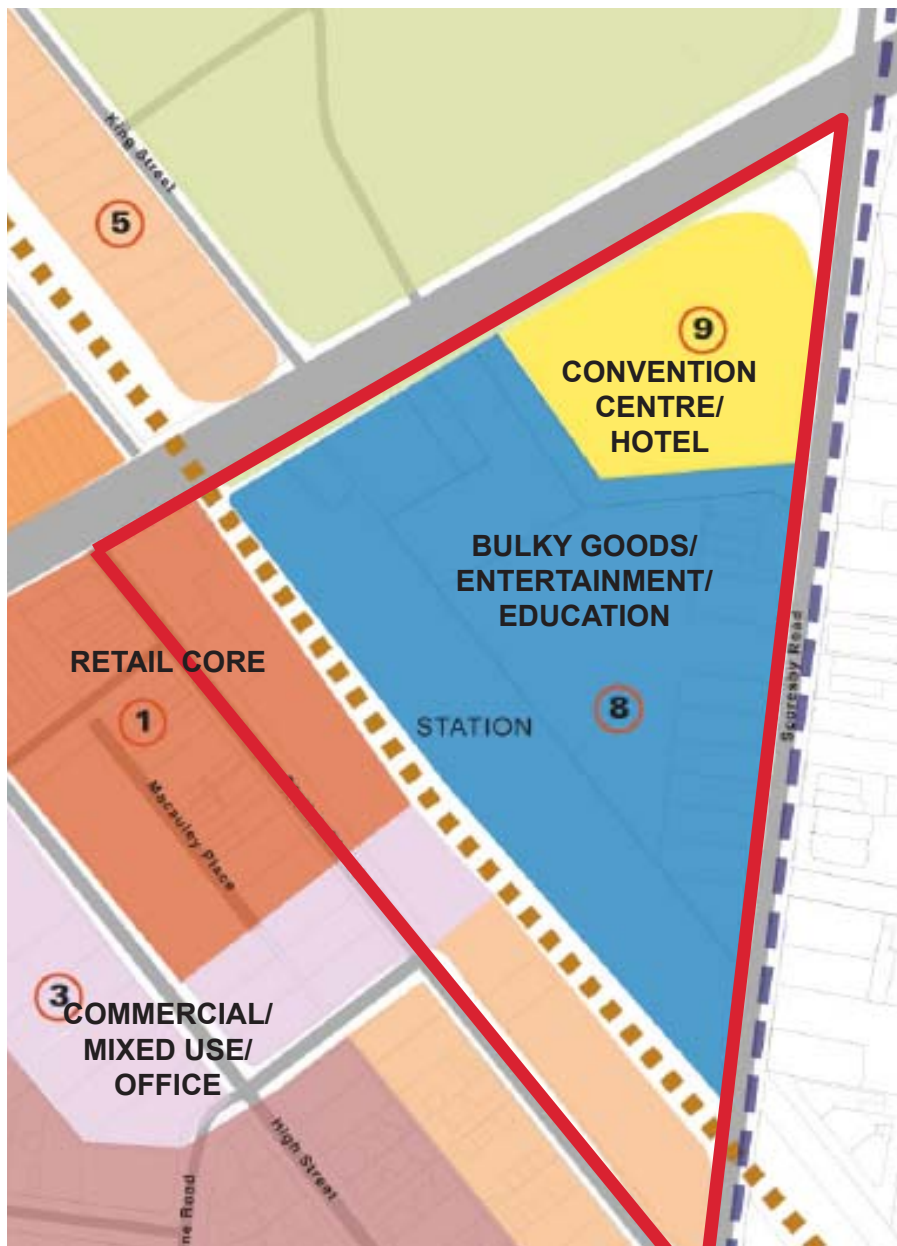
- Mixed use development, with office uses and supporting commercial uses such as cafes at the lower levels, and residential units above.

### Bulky Goods/Entertainment/Education

- Bulky goods retailing (e.g. white goods, homewares, hardware),
- Entertainment precinct (e.g. family entertainment and entertainment for younger people such as a cinema, bars, indoor games/sports facility)
- Educational facility (e.g. TAFE College or adult education centre). Could create strong synergies with the industrial area further east through the provision of tuition for apprentices/trainees working in the area.

### Convention Centre/Hotel

- If the Knox Community Arts Centre is relocated this landmark site could be developed as a convention centre or residential hotel, to serve the industrial area to the east. A high quality development at the gateway to both Bayswater and to Knox as a whole.



### **Land use diagram**

(adapted from Bayswater 2020)

**THEME 1: LAND USE**

**Relevant Objectives:**

*To encourage a major development and anchor activity to be established in the retail core.*

*To consolidate the retail core by preventing the development of significant new retail floor space on the periphery of the activity centre.*

*To facilitate appropriate redevelopment in each land use precinct, while allowing for innovation and sustainable change.*

*To provide increased opportunities in and around the business zones for high density housing and for the dwelling types and sizes that add to the diversity of the housing stock.*

*To promote mixed use development opportunities within the activity centre, building on the proximity to public transport services.*

*To discourage the establishment of new industrial uses within the activity centre.*

**Other Actions:**

*Investigate opportunities for an education facility/campus within the activity centre (e.g. a TAFE college).*

