

AGENDA



Meeting of Council

To be held at the

Civic Centre

511 Burwood Highway

Wantirna South

On

Monday 26 August 2024 at 7:00 PM

This meeting will be conducted as a hybrid
meeting

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Bruce Dobson
Chief Executive Officer

1 Apologies And Requests For Leave Of Absence

2 Declarations Of Conflict Of Interest

3 Confirmation Of Minutes

Confirmation of Minutes of Meeting of Council held on Monday 22 July 2024

4 Presentations, Petitions and Memorials

5 Reports By Councillors

6 Planning Matters

6.1 Report of Planning Applications Decided Under Delegation 1 July 2024 to 31 July 2024

Final Report Destination: Council
Paper Type: For Noting
Author: Manager City Planning & Building, Paul Dickie
Manager: Manager City Planning & Building, Paul Dickie
Executive: Director City Liveability, Matt Kelleher

SUMMARY

Details of planning applications considered under delegation are referred for information. It is recommended that the items be noted.

RECOMMENDATION

That the planning applications decided under delegation reports (between 1 July 2024 to 31 July 2024) be noted.

1. REPORT

Details of planning applications decided under delegation from 1 July 2024 to 31 July 2024 are attached. The applications are summarised as follows:

Application Type	No.
Building & Works: Residential	5
Other	9
Subdivision	7
Units	12
Tree Removal / Pruning	12
Single Dwelling	7
Child Care Centre	1
Signage	1
Covenant Removal/Variation	2
Aged Care Facility	1
Boundary Re-alignment	2
Remove Reserve Status	1
TOTAL	60

2. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

Attachments

Nil

Knox City Council

Report of Planning Applications Decided Under Delegation

1 July 2024 and 31 July 2024

Ward	No/ Type	Address	Description	Decision
Baird	2024/9046	2 Murene Court BORONIA VIC 3155	Two (2) Lot Subdivision (approved unit development)	25/07/2024 Approved
Baird	2024/6216	333-335 Dorset Road BORONIA VIC 3155	Six Lot Subdivision (approved unit development)	18/07/2024 Approved
Baird	2024/6274	212 Boronia Road BORONIA VIC 3155	Buildings and works (alterations to existing school building)	29/07/2024 Approved
Baird	2023/6431	391 Scoresby Road FERNTREE GULLY VIC 3156	Construction of two (2) double storey dwellings on the land	2/07/2024 Approved
Baird	2024/6289	35 Holloway Drive BAYSWATER VIC 3153	Buildings and works to construct a mezzanine floor	3/07/2024 Approved
Baird	2024/9032	1-2/140 Boronia Road BORONIA VIC 3155	Change to facade - replace window with sliding window	2/07/2024 Approved
Chandler	2024/9045	33-35 Moroney Street BORONIA VIC 3155	Boundary re-alignment	17/07/2024 Approved
Chandler	2024/6225	6 Bambury Street BORONIA VIC 3155	Seven Lot Subdivision (approved unit development)	19/07/2024 Approved
Chandler	2024/9047	31-33 Moroney Street BORONIA VIC 3155	Boundary re-alignment	30/07/2024 Approved
Chandler	2024/6280	24 Currawa Drive BORONIA VIC 3155	Removal of one (1) Grevillea robusta (Silky Oak)	31/07/2024 Approved
Chandler	2024/9052	14 Lyndon Road BORONIA VIC 3155	Two lot subdivision (approved unit development)	31/07/2024 Approved
Chandler	2024/6048	47 Hansen Road BORONIA VIC 3155	Construction of a moveable unit	2/07/2024 Approved

Ward	No/ Type	Address	Description	Decision
Chandler	2023/6515	24 Basin-Olinda Road THE BASIN VIC 3154	Development of the land for a single dwelling, associated shed and front fence	26/07/2024 Approved
Chandler	2024/6202	23 Sycamore Crescent BORONIA VIC 3155	Removal of one (1) Eucalyptus radiata (Narrow Leaved Peppermint) and one (1) dead Eucalyptus sp	3/07/2024 Approved
Chandler	2024/6233	18 Carnarvon Avenue THE BASIN VIC 3154	The removal of one (1) Eucalyptus bicostata (Victorian Blue Gum)	19/07/2024 Approved
Chandler	2024/6265	2/11 Girdwood Road BORONIA VIC 3155	Habitat Pruning of one (1) dead Eucalyptus obliqua (Messmate)	16/07/2024 Approved
Chandler	2024/6284	10 Stewart Street BORONIA VIC 3155	Buildings and works for the construction of a dwelling	16/07/2024 Approved
Chandler	2024/6054	7 Walker Street THE BASIN VIC 3154	Buildings and works (extension to existing dwelling)	16/07/2024 Approved
Collier	2023/6458	30-38 & 40 Stud Road BAYSWATER VIC 3153	The development of an aged care facility, business identification signage and access to a Transport 2 Zone	29/07/2024 Notice of Decision
Collier	2024/9051	2 Aminya Court WANTIRNA VIC 3152	Two lot subdivision (approved unit development)	31/07/2024 Approved
Collier	2024/6288	20 Northam Road WANTIRNA VIC 3152	To remove the Reserve status from Reserve No.2 on LP114100 under Section 24A of the Subdivision Act 1988.	29/07/2024 Approved
Collier	2024/6016	12 Magnolia Street WANTIRNA VIC 3152	Construct a double storey dwelling	2/07/2024 Approved
Dinsdale	2023/6419	392 Boronia Road BORONIA VIC 3155	Removal of restrictive covenant D439564	4/07/2024 Approved
Dinsdale	2024/6276	Knox Ozone Sh 2203/509 Burwood Highway WANTIRNA SOUTH VIC 3152	Display of internally illuminated business identification signage and business identification signage	3/07/2024 Approved
Dinsdale	2022/6634	29 King Street BAYSWATER VIC 3153	Development of the land for five (5) triple storey dwellings and a reduction in car parking of one (1) visitor parking space	26/07/2024 Notice of Decision

Ward	No/ Type	Address	Description	Decision
Dinsdale	2023/6534	6 Claude Street BAYSWATER VIC 3153	Construction of a double storey dwelling to the rear of the existing dwelling	12/07/2024 Approved
Dinsdale	2023/6459	37 Tate Avenue WANTIRNA SOUTH VIC 3152	Development of the land for Two Double Storey Dwellings and One Single Storey Dwelling	12/07/2024 Approved
Dobson	2023/6526	27 Sheldon Court LYSTERFIELD VIC 3156	The use and development of the land for a single dwelling and associated works	18/07/2024 Approved
Dobson	2022/6574	7 Glenfern Road FERNTREE GULLY VIC 3156	Use and development of the land for a childcare centre and removal of vegetation	18/07/2024 Notice of Decision
Dobson	2024/6260	1/2 Lyndale Court FERNTREE GULLY VIC 3156	Removal of six (6) Syzygium smithii (Lilly Pilly) and one (1) Betula pendula (Silver Birch)	17/07/2024 Approved
Dobson	2024/6253	11 Newton Street FERNTREE GULLY VIC 3156	Pruning of one (1) Eucalyptus globulus (Southern Blue Gum)	19/07/2024 Approved
Dobson	2024/6027	11B Trafalgar Street FERNTREE GULLY VIC 3156	Development of the land for a double storey dwelling	31/07/2024 Notice of Decision
Dobson	2022/6249	5 Brenock Park Drive FERNTREE GULLY VIC 3156	Staged planning permit for buildings and works, tree removal and illuminated signage	11/07/2024 Approved
Dobson	2024/6251	52 Alexander Crescent FERNTREE GULLY VIC 3156	Removal of two (2) Eucalyptus boryoides (Southern Mahogany) and the pruning of one (1) Eucalyptus bicostata (Southern Blue Gum)	11/07/2024 Approved
Dobson	2024/6238	5/27 Alma Avenue FERNTREE GULLY VIC 3156	Pruning of one (1) Eucalyptus obliqua (Messmate) and the habitat pruning of one (1) Eucalyptus nicholii (Narrow Leaved Peppermint)	15/07/2024 Approved
Dobson	2024/6185	1&2/34 Hutton Avenue FERNTREE GULLY VIC 3156	Removal of one (1) Eucalyptus obliqua (Messmate) and the Pruning of one (1) Eucalyptus obliqua (Messmate)	10/07/2024 Approved
Dobson	2024/6266	31 Trafalgar Street FERNTREE GULLY VIC 3156	Habitat Pruning of one (1) Eucalyptus botryoides (Southern Mahogany)	16/07/2024 Approved
Friberg	2024/6246	45 Murrindal Drive ROWVILLE VIC 3178	Four lot subdivision (Approved Development Site)	25/07/2024 Approved

Ward	No/ Type	Address	Description	Decision
Friberg	2024/9039	1/1613 Ferntree Gully Road KNOXFIELD VIC 3180	Single Storey Addition on a lot less than 300 sqm	17/07/2024 Approved
Friberg	2023/6426	1465 Ferntree Gully Road KNOXFIELD VIC 3180	Construction of two (2) double storey dwellings, subdivision of the land into two (2) lots and the creation and alteration of access to a road in a Transport Zone 2	19/07/2024 Approved
Friberg	2024/9040	60 Rickards Avenue KNOXFIELD VIC 3180	Removal of Eucalyptus Ovata (Swamp Gum)	5/07/2024 Approved
Friberg	2024/6341	Sh 28 & 29/1880 Ferntree Gully Road FERNTREE GULLY VIC 3156	Buildings and works (external alterations and internally illuminated business identification signage)	26/07/2024 Approved
Friberg	2023/6474	9 Lydford Road FERNTREE GULLY VIC 3156	The construction of four (4) double storey dwellings on the land	10/07/2024 Notice of Decision
Scott	2024/6070	59 Norma Crescent KNOXFIELD VIC 3180	Development of the land for two (2) double storey dwellings and one (1) single storey dwelling and removal of vegetation	24/07/2024 Notice of Decision
Scott	2022/6524	36 Argyle Way WANTIRNA SOUTH VIC 3152	Construction of two double storey dwellings, and a variation to the restrictive covenant	4/07/2024 Refused
Scott	2024/6268	1/65 Kathryn Road KNOXFIELD VIC 3180	Removal of one (1) Dead Eucalyptus Cephalocarpa (Silver Stringybark)	31/07/2024 Approved
Scott	2024/9050	171 Ridge Road WANTIRNA SOUTH VIC 3152	Additions to existing retirement unit	26/07/2024 Approved
Scott	2023/6187	113 Allister Avenue KNOXFIELD VIC 3180	Construction of two (2) double-storey dwellings on a lot	9/07/2024 Notice of Decision
Taylor	2024/6259	7 The Croft LYSTERFIELD VIC 3156	Alterations and additions to the existing dwelling, including the construction of a roofed structure at the rear of the site	23/07/2024 Approved
Taylor	2023/6576	16 Kedleston Way ROWVILLE VIC 3178	Construction of two (2) double storey dwellings	18/07/2024 Notice of Decision

Ward	No/ Type	Address	Description	Decision
Taylor	2022/6561	1540 Wellington Road LYSTERFIELD VIC 3156	Construction of a dwelling on the land, vegetation removal and alter access to a road in a TRZ2	31/07/2024 Approved
Taylor	2024/6261	16 Reservoir Crescent ROWVILLE VIC 3178	Buildings and Works (construction of a double storey dwelling)	26/07/2024 Approved
Tirhatuan	2024/6242	1420 Ferntree Gully Road KNOXFIELD VIC 3180	Buildings and works - Extension of a mezzanine and addition of windows to facade	17/07/2024 Approved
Tirhatuan	2023/6559	15 Walsh Avenue SCORESBY VIC 3179	Development of two (2) double storey dwellings	24/07/2024 Notice of Decision
Tirhatuan	2024/9042	12/12 Henderson Road KNOXFIELD VIC 3180	Buildings and Works (mezzanine) and Reduction of Car Parking	17/07/2024 Approved
Tirhatuan	2023/6568	30 Zerfas Street SCORESBY VIC 3179	Construction of a double storey dwelling to the rear of the existing dwelling	18/07/2024 Approved
Tirhatuan	2024/9043	1/16 Neutron Place ROWVILLE VIC 3178	Buildings and Works - mezzanine floor to existing Warehouse/ Factory no 1	5/07/2024 Approved
Tirhatuan	2024/6200	1087 Stud Road ROWVILLE VIC 3178	Building and works to existing KFC restaurant	5/07/2024 Approved
Tirhatuan	2024/9044	3 Gilbert Court SCORESBY VIC 3179	Two lot subdivision (approved unit development)	11/07/2024 Approved
Tirhatuan	2023/6509	132 Turramurra Drive ROWVILLE VIC 3178	Variation of restrictive Covenant W651977A	29/07/2024 Approved

6.2 1470 Wellington Road, Lysterfield

Final Report Destination:	Council
Paper Type:	For Decision
Author:	Principal Planner, Ilona Dorian
Manager:	Manager City Planning & Building, Paul Dickie
Executive:	Director City Liveability, Matt Kelleher

SUMMARY

This report considers Planning Application P/2024/6035 for buildings and works for the construction of a shed (to be used ancillary to the dwelling) and associated earthworks at 1470 Wellington Road, Lysterfield.

RECOMMENDATION (SUMMARY)

That Council issue a Notice of Decision to Grant a Planning Permit for buildings and works for the construction of a shed (to be used ancillary to the dwelling) and associated earthworks, at 1470 Wellington Road, Lysterfield, subject to the conditions detailed in the full recommendation in Section 10 below.

1. DISCUSSION

Application P/2024/6035 has been lodged with Council for buildings and works for the construction of a shed (to be used ancillary to the dwelling) and associated earthworks, at 1470 Wellington Road, Lysterfield.

This application is being reported to Council as it has been called up by Cr Pearce.

It is considered that the buildings and works are consistent with the purpose and decision guidelines of the Green Wedge Zone – Schedule 2. The location of the shed to the rear of the site does not unreasonably impact on adjoining properties and the height and colour will ensure the character of the Lysterfield Valley is protected. Conditions are proposed to address matters raised through the assessment.

On balance it is considered that the proposal responds reasonably to the Planning Policy Framework. It is recommended that a Notice of Decision to Grant a Planning Permit be issued. The detailed Officer Report is provided at Attachment 1.

2. ENGAGEMENT

The application was advertised by way of two (2) signs on the site and notices were sent to adjoining property owners and occupiers. In total five (5) objections were received.

The application was referred internally to Council's Traffic Engineer, Stormwater Engineer, Assets Officer, Parks Officer, Arborist and Health Officer. No major concerns were raised with the application. Any conditions from referral authorities have been included in the Conditions within the Recommendation.

3. SOCIAL IMPLICATIONS

There are no significant social implications associated with the proposed development. A thorough assessment of the application against all relevant considerations of the Knox Planning Scheme can be found at Section 5 of the Officer's Report at Attachment 1.

4. CLIMATE CHANGE CONSIDERATIONS

Implementation of the recommendation is considered to have no direct implications or has no direct impact upon Council's Net Zero 2030 target as any planning permit issued will not increase Council's corporate carbon emissions.

In response to the Community Net Zero 2040 target and exposure to climate risks or climate change adaptation, the Knox Planning Scheme does not currently require developments to achieve net zero emissions, nor has the development been designed to achieve this.

5. ENVIRONMENTAL IMPLICATIONS

There are no significant environmental impacts or amenity issues associated with the proposed development. A thorough assessment of the application against environmental and amenity considerations can be found at Section 5 of the Officer's Report at Attachment 1.

6. FINANCIAL AND RESOURCE IMPLICATIONS

There are no financial or economic implications associated with the proposed development for Council.

7. RISKS

There are no major risks for Council associated with the proposal. The proposed development is a private development and will be procured by private funding.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Neighbourhoods, Housing & Infrastructure

Strategy 2.1 - Plan for and support diverse housing to meet changing community needs.

Natural Environment & Sustainability

Strategy 3.1 - Preserve our biodiversity and waterways, and enhance our urban landscape.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. RECOMMENDATION

That Council issue a Notice of Decision to Grant a Planning Permit for buildings and works for the construction of a shed (to be used ancillary to the dwelling) and associated earthworks at 1470 Wellington Road, Lysterfield, subject to the following conditions:

Amended Development Plans

- 1. Prior to the commencement of the development approved under this Permit, amended development plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The development plans must be approved prior to other plans required by this permit. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans submitted with the application but modified to show:**
 - 1.1 The proposed driveway and crossover from Glen Road deleted.**
 - 1.2 Provision for vehicle access to the shed from the existing driveway associated with the dwelling.**
 - 1.3 The proposed concrete paving along the eastern side of the shed reduced to 3 metres in width.**
 - 1.4 The proposed concrete paving along the southern side of the shed reduced to 3 metres in width.**
 - 1.5 The proposed retaining wall along the southern side of the shed to be relocated to within 3 metres of the shed.**
 - 1.6 Annotation stating that: "On the southern side of the shed, between the re-located retaining wall and existing site cut, soil levels must be restored to original natural ground level. Within Tree Protection Zones, the fill must be a good quality topsoil and must remain uncompacted."**
 - 1.7 The location of Tree Protection fencing and Tree Protection Zones in accordance with Conditions 7 to 14 of this Permit.**
 - 1.8 Any changes arising from the approval of the Tree Management Plan in accordance with Condition 5 of this Permit.**

To the satisfaction of the Responsible Authority.

General

- 2. All development must be in accordance with the endorsed plans.**
- 3. The layout of buildings and works as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.**
- 4. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.**

Tree Management Plan

5. Within two (2) months of the issue of this Planning Permit, a Tree Management Plan created for the management of Tree 1 and 2 (*Eucalyptus goniacalyx*), Tree 3 (*Eucalyptus camaldulensis*), Tree 4 (*Eucalyptus goniacalyx*) and Tree 5 (*Eucalyptus camaldulensis*) located in the north west corner of the southern neighboring property must be submitted to the satisfaction of the Responsible Authority. The Tree Management Plan must include the location of Tree Protection Zones and fencing and include:
 - 5.1 Any tree roots identified during works must be pruned under the guidance of a suitably qualified arborist in accordance with AS 4373-2007 – Pruning of amenity trees.
 - 5.2 Soil levels must be restored to original natural ground level within TPZs. (This fill must be a good quality topsoil and must remain uncompacted).
 - 5.3 Organic mulch, to 100mm depth, must be installed to TPZs within the subject property and maintained at this level for at least 5 years.
 - 5.4 Irrigation is to be installed to enable watering within TPZs during dry conditions during the construction period.
 - 5.5 Tree Protection Zones of the trees areas must be fenced prior to any further development works.
 - 5.6 All these works are to be supervised by a suitably qualified Project Arborist (minimum AQF 5).
 - 5.7 Trees must be accurately plotted and these requirements shown on Development plans.
- Once approved, the Tree Management Plan will form part of the Permit.
6. Once the Tree Management Plan is approved, the mitigation works as outlined (including irrigation and mulching) must be installed within 28 days of the approval.
7. All measures identified in the approved Tree Management Plan must be implemented, and development works undertaken on the land must be undertaken in accordance with the approved Tree Management Plan, to the satisfaction of the Responsible Authority.

Tree Protection

8. All works, including excavation and filling, within the tree protection zones of the tree/s to be retained/protected on the land or adjoining properties, must be undertaken under the supervision of a qualified Arborist to ensure that there is no unreasonable damage to the root system of trees to be retained and/or protected, to the satisfaction of the Responsible Authority. Before the development starts, the owner must submit to the Responsible Authority details of the name of the Arborist who will supervise the works and the tasks to be undertaken by the Arborist, to the satisfaction of the Responsible Authority.
9. Prior to any works commencing on the site (including demolition and tree removal), all trees and vegetation to be retained including other tree protection zones must be fenced off to create a protection zone. The protection zone must extend around the trees canopy

drip-line unless an alternative tree protection zone has been approved by the responsible authority.

10. The tree protection fence is to be chain link or wire mesh, comprise either wooden or steel posts set into the ground or on concrete pads, and be a minimum height of 1.8 metres. Signage is to be affixed to the fence advising that the area is a tree protection zone and a no-go development area.
11. The tree protection fence and signage is to be maintained throughout the construction period and removed at the completion of all works.
12. No temporary removal of the tree protection fence, or encroachment into the protection zone is permitted without the written consent of the responsible authority.
13. Prior to erecting the tree protection fence around the tree protection zone, all unwanted vegetation and weed species must be removed from within the zone, and the ground within the protection zone must be covered with a layer of well composted organic mulch (maximum 100mm depth). The area is to be watered at least fortnightly throughout the construction period.
14. The following activities are prohibited from the tree protection area, without the written consent of the responsible authority:
 - 14.1 Construction activities.
 - 14.2 Dumping and/or storage of materials, goods and/or soil.
 - 14.3 Trenching or excavation.
 - 14.4 Lopping branches, nailing or affixing signs, service lines, lights etc. to the trees.
15. Prior to any works commencing on site, the Responsible Authority must be contacted to inspect the Tree Protection fencing.

Amenity During Construction

16. Upon commencement and until conclusion of the development, the developer must ensure that the development does not adversely affect the amenity of the area in any way, including:
 - 16.1 the appearance of building, works or materials on the land
 - 16.2 parking of motor vehicles
 - 16.3 transporting of materials or goods to or from the site
 - 16.4 hours of operation
 - 16.5 stockpiling of top soil or fill materials
 - 16.6 air borne dust emanating from the site
 - 16.7 noise
 - 16.8 rubbish and litter
 - 16.9 sediment runoff

16.10 vibration

Should the development cause undue detriment to the amenity of the area then immediate remedial measures must be undertaken to address the issue as directed by, and to the satisfaction of, the Responsible Authority.

Stormwater

17. Stormwater runoff from all buildings and hardstanding surfaces must be properly collected and discharged in a complete and effective system of drains within the property and must not cause or create a nuisance to abutting properties.

External Materials

18. The external materials of the development hereby permitted (including the roof) must be non-reflective and finished in subdued tones and/or colours to the satisfaction of the Responsible Authority.

Permit Expiry

19. This permit will expire if one of the following circumstances applies:

19.1 The development is not completed within four years of the date of this permit.

Pursuant to Section 69 of the Planning & Environment Act 1987, the Responsible Authority may extend:

- The completion date referred to if a request is made in writing within 12 months after the permit expires and the development started lawfully before the permit expired.

NOTES

- A Building Permit must be obtained before development is commenced.
- The property is within the '100 yr ARI (1%AEP)' flood extent. It is highly recommended that the applicant apply for flooding information with Council.
- Buildings are not allowed to be built over Council easements.
- To arrange an inspection of the Tree Protection fencing please contact Council Landscape Team on 9298 8125.
- Indigenous plants can be purchased through approved indigenous nurseries, as listed in the Knox City Council 'Preferred Local Replacement Plants' Information Sheet.
- All litter and rubbish associated with the construction must be contained on site at all times.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

1. Attachment 1 - Officer Report - 1470 Wellington Road, Lysterfield [6.2.1 - 6 pages]
2. Attachment 2 - Council Attachments - 1470 Wellington Rd Lysterfield [6.2.2 - 4 pages]



Planning Application P/2024/6035 for buildings and works for the construction of a shed (to be used ancillary to the dwelling) and associated earthworks at 1470 Wellington Road, Lysterfield

1. Summary:

Subject Site:	1470 Wellington Road, LYSTERFIELD VIC 3156
Proposed Development:	Buildings and works for the construction of a shed (to be used ancillary to the use of the dwelling) and associated earthworks
Existing Land Use:	Residential
Site Area:	2.736ha
Planning Scheme Controls:	Green Wedge Zone – Schedule 2 Significant Landscape Overlay – Schedule 1, Environmental Significance Overlay – Schedule 2, Bushfire Management Overlay
Application Received:	31 January 2024
Number of Objections:	Five (5) objections
PCC Meeting:	Not applicable
Ward:	Taylor

2. Purpose

The purpose of this report is to provide Councillors with the Council Planning Officer's assessment of Planning Permit Application P/2024/6035 to assist in making a decision on the application. It should be read in conjunction with the other attachments.

3. Background

3.1 Subject Site and Surrounds

The location of the subject site and surrounds is shown in Attachment 2.

- The subject site is located on the south-west corner of Wellington Road and Glen Road in Lysterfield.
- The site is irregular in shape with a frontage to Wellington Road of approximately 66 metres and depth varying between 233 metres and 260 metres, with an overall area of 2.736ha. There is a fall of approximately 6.5% from the south-west to the north-east.
- The site is currently developed with a dwelling sited to the west of the site, and a dam located to the north of the site. There is an existing driveway accessed via Wellington Road.
- The site is part of a Site of Biological Significance – Site 83 Lysterfield Valley, which is reflected by the Environmental Significance Overlay – Schedule 2 (ESO2).



Attachment 1

- No easements exist within the site and the Certificate of Title does not contain any restrictive covenants or Section 173 Agreements.

3.2 The Proposal

The proposal seeks permission for buildings and works for the construction of a shed (to be used ancillary to the use of the dwelling) and associated earthworks. Refer to attached plans at Attachment 2. Details of the proposal are as follows:

- The shed will be used ancillary to the existing dwelling, and will store cars, trailers, boats, equipment for site maintenance including ride on mowers, tractors and a personal workshop area.
- The shed will be 24 metres wide by 40 metres long with a total area of 960m².
- The overall height will be 6.9 metres.
- The colours and materials to be used will be Colorbond 'Basalt'.
- There are six (6) roller doors along the northern elevation, and one (1) roller door along the southern elevation.
- There is a concrete apron around the shed extending 10 metres to the north and south, 3 metres to the west and 6 metres to the east.
- It is proposed to gain access to the shed via a proposed crossover and driveway directly from Glen Road to the east.
- Retaining walls are proposed along the southern and western edge of the concrete slab.
- The maximum cut proposed for the shed will be 1.6 metres at the south-western corner, which is being applied for retrospectively as earthworks have been completed on site.

4. Consultation

4.1 Advertising

The application was advertised by way of two (2) signs on the site and notices were sent to adjoining property owners and occupiers. In total five (5) objections were received and are summarised below.

Location in a Green Wedge Zone inappropriate

- The location of a shed within a Green Wedge Zone is considered appropriate given that the proposed building will be used in conjunction with the existing use of the land for a dwelling.

Incompatible with rural landscape/size of shed/use of shed

- A shed is considered to be a compatible building within the rural landscape of the Lysterfield Valley. There are sheds scattered throughout Lysterfield of varying sizes that are used in conjunction with a dwelling on the land. There is also a need for storage of equipment used in maintenance of large rural residential land.
- The proposed building height of 6.9m is well within the preferred maximum height of 7.5m, pursuant to the Significant Landscape Overlay – Schedule 1.
 - Colours and materials proposed are also in keeping with the colour palette you would find in a Foothills setting utilising non-reflective materials maintained in muted colours.
 - The use of the shed is considered to be ancillary to the dwelling. The applicant has submitted plans, reports and evidence to demonstrate that the use of the shed will be in conjunction with the existing dwelling.



Attachment 1

Existing site cut

- Council must consider the existing works retrospectively as part of the application. The site cut is considered satisfactory, subject to conditions on any permit to issue.

Drainage

- The collection of stormwater from the proposed shed and concrete apron will be managed through the Building Permit by the relevant Building Surveyor.

4.2 Referrals

The application was referred to internal departments for advice. The following is a summary of relevant advice:

Arborist: No objection. Tree protection fencing and tree mitigation works are required to be undertaken.

Assets: No objection. Proposed crossing to be constructed over existing swale drain by way of a pipe culvert with a minimum 300mm RCP and 150mm of cover. Existing power pole not included in proposal may interfere with crossing location, ensure minimum 1m clearance is maintained from power asset and proposed crossover.

Building: No objection. A building permit must be obtained prior to the commencement of the proposed building work.

Parks: No objection. No trees exist within the proposed works.

Stormwater: No objection.

5. Discussion

This section considers the proposed development in light of the provisions of the Knox Planning Scheme including State and Local Planning Policies, any other relevant policies and objectives.

5.1 Zoning and Overlays

5.1.1 Zone

The site is located within the Green Wedge Zone – Schedule 2. A Planning Permit is required to construct or carry out any building or works associated with a dwelling.

- *The proposal is consistent with the purpose of the Green Wedge Zone. There is an existing dwelling on the land, and the shed is to be ancillary to the use of the dwelling, as well as providing for storage of equipment used to manage the land. There are sheds on larger and smaller land allotments in the nearby area.*
- *It is considered that the proposed shed will not adversely impact the landscape character of the area.*
- *To ensure that the shed is used ancillary to the dwelling, the vehicle access and driveway from Glen Road is to be removed through conditions on any permit to issue. The shed will need to be accessed via the existing crossover/driveway and this arrangement will provide a more direct connection to the existing dwelling.*

5.1.2 Overlays

The site is affected by Overlays.

Environmental Significance Overlay 2



Attachment 1

The site is located within the Environmental Significance Overlay – Schedule 2 (ESO2) relating to Sites of Biological Significance. A Planning Permit is required for buildings and works and for the removal of indigenous vegetation.

Environmental objectives to be achieved include:

- To protect sites of biological significance from:
 - Removal of indigenous vegetation that would be detrimental to the condition and viability of habitat, ecological communities, flora and fauna, genetic diversity or aquatic systems.
 - Removal of dead or fallen trees where it would adversely affect native fauna. Environmental weeds. Fragmentation and loss of habitat, including small scale incremental losses.
 - Degradation and interruption to the continuity of indigenous riparian vegetation.
 - Alterations to the natural flow and temperature regimes of streams and wetlands.
 - Input of pollutants and excessive sediment or nutrients into streams and water bodies.
 - Changes in flooding patterns that may adversely affect indigenous flora and fauna.
 - Changes in topography that may impact negatively on vegetation or cause erosion or landslip.
- *The application does not include the removal of vegetation. The buildings and works are not expected to impact on any streams or water bodies or create changes in flooding patterns or topography that may negatively impact on vegetation, cause erosion or landslip.*

Significant Landscape Overlay 1

The site is located within the Significant Landscape Overlay – Schedule 1 (SLO1) relating to the Lysterfield Valley and Lysterfield Hills Rural Landscape. A Planning Permit is required to construct a building, or to construct or carry works, and to remove, destroy or lop a tree with a height greater than 5 metres or a trunk girth greater than 0.5 metres.

Landscape character objectives to be achieved are:

- To protect the broad scale pastoral landscape character and the open, bold hillsides of the Lysterfield Valley.
- To retain vegetation that contributes to the landscape qualities of the area.
- To protect and enhance the scenic, visual, cultural and environmental values of the Lysterfield Valley, including the contrast between this area and the forested slopes of the Dandenong Ranges.
- To conserve the flora and fauna and associated ecological processes that contribute to the landscape significance of the Lysterfield Valley.
- To ensure that development is located and designed to avoid inappropriate visual intrusion or other detrimental effects on the Lysterfield Valley and the key characteristics of the Valley's landscape, having regard to bushfire risk.
 - *The proposed shed is low scale, with a maximum height of 6.9 metres, and is to be constructed in Colorbond "Basalt" which is a muted colour that will blend into the landscape. As such it is considered that the shed will achieve the landscape character objectives of the SLO1.*
 - *The large concrete apron will be visually intrusive, and conditions on any permit to issue will require this to be minimised, along with relocating the retaining wall on the southern side of the shed and backfilling the cut.*



Attachment 1

- *To create a level area for the proposed shed, there is a cut to a maximum depth of 1.6 metres. This is being applied for retrospectively.*
- *The existing cut for the shed has impacted on neighbouring trees and as such conditions on any permit will require a Tree Management Plan, which will outline mitigation works to ensure the neighbouring trees remain viable.*

Bushfire Management Overlay

The site is partially affected by the Bushfire Management Overlay (BMO). The BMO ensures that the development of land prioritises the protection of human life and strengthens community resilience to bushfire while ensuring development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.

- *The proposed works are located outside the Bushfire Management Overlay.*

5.2 Policy Consideration: State and Local Planning Policy Framework

State and local policy requires Council to integrate the range of policies relevant to the issues to be determined, and balance conflicting objectives in favour of net community benefit and sustainable development. The key themes for the assessment of the application include Landscapes, Sites of Biological Significance and Built Environment and Community Needs.

Clause 12.05-2S Landscapes: To protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.

Clause 15.01 Built Environment: Ensure all new land, land use and development appropriately responds to its landscape, valued built form and cultural context, and protects places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

Municipal Strategic Statement: Council's MSS encourages development occurring with the necessary consideration to such matters as Environment and Landscape values. The MSS makes specific reference to protecting the Dandenong Foothills, Sites of Biological Significance and other areas of significant biological landscape value from inappropriate development.

Clause 21.03 – Environmental and Landscape Values: Significant Landscapes. To protect and enhance the role of Knox's significant landscapes and to protect existing and potential aesthetic, biodiversity, landscape, amenity, cultural and agricultural values of rural and green wedge land

Objective 6: To protect and enhance the role of Knox's significant landscapes Strategies:

- Maintain an urban edge that reflects the significance, on a metropolitan level, of the Dandenong Foothills, rural valleys, and natural landscapes along the eastern and western edges of Knox.
- Protect and enhance the views of the Lysterfield Valley as a pastoral landscape
- Limit development within the Dandenong Foothills, Lysterfield Valley and Dandenong Creek Valley that may compromise their landscape and environmental significance

Objective 7: To protect existing and potential aesthetic, biodiversity, landscape, amenity, cultural and agricultural values of rural and green wedge land Strategies:



Attachment 1

- Ensure that new use and development protects and complements the established landscape character and scenic qualities of rural and green wedge land.
- Minimise the visual dominance of development in: Rural Green Wedge land.

The proposed use development is considered consistent with the state and local policy direction to protect and conserve environmentally sensitive areas for the following reasons:

- *The development of the land for a shed ancillary to the dwelling will be in keeping with the surrounding properties and the rural nature of the Lysterfield Valley.*
- *The proposal has considered the high value of the area which forms part of the 'green wedge' between the suburban areas of Rowville and Dandenong North, and the urbanised Ferntree Gully-Belgrave ridge of the Dandenongs. The shed is proposed to reach a height of 6.9m which will not be visible above the tree canopy and will not interfere with existing views of the Lysterfield Valley. The shed will also be of a colour that will blend in with the surrounding environment.*
- *Subject to conditions on any permit to issue as discussed, the proposal appropriately responds to the Lysterfield Valley's rural landscape, setting and aesthetic.*

5.5 General Decision Guidelines

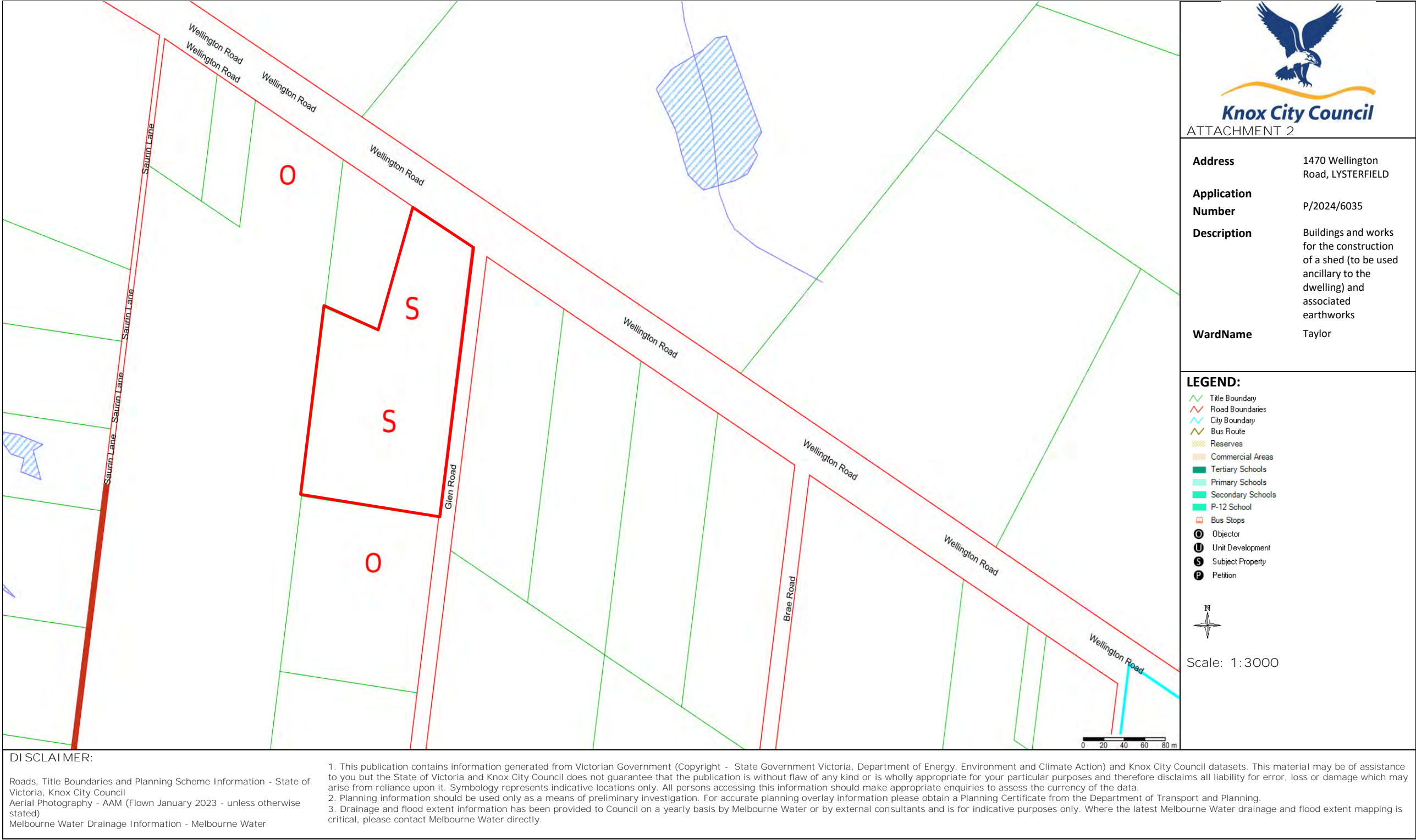
Clause 65 of the Knox Planning Scheme and Section 60 of the Planning and Environment Act 1987 set out decision guidelines/matters which the responsible authority must consider when deciding any planning application.

- The decision guidelines of Clause 65 of the Knox Planning Scheme and Section 60 of the Planning and Environment Act (1987) have been appropriately considered.

6. Conclusion

Clause 71.02-3 of the Knox Planning Scheme requires Council to balance relative policy objectives when making decisions to ensure resulting development is sustainable and achieves a net community gain. In this context, the proposal is considered appropriate given the following:

- The development is consistent with State Policy and Clause 21.03 (Built Environment and Heritage).
- The proposal complies with the purpose of the Green Wedge Zone - Schedule 2.
- The proposal complies with the Significant Landscape Overlay – Schedule 1 and the Environmental Significance Overlay – Schedule 2.
- Subject to conditions, it is considered that the proposal appropriately responds to the Lysterfield Valley's rural landscape, setting and aesthetic and will not adversely impact the significant landscape values associated with the Lysterfield Valley.








Knox City Council
ATTACHMENT 2

Address	1470 Wellington Road, Lysterfield
Application Number	P/2024/6035
Description	Buildings and works for the construction of a shed (to be used ancillary to the dwelling) and associated earthworks
WardName	Taylor

LEGEND:

- ✓ Title Boundary
- ✗ Road Boundaries
- ✗ City Boundary
- ✗ Bus Route
- ▨ Reserves
- ▨ Commercial Areas
- Tertiary Schools
- Primary Schools
- Secondary Schools
- P-12 School
- Bus Stops
- Objector
- Unit Development
- Subject Property
- Petition



Scale: 1:3000

DISCLAIMER:

Roads, Title Boundaries and Planning Scheme Information - State of Victoria, Knox City Council
Aerial Photography - AAM (Flown January 2023 - unless otherwise stated)
Melbourne Water Drainage Information - Melbourne Water

1. This publication contains information generated from Victorian Government (Copyright - State Government Victoria, Department of Energy, Environment and Climate Action) and Knox City Council datasets. This material may be of assistance to you but the State of Victoria and Knox City Council does not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for error, loss or damage which may arise from reliance upon it. Symbology represents indicative locations only. All persons accessing this information should make appropriate enquiries to assess the currency of the data.

2. Planning information should be used only as a means of preliminary investigation. For accurate planning overlay information please obtain a Planning Certificate from the Department of Transport and Planning.

3. Drainage and flood extent information has been provided to Council on a yearly basis by Melbourne Water or by external consultants and is for indicative purposes only. Where the latest Melbourne Water drainage and flood extent mapping is critical, please contact Melbourne Water directly.

BUSHFIRE PROTECTION - BAL 12.5
THIS PROPOSED DWELLING IS WITHIN A
BUSHFIRE PRONE AREA.

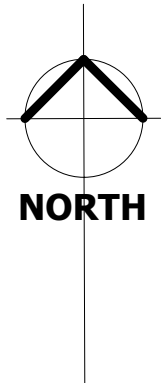
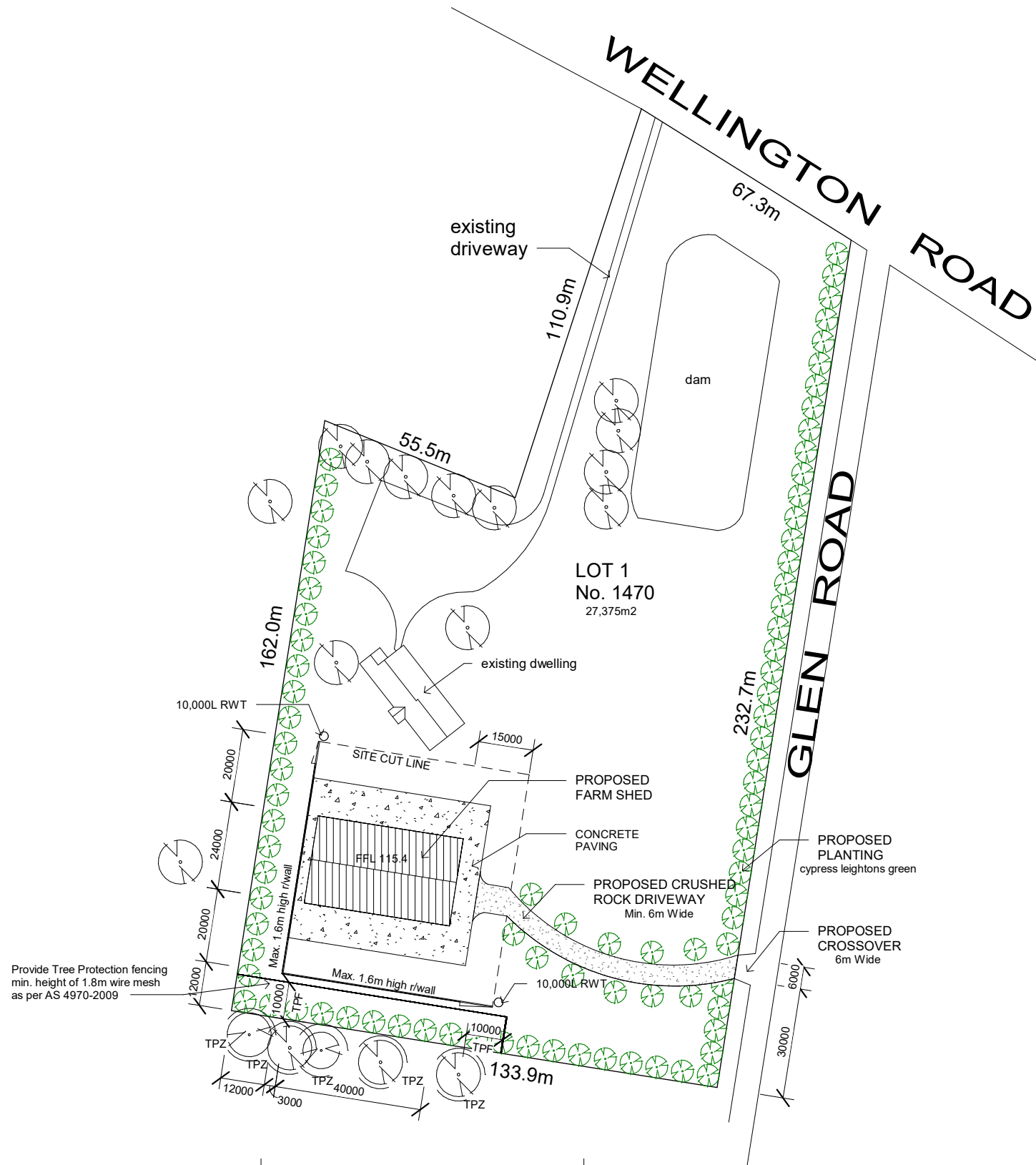
ALL EXTERNAL LIGHTING WILL BE ADJUSTED/BAFFLED TO
ENSURE THAT IT DOES NOT SHINE INTO ADJOINING
PROPERTIES

OVERSHADING IS NOT AN ISSUE DUE TO NORTHERN
ORIENTATION. OVERLOOKING COMPLIES TO ALL ResCode
REGULATIONS

LPD AS PER COUNCIL REQUIREMENTS

RETAINING WALLS REQUIRED. MAX RETAINING WALL
HIGHT 1.6M

OVERSHADOWING IS NOT AN ISSUE AS ALL CONSTRUCTION
COMPLIES WITH ResCODE REGULATIONS. NO ADJOINING P.O.S
AREAS ARE AFFECTED. THERE ARE ALSO NO NORTH FACING
HABITABLE ROOM WINDOWS AFFECTED.