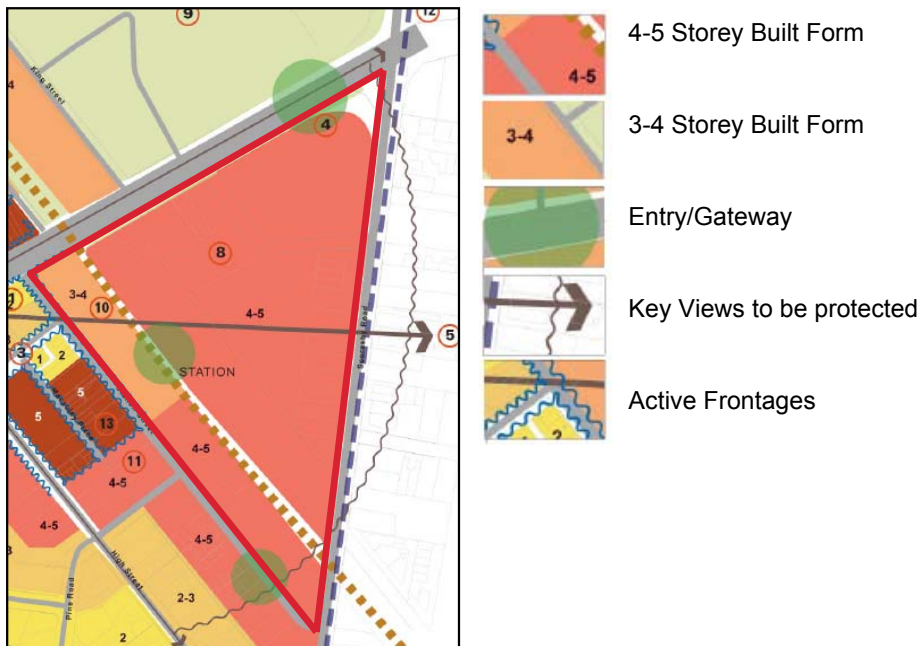
*Investigate the feasibility of undergrounding of the railway line at the intersection of Mountain Highway and/or bridging the railway line with development to enable a better use of railway land.*

*Investigate appropriate land uses for the Knox Community Arts Centre site.*

- Major anchor development in retail core
- No retail on the periphery of the activity centre.
- Appropriate redevelopment which allows innovation and sustainable change.
- Opportunities for high density housing, diversity in dwelling stock.
- Mixed use development close to public transport.
- No new industrial uses.
- Possible education facility
- Undergrounding and/or bridging the railway line.
- Identify appropriate land uses for the Knox Community Arts Centre site.

## Quality built form

A Built Form Plan has been developed for the activity centre which includes the Triangle site. This section provides an overview of the key built form directions for the Triangle site.



### **Built form diagram**

(adapted from Bayswater 2020)

- No.4 on Plan - Entry points or gateways into the activity centre will be signed to provide a sense of arrival and departure.
- No. 8 on Plan - A larger scale of building can be accommodated in this low-lying area without obscuring views to the Dandenong Ranges.
- No. 5 on Plan - Key views to the Dandenong Ranges are protected, and new development incorporates outdoor terraces, balconies or roof gardens in order to capitalise on this important feature of Bayswater.
- No. 10 on Plan - New development should utilise building surfaces which discourage graffiti or are easy to clean (e.g. avoid light, porous surfaces).

**THEME 2: QUALITY BUILT FORM**

**Relevant Objectives:**

*To increase building scale within the centre without compromising views to the Dandenong Ranges.*

*Respond to the context and physical characteristics of the centre, in particular through the reinforcement of the unique hillside setting of the centre.*

*To improve pedestrian amenity by integrating verandahs into building frontages in the key pedestrian areas, maintaining a human scale of development, and ensuring that new development does not negatively impact on public space through overshadowing or increased wind speeds.*

*Ensure all new development within the activity centre addresses the street frontage(s) and enhances the pedestrian amenity and character of the centre by maintaining a moderate scale at the pedestrian interface (up to 2 levels with further levels set back).*

*To intensify built form in the centre by filling empty sites, capitalising on key intersection sites and creating improved built form interfaces.*

*To encourage innovative, high quality architecture and streetscape design that incorporates ESD, CPTED and WSUD principles.*

*To create a unique identity for the centre through the use of consistent design themes.*

- Views to Dandenongs should not be compromised.
- Increase building scale.
- Improve pedestrian amenity.
- Intensify built form.
- Improve interfaces.
- Innovative high quality architecture and streetscape design.
- Incorporate ESD, CPTED, WSUD principles.
- Consistent design themes.

<p><b>BAYSWATER 2020</b></p>	<p><b>CONSIDERATIONS FOR THE BAYSWATER TRIANGLE</b></p>
<p><b>THEME 3: SUSTAINABLE BUSINESS ENVIRONMENT</b></p>	
<p><b>Relevant Objectives:</b></p> <p><i>To improve the ongoing viability of the activity centre by:</i></p> <ul style="list-style-type: none"> <li>- Consolidating the retail core;</li> <li>- Encouraging an improved mix of shops and services to meet the needs of all sectors of the community;</li> <li>- Clustering similar and complementary uses;</li> <li>- Improving pedestrian amenity and connectivity between areas of interest within the centre.</li> </ul> <p><i>To strengthen physical links between the activity centre and the industrial precinct to the east, Bayswater Park and the surrounding community facilities.</i></p> <p><i>To facilitate new businesses and uses that generate activity after standard business hours to help improve safety and security.</i></p> <p><i>To increase the retail and business potential of the activity centre by encouraging higher density housing in and around the centre to increase the population and available expenditure of the catchment.</i></p> <p><i>To broaden the role of Bayswater Activity Centre to provide services to meet the needs of the industrial area to the east.</i></p> <p><b>Other Actions:</b></p> <p><i>Encourage title consolidation to facilitate the redevelopment of key sites.</i></p> <p><i>Develop a streetscape design theme to improve the image and identity of the centre.</i></p> <p><i>Provide visual cues to ‘announce’ the activity centre at all entry points and encourage people to visit (public art, streetscape, landscape improvements, street furniture and improved signage themes).</i></p>	<ul style="list-style-type: none"> <li>• Consolidate retail core</li> <li>• Mix of shops and services</li> <li>• Cluster similar and complimentary uses</li> <li>• Improve pedestrian amenity and connectivity between activity centre and areas on the periphery e.g. Bayswater Park and the industrial estate.</li> <li>• Business uses that generate activity outside of business hours.</li> <li>• High density housing.</li> <li>• Provide services that support industrial areas in the east.</li> <li>• Consolidate titles on key sites.</li> <li>• Streetscape design theme.</li> <li>• Entry points and visual cues.</li> <li>• Rear car parks to have active frontages’ onto space and allow for pedestrian movement through shops.</li> <li>• Unstructured recreation, shopping and employment opportunities for young people.</li> <li>• Bulky goods retail.</li> </ul>

**BAYSWATER 2020**

**CONSIDERATIONS FOR THE  
BAYSWATER TRIANGLE**

*Encourage businesses with public car parks at the rear to provide active frontages onto this space and provide for pedestrian movement through shops.*

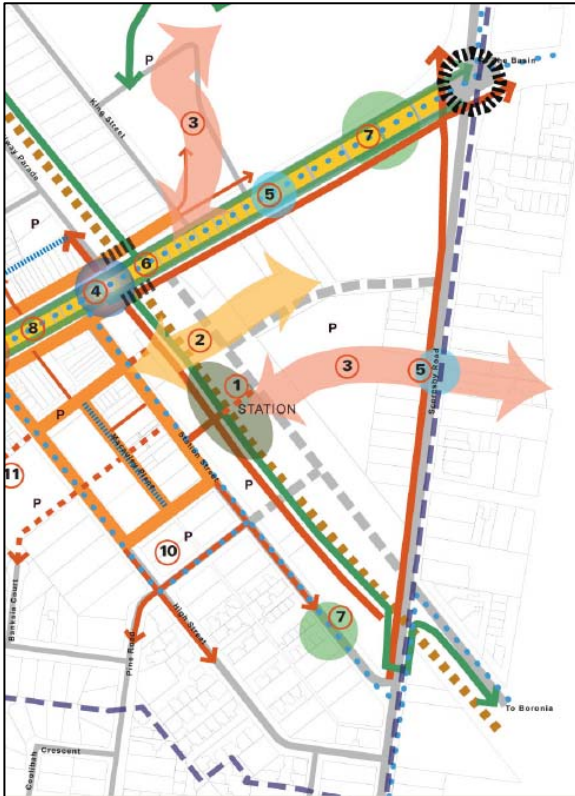
*Promote and encourage opportunities for young people (aged 12-25), including unstructured recreation and shopping, and a mix of businesses that provide employment opportunities for young people.*

*Bulky goods and showroom outlets in designated areas. Strengthen the retail function. Reduce the encroachment into the industrial precinct*















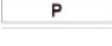

## Accessibility

An Accessibility Plan has been developed for the activity centre which includes the subject site. The following details those land use directions which are relevant to the subject site.



**Accessibility diagram**

(adapted from Bayswater 2020)

- Improved public transport interchange 
- Major pedestrian circulation 
- Secondary pedestrian circulation 
- Major new pedestrian connectivity across rail line 
- Improved accessibility to retail core 
- Improved cycle circulation 
- Reduced road width and traffic speeds 
- Entry/exit – speed restricted 
- Proposed major pedestrian crossing 
- Possible new pedestrian crossing 
- Bus routes 
- Possible new road link 
- Undercover parking 
- Improved pedestrian crossing 

- No.1 on Accessibility Plan - Improved public transport interchange. Including; new access across to the east side of the rail line, an upgraded and reconfigured bus interchange and increased passenger safety, and improved integration with the activity centre. Active uses such as cafes and newsagents are to surround the interchange, ensuring that people are present around the station for extended hours, which will help to increase safety.
- No.2 on Accessibility Plan - Pedestrian access across the rail line should be integrated into new development. This may combine with station access.
- No.3 on Accessibility Plan - Improved links (particularly for pedestrians) should be provided between the retail core of the activity centre and the industrial precinct to the east of the study area, Bayswater Park, to encourage patronage of the shopping centre and multi-purpose trips to the centre.
- No.4 on Accessibility Plan - A new pedestrian crossing is needed at this point to enable pedestrians and cyclists to cross Mountain Highway safely.
- No.5 on Accessibility Plan - Possible new pedestrian crossings could be installed at these points to improve connectivity between the activity centre and the industrial area and with Bayswater Park.
- No.6 on Accessibility Plan - Council will encourage the State Government to investigate the feasibility of undergrounding the railway line at this point.
- No.7 on Accessibility Plan - New clearer speed limit signs should be installed at the entry points to the activity centre. Reducing traffic speeds will increase pedestrian safety and the amenity of the activity centre.

## BAYSWATER 2020

## CONSIDERATIONS FOR THE BAYSWATER TRIANGLE

### THEME 4: ACCESSIBILITY

#### Relevant Objectives:

*To improve access to and within the centre by all transport modes, particularly for pedestrians.*

*To encourage new development that supports public transport use.*

*To better manage vehicular through traffic in the activity centre while improving vehicular access to the centre.*

*To improve the usability, safety, connectivity and quality of public transport infrastructure and services.*

*To improve links (pathway and road) between the 'quadrants' of the study area.*

#### Other Actions:

*Encourage developers to provide fewer car spaces in new development to promote use of public transport services.*

*Encourage active frontages along key pedestrian routes, particularly within the retail core to improve pedestrian amenity, safety and vibrancy of the area.*

*Provide facilities and services in the centre to support pedestrians and Cyclists*

*Provide links, particularly for pedestrians, between the activity centre and the industrial precinct to the east in order to encourage employees of this area to visit the activity centre.*

- Improve accessibility to and within the centre – by all transport modes, particularly pedestrians.
- Manage vehicular traffic in and to the centre.
- Fewer car parking spaces.
- Active frontages in retail core.
- Facilities for pedestrians and cyclists.
- Improve pedestrian links to the industrial centre in the east.