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Proposed Site Plan

Town Planning

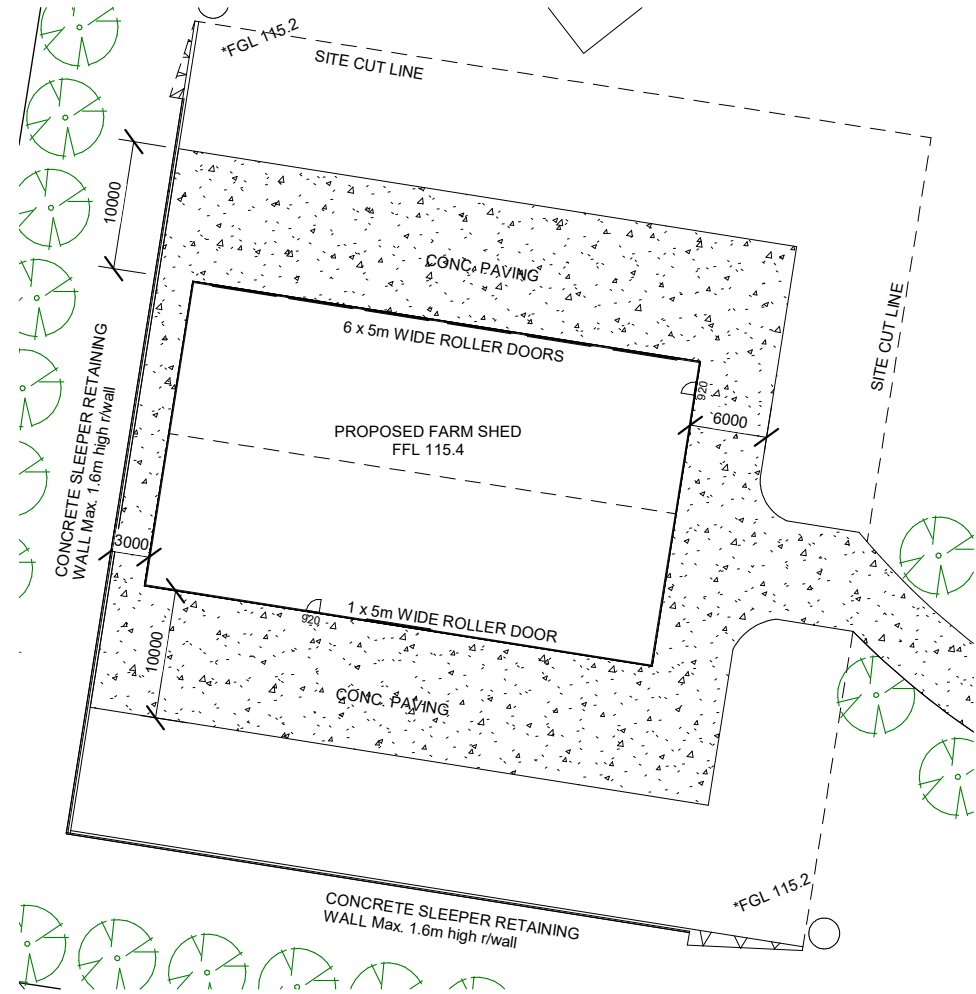
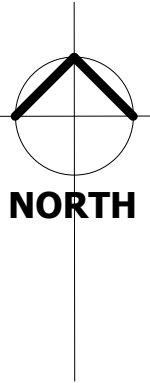
1470 Wellington Road, Lysterfield Vic 3156

Project	Proposed Shed to Residence	
Scale	1 : 1250	Date JAN '24
Drawn by	AG	Job No. 2024/07
Sheet Size	A3	Sheet No. 02

4/03/2024 8:15:11 PM

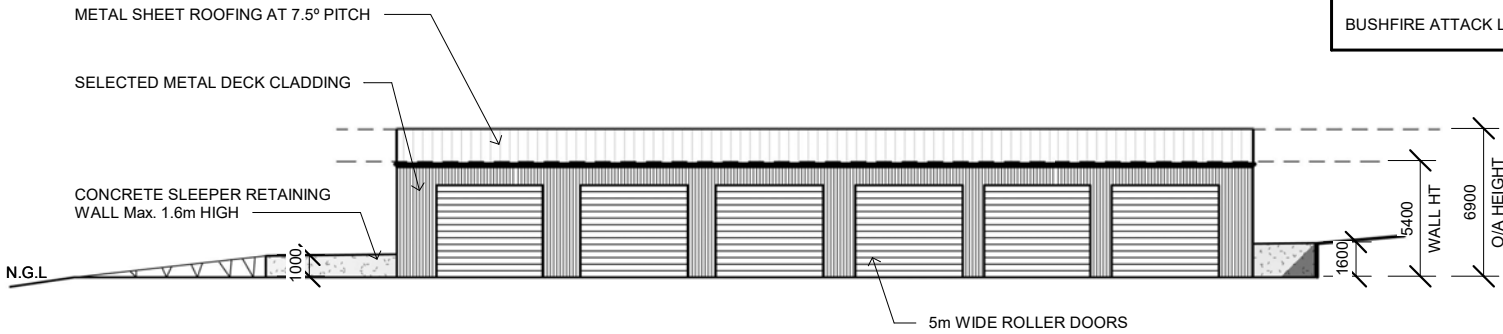
This property is in a designated bushfire prone area.

BAL - 12.5
BUSHFIRE ATTACK LEVEL



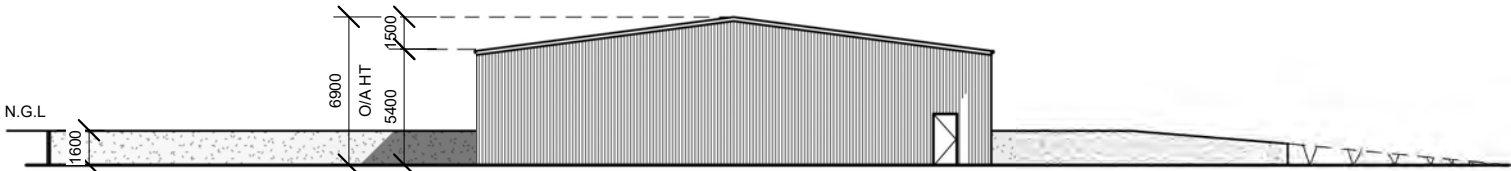
Proposed Site Plan

1 : 500



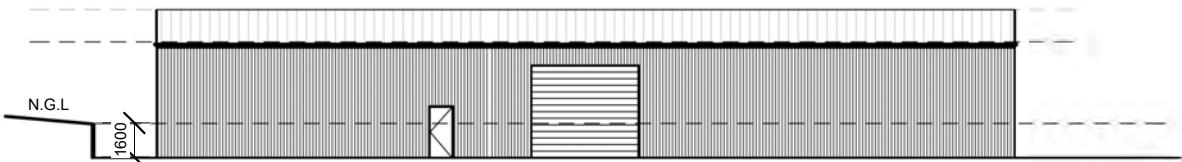
North Elevation

1 : 300



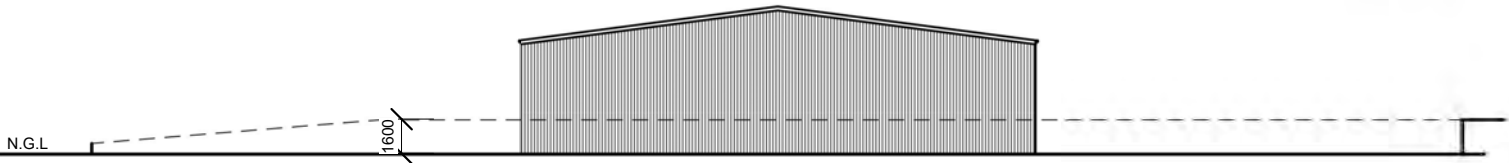
East Elevation

1 : 300



South Elevation

1 : 300



West Elevation

1 : 300

COLORBOND - Basalt

All walls, roof, doors, gutter & fascia

NOTE: REFER TO BLA FABRICATIONS
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Proposed Floor Plan & Elevations

Town Planning

1470 Wellington Road, Lysterfield Vic 3156

Project	Proposed Shed to Residence		
Scale	As indicated	Date	JAN '24
Drawn by	AG	Job No.	2024/07
Sheet Size	A3	Sheet No.	03

4/03/2024 8:15:12 PM

6.3 Plan for Victoria Submission

Final Report Destination:	Council
Paper Type:	For Decision
Author:	Senior Strategic Planner, Georgia Stensness Head of City Strategy, Rob Costello
Manager:	Manager City Futures, Shiranthi Widan
Executive:	Director City Liveability, Matt Kelleher

SUMMARY

The purpose of this report is to seek Council adoption of the submission provided at Attachment 1, in response to the call for submissions from the Victorian Government and Department of Transport and Planning (DTP) on the new plan for Victoria. The DTP is developing a new plan for Victoria to replace *Plan Melbourne 2017-2050* (Plan Melbourne), the State Government's long-term plan for metropolitan Melbourne. The new plan for Victoria is an initiative of *Victoria's Housing Statement* (Housing Statement). The new plan for Victoria will focus on delivering more homes near transport, job opportunities and essential services in vibrant, liveable and sustainable neighbourhoods.

DTP invites feedback from local councils, industry stakeholders and the community by 30 August 2024. The feedback will be used to inform a final plan for Victoria to be released in late 2024. The plan is being guided by the following four pillars:

1. Affordable housing and choice
2. Thriving and liveable suburbs and towns
3. Equity and jobs
4. Sustainable environments and climate action.

Separately, the Government has released draft housing targets for all local government areas in Victoria and is seeking feedback on the targets. The draft housing targets have been developed by the State Government without consultation with local councils, and officers understand that further work is currently being undertaken by DTP to further refine the targets. Officers also understand the final housing targets will be released as part of the new plan for Victoria in late 2024. SGS Economics and Planning (SGS) has been appointed to prepare a housing capacity assessment for Knox to develop a position on the draft housing target. Officers are seeking a resolution to provide an addendum to the submission to DTP once officers have received preliminary housing capacity estimates from SGS.

Officers have prepared a submission contained in Attachment 1 for adoption which responds to the four pillars identified above, including the draft housing targets. Officers have also included an additional pillar titled 'Governance'. Within this pillar, the submission raises a number of issues in State Government decision-making that may limit the ability of Council and other stakeholders to meaningfully engage in planning decision making processes.

Officers have drawn on a broad range of adopted strategic work undertaken across Council over recent years to prepare the submission. This includes Council's *Climate Response Plan 2021-2031*,

activity centre structure plans, information which supports Council's advocacy work for high value infrastructure projects, and other relevant policies and strategies. Importantly, the submission identifies the following key issues to inform the plan for Victoria:

- The introduction of state-wide housing targets for each council in Victoria. The draft housing target for Knox at the time that this report was prepared is the provision of an additional 47,000 dwellings by 2051. This equates to 74.5 per cent additional housing within Knox and nearly three times the level of projected demand under State Government Victoria in Future population and dwelling projections. Officers believe the target is unrealistic for Knox based on historical rates of new dwelling provision and current housing supply constraints in Victoria.
- Recognition of the Knox Central Precinct to deliver long term employment and housing diversity particularly within Council owned land, and the disincentive imposed by the State Government through Windfall Gains Tax. The imposition of Windfall Gains Tax on land rezonings including land held on behalf of the community by Council is at odds with its original stated purpose, will distort housing affordability and is a disincentive to Council in achieving its strategic objectives for housing, employment, and public amenity benefits for the community on its own strategic landholdings.
- The need for a renewed commitment to social and affordable housing provision by the State Government across Knox including on Crown land, and the introduction of a formalised approach to social and affordable housing contributions in the Victoria Planning System.
- A need to understand and respond to the transport challenges facing Knox, particularly ongoing car dependency arising from a lack of fixed rail public transport, inadequate bus services and highly dispersed land use pattern for housing, employment precincts, schools and major regional hospitals and tertiary institutions. Knox cannot accommodate significant additional housing with a shortage of strategically accessible locations and a predominance of car dependency across poorly accessible residential and employment areas.
- Policy conflicts between State Government housing targets and the attributes of Knox valued by the community including protection of the Dandenong Foothills and rural areas, Council's tree canopy target of 30% canopy coverage by 2050, and the management of urban heat island effect and neighbourhood character across Knox.
- A need to recognise the economic strengths of Knox and for the State Government to deliver on commitments which Council has been advocating for including advancement of public transport infrastructure upgrades, and development of the Bayswater Business Precinct, the Wantirna Health Precinct and leveraging regional strengths in the Health Innovation and Care economy across the eastern region including workforce skills development and industry, supply chain and institutional integration.
- An urgent need for reform to infrastructure funding arrangements for established area councils including Knox particularly development contributions and public open space contributions for infill areas in light of the housing targets.
- A lack of State Government progress on metropolitan flood mapping, environmentally sustainable development planning provisions and climate change adaptation measures to manage the impacts of urban development on liveability and environmental risk.

Officers have drawn on a broad range of adopted strategic work undertaken across Council over recent years. This includes Council's *Climate Response Plan 2021-2031*, activity centre structure plans, information which supports Council's advocacy work for high value infrastructure projects, and other relevant policies and strategies.

Should Council resolve to adopt the submission, officers will forward the submission to DTP for consideration by 30 August 2024.

RECOMMENDATION

That Council resolve to:

1. Adopt the submission to the Plan for Victoria provided at Attachment 1 for lodgement.
2. Note the submission due date of 30 August 2024.
3. Note that officers have engaged SGS Economics and Planning to undertake a housing capacity assessment to inform Council's understanding of existing housing capacity and consideration of the draft housing capacity targets.
4. Authorise the Mayor to write to the Minister for Planning and all Upper and Lower House Members of Parliament (MPs) representing the Knox municipal district, providing a copy of Council's adopted submission.
5. Authorise the Chief Executive Officer (or such person nominated by the Chief Executive Officer) to submit an addendum to Council's submission (Attachment 1) to the Department of Transport and Planning following receipt of Council's housing capacity estimates being prepared by SGS Economics and Planning.

1. DISCUSSION

DTP are engaging with the community and stakeholders to develop a plan for Victoria. The plan for Victoria will replace *Plan Melbourne 2017-2050*, the current metropolitan planning strategy which has guided the ongoing development and evolution of Melbourne since 2017. More information on the engagement can be found at the following link: <https://engage.vic.gov.au/developing-a-new-plan-for-victoria>

The development of the new plan for Victoria was announced by the State Government as part of the Housing Statement and is an expansion in scope from a metropolitan planning strategy to a statewide plan. The plan is expected to inform subsequent changes to Victoria's planning system as well as guide future State led infrastructure and development projects across Victoria.

Draft housing targets and the need for collaboration

The State Government released draft housing targets in June 2024 for all councils in Metropolitan Melbourne and Regional Victoria, via the media. The draft housing targets have been developed by the State Government and were released without consultation with local councils.

Knox is part of outer Melbourne, defined as the suburbs located beyond 20 kilometres from the CBD. The draft housing target nominated for Knox is an additional 47,000 dwellings by 2051, above the assumed existing dwelling stock in 2023 of 63,100 dwellings. This would deliver a total dwelling stock of 110,100 dwellings by 2051. This is nearly three times the level of additional housing provision expected compared with the State Government's official *Victoria in Future* population and dwelling projections. Limited detail of methodology or analysis has been released by the State Government to justify such a shift in housing expectations.

Officers understand the draft housing targets to be capacity targets rather than approval or construction targets. This means zone and overlay frameworks within local planning schemes need to provide for capacity to accommodate an additional 47,000 dwellings on a theoretical basis. This is distinct from delivery targets which are intended to guarantee a certain number of dwellings are constructed by 2051. However, this remains unclear and the approach lacks nuance with respect

to dwelling diversity and typologies. Given Victoria operates under a performance-based planning system, there is no ability under the current suite of planning controls to ensure the housing targets could be met, even if the zone and overlay controls allow the targets to be achieved on a theoretical basis. Further, there are no details for how development may be sequenced, how land consolidation would be encouraged, how under-development could be discouraged or for how infrastructure will be planned and sequenced to support development and population growth.

The approach also does not appear to recognise the unique planning context of Knox including its location at the Dandenong Foothills and Council's responsibility to manage key environmental and landscape values of State and metropolitan significance recognised in the adopted *Green Areas and Rural Strategy*. Further, the draft housing targets do not recognise Council's objective for a tree canopy target of 30% by 2050.

The submission seeks a more collaborative approach to developing the final form of the housing targets to ensure the target better reflects market demand and supply constraints and attributes of Knox valued by the community including the Knox tree canopy target and areas of environmental sensitivity.

Officers have also engaged SGS to prepare a housing capacity assessment for Knox based on the current suite of planning controls and strategic work and planning decisions that will impact housing capacity and supply in the short term. The capacity assessment will provide a baseline of the quantum and typology of housing that could be delivered under the existing controls. This will assist Council in furthering its discussions with DTP on the draft housing targets and help inform the next Housing Strategy. Officers are seeking a resolution to provide an addendum to the submission to DTP once officers have received preliminary housing capacity estimates from SGS.

Knox Central Major Activity Centre and exemption of Council land from Windfall Gains Tax

Knox Central Major Activity Centre is a key employment and civic hub for Knox and the *Knox Central Structure Plan* (October 2017) envisages significant new development in the form of mixed use and residential precincts to support the evolution of Knox Central. The precinct includes land held within Council ownership on behalf of the community.

The development will create a 'new heart of Knox' in the Lewis Road mixed use and civic and community precincts would require rezoning from Public Use Zone to a more appropriate zone, to facilitate urban development. However, the introduction of Windfall Gains Tax by the State Government and its application upon councils means that Council would be liable for a significant tax payment which would limit Council's capacity to re-invest any uplift or proceeds of sale into the Knox Central Major Activity Centre precinct to support redevelopment, particularly the redevelopment of Lewis Park or community and council facilities. This is a major financial impact and disincentive for Council to leverage its landholdings to achieve multiple policy objectives on behalf of the community including providing housing choice and diversity, improved public realm and infrastructure upgrades.

The submission seeks the new plan for Victoria to recognise Knox Central as a key centre for new investment, jobs and housing. The local government sector is advocating strongly to the State Government to introduce an exemption for local government land rezonings to be liable for Windfall Gains Tax.

Maximise Knox's Major Activity Centres for new housing provision

Knox has limited rail access except for the north-eastern portion of the municipality, accessible on the Belgrave Train Line, which is also some distance from the CBD. There are two Major Activity Centres along the train line: Bayswater and Boronia. Council has prepared the Bayswater and Boronia Renewal Strategies which envisage improved liveability, increased housing diversity and a richer activity centre experience. The submission seeks the new plan for Victoria recognise Council's efforts in undertaking proactive planning for its key activity centres through supporting subsequent planning scheme amendments to implement appropriate planning controls for both centres.

Improved planning and delivery of social and affordable housing

Council's *Social and Affordable Housing Strategy and Action Plan (2023-2027)* includes an action requiring officers to negotiate with property developers for a voluntary 5% contribution of social housing in new developments, including strategic sites where rezoning is required. Unfortunately, there are no statutory mechanisms available to Council to secure financial or land contributions for social and affordable housing other than through voluntary section 173 Agreements.

The State Government has not progressed key State projects which would deliver additional housing into Knox on State owned strategic redevelopment sites such as Boronia Heights or the Development Victoria land. This has not been assisted by the recent decision by the Minister for Planning to assume Planning Authority for the redevelopment of Boral Quarry, Wantirna South. This places the negotiations undertaken by Council for the redevelopment of the site at risk including affordable housing provision.

The submission advocates for a formalised approach to social and affordable housing contributions in the Victorian planning system and delivery of State projects on strategic sites in Knox.

Invest in key employment precincts and State led projects to drive economic development

The *Knox Land for Business Directions Plan* (December 2018) sets out five Significant Business Locations comprising Scoresby-Rowville-Knoxfield, Bayswater Business Precinct (partly including Bayswater Activity Centre), Wantirna Health Precinct, Knox Central and Burwood Highway East Corridor. The Bayswater Business Precinct remains unrecognised by the State Government as a key employment location despite its economic contribution to Melbourne and employment offering in key sectors including the regionally significant health innovation and care economy.

The Wantirna Health Precinct masterplan developed by the Victorian Planning Authority and Knox City Council in response to *Plan Melbourne 2017-2050* has not progressed and the site remains undeveloped and underutilised. This includes both public land and adjoining private land within the precinct. The masterplan envisages an integrated, nationally competitive 'health city' anchored by a best-practice new public hospital with complementary health, research, education and innovation facilities. The plan would be supported by new housing opportunities for key workers. Amendment C185knox remains under consideration by the Minister for Planning, with consultation concluding well over a year ago on 3 April 2023. The submission seeks the Minister for Planning prepare, adopt and approve the amendment and advances the Wantirna Health Precinct.

The submission advocates for Knox's economic prospects to be better recognised including regional economic and industry drivers of regional and metropolitan significance. The submission also advocates for substantial investment in public transport accessibility across Knox to improved connectivity between residential areas and the significant business locations.

Reform the infrastructure contributions system for established area councils

Established area councils have long advocated for the Minister for Planning to introduce 'off-the-shelf' development contribution rates for infrastructure in established areas to overcome the administrative burden of preparing and implementing development contributions plans. To date, the system remains unchanged, except for growth area councils. This reform is now urgently required with the release of draft local government housing targets as Council will need to plan for increased population growth, with an outdated and inefficient infrastructure funding regime for established area councils. Council has already prepared a Development Contributions Plan under the current system and resolved not to proceed on the basis of the financial risk and uncertainty it would have created. A further concern is the need for infrastructure delivery commitments to be made through a formalised development contributions plan despite levies only being payable by new development. This typically results in cost recovery of up to 20% in established areas, which is a major financial risk.

The infrastructure funding challenge is further exacerbated by the cap on the community infrastructure levy available through a development contributions plan, as well as local government rate capping which has resulted in annual rate increases well below inflation. The lack of practice note guidance on public open space contributions also results in inefficiency in public open space contributions plan methodologies across Victoria. The absence of a public open space contributions plan means councils default to the Subdivision Act where the maximum levy possible is up to 5% of land or land value. Alternatively, councils must spend significant time and resources in reviewing planning scheme established rates (such as what Knox has) to ensure contributions keep up with projected and actual growth. This is inadequate when considering the costs of delivery and increasing demand.

The submission advocates for reform to the development contributions and public open space contributions systems for established area councils.

Advance improved ESD planning provisions and flood mapping

Council is a member of the CASBE (Council Alliance for the Sustainable Built Environment) Network. In July 2022, CASBE (on behalf of its member councils) lodged a request for authorisation for the Elevating Targets Amendment with the Minister for Planning. The amendment seeks to introduce a new Particular Provision relating to Environmentally Sustainable Development (ESD) into the planning scheme to facilitate best practice ESD and deliver more sustainable, higher performing buildings and enable long term climate resilience. To date the Minister for Planning has not granted authorisation to prepare and exhibit the amendment.

Council also continues to wait on Melbourne Water to finalise metropolitan wide flood mapping, including for Knox. A catchment-based approach to the inclusion of flood mapping into planning schemes is essential and must be based on current scientific data that is applied via a consistent methodology to tackle this issue moving forward.

2. ENGAGEMENT

Given the short timeframes for Council to prepare its submission, along with the limited release of information from State Government, officers have not undertaken community engagement for the purpose of preparing the submission. Officers have drawn on a broad range of adopted strategic work undertaken across Council over recent years, much of which itself has been the subject of engagement and consultation. This includes Council's *Climate Response Plan 2021-2031*, activity centre structure plans, information which supports Council's advocacy work for high value infrastructure projects, and other relevant policies and strategies, which have been informed by community and stakeholder feedback.

The community engagement on the new plan for Victoria is open to all parties including individuals, community groups, councils and the private sector. The consultation period closes on 30 August 2024.

3. SOCIAL IMPLICATIONS

The plan for Victoria will be the overarching strategic planning and land use document prepared by the State Government and will inform future strategic planning policy documents across Knox. The document will be of interest to the community and may impact Council resources. The current plan does not appear to sufficiently advance social needs of the community, particularly social and affordable housing.

4. CLIMATE CHANGE CONSIDERATIONS

Officers have considered Council's *Climate Response Plan 2021-2031* and have incorporated relevant actions into the submission. This includes:

- requesting the State Government (via the Minister for Planning) authorise the Environmentally Sustainable Design (ESD) Elevating Targets planning scheme amendment on behalf of the Council Alliance for a Sustainable Built Environment (CASBE) which includes Knox;
- develop a statewide tree canopy and shrub target and include within all Victorian planning schemes;
- consider the urban heat island effect in planning for urban development, particularly in the context of housing targets; and
- deliver a cost effective and reliable statewide sponsored tree canopy and vegetation/shrub aerial mapping service.

5. ENVIRONMENTAL IMPLICATIONS

The submission covers environmental matters, drawing from existing strategic documents and positions, including public transport.

6. FINANCIAL AND RESOURCE IMPLICATIONS

The submission has been prepared by officers within the existing operational budget. The Knox Housing Capacity Assessment will be funded from the 2024/25 City Futures Operating Budget.

While the outcomes of the plan for Victoria, the draft housing targets suggest a significant increase in housing development expectations across Knox over and above projected dwelling demand under baseline projections. If Council is required to plan for significant dwelling increases across Knox, this may have implications for Council service delivery and organisational capacity from a resourcing and financial perspective.

7. RISKS

The deadline for submissions for the new plan for Victoria is 30 August 2024.

The outcomes of the new plan for Victoria could have a significant impact on the future of Knox, from an environmental, social and economic perspective. The draft housing targets may have implications for the future review of Council's Housing Strategy from a development and infrastructure planning perspective, especially if the draft housing targets are reflected in an update to the official *Victoria in Future* population and dwelling projections.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Opportunity & Innovation

Strategy 1.1 - Maximise the local economy by supporting existing businesses and attracting new investment.

Neighbourhoods, Housing & Infrastructure

Strategy 2.1 - Plan for and support diverse housing to meet changing community needs.

Strategy 2.3 - Provide, maintain and advocate for accessible and sustainable ways to move around Knox.

Natural Environment & Sustainability

Strategy 3.1 - Preserve our biodiversity and waterways, and enhance our urban landscape.

Strategy 3.2 - Prepare for, mitigate and adapt to the effects of climate change.

Connection, Resilience & Wellbeing

Strategy 4.1 - Support our community to improve their physical, mental and social health and wellbeing.

Civic Engagement & Integrity

Strategy 5.2 - Manage our resources effectively to ensure financial sustainability and improved customer experience.

Strategy 5.3 - Ensure our processes are transparent and decisions are accountable.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

1. Attachment 1 - Plan for Victoria Submission [6.3.1 - 44 pages]



Knox City Council

Plan for Victoria Submission

26 August 2024



Plan for Victoria Submission

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Plan for Victoria Submission

26 August 2024

Executive Summary

Knox City Council (Council) appreciates the opportunity to provide this submission in response to the development of a plan for Victoria. The submission covers Council's adopted policy positions and strategic work to inform a response to four pillars established by the State Government, including recommendations for each pillar. It also includes a fifth recommended pillar titled 'Governance', of which Council recommends be incorporated (or at least the objectives it addresses) into the final Plan for Victoria, which speaks to issues related to State Government decision making. All recommendations are listed below and are embedded throughout the submission.

Affordable housing and choice

Requests the State Government:

1. **Work collaboratively with all Victorian councils to develop the housing targets.**
2. **Confirm the housing targets are capacity targets only and consider implications such as rate capping and the funding and delivery of infrastructure and services.**
3. **Recognise the unique planning context of Knox including Council's responsibility to manage key environmental and landscape values of State, metropolitan and local significance and in response, revisit the targets and reduce them to a more realistic quantum.**
4. **Recognise the role of Knox Central in the plan for Victoria as a residential, employment and community destination of regional significance and a priority for further public investment.**
5. **Exempt all Victorian council land from Windfall Gains Tax to incentivise the redevelopment of land held on behalf of local communities.**
6. **Support Council led structure planning initiatives for the Bayswater and Boronia Major Activity Centres including Amendment C192knox (Boronia Renewal Strategy).**
7. **Construct more social and affordable housing in Knox, including locations set out in the Bayswater Renewal Strategy and Boronia Renewal Strategy.**
8. **Reform the Victorian Planning System to introduce a mechanism that supports mandatory social and affordable housing contributions.**
9. **Ensure the ongoing protection of the highly valued Dandenong Foothills from an urban development perspective in the plan for Victoria.**
10. **Confirm whether appropriate capacity discounts have been applied to land covered by Environmental and Landscape Overlays.**



Plan for Victoria Submission

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Thriving and liveable suburbs and towns

Requests the State Government:

1. Correctly name Knox Central and Rowville Major Activity Centres in the plan for Victoria.
2. Incorporate policies from Plan Melbourne 2017-2050 which support the network of activity centres and improvements to transport, roads, and public transport.
3. Continue to support the concept of 20-minute neighbourhoods in the plan for Victoria.
4. Support Knox and the future growth of Knox by investing in public transport upgrades and infrastructure and funding for feasibility studies.
5. Reform the development contributions system to introduce 'off-the-shelf' rates for development and community infrastructure in established areas, as the process to justify and introduce a Development Contribution Plan is onerous and costly.
6. Introduce an infrastructure plan in consultation with councils that demonstrates how and when infrastructure upgrades will be delivered to support housing target realisation.
7. Reform the public open space contribution system with a transparent methodology for developing a local open space strategy in the form of a Planning Practice Note.
8. Reform the public open space contribution system by acquiring a contribution through planning permits for development or subdivision, whichever comes first, noting that councils will not receive a contribution for developments that are not subdivided, despite increasing demand on open space.

Equity and jobs

Requests the State Government:

1. Recognise and support the key industry sectors in Knox through ongoing investment and support for key employment precincts which reflect identified economic strengths.
2. Deliver public transport infrastructure upgrades to support business development in Knox's Significant Business Locations.
3. Facilitate investment opportunities to improve internet coverage and speed throughout the Bayswater Business Precinct and to the Wantirna Health Precinct.
4. Recognise and support the development of the Bayswater Business Precinct as a key employment location in the eastern metropolitan region.
5. Facilitate opportunities, including through Invest Victoria, for existing and new industries to invest within the Bayswater Business Precinct and align with the health services provision.
6. Progress Amendment C185knox (Wantirna Health Precinct) and identify the Wantirna Health Precinct as a key health precinct in the new plan for Victoria.
7. Facilitate improved industry pathways and supply chain linkages through the delivery of the Bayswater Business Precinct and Wantirna Health Precinct.
8. Increase funding for and promotion of associated educational and workplace pathways for the community, including through:



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- a. Swinburne University's tertiary and research offerings; and
- b. the Knox Innovation, Opportunity & Sustainability Centre (KIOSC) for secondary students; and
- c. the Outer Eastern Local Learning & Employment Network (OELLEN) including apprenticeship arrangements and retraining opportunities for existing industry staff.

Sustainable environments and climate action

Requests the State Government:

1. Ensure ongoing environmental and landscape protection of the Dandenong Foothills, the Basin, Lysterfield Valley rural landscapes, Dandenong Creek Valley, Tirhatuan Wetlands, and Healesville Freeway Reservation and surrounds.
2. Authorise the Elevating Targets planning scheme amendment, currently awaiting Ministerial authorisation, for the Council Alliance for a Sustainable Built Environment (CASBE).
3. Issue a statement to Melbourne Water from the Minister for Water, setting out the standards expected of Melbourne Water in the performance of its flood functions and other water management functions.
4. To streamline the process for flood-related planning scheme amendments.
5. Develop a statewide tree canopy and shrub target and include in Planning Policy Frameworks of planning schemes.
6. Consider the urban heat island effect in planning for urban development, particularly in the context of the finalisation of housing targets.
7. Consider the aspirations of the Knox community in formulating a housing target for Knox including a tree canopy target of 30% by 2050.
8. Deliver a cost effective and reliable statewide sponsored tree canopy and vegetation/shrub aerial mapping service.
9. Establish incentives to encourage the development of low emissions buildings.

Governance

Requests the State Government:

1. Clarify the role of the Minister for Planning in the implementation of the Victorian Housing Statement.
2. Clarify the role of the Development Facilitation Unit and improve processes for exhibiting and considering planning scheme amendments which affect local communities.
3. Improve consultation processes for the new plan for Victoria, particularly by broadening the base of understanding of the implications of the housing targets.



Plan for Victoria Submission

26 August 2024

Introduction

Knox City Council (Council) appreciates the opportunity to have input into the development of a new plan for Victoria. This submission draws on adopted policy positions and strategic work undertaken across Council and is structured consistent with the four pillars of Plan for Victoria as follows:

- Affordable housing and choice
- Thriving and liveable suburbs and towns
- Equity and jobs
- Sustainable environments and climate action
- Governance (New pillar recommended by Council).

Overview of Knox

Knox is home to 161,000 residents (*State of Knox Report 2024*) across the suburbs of Bayswater, Boronia, Ferntree Gully, Knoxfield, Lysterfield (part), Rowville, Sassafras (part), Scoresby, The Basin, Upper Ferntree Gully, Wantirna and Wantirna South. Development in Knox accelerated in the post-world war 2 era where farmland was subdivided, in the absence of enabling public transport investment. The north-eastern portion of Knox is accessible by the Belgrave rail line while the balance of the municipality is poorly serviced. This remains the current development pattern today.



Figure 1: Municipality map

Knox has a high proportion of detached dwellings (82% of dwellings), with 48% of households comprising families with one or more children. The supply of social housing is below the metropolitan average.

Knox includes significant regional landscapes such as the Dandenong Creek Valley and the Dandenong Foothills. These areas, along with the Dandenong Valley Regional Parklands and Lysterfield Hills are key environmental, landscape, recreation, and open space assets supporting the wider eastern region. Residential areas of the foothills have a distinct landscape and environmental character. Approximately 77% of dwellings are within 400m of open space, with Knox having 18% tree canopy coverage (*State of Knox Report 2024*). Council is seeking to achieve a target of a 30% tree canopy cover by 2050 under *Living Melbourne: Metropolitan Urban Forest* (2019) and Council's *Biodiversity Resilience Strategy 2024 – 2034*.

According to the *State of Knox Report 2024* prepared by Council, Knox is a key employment destination for the eastern region, with an estimated 74,184 jobs distributed across activity centres, commercial and industrial employment precincts, home based businesses and other employment locations. Knox has an employment retainment rate of 30% and over the next twenty years, it is projected an additional 15,000 new jobs will be established within the municipality.



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Knox has five 'Significant Business Locations' comprising Scoresby-Rowville-Knoxfield corridor; Bayswater Business Precinct/Bayswater Activity Centre, Knox Central, Burwood Highway East Corridor and the Wantirna Health Precinct. The Scoresby-Rowville-Knoxfield cluster and the Bayswater Business Precinct are both regionally significant and have the potential to sustain even greater growth, if supported with improved public transport and coordination. The Wantirna Health Precinct will evolve to establish itself as a key state-significant health, community, and education service hub.

The Knox workforce serves a wide range of industries, with manufacturing projected to remain the largest employment sector. The diversity of the economy is highlighted by significant growth anticipated in professional, scientific, and technical services; healthcare and social assistance; retail trade; construction; and education and training over the next two decades.

Knox's arterial road network is extensive and offers key inter-regional links for residents and workers via Eastlink and the Monash Freeways. Knox's public transport network is challenged and a victim of booming residential growth during the second half of last century when car-based urban development dominated the outer suburbs. Fixed public transport is limited to the tail end of a single rail line in the north-eastern portion of the municipality (Belgrave rail line) while the balance of the municipality relies on SmartBus, and other local bus routes. Approximately 80% of residents access work by car and only 38% of residents are within 400m of regular public transport.

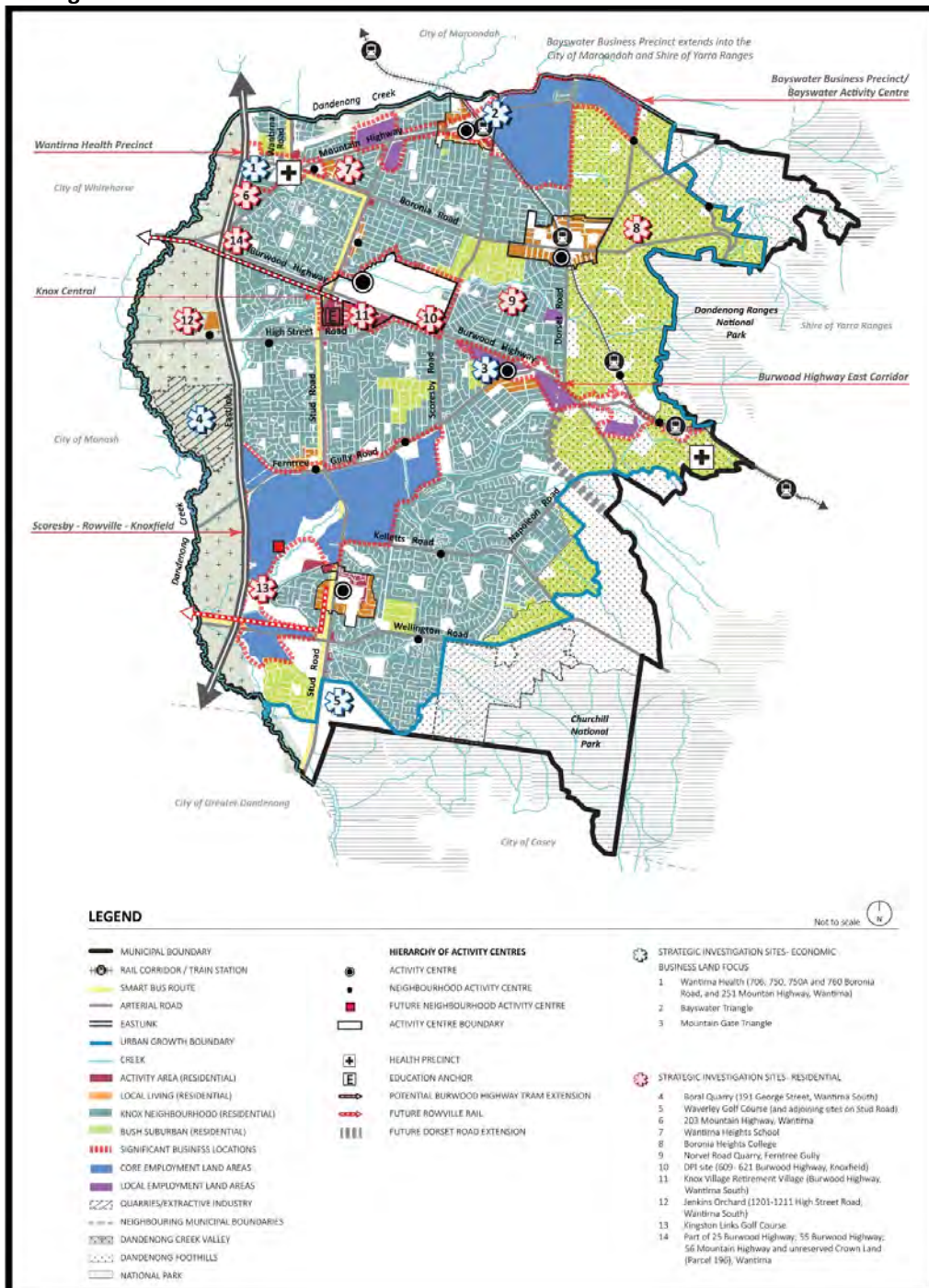
A rail line extension to Rowville has been the subject of studies and commitments over many decades but is yet to be confirmed. A more recent trackless tram proposal from Caulfield East to Chadstone, Monash University and terminating in Rowville has been mooted and being investigated, but is yet to receive government support. While Knox will not host the proposed new Suburban Rail Loop (SRL), it is adjacent to its path where it connects with Glen Waverley, Burwood and Monash; presenting opportunities for improved east-west connectivity. Council has advocated for a number of years for improved tram extensions along Burwood and Mountain Highways, which would not only improve public transport access in Knox but also improve connections and the patronage of the SRL.



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Strategic Framework Plan





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Pillar 1: Affordable housing and choice

Work collaboratively with local councils in finalising housing targets

Knox City Council is aware of the recently announced draft housing targets for Victoria, but has had no involvement in formulating the methodology and no prior knowledge of the release. The 'top down' draft housing target for Knox identifies an additional 47,000 dwellings to 2051, nearly three times the baseline projections under the State Government's own *Victoria in Future* population and dwelling projections 2023.

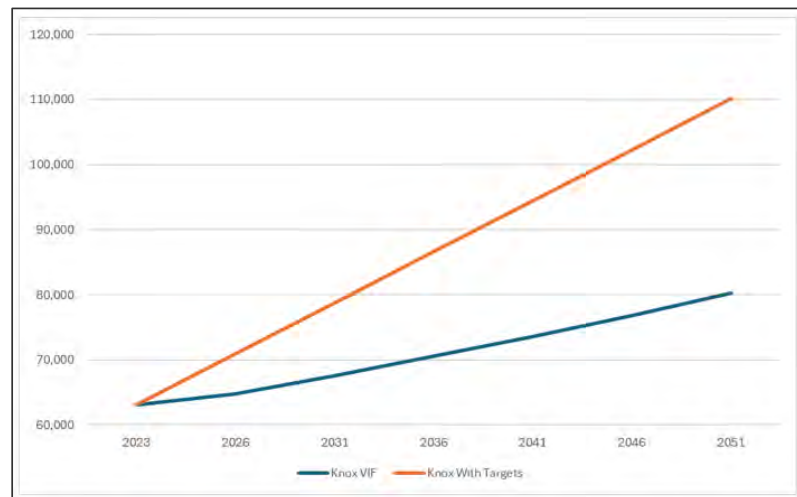


Figure 2: Proposed housing targets versus state estimated dwelling projections

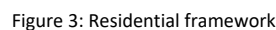
Council understands that the government intends the draft housing targets to be capacity targets rather than delivery or approval targets, at the current time. However, it is unclear how the State Government has derived the targets and the current approach lacks nuance in the following areas:

- Dwelling diversity: minimum lot size and dwellings by number of bedrooms.
- Dwelling typology: share of apartments or single dwellings.
- Dwelling share: variations in carrying capacity of different municipalities.

The draft housing targets also exclude consideration of construction industry capacity, infrastructure planning, development feasibility, interest rate movements, labour force costs and movement, and the availability of construction and other materials. This is a significant shortcoming in the methodology as the targets rely on specifying a fixed number of dwellings for Victoria by 2051, and then distributing the quantum across Victorian councils.

There is also the suggestion by the State Government that the final housing targets will be implemented through a revision to the official *Victoria in Future* population and dwelling projections. This would be inappropriate given *Victoria in Future* projections are 'demand' projections linked to timeframes, not theoretical capacity targets. Housing capacity is a theoretical full development scenario which is not time specific. Using housing capacity targets to provide an indication of underlying dwelling demand is conceptually unsound and risks distorting demand. This would create a significant challenge to future development and infrastructure planning at the State and local level as official population and dwelling demand projections over fixed time periods would be artificially inflated by theoretical housing capacity figures. Furthermore, there are major questions around how the required additional infrastructure, schools, open space and services will be funded and delivered to support these draft housing targets.