## Vibrant Community Spaces

Public Spaces and Landscape have been considered on the plan below. The following details those public realm directions which are relevant to the subject site.



- Bush Boulevard
- Principal Avenue
- Street trees to continue Bush Boulevard theme
- Widened footpaths
- Public Transport Node as a Community Space
- Entry Point as a landscape statement
- Possible new link across rail line
- Linear Open Space
- Potential Open Space Area

### Community spaces diagram

(adapted from Bayswater 2020)

- No.2 on Plan - At these points the landscaping theme will change, and a contrasting tree type and understorey planting will be used where Mountain Highway passes through the activity centre, to signify arrival in the centre. Public art installations may also be used at these points to create a stronger identity for Bayswater.
- No.4 on Plan - A principal avenue will be created along Scoresby Road, with canopy trees planted on either side of the road.
- No.7 on Plan - The upgraded public transport interchange will provide a focal point for the community, and will act as an important gateway to the activity centre.
- No.10 on Plan - Landscape links between the, park, new convention centre and the activity centre will provide physical connections to these areas, signifying their importance and inclusion in the activity centre. Landscape links may comprise canopy trees as well as understorey plantings, and may incorporate public art such as footpath painting, or signage.

**THEME 5: VIBRANT COMMUNITY SPACES**

**Relevant Objectives:**

*To improve the quality of the public spaces, particularly footpaths, and encourage more community uses and activities.*

*To improve connections and legibility between public spaces.*

*To increase the level of protection, comfort and enjoyment offered by public spaces in Bayswater.*

**Other Actions:**

*Use 'bush boulevard' tree planting themes to improve the amenity and visual connections throughout the activity centre.*

*Continue to use signage, place naming, themed surface treatments, art or design detailing to provide direction and define key linkages and encourage use of public spaces.*

*Create better public spaces by requiring new private development to have regard to its interface with the public spaces.*

*Widen footpaths, encourage footpath trading and dining and improve street furniture and landscaping.*

*Integrate small informal gathering spaces into the streetscape to provide opportunities for people to stop.*

*Improve landscaping along the rail line, to reinforce the bushland corridor character.*

*Integrate WSUD into new landscaping and streetscape works, and where possible reduce the existing coverage of hard, impermeable surfaces in the activity centre.*

- Improve quality of footpaths.
- Encourage more community uses and activities.
- Connections and legibility between public spaces.
- Increase level of protection, comfort and enjoyment in public spaces.
- Bush Boulevard.
- Use signage, surface treatments, place naming, art and design to define and increase attractiveness of public spaces.
- Footpath trading and dining.
- Street furniture.
- Informal gathering spots.
- Landscaping along rail line.
- WSUD in new landscaping and street works. Reduce impermeable surfaces.

<b>BAYSWATER 2020</b>	<b>CONSIDERATIONS FOR THE BAYSWATER TRIANGLE</b>
<b>THEME 6: BUILDING THE COMMUNITY</b>	
<p><b>Relevant Objectives:</b></p> <p><i>To advance community identity and pride.</i></p> <p><i>To assist the community to identify and meet its needs.</i></p> <p><i>To create an environment where people are active, safe, healthy and participate in community life.</i></p> <p><i>To ensure that community services and facilities are accessible and appropriate to the needs of the community.</i></p> <p><i>To provide for emergency and other services to locate in the activity centre to meet the needs of a growing community.</i></p> <p><b>Other Actions:</b></p> <p><i>Create opportunities for the co-location of community services and facilities within the activity centre, which support the health and wellbeing of the community (such as a library branch, educational facility, child care service and/or community hall).</i></p>	<ul style="list-style-type: none"><li>• <b>Appropriate and accessible community facilities.</b></li><li>• <b>Environment for people to be active, safe, healthy and to participate in community life.</b></li><li>• <b>Emergency services.</b></li><li>• <b>Library branch.</b></li><li>• <b>Educational facility.</b></li><li>• <b>Child care service.</b></li><li>• <b>Community Hall.</b></li></ul>



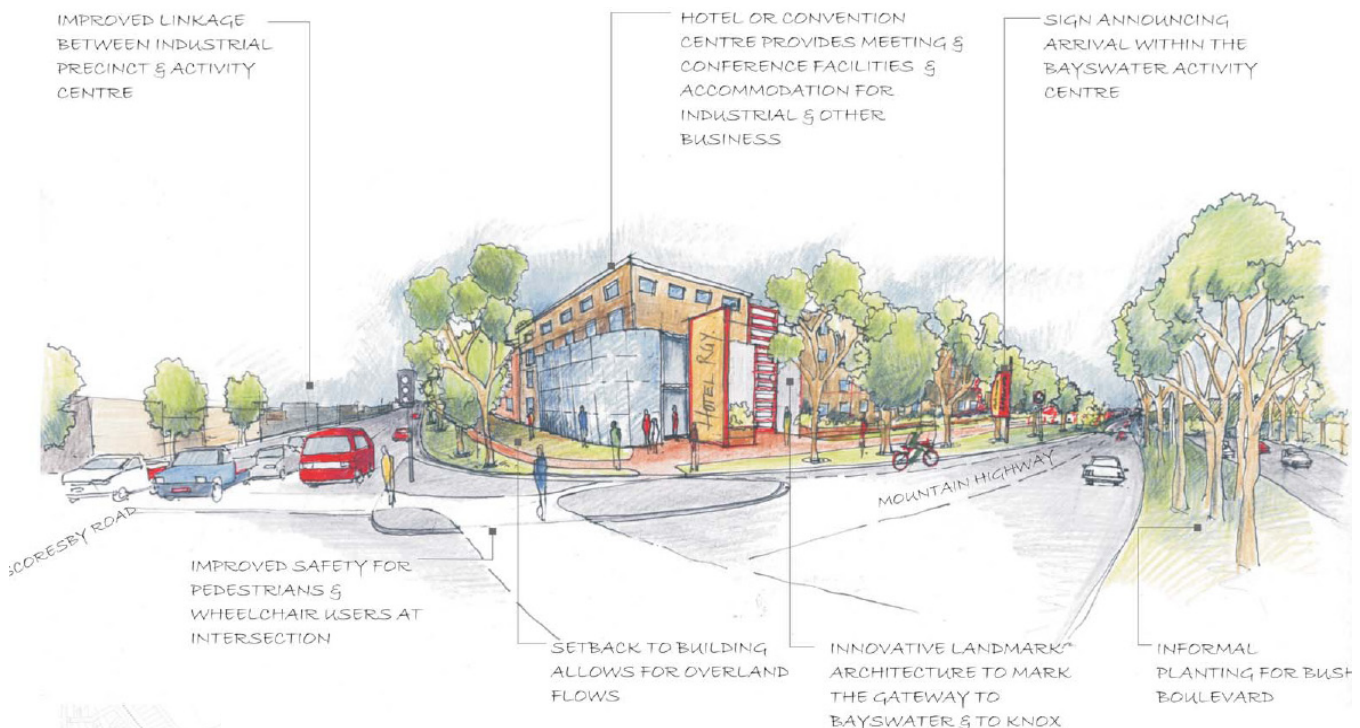
## ***Vision for key precincts and landmark sites***

Bayswater 2020 provides visions and interpretive artist's illustrations of how areas within the Activity Centre might look in the future. The Triangle site is viewed as an area in which redevelopment or improvements are needed and where they would be a catalyst for new development or investment elsewhere in the activity centre.

The Bayswater Triangle includes two sub-precincts, these being the Knox Community Arts Centre Site and the Station Street Precinct.

The vision for Knox Community Arts Centre Site states:

- It is a gateway site to both Bayswater and Knox as a whole,
- It can be redeveloped with a hotel and conference centre that is well-used by local businesses within the locality, as well as attracting business from across Knox and neighbouring municipalities.
- The new building design is innovative, incorporating ESD principles, and provides a landmark frontage to both Mountain Highway and Scoresby Road.
- To the rear, pedestrian areas front onto the possible entertainment precinct and the adjoining TAFE campus.
- Indigenous planting theme for Bayswater Park is carried across Mountain Highway, providing a landscape buffer to the new development while preserving its prominence in the streetscape.
- The Bush Boulevard reinforces this theme through the activity centre
- Reduced width of the road reduces the perception that the road is merely an artery for traffic.
- Reduced speed limits through the activity centre further create a sense of arrival in Bayswater.



***Vision for Knox Community Arts Centre site  
(adapted from Bayswater 2020)***

The vision for Station Street proposes that:

- The retail core has been extended closer to the rail line by the development of new shops on the east side of Station Street
- 3-5 storeys building(s) can be accommodated on the low-lying land without blocking out views.
- Residential units above the shops provide housing that has easy access to the upgraded public transport interchange on Station Street.
- The Interchange is surrounded by shops to serve commuters, and physically integrates train, bus and taxi services that operate frequently and over extended hours.
- The rail line has been undergrounded providing a safe and quiet location for housing and the airspace above the rail line has been developed.
- The rail line no longer acts as a barrier to pedestrian movement, a new pedestrian mall links Penguin Park with the east side of the rail line, where entertainment venues provide for residents, workers and visitors to the activity centre.
- Signalised pedestrian crossings across Mountain Highway and Station Street further increase pedestrian safety.



**Vision for Station Street**  
(adapted from Bayswater 2020)



## **SUMMARY OF THEMES AND THE FUTURE FOR THE BAYSWATER TRIANGLE**

The objectives set out by the themes provide a framework to work within when master planning the future use and development of the Triangle site.

The review of *Bayswater 2020* indicates that within the Bayswater Triangle site, Council would like to see a safe and active environment which attracts residents, workers and visitors to utilise and enjoy the locality.

In summary Council has the following aspirations and directions for the Triangle site:

- Some additional (small scale) retail development along Station Street.
- Bulky goods retailing within the precinct fronting Scoresby Road and Mountain Highway.
- Opportunities for higher density housing including shop top housing.
- An improved transport interchange that is safe and active.
- A reduction in car parking and traffic speeds in the area.
- Mixed use development close to the transport interchange.
- Improved connectivity and amenity for pedestrians and cyclists between the precinct and the activity centre and surrounding areas.
- Redevelopment of the Knox Community Arts Centre site for a hotel and/or convention centre.
- An entertainment precinct perhaps consisting of a cinema, bars and or an indoor games facility.
- An increase in building scale up to 5 storeys.
- High quality architecture, built and landscape design featuring entry points and gateways to the Activity Centre.
- An open space area, possible central to the precinct, with appropriate definition, design, landscaping and other public realm tools e.g. street furniture and art.

Whilst transformation is at the forefront of the Structure Plan, some elements need careful consideration to ensure that new development does not have a detrimental impact on important assets. *Bayswater 2020* describes how these assets should be protected and fully utilised so that users of the site can benefit from them. The key features to be preserved are to protect the vistas to the Dandenong Ranges and to enhance the Bush Boulevard theme along the Principal Avenues.

## THE PLANNING FRAMEWORK

This section outlines relevant parts of the current planning framework in the Knox Planning Scheme that will guide the options and consideration for the redevelopment on the Bayswater Triangle precinct. The strategic direction in State and Local Planning Policy provide a sound basis for the site to become a mixed use area, building on its excellent location to existing services and public transport. The integration of these policies and direction provided by the Planning Scheme is clearly demonstrated in Bayswater 2020.