Officers have commenced a review of the *Knox Housing Strategy 2015*. The *Knox Housing Strategy 2015* applies a scaled approach encouraging dwelling diversity in areas located close to transport, shops and services, and fewer new dwellings in most neighbourhood streets and areas with significant environmental and landscape values, such as the Dandenong Foothills. Clause 22.07-4 of the Knox Planning Scheme does not support more than two dwellings on a lot of 1,000 square metres or less. A



Outcomes sought

1. Work collaboratively with all Victorian councils to develop the housing targets.
2. Confirm the housing targets are capacity targets only and consider implications such as rate capping and the funding and delivery of infrastructure and services.
3. Recognise the unique planning context of Knox including Council's responsibility to manage key environmental and landscape values of State, metropolitan and local significance and in response, revisit the targets and reduce them to a more realistic quantum.



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Maximise the development potential of Knox Central

The Knox Central Major Activity Centre (MAC) in Wantirna South is the largest MAC in Knox. Knox Central is of regional significance and includes retail, commercial, residential, industrial, civic and community and open space. Knox Central is anchored by Westfield Knox, a destination for the local and regional bus network.

Knox Central offers one of the most significant opportunities to deliver the future housing needs of Melbourne's outer east. The *Knox Central Structure Plan* (October 2017) envisages higher density development of up to 28 metres in the mixed use and future residential precincts. Furthermore, Council owns approximately 9 hectares of land between Burwood Highway and Blind Creek, next to Westfield Knox. Council intends to see this land developed, primarily for higher density housing, to help create a 'new heart of Knox'. Scentre Group is also considering site development opportunities for Westfield Knox, including residential development.

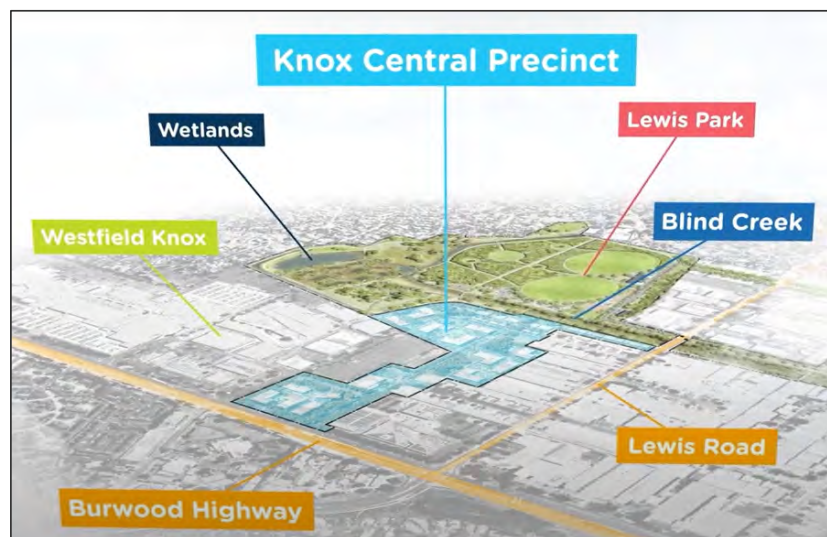


Figure 4: Knox Central Precinct and surrounding areas

Windfall Gains Tax – Implications for Local Government and City of Knox

In order to facilitate the redevelopment of Council owned land at Knox Central for more intensive housing and employment generation, Council would need to rezone its landholdings from Public Use Zone to a zone which facilitates redevelopment. However, the introduction of Windfall Gains Tax and its applicability to councils is a disincentive for the local government sector to leverage landholdings for community benefit. If a rezoning results in a land value increase of more than \$100,000, Windfall Gains Tax is payable to the State Government.

The purpose of the tax is to capture a share of the land value uplift arising from a land rezoning, particularly in response to large financial windfalls achieved in the past by land speculators. Calculation of the tax relies on an assessment of land value uplift between two valuations - one pre-amendment (CIV 1) and the other post- amendment (CIV 2). The rate is dependent on the uplift in value between CIV1 conducted on 1 Jan before the rezoning, and CIV2 on the 1 Jan of the same year of the rezoning. This risks fueling rezoning speculation over long time periods, where rezonings are proposed in advance such as through activity centre structure plans. This is contrary to the operation and principles of the Victorian Planning System.

Knox City Council and its community stands to suffer a significant budget impact through Windfall Gains Tax should it seek to develop its landholdings at Knox Central. As a result, the community does not gain



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from infrastructure upgrades Council would seek to undertake in the area with the proceeds, and Council cannot leverage its landholdings to provide housing choice, social and affordable housing and other services to the community. This inevitably and unnecessarily leads to Council seeking funding from the state to support community infrastructure.

Council has long advocated for local government to be exempt from Windfall Gains Tax. Councils do not 'profit' from land transactions for the purpose of rewarding private shareholders. Financial gains are derived for reinvestment in the community and its assets. Council owned land is a form of public asset. Repurposed land is for the benefit of the community.

Council is also in a difficult position when legitimate Planning Authority led amendments to achieve highest and best use of land in a municipality result in a risk to the creation of a Windfall Gains Tax event on private property owners. Where liability for the tax exists, the burden would run in perpetuity with the land owner for many years, with indexation accruing.

Outcomes sought

Requests the State Government:

- 1. Recognise the role of Knox Central in the plan for Victoria as a residential, employment and community destination of regional significance and a priority for further public investment.**
- 2. Exempt all Victorian council land from Windfall Gains Tax to incentivize the redevelopment of land held on behalf of local communities.**



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Leverage Knox's rail-based Major Activity Centres for new housing provision

Knox contains two key rail-based activity centres along the Belgrave rail line: Bayswater and Boronia. Ferntree Gully NAC is smaller in size, and while housing choice and diversity are encouraged within the NAC, new development is restricted by a mandatory height control of 8 metres (2 storeys).

Bayswater

The Bayswater MAC is located at the junction of Mountain Highway and Scoresby Road, Bayswater, close to the Dandenong Foothills. Bayswater MAC is bisected by the rail line, and the train station was rebuilt, and the Mountain Highway level crossing removed in 2016, as part of the Level Crossing Removal Project.

The Bayswater MAC covers an area of around 91 hectares and contains a rich mix of commercial, retail, community, public and residential uses. The Bayswater Business Precinct (BBP), a regionally significant employment precinct is located to the immediate east of the MAC.

Council has recently developed the *Bayswater Renewal Strategy* to support the ongoing evolution of the Bayswater MAC to 2041. The Strategy estimates the Bayswater Activity Centre will accommodate an additional 1,200 dwellings to 2036 (3,470 dwellings total). This is expected to increase to 3,870 dwellings in 2041. The population is expected to grow the most in the young workforce (25 to 34 years) and parents and homebuilders (35 to 49 years).

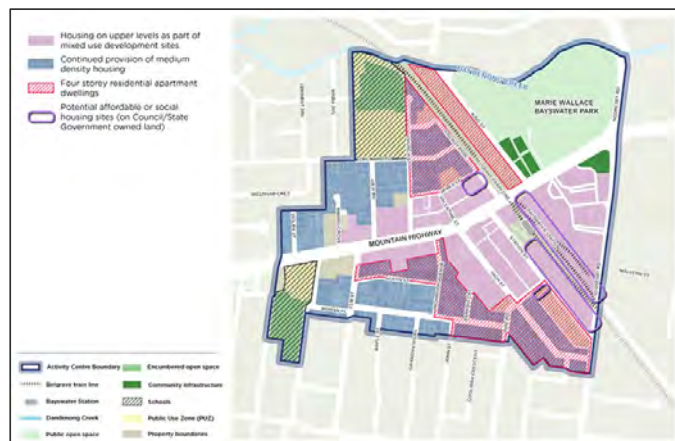


Figure 5: Bayswater Activity Centre

The Housing and Residential Development Framework Plan shows

Bayswater will support a diverse range of housing densities and built form outcomes which facilitate a higher resident population in the MAC. Population growth, dwelling yields and built form outcomes recognise views to the Dandenong Ranges which are valued by the community. There is also potential for social and affordable housing on select government owned land.

Boronia

The Boronia MAC is located at the junction of Boronia and Dorset Roads and is bisected by the Belgrave rail line at Boronia Train Station. The Boronia MAC is located close to the Dandenong Foothills.

The Boronia MAC covers an area of around 30 hectares, and contains diverse subregional retail uses and a variety of other services. The Boronia MAC is tightly surrounded by residential land which has been redeveloped extensively for townhouses, apartment buildings, and villa unit developments.

Council adopted the *Boronia Renewal Strategy* and Amendment C192knox in May 2024, with the amendment being lodged with the Minister for Planning for approval. The amendment modifies the boundary of Boronia MAC and supports increased mixed-use development outcomes with active frontages at ground level. The Boronia Renewal Strategy will also guide Council investment into Boronia and support advocacy for infrastructure upgrades. It was also the catalyst for Boronia being one of Victorian Government's suburban revitalization centres.



Figure 6: Boronia Activity Centre

The Boronia Activity Centre is expected to accommodate 5,079 residents by 2041, an expected increase of 2,145 residents from 2021. An additional 1,311 dwellings will be required to house the increased population over the next 20 years. The *Boronia Renewal Strategy* envisages mixed use/residential development up to 31.5 metres in key precincts. Residential land will primarily remain General Residential Zone.

The Boronia Renewal Strategy specifically calls for further social and affordable housing provision by the State Government and advocates for inclusionary zoning. This would create a mandate for a proportion of new residential development to include social and affordable housing in the core of Boronia. The Strategy also supports the delivery of social and affordable housing on State Government land as part of the Boronia Train Station Precinct.

Outcomes sought

Requests the State Government:

- 1. Support Council led structure planning initiatives for the Bayswater and Boronia Major Activity Centres including Amendment C192knox (Boronia Renewal Strategy).**
- 2. Construct more social and affordable housing in Knox, including locations set out in the Bayswater Renewal Strategy and Boronia Renewal Strategy.**



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Stronger policy basis for social and affordable housing outcomes

Implement an affordable housing contribution mechanism

The *Knox Social and Affordable Housing Strategy and Action Plan 2023-2027* aims to increase the provision of social and affordable housing. The strategy suggests a need for a further 5,020 affordable housing dwellings, of which, 1,140 should be dedicated social housing and 150 dedicated places available for crisis/supported accommodation.

The strategy includes an action requiring negotiation with property developers for a voluntary 5% contribution of social housing in private developments, including on strategic sites where rezoning is required. This is challenging to achieve as there are no mechanisms to secure contributions through the Victorian Planning System. Furthermore, there are few strategic sites remaining within Knox, with most sites progressing through the planning scheme amendment process or have proposals for future rezoning. The Minister for Planning has recently assumed the role of Planning Authority for the proposed redevelopment of the former Boral Quarry in Wantirna South. In turn, Knox City Council is at risk of losing its ability to negotiate for a social and affordable housing contribution.

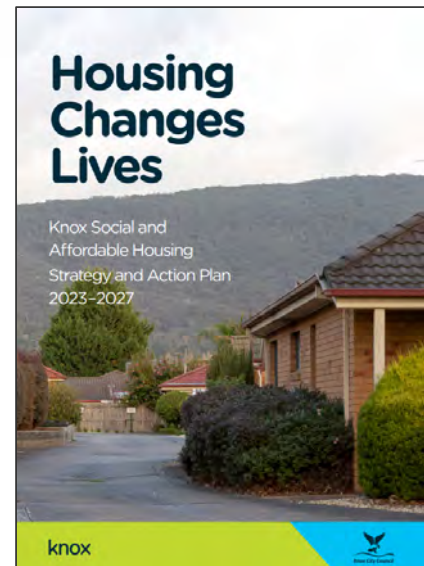


Figure 7: Knox Social and Affordable Housing Strategy and Action Plan 2023-2027

Importantly, the strategy specifies a preferred outcome of a 5% land contribution over a financial contribution, however the action plan allows flexibility regarding the contribution amount. This is to be determined by the needs and financial capacity of the housing provider. Council has successfully secured contributions of varying degrees through the rezoning process for strategic sites, through voluntary Section 173 Agreements.

Boronia Heights Development – 40 Mount View Road, Boronia

The Minister for Planning approved the Development Plan for 40 Mount View Road, Boronia in May 2023. The proposal includes 145 townhouses. This followed the rezoning of the site by the Minister in 2018.

The development still does not indicate the quantum of social housing to be provided, and the development has not progressed. The density of the proposed development is also inconsistent with the surrounding area with respect to neighbourhood character. The proposal remains the subject of a request for further information which remains outstanding.



Figure 8: Illustrative diagram of Boronia Heights site



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Development Victoria - 607-621 Burwood Highway, Ferntree Gully

Development Victoria are acting on behalf of the Victorian Government as landowner of the site at 607-621 Burwood Highway, Ferntree Gully. The site is within the Comprehensive Development Zone – Schedule 2 (CDZ2), introduced by the Minister for Planning. The central section of the site is proposed for residential purposes and a new wetlands in the northern section of the site, in the location of the existing waterbody. The proposed subdivision seeks to create residential lots of various sizes ranging from 87 square metres to 303 square metres. The lots are located around a network of local streets.

The proposed development represents an underdevelopment of the site in the form of a staged subdivision. It is still yet to be determined what will be proposed within the Mixed Use location within the site’s south-east corner. Development Victoria could have applied for a multi-dwelling development outcome which would have achieved a higher density as envisaged by the CDZ2. The CDZ2 allows for a higher development density than what was sought by Development Victoria. No social or affordable housing was proposed. This represents a missed opportunity on the part of the State Government for direct housing provision in Knox on a strategic government owned site.

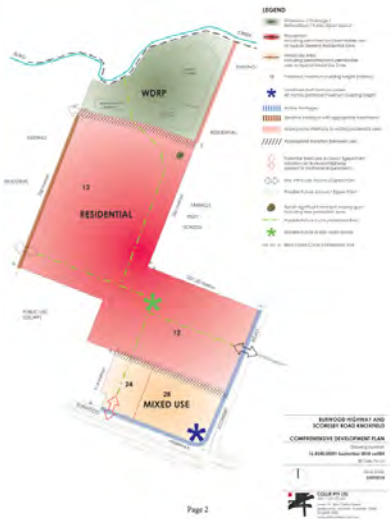


Figure 9: Comprehensive development plan

Outcomes sought

Requests the State Government:

1. Reform the Victorian Planning System to introduce a mechanism that supports mandatory social and affordable housing contributions.



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Retain development protection in the Dandenong Foothills

The Dandenong Foothills, highlighted green in the image below, is a major defining element of Council's character and identity and pressure for residential development and urban consolidation must not outweigh the environmental and landscape significance of the Foothills. Maintaining uninterrupted viewlines of the Foothills within the municipality and around metropolitan Melbourne is therefore of paramount importance. This is secured through retaining canopy trees, and promoting sensitive siting and design outcomes, including siting development below the tree canopy.

The Dandenong Foothills are protected through significant planning controls including the Environmental Significance Overlay, Design and Development Overlay and Significant Landscape Overlay. Parts of the Dandenong Foothills contain subdivision restrictions and planning policy guidance to limit housing development, and guide a suite of issues including building materials selection.



Figure 10: Clause 21.03 environmental and landscape values map

A recent presentation of the housing targets modelling methodology from the Department of Transport and Planning suggests that only a 20% capacity discount has been applied to land covered by the Environmental Significance Overlay, Significant Landscape Overlay and Vegetation Protection Overlay, and a 50% capacity discount has been applied to land covered by the Land Subject to Inundation Overlay. Council seeks confirmation that appropriate capacity discounts have been applied to land in the Dandenong Foothills where these overlays are applied, noting that there are limited areas within the Dandenong Foothills and surrounds which would be considered developable from an intensification perspective.

Outcomes sought

Requests the State Government:

1. Ensure the ongoing protection of the highly valued Dandenong Foothills from an urban development perspective in the plan for Victoria.
2. Confirm whether appropriate capacity discounts have been applied to land covered by Environmental and Landscape Overlays.



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Pillar 2: Thriving and Liveable Suburbs and Towns

Recognise and support Knox's Activity Centre Network

Knox City Council has five major activity centres and 24 neighbourhood activity centres. All major activity centres, except Mountain Gate, are supported by structure plans. Knox Central and Rowville major activity centres are incorrectly named in *Plan Melbourne 2017-2050*, and Council seeks this to be rectified in the plan for Victoria.

Plan Melbourne 2017-2050 outlines the direction for activity centres, particularly the development of 20-minute neighbourhoods. Council supports the continuation of 20 minute neighbourhoods and calls for greater investment in public transport upgrades and infrastructure to improve accessibility throughout the network. Council also supports local governments continuing to be supported to prepare structure plans for neighbourhood activity centres to help deliver 20-minute neighbourhoods.

Officers are considering the preparation of a municipal wide activity centres strategy to identify and confirm the activity centre network across Knox and set a strategic direction for future investment and development. Council aims to establish a network of viable activity centres that provide access to a wide range of goods and services commensurate with their role and function. The following hierarchy needs to be reviewed and confirmed:

ACTIVITY CENTRE	ROLE AND FUNCTION	APPLICATION TO KNOX
Major Activity Centre	<ul style="list-style-type: none"> ○ Serves as civic, commercial, community, entertainment, leisure and employment focus for the municipality, with Westfield Knox Shopping Centre. ○ Access to a major bus/rail interchange, with multiple bus routes including a Smart Bus route. ○ Potential exists for an extension of the tram network along Burwood Highway to the Knox Central Activity Centre. ○ Housing opportunities comprise medium to high density residential development, including apartments and mixed use development. 	<ul style="list-style-type: none"> • Knox Central Activity Centre • Mountain Gate Shopping Centre • Rowville Activity Centre • Bayswater Major Activity Centre • Boronia Major Activity Centre
Neighbourhood Activity Centre	<ul style="list-style-type: none"> ○ The neighbourhood activity centres of Wellington Village, Rowville Lakes, Knox Gardens and Knoxfield provide convenience retail and commercial activities that serve the daily needs of the local community. ○ Neighbourhood activity centres located in the Dandenong Foothills surrounded by areas of environmental sensitivity. ○ Access to at least one local bus route. ○ Housing opportunities include apartments above active commercial uses in the Commercial 1 Zone. 	<ul style="list-style-type: none"> • Wantirna Mall, • Studfield Village • Scoresby Village • Ferntree Gully Village (rail) • Upper Ferntree Gully (rail) • Alcheste Village • The Basin • Dorset Road/Landscape Drive and Burwood Highway Corridor (east of Dorset Road between Newton Street & Forest Oak Drive) • The Orchards (North-west corner of High Street Road and Eastlink) Wantirna South



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ACTIVITY CENTRE	ROLE AND FUNCTION	APPLICATION TO KNOX
Local Activity Centres	<ul style="list-style-type: none"> These commercial centres contain a limited range of shops and/or services which serve the convenience needs of the local community. These commercial areas have access to local bus routes. Housing opportunities include apartments above active commercial ground floor uses in Commercial 1 Zone and Mixed Use Zone, however this is limited by the smaller role and function of these centres and their interface with sensitive land uses 	<ul style="list-style-type: none"> Anne Road/Kathryn Road Boronia Road/ Scoresby Road Burwood Highway (west of Dorset Road/east of Westley Street) Cavell Street/Armin Street Glenfern Road/Mason Street Manuka Drive/Loretto Avenue Mountain Highway/ Kumala Road Stud Bay (Stud Road, north of Leonard Street) Lewis Road/Coleman Road and Harcrest Boulevard

Outcomes sought

Requests the State Government:

1. Correctly name Knox Central and Rowville Major Activity Centres in the plan for Victoria.
2. Incorporate policies from Plan Melbourne 2017-2050 which support the network of activity centres and improvements to transport, roads, and public transport.
3. Continue to support the concept of 20-minute neighbourhoods in the plan for Victoria.

Invest in local and regional public transport and infrastructure to improve accessibility throughout Knox

The public transport network in Knox is limited and the municipality remains highly car dependent for residents, workers and visitors. The demographic analysis in the *Knox Integrated Transport Plan 2015-2025* indicates that the population of older persons and young families will increase significantly. There will be an increasing number of residents reliant on alternative modes of transport for independence and social wellbeing.

Improving transport, roads, and public transport in Melbourne's outer suburbs is a key outcome of *Plan Melbourne 2017-2050*. This would be supported by improved planning and delivery for 20-minute neighbourhoods, through improved transport connections to jobs, education, health, business, retail and entertainment precincts.

Council supports the continuation of these initiatives and seeks to achieve a more integrated transport system to enhance local living, economic vitality in activity centres, and significant business locations. This will improve the community's health and wellbeing, create more efficient transport, ensure safer travel, and reduce transport emissions. Improved transport infrastructure will also increase business access to local and global markets, support job access, and attract investment. Council also seeks upgrades to public transport and infrastructure as outlined in structure plans, and the *Knox Integrated Transport Plan 2015-2025* such as the Dorset Road extension, in addition to the following which have formed part of previous advocacy efforts:



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- 1. Route 75 Tram:**
Council requests funding for a feasibility and economic study to extend the tram from Vermont South to Upper Ferntree Gully Station via Burwood Highway and Bayswater Business Precinct via Mountain Highway.

- 2. Improvements to bus services:**
Modernise the frequency of existing bus routes in Knox to meet minimum service levels:
 - Smart Bus 901 travel times - completing missing sections of the dedicated bus lane between Avalon Road, Rowville and The Close, Scoresby and install median crossings for pedestrians at various locations along Stud Road.
 - Upgrade the Burwood Highway and Cathies Lane intersection with traffic lights and bus priority queue jump lanes.
 - Trial an on-demand or flexiride bus to better service the Bayswater Business Precinct and improve public transport connection to the Bayswater Train Station.
 - Establish a new bus route between Bayswater Train Station and Stud Park Shopping Centre via Henderson Road.

- 3. Reducing congestion and improving accessibility by delivering:**
 - Dorset Road Extension, better connecting Ferntree Gully and Rowville

- 4. Reducing congestion and improving freight access by installing traffic signals at the following locations:**
 - Ferntree Gully Road and Rushdale intersection, Knoxfield.
 - High Street Road and Mowbray Drive intersection, Wantirna South.

- 5. Improving pedestrian safety by installing pedestrian operated signals**
 - Scoresby Road near Kent Street, Knoxfield
 - Stud Road near Rosa Street, Scoresby.

Outcomes sought

Requests the State Government:

- 1. Support Knox by investing in public transport upgrades and infrastructure, and funding for feasibility studies.**

Streamline the infrastructure funding system for established municipalities
Complexity of the development contributions system for established municipalities
Established area councils have long advocated for the Minister for Planning to reform the development contributions system for established area councils through the introduction of ‘off-the-shelf’ rates for various infrastructure categories. To date, the system remains unchanged for established area councils, while the system has been reformed numerous times to deliver improved efficiency for development on the urban fringe in the growth areas. This goes against the aspiration to deliver more housing development



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in established areas and perpetuates the problem of inefficiency with regard to established areas planning and infrastructure funding.

Case Study: Knox Development Contributions Plan and Amendment C186 to the Knox Planning Scheme, 2020

On 21 September 2020, Council resolved to adopt the Knox Development Contribution Plan (DCP) and seek authorisation from the Minister for Planning to prepare and exhibit Amendment C186knox to the Knox Planning Scheme.

Subsequently, the Minister for Planning granted authorisation subject to conditions, including requiring the removal of any infrastructure project included that had already commenced construction, or was constructed as of 1 October 2020. This requirement triggered a full review of the infrastructure list and further analysis to re-evaluate the benefits and risks of pursuing a DCP.

The condition imposed by the Minister for Planning ultimately resulted in the Knox DCP and Amendment C186 not proceeding for the following reasons:

- Expected cost recovery is the lowest amongst benchmarked councils.
- Risk of further decline of cost recovery rate during the amendment/panel process if all infrastructure items are not accepted.
- High level of sensitivity to the rate of development in Knox.
- Expected complexity in implementation, administration and monitoring.
- Early resource requirements for implementation.
- Limited flexibility and agility in a changing financial, social and environmental context.
- Infrastructure contribution will continue to be provided by future development as part of rezoned strategic sites.

Council has firsthand experience of how the current DCP system does not support infrastructure provision within the established areas. With the government reinforcing targets for 70 per cent of development to be infill, the DCP system needs to be urgently improved to address this challenge.

Urgency with housing targets

For Victoria to remain liveable, urgent attention is needed to establish an infrastructure plan to support the realisation of the housing targets envisaged by the State Government. This should be further supported by reforms to the development contributions system to enable councils to require localised infrastructure upgrades through new development. This will ensure that local communities continue to have access to the services they require in the future.

It is imperative that the State Government introduce a plan which outlines state-led infrastructure upgrade in consultation with councils. Further, reform of the development contributions system for established area councils is required with the release of local government housing targets. Knox will need to plan for nearly three times the quantum housing originally envisaged under *Victoria in Future* and will need to anticipate the timelines for development take up as well as infrastructure delivery.

The housing target for Knox City Council, when expressed on an annual basis, is well in excess of annual take up of new dwellings in Council so this presents a significant demand challenge, and an infrastructure funding and delivery challenge, for development and community infrastructure and public open space. Not



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all infrastructure has a linear demand, but infrastructure needs assessments are linked to population thresholds being achieved. Further, contributions are only payable on dwellings approved and constructed, not a target. Overestimating demand based on a housing target would result in a significant under collection in levies, whilst committing Council to an extensive infrastructure delivery program well in excess of community need over a fixed forecast period.

This is further exacerbated by a cap on the community infrastructure levy available through a DCP, as well as local government rate capping which has resulted in annual rate increases well below inflation. As such, even if development contributions plans are introduced for established area councils, there is little prospect of a council budget funding shortfalls arising from existing development and external demand on new infrastructure. Neither is cost recoverable through a DCP. The cap on the community infrastructure levy through a DCP will also result in manifestly inadequate income to fund significant local infrastructure expenditure.

Inadequacy of the public open space contribution system

Council has recently released *Draft Active Knox – a plan for active recreation in Knox* to guide decision-making for active recreation to encourage more community led programming and infrastructure development reflective of the diverse needs of the community. In addition, Council is currently reviewing the *Knox Open Space Plan 2012-2022*. Both plans are expected to require funding partners for key infrastructure projects while also linking to the Knox Planning Scheme and public open space contributions.

The lack of practice note guidance on public open space contributions planning presents a key risk to ongoing infrastructure funding in established areas. The *Subdivision Act 1988* does not allow a council to levy a public open space contribution greater than 5% unless a Public Open Space Contribution Plan has been included in the Planning Scheme. However, inefficiency in preparing municipal wide public open space contributions plans through a lack of a coherent process in a Planning Practice Note means few established area councils have made the investment in their preparation.

The acquisition of a public open space contribution also needs to be flexible, capturing a contribution either through new dwelling realisation or subdivision, whichever comes first. There is a risk that new, intensive forms of development and ongoing exemptions results in under-collection in public open space contributions. This includes buildings which may not be subdivided such as build-to-rent apartments which may continue to be held in single ownership whilst generating significant local public open space demands.

This highlights the inefficiency in the development contributions system with regard to established councils such as Knox and why reform is required to incentivise development in established suburbs and away from growth areas. The current approach is contrary to State Government aspirations and results in significant declines in servicing for the communities in established suburbs.

Outcomes sought

Requests the State Government:

- 1. Reform the development contributions system to introduce 'off-the-shelf' rates for development and community infrastructure in established municipalities areas, as the process to justify and introduce a Development Contribution Plan is onerous and costly.**



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2. **Introduce an infrastructure plan in consultation with councils that demonstrates how and when infrastructure upgrades will be delivered to support housing target realisation.**
 3. **Reform the public open space contribution system with a transparent methodology for developing a local open space strategy in the form of a Planning Practice Note.**
 4. **Reform the public open space contribution system by acquiring a contribution through planning permits for development or subdivision, whichever comes first, noting that Councils will not receive a contribution for development that are not subdivided, despite increasing demand on open space.**
-



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Pillar 3: Equity and Jobs

Recognise and support Knox's key industries of future prosperity

The *Knox Land for Business Directions Plan* (December 2018) provides strategic direction regarding land requirements within the municipality over the period 2016 - 2036, having regard to employment projections, current land supply, economic trends, drivers of change and planning policy.

The Plan identifies industry sectors which are the key drivers of Knox's economy in regional exports, employment, value-added and local expenditure on goods and services. The sectors projected to experience significant growth over the next 20 years are construction, wholesale trade, manufacturing, other services, and health care and social services. The *State of Knox Report 2024* stated that more Knox residents work in health care and social assistance than any other industry.

There is likely to be a significant overall shortfall of business land within the next 20 years in Knox unless additional land is zoned for business purposes and existing business land is redeveloped. There are critical land shortages for office, retail and health and education uses expected in the Commercial 1 Zone and Commercial 2 Zone.



Figure 11: Clause 21.07 economic map

Outcomes sought

Requests the State Government:

1. Recognise and support the key industry sectors in Knox through ongoing investment and support for key employment precincts which reflect identified economic strengths.



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Facilitate investment and improve public transport and connectivity in Significant Business Locations

The *Knox Land for Business Directions Plan* (December 2018) sets out five Significant Business Locations comprising Scoresby-Rowville-Knoxfield, Bayswater Business Precinct (partly including Bayswater Activity Centre), Wantirna Health Precinct, Knox Central and Burwood Highway East Corridor. These areas generate approximately 77% of employment in Knox.

These locations are crucial for maintaining Knox's economic viability in the future and require improvements to public transport and virtual connectivity. Current accessibility by public transport is limited, which will increasingly limit access to skilled workers. Enhanced virtual connectivity is also required to build on key strengths in Knox's employment precincts, particularly in the health sector.

Additionally, population growth throughout the municipality is likely to lead to greater congestion on the road network if no improvements to the public transport network are made, which could constrain the operational efficiency and competitiveness of businesses in the transport and distribution, wholesale trade and manufacturing sectors.

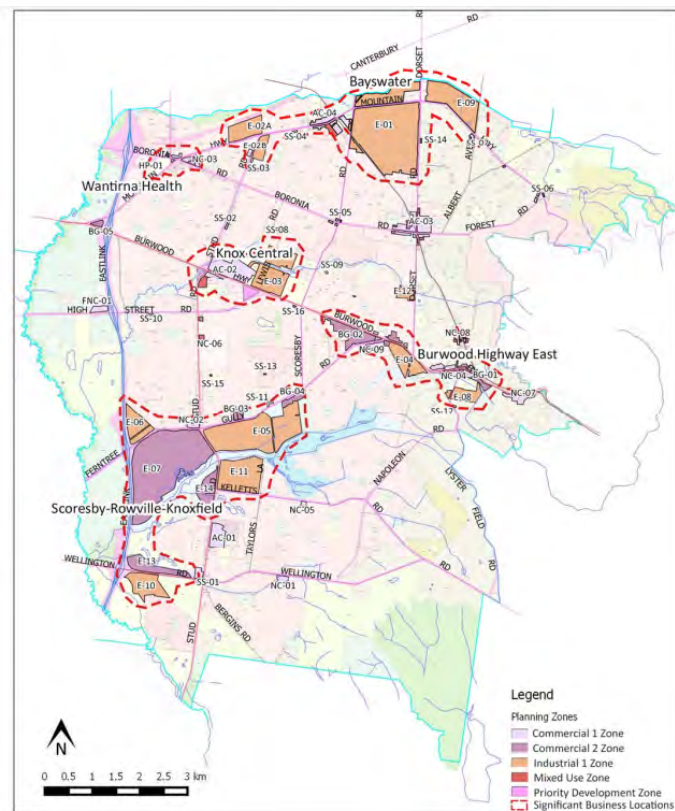


Figure 12: Excerpt from Knox Land for Business Directions Plan (December 2018)

Outcomes sought

Requests the State Government:

1. Deliver public transport infrastructure upgrades to support business development in Knox's Significant Business Locations.
2. Facilitate investment opportunities to improve internet coverage and speed throughout the Bayswater Business Precinct and to the Wantirna Health Precinct.

Recognise Bayswater Business Precinct as an employment cluster in support of Industry 4.0

The Bayswater Business Precinct spans the municipalities of Knox, Maroondah and Yarra Ranges. The *Bayswater Business Precinct Project, Background Report (SGS Economics and Planning, 2019)* states the Bayswater Business Precinct generates approximately \$14 billion in output revenue, supports 4,900 businesses and employs around 30,000 workers in manufacturing, construction, retail and wholesale trade. The BBP makes a significant contribution to Melbourne and the state, which is often left unrecognised.



Figure 13: Excerpt from the Bayswater Business Precinct Project Transformation Strategy

Although Council is collaborating with Maroondah and Yarra Ranges Councils to develop a Spatial Plan for the Bayswater Business Precinct to identify key tenancies and to establish a strategic direction for the ongoing evolution of the precinct, Council is seeking support for *Industry 4.0* – a framework for industry development which relies on cyber-physical systems and networks to allow physical, digital and virtual environments to converge. Council sees significant opportunity in the health sector and leveraging untapped potential in the Bayswater Business Precinct’s advanced manufacturing capabilities. The results would see the development of advanced manufacturing medical products, pharmaceuticals and health care provision.

Additionally, a skilled and educated workforce will be critical to supporting and sustaining Knox’s Industry 4.0 and health economy transition. Strengthening opportunities to integrate research and development, tertiary and secondary education, workplace experience and direct employment placements, in context of the Bayswater Business Precinct and Wantirna Health Precinct is critical.

Outcomes sought

Requests the State Government:

1. Recognise and support the development of the Bayswater Business Precinct as a key employment in the eastern metropolitan region.
2. Facilitate opportunities, including through Invest Victoria, for existing and new industries to invest within the Bayswater Business Precinct and align with the health services provision.



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Deliver the vision for the Wantirna Health Precinct

The *Eastern Region Health Innovation and Care Economy Project* (SGS, April 2023) notes the Knox Health Innovation and Care economy cluster is the fourth largest in the Eastern Region. The Knox cluster contains 1,510 jobs in the health innovation and care economy, of which 1,248 are within the hospital sector, and 251 are within medical services. The cluster includes Wantirna Health, Knox Private Hospital, the Melbourne Eastern Private Hospital, Swinburne University of Technology and major allied health services and manufacturers.

A masterplan for the Wantirna Health Precinct was developed by the Victorian Planning Authority and Knox City Council in response to *Plan Melbourne 2017-2050* identifying land at/near Knox Private Hospital as one of several health precincts for Melbourne. *Plan Melbourne 2017-2050* states, *major health and education precincts across metropolitan Melbourne have been identified for further services and jobs growth. These precincts stimulate innovation, create employment and are of fundamental importance to the emerging knowledge economy and surrounding communities.*

Figure 14: Wantirna Health Precinct Masterplan



The Wantirna Health Precinct masterplan site encompasses both government and private land and envisions an integrated, nationally competitive 'health city' anchored by a best-practice new public hospital with complementary health, research, education and innovation facilities. Housing opportunities, including key worker and student accommodation, and social and affordable housing is also envisioned for the precinct. The site is anticipated to generate substantial health-based employment and will provide additional health services to the eastern region. The development of the Wantirna Health Precinct aligns with Council's objectives for Industry 4.0.

The eastern section of the masterplan comprises Amendment C185knox, currently under consideration by the Minister for Planning. Consultation to understand the views of affected parties concluded over a year ago in April 2023. Council requests that the Minister for Planning prioritises the amendment and advances the Wantirna Health Precinct consistent with *Plan Melbourne 2017-2050*.



Outcomes sought

Requests the State Government:

- 1. Progress Amendment C185knox (Wantirna Health Precinct) and identify the Wantirna Health Precinct in the plan for Victoria.

Enhance industry linkages, workforce pathways and supply chains to connect Knox to the eastern region

The Draft Eastern Region Health Innovation and Care Economy Strategy notes that the Health Innovation and Care economy is an interconnected network of health institutions and private businesses focussed on delivering, innovating, and researching the provision of quality health care and products. The region has strong education and training assets, many with leading research capacity including Swinburne University, Wantirna. Technical, vocational and tertiary education is the second largest export earner for the region (\$2.1 billion), pointing to the strength of the local research and education capacity.

Further, the eastern region has the complete health care supply chain within close proximity. This includes established health precincts and the industrial precincts of Bayswater and Scoresby, which support manufacturing and auxiliary industrial processes.

Council is seeking to support the community, industry, and Swinburne University with its combination of advanced qualifications and vocational training to improve workforce and industry pathways for residents and workers to support future employment. Industry development under Industry 4.0 depends on the integration of supply chains, skilled workers, collaboration, and connectivity.

Council seeks the State Government to assist in this task by leveraging local supply chains and industry linkages throughout the region by developing the Wantirna Health Precinct, the Bayswater Business Precinct and finalising the Angliss Hospital redevelopment.



Figure 15: Excerpt from the Draft Eastern Region Health Innovation and Care Economy Strategy

Outcomes sought

Requests the State Government:



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- 1. Facilitate improved industry pathways and supply chain linkages through the delivery of the Bayswater Business Precinct, Wantirna Health Precinct, and Angliss Hospital upgrade.**
 - 2. Increase funding for and promotion of associated educational and workplace pathways for the community, including through:**
 - a. Swinburne University's tertiary and research offerings; and**
 - b. the Knox Innovation, Opportunity & Sustainability Centre (KIOSC) for secondary student; and**
 - c. the Outer Eastern Local Learning & Employment Network (OELLEN) including apprenticeship arrangements and retraining opportunities for existing industry staff.**
-



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Pillar 4: Sustainable Environments and Climate Action

Retain protection of the Dandenong Foothills and Rural Areas of Knox

The Dandenong Foothills include the treed slopes and rural areas of Lysterfield Valley, the rural landscapes of The Basin, and parts of the suburbs of Boronia, Ferntree Gully, Upper Ferntree Gully, Rowville and Lysterfield. The various precincts of the Dandenong Foothills are primarily located east of Dorset Road.

The Green Areas & Rural Strategy (GARS) was adopted by Council on 18 December 2023. The Strategy includes land, as shown in the image to the right, that is both within and outside the Urban Growth Boundary (UGB), that is of a high environmental and landscape significance. The Dandenong Foothills and nearby rural areas are major defining elements of Knox's character and identity.

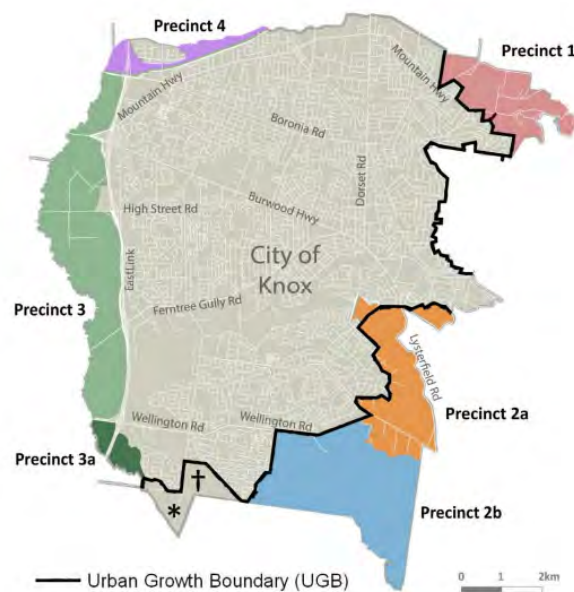


Figure 16: GARS study areas

The GARS land outside the UGB, in The Basin (to the north-east), and Lysterfield (to the south-east), provide a transition between the suburban areas in Knox and the Dandenong Foothills to the east.

Outcomes sought

Requests the State Government:

1. Ensure ongoing environmental and landscape protection of the Dandenong Foothills, The Basin, Lysterfield Valley rural landscapes, Dandenong Creek Valley, Tirhatuan Wetlands, and Healesville Freeway Reservation and surrounds.

Authorise Planning Scheme Amendment to implement Elevating ESD Targets

Council is a member of the CASBE (Council Alliance for the Sustainable Built Environment) Network. CASBE is a membership organisation representing 42 Victorian councils, comprising 80% of the state's population and 77% of its planning activity. In July 2022, CASBE (on behalf of its member councils) lodged a request for authorisation for the Elevating Targets Amendment (C197Knox) with the Minister for Planning.



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The amendment seeks to introduce a new Particular Provision relating to Environmentally Sustainable Development (ESD) into the planning scheme. The Particular Provision contains ESD Objectives and Standards which implement measures to facilitate best practice ESD and deliver more sustainable, higher performing buildings and enable long term climate resilience. This is an important outcome, creating cost savings for households and businesses to ensure equitable access to climate resilient housing and buildings. Further, Amendment C197Knox supports the recent change to the *Planning and Environment Act 1987* which requires the express consideration of climate change in amendments.

No response to the authorisation request has been received from the Minister for Planning. Council therefore seeks the Minister for Planning to authorise the planning scheme amendment.

Outcomes sought

Requests the State Government:

1. **Authorise the Elevating Targets planning scheme amendment for CASBE, currently awaiting Ministerial authorisation, for the Council Alliance for a Sustainable Built Environment (CASBE).**

Reform required to flood management and processes

Melbourne Water is responsible for all the Flood Functions within Council's municipal district. That is because Melbourne Water has the following Flood Functions in relation to its waterway management district as set out in Section 202 of the *Water Act 1989*:

- a. to find out how far floodwaters are likely to extend and how far they are likely to rise;
- b. to declare flood levels and flood fringe levels;
- c. to declare building lines;
- d. to develop and implement plans and to take any action necessary to minimise flooding and flood damage;
- e. to control developments that have occurred or that may be proposed for land adjoining waterways;
- f. to provide advice about flooding and controls on development to local councils, the Secretary to the Department and the community.

Melbourne Water's waterway management district effectively covers most of Metropolitan Melbourne and includes Knox (refer to **Annexure A**).

However, the above are functions only and not duties. Council therefore requests that the Minister for Water issue a Statement of Obligations to Melbourne Water specifying its obligations in performing the Flood Functions and other water management functions (S.168A of the *Water Act 1989*).

Additionally, Council is currently undertaking flood modelling in partnership with Melbourne Water. To introduce flood mapping into a planning scheme, the processes and procedures currently in place are lengthy and inefficient and rely on individual councils to progress planning scheme amendments. Subsequently, a streamlined process for flood-related planning scheme amendments is crucial.



Outcomes sought

Requests the State Government:

- 1. Issue a statement to Melbourne Water from the Minister for Water, setting out the standards expected of Melbourne Water in the performance of its flood functions and other water management functions.
- 2. To streamline the process for flood-related planning scheme amendments.

Develop a State target to be included in the Planning Policy Framework to achieve minimum tree canopy and shrub coverage by 2050

The *Biodiversity Resilience Strategy 2024-2034* highlights the decline in total tree canopy cover is concentrated in the northern suburbs of the municipality, particularly in Wantirna, Boronia, Ferntree Gully, and Scoresby. In residential areas, this decline is most noticeable in the north and northwest of the Westfield shopping centre, affecting both private and public land. Additionally, there have been consistent declines in canopy cover (5-20%) predominantly on private land in The Basin and the western edges of Boronia and Ferntree Gully. These areas provide key habitat connectivity and facilitate wildlife movement into the Dandenong Ranges.

In response to the climate crisis and to ensure a shaded oasis that helps cool Knox City Council and improves amenity and habitat connectivity, Council has set a canopy tree target of 30% by 2050. Increasing tree canopy cover is crucial, noting *Living Melbourne: Our Metropolitan Urban Forest* (2019) highlights that the western metropolitan region contains only 4% of land with canopy cover from trees that are 3 metres high or taller.

Therefore, Council seeks the establishment of a tree canopy cover target in the State section of the Planning Policy Framework to ensure a unified commitment to creating a greener, more resilient environment to counter the impacts of urban heat island effect. This aligns with actions in the *Knox Climate Response Plan 2021-2031* which aims to investigate planning options that help retain tree canopy on private land and mechanisms that increase additional tree cover.

Additionally, *Living Melbourne: Our Metropolitan Urban Forest* (2019) sets targets for tree canopy and shrub cover for metropolitan councils, divided into regions. The targets for the eastern region which comprises Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges are as follows:

Existing 2015	Total% tree canopy	25
	Total% tree canopy & shrubs	44
Target 2030	Total% tree canopy	27
	Total% tree canopy & shrubs	49
Target 2040	Total% tree canopy	29
	Total% tree canopy & shrubs	50
Target 2050	Total% tree canopy	30
	Total% tree canopy & shrubs	50



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It is therefore requested that any target within the Planning Policy Framework be broadened to include shrubs.

Outcomes sought

Requests the State Government:

1. **Develop a statewide tree canopy and shrub target and include in Planning Policy Frameworks of planning schemes.**

Manage the impacts of urban heat island effect and densification

The urban heat island is a measure of the deviation of urban temperatures above a non-urban baseline temperature. Temperatures in many urban areas are warmer than their rural surroundings. This phenomenon is known as the 'urban heat island' which refers to temperature differences attributable to urbanisation.

Urban heat islands can have multiple impacts on health, resource use, and air quality. In some areas of Council, the urban heat island effect can be greater than 9 degrees Celsius from a non-urban area, particularly Boronia and Bayswater Major Activity Centres. Tree canopy cover was found to have the strongest relationship with reducing heat in urban areas. By comparison, there was less evidence to suggest that grass and shrub cover has a large influence on reducing urban heat (DELWP, 2020).

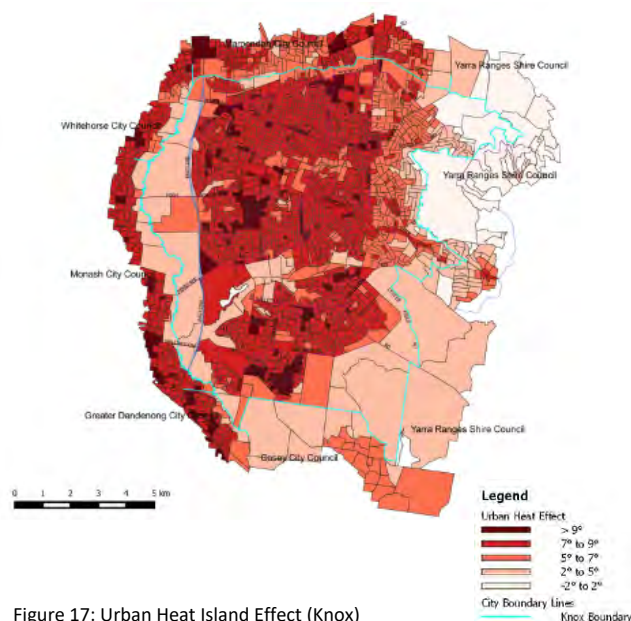


Figure 17: Urban Heat Island Effect (Knox)

The discontinuation of the State Government Cooling and Greening Initiative under *Plan Melbourne 2017-2050* means there is no strategic basis for considering urban heat island effect and related issues in future planning. This is of key concern to Council in light of the release of draft housing targets which present a direct challenge to managing urban heat island.

Council is seeking to achieve a target of a 30% tree canopy by 2050 under *Living Melbourne: Metropolitan Urban Forest* (2019) and Council's *Biodiversity Resilience Strategy 2024 – 2034*. Council's *Climate Response Plan 2021-2031* aims to protect the community from the effects of climate change and reduce both Council and community greenhouse emissions.



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The Government’s draft housing target for Knox to accommodate an additional 47,000 dwellings is a significant challenge to Council and community objectives about what is valued with respect to tree canopy and environmental management. This includes managing urban heat island across the municipality. The imposition of a capacity target to accommodate 47,000 additional dwellings fails to consider risks to loss of tree canopy and other environmental assets valued by the community. Council therefore seeks further clarification from the State Government on how the housing target will be managed with respect to policy tensions on tree canopy targets and managing urban heat island impacts, particularly when government is receiving strong and clear feedback through this engagement process that supports ‘leafy green streets with trees, parks and open space’.

Outcomes sought

Requests the State Government:

- 1. Consider the urban heat island effect in planning for urban development, particularly in the context of the finalisation of housing targets.
- 2. Consider the aspirations of the Knox community in formulating a housing target for Knox including a tree canopy target of 30% by 2050.

Deliver a State-sponsored tree canopy and vegetation aerial mapping service for all councils

Currently, many councils across Victoria rely on the State Government’s digital mapping service, the Coordinated Imagery Program (CIP), to capture tree canopy data. While the CIP is cost effective for basic data, its reliability is compromised due to the lack of available imagery taken consistently throughout the year. Moreover, extensive post-processing by councils, often using AI technology, requires tools, equipment, skillsets, methodologies and a budget outside the capabilities of most councils. Consequently, councils do not have a thorough understanding of the level of canopy vegetation coverage, or net changes to coverage over time within their municipality, given the current limitations of the CIP.

The *Knox Green Areas and Rural Strategy* (December 2023) covers areas of high environmental and landscape significance and seeks to protect and increase tree and vegetation canopy cover throughout Knox. The strategy seeks to achieve this through undertaking a tree canopy mapping and monitoring project, which includes mapping the existing tree canopy and vegetation/shrub cover broken down by height and surface cover types.

Outcomes sought

Requests the State Government:

- 1. Deliver a cost effective and reliable statewide sponsored tree canopy and vegetation/shrub aerial mapping service.



Plan for Victoria Submission

26 August 2024

Provide incentives to encourage low emissions buildings

Council's *Climate Response Plan 2021-2031* sets out a pathway for Knox to achieve net zero emissions by 2030, with actions for the Knox community to reach net zero emissions by 2040. A net zero council means:

- Net zero greenhouse gas (GHG) emissions from fuel use in buildings.
- Net zero GHG emissions from use of grid-supplied energy.
- Wherever possible, net zero GHG emissions related to indirect emissions.

It is also worth noting that Council's industrial sector accounts for 50% of total emissions, households account for 18%, and Knox Council accounts for less than 1%. Additionally, 37% of emissions in the municipality come from residential and commercial stationary energy, which largely refers to the use of electricity.

In response to reducing emissions, beyond educating the community on emission reduction, there is potential to work with developers to pioneer zero net emissions buildings and housing. A strategy of the plan involves investigating planning scheme incentives for positive outcomes, such as faster processing of planning permits that meet specific requirements. Knox therefore requests the establishment of incentives in the Victorian Planning Provisions to encourage the development of low emissions buildings.

Outcomes sought

Requests the State Government:

1. Establish incentives to encourage the development of low emissions buildings.



Plan for Victoria Submission

26 August 2024

Recommended New Pillar: Governance

State Government transparency in local planning decisions

The State Government has undertaken numerous reforms to the *Local Government Act 2020* to improve transparency in local decision-making. At times though there appears to be an imbalance in accountability expectations in the manner in which the State Government operates in planning decisions.

The Victorian Housing Statement proposed 32 planning reforms, many of which give the Minister for Planning greater power over local planning matters. The changes reduce community and local government input on local planning decisions for housing and, in some cases, take decision-making powers away from councils altogether.

The State Government's incremental changes to the planning system over the last 5 to 6 years under a planning reform agenda has had various triggers, or reasons to justify the changes, such as:

- State Government infrastructure projects;
- Social, community and public housing;
- COVID-19 economic stimulus responses;
- State significant projects; and
- Operation Sandon's IBAC report on Casey Council.

Case Study: Boral Quarry – Wantirna South, Knox City Council

Amendment C194knox is a planning scheme amendment request from Mirvac Pty Ltd made on 11 June 2020 to amend the Knox Planning Scheme to rezone land and modify other planning controls to facilitate the redevelopment of the Boral quarry site at 191 George Street, Wantirna South and Scoresby for residential and mixed use purposes.

The amendment proposes to rezone part of the subject site from Special Use Zone - Schedule 2 (SUZ2) to General Residential Zone - Schedule 2 (GRZ2) and Mixed Use Zone (MUZ) to allow for residential development and the creation of a Small Neighbourhood Activity Centre. The proposal also includes the application of a new Development Plan Overlay - Schedule 16 (DPO16) to the site to be incorporated into the Knox Planning Scheme to direct the overall development of the land.

During the course of the process, officers invested significant effort to negotiate and resolve numerous issues, including social housing contributions, with the proponent prior to reporting the proposal to Council for consideration. On 29 January 2024, Council formalised its position on a number of matters related to the proposal.

On 16 April 2024, Council was advised that the Minister for Planning would take over as Planning Authority for the amendment. This puts at risk the negotiations which Council has been undertaking in good faith for many years in securing outcomes behalf of the community. This demonstrates the lack of accountability and understanding of local circumstances in decision-making by the State Government.



Plan for Victoria Submission

26 August 2024

The latest rationale for significant changes to the planning system is the State Government's response to a national housing crisis. This has included significant reforms to the Victoria Planning Provisions which have expanded the remit of the Development Facilitation Unit within the Department of Transport and Planning without the corresponding transparency requirements and clarity for how it would operate and interact with established planning processes through local government.

This includes the use of non-statutory processes for exhibiting planning scheme amendments and the use of Ministerial Advisory Committees instead of independent planning panels. This approach has the potential to result in adversarial decision-making as aggrieved parties believe they have not been properly consulted or informed of proposals prior to hearings or decisions. Ministerial Advisory Committee reports are sent directly to The Minister for Planning with discretion for public release. This approach by the State Government undermines confidence in the Victorian planning system and more often than not, compounding the challenges for councils in working with local communities.

Further, as can be witnessed for the former Boronia Heights College site, the centralisation of decision-making powers has not led to the expeditious delivery of housing, now 6 years down the track and a permit is yet to be issued for development if desperately needed social and affordable housing. Similarly, Council is yet to observe any progress for the Boral Quarry rezoning since the Minister for Planning stepped in as Planning Authority.

Erosion of third party rights

The sense and perception of an opportunity to be heard is critical to a fair planning system as is the accountability of decision makers and the giving of reasons for decisions. While Council acknowledges that there are certain instances where changes to third party appeal rights is acceptable, for example, bushfire mapping, the removal of third party appeal rights through progressive reforms in recent years has removed a key plank of the Victorian Planning System.

Third party appeal rights is a key component to how community members are involved in the planning of their communities. The involvement of community members, local government professionals, and consultants in the planning process, coupled with the oversight of Victorian Civil and Administrative Tribunal and Planning Panels Victoria located outside the Department of Transport and Planning delivers better outcomes.

Outcomes sought

Requests the State Government:

1. Clarify the role of the Minister for Planning in the implementation of the Victorian Housing Statement.
2. Clarify the role of the Development Facilitation Unit and improve processes for exhibiting and considering planning scheme amendments which affect local communities.



Plan for Victoria Submission

26 August 2024

Lack of consultation on the draft housing targets

The approach taken by the State Government in determining the methodology and setting draft housing targets for councils, then releasing them via media, lacks transparency and corrodes trust. The draft housing targets were publicly released via The Age over a weekend prior to any discussion about how they have been developed, leaving councils with major questions about the accuracy and feasibility of the targets, particularly later discovering they're only being tested following their release. There needs to be collaborative and meaningful engagement with councils, who after all are important implementation partners in achieving these outcomes.

There is a need to ensure the Victorian community fully comprehends the implications of the housing targets prior to finalisation of the new plan for Victoria. It is also unclear how the comprehensive feedback provided in this submission will be used to devise the new plan for Victoria, and how the Victorian community has been made aware of or invited to participate in the process.

Outcomes sought

Requests the State Government:

1. **Improve consultation processes for the new plan for Victoria, particularly by broadening the base of understanding of the implications of the housing targets.**
-



Plan for Victoria Submission

26 August 2024

Appendix 1: Recent findings and upcoming work

Housing Monitoring Report 2023

The Housing Monitoring Report is an annual report which aims to ensure that the Housing Strategy and associated planning scheme provisions are effective in delivering the desired outcomes in each area. The most recent 2023 report includes the following relevant findings:

- The trend in the number of new dwellings expected to be constructed has increased slightly since COVID.** The planning and subdivision permits approved in 2023 were 134. Taking into account demolitions, if all these residential planning permits were fully developed, this could potentially result in a net increase of 384 additional new dwellings in Knox. These figures are slightly above the 2021 and 2022 figure of 334 and 373 respectively. However, the 2023 figure was still lower than the housing approvals in the seven years before 2021 (2014-2020).
- There was a considerable increase in apartment approvals in 2023, compared with previous years, whilst aged care development remained stagnant.** Approved planning permits in 2023 have yielded 59 apartments – a noticeable growth from 2022, where no single apartment was approved (4 apartments were approved in 2021). However, just like 2022, no residential aged-care facility was approved in 2023. This was in sharp contrast with 2021, where 214 beds in residential aged-care facilities were approved.
- There was a small increase in building permits issued in 2023 when compared to the previous year.** Six hundred and forty-three (643) building permits were issued in 2023 compared with 588 in 2022. But the 2023 figure was still not a marked improvement. In fact, while 2022 had the lowest figure since 2017, approvals in 2023 were the third lowest. As building permits provide more certainty as to what is likely to be built in Knox than planning permits, it is important to track the number of building approvals, as this gives a clearer indication of whether the housing challenge could be addressed within the short term or not.
- Escalating housing costs, very low availability of affordable rental options, and an identified shortfall in social housing remain critical policy concerns in Knox in 2023.** It was positive to observe that 19 social housing projects were added to the social housing stock in Knox in 2023. This was a noteworthy increase as only four social housing projects were delivered in Knox during 2022. However, a huge shortfall remained between social housing need and social housing supply in Knox. To increase the provision of social housing, Council continues to pursue policies and partnership opportunities to help facilitate solutions that can help address the identified shortfall.



Plan for Victoria Submission

26 August 2024

Knox Housing Strategy 2015

The Housing Strategy identifies 14 strategic sites, most of which have undergone the planning scheme amendment process to facilitate development. Those remaining are the Boral Redevelopment Site (Wantirna South), Norvel Estate (Ferntree Gully) and Waverley Golf Club (Rowville). An update on the status of each is as follows:

- **Boral Redevelopment Site**

The Minister for Planning is the Planning Authority for this proposal. The proposal has the capacity to deliver 1,750 residential lots.

- **Norvel Quarry Estate**

The proposal will proceed to an August Council meeting for Council to decide on whether to adopt the amendment and recommend that a planning permit be granted. This proposal includes 138 residential lots, noting that a minimum of eight lots are for social and affordable housing.

- **Waverley Golf Club**

Recently, the Waverley Golf Club now Churchill-Waverley Golf & Bowls Club (CWGBC) along with Intrapac sought to reignite discussions which commenced in 2016. The proposal presented to Council seeks to change the urban growth boundary (UGB) to include the site and a subsequent rezoning to facilitate predominantly residential development, some commercial development and community uses. Furthermore, the proposal has the capacity to deliver approximately 900 residential lots, though this is dependent on the dwelling typology delivered.

On 11 June 2024, Council considered whether it would provide in principle support on the proposal, while acknowledging Council's existing position on the site's future being identified as suitable for residential development at a range of densities, provided various matters are satisfactorily addressed, along with the potential inclusion for a business land component, consistent with the adopted Knox Housing Strategy and Knox Land for Business Plan. Council resolved to not play a direct role in a change to the UGB and acknowledge that the proponent may approach and request that the Minister for Planning prepare the required amendments, including referral to the Golf Course Redevelopment Standing Advisory Committee.



Plan for Victoria Submission

26 August 2024

Draft Cycling Action Plan 2024

This plan identifies key operational and capital works priorities for Knox to improve cycling uptake within the municipality. It also includes advocating to State Government agencies for improved road crossings.

Importantly, the plan supports Council's goals towards being well connected, improving social and physical wellbeing, increasing transport options and reducing negative impacts to the natural environment. The proposed future cycling network is included at Figure 18.

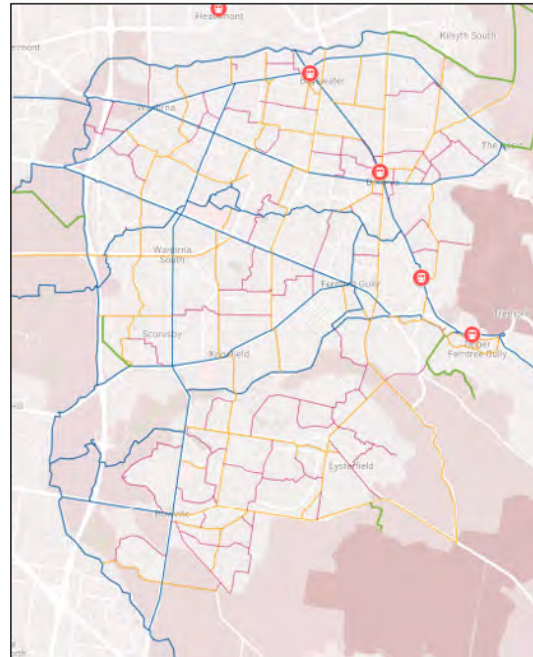


Figure 18: Proposed future cycling network



Plan for Victoria Submission

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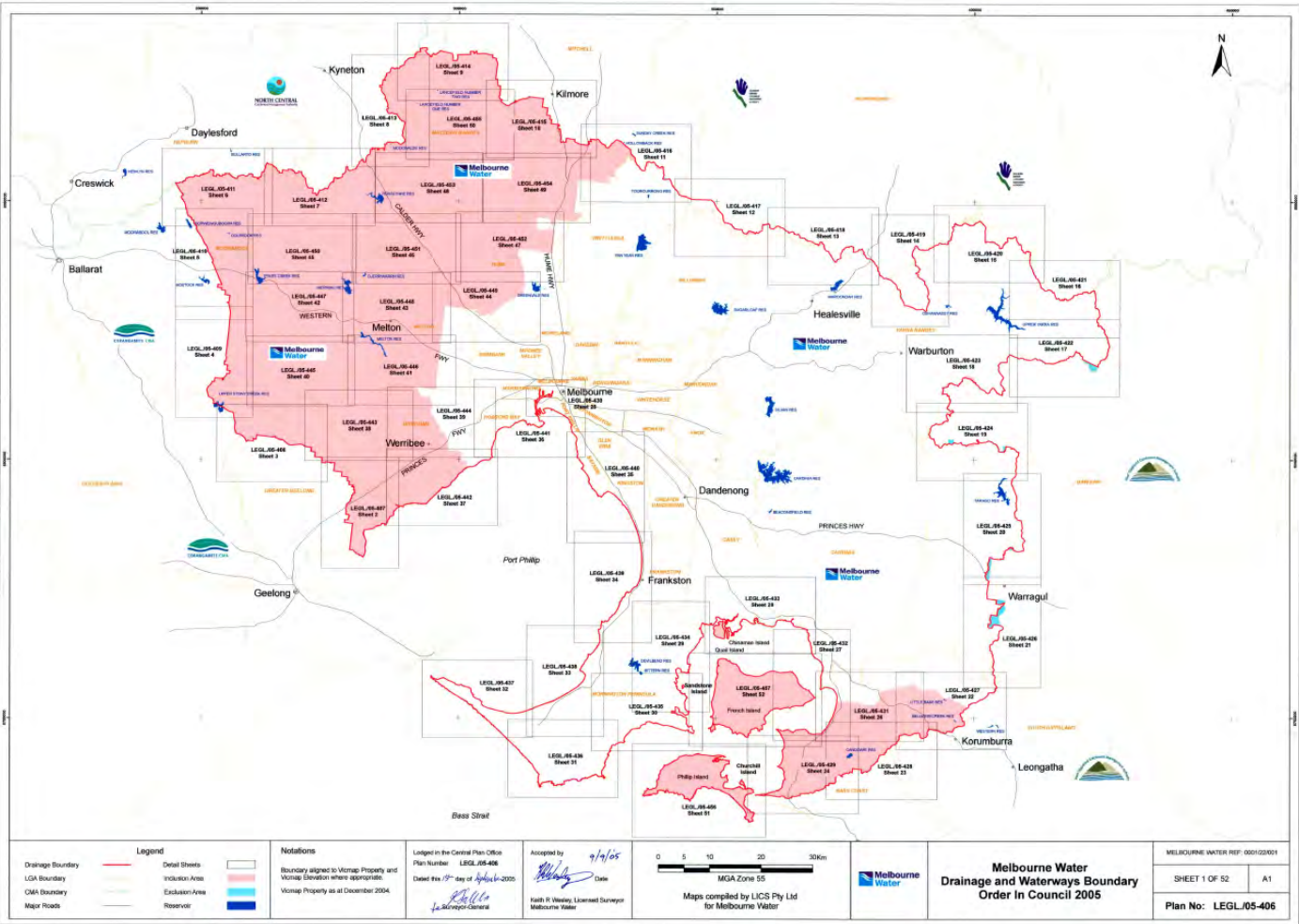
Reference Documents

- State of Knox Report 2024: <https://www.knox.vic.gov.au/sites/default/files/2024-06/State%20of%20Knox%20Report%202024.PDF>
- Knox Housing Strategy: <https://www.knox.vic.gov.au/sites/default/files/knox-files/our-services/building-and-planning/knox-housing-strategy-jan2015.pdf>
- 2023 Housing Monitoring Report: <https://www.knox.vic.gov.au/sites/default/files/2024-07/Housing%20Monitoring%20Program%20Report%20for%202023%20-%20FINAL%20-%202024-07-22%20%28D24-192016%29.PDF>
- Knox Central Structure Plan: <https://www.knox.vic.gov.au/sites/default/files/2021-04/knox-central-structure-plan-2017.pdf>
- Bayswater Renewal Strategy: https://haveyoursay.knox.vic.gov.au/download_file/1614/821
- Boronia Renewal Strategy: <https://www.knox.vic.gov.au/sites/default/files/2024-05/Boronia%20Renewal%20Strategy%20-%202024.pdf>
- Social and Affordable Housing Strategy: <https://www.knox.vic.gov.au/sites/default/files/2023-06/Knox%20Social%20and%20Affordable%20Housing%20Strategy%20-%202023-05-31.pdf>
- Knox Integrated Transport Plan: <https://www.knox.vic.gov.au/sites/default/files/knox-files/our-services/building-and-planning/knox-integrated-transport-plan-2015.pdf>
- Knox Land for Business: <https://www.knox.vic.gov.au/sites/default/files/knox-files/our-services/building-and-planning/knox-land-for-business-plan-2018.pdf>
- Biodiversity Resilience Strategy: <https://www.knox.vic.gov.au/sites/default/files/2024-04/Knox-Biodiversity-Resilience-Strategy-2024-2034.pdf>
- Living Melbourne: https://livingmelbourne.org.au/wp-content/uploads/2022/10/Strategy_online.pdf



Plan for Victoria Submission
26 August 2024

Annexure A: Melbourne Water’s Waterway Management District Map



6.4 Knox Central Activity Centre - Central Precinct Land Use Plan

Final Report Destination:	Council
Paper Type:	For Decision
Author:	Manager City Projects, Nicola Ward
Manager:	Manager City Projects, Nicola Ward
Executive:	Director City Liveability, Matt Kelleher

SUMMARY

The report presents the Central Precinct Land Use Plan (the Plan) for Council adoption. The Central Precinct forms part of the Knox Central Activity Centre and is made up of land owned by Council. Further, the report presents to Council the outcomes of the community engagement and stakeholder consultation on the draft Central Precinct Land Use Plan, and how community and stakeholder feedback has been used to inform the Plan. This includes developing a Vision for the Precinct, revision of the Design Guidelines and Open Space and Natural Environment Guidelines, development of a Framework Plan and guidelines and objectives for features of the Central Precinct that identifies opportunities and will guide the development of the Precinct.

RECOMMENDATION

That Council:

1. Notes the extensive community and stakeholder engagement that has been undertaken to inform the final Central Precinct Land Use Plan, as noted at attachments 2 and 3, and thanks all who participated for their contributions.
2. Adopts the Central Precinct Land Use Plan for the Knox Central Activity Centre in the form of Attachment 1.
3. Authorises the Chief Executive Officer (or such person nominated by the Chief Executive Officer) to make editorial changes to the Central Precinct Land Use Plan (Attachment 1) and Engagement Report (Attachment 2) as required, which do not affect their purpose or intent.
4. Notes that further work is underway to prepare a planning scheme amendment and detailed development approach for the precinct and a future report will be provided on progress.

1. DISCUSSION

Strategic basis for development of the Knox Central Precinct

The Knox Central Activity Centre plays an important role in the implementation of successive iterations of the metropolitan strategy for Melbourne and Council's approach to guiding growth in Knox.

The Knox Central Structure Plan (Amendment C149) was incorporated into the Knox Planning Scheme in 2018. It guides the development of the Knox Central Activity Centre. The Structure Plan and the strategy for the evolution of the Activity Centre are based in the Knox Central Urban Design Framework (Amendment C68 incorporated into the Planning Scheme in 2008). Successive councils have worked towards maturation of the Activity Centre in line with these important planning strategies.

Objective 1 of the Structure Plan is 'to enhance Knox Central's role as the civic and public heart of the municipality where communities connect and congregate'. Council's landholding, called the Central Precinct, is approximately 9 hectares in area, to the east of Westfield Knox, stretching from Burwood Highway in the south to Blind Creek and Lewis Park to the north. Because of the location and size of the precinct, along with it being freehold land owned by Council, redevelopment of the land directly responds to the Structure Plan objective and supports the growth of the Activity Centre.

Council's ownership of the land enables it to realise multiple objectives through its development:

- Create a 'Heart of Knox' including a modern civic and community precinct where people can live, work and play.
- Respond to housing targets being set by the state government and provide a focal point for high and medium density development in Knox - supporting diverse housing options in an attractive, well connected, serviced location.
- Realise value through sale of land that can be reinvested into facilities, infrastructure and improvements for the benefit of the community.

Recent Planning Amendment history

On 8 August 2022 the former Strategic Planning Committee determined to seek the Minister for Planning's approval to prepare Amendment C198knox which proposed to rezone all the land in the Precinct to a Mixed Used Zoned (MUZ). This was in the lead up to the Windfall Gains Tax commencing 1 July 2023. In reply in December 2022, the Minister set conditions for proceeding with the Amendment including an adopted Masterplan for the site, and other planning requirements that needed resolution. The Amendment subsequently did not proceed. It is in this context that the Central Precinct Land Use Plan has been prepared.

The draft Central Precinct Land Use Plan was endorsed by the former Strategic Planning Committee on 11 April 2023 for the purposes of public consultation.

Community and stakeholder engagement on the draft Central Precinct Land Use Plan

Community engagement on the draft Land Use Plan occurred from March to August 2024 with targeted stakeholder and online consultation over May and June. Council officers also presented to and met with key stakeholders including Council Advisory Committees, state agencies, adjacent landowners, groups that use Lewis Park and nearby business owners. The final Plan reflects input from all engagement activities. The engagement has been very successful with rich, well considered data and several hundred individual comments or touchpoints. The Engagement Report is provided at attachment 2 and a summary of how the feedback has been used in the final Land Use Plan is provided at attachment 3.

Community engagement

Council officers undertook community engagement on the draft Land Use Plan between March and August 2024 commencing with the Knox Festival in March. Face-to-face meetings, a pop-up at the Knox Library and online engagement on the 'Have Your Say' website occurred through May and June. Various engagement activities were conducted to hear from diverse voices of people who visit, live, work and play in Knox. Specific activities were undertaken to engage with children and young people.

A 3-dimensional physical model of the Precinct was used in some engagement activities. This helped people to see what the future development 'built form' could look like such as building heights and the location of open space.

Feedback was sought on:

- the high-level 'built form' concepts in the draft Land Use Plan, access and movement, and open spaces and the natural environment
- proposed design guidelines for the Precinct and Open Spaces
- how public spaces could be used
- what community facilities are a priority in the Precinct
- what is important to the community through the development of the site
- community views on a community hub and future civic facilities
- ideas to achieve high quality design, amenity and environmental outcomes.

The engagement opportunities that were delivered were:

- Knox Festival (2 March). Lego® Play in the Council tent and Duplo play in the Family and Childrens Services area were specifically designed for children to engage. The community was informed of the project and input from adults and young people was captured.
- Knox 'Have Your Say' (May – June). Website content explained the Precinct, sub-precincts and the Design Guidelines and Open Space Guidelines. An interactive element enabled people to share their 'Bright Ideas' and indicate support or otherwise to all comments, with a 'thumbs up' or 'thumbs down'. This helped weight the feedback. A 'freeform' comments section was available to provide specific feedback on the Design Guidelines and Open Space Guidelines.
- Lewis Road commercial area businesses (15 May and 21 May). Drop-in session with maps and 3D model, and online session. Objective to Inform and address any questions or concerns.
- Lewis Park sports club and scouts (28 May). Specific meeting to Inform and address any questions or concerns.
- Knox Library all day drop-in (6 June). Targeted at carers/parents and children, older people and young people accessing the Library through the day. 3D model and opportunity to contribute 'Bright Ideas' and respond to specific questions on future housing needs and how a person would like to use public spaces.
- Meetings with Council Advisory Committees – Environment, Early Years, Youth, Active Ageing, Disability and Multicultural Advisory Committees. Engagement with Committee members enabled specialist insights to be captured. The 3D model helped to explain the Precinct.

A high-level summary of the themes emerging from the feedback of the community is below.

Land use and built form

- a desire for high-quality buildings and designs and accessible/universal design throughout the Precinct
- more affordable housing options including social housing
- development and housing that caters for people at all stages of life
- broad support for higher-density developments in this location, with many aware of examples such as Burwood Bricks, however there were some concerned with increased density in Knox.
- development that is pedestrian friendly, walkable and pleasant
- the need to avoid wind tunnel effects and design for a pleasant environment
- suggestions that Council investigate opportunities for different models of housing delivery including co-housing.

Access and movement

- walking and cycling paths and better connections beyond the Precinct.
- clear access to all parts of the Precinct including public open spaces.
- concern about the impact of higher density on the traffic around the area
- a public transport hub for buses within or close to the civic/community precinct especially (significant amount of feedback on this from seniors and young people)
- extension of the no.75 tram line from Vermont South or extension of the train line from Glen Waverley.
- support for east-west pedestrian links connecting to Westfield Knox
- people of all abilities can move independently and in a safe way.
- better use of existing ground level car parking; parking for residents and visitors should be accommodated within the building sites.
- parking that can accommodate sporting games and events in Lewis Park.
- a quality pedestrian connection from the Precinct to Blind Creek and Lewis Park via the new pedestrian bridge.
- walking paths and spaces that are sheltered (so people, especially seniors and children, can be outdoors exercising but protected from rain).

Open space and natural environment

- spaces that are well shaded during summer
- spaces that are green and connected to the environment
- spaces that cater to the people of all ages and abilities (multigenerational)
- a mix of active and passive spaces.
- spaces that are safe and can be used day and night and are multiuse spaces.
- a safe environment for children to play but also supports adventurous activity
- open spaces are carefully planned to create garden settings, with an open feel, given the high-density environment in the Precinct
- pet precincts – dog parks etc.
- aquatic/water play opportunities
- picnic areas along the Blind Creek – places where people can gather/BBQ etc.
- biodiversity sensitive design/embrace the natural environment
- sculpture/art throughout the precinct. Busking spaces, or places for community-led cultural/art activities.

Community hub and future civic facilities

- comments that the Council offices should be welcoming and accessible with some feedback that prefers the current location on Burwood Highway
- a cultural heart/art gallery/performing arts centre
- outdoor and indoor settings for everyone
- outdoor events/plaza space/spaces for the public to gather and enjoy activities (multiple pieces of feedback referenced the plaza at Bunjil Place)
- places for young people to gather – quiet spaces and social spaces
- places where families and all ages can come together and spend time in the area with entertainment and access to cafes/food/food trucks
- inclusive and open and able to be used by the community for its own cultural activities (i.e. not everything should be run by the council).

Stakeholder consultation

Discussions and meetings with key stakeholders are ongoing as council officers continue to work through issues to support the future development of the site.

Council officers have met with DTP - Traffic and Transport officers, DTP - Planning Services officers and Scentre Group. Council officers also engage regularly with Scentre Group representatives (the co-owner and managers of Westfield Knox). A key feature of these discussions is the need to plan for and manage the impact of higher density development on the transport and movement network in the Knox Central Activity Centre including the increase in traffic associated with increased population and increased density and therefore higher trip numbers. Improved public transport options for Knox residents and better walking and bicycle paths are vital to give people an alternative to using a private vehicle (where they have access to one) for small, local trips.

Council Adoption of the Central Precinct Land Use Plan

Council adoption of the Central Precinct Land Use Plan is an important milestone, and a step that contributes to delivering on the direction set for the Central Precinct in the Knox Central Activity Centre Structure Plan 2017.

Key changes made to the Land Use Plan from the draft Plan are:

- The Design Guidelines and Open Space and Natural Environment Guidelines were originally developed to inform the overall 'framework' of the Land Use Plan and the development of Sub-Precinct characters. The Guidelines have been reworked to reflect community feedback and other input. They will provide a strategic basis for future planning controls and guidance for a developer to design the future layout of the Precinct. The Open Space Guidelines have been amended to Open Space and Natural Environment Guidelines.
- A Vision for the Precinct has been developed building upon community engagement. It's important for the community, a future developer and all the Council to understand the Vision and objectives for the Precinct, and for the Council to have an adopted 'touchstone' for future decision-making on the civic and community facilities. The Vision also adds strength to and reinforces the Design Guidelines.
- A Framework Plan has been added that shows the key features and future directions of the Precinct.
- The location for the civic and community facilities has not been confirmed in the Land Use Plan and provides future options for the Central Junction and Burwood Highway Sub-Precincts. More work and community engagement will be required before the form and function of a future civic and community precinct can be decided upon. Preliminary analysis will be undertaken in the next phase of work in the Knox Central Program. In the context of the Land Use Plan, the objective has been to not limit the Council's options for the future civic and community facilities.
- There have been changes to maps, layout and the structure of the Land Use Plan.
- Additional detail on the Wurundjeri Woi-wurrung context of the Precinct has been added focusing on story relating to Country and the place that the Precinct occupies. This responds to

Council commitments under the Reconciliation Action Plan and is a more accurate reflection of the site's history.

- Additional information on the municipal history of the civic centre site and the development of the current Civic Centre has been added.

Next steps

Council officers are considering the planning approach to be taken to progress the next stage of the Knox Central program. Background work to prepare an Amendment to the Knox Planning Scheme is underway and key components will be progressed, to be reported to Council in future. Officers will also continue more detailed investigations into suitable development approaches for the precinct.

2. ENGAGEMENT

As outlined in the Discussion section of the report, public consultation has been comprehensive. The Engagement Report is at Attachment B and information on how the feedback has been used to amend the Land Use Plan is at Attachment C.

Have Your Say

Data during from the engagement period from 22 May to 7 June are as follows:

- 1209 page views
- 1025 visits
- 722 visitors
- 66 submissions from 48 contributors
- 22 project new followers
- 15 feedback forms.

Social Media

A Facebook advertisement ran between 3 June to 7 June 2024. The advertisement reached 7,279 individuals, obtained 455 engagements and 12 comments.

Knox eNews, an online newsletter to subscribed members was sent on 22 May 2024 with the subject line, 'Planning a new heart of Knox'.

Results:

- 9363 recipients
- 8835 open
- 1982 clicks
- The article had 598 clicks, the second most popular article.

3. SOCIAL IMPLICATIONS

The project will provide for more housing options close to a significant retail and employment node. Service planning is required to assess the needs of a new community of residents and visitors. The Knox Central Activity Centre, specifically the Central Precinct and the vision to create a heart of Knox once realised, will create significant social benefits for the community.

4. CLIMATE CHANGE CONSIDERATIONS

The Central Precinct Land Use Plan has been considered in the context of climate change and its relevance to the Knox Climate Response Plan 2021-2031. A strategic and sustainable approach to the development of the site, and a strong focus on urban design, biodiversity and other climate positive outcomes will:

- positively impact upon the Community Net Zero 2040 target by providing the impetus for improved public transport to Knox Central.
- positively impact upon Council's exposure to climate risks by preserving our biodiversity and waterways, and enhancing the urban landscape.

5. ENVIRONMENTAL IMPLICATIONS

A focused approach to environmental outcomes, biodiversity and open space through the Precinct will ensure development enhances amenity and environmental values, protects existing remnant vegetation and contributes to improved water quality in Blind Creek. The engagement process indicated the community placed a high value on green spaces and on environmentally sensitive development.

6. FINANCIAL AND RESOURCE IMPLICATIONS

There are significant financial and economic implications associated with the Knox Central project. These are being managed through a careful and considered approach to the future sale and development of Council's land. The progression of the Plan and community and stakeholder engagement has been supported by Council's allocated operating budget and officer time.

7. RISKS

There are significant project risks with the future development of the Precinct. These are being managed through a considered approach, securing the advice of experts and active stakeholder engagement. Following adoption of the Land Use Plan, risk analysis will continue to be undertaken to manage project risks as planning for the future sale of Council's land and development of the Precinct is advanced.

The Victorian Government's Windfall Gains Tax is applicable to the value uplift of rezoned land, and applies equally to councils across the state, not just land developers. If the tax is applied, it will have an impact on the extent of funds available for Council to reinvest into community facilities and infrastructure. Council is progressively assessing this impact and is advocating to government and key stakeholders for changes to how this tax currently applies to Local Government.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Neighbourhoods, Housing & Infrastructure

Strategy 2.1 - Plan for and support diverse housing to meet changing community needs.

Strategy 2.2 - Create, enhance and maintain places and spaces for people to live, work, play and connect.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information in the Local Government Act 2020.

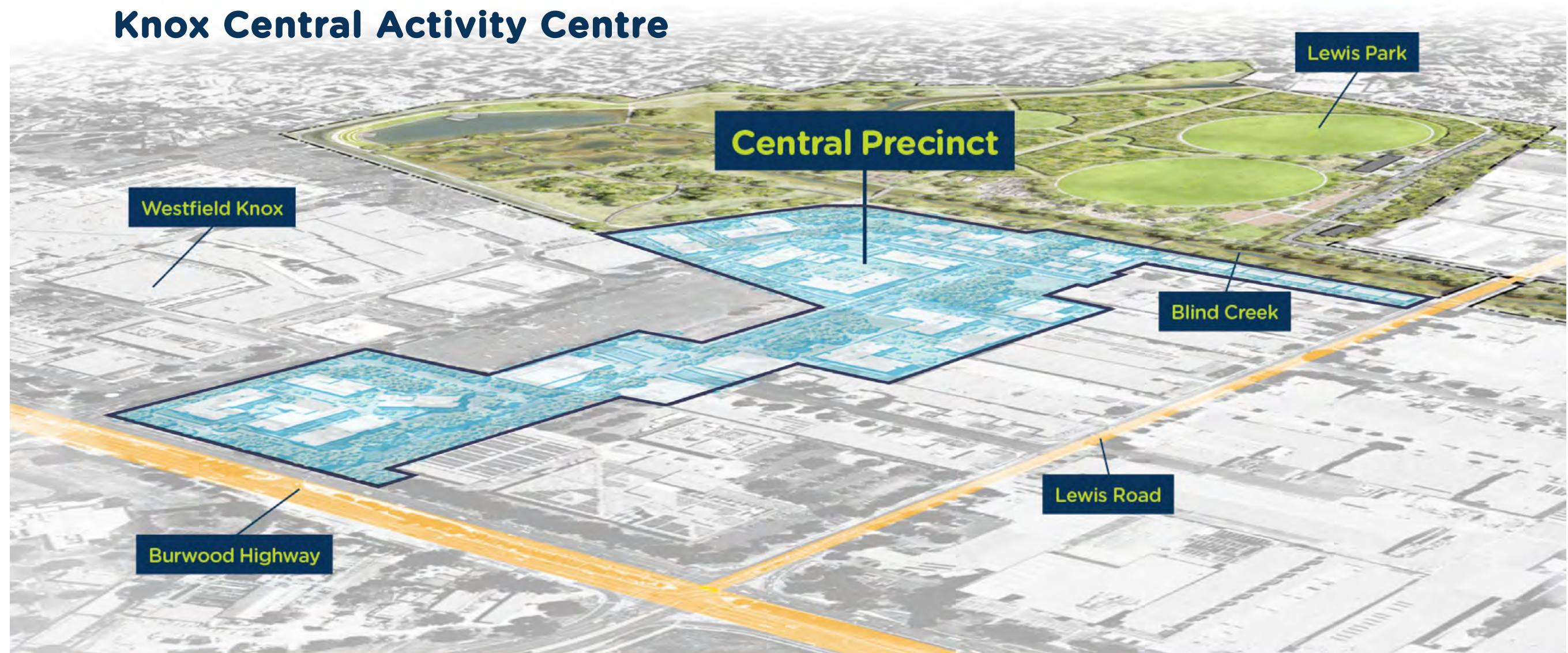
ATTACHMENTS

1. Attachment 1 - Central Precinct Land Use Plan - Council Meeting August 2024 [**6.4.1** - 62 pages]
2. Attachment 2- Central Precinct Land Use Plan Engagement Report - Council Meeting August 2024 [**6.4.2** - 35 pages]
3. Attachment 3 - Summary of engagement feedback and consideration - Council Meeting August 2024 [**6.4.3** - 5 pages]

Central Precinct Land Use Plan

August 2024

Knox Central Activity Centre



knox





Yarning Circle, Knox Civic Centre

Acknowledgement of Traditional Custodians

Knox City Council acknowledges the Wurundjeri Woi-wurrung people and Bunurong people of the Kulin Nation as Traditional Custodians of the land in Knox. The Knox Aboriginal and Torres Strait Islander communities come from a variety of different nations within Australia including the Torres Strait, the Traditional Custodians and Stolen Generation. As such, we pay respect to all Aboriginal and Torres Strait Islander Elders, past and present, who have resided in the area and have been an integral part of the region's histories.

Located at the foot of the Dandenong Ranges (Mount Corhanwarrabul), Knox has many places of historic significance to the Kulin Nation. Important cultural and historical sites within Knox hold both the traditional knowledge of First Nations peoples and the traumatic stories of colonisation. The journey ahead for Knox involves the land, the Traditional Custodians, the local First Nations communities, the wider community and the Council itself. We will walk together and listen together to create a culturally safe and culturally rich community for all.

In 2021, Knox City Council announced an intention to promote a “whole of business” mindset, moving forward in its acknowledgement and respect of First Nations peoples, ensuring cross-functional collaboration as opportunities present themselves.

In 2023, Knox Council adopted its first Reconciliation Action Plan (RAP) identifying six focus areas: health and wellbeing, recognition and respect, employment and economic development, civic participation, cultural heritage and voice and governance.”
Yana djerring ba ngarrnga djerring* – Walking together and listening together.”

(*Woi-wurrung language used with permission of Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation)



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Abbreviations

Acronym	Details
C1Z	Commercial 1 Zone
CBD	Central Business District
CHMP	Cultural Heritage Management Plan
CPTED	Crime Prevention Through Environmental Design
EAO	Environmental Audit Overlay
ESD	Environmentally Sustainable Development
ESO	Environmental Significant Overlay
INIZ	Industrial 1 Zone
LSIO	Land Subjected to Inundation Overlay
MUZ	Mixed Use Zone
PPTN	Principal Public Transport Network
PUZ	Public Use Zone
RGZ	Residential Growth Zone
WUSD	Water Sensitive Urban Design



1. Summary

Summary

Purpose

The Central Precinct Land Use Plan (**Plan**) will inform and guide the future planning and development of land owned by the Knox City Council (**Council**) in Wantirna South. The land is nine hectares in area and is known as the **Central Precinct** as it is located in the centre or ‘heart’ of the Knox Central Activity Centre.

The development of the Central Precinct is targeted to higher density housing. Development will respond to community demand in Knox for diverse housing, including affordable and social housing, and state government housing targets. The development of the Central Precinct will help realise Council’s vision for the Knox Activity Centre as a vibrant and modern mixed-use destination. It is anticipated development will support and stimulate the growth and renewal of the activity centre, including the light industrial uses on Lewis Road.

Key Objectives

In preparing this Plan, Council is seeking its landholdings to be developed in a manner that delivers multiple benefits to the City of Knox, its residents and the community. The development is to be sustainable and will enhance the natural features and environmental values of the site and its surrounds. Quality urban design outcomes will be a feature including well-presented built form, and diverse and welcoming open spaces. There will be a focus on safe and inviting pedestrian and bicycle connections through the precinct and to Blind Creek, Lewis Park and Westfield Knox. The development will support Country, Culture and Connection in line with Council’s Reconciliation Action Plan.

The Plan seeks to implement the objectives of the Knox Central Structure Plan (2017) to deliver primarily medium to high density residential with some integrated commercial uses to accommodate people and jobs close to nearby retail, public transport and natural amenity. The Plan identifies opportunities for new Council offices and open spaces that complement the Lewis Park Masterplan and the Blind Creek daylighting and wetland development. Community facilities such as a community hub, library and performing arts centre are being considered but are subject to needs analysis and funding. These type of uses offer the potential for catalytic anchor developments in the Central Precinct.