### State Planning Policy Framework

The following Clauses in the State Planning Policy Framework should be considered in guiding the redevelopment of the Bayswater Triangle Precinct:

<b>State Planning Policy Framework</b>	<b>Considerations for the Bayswater Triangle</b>
<b>Clause 11: Settlement</b> Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.	
<b>Clause 11.01 Activity Centres</b> seeks to build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres.  <b>Clause 11.02 Urban Growth</b> seeks to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.  <b>Clause 11.04 Metropolitan Melbourne</b> seeks to facilitate the development of a multi-centred metropolitan structure.	<ul style="list-style-type: none"><li>• Development to be concentrated in activity centres.</li><li>• Focus for business, shopping, working, leisure and community facilities.</li><li>• Diversity in housing, high density housing.</li><li>• Well connected to public transport and can reduce the number of motorised trips.</li><li>• Focal points for the community.</li><li>• Improvements in pedestrian and cyclist accessibility.</li><li>• Good, functional urban design.</li><li>• Utilise land for a mixture of uses which are well planned and integrated.</li><li>• Follow the directions set by Bayswater 2020.</li></ul>

State Planning Policy Framework	Considerations for the Bayswater Triangle
<b>Clause 12: Environmental and Landscape Values</b>	
<p><b>Clause 12.01 Biodiversity</b> seeks to assist the protection and conservation of biodiversity, including native vegetation retention and provision of habitats for native plants and animals and control of pest plants and animals.</p>	<ul style="list-style-type: none"> <li>• Conserve any remnant vegetation</li> </ul>
<b>Clause 15: Built Environment and Heritage</b>	
<p><b>Clause 15.01 Urban Environment</b> seeks to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.</p>	<ul style="list-style-type: none"> <li>• Ensure high quality urban design.</li> <li>• Respect cultural identity and neighbourhood character.</li> <li>• Improve community safety</li> <li>• Improve the quality and distribution of public open space.</li> <li>• Development should respond to surroundings and sustainable objectives.</li> <li>• Liveability.</li> <li>• Diversity.</li> <li>• Amenity.</li> <li>• Safety.</li> </ul>
<b>Clause 16: Housing</b>	
<p><b>Clause 16.01 Residential Development</b> seeks to locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport; to provide for a range of housing types to meet increasingly diverse needs; and to deliver more affordable housing closer to jobs, transport and services.</p>	<ul style="list-style-type: none"> <li>• Medium density housing which respects neighbourhood character.</li> <li>• Provide diversity of housing choice.</li> <li>• Locate affordable housing close to jobs, transport and services.</li> <li>• Include affordable housing.</li> </ul>
<b>Clause 17: Economic Development</b>	
<p><b>Clause 17.01 Commercial</b> seeks to encourage development which meet the communities' needs for retail,</p>	<ul style="list-style-type: none"> <li>• Mixture of retail, commercial, business, entertainment and cultural uses.</li> </ul>

<b>State Planning Policy Framework</b>	<b>Considerations for the Bayswater Triangle</b>
entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.	<ul style="list-style-type: none"> <li>• Make facilities accessible.</li> <li>• Aggregation of community facilities.</li> </ul>
<b>Clause 18: Transport</b>	
<p><b>Clause 18.01 Integrated Transport</b> seeks to create a safe and sustainable transport system by integrating land-use and transport.</p> <p><b>Clause 18.02 Movement Networks</b> seeks to promote the use of sustainable personal transport; and to integrate planning for cycling with land use and development planning and encourage alternative modes of travel.</p>	<ul style="list-style-type: none"> <li>• Integrate land use and transport.</li> <li>• Safe and efficient road network.</li> <li>• Give greater priority to pedestrians and cyclists.</li> </ul>
<b>Clause 19: Infrastructure</b>	
<p><b>Clause 19.02 Community Infrastructure</b> seeks to assist the integration of health and education facilities with local and regional communities; and to develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.</p>	<ul style="list-style-type: none"> <li>• Provide social infrastructure.</li> <li>• Provide cultural, environmental, educational and recreation facilities.</li> <li>• Improve accessibility to community services.</li> </ul>



## Local Planning Policy Framework

On a more local level the provisions set out in Council’s Municipal Strategic Statement and through relevant Local Planning Policies the direction and the possible future for the site is further articulated.

Local Planning Policy Framework	Considerations for the Bayswater Triangle
<b>Clause 21: Municipal Strategic Statement</b>	
<p><b>Clause 21.01 Municipal Profile</b></p> <p>Population expected to increase to 162,228 by 2031.</p> <p>Population aged over 55 expected to increase to 36% over the next 25 years.</p> <p>Increase in number of persons with disabilities.</p> <p>Household size will decrease over the next 25 years.</p>	<ul style="list-style-type: none"> <li>• Increased demand for housing, particularly accommodation for elderly, aged care.</li> <li>• Ensure accessibility of new development.</li> </ul>
<b>Clause 21.03 Vision and Strategic Land Use Framework</b>	
<p><i>Knox Vision 2025</i> describes a healthy, connected, culturally rich and active Knox community, with dynamic services and facilities and accessible transport choices, coupled with a sustainable natural environment, balanced quality urban development and prosperous, modern environment.</p> <p>Council’s purpose as detailed in the Council Plan is “<i>to enhance the quality of life of the Knox Community.</i>”</p> <p><b>Land Use and Development Vision:</b></p> <p><i>Plan, provide and facilitate a range of high quality, accessible community facilities and services to meet the changing needs of the community and foster a safe, healthy and cohesive community.</i></p> <p><i>Promote development that has regard to the public realm.</i></p> <p><i>Maintain, enhance and protect the natural environment for future generations and build community awareness of sustainability.</i></p>	<ul style="list-style-type: none"> <li>• Maintain, enhance and protect key natural, cultural and lifestyle features.</li> <li>• Sustainable development.</li> <li>• Economic prosperity.</li> <li>• Needs of changing population.</li> <li>• Safe and well used public spaces.</li> <li>• New housing within existing urban areas.</li> <li>• Promote identity and image.</li> <li>• Facilitate transport choices.</li> </ul>