Scope

The Plan sets out the Precinct context and summarises key findings from stakeholder and community engagement. It presents the strategic direction and vision for the Precinct, guiding principles and opportunities for land use and built form, access and movement, and open spaces and natural environment. It includes a Framework for development of the land.

Community Engagement and Stakeholder Consultation

Community engagement on the draft Land Use Plan occurred from February to August 2024 with online consultation in May and June. Key findings of the consultation are in Section 3. The Council also considered feedback on the draft Plan from key stakeholders including advisory committees, state agencies, adjacent landowners, groups that use Lewis Park and nearby business owners. The final Plan reflects input from the engagement.

Implementation

A range of statutory and non-statutory implementation measures will be used to progress the vision for the Central Precinct. It is anticipated that a Development Plan Overlay will be prepared by Council and applied to the land via a Planning Scheme amendment. Other amendments to the Knox Planning Scheme will also be required to rezone industrial and public use zoned areas in the Precinct to Mixed Use Zone and to ensure consistency between the Land Use Plan and existing planning controls. The timing of this is not confirmed.

Integrated development of the Central Precinct and the Scentre Group landholdings (co-owners of Westfield Knox) will be critical to the overall success of the activity centre to meet the needs of residents, workers, businesses, visitors and shoppers.

The Plan represents a view of “what could be” based on anticipated market demand and other considerations. Importantly, aside from any new community facilities, Council does not intend to be the developer of the Precinct. The release of land to the market is aimed at optimising financial returns to Council and community benefits. Medium to high density residential development is an emerging market for the area and Council anticipates it will take time for the Precinct to be fully developed.

Investment by the state government in more frequent public transport in Knox is critical to ensure additional traffic in the Knox Central Activity Centre does not clog arterial roads and impose economic costs on the community. Council continues to advocate for the timely extension of the Route 75 tram from Vermont South. Council also seeks Federal and State funding towards the redevelopment of Lewis Park, which will support high density residential development in the Central Precinct and the Activity Centre more broadly.





2. Precinct Context

Local Context ‘Building on Country’

First Nations Care for Country

The Central Precinct is located on the Country of the Wurundjeri Woi-wurrung people of the Kulin Nation. The north boundary of the site is adjacent to Blind Creek with paths and bridge connections to Lewis Park.

Blind Creek itself is a songline and travelling route. The Central Precinct containing remnant vegetation with cultural value for Wurundjeri Woi-wurrung people.

To develop an Interpretation Framework for Blind Creek and Lewis Park, consultants undertook a guided walk in February 2022 with Wurundjeri Elder Uncle Dave Wandin and held two yarns or cultural conversations with Aunty Julianne Axford, Aunty Gail Smith and Charley Woolmore, of the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, along with Adrian Greenwood, Knox City Council.

The key take aways from these conversations were:

- Traditional knowledges have helped care for this Country for thousands of years.
- Waterways like Blind Creek play an important role in Aboriginal culture. They were rich in resources and provided meeting places. Water continues to connect First Nations people to Country.

Wurundjeri Woi-wurrung people are deeply connected to Country. Caring for Country, listening to Country, walking Country, connecting with her songlines and as custodians speaking for Country.

The daylighting of Blind Creek and development of the Central Precinct is an opportunity to participate in Caring, listening, healing and understanding of Wurundjeri Woi-wurrung Country.

The challenge of ‘Building on Country’ it to truly respond to the essence of Country and its people.

The comments in the box help tell the story of Country in this place.

Council’s Reconciliation Action Plan 2021 – 2025 commits Council to embedding the principles of Reconciliation in everything we do.

Comments by Uncle Dave Wandin:

- *The area would have been like a swamp, which would have acted like a supermarket for Aboriginal people.*
- *Trees are important; everything grows from trees. Trees are like parents.*
- *Eels pass through the area on the way to the Coral Sea to breed. They only live in slow flowing water. Eels are instinctive. Young return to where their parents are from, regardless of how much the country has changed, as long as there is moisture. When adults go out to the ocean, they stop eating, they drop fat so they don’t retain salt as they get closer to the bay. Eels can travel across ground.*

Comments by Aunty Julianne Axford, Aunty Gail Smith and Charley Woolmore:

- *Waterways were traveling routes, walking tracks and meeting places for Wurundjeri. Waterways played a very important role for Ancestors. Not only food but songlines and a way of knowing whose country you are on.*
- *There were a lot of gatherings along creeks and rivers with other mobs. Played more of a big part for Ancestors before colonisation. Waterways are like a compass. It’s a way of direction.*
- *Songlines tell stories on which way you’re heading. Some are short cuts across country or boundaries. It’s about positioning yourself and connecting to identity. It’s a compass that is more than geographic, it’s also personal.*
- *Wetlands were a huge resource area, like a supermarket. A lot of Melbourne was swampy areas that don’t exist now because of changes in land management practice.*
- *Trees are important. From trees, everything grows.*
- *Trees are like parents, something that is part of your life. Like most journeys, their branches vary in directions and shapes. We are moulded to be in a certain shape. Old trees fit into healthy Country, sheltering life beneath them.*

Local Context

The Central Precinct is located within the Knox Central Activity Centre and refers to the area shown in Figure 1. The Precinct is owned by Knox City Council (Council) and is approximately 9 hectares in size.

The Precinct is 25km directly east of Melbourne's CBD, and 8km west of the Dandenong Ranges. The Precinct is well serviced by bus routes which provide access to other centres in Knox, as well as to the Melbourne CBD and beyond. The nearest train stations are Boronia and Bayswater, located about 4km from the Precinct.

The Precinct is home to Council's Civic Centre. It is flanked by Westfield Knox to the west, light industrial/commercial uses including mechanics and bulky goods to the east, Lewis Park and Blind Creek to the north, and Burwood Highway to the south.

On the corner of Burwood Highway and Scoresby Road, approximately 1km from the Precinct, Development Victoria is planning for over 400 dwellings with construction expected to commence in 2025.

Opposite the Precinct, on the southern side of Burwood Highway, Homes Victoria is delivering 118 dwellings earmarked for low-income households.

The population of the City of Knox is projected to grow by 25,000 over the next 15 years. The development of the Precinct is an opportunity to support the growing community, deliver on the Knox Central Structure Plan and Council's Housing Strategy and respond to State Government housing targets.

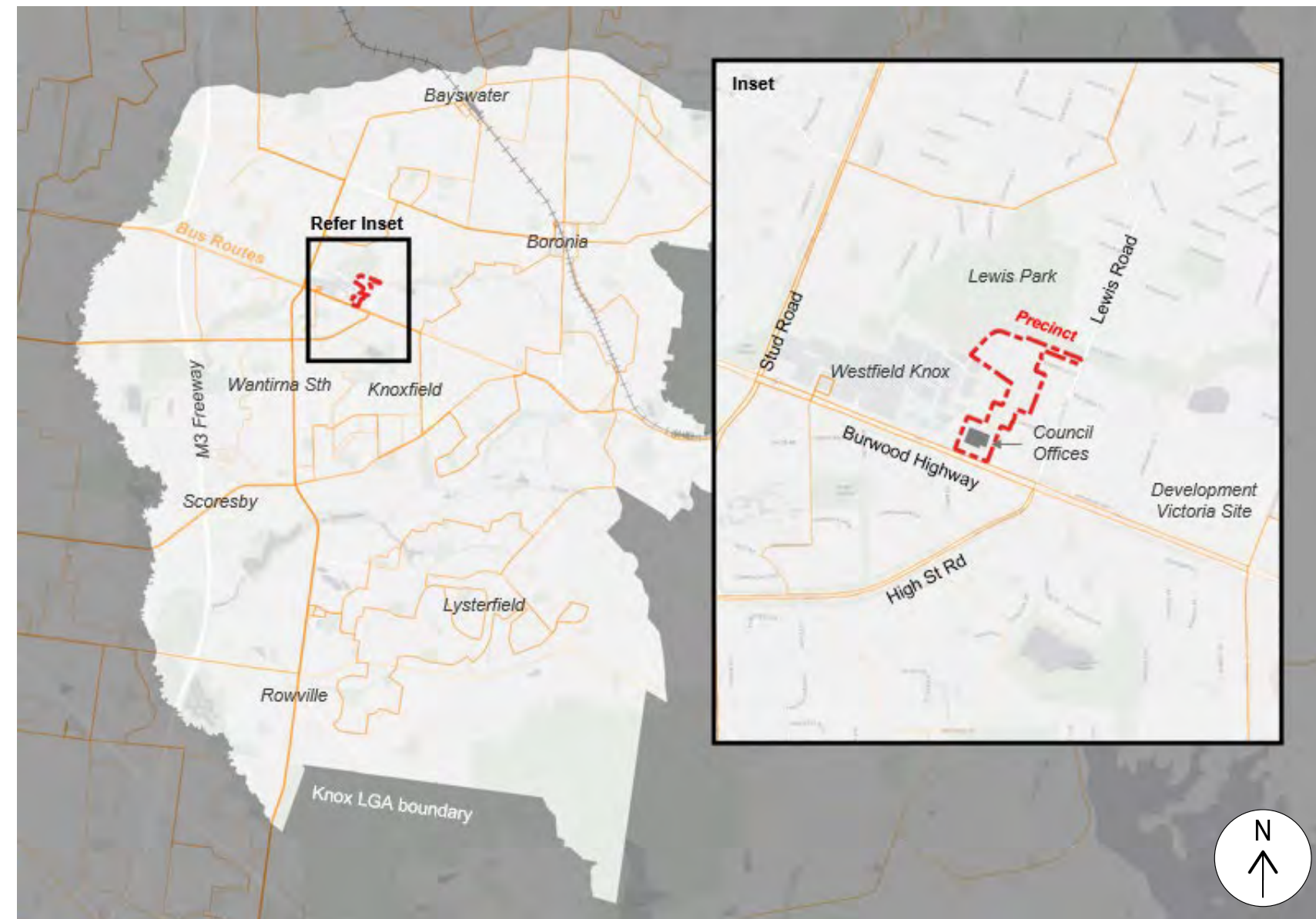


Figure 1: Central Precinct Plan location

Local Context

Knox Civic Centre

Knox was named a City on 4 July 1969, and by then had a population of 50,000 people. On 15 December 1994, following state government review of local government, a new City of Knox was announced.

Knox Civic Centre buildings were constructed in 1975. The main building, and Eastgate North and South buildings were constructed around the same time.

The main building was damaged by fire on 31 August 1994.

The main building was reopened on 30 November 1996, which included an atrium that was not originally constructed in 1975.

There has been no change in the building footprint since 1975.

The site has access from Burwood Highway and from Lewis Road through Eastgate Court.



Figure 2: Aerial view of the Civic Centre site with no building, 1968



Figure 3: Aerial view of the Civic Centre showing a part of the building complex under construction, 1996

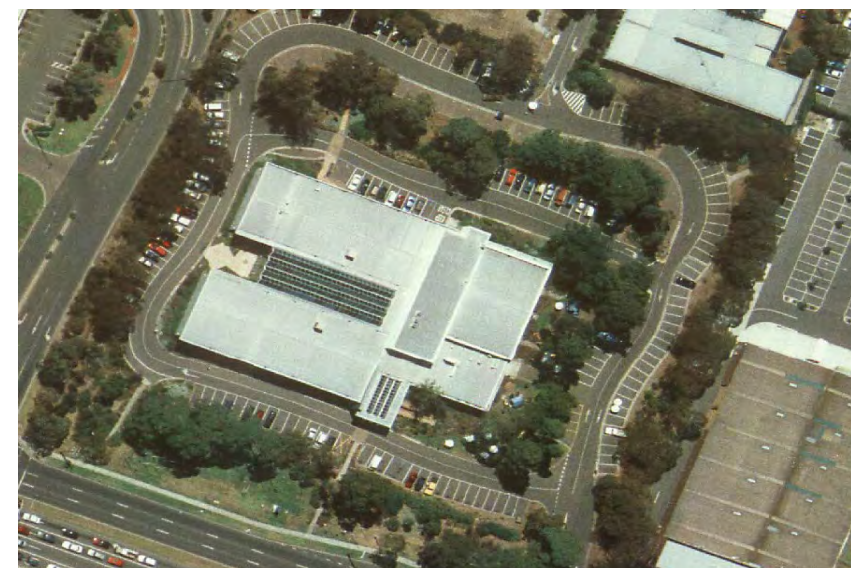


Figure 4: Aerial view of the Civic Centre building with completed atrium, 2001



Figure 5: Aerial view of the Civic Centre, 2024

Local Context

Westfield Knox Shopping Centre

Westfield Knox is immediately west of the Precinct. It is a proud space for local businesses and has provided amenities to the wider community for 25 years. In the late 1990s the redevelopment of Knox O-Zone provided an indoor/outdoor entertainment and hospitality strip. Knox O-Zone is a few minutes walk from the Precinct.

Scentre Group, the co-owners of Westfield Knox, has undertaken significant upgrade works to the shopping centre through 2023 and 2024. To create a more contemporary retail offering new stores, a playground, swim centre and a basketball court have been added to the main retail core. Further redevelopment is planned.

In March 2024 Council opened the new 2,000 m2 Knox Library – Ngarrgoo. Council’s youth services hub, the Youth Hive, is located within the Knox Library.

Council is working with Scentre Group to plan for connections between the Precinct and Westfield Knox. Both landowners will continue to jointly plan and manage interface.



Figure 6: Knox Shopping Mall, 1977 (now Westfield Knox)



Figure 7: Knox Shopping Mall, 1982



Figure 8: North facing façade of Westfield Knox, 2024



Figure 9: Entrance to Knox Library, 2024

Local Context

Blind Creek Trail

To the north of the Precinct, the Blind Creek Trail is a popular destination for cyclists, dog walkers and families. The trail has a strong community following including support from the Knox Environment Society and Friends of Blind Creek Billabong. Council and Melbourne Water are investing in projects. Blind Creek forms part of a broader wildlife corridor and is home to many species of native flora and fauna. Daylighting and naturalisation of Blind Creek with new shared paths and revegetation is an attractive improvement to amenity along the Blind Creek Trail. A new pedestrian bridge over the creek improves connectivity to Lewis Park Reserve.

Lewis Park Reserve

On the northern side of Blind Creek, Lewis Park is host to Knox City Cricket Club, Fairpark Junior Football Club, Wantirna South Cricket Club, Wantirna South Football Club and Knox City Tennis Club. It houses several venues including the Lewis Park Pavilion and the Knoxfield District Scout Centre.

The Lewis Park Masterplan, adopted in 2019, has a vision for inclusive public spaces, where visitors can engage with nature, culture and sport, and the natural environment can thrive. Stage One of the project (as of August 2024) aims to enhance the existing amenity of Lewis Park by increasing connection with Blind Creek, improving biodiversity and creating flexible open spaces.

Skate and BMX Park

The Skate and BMX park is a joint community project run by the Knox City Council and YMCA and is a popular family-friendly recreation amenity located in Lewis Park.



Figure 10: View of the new pedestrian bridge on Blind Creek, 2024



Figure 11: Aerial view of the wetland looking north from above Westfield Knox, 2024



Figure 12: Skate and BMX Park, 2024



Figure 13: Blind Creek with seating, 2024

Land uses

Existing Uses

There are three Council buildings located at the southern end of the Precinct with access from Burwood Highway and Eastgate Court.

These are the Civic Centre and buildings called Eastgate North and Eastgate South.

The existing Civic Centre is physically nearing the end of its useful life and will need to be replaced in the medium term.

A model-car club leases a small area of land from Council.

The Precinct is otherwise vacant or used for at-grade carparking.

The Council Operations Centre (Depot) previously located in the northern part of the Precinct has been relocated to Henderson Road, Knoxfield.

The State Emergency Services (SES) building has been relocated to State Government land in Knoxfield.

‘Parcel A’ was purchased from Scentre Group.

The Knox Library and Youth Hive is located towards the north-west end of Westfield Knox where Myer used to operate.

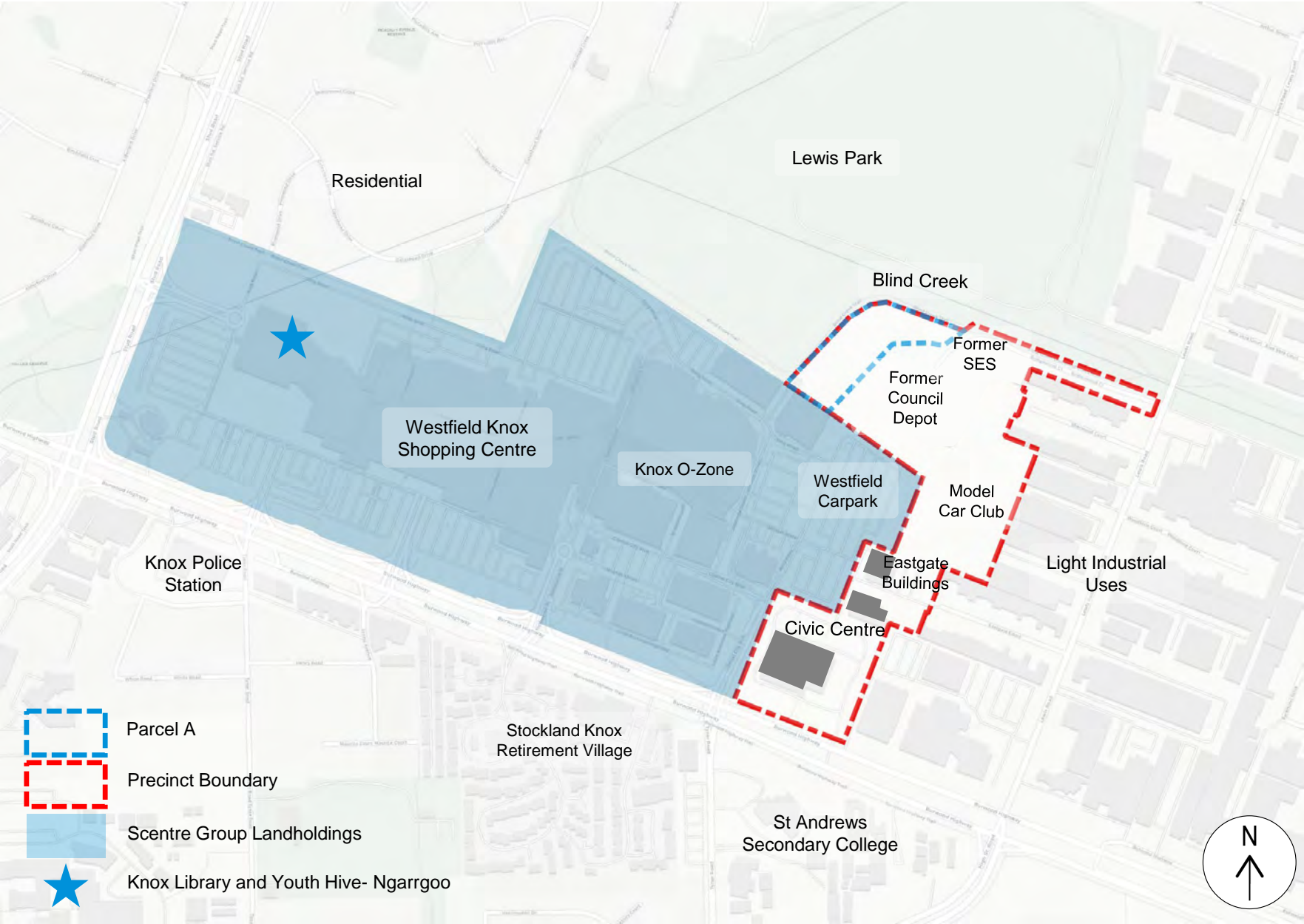


Figure 14: Existing Uses

Planning

Strategic Planning

The Precinct is part of the Knox Central Activity Centre – the largest activity centre in the municipality.

The Knox Central Structure Plan 2017 sets out the vision for the KCAC to become a vibrant modern mixed-use activity centre that attracts residents, workers and visitors from across Melbourne’s east.

The Structure Plan promotes mixed-use, civic and community development in the Precinct. The yellow area designated as Commercial Core is the Westfield Knox Shopping Centre.

Civic and community uses are notionally identified at the interface with Blind Creek and Lewis Park.

Over time it is expected that the commercial / light industrial uses along the western side of Lewis Road will transition to higher intensity mixed use outcomes.

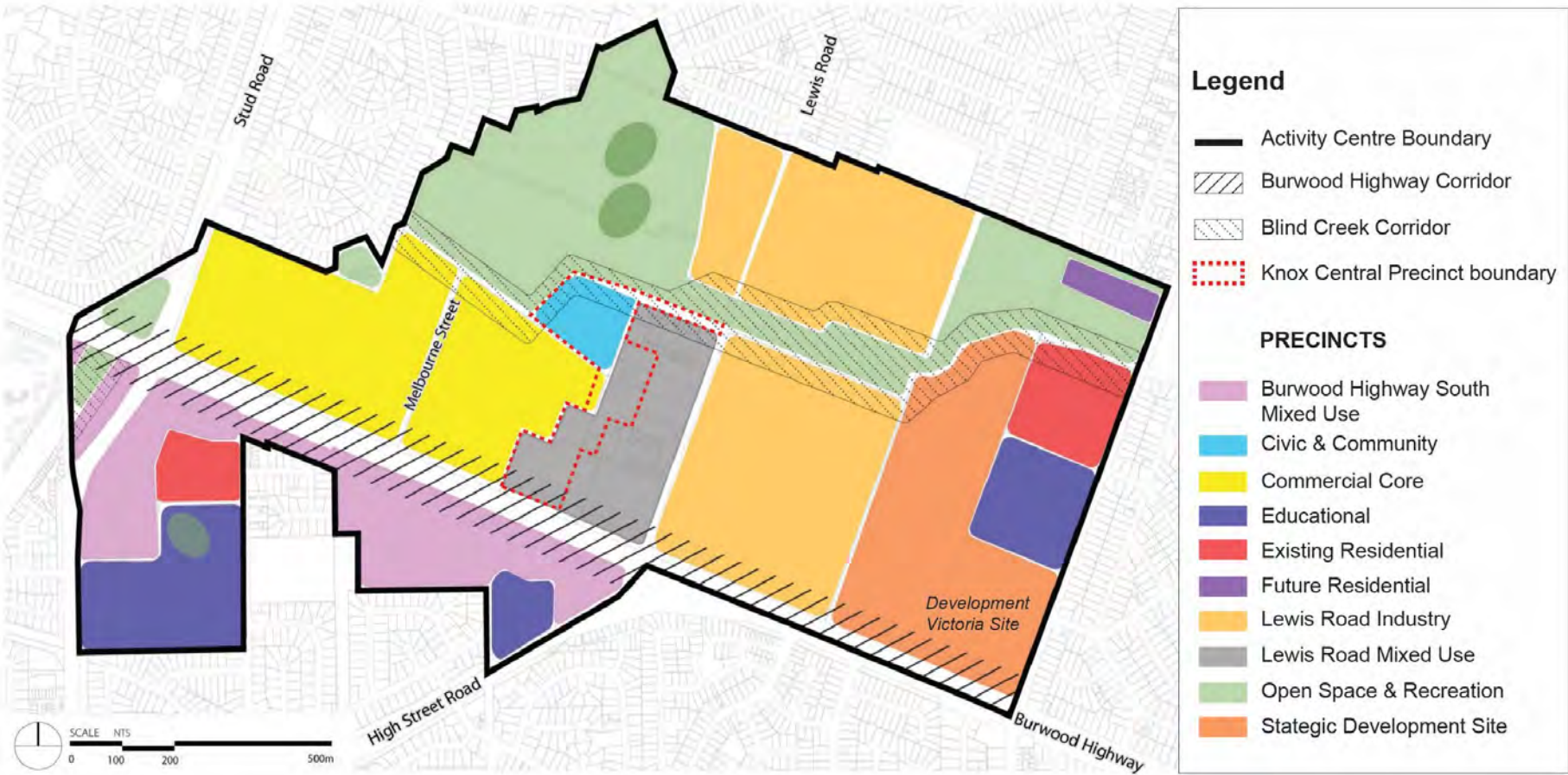


Figure 15: Knox Central Structure Plan 2017

Extracts from the Knox Central Structure Plan 2017

“Knox Central’s physical form, encompassing a distinctive boulevard presence along Burwood Highway alongside the well-activated Blind Creek Corridor and Lewis Park, will provide a unique Activity Centre presence in Melbourne’s eastern suburbs”

“the most well-known and popular destination in the east of Melbourne”

“provide a focus for public life, connecting people and communities, and will be an attractive place to live, work, and play”

“a busy and attractive urban centre which has a strong connection to the natural environment”

Planning

Zones

The Precinct comprises the Mixed Use Zone (**MUZ**), Public Use Zone 6 (**PUZ6**), Industrial 1 Zone (**IN1Z**) and Commercial 1 Zone (**C1Z**). The MUZ parcels were rezoned in 2018 to facilitate renewal of the Precinct and the Lewis Road Industrial and Commercial areas over time.

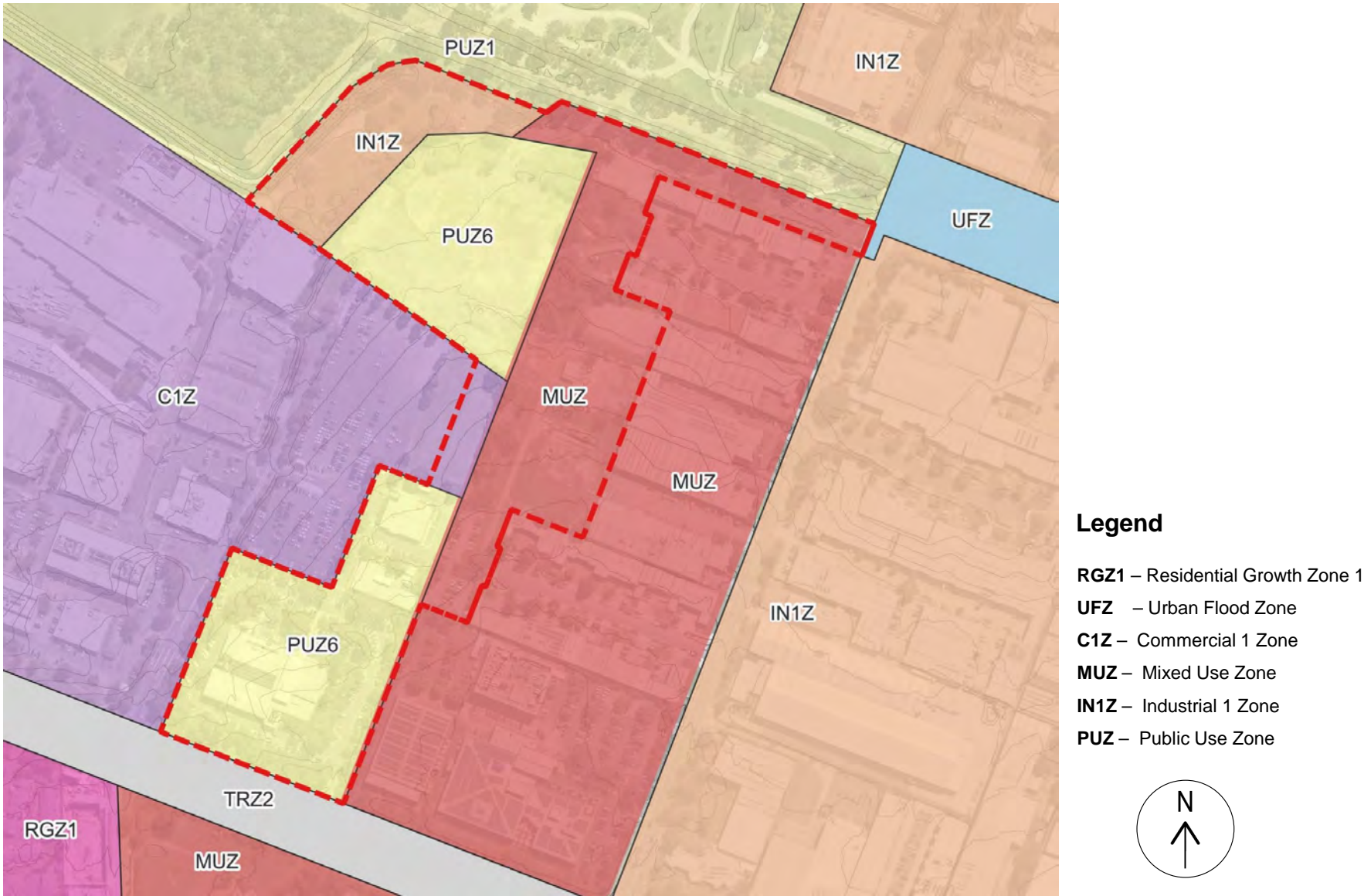


Figure 16: Current Planning Zones

Planning

Building Heights

The Structure Plan established preferred building height controls for the Precinct (refer Figure 16).

Preferred building heights in the Precinct range from 20m (approximately 6-storeys) in the north to 28m (approximately 8-storeys) towards the central and southern part of the Precinct. The Structure Plan also identified 40m (approximately 12-storeys) along the Burwood Highway frontage for ‘feature’ buildings.

The preferred building heights seek to provide guidance to developers and the community on the likely future urban form of the Precinct. They are not intended to be prescriptive or mandatory heights.

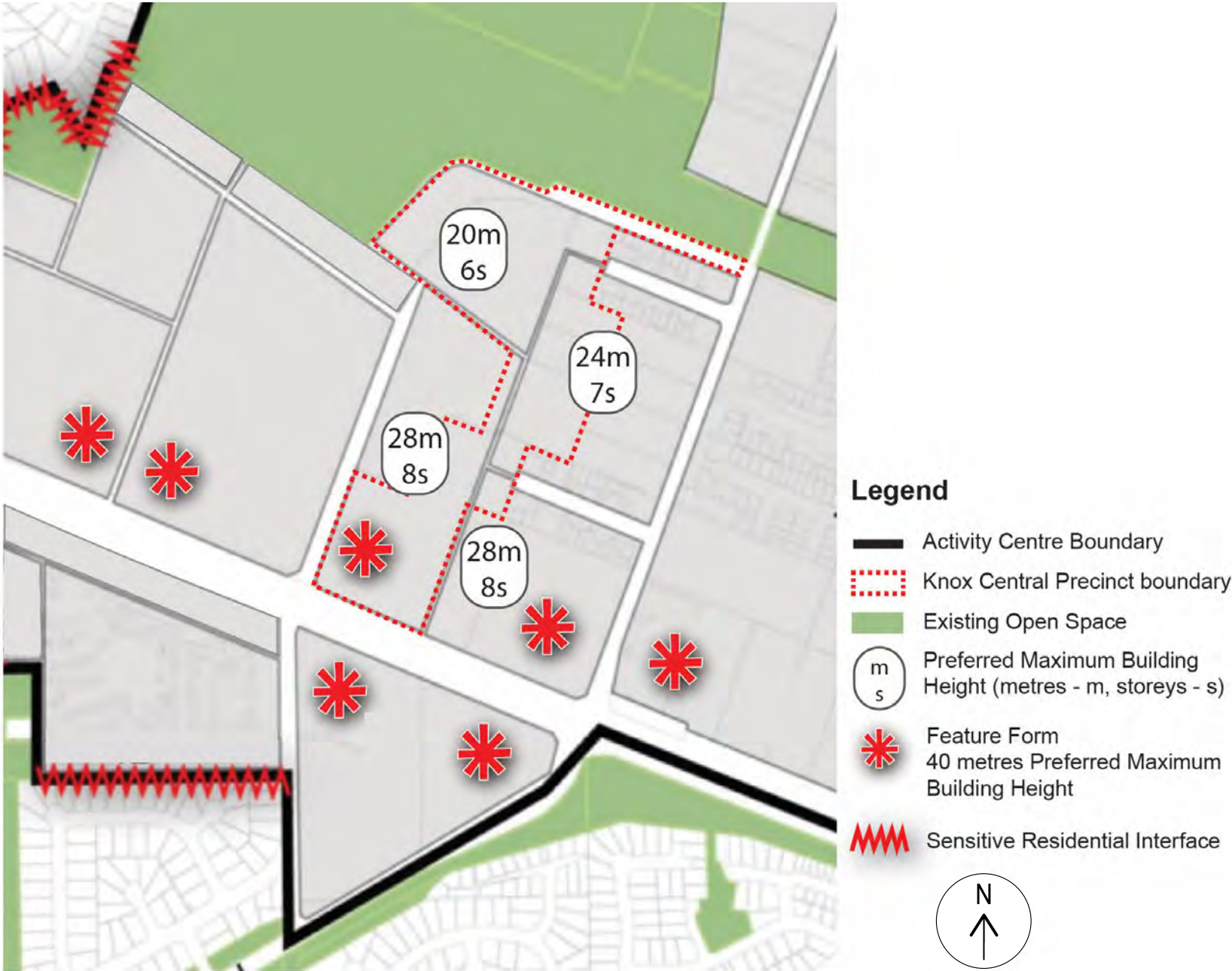


Figure 16: Preferred Building Heights (Knox Central Structure Plan 2017)

Planning

Overlays

Schedule 13 of the Design and Development Overlay (**DDO13**) applies to the Precinct. DDO13 contains design objectives and sets out the design and built form requirements across the Knox Central Activity Centre.

A Land Subject to Inundation Overlay (**LSIO**) covers areas to the northern part of the Precinct.

Development in this area will be subject to engineering advice and detailed design.

An Environmental Significance Overlay (**ESO**) applies to the Site of Biological Significance, where there is high value biodiversity in the Precinct. Other areas of remnant vegetation can be found through the Precinct (refer Figure 18).

An Environmental Audit Overlay (**EAO**) is in place in the east of the Precinct. The EAO will trigger an Environmental Audit for the delivery of sensitive uses (such as residential) in these areas.

Cultural Heritage

There are cultural heritage values in the Precinct and these values will be protected.

A Cultural Heritage Management Plan has been prepared to assess the potential impact of the Precinct on Aboriginal cultural heritage. The Cultural Heritage Management Plan has been approved by the local Registered Aboriginal Party.

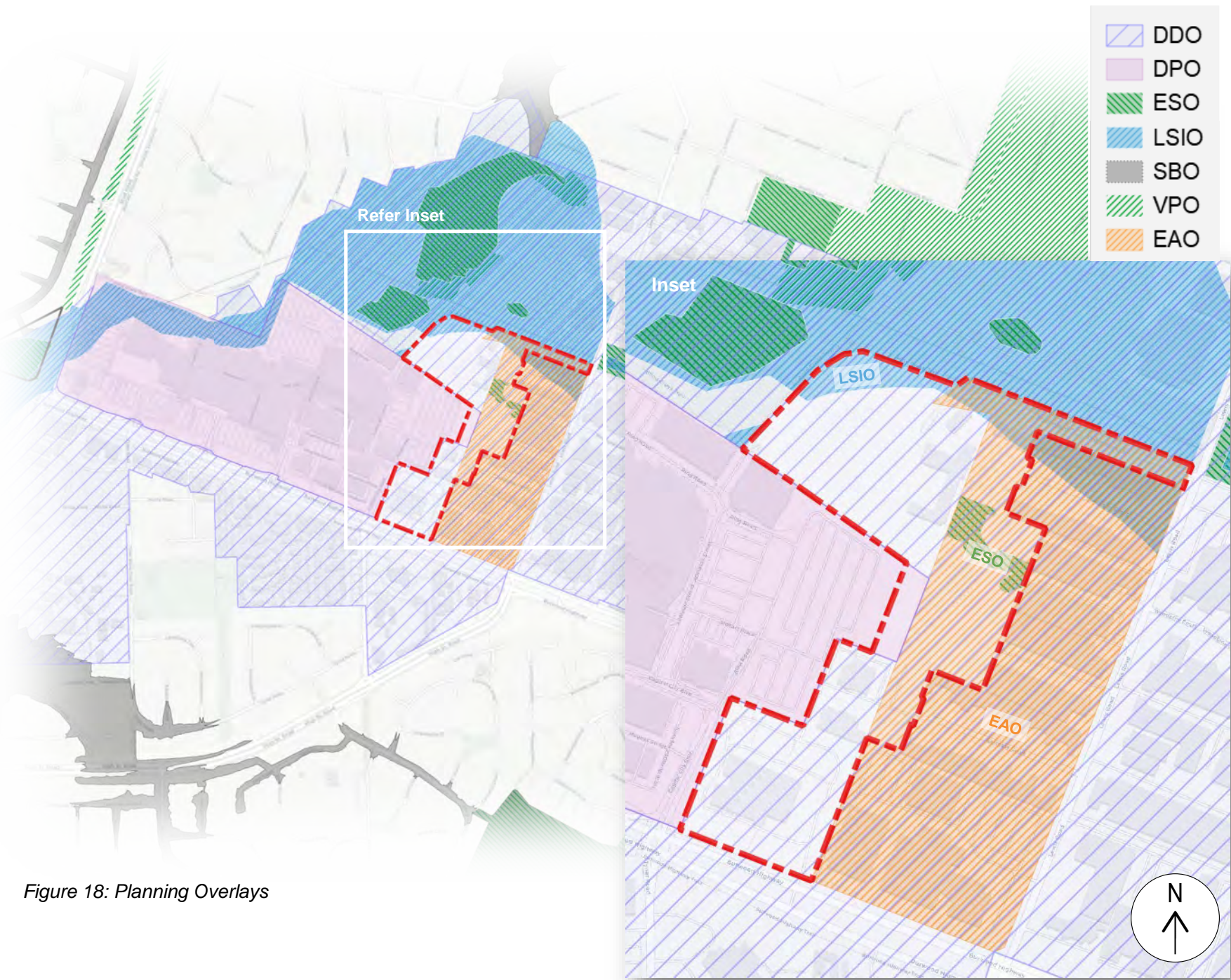


Figure 18: Planning Overlays

Natural Environment and Habitat

Proximity to Natural Environment

The Precinct is uniquely located next to significant open space assets in Lewis Park Reserve and Blind Creek.

Blind Creek is undergoing daylighting - that is, opening up the buried Creek and restoring it to more natural conditions. This daylighting is occurring alongside the development of three new wetlands, 6,300 sqm of new paths and 1,700 new trees.

Existing Tree Coverage

The Precinct has two designated Habitat Zones. The Zones are proposed to be protected by this Precinct Plan. Outside of these Zones, there is generous tree coverage toward Burwood Highway as well as the north-west of the Precinct.

Topography

The Precinct is relatively flat, with a 10m decrease from the south-east to the north-west corner.

There are changes in elevation east-west and north south in parts of the Precinct including where soil has been removed due to the siting of former buildings and remediation of the former Council Operations Centre (Depot) site.

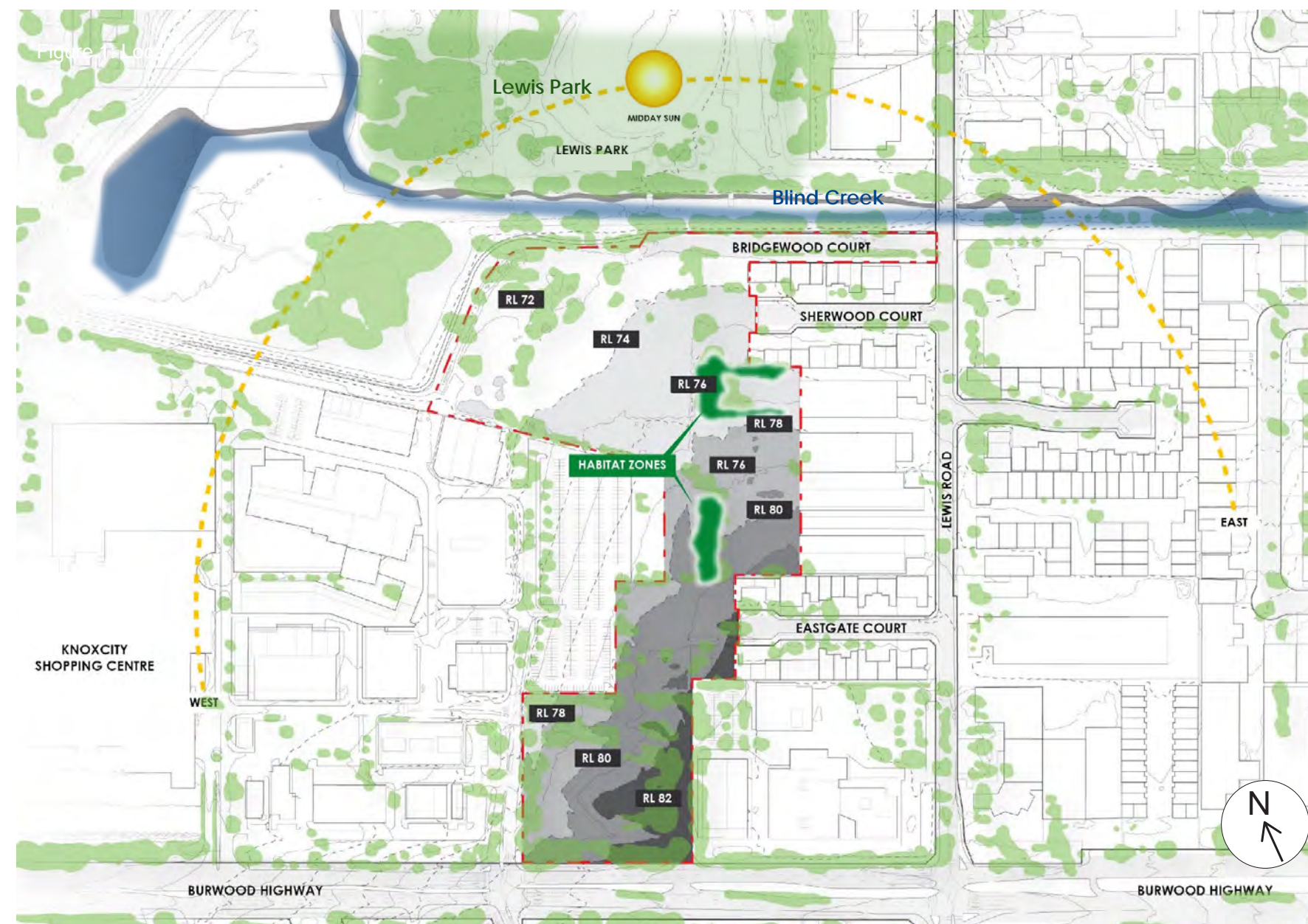


Figure 19: Natural Environment

Access & Infrastructure

Public Transport

The Precinct is well serviced by bus, with a major regional public bus interchange located at Westfield, approximately 600m to the west of the Precinct. There are no other public transport modes servicing the Precinct.

There are several bus services that stop at the existing interchange (routes 664, 681, 682, 732, 737, 738, 745, 755, 757, 758, 901 and 968) which can take commuters as far as Monash University (Clayton), Frankston and Tullamarine.

There are multiple bus stops along Burwood Highway, including one in front of Council's Civic Centre. Being located along this major bus corridor, the majority of the Precinct is within the Principal Public Transport Network (PPTN). The PPTN permits a reduced statutory car parking rate for future development given the proximity to public transport.

At present, the route 75 tram along Burwood Highway terminates in Vermont South, approximately 5.7km west of the Precinct. A bus transit link connects the Precinct to the terminus. Council is advocating for the state government to extend the route further along Burwood Highway, terminating beyond the Precinct.

The nearest train stations are Boronia (4.7 km) and Bayswater (4.9 km) and Ferntree Gully (5.5 km) on the Belgrave line.

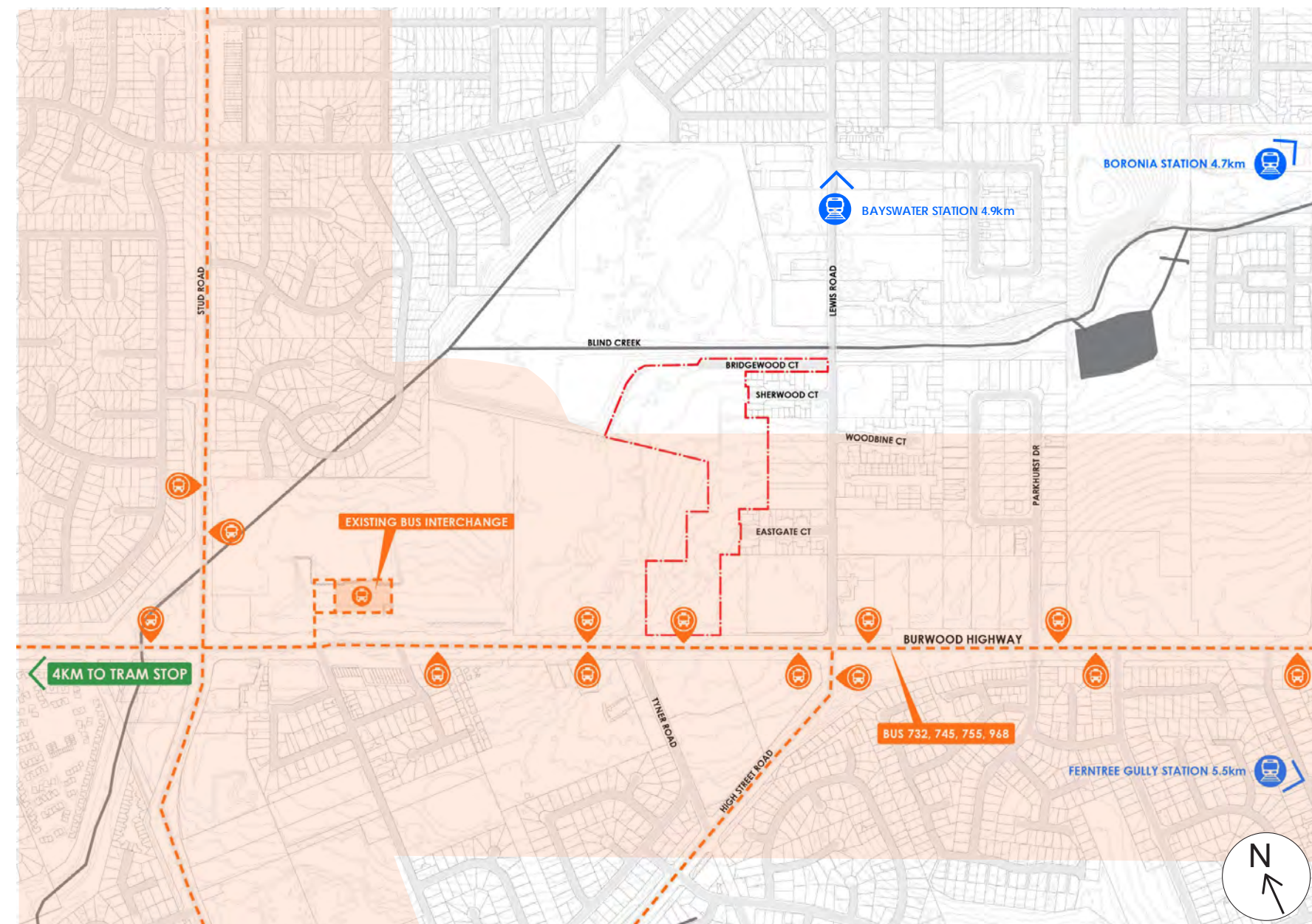


Figure 20: Existing Public Transport Access Plan

Access & Infrastructure

External Road Network

Travel to, from and around the Knox Central Activity Centre is heavily car dependent at the current time.

Primary vehicular access to the Central Precinct is via an unsignalised fully directional intersection at Burwood Highway and Civic Access Road. Retaining direct access to the Precinct off Burwood Highway to achieve a standalone road network for the Precinct is critical.

Scentre Group has installed boom gates to each of its entry and exit points, including at the southern end of Capital City Boulevard. The carpark to the west of the Precinct is a designated Westfield staff carpark.

Access to the northern Precinct is via Bridgewood Court. There is direct access to the Precinct through Eastgate Court. Sherwood Court could provide a future point of access.

Internal Road Network

The existing road network within the Precinct is sparse and disconnected, lacking any north-south and east-west connections to facilitate movement.

Infrastructure

An infrastructure audit was undertaken in 2019. The audit found that all services and utilities are readily available in close proximity to the Precinct with the exception of recycled water. Opportunities exist for localised stormwater harvesting and integrated water management.

Detailed design, analysis and capacity assessments by relevant authorities will be required to support the delivery and implementation phase of the Precinct. This will determine the precise location of services upgrades needed in the Precinct, including the location of gas, sewers, and any new High Voltage electrical substations or kiosks.



Figure 21: Existing Road Network



3. Stakeholder and Community Engagement



Engagement activity at the Youth Advisory Committee meeting, 2024

Engagement findings

Council undertook key stakeholder and community engagement on the draft Land Use Plan between February and June 2024 with targeted consultation from May to June 2024. Various engagement activities were conducted to hear from diverse voices of people who visit, live, work and play in Knox. Specific activities were undertaken to engage with children and young people.

A 3-dimensional physical model of the Precinct was used in some engagement activities. This helped people to see what the future development 'built form' could look like such as building heights and the location of open space.

Feedback was sought on:

- the high-level 'built form' concepts in the draft Land Use Plan, access and movement, and open spaces and the natural environment
- proposed design guidelines for the Precinct and Open Spaces and Natural Environment
- how public spaces could be used
- what community facilities are a priority in the Precinct
- what is important to the community through the development of the site
- community views on a community hub and future civic facilities
- ideas to achieve high quality design, amenity and environmental outcomes.

A summary of the results of the community engagement is publicly available. Feedback is summarised below.

Land use and built form

- a desire for high-quality designs and different types of housing that caters to people of all stages of life
- more affordable housing options including social housing
- broad support for higher-density developments in this location, with many aware of examples such as Burwood Brickworks, however there were some people concerned with increased density in Knox
- development that is pedestrian friendly, walkable and pleasant
- the need to avoid wind tunnel effects
- suggestions that Council investigate opportunities for different models of housing delivery including co-housing.

Access and movement

- walking and cycling paths and better connections beyond the Precinct
- clear access to all parts of the Precinct including public open spaces
- concern about the impact of higher-density on the traffic around the area
- a public transport hub for buses within or close to the precinct
- extension of the no.75 tram line from Vermont South or extension of the train line from Glen Waverley
- support for east-west pedestrian links connecting to Westfield Knox
- people of all abilities can move independently and in a safe way
- better use of existing ground level car parking; parking for residents and visitors should be accommodated within the building sites
- parking on site that can accommodate sporting games and events in Lewis Park
- a quality pedestrian connection from the Precinct to Blind Creek and Lewis Park via the new pedestrian bridge.



Figure 22: Engaging with people during the 'pop-up' at Knox Library

Engagement findings

Open space and natural environment

- spaces that are well shaded during summer
- spaces that are green and connected to the environment
- spaces that cater to people of all ages and abilities (multigenerational)
- a mix of spaces for active and passive activities
- spaces that are safe and can be used day and night and are multiuse spaces.
- a safe environment for children to play but also supports adventurous activity
- open spaces are carefully planned to create garden settings, with an open feel, given the high-density environment in the Precinct.

Future Community and Civic Infrastructure

- comments that the Council Office should be welcoming and accessible with preference towards its current location on Burwood Highway
- a performing arts centre
- outdoor and indoor settings for everyone
- spaces for the public to gather and enjoy activities like the plaza at Bunjil Place
- places for young people to gather
- places where families and all ages can come together and spend time in the area with entertainment and access to cafes/food



Figure 23: Engaging with people at Knox Festival

Design considerations across the Precinct and for future community and civic facilities

- Universal Design Principles
- Dementia and senior friendly
- Urban Design Guidelines for Victoria
- Crime prevention through design principles
- Movement and Place Framework
- Biodiversity sensitive urban design



Figure 24: 'Bright Ideas' board capturing feedback from people during the pop-up at Knox Library



4. Strategic Direction and Vision

Strategic direction

The important role of the Central Precinct in the Activity Centre

The Knox Central Structure Plan provides the vision, objectives and actions for the future of the Knox Central Activity Centre and development of the Central Precinct. It includes guidance for changes to land use, built form (including preferred building heights), transport networks and public spaces that together can achieve positive economic, social and environmental outcomes. The Structure Plan was implemented through Amendment C149 to the Knox Planning Scheme.

Objective 1 of the Structure Plan is “To enhance Knox Central’s role as the civic and public heart of the municipality where communities connect and congregate”.

The Structure Plan sets out actions to support the development of the Precinct. This Land Use Plan responds to those actions by setting out the Precinct context, design principles, opportunities, anticipated development outcomes and implementation considerations.

The Precinct will deliver medium to high density residential and integrated commercial uses to accommodate people and jobs close to surrounding retail, transport and natural amenity.

Affordable Housing

In 2024 Council adopted *Housing Changes Lives. Knox Affordable Housing Strategy and Action Plan*.

Council seeks to encourage high quality, well-designed homes that promote liveability, are integrated with and contribute to local neighbourhood amenity and are built to a high environmental standard.

While not expressly shown, the Plan presents opportunities for affordable housing in the Precinct.

Lewis Park Master Plan

The Land Use Plan proposes open spaces that complement and connect to the directions set in the Lewis Park Masterplan. It responds to Melbourne Water and Council investment in the naturalisation of Blind Creek, the addition of wetlands and enhancement of the natural environment through the Blind Creek corridor.

Future civic and community facilities in the Precinct

The Land Use Plan identifies land for future civic and community facilities (subject to needs analysis, business case and funding) in the middle of the Precinct. This is a different location to the area identified in the Structure Plan (Figure 12 Activity Centre Precinct Plan). Council is continuing to assess the location for future civic and community uses and will retain the southern portion of the Precinct in the short term.

Future possible civic uses identified include a performing arts centre, public plaza, community hub and council offices. Council will also assess the service needs of the future residential population in the Precinct. Civic and community facilities offer the potential for iconic and catalytic anchor developments in the Precinct that can accelerate the process of renewal.

To respond to the strategic directions, the Plan sets out the following key elements:

- Key interfaces
- Land use and built form
- Access and movement
- Open spaces and natural environment
- Implementation.

Vision for the Central Precinct 'The heart of Knox'

The Central Precinct is the heart of Knox.

It is a vibrant, safe and desirable destination in Melbourne's outer east for people to live, work and play. High and medium density development showcases excellence in urban design and sensitive integration of apartment living with open spaces and the natural environment.

The Precinct builds on and integrates with Westfield Knox and the broader commercial and employment opportunities of the Knox Central Activity Centre, being the focal point for the community to gather and connect.

It is a green and sustainable place where nature can be found everywhere, and the Blind Creek is celebrated.

The Central Precinct delivers housing and a convenient lifestyle for people at different life stages and of all abilities and backgrounds. It is well connected to nearby retail, employment, sports and community facilities.

The Precinct is a welcoming place with interesting public spaces that enable people to be active and also supports quiet contemplation.







The Precinct connects people and celebrates Country, culture, history and the arts. It is a well-loved place for the community to gather.



5. Guiding Principles





Design Guidelines

The Design Guidelines guided the preparation of the Land Use Plan and the Sub-Precincts. The Design Guidelines seek to enhance the key nodes, interfaces and existing amenity in the Precinct.

Guiding Principles		Details
	Enhance the community's pride and sense of place	<ul style="list-style-type: none">The Precinct will celebrate and respect Country.The Precinct will serve as a focal point for community activities, celebrations, history, arts and culture, and support community identity.The Precinct will protect and enhance local biodiversity by connecting habitat and supporting flora and fauna.The Precinct will be designed to be safe and pleasant during the day and at night.
	Strengthen Central Precinct as a hub for community	<ul style="list-style-type: none">The Precinct will be a primary hub for community organisations and civic facilities. These facilities have the potential to create iconic, landmark and catalytic anchor developments to attract and stimulate further investment.The Precinct will provide multifunctional and multigenerational spaces.
	Create inviting streets, open spaces and destinations	<ul style="list-style-type: none">The Precinct will have a permeable and functional urban structure with interconnected street layout that encourage walking and cycling.A network of diverse open spaces will provide passive and active recreational options for the community and encourage all ages and abilities to connect and enjoy the spaces.Development will engage with and complement Lewis Park and Blind Creek.Safe pedestrian and bicycle movement will be prioritised through sensitive road design and a low-speed environment.The public realm will include diverse and interesting spaces that are inclusive for all ages and abilities.The Precinct will be designed in accordance with Biodiversity Sensitive Urban Design principles.The design and location of buildings within and adjacent to the Precinct will maintain Winter solar access for key public spaces and streets.Development will incorporate rear or side lane access to carparking to retain safe and attractive street frontages.
	Expand Central Precinct's role as a mixed-use centre	<ul style="list-style-type: none">The Precinct will provide a balanced mix of housing and employment opportunities, that increases the vitality of the centre and attracts residents, workers and visitors.The Precinct will support economic activity including local retail, small businesses and employment consistent with a mixed-use precinct.Development will complement the nearby commercial and retail core.
	Enhance dwelling diversity	<ul style="list-style-type: none">A range of housing will be provided within the Precinct with a focus on dwellings in a high and medium-density setting.Dwelling diversity will cater for different housing needs in the community, including for people with a disability and social and affordable housing. This will support a vibrant and inclusive mixed-use activity centre.
	Facilitate partnerships to achieve common goals	<ul style="list-style-type: none">Strong partnerships with Westfield Knox and other major landowners will be fostered to benefit all users and ensure the Precinct and neighbouring landowners can work together to achieve commonly held goals including the sustainable growth of the Activity Centre.Facilitate opportunities with the private sector to achieve the Vision for the precinct.

Open Space and the Natural Environment Design Guidelines

The Open Space Design Guidelines were established to guide the Precinct and inform future planning for open space and the natural environment.

Guiding Principles		Details
	Linked and permeable	<ul style="list-style-type: none">Facilitate clear links to key spaces that are public, pedestrian focussed, welcoming and safe.
	Canopy cover & green	<ul style="list-style-type: none">Ensure the public realm provides natural shade and retains large healthy trees where possible and considers ecological sensitive plant species resilient to climate change.Encourage use of indigenous and native plants to create a sense of placeProtect and support important remnant vegetation and consider linkages with Blind Creek corridor
	Sense of place & identity	<ul style="list-style-type: none">Celebrate and respect CountryFoster public art and meaning through collaboration with Traditional Owners and land custodians, including with First Nations artists.Create a distinct identity for the Precinct through spatial design, architecture as well as appropriate landscape character, furnishings, art, wayfinding signage and plant selection.Create frequent rest stops throughout the Precinct, including weather protection options, for pedestrians
	Sustainable initiatives	<ul style="list-style-type: none">Facilitate spaces that are shaded in summer and have excellent solar access in winter, including outdoor spaces protected from the elementsIntegrate water sensitive initiatives throughout the Precinct to prevent impacts on Blind Creek.Provide appropriate soil depth to enable plantings to thrive and support large trees and tree canopy.Utilise durable high quality public realm materials and furnishings.
	Retention of habitat zones	<ul style="list-style-type: none">Ensure habitat zones retain natural feel and character that are distinct from curated open space areas.Maximise the ecological function of the habitat zones as natural features while capitalising on them as providing opportunities for neighbourhood amenity.
	Legibility of urban structure	<ul style="list-style-type: none">Provide a strong sense of arrival with through clear sightlines to destination spaces and a legible hierarchy of parks, civic spaces, pedestrian networks and streets.Ensure high quality, consistent wayfinding and destination signage through the Precinct
	Active edges	<ul style="list-style-type: none">Activate the public realm with active edges that foster a spill out of activity from adjacent buildings.Link facilities and new buildings with an integrated pedestrian network.



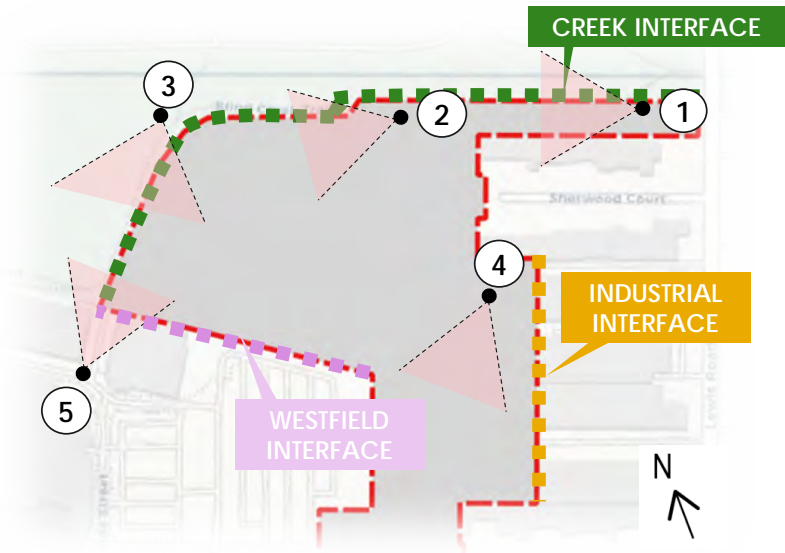
6. Key Interfaces



The Northern Sub-Precinct is accessible from Bridgewood Court and is adjacent to Blind Creek

Key Interfaces

Future development will consider these key interfaces and the opportunities they present.



Bridgewood Court / Blind Creek
Requires sensitive treatment. Existing road to be considered for access to the north of the Precinct.



Bridgewood Court
Strong potential for links and views to Lewis Park from north-facing dwellings.



Lewis Park and Blind Creek
Opportunity to create residential interface to Blind Creek and new wetland.



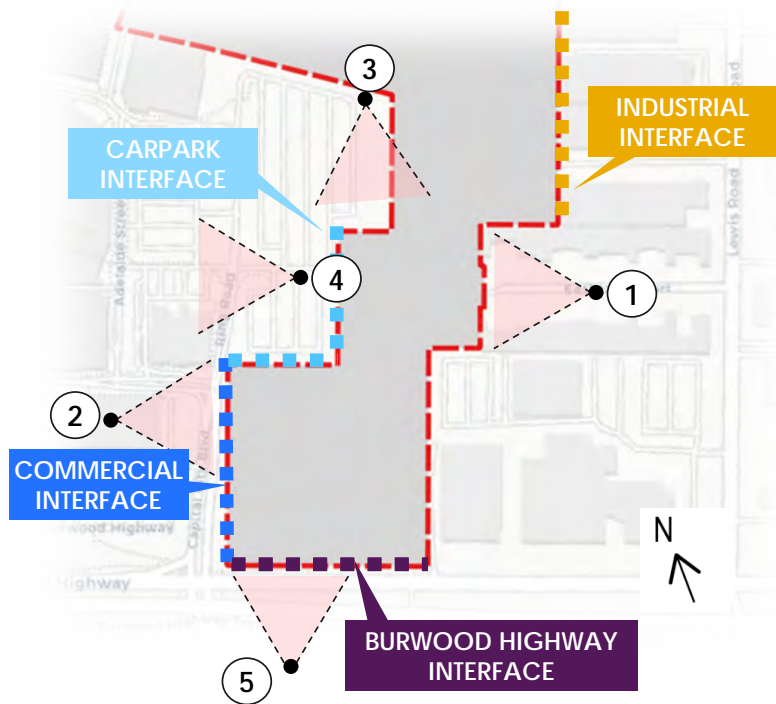
Existing Trees and Habitat Zones
Large canopy trees and native vegetation across the Precinct to be maintained and incorporated within the Precinct design.



Connection to Precinct
Key access point to the Precinct and Blind Creek from Westfield Knox.

Key Interfaces

Future development will consider these key interfaces and the opportunities they present.



Connection to Eastgate Court
Opportunity to enhance and create east-west vehicle connections to the precinct and beyond.



Capital City Boulevard
South-western edge presents opportunities for pedestrian access to Westfield Knox.



Westfield-owned Carpark
Consideration of the abutting at grade car park and understanding its impact now and in future.



View to Westfield Knox
Visual line of sight to Knox O-Zone presents an opportunity for a strong pedestrian and bicycle connection.



Burwood Highway Frontage
Burwood Highway frontage and access supports intensive mixed-use development. Opportunity for upgraded, all weather bus stop and strong pedestrian connection to access the Precinct.



7. Land Use and Built Form



Artist impression showing apartments and townhomes in the Precinct

Sub-Precincts

Four Sub-Precincts support development, built form and urban design outcomes that respond to different conditions across the Precinct.

Central Junction Sub-Precinct

The Central Junction Sub-Precinct is the 'heart' of the Precinct with access from Burwood Highway and Eastgate Court.

It provides opportunities to create strong North-South and East-West connections with potential for civic and community uses*, residential, office, local retail or other functions.

Burwood Highway Sub-Precinct

High-density, high-quality mixed-use buildings with active ground-floor uses including an option for civic and community uses*.

Landscaping contributes to a treed boulevard character on Burwood Highway. Opportunity for maximum 40 metres building height for 'feature' buildings.

Northern Park Sub-Precinct

High and medium density residential development fronting new and existing green parks and recreational spaces.

Activated ground floors in key nodes with opportunity for local retail such as cafes. Development to engage with Lewis Park and be sensitive to the Blind Creek corridor.

Eastern Sub-Precinct

High or medium density residential development. Frontage to open spaces that incorporates existing habitat trees and vegetation.



Figure 25: Sub-Precincts

* Future location of civic and community facilities has not been confirmed.

Proposed Land Uses and Preferred Heights

The figure reflects the preferred building heights in the Knox Central Structure Plan 2017 and Knox Planning Scheme, and consideration of community feedback.

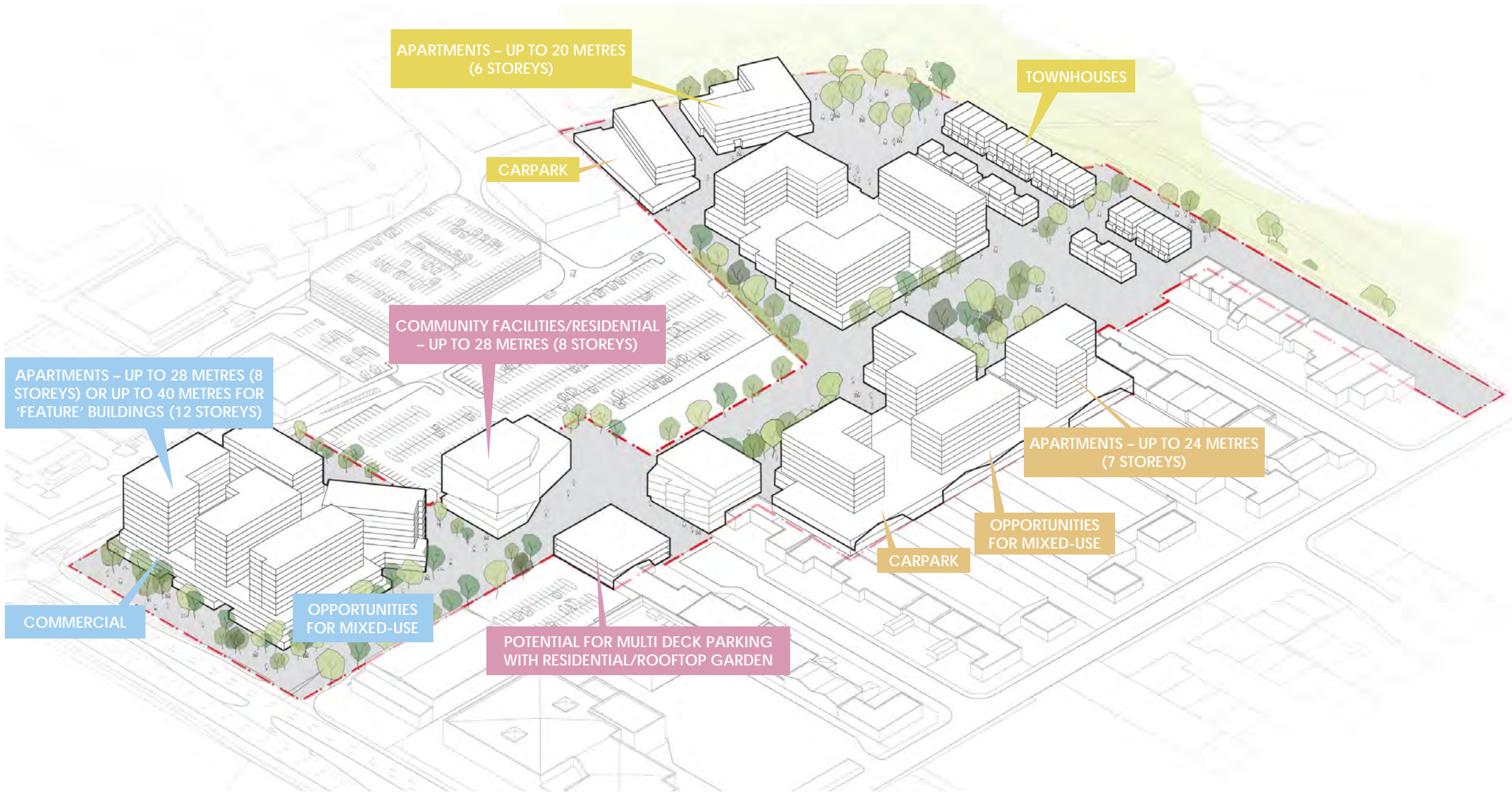


Figure 26: Proposed Land Uses and Preferred Heights

Sub-Precinct Characteristics

Sub-Precinct characteristics vary. These diagrams indicate potential ‘massing’ and layout in each Sub-Precinct but are not indicative of the final building configuration and design or location of open space.

Central Junction Sub-Precinct

Public node with civic and community uses* along with commercial, mixed-use and potential residential at upper level. Unique building designs drawing people into the precinct.

Northern Park Sub-Precinct

High and medium density residential around existing green parks and recreational spaces with lower building height towards Blind Creek.

Burwood Highway Sub-Precinct

High-density, mixed-use towers with activated ground floor. Potential location for civic and community uses*.

Eastern Sub-Precinct

High or medium-density residential with frontage to green open spaces that integrate existing trees and vegetation

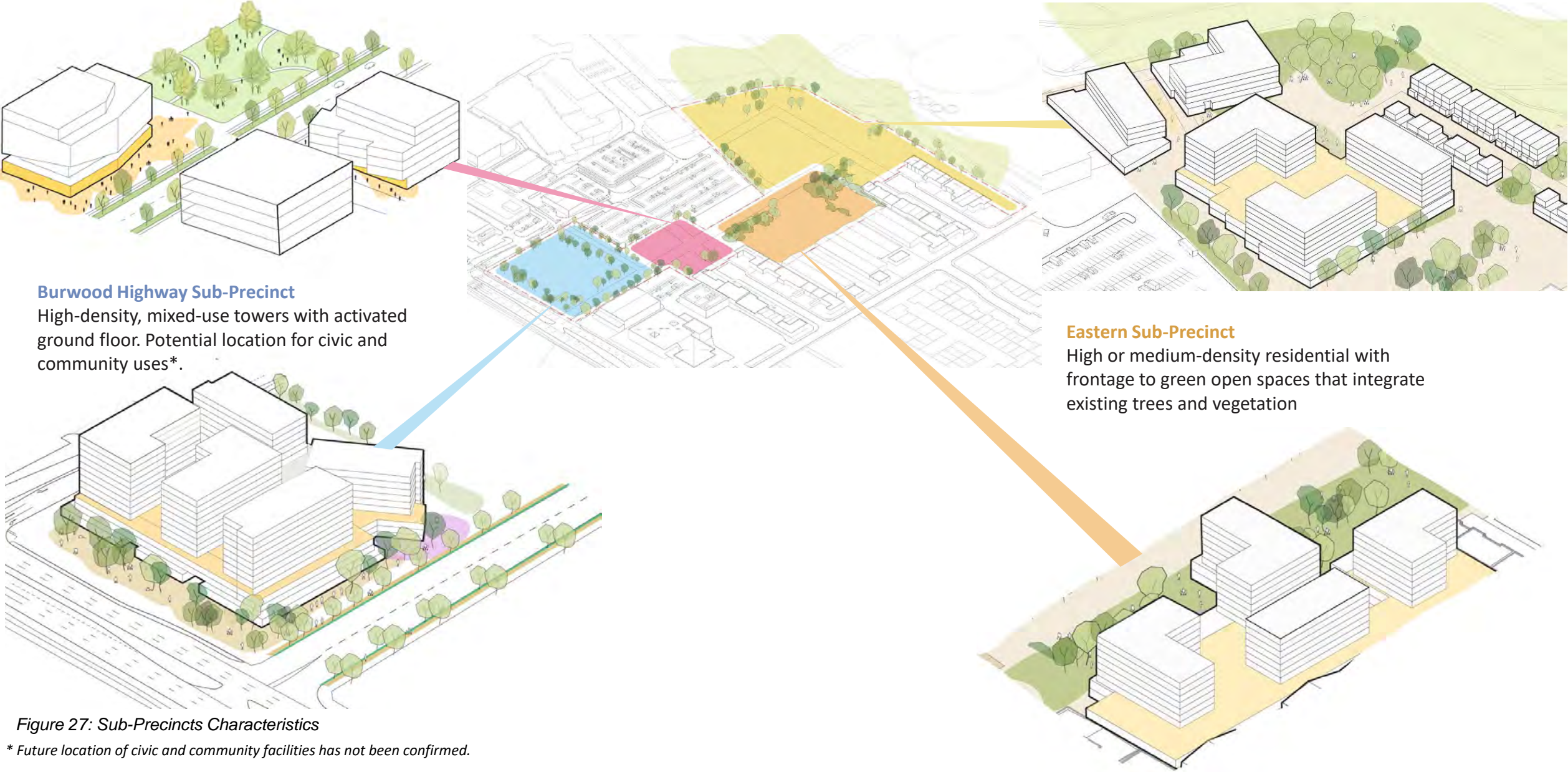


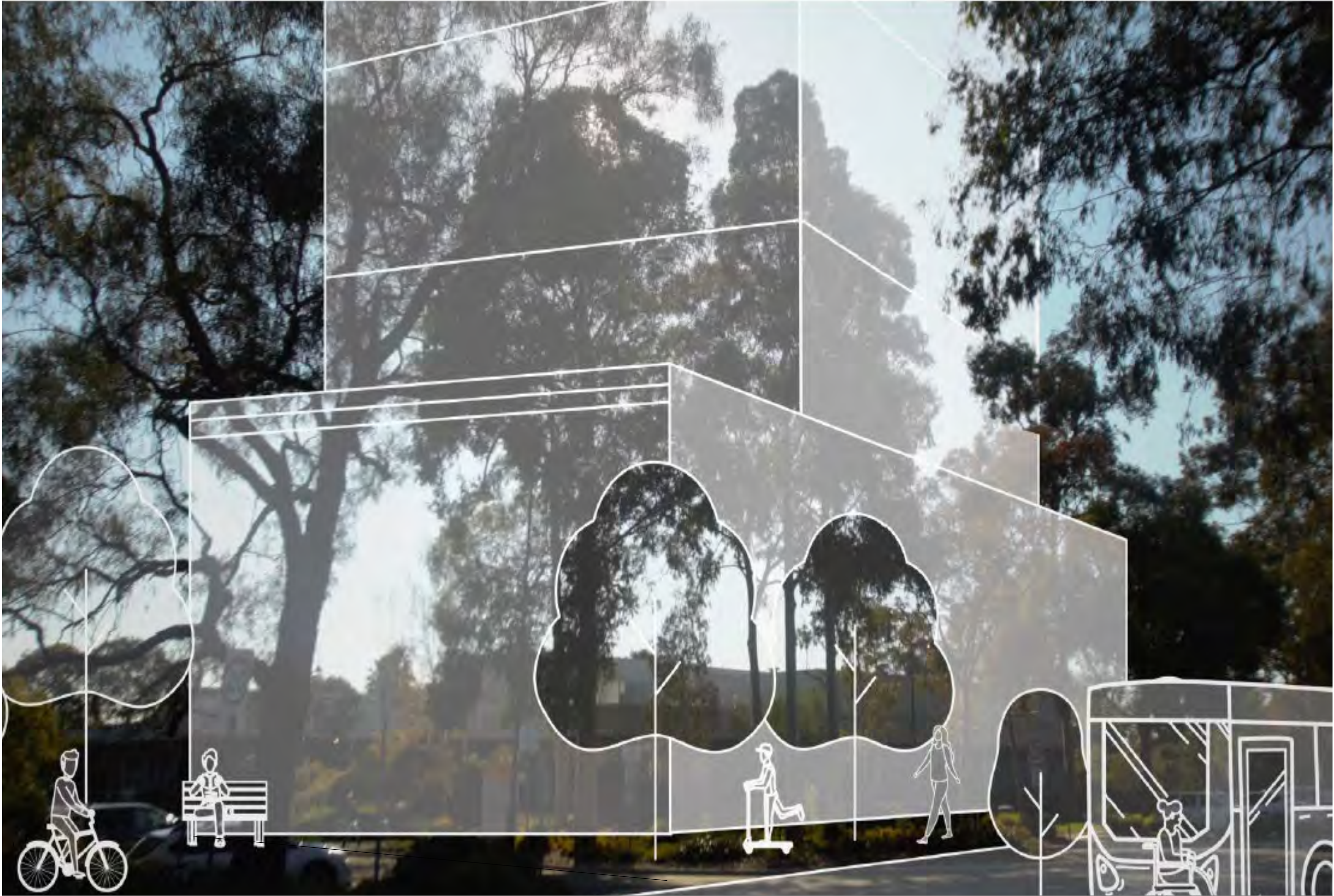
Figure 27: Sub-Precincts Characteristics

* Future location of civic and community facilities has not been confirmed.





8. Access and Movement



Conceptual illustration showing movement of people and vehicles

Public Transport Connections

The Structure Plan shows a regional bus interchange closer to the Precinct and an East-West vehicular connection and future bus route linking Westfield Knox and the Precinct through to Eastgate Court.

Consultation with Scentre Group, the co-owners of Westfield, indicates the regional bus interchange is likely to remain at the current location.

The potential East-West vehicular connection is unlikely due to the change in grade on both sites and existing buildings.

An alternative proposed bus route could utilise the traffic signals at the intersection of Burwood Highway and Tyner Road. However, this would require use of internal roads on private Westfield land.

Key public transport actions over the short, medium and long term are:

- investigate an upgraded bus stop on Burwood Highway to provide access to the Precinct and civic and community facilities, close to the entrance to the North-South connection
- work with Scentre Group and state government to determine whether there is potential for a North-South connection from Burwood Highway through the Precinct to Lewis Road, including for buses
- continue to advocate for extension of the route 75 tram to Knox Central.

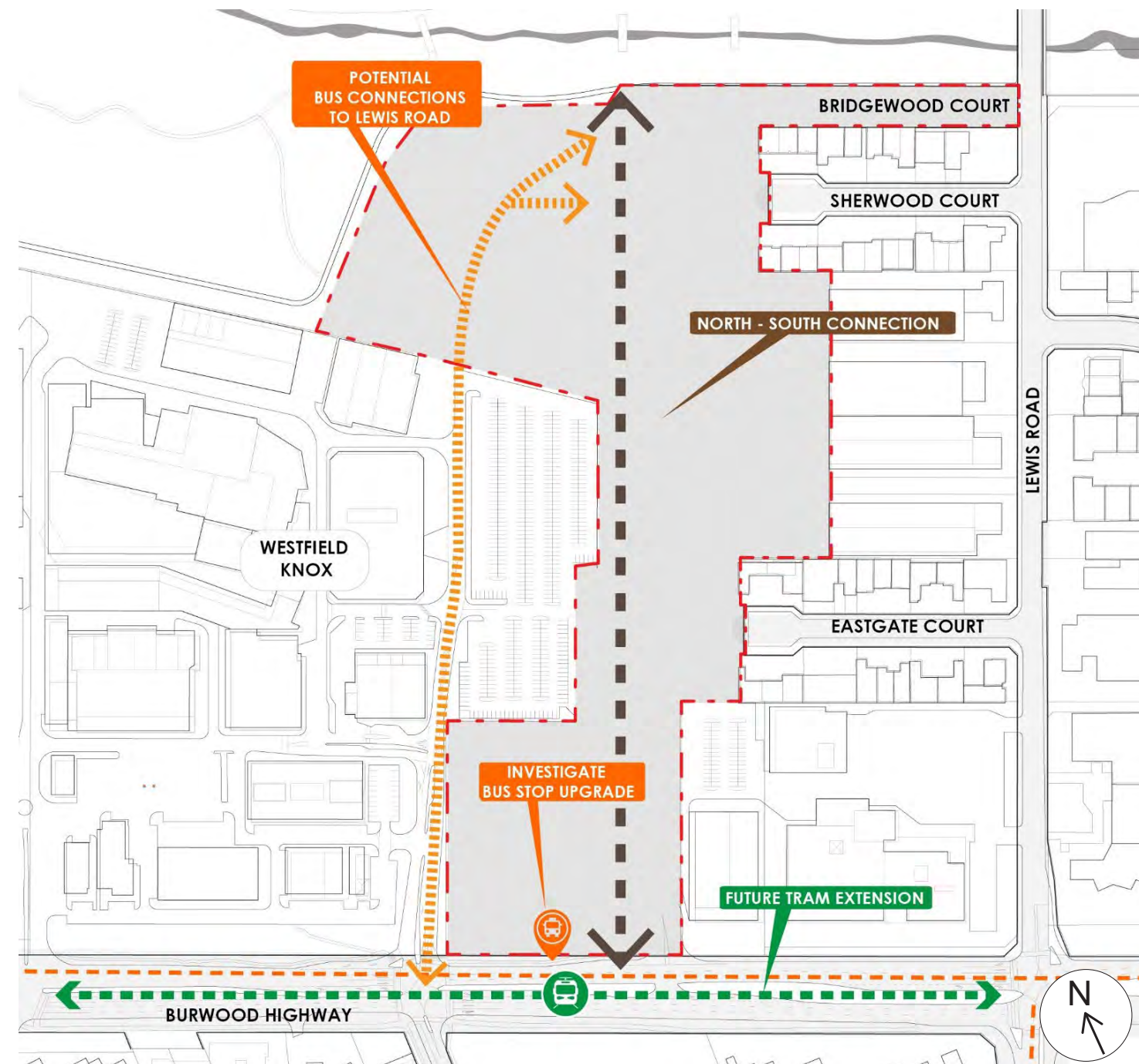


Figure 28: Future Public Transport Connection

Disclaimer: The bus connection indicated is potential only and places no obligation on either Scentre Group or Knox City Council. The bus route is a state government responsibility.

Proposed Movement Network

The Precinct will have an interconnected street network that encourages walking and cycling. To facilitate a safe, vibrant, and interactive heart for the Precinct, the road network will prioritise pedestrians and bicycles through appropriate road treatments and speed limits. The walking and cycling paths will connect to the key nodes, open spaces, Lewis Park, the Blind Creek, and Westfield Knox. The North-South connection is an important link in a regional cycling route that will connect Rowville to the Dandenong Creek Trail.

1 North-South Connection

A connection between Burwood Highway to Bridgewood Court provides destination-based access to Lewis Park and Blind Creek. It will cater for vehicles at low-speed with dedicated bicycle and pedestrian paths.

2 East-West Connection

An East-West pedestrian and bicycle link through the heart of the Precinct connects Westfield Knox to Lewis Road, and the industrial area to the east.

3 Burwood Highway Intersection

The Burwood Highway intersection provides the main access to the Precinct from the south.

4 Lewis Road Access

Existing road provides access to the Northern Sub-Precinct. It may extend to provide a future bus connection Westfield Knox and Lewis Road.

5 Active Transport Network

Connect to existing bicycle and shared paths. Priority given to safe walking and bicycle paths along the North-South and East-West corridors, and connection to the Blind Creek trail.

6 Street Network

Interconnected local streets encourage walking and cycling and provide vehicular access to development sites.

7 Pedestrian Links

Prioritised pedestrian links with access to all parts of the Precinct via footpaths, linking high-quality open space, the civic and community precinct and the Blind Creek corridor.

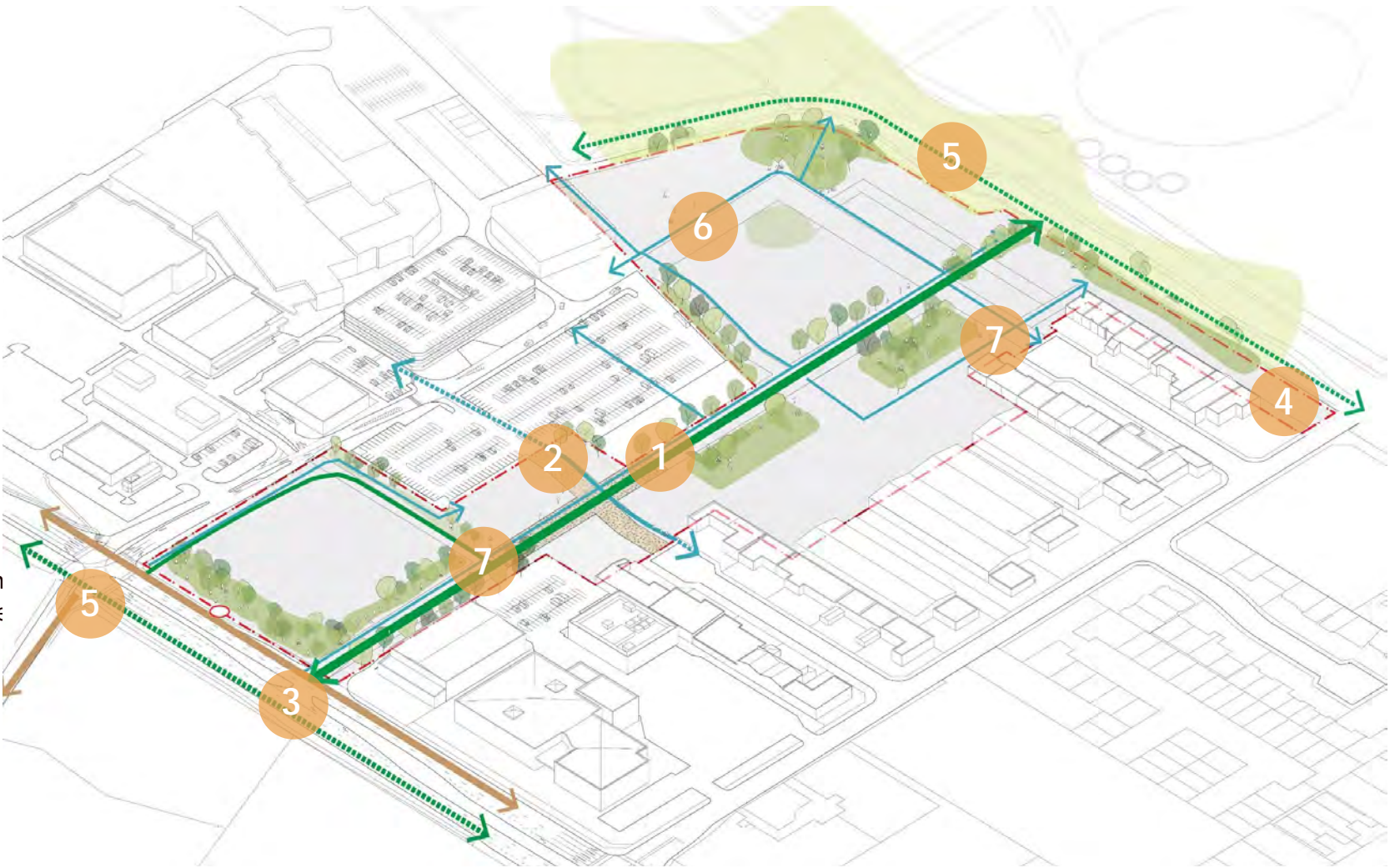


Figure 29: Future Movement Network

Indicative North-South Road Cross Section

A mix of public and private road links are proposed for the Precinct. The North-South road will be a public road and the main connection between Burwood Highway to Bridgewood Court. It provides destination-based access to Lewis Park and Blind Creek.

The cross section illustrated below presents an option that encourages low traffic speeds to provide an accessible and safe street system for all users.