Local Planning Policy Framework	Considerations for the Bayswater Triangle
<p><i>Continue our commitment to public transport and encouragement of alternatives to car travel to reduce congestion on local roads and enhance safe travel across the municipality.</i></p> <p><i>Encourage all new development to incorporate ecologically sustainability principles and practices.</i></p> <p><i>Encourage greater diversity in housing and direct new housing to preferred locations that are well serviced with public transport, goods and services.</i></p> <p><i>Continue to attract new investment, revitalise activity centres, commercial and business precincts.</i></p> <p><b>Strategic objectives for a sustainable community:</b></p> <ul style="list-style-type: none"> <li>• Community Wellbeing</li> <li>• Quality Services &amp; Infrastructure</li> <li>• Accessible Transport Choices</li> <li>• Sustainable Natural Environment</li> <li>• Quality Urban Environment</li> <li>• Prosperous modern economy</li> </ul>	
<b>Clause 21.04 Urban Design</b>	
<p>Ensure that all development responds positively to the existing patterns of urban form and character, the landscape qualities, historic and cultural elements and social dimensions and aspirations of the Knox community.</p> <p>Reinforce the structure and image of Knox as an attractive place to live, do business, recreate and as a tourist attraction.</p> <p>Ensure that new development makes a positive contribution to sustainability and the urban fabric of Knox.</p>	<ul style="list-style-type: none"> <li>• Maintain, enhance and protect key natural, cultural and lifestyle features.</li> <li>• Sustainable development.</li> </ul>

Local Planning Policy Framework	Considerations for the Bayswater Triangle
<b>Clause 22.02 Industrial and Restricted Sales Area Design</b>	
<p>Facilitate growth in employment by ensuring that the design of industrial and restricted retail sales development maintains and enhances the appearance of industrial areas.</p> <p>Ensure that development in industrial and restricted retail sales areas is compatible with the surrounding streetscape and landscape character, with particular attention to complementing adjoining built form.</p> <p>Promote design and subdivision which are functional to the needs of industry.</p>	<ul style="list-style-type: none"> <li>• Local employment growth.</li> <li>• High standard of design of industrial and restricted retail. Reinforce design elements and standards of existing areas.</li> <li>• Maintain amenity of surrounding land uses, particularly residential and open space.</li> <li>• Compatibility with adjoining built form, streetscape and landscape character.</li> </ul>
<b>Clause 22.05 Bayswater Major Activity Centre inc. Key Redevelopment Sites</b>	
<p>Encourage a land use mix that contributes to the revitalisation of the centre;</p> <p>Ensure there is a range of activities and opportunities in Bayswater for people to live, work or meet;</p> <p>Achieve a high quality built environment;</p> <p>Increase the height and density of development in the Centre while protecting and capitalising on the views of the Dandenong Ranges;</p> <p>Improve pedestrian amenity within the centre;</p> <p>Improve access to and within the centre for all modes of transport with priority placed on pedestrian movements;</p> <p>Promote an improved and vibrant public realm;</p> <p>Facilitate development of Key Redevelopment Sites to act as a catalyst for attracting other new development and investment elsewhere in Bayswater MAC.</p>	<ul style="list-style-type: none"> <li>• Mix of uses</li> <li>• High quality design</li> <li>• Intensive developments in key locations</li> </ul>

Local Planning Policy Framework	Considerations for the Bayswater Triangle
<b>Clause 22.10 Housing</b>	
<p>Encourage sustainable urban growth by directing housing to preferred locations.</p> <p>Encourage a range of housing types and forms to meet the needs of the existing and future community.</p> <p>Ensure that the community has access to social housing</p> <p>ensure that new housing is located where there is access to frequent and reliable public transport services, shopping and community facilities.</p>	<ul style="list-style-type: none"> <li>• Diversity of housing types and forms.</li> <li>• Housing to meet the needs of existing and future populations.</li> <li>• Housing close to transport, retail and services.</li> <li>• Effective transport and movement.</li> </ul>



## Planning Controls

The following provides further detail on the applicable zoning and overlay controls pertinent to the site.

PLANNING CONTROLS	CONSIDERATIONS FOR THE BAYSWATER TRIANGLE
<b>ZONES</b>	
<p><b>C33.01 INDUSTRIAL 1 ZONE</b></p> <p><i>To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.</i></p> <p>Restricted retail is permitted.</p> <p>Accommodation (other than Caretaker's house) and Cinema based entertainment facility are prohibited uses in this zone.</p>	<ul style="list-style-type: none"> <li>• Facilitates manufacturing industry, Storage and distribution and allows other activities including restricted retail.</li> </ul>
<p><b>C34.01 BUSINESS 1 ZONE</b></p> <p><i>To encourage the intensive development of business centres for retailing and other complementary commercial, entertainment and community uses.</i></p>	<ul style="list-style-type: none"> <li>• Business centres</li> <li>• Retail</li> <li>• Commercial, entertainment and community uses</li> </ul>
<p><b>C36.02 PUBLIC PARK AND RECREATION ZONE</b></p> <p><i>To recognise areas for public recreation and open space.</i></p> <p><i>To protect and conserve areas of significance where appropriate.</i></p> <p><i>To provide for commercial uses where appropriate.</i></p> <p>Cinema based entertainment facility – is a prohibited use under this zone.</p>	<ul style="list-style-type: none"> <li>• Areas for public recreation and open space</li> <li>• Protect and conserve areas of significance</li> <li>• Commercial uses</li> </ul>
<b>OVERLAYS</b>	
<p><b>C42.02 VEGETATION PROTECTION OVERLAY</b></p> <p><b>SCHEDULE 1: REMNANT VEGETATION WITH A HIGH DEGREE OF NATURALNESS</b></p> <p><i>To retain vegetation which is representative of the natural heritage of the City.</i></p> <p><i>To maintain a stock of indigenous vegetation to provide a source of genetic material for the re-establishment of the natural heritage of the City.</i></p> <p><i>To retain high quality habitats for native fauna.</i></p>	<ul style="list-style-type: none"> <li>• Protect significant vegetation (particularly remnants but also, significant exotic and non-exotic indigenous trees).</li> <li>• Minimise loss of vegetation</li> <li>• Regeneration of native vegetation</li> </ul>