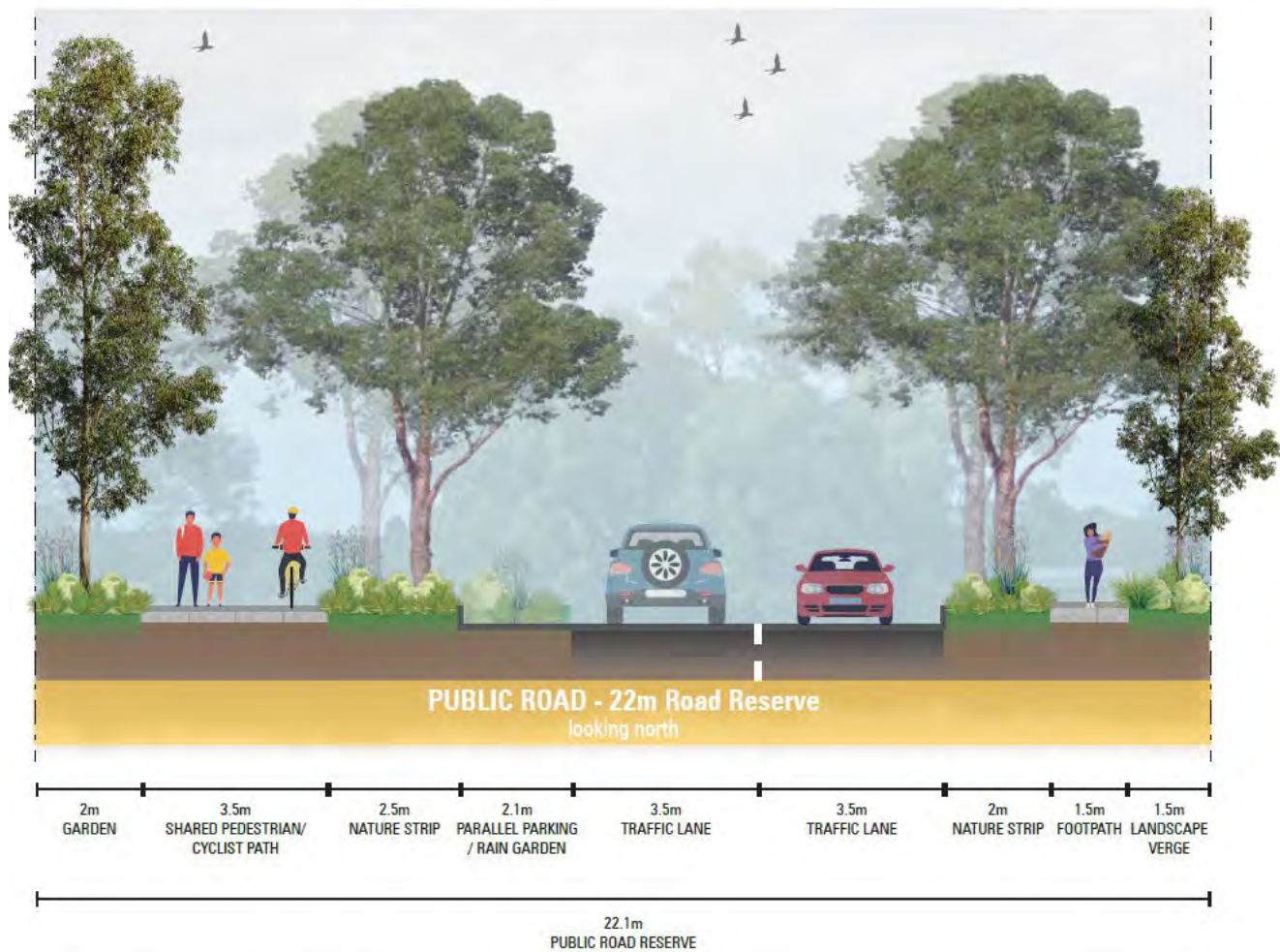


Figure 30: Indicative Cross Section



Figure 31: Indicative location of the public road

Opportunities for bicycle and pedestrian movements



Figure 32: Low speed environment with dedicated two-way bicycle path and pedestrian path, Montreal, Canada



Figure 33: Dedicated two-way bicycle path with vehicular traffic on one side, Auckland, New Zealand



Figure 34: Vision for proposed dedicated bicycle lane on Oxford Street, Sydney along an active public transport corridor



9. Open Spaces and Natural Environment



Conceptual illustration showing the potential use of open space around existing culturally sensitive area

Proposed Open Space Network

Each Sub-Precinct will support high quality open space and natural environment outcomes. Biodiversity values will be protected and open space will be designed to respect existing habitat, large trees and indigenous vegetation. There are opportunities for hard surface open space and potential for water play. These opportunities will be explored as planning for the development of the Precinct is progressed.

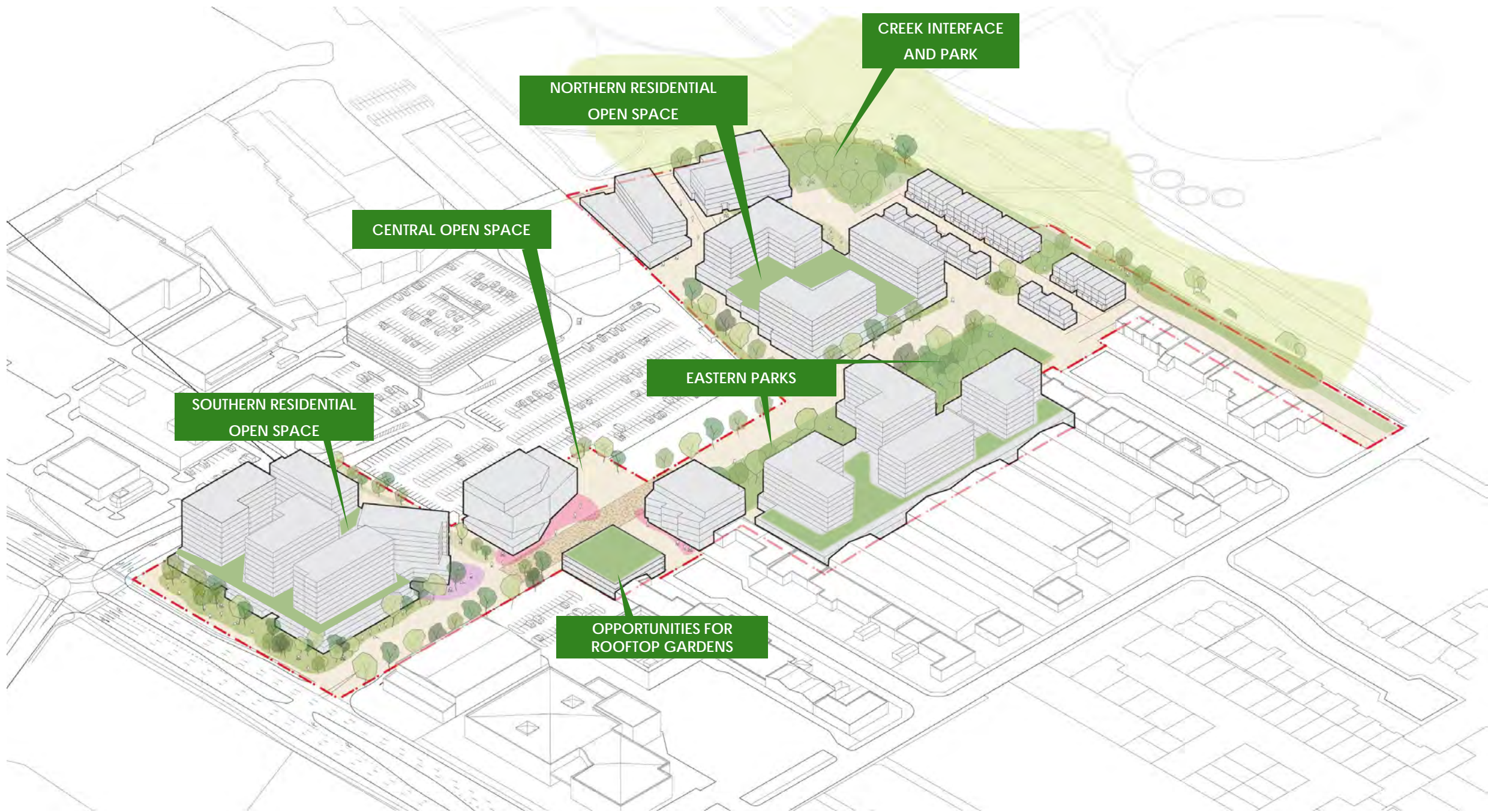


Figure 35: Precinct Open Space Network

Creek Interface and Park

Area: Approximately 8,400 m2

Context

- Blind Creek Interface
- Proximity to regional open space - Lewis Park
- Existing vegetation
- North facing

Opportunities

- Regional park connections
- Primary passive park/link to service broader context
- Play spaces, BBQ, shelter, native garden
- Potential café / alfresco dining to ground floor of adjacent development to activate
- Park could link to civic community use
- Creek Indigenous landscape theme
- Integrated WSUD
- Excellent solar access
- Attractive outlook and passive surveillance to parkland
- Adventure activities



Northern Residential Open Space

Area: Approximately, 2,300 m2

Context

- Residential / Apartment interface
- Northern location
- Potential podium landscape

Opportunities

- Shared open / park space
- Gardens, shelters, productive gardens, small play element, courtyard spaces



Eastern Parks

Area: Approximately 3,000 m2

Context

- Northeastern orientation
- Adjacent to central North-South connection and Sherwood Court
- Existing vegetation and habitat zone

Opportunities

- Shaded environment
- Recreation (passive activities)
- Minor nature play node
- Public amenities, e.g. BBQ's seating and furniture
- Native garden
- Open lawn
- Circuit paths
- Integrated WSUD



Area: Approximately 2,200 m2

Context

- Northeastern orientation
- Adjacent to North-South connection
- Existing vegetation
- Cultural sensitive area

Opportunities

- Recreation (passive activities)
- Minor nature play node
- Public amenities, e.g. BBQ's seating and furniture
- Native garden
- Open park
- Circuit paths
- Protection of cultural sensitivity
- Integrated WSUD
- Alfresco dining
- Active edges



Central Open Space

Area: Approximately 4,500 m2

Context

- Central location
- Visual connection to Knox O-Zone

Opportunities

- Strong node and meeting point
- Large public gathering space
- Pedestrian priority spaces and movement North-South, East-West
- Direct link to Westfield Knox
- Activation at ground floor
- Enveloping tree canopy
- Civic furnishing, lighting and paving
- Flexible hardscape
- Welcome to Country – civic events
- Arts events
- Potential signature art and water element
- Opportunity for development parcel depending on final location of civic and community facilities.



Southern Residential Open Space

Area: Approximately 8,700 m2

Context

- Mixed-use/ Apartment interface
- Southern location
- Podium typology

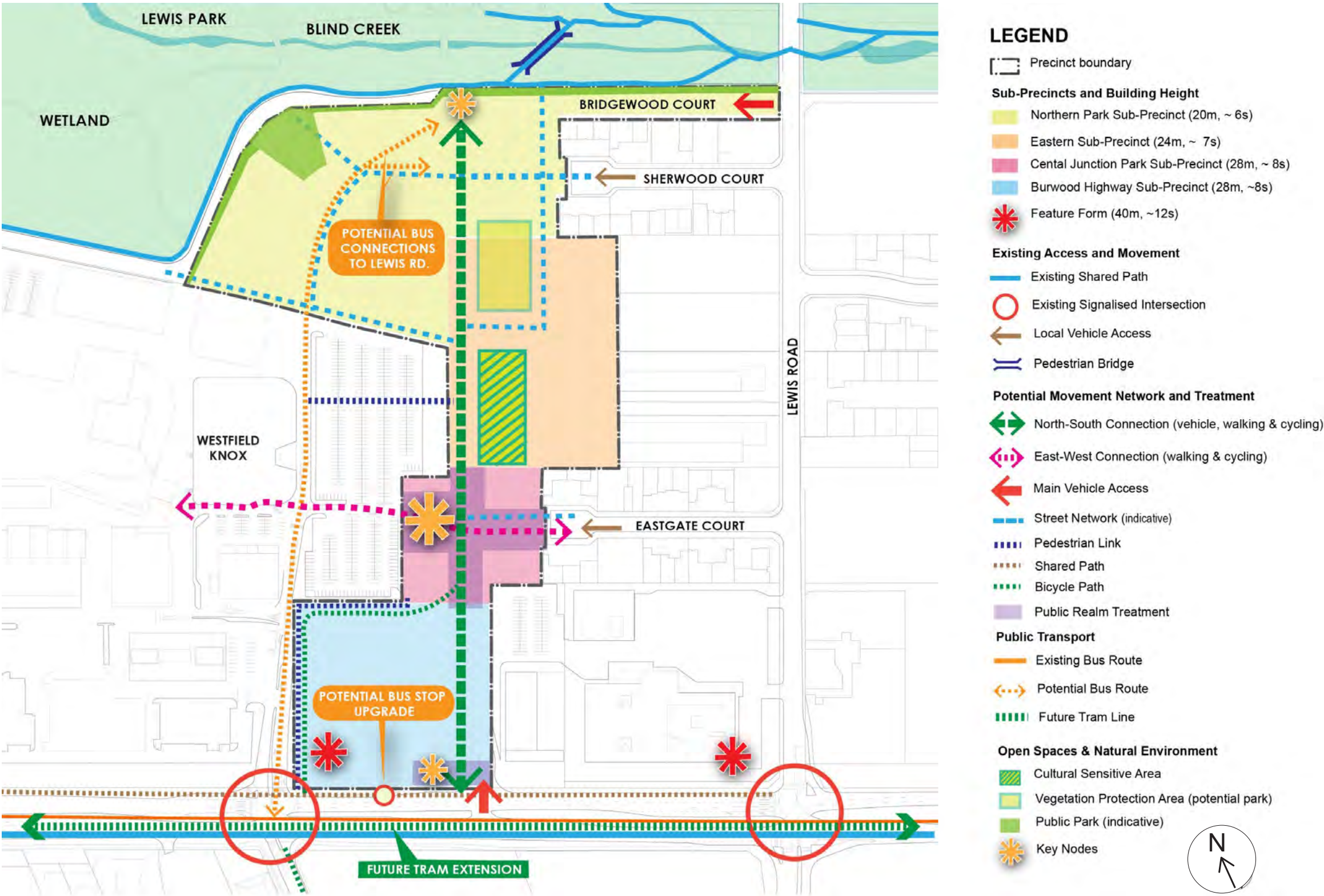
Opportunities

- Activation at ground floor
- Flexible hardscape
- Potential podium landscaping

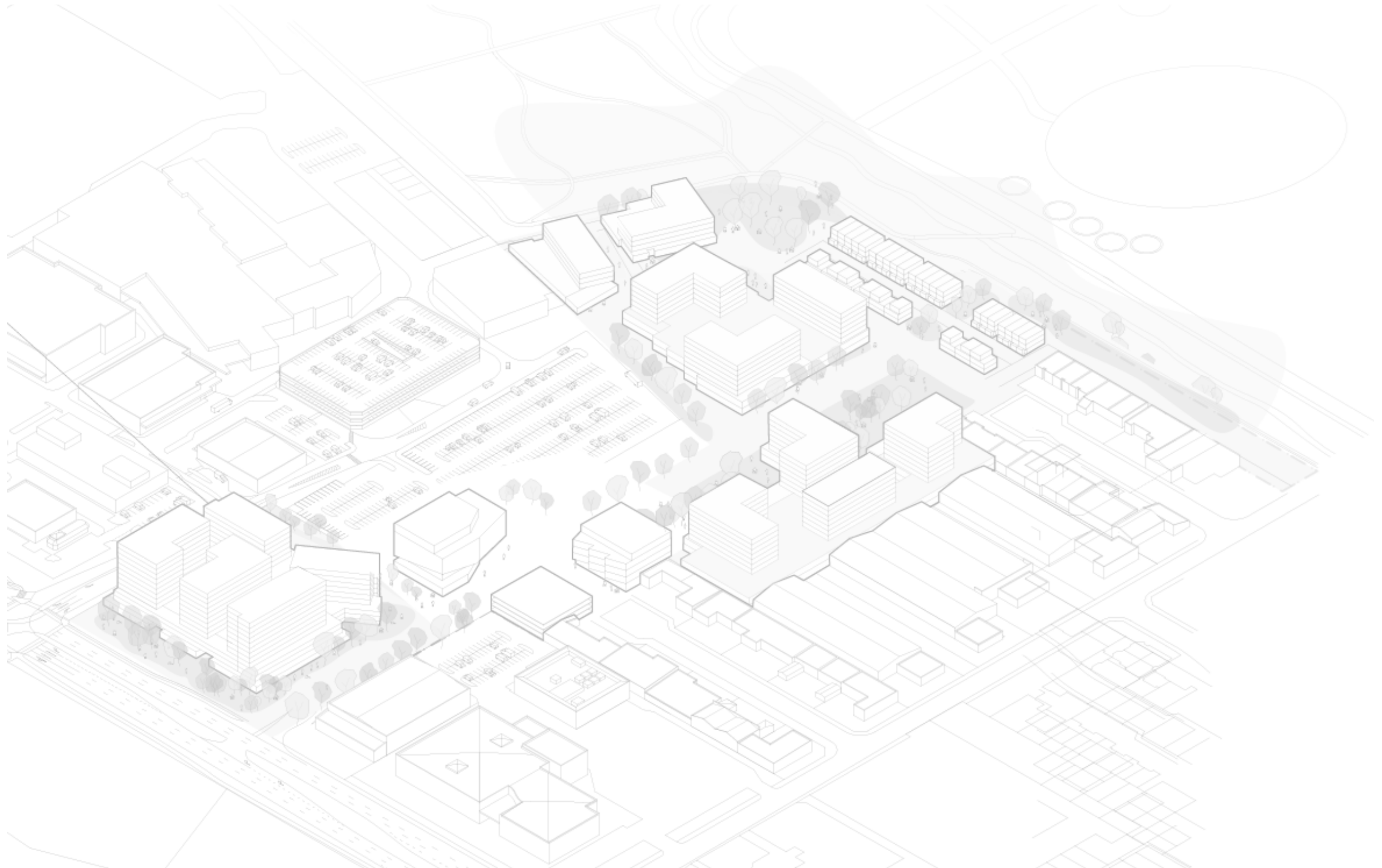




10. Framework Plan



Disclaimer: The bus connection indicated is potential only and places no obligation on either Scentre Group or Knox City Council. The bus route is a state government responsibility.



11. Implementation

Implementation Actions

Development of the Central Precinct will require amendment of the Knox Planning Scheme.

Key planning actions include:

- A new Schedule to the Development Plan Overlay to apply to the Precinct
- Review of the extent of the Environmental Significance Overlay (ESO)
- Application of the Environmental Audit Overlay (EAO) to the northern half of the Precinct including the Industrial 1 Zoned land
- Review of the Land Subject to Inundation Overlay (LSIO) extent following future updated flood modelling by Melbourne Water
- Rezoning of land within the Precinct.

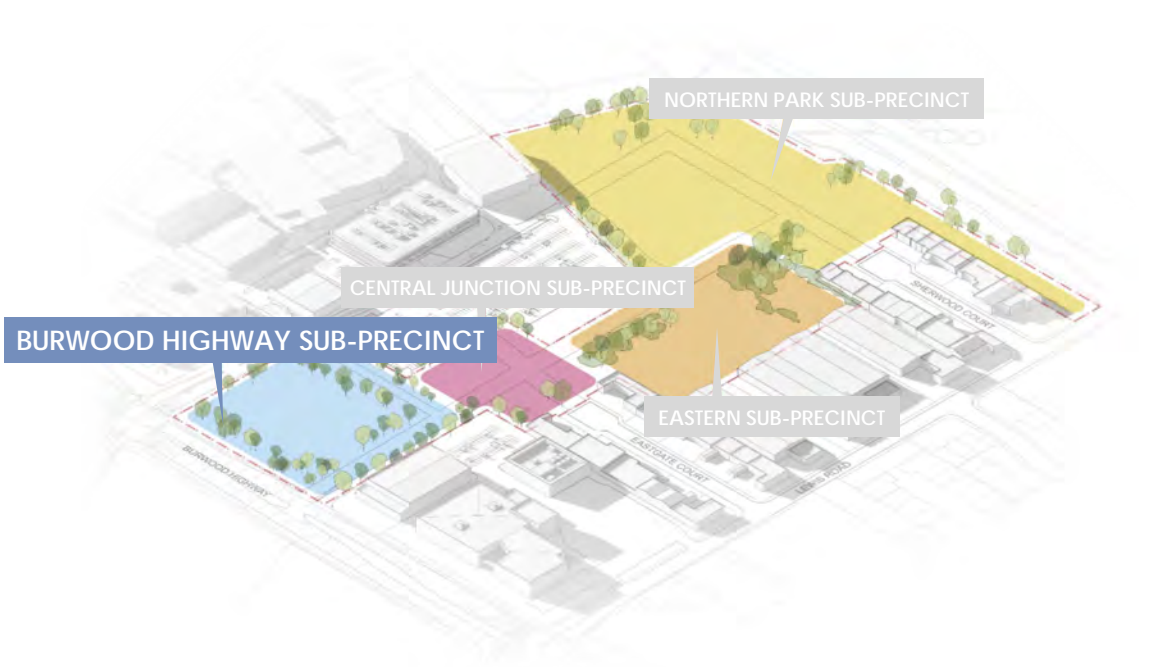
Other key implementation actions are:

- Continue discussions with Scentre Group to confirm pedestrian and bicycle connections between Council's land and Westfield Knox
- Investigate an upgraded bus stop on Burwood Highway to provide access to the Precinct and civic and community facilities, close to the entrance to the North-South connection through the Precinct.
- Work with Scentre Group and state government to determine whether there is potential for a North-South connection from Burwood Highway through the northern end of the Precinct to Lewis Road, including for buses
- Continue to advocate for extension of the route 75 tram to Knox Central
- Investigate opportunities for improving habitat connectivity between important remnant vegetation in the Precinct and with Blind Creek
- Confirm the location and uses in the future Civic and community precinct.



11. Appendix

Burwood Highway Sub-Precinct: Examples of Developments*



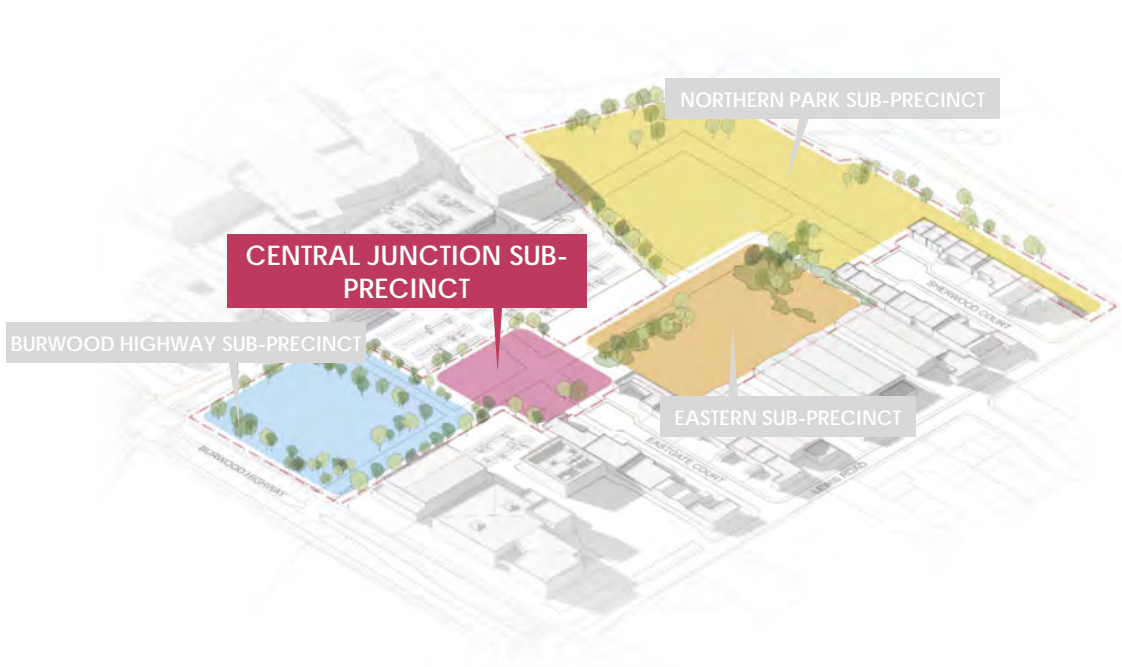
Integrated active mixed-use facade



Public realm and prominent street presence

* These images are sourced externally.

Central Junction Sub-Precinct: Examples of Developments*



Open Space and public realm focus



Local retail provides an active ground floor



Architectural built form

* These images are sourced externally.

Eastern Sub-Precinct: Examples of Developments*



Seven to nine storey residential buildings



Open space and public realm treatment that works with existing mature trees and habitat



* These images are sourced externally.

Northern Park Sub-Precinct: Examples of Developments*



Passive open space using a mix of landscape treatments



Two and three storey townhouses fronting open space



* These images are sourced externally.

Engagement Report

Central Precinct Land Use Plan

Knox Central Activity Centre

August 2024



knox



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1. Introduction

1.1 Project overview

Knox City Council owns approximately 9 hectares of land between Burwood Highway and Blind Creek, next to Westfield Knox. This site is within the larger Knox Central Activity Centre, which is the largest activity centre in Knox and services a catchment within Knox and across the eastern suburbs of Melbourne. The project is the development of this site.



Figure 1: Location of the Central Precinct

There will be several stages to the project, and development of the entire site is expected to occur over 20 years. The development of the civic area will not occur for at least 10 years, but Council will start to plan for it as part of its planning for the overall precinct.

Council intends to see this land developed primarily for higher density housing, to help create a 'new heart of Knox'. The area will feature green spaces for recreation and relaxation and a mix of housing and employment opportunities, integrating with the natural beauty of the surroundings.

The future residential population is expected to be between 3000 and 5000 people. Council will plan for services to support the future population and is focused on ensuring development is sustainable, high quality and resilient to the effects of climate change. Council will also consider how social and affordable housing might be delivered as part of the development.

The Structure Plan for the Knox Central Activity Centre identified the precinct as an opportunity to enhance its role as the civic and public heart of the municipality. The preferred building heights for this site are already in the Knox Planning Scheme.

In response, Council prepared the draft Land Use Plan to guide the development of the Central Precinct. The purpose of the Plan is to inform and guide the future planning and development of the Council's land next to Westfield.

The Plan proposes:

- four sub-precincts across the site and their characteristics
- high-level precinct and open space design guidelines

- areas considered for parks and public open spaces
- area identified with existing environmental features such as trees will be protected.
- a civic sub-precinct is proposed on the site.

This report provides a summary of community and stakeholder engagement findings based on feedback received on the draft Land Use Plan. The report is structured as follows:

- Chapter 1: Project overview, engagement overview and approach
- Chapter 2: Overview of engagement activities and participants
- Chapter 3: What we heard
- Chapter 4: Next Steps

1.2 Engagement overview

The consultation on the draft Land Use Plan has been conducted in accordance with Knox City Council's Community Engagement Policy. This engagement was the first opportunity for the community to learn about the future for the site.

The aim of the engagement was to obtain feedback from key stakeholders and Knox community on the design guidelines and high-level concepts presented in the draft Land Use Plan.

The objectives of consultation for this project were:

- To raise awareness of the location of the site and the opportunity it presents for the community.
- To inform key stakeholders and community of the project objectives to enable them to provide meaningful input to help shape the Precinct into a heart of Knox.
- To reach a wide and balanced range of groups from a variety of interest areas.
- To obtain stakeholder and community feedback on how the public spaces could be used and understand future housing needs.
- To consider feedback from the engagement in the finalisation of the Central Precinct Land Use Plan.

Council was seeking feedback on:

- the high-level concepts (nature of development, access and movement) of future development presented in the draft Land Use Plan.
- the design guidelines in the draft Land Use Plan.
- what is important to the community through the development of the site (the values the community wishes to see realised in the precinct).
- what community facilities are a priority in the precinct.
- how to achieve high quality design, amenity and environmental outcomes.

1.3 Engagement approach

The overall engagement methodology was informed by a project-specific Engagement Plan, prepared at the start of the project. The Engagement Plan outlines key objectives for engagement, the scope of the engagement, stakeholder analysis and consideration of different communication channels to promote the project.

Consultation collateral prepared were:

- a visually appealing illustration showing the location of the Central Precinct relative to the surrounding Activity Centre.
- a physical base model for Lego® play consultation at Knox Festival and other consultations.
- a physical 3D model to understand topography and relationship to surrounding land to help in technical discussions.
- 3D printed buildings to use with the models for consultation activities.
- Pre-built Lego® buildings to support engagement at Knox Festival.
- an animation video highlighting the potential future look and feel of the different elements of the site including expanse of green space, access and movement, and the different typology of buildings.
- project website providing opportunity for the community to provide their feedback through the online engagement platform, 'Knox Have Your Say'.
- letters sent to businesses and owners adjacent to the project site.
- postcard and posters to socialise the project and invite people to have their say on the project.



Figure 2: Physical 3D model of the site for engagement activities

External consultation activities were:

- 1x community pop-up session at the Knox Festival. The pop-up included a poster showing the location of the site and a physical base model (1.1 m x 1.7m) of the site with Lego® pieces inviting people to build elements they want to see in the public spaces.
- 1x engagement activity with early years children (1-4 years) at the Knox Festival.
- Full day pop-up session at the Knox Library in Westfield using the physical 3D model visualising the site.
- 2 Information sessions with the businesses and landowners along Lewis Road adjacent to the site.
- Engagement with sports clubs and Knoxfield District Scout Centre based in Lewis Park.
- Engagement with the Environment Advisory Committee, Early Years Advisory Committee and the Youth Advisory Committee.
- Opportunity for people to present their 'Bright Ideas' and complete 'Feedback form' through the "Knox Have Your Say" web platform.
- Provision of postcards to Knox Library, key stakeholders and landowners to socialize the project.

Promotional activities included:

- Mail-out of letter to businesses and owners to inform them of the project and invitation to attend an information session.
- Large visual poster used within the pop-up consultations to help guide on where the site is.
- Distribution of flyers at Knox Library, Council offices and community facilities.
- Targeted promotion on Facebook / social media.
- Hero ad in the four local papers distributed to over 50,000 homes in Knox.
- Back cover of the Knox News focusing on engagement and call to action for people to have their say distributed to over 60,000 homes in Knox.
- Website - 2 articles throughout the engagement phase.
- Social media - Organic post promoting the engagement being open.



Have your say

Planning a new heart of Knox

We are planning for the future transformation of Council land between Burwood Highway and Lewis Park, next to Knox Westfield. Share your ideas or visit our Pop up at Knox Library on 6 June.

22 May 2024

Figure 3: Back cover of Knox News promoting the project and call for action

2. Overview of engagement activities and participants

Previous engagement in relation to the site was undertaken as part of the engagement on the Structure Planning of the Knox Central Activity Centre in 2017 and Amendment C149knox to the Knox Planning Scheme.

During February to August 2024, various engagement activities were conducted to hear diverse voices of people who visit, live, work and play in Knox. Specific activities were undertaken to engage with children and young people. This section presents the objectives and engagement activities undertaken.

Summary of the activities and participants profile is presented in Tables 1 and 2.

Table 1: Engagement activities from March to August 2024

Activity	Date	Number of participants	Estimated number of comments/ideas	Participants (Service age group)
Knox Festival	2 March	120 (estimated)	44 forms	<ul style="list-style-type: none"> - Primary schoolers - Secondary schoolers - Tertiary students - Parents and homebuilders.
Knox Library	6 June	22	67 ideas and comments	<ul style="list-style-type: none"> - Parents and homebuilders - Seniors - Young workforce - Primary schoolers - Secondary schoolers.
Knox Have Your Say	22 May to 7 June	1209 views 1025 visits 722 visitors	66 ideas 15 feedback forms	- Broad cross section (typical respondent information).
Information Session	15 May 21 May	3	6 ideas	<ul style="list-style-type: none"> - Neighbouring landowners - Older workers and pre-retirees
Lewis Park Sports Clubs and Knoxfield District Scout Centre	15 May	4	10 comments	<ul style="list-style-type: none"> - Parents and homebuilders - Older workers and pre-retirees - Seniors.

Table 2: Engagement with the advisory committees from May to August 2024

Activity	Date	Number of external participants	Estimated number of comments/ideas
Environmental Advisory Committee	15 May	11	14
Early Years Advisory Committee	20 June	9	16
Youth Advisory Committee	24 July	20	44
Active Ageing Advisory Committee	8 August	10	12
Disability Advisory Committee	13 August	11	8
Multicultural Advisory Committee	20 August	TBA	TBA

2.1 Pop-up sessions

2.1.1 Knox Festival, 2 March 2024

The pop-up under the Council marquee was set up from 9 am to 6 pm at the Knox Festival on 2 March.

The objectives of the activity at Knox Festival were:

- Build community awareness of the project (socialise)
- Understand high level community aspirations for the future look and feel of the precinct.

Approximately 120 participants were asked to have their say through Lego® play build activity and feedback form. Forty four (44) feedback forms were completed.

Prompts during the activity included:

- What would you like to see in the public spaces?
- What did you wish this area should have, or missing?



Figure 4: Lego® play activity during Knox Festival showing the Lego® build, which included outdoor café, play equipment, community garden, slides, swing, shaded sitting areas, wheelchair, bicycle and green roof.

2.1.2 Knox Library, 6 June 2024

Drop-in pop-up sessions were promoted for two sessions during the day (10am to 12pm and 4pm to 6 pm). However, due to significant interest in the project, the entire day (10am to 6pm) was open for anyone interested in learning and providing feedback on the project.

At these sessions, visitors to the library had the opportunity to engage with the project in-person and speak with members of the project team. Twenty-two (22) participants engaged at the pop-up session.

They were also able to interact with the physical model and ask questions about the various elements on display.

The objectives of the consultation at Knox Library were:

- Build community awareness of the project.
- Understand high level community aspirations for the future look and feel of the precinct.

Participants were asked to have their say using the Post-it notes on the following 3 questions:

- Tell us your Bright ideas to help in the transformation of the Precinct.
- How would you like to see the Public Space being used?
- How can housing meet your future needs?

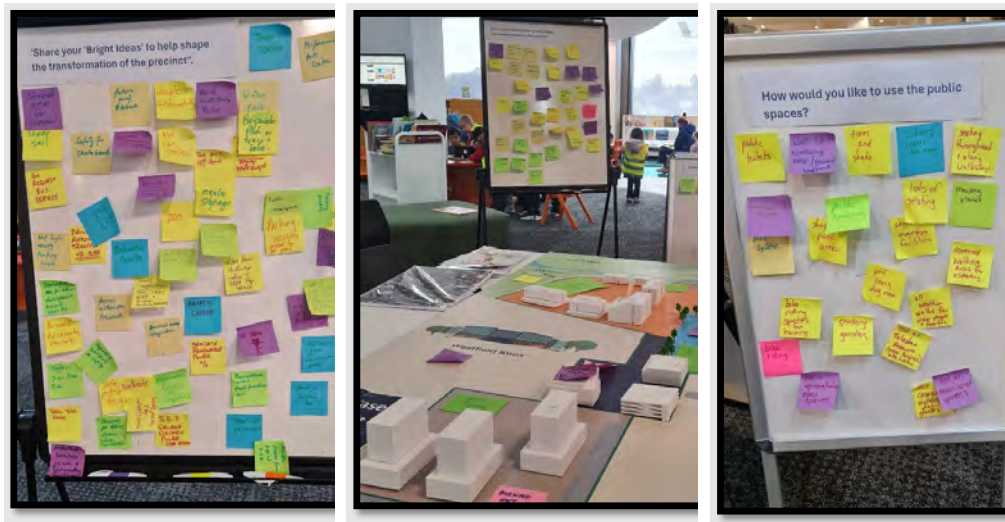


Figure 5: 'Bright Ideas' feedback from the participants at the Knox Library

2.2 'Knox Have Your Say'

Council's online engagement platform 'Knox Have Your Say' provided a central repository for all project-related information. It provided access to a visioning exercise and feedback form and other project materials for the public including:

- Illustration providing the location of Central Precinct
- draft Central Precinct Land Use Plan
- FAQs
- Project timeline.

The objectives of this engagement activity were to:

- Build community awareness of the project
- Understand high level community aspirations for the future look and feel of the precinct.

Participants were asked to have their say by responding to the following question, which served as a 'proxy' to visioning of the Precinct.

- Tell us your Bright ideas to help in the transformation of the Precinct.

Have your say by 7 June 2024

How to have your say:

Online

- share your 'Bright Ideas' (below)
- complete the feedback form to help shape the transformation of the precinct (below), or email knox.central@knox.vic.gov.au

By mail

- post your submission to:
Heart of Knox project
Knox City Council
Reply Paid 70243, Wantima South 3152

In person

- Knox Library Drop-in:
Date: Thursday 6 June 10am - 12pm and 4pm - 6pm

Provide feedback for your chance to win

Everyone who provides feedback will go into a draw to win a voucher for an amazing local experience.

Find out more on our [Have your Say and Win](#) page.

Share your 'Bright Ideas' to help shape the transformation of the precinct

We are interested to hear your 'Bright Ideas' on what you would like Council to consider as part of the development of the site. (max 140 characters)

Tell us your ideas

You have **140** characters

Figure 6: 'Knox Have Your Say' project page seeking feedback on ideas

In addition, there was an opportunity for people to complete the feedback form. The following questions were included in the form:

- What do you think of the Precinct Design Guidelines? Have we missed anything?
- What do you think of the Open Space Design Guidelines? Have we missed anything?
- Future Civic Centre

People could also get in touch with the Council team via phone or email at knox.central@knox.vic.gov.au or send a hard copy submission to Council.

Statistics during from the engagement period from 22 May to 7 June are as follows:

- 1209 page views
- 1025 visits
- 722 visitors
- 66 submissions from 48 contributors
- 22 project new followers
- 15 feedback forms.

2.3 Information sessions

2.3.1 Businesses and landowners

To raise awareness of the project and invite the key stakeholders to learn more about the project and seek any clarifications, letters were delivered to businesses and landowners along Lewis Road adjoining the eastern boundary of the Knox Central site.

The letters provided information about the project, a QR code to register and attend the information session.

Two information sessions were held with the Lewis Road businesses and owners. One session was face to face held on 15 May from 4 pm to 5pm, while the other session was online on 21 May from 10 to 12 pm. In total 3 participants attended the information session.

The Pop-up at the physical information session comprised of the physical 3D model visualising the opportunities the site presents in terms of nature of development, public open spaces, green spaces and connections. Participants were also able to interact with the physical model and ask questions on the various elements on display.

2.3.2 Sports Clubs and Scouts

To present the project, respond to any clarifications and seek feedback, a separate session was held with the sports clubs and the Knoxfield District Scout Centre on the 15 May 2024. The session included a physical 3D model visualising the opportunities the site presents.

2.4 Focus group discussions

Focus group discussions were undertaken with the advisory committees involved in advising on Council programmes and initiatives. Consideration has been given to ensure that a range of cohorts have been consulted and given the space to voice their feedback and ideas.

2.4.1 Environmental Advisory Committee, 15 May 2024

Engagement activity included the following:

- presentation of the project using power point slides and the physical 3D model visualising the high-level concept
- discussion on the potential opportunities the site presents
- group activity seeking feedback from the Committee members on the draft design and open space guidelines section of the draft Land Use Plan.

2.4.2 Early Years Advisory Committee, 20 June 2024

Engagement activity included the following:

- presentation of the project using power point slides and the physical 3D model visualising the high-level concept
- discussion on the potential opportunities the site presents, especially with regard to the service needs of children
- group activity seeking feedback from the Committee members on the design consideration to enable a children centric precinct.

2.4.3 Youth Advisory Committee, 24 July 2024

Engagement activity included the following:

- presentation of the project to the Committee using the physical 3D model
- group activity seeking feedback from the Committee on how they would like to see the Public Space being used and what they see are their future housing needs.

2.4.4 Active Ageing Advisory Committee, 8 August 2024

Engagement activity included the following:

- presentation of the project to the Committee using the physical 3D model
- group discussion seeking feedback from the Committee on key considerations during the planning and design of the project.

2.4.5 Disability Advisory Committee, 13 August 2024

Engagement activity included the following:

- presentation of the project to the Committee using the physical 3D model
- group discussion seeking feedback from the Committee on key considerations in the planning for accessibility in the precinct.

2.4.6 Multicultural Advisory Committee, 20 August 2024

Engagement activity planned includes:

- Overview of the site and the Project using 3D physical model
- Seeking feedback and ideas from the Committee on the project, including what elements to consider in the design of public spaces that help to promote and celebrate the benefits of cultural diversity in Knox.

2. What we heard

3.1 Summary of the feedback

The engagement activities sought feedback on the following:

- the high-level 'built form' concepts in the draft Land Use Plan, access and movement, and open spaces and the natural environment
- proposed design guidelines for the Precinct and Open Spaces
- how public spaces could be used
- what community facilities are a priority in the Precinct
- what is important to the community through the development of the site
- community views on a community hub and future civic facilities
- ideas to achieve high quality design, amenity and environmental outcomes.

Feedback has been considered in the finalisation of the design and open space guidelines section of the draft Land Use Plan. It has been structured by themes and is summarised below:

Land use and built form

- a desire for high-quality designs and different types of housing that caters to people of all stages of life
- more affordable housing options including social housing
- development that caters for people at all stages of life
- broad support for higher-density developments in this location, with many aware of examples such as Burwood Bricks, however there were some people concerned with increased density in Knox
- development that is pedestrian friendly, walkable and pleasant
- the need to avoid wind tunnel effects
- suggestions that Council investigate opportunities for different models of housing delivery including co-housing.

Access and movement

- walking and cycling paths and better connections beyond the Precinct
- clear access to all parts of the Precinct including public open spaces
- concern about the impact of higher density on the traffic around the area
- a public transport hub for buses within or close to the precinct
- extension of the no.75 tram line from Vermont South or extension of the train line from Glen Waverley
- support for east-west pedestrian links connecting to Westfield Knox
- people of all abilities can move independently and in a safe way
- better use of existing ground level car parking; parking for residents and visitors should be accommodated within the building sites
- parking on site can accommodate sporting games and events in Lewis Park

- a quality pedestrian connection from the Precinct to Blind Creek and Lewis Park via the new pedestrian bridge.

Open space and natural environment







- spaces that are well shaded during summer
- spaces that are green and connected to the environment
- spaces that cater to the people of all ages and abilities (multigenerational)
- a mix of active and passive spaces
- spaces that are safe and can be used day and night and are multiuse spaces
- a safe environment for children to play but also supports adventurous activity
- open spaces are carefully planned to create garden settings, with an open feel, given the high-density environment in the Precinct.

Community hub and future civic facilities

- comments that the Council Office should be welcoming and accessible with preference towards its current location on Burwood Highway
- a performing arts centre
- outdoor and indoor settings for everyone
- spaces for the public to gather and enjoy activities like the plaza at Bunjil Place
- places for young people to gather
- places where families and all ages can come together and spend time in the area with entertainment and access to cafes/food.

3.2 Pop-up sessions

Responses from large engagement activities were documented and grouped based on the six guiding principles as presented in the design guidelines in the draft Land Use Plans. The guiding principles are:

					
<i>Enhance the community's pride and sense of place</i>	<i>Strengthen Knox Central Precinct as a hub for community</i>	<i>Create inviting streets, open spaces and destinations</i>	<i>Expand Knox Central Precinct's role as a mixed-use centre</i>	<i>Create development opportunities and housing options</i>	<i>Strengthen partnerships to achieve common goals</i>

3.2.1 Knox Festival

Feedback was sought from the participants on ideas to transform the Knox Central precinct, particularly in relation to the use of public spaces.

Participants were asked to provide any other feedback that Council should consider for the transformation of the Central Precinct.

The most popular suggestions from the participants were:

- Playground for children
- Pedestrian and cycling connectivity
- Shaded areas
- Water park and/or aquatic centre.



Figure 7: Word cloud presenting 'Bright Ideas' from participants for the Central Precinct

Most of the feedback that was received was for the following 3 guiding principles:

Principles	Ideas
Strengthen Central Precinct as a hub for community	Most of the feedback was related to providing more services to serve the needs of children.
Create inviting streets, open spaces and destinations	Common themes in the feedback included environmental sustainability, biodiversity and active transport.
Create development opportunities and housing options	Feedback on the need for affordability housing and different types of housing.

In response to question on any other comments for Council to consider, the most common feedback was the impact of high-density development on traffic movement and parking.

3.2.2 Knox Library

Feedback was sought on the following 3 questions:

- Tell us your ‘Bright ideas’ to help in the transformation of the Precinct.
- How would you like to see the Public Space being used?
- How can housing meet your future needs?