<p><b>PLANNING CONTROLS</b></p>	<p><b>CONSIDERATIONS FOR THE BAYSWATER TRIANGLE</b></p>
<p><i>To retain vegetation which is rare, threatened or recognised as being of local, regional or State significance.</i></p> <p><i>To retain vegetation in the vicinity of the Dandenong Ranges National Park to extend the biological values of the park.</i></p> <p><i>To retain vegetation which provides a buffer to waterways.</i></p> <p><i>To retain vegetation which provides natural beauty and interest.</i></p> <p><b>SCHEDULE 2: SIGNIFICANT EXOTIC AND NON INDIGENOUS NATIVE TREES</b></p> <p><i>To protect vegetation of special significance, natural beauty, interest and importance.</i></p>	
<p><b>C43.02 DESIGN AND DEVELOPMENT OVERLAY</b></p> <p><i>To identify areas which are affected by specific requirements relating to the design and built form of new development.</i></p> <p><b>Decision guidelines</b></p> <p><i>Whether the bulk, location and appearance of any proposed buildings and works will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.</i></p> <p><i>Whether any proposed landscaping or removal of vegetation will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.</i></p> <p><i>The layout and appearance of areas set aside for car parking, access and egress, loading and unloading and the location of any proposed off street car parking</i></p> <p><i>Whether subdivision will result in development which is not in keeping with the character and appearance of adjacent buildings, the streetscape or the area.</i></p> <p><b>SCHEDULE 6: BAYSWATER MAJOR ACTIVITY CENTRE</b></p> <p><i>To promote development that assists in consolidating the physical extent of the retail core.</i></p>	<ul style="list-style-type: none"> <li>• New development to be in character with existing buildings and streetscape in the area.</li> <li>• Landscaping and any vegetation removal must be in keeping with character, adjacent buildings and streetscape of area.</li> <li>• Consider location of car parking, access, loading points.</li> <li>• Subdivision to be in keeping with pattern of area.</li> <li>• Consolidate physical extent of retail core.</li> <li>• Higher density development located around retail core.</li> <li>• Increase building scale without compromising views to Dandenongs.</li> <li>• Reinforce hillside setting.</li> <li>• Improve pedestrian connectivity and amenity.</li> <li>• Innovative, high quality architecture and streetscape design.</li> </ul>

<p><b>PLANNING CONTROLS</b></p>	<p><b>CONSIDERATIONS FOR THE BAYSWATER TRIANGLE</b></p>
<p><i>To provide increased opportunities in and around the retail core for higher density development.</i></p> <p><i>To increase building scale without compromising views to the Dandenong Ranges.</i></p> <p><i>To intensify built form in the centre by filling empty sites, capitalising on key intersection sites and creating improved interfaces.</i></p> <p><i>To ensure that development acknowledges and responds to the context and physical characteristics of the centre, particularly by reinforcing its unique hillside setting.</i></p> <p><i>To improve pedestrian connectivity.</i></p> <p><i>To improve pedestrian amenity.</i></p> <p><i>To encourage innovative, high quality architecture and streetscape design that incorporates principles of Ecologically Sustainable Design, Crime Prevention Through Environmental Design and Water Sensitive Urban Design.</i></p> <p><i>To promote the creation of new public spaces.</i></p>	<ul style="list-style-type: none"> <li>• Incorporate Ecologically Sustainable Design, Crime Prevention Through Environmental Design and Water Sensitive Urban Design.</li> <li>• Create new public spaces.</li> </ul>
<p><b>C44.05 SPECIAL BUILDING OVERLAY</b></p> <p><i>To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.</i></p> <p><i>To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).</i></p>	<ul style="list-style-type: none"> <li>• Ensure development allows for free passage and temporary storage of floodwaters.</li> <li>• Ensure development will not cause significant rise in flood level or flow velocity.</li> </ul>

## Summary of the Planning Framework

The Knox Planning Scheme and *Bayswater 2020* include complimentary and consistent aspirations and policies for the Triangle site. These themes will be carried into the master planning approach for the site.

Land use and development in the precinct should:

- Include commercial land uses such as offices and restricted retailing, but not extend the core retail activities outside the core retail area.
- Include uses such as function rooms, temporary accommodation and a landmark commercial hotel / entertainment complex that can be a focal place for community and business interaction.
- Encourage more diverse housing stock particularly affordable accommodation for the elderly and those with young families.
- Create a town square on Station Street that links the station to the retail area, and that has sufficient activity around it to be safe and highly utilised.
- Improve the integration of activities with public transport.
- Ensure that the buses, trains and taxis are conveniently located to each other.
- Improve pedestrian access across the railway line.
- Improve pedestrian and cyclist accessibility within the activity centre and between the activity centre and its environs.
- Encourage the integration of car parking areas, and the possible reduction in the total provision of car parking spaces.
- Include high quality urban and landscape design that reflects existing cultural identity and neighbourhood character.
- Continue with the green, leafy, character particularly along the boulevards.
- Allow some higher development up to 5 storeys provided that the views to the Dandenongs are maintained as a backdrop to the centre.
- Promote and ensure high quality design, including landmark buildings at Mountain Highway and Scoresby Road intersection.
- Encourage the consolidation to titles.
- Reduce speed limits on the adjoining roads.
- Create access paths through the precinct that are safe and convenient.
- Retain if necessary the capacity to temporarily store flood waters.