The ideas most frequently provided by participants in relation to the first two questions were the following:

- Shaded areas for summer
- Need for performance arts centre / amphitheatre
- Walkable and accessibility
- Safety for residents and pedestrians
- Multifunctional and multigenerational rooms and spaces.



Figure 8: Word cloud presenting ‘Bright Ideas’ from participants for the Central precinct

In relation to the question seeking feedback on future housing needs, ideas most frequently provided by participants were:

- Diversity of housing including multigenerational housing

- Affordable and social housing with infrastructure
- High-quality buildings
- High private dwellings as compared to social housing
- Need housing for downsizers
- Need more higher density housing.

Participants responses were also documented and grouped. Most of the feedback that was received was for the following 3 guiding principles:

Principles	Ideas
Strengthen Knox Central Precinct as a hub for community	Most of the feedback received was related to need for a performance centre for arts and cultural activities.
Create inviting streets, open spaces and destinations	Most popular feedback was the need for shaded areas, safety for all and accessibility.
Create development opportunities and housing options	Feedback on the need for affordability housing and different types of housing.

In response to any other comments for Council to consider, most common feedback included:

- Impact of high-density development on traffic movement and parking
- absence of fast connection to train station.

3.3 ‘Knox Have Your Say’

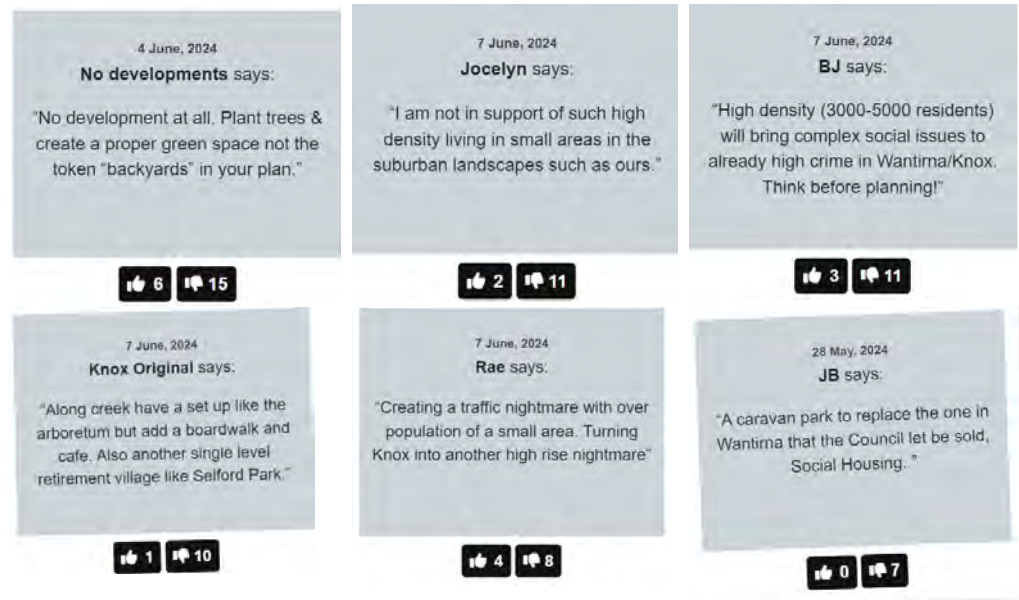
Participants were asked to write their ‘Bright Ideas’ to help in the transformation of the Precinct. Visitors had the option to ‘thumbs up’ or ‘thumbs down’ the idea.

List of all ideas is included in the Appendix.

Table 3: List of ideas that received most ‘thumbs up’

<div><div>30 May, 2024</div><div>PS says:</div><div>"A underground extension from Glen Waverley rail line that connects Knox City to rest of the Melbourne's rail network."</div><div><div>33</div><div>0</div></div></div>	<div><div>22 May, 2024</div><div>LFord says:</div><div>"Plant big trees and gardens around every high density building, like the most enlightened European countries do, to maintain nature"</div><div><div>16</div><div>0</div></div></div>	<div><div>24 May, 2024</div><div>BoredYouth says:</div><div>"Youth areas that aren't just skating related - think ninja course, larger climbing frames etc"</div><div><div>15</div><div>0</div></div></div>
<div><div>28 May, 2024</div><div>Cam says:</div><div>"Create a slum with high density housing owned by overseas investors. Or perhaps tell us how this will be avoided with 5000 residents."</div><div><div>15</div><div>1</div></div></div>	<div><div>31 May, 2024</div><div>Vishal says:</div><div>"Connectivity is a big issue in Knox. The tram line 75 currently finishes till Vermont South. It would be very helpful if it comes till Knox "</div><div><div>15</div><div>0</div></div></div>	<div><div>5 June, 2024</div><div>GoKnox says:</div><div>"This is a great place for high density living. Must be paired with advocacy for better public transport to reduce car dependence."</div><div><div>15</div><div>3</div></div></div>
<div><div>22 May, 2024</div><div>RayStephens says:</div><div>"Harmonise any plan with biodiversity making the area supportive of the Platypus once found in Blind creek (in the 1990s)."</div><div><div>13</div><div>0</div></div></div>	<div><div>23 May, 2024</div><div>JD says:</div><div>"Outdoor spaces designed for young people (who don't just like basketball/skate parks) with large net swings,shelter,seating & good lighting"</div><div><div>12</div><div>0</div></div></div>	<div><div>23 May, 2024</div><div>Concerned says:</div><div>"Aesthetically pleasing buildings, not the dog boxes currently popping up all over Knox. "</div><div><div>12</div><div>0</div></div></div>

Table 4: List of ideas that received most ‘thumbs down’



Most of the feedback that was received was for the following 3 themes:

Principles	Ideas
Strengthen Central Precinct as a hub for community	Spaces and activities for children and youth
Create inviting streets, open spaces and destinations	Public transport, connectivity and accessibility Vegetation and biodiversity Outdoor spaces.
Create development opportunities and housing options	Housing density High-quality buildings Affordability and diversity of housing.

In response to any other comments for Council to consider, most common comment was the impact of high-density development on traffic movement and parking, and the absence of train station.

Feedback form

The following questions were listed in the feedback form:

- What do you think of the Precinct Design Guidelines? Have we missed anything?
- What do you think of the Open Space Design Guidelines? Have we missed anything?

In response to the first question on precinct level design guidelines, some of the feedback was:

- design guidelines must be strictly upheld to avoid the precinct becoming soulless and uninviting
- Need for more consideration in providing different types of housing
- Consider effective use of car parking spaces at ground level through apartments where parking is incorporated in the building
- Consider pet friendly areas and parklands with a wetlands

- Prioritize building affordable homes
- Important for the precinct to become a vibrant community hub where people feel safe to be.

In response to the question on open space design guidelines, some of the feedback received was:

- Open space guidelines are a key to the success of the precinct
- Public open space linking the full extent of the development is critical to creating an inviting and usable space for all
- Linking all communities across Knox through open space (corridors) - e.g., able to safely transit through all parts of Knox via bike or walking
- Planting of mature trees as we don't want to have to wait 30 years for trees to grow large enough to provide canopy and housing for wildlife
- More needs to be provided for relaxation, exercise and stimulation
- Parkland with play facilities for babies through to seniors, disabled and fit folk are needed. Quiet mediation areas outside are needed too, plus car parking areas
- Large native treed area to establish green corridors for wildlife
- Lots of open space lost in the project. How are you going to make up for that?

Future Civic Centre

In response to the question of a future civic centre, comments included:

- Council Office that is welcoming and accessible, visible to the public from Burwood Highway
- Provide range of community facilities within walking distance to the precinct
- Serves as a 'destination' with markets, Council office, arts centres with easy access to restaurants
- Open and inviting promoting a sense of calm
- New public hospital
- Performing Arts Centre
- Street art
- Mental health drop-in place.

3.4 Information sessions

3.4.1 Lewis Road business and owners

The following feedback was received:

- Given the future significant increase in the population in the area, the project should consider measures to address safety and crime in the area (e.g. lighting, safety cameras and informal surveillance).
- Consider use of multilevel car park with other building uses above the parking.

3.4.2 Sports Club and Scouts

The following feedback was received:

- The project to complement the services provided by the sports clubs and the Knoxfield District Scout Centre at Lewis Park through better physical and visual connection.
- The project should consider better physical connection from the site to the sports clubs and scouts that operate in the Lewis Park areas.
- To address the challenge of significant traffic volume during major games on the road that connects Lewis Road to the sports grounds, the following is needed to manage the volume of traffic and parking:
 - Widening of the road
 - More space for parking around the Knoxfield District Scout Centre
 - Allocate space for overflow parking during major games.
- Participants discussed potential impact from the future development of the site, which is expected to increase population. They were:
 - Concerned that with the increases in the number of people living on the site, there will be increase in memberships and much higher number of visitations, resulting in more vehicular traffic.
 - In response to this, there is a need to cater for future increase in both vehicular and active transport connections to the Lewis Park area.
 - Need road infrastructure to be able to accommodate more motor vehicles and parking.

3.5 Focus group discussions

3.4.1 Environmental Advisory Committee

At the meeting with the Environmental Advisory Committee, feedback was sought on the draft design and open space guidelines for the project. Summary of the feedback received from the Environmental Advisory Committee on the guidelines was:

- Consider quality pedestrian connections and access to the Blind Creek
- Provide linear links between important remnant vegetation with the Blind Creek
- Provide good building setback for taller development sites
- Consider canopy cover, sense of safety and being a welcoming place as one of the key design principles
- Consider the impacts of wind tunnel effects during planning of the precinct
- Minimise overshadowing on adjacent properties and public open space
- Be clear about what solar access means (is it about electricity generation or natural lighting)
- Consider maximising energy generation through solar access to buildings and public spaces
- Consider accessibility for old people who are no longer able to drive to facilities
- Explain what WSUD (water sensitive urban design) is and how it will be applied
- Habitat connections are also very important to get right; and
- New plantings to contain local provenance.

3.4.2 Early Years Advisory Committee

At the meeting with the Early Years Advisory Committee, feedback was sought through an activity seeking members input on the design requirements that the project should consider for children.

Feedback on design requirements for the project was:

- | | |
|---|---|
| • Pedestrian priority places | • Bee houses |
| • Outdoor and safe environment for children | • Playstreets |
| • Accessibility for all children | • Safe places to play |
| • Wild spaces | • Fenced playground |
| • Supported playable spaces | • Public toilets with changing facility |
| • Community gardens | • Catering for disability |
| • Family spaces for meetings | • High density living with no backyard where people can meet and congregate |
| • Intergeneration spaces | • Rock play |
| • Playful encounters | • Green walls |
| | • Play cafes. |

3.4.3 Youth Advisory Committee

At the meeting with the Youth Advisory Committee, feedback was sought on how they would use the public space and what they see their future housing needs are.

Summary of the feedback on the future uses of public spaces was:

- Leisure and active recreation facilities - youth gyms, indoor and outdoor facilities
- Youth sexual and general health information & education
- Art spaces – art galleries, local and established artists
- Study cafes, places to study collaboratively
- Nature spaces, parks, dog parks, increased environment and wildlife awareness and education
- Water plays and fountain spaces
- Art infrastructure and classes – local kiln for pottery, tag walls, borrowing tools/equipment, 3D printers
- Community market space
- Busking spaces for activation
- Sheltered spaces for recreation and dining
- Recreational sports facilities – basketball courts
- Lively spaces through lighting on trees, main cycling and walking paths
- Spaces for use by students
- Open spaces to sit, relax, have coffee, sketch, work and get inspired
- Benches and seating areas with views of Lewis Park and Blind Creek
- Activities for activation of public spaces – food trucks, market, small businesses, thrift shops
- Organise schools to visit public spaces to help in activation (e.g. WA/NSW – every 3 weeks they invite schools to the public spaces).

Summary of the feedback on the housing needs of the community was:

- affordable housing
- housing with a common room and link to plants
- proximity (10 min walk maximum) to amenities
- quality and liveable house space
- apartments built for older people and people with disabilities
- properly insulated
- apartments to have swimming pools that are well maintained
- different types of housing and apartments
- housing to include playgrounds for small and older kids
- feeling of the residential precinct like a retirement village for all demographics
- community green houses
- housing to have green spaces and community gardens
- Intergenerational housing – detached granny flat to take care for parents
- varying house sizes, studios, family size apartment and detached granny flats
- pet infrastructure – cat enclosed spaces, dog parks, waste bins
- solar panels and water tanks
- roof top garden
- car parking outside rather than cramped
- environmentally friendly (e.g. plants, vines etc.)
- accessible with safe pathways that are wide enough for strollers and wheelchair
- outdoor movies
- space for community activities – elderly people, organize cooking night,
- shuttle buses through the precinct and to other major amenities.

3.4.4 Active Ageing Advisory Committee

At the meeting with the Active Ageing Advisory Committee, feedback was sought on key considerations for the Central Precinct.

Summary of the feedback was.

- Need for the tram line to be extended to meeting the needs of the growing population.
- Improving bus services would also be beneficial
- Minimise the loss of open spaces in the building design process
- Consider the usability of open space throughout the year, that is weatherproof and provides opportunity for indoor play like chess and mahjong.
- Need for a shared structure around open space that is built to a waterproof sail standard
- Apartments are attractive for people interested to downsize but stay in the area
- Consider spaces that allow for intergenerational interaction
- Carparking on streets is a challenge and with more families moving in this would be further exacerbated
- Understand the market for different housing types
- Consider universal design principles and lifecycle of building materials to be environmentally sustainable.
- Important to consider housing needs of the community as opposed to the most financially viable housing types for development industry.

3.4.5 Disability Advisory Committee

At the meeting with the Disability Advisory Committee, the following feedback was provided on the project:

- Important to consider housing that enables people on wheelchair to live and move through their residence without restrictions
- Access throughout the Precinct for people with all abilities is important for their inclusion
- Important to consider sensory garden/parks and accessible green spaces
- Good and safe access to public transport is important.

3.4.6 Multicultural Advisory Committee

At the meeting with the Active Ageing Advisory Committee, feedback was sought on key considerations for the Central Precinct.

- To be added

3. Next Steps

Thank you to all community members and stakeholders who have provided feedback on the draft Land Use Plan.

Feedback that was relevant to the draft Land Use Plan has served as a valuable input during the review of the design guidelines and open space guidelines section of the Plan.

























Feedback that was indirectly relevant to the project but not specifically to the draft Land Use Plan has been documented as an input for the next stage of the project.

To stay up to date with project updates and to view the final Land Use Plan once it has been completed, please visit [Have Your Say Knox](#).

Appendix

1. Knox Have Your Say

Table 5: List of all Bright Ideas on the future transformation of the Precinct

<p>7 June, 2024 Rae says:</p> <p>"Creating a traffic nightmare with over population of a small area. Turning Knox into another high rise nightmare"</p> <p> 4  8</p>	<p>7 June, 2024 Jocelyn says:</p> <p>"I am not in support of such high density living in small areas in the suburban landscapes such as ours."</p> <p> 2  11</p>	<p>7 June, 2024 BJ says:</p> <p>"High density (3000-5000 residents) will bring complex social issues to already high crime in Wantirna/Knox. Think before planning!"</p> <p> 3  11</p>
<p>7 June, 2024 Andrea says:</p> <p>"More affordable homes for single women and single parents. More lights in dark areas. New Scout halls or upgrade to existing ones"</p> <p> 4  0</p>	<p>7 June, 2024 Knox Original says:</p> <p>"Along creek have a set up like the arboretum but add a boardwalk and cafe. Also another single level retirement village like Selford Park."</p> <p> 1  10</p>	<p>6 June, 2024 Sgerk says:</p> <p>"Go big! Go tall and go bold, high density living next to a major shopping strip would be amazing, reinvigorate the area. Dog park a must!"</p> <p> 4  2</p>
<p>6 June, 2024 AQ says:</p> <p>"A full sized theatre. Knox has no full scale theatre for local community groups and dance school to use. "</p> <p> 9  0</p>	<p>5 June, 2024 Marilyn H says:</p> <p>"2 parking spaces per home. Good size balconies for BBQs. Community gardens. Sound proof homes. Extra street parking. No OS investors."</p> <p> 6  1</p>	<p>5 June, 2024 Sam says:</p> <p>"A theatre and community space similar to Whitehorse's 'The Round'. The only theatre in the area is tiny - much too small for our Knox school"</p> <p> 6  0</p>
<p>6 June, 2024 GoKnox says:</p> <p>"This is a great place for high density living. Must be paired with advocacy for better public transport to reduce car dependence."</p> <p> 15  4</p>	<p>4 June, 2024 Raymond says:</p> <p>"Don't cut down any trees!! Consider the environment, especially the proximity to the creek. Greater green boundary for creek."</p> <p> 7  0</p>	<p>4 June, 2024 No developments says:</p> <p>"No development at all. Plant trees & create a proper green space not the token "backyards" in your plan."</p> <p> 6  15</p>

<p>4 June, 2024 DA says:</p> <p>"Consider traffic volume at peak times. Outdoor paths well lit for safety of runners. Too high density. "</p> <p>👍 0 🗣️ 2</p>	<p>4 June, 2024 Sara says:</p> <p>"So much new housing, lots of cars, consider traffic flow in and out to ensure local roads are not clogged, public transport improved"</p> <p>👍 7 🗣️ 0</p>	<p>3 June, 2024 WH says:</p> <p>"High level of eco friendliness. Good public transport links to Knox- might be close but mobility, aging population, reduce reliability cars"</p> <p>👍 9 🗣️ 0</p>
<p>3 June, 2024 WH says:</p> <p>"Public housing to some degree. Not just a token."</p> <p>👍 2 🗣️ 0</p>	<p>3 June, 2024 Wendy says:</p> <p>"As much green space as possible. Especially surrounding any housing - so many concrete front yards now!"</p> <p>👍 8 🗣️ 0</p>	<p>3 June, 2024 Cam says:</p> <p>"Entertainment precinct. Performance theatre - Art gallery - Live music venue. "</p> <p>👍 5 🗣️ 1</p>
<p>3 June, 2024 Concerned says:</p> <p>"No increase in council charges to accommodate extra pressure on council facilities eg waste. "</p> <p>👍 3 🗣️ 1</p>	<p>3 June, 2024 Concerned says:</p> <p>"Proper access for emergency vehicles and rubbish trucks. "</p> <p>👍 3 🗣️ 0</p>	<p>2 June, 2024 Rob says:</p> <p>"Car-free precinct like Paris urban design. Neo-trad buildings & tree-lined boulevards. Bike tracks. High frequency shuttle bus to Westfield"</p> <p>👍 5 🗣️ 1</p>
<p>2 June, 2024 Joanne Bartlett says:</p> <p>"Nice to have parks for all to use. But what about the road side grass stripes of overgrown bushes and long grass. Focus on this first!!!!"</p> <p>👍 1 🗣️ 1</p>	<p>31 May, 2024 PGupta says:</p> <p>"Build educational experience hub for young people. Eg: Like scienceworks or art/ culture space for students of so many schools in the area. "</p> <p>👍 3 🗣️ 0</p>	<p>21 May, 2024 Pranee says:</p> <p>"An affordable housing for people who must live here, must not for an investor. Solar and water tank for all. Extend tram line to Knox city"</p> <p>👍 7 🗣️ 2</p>
<p>31 May, 2024 Dianne says:</p> <p>"Knox has plans for 4 more "not-so-mini suburbs". Do we need more? Have open space and bushland instead. Better for all on the planet."</p> <p>👍 4 🗣️ 0</p>	<p>31 May, 2024 Vishal says:</p> <p>"Connectivity is a big issue in Knox. The tram line 75 currently finishes till Vermont South. It would be very helpful if it comes till Knox. "</p> <p>👍 15 🗣️ 0</p>	<p>31 May, 2024 MCostello says:</p> <p>"Don't waste space on open carpark (excl. handicapped or elderly). Incorporate any public parking into all buildings. Preference walk/cycle"</p> <p>👍 3 🗣️ 0</p>

<p>30 May, 2024 PS says:</p> <p>"A underground extension from Glen Waverley rail line that connects Knox City to rest of the Melbourne's rail network."</p> <p>👍 33 🗨️ 0</p>	<p>30 May, 2024 Emmy says:</p> <p>"A wetlands and planting of native trees. We are losing too much greenery in Knox and, consequently, our wildlife will sadly disappear."</p> <p>👍 9 🗨️ 0</p>	<p>30 May, 2024 Emily says:</p> <p>"A wetlands and planting of native trees. We are losing too much greenery in Knox and, consequently, our wildlife will sadly disappear."</p> <p>👍 7 🗨️ 0</p>
<p>29 May, 2024 Steve says:</p> <p>"We need a aquatic centre that rivals Aquanation. Green space with water play facilities like those in the Yarra Valley would be great also."</p> <p>👍 5 🗨️ 0</p>	<p>29 May, 2024 AK says:</p> <p>"Expand planning works to include redevelopment of Lewis Park reserve. This will add connectivity and open space access to the development"</p> <p>👍 1 🗨️ 1</p>	<p>29 May, 2024 TEO says:</p> <p>"who will pay for this Lewis redevelopment? RATE PAYERS ONCE AGAIN AS THE OFFENSIVE VICTORIAN BASKETBALL COMPEX AT GEORGE ST? NO WAY "</p> <p>👍 4 🗨️ 1</p>
<p>29 May, 2024 Shirl says:</p> <p>"Limit number of people well below 5k or did we not learn anything from covid lockdowns. Outside gym for adults and accessibility. Water."</p> <p>👍 1 🗨️ 2</p>	<p>28 May, 2024 JB says:</p> <p>"A caravan park to replace the one in Wantirna that the Council let be sold, Social Housing."</p> <p>👍 0 🗨️ 7</p>	<p>28 May, 2024 Cam says:</p> <p>"copy CERES in East Brunswick - community garden and farm - just add a live music entertainment area"</p> <p>👍 4 🗨️ 0</p>
<p>28 May, 2024 Cam says:</p> <p>"Create a slum with high density housing owned by overseas investors. Or perhaps tell us how this will be avoided with 5000 residents."</p> <p>👍 15 🗨️ 1</p>	<p>28 May, 2024 Dianne says:</p> <p>"No digging for basement parking. No retail. Solar and water tanks for all. Trees on nature strips. Parking spaces available for all."</p> <p>👍 2 🗨️ 0</p>	<p>28 May, 2024 Dianne says:</p> <p>"Native bush area with high tree canopies so wildlife can move between green spaces. Involve Environment groups. No high rise along BlindCrk "</p> <p>👍 8 🗨️ 0</p>
<p>28 May, 2024 Doug says:</p> <p>"A multi facility shopping centre. I am 83 y.o. and no longer drive a car, so no visits to Aldi, Bunnings, Spotlight, or Officeworks"</p> <p>👍 5 🗨️ 0</p>	<p>28 May, 2024 Mark says:</p> <p>"Aqautic Centre for the Community including Cafe and Gym and Water Slide - Indoor and Outdoor Pools "</p> <p>👍 5 🗨️ 1</p>	<p>28 May, 2024 Pramod Paul says:</p> <p>"Allocate space for greenhouse gardens, so residents can come and cultivate vegetables. Allocate space for organic chicken farms "</p> <p>👍 1 🗨️ 4</p>

<p>28 May, 2024</p> <p>Jyo says:</p> <p>"Walking spaces for all, kids activity (discounted) areas like the parks equipped with agility, swimming facilities for women "</p> <p>👍 2 🗣️ 0</p>	<p>28 May, 2024</p> <p>Emily says:</p> <p>"Social and community housing that's also accessible to key workers like nurses, childcare, aged and disability workers. A community hub too."</p> <p>👍 3 🗣️ 1</p>	<p>28 May, 2024</p> <p>Jacqueline says:</p> <p>"Walking and cycling paths that all lead to and from the Blind Creek Trail. Areas for people who don't live there to enjoy."</p> <p>👍 4 🗣️ 0</p>
<p>24 May, 2024</p> <p>BoredYouth says:</p> <p>"Youth areas that aren't just skating related - think ninja course, larger climbing frames etc"</p> <p>👍 16 🗣️ 0</p>	<p>24 May, 2024</p> <p>BoredKids says:</p> <p>"A children's water play playground. The ones in Maroondah/ Yarra Valley are fantastic and Knox is sorely lacking."</p> <p>👍 9 🗣️ 0</p>	<p>24 May, 2024</p> <p>Tuna01 says:</p> <p>"green space multiple parking areas interconnecting walking paths dog off lead area nature play space viewing areas seating/tables"</p> <p>👍 8 🗣️ 0</p>
<p>24 May, 2024</p> <p>Hannah says:</p> <p>"Affordable housing and an all abilities park that supports the environment would be great."</p> <p>👍 9 🗣️ 0</p>	<p>23 May, 2024</p> <p>Concerned says:</p> <p>"Should be affordable homes otherwise playing straight into the hands of investors. Remember, it is about housing not profit."</p> <p>👍 11 🗣️ 0</p>	<p>23 May, 2024</p> <p>Concerned says:</p> <p>"Preference should be given to buyers who are going to live in the home, not investors. "</p> <p>👍 9 🗣️ 0</p>
<p>23 May, 2024</p> <p>Concerned says:</p> <p>"Want Good design both inside and outside, not cramped. Check builder credentials. Want well built not shoddy poor quality."</p> <p>👍 12 🗣️ 0</p>	<p>23 May, 2024</p> <p>Concerned says:</p> <p>"Aesthetically pleasing buildings, not the dog boxes currently popping up all over Knox. "</p> <p>👍 12 🗣️ 0</p>	<p>23 May, 2024</p> <p>Concerned says:</p> <p>"No digging for basement carparking etc. Plenty of apartments should have 2 parking spaces to avoid clogging streets. No stacker carparks."</p> <p>👍 5 🗣️ 0</p>
<p>23 May, 2024</p> <p>JD says:</p> <p>"Green roofs and walls on each building please"</p> <p>👍 2 🗣️ 0</p>	<p>23 May, 2024</p> <p>Lewis says:</p> <p>"Free parking please as Westfield has ruined the option to spend a long time at the library/community hub by charging for parking"</p> <p>👍 1 🗣️ 0</p>	<p>23 May, 2024</p> <p>JD says:</p> <p>"Outdoor spaces designed for young people (who don't just like basketball/skate parks) with large net swings, shelter, seating & good lighting"</p> <p>👍 12 🗣️ 0</p>

<p>23 May, 2024</p> <p>JD says:</p> <p>"Please consider limiting to housing and recreation. More retail/commercial isn't needed when there are so many empty buildings locally."</p> <p>7 0</p>	<p>22 May, 2024</p> <p>CH says:</p> <p>"A place which is a combination of: - indoor pool - outdoor pool - canopy climbing facility - pizzerias/cafees/etc."</p> <p>4 0</p>	<p>22 May, 2024</p> <p>Linda says:</p> <p>"Incorporate a co-housing project component with build to rent, affordable housing and market price homes. 3D printed buildings too."</p> <p>4 2</p>
<p>22 May, 2024</p> <p>Josh says:</p> <p>"An outdoor rock climbing / bouldering space similar to the Burnley Bouldering Wall (https://maps.app.goo.gl/SJDABzGY5iAnnESm7)"</p> <p>7 0</p>	<p>22 May, 2024</p> <p>LFord says:</p> <p>"Plant big trees and gardens around every high density building, like the most enlightened European countries do, to maintain nature"</p> <p>17 0</p>	<p>22 May, 2024</p> <p>Ash_N says:</p> <p>"Limit it to eco-friendly high density apartments. Area is already well serviced by Westfield and no immediate housing to be overshadowed."</p> <p>2 0</p>
<p>22 May, 2024</p> <p>RayStephens says:</p> <p>"Harmonise any plan with biodiversity making the area supportive of the Platypus once found in Blind creek (in the 1990s)."</p> <p>14 0</p>	<p>19 May, 2024</p> <p>Brett says:</p> <p>"An entry/exit to Knox for local residents via Bridgewood Ct. Will reduce main Rd traffic & travel time by avoiding multiple sets of lights."</p> <p>3 0</p>	

2. Knox Library

Figure 9: Bright Ideas expressed by participants during the pop-up engagement at the Knox Library

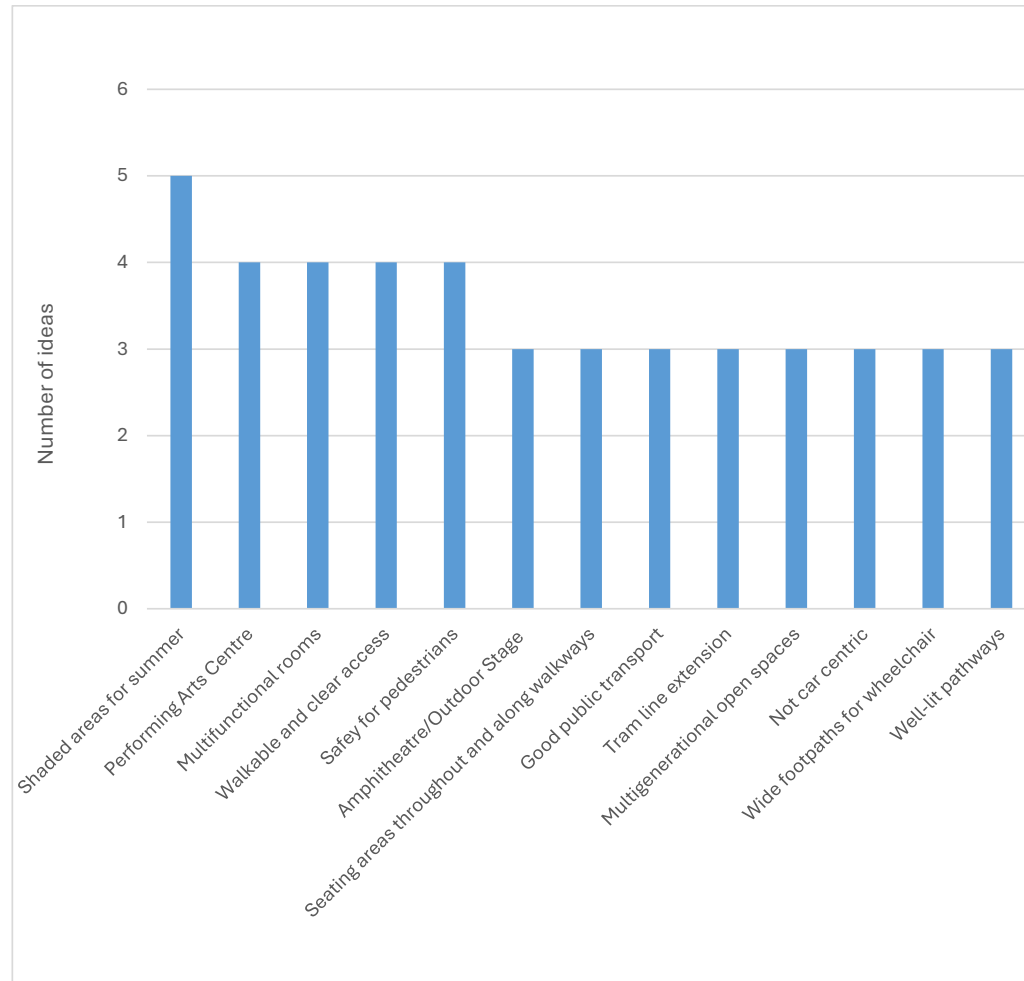
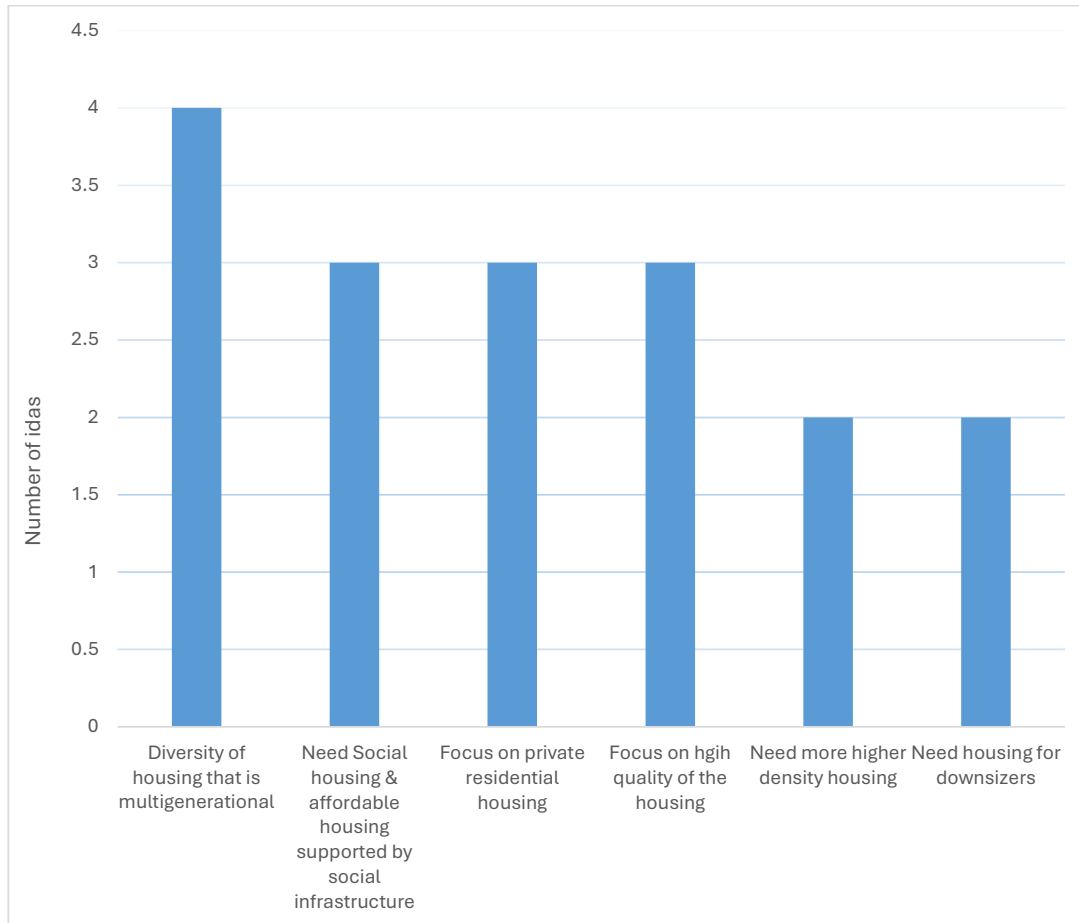


Figure 10: Ideas expressed by participants on the future housing needs during the pop-up engagement at the Knox Library



3. Knox Festival

Participants were asked to have their say through Lego® play build activity. Prompts during the activity included:

- What would you like to see in the public spaces (area between the buildings)?
- What did you wish this area should have, or missing?

Table 6 presents what the participants built through Lego® play, why they built and what was the fun part.

Table 6: Lego® Builds

Lego® build	What was the fun part and why it was build
Basketball court	Found the build very interactive
Beach chairs	We need spaces for people to do art.
Gym in the park	
Hangout places	
Slide and adventure park	Slides
Arts facilities, artist studios	There is a gap in this type of activities
Picnic areas, playground and BBQ facilities	Helpful for activation
Spaces to hire for parties.	Shortage of places for parties
Places to play sports and do physical activity	
Pathways	Important for connections to open spaces Sustainability and passive housing is good for next generation
Park with sitting area and play spaces.	Opportunity for everyone can sit down or rest or play
Wetlands, creating cycling/walking and running paths	Making walking/cycling and running paths to enhance the quality of the area

Table 7 presents the participants feedback on how to make the public space inviting.

Table 7: Elements to make the public space inviting

Key elements for consideration in public spaces/realm	Frequency (no. of times this element was discussed, and/or raised)
Play spaces and equipment	2
Tram extension	1
Free access to community facilities	1
Outdoor/Indoor Pool/Water Park	3
Playground for children	4
Rock climbing/Obstacle course/Adventure Park	2
Easy access from Westfield SC to playgrounds	2
Accessible space	1
Boardwalk	1
Biodiversity to attract wildlife	2
Cafes in the area	2
Nature based play	2
Access to basketball court	1
Pedestrian and bicycle connectivity	4
Community hub	2
Theatre	1
Shaded areas	3
Enhance views of Mt. Dandenong	1

Source: Feedback forms (N=44).

Attachment C: Summary of key ‘themes’ from the community engagement and how it has been used

Consultation source	Key feedback ‘themes’ from the community engagement	How the feedback has been included in the final Land Use Plan and/or next phase
Knox Festival	<p>Consider the following when planning for the precincts:</p> <ul style="list-style-type: none"> - Playgrounds for children and space for young people - Pedestrian and cycling connectivity - Shaded areas - Water park and/or aquatic centre. 	<p>Comments considered under the Open Space and Natural Environment section.</p> <p>Comments on movement considered under the Access and Movement section.</p>
Knox Library Consultation	<p>Consider the following when planning for the precincts:</p> <ul style="list-style-type: none"> - Shaded areas for summer - Need for performing arts centre/amphitheatre - Walkable and accessible for all - Safety for residents and pedestrians - Multifunctional and multigenerational rooms and spaces - Sheltered walking areas for seniors/carers with prams (fresh air and protected). <p>On the question on future housing needs, the most popular suggestions were:</p> <ul style="list-style-type: none"> - diverse and multigenerational housing - affordable and social housing with infrastructure - high-quality buildings - high private dwellings as compared to social housing. 	<p>Incorporated into the Design Guidelines and Open Space and Natural Environment Guidelines and amended the Open Space and Natural Environment section.</p> <p>Comments on movement considered under the Access and Movement section.</p> <p>Civic and community spaces to be considered directly when planning the future civic precinct.</p> <p>Housing mix to be considered through the planning control process or via development agreement.</p>
Lewis Road stakeholders	<p>Consider the following when planning for the precinct:</p> <ul style="list-style-type: none"> - safety issues and sensitivity to crime with extra people around on weekends - consider use of multilevel car park with other building uses above the parking 	<p>Principles of crime prevention through design considered in the design guidelines.</p> <p>Safety features (e.g. lighting, safety cameras and informal surveillance) to be considered at the design</p>

		<p>stage.</p> <p>Car parking to be considered at the design stage.</p>
Sports clubs and scouts	<ul style="list-style-type: none"> - better physical connection from the Knox Central site to the sports clubs and scouts that operate in the Lewis Park areas (pedestrian connection) - to address the challenge of significant traffic volume during major games on the road that connects Lewis Road to the sports grounds, the following is needed to manage the volume of traffic and parking: <ul style="list-style-type: none"> o widening of the road o more space for parking around the Scout Hall o allocate space for overflow parking during major games - need for broader understanding of the area that includes the Lewis Park and Knox Central. 	<p>Movement and strong connections to Lewis Park is a feature of the Land Use Plan and has been emphasised. The interface is important.</p> <p>Issues specific to Lewis Park to be considered when funding is identified for the Masterplan projects.</p> <p>Parking issues to be considered as part of design, and potentially through planning controls or Development Agreement.</p>
Have Your Say – Ideas	<ul style="list-style-type: none"> - Tram and train extension - Tree covers and garden setting around the buildings. - Places for children to play including adventure activities - Places to meet and relax, high quality spaces and buildings and taking advantage of the natural environment throughout Precinct. - Good bus connections and access. A future tram or train line. - Protect the environment especially Blind Creek - Shaded places, seating throughout and good lighting at night - Inviting streets, open spaces and destinations that are accessible for all ages and abilities - Good connection to public transport - Different types of housing models (e.g. co-housing model) - Safe and well-designed places - Environmentally sustainable buildings and precinct. 	<p>Environment considerations, crime prevention and universal design objectives are considered in the Design Guidelines and Open Space and Natural Environment Design section.</p> <p>Issues directly considered in the Access and Movement and Open Space and Natural Environment sections.</p> <p>Advocacy issues to be considered as part of the council's ongoing transport advocacy, and ongoing discussion with the state government.</p> <p>Specific suggestions on the Civic and Community Precinct, housing and environmentally sustainable development to be considered at the next phase of the program.</p>

Have Your Say – Feedback form	<ul style="list-style-type: none"> - Inviting and safe places for people to live, work and play - Address long term needs of the impact of population increase on community services, schools, kindergarten, safety, liveability - More effective use of spaces including at grade car parks and more people accessing and using green and public spaces - Quality design of any future buildings is critical to help achieve the vision for people to live, work and play. 	<p>Safety, design and use of open spaces considered as part of the Design Guidelines and Open Space and Natural Environment Design Guidelines.</p> <p>Service planning to be considered in the next phase.</p> <p>Car parking and traffic issues to be considered at all stages of the development.</p>
Have Your Say – Feedback form – open space guidelines	<ul style="list-style-type: none"> - Open spaces that are accessible and inviting - Planting of mature trees and green spaces - Parks that cater to the needs of people at all life stages. 	Considered in the Open Space and Natural Environment Design Guidelines.
Future Civic Centre	<p>At a strategic level, the outcomes people expressed are that the Council offices are welcoming and accessible with some feedback preferring the location of the existing Council offices.</p> <ul style="list-style-type: none"> - a cultural heart/art gallery/performing arts centre - outdoor and indoor settings for everyone - outdoor events/plaza space/spaces for the public to gather and enjoy activities (multiple pieces of feedback referenced the plaza at Bunjil Place) - places for young people to gather – quiet spaces and social spaces - places where families and all ages can come together and spend time in the area with entertainment and access to cafes/food/food trucks - inclusive and open and able to be used by the community for its own cultural activities (i.e. not everything should be run by the council). 	<p>Suggestions considered in the Design Guidelines and Open Space and Natural Environment Design Guidelines and Open Space and Natural Environment section.</p> <p>Specific suggestions to be considered at design phase, including the objective for quality design.</p>
Environment Advisory Committee	<ul style="list-style-type: none"> - quality pedestrian connections and access to Blind Creek - setback for taller developments 	Considered in the Design Guidelines and the Open Space and Natural Environment

	<ul style="list-style-type: none"> - mitigation of wind tunnel effects on proposed road/street network - preference for local provenance with any new planting. - minimise overshadowing on adjacent properties and public open space - consider accessibility for old people who are no longer able to drive to facilities - consider maximising energy generation through solar access to buildings and public spaces. 	<p>Design Guidelines.</p> <p>Setbacks for taller developments along Burwood Highway are already in the Structure Plan.</p> <p>Specific suggestions to be considered at the design phase.</p>
Early Years Advisory Committee	<ul style="list-style-type: none"> - safe environment for children, - playable spaces - spaces that allow opportunity for people to meet and greet - range of play activities for children and youth - adventurous spaces. 	<p>Considered in the Design Guidelines, Open Space and Natural Environment Design Guidelines and Open Space and Natural Environment section.</p> <p>Specific suggestions to be considered at design phase.</p>
Youth Advisory Committee	<ul style="list-style-type: none"> - leisure and active recreation facilities - nature spaces, parks, dog parks - art spaces and galleries - water plays and fountain spaces - community market space - sheltered spaces for recreation and dining - lively spaces through lighting on trees, main cycling and walking paths - open spaces to sit, relax, have coffee, sketch, work and get inspired - benches and seating areas with views of Lewis Park and Blind Creek - activities for activation of public spaces – busking, food trucks, market, small businesses, thrift shops - affordable housing - different types of housing and apartments - feeling of residential precinct like a retirement village - Intergenerational housing – detached granny flat to take care for parents - pet infrastructure – cat enclosed spaces, dog parks, waste bins - solar panels and water tanks and roof gardens. 	<p>Comments related to public realm considered in the Design Guidelines and Open Space and Natural Environment Design Guidelines.</p> <p>Specific opportunities for activities in parks considered in the Open Space and Natural Environment section.</p> <p>Specific suggestions on the Civic and Community Precinct, housing and environmentally sustainable development to be considered in the next phase of the program.</p>
Active Ageing Advisory Committee	<ul style="list-style-type: none"> - Need for the tram line to be extended to meet the needs of the growing population. - Improving bus services would also be beneficial 	<p>Relevant suggestions considered in the Access and Movement section.</p> <p>Suggestions related to public transport</p>

	<ul style="list-style-type: none"> - Minimise the loss of open spaces in the building design process - Consider the usability of open space throughout the year, that is weatherproof and provides opportunity for indoor play like chess and mahjong. - Need for a shared structure around open space that is built to a waterproof sail standard - Consider spaces that allow for intergenerational interaction - Carparking on streets is a challenge and with more families moving in this would be further exacerbated - Consider universal design principles and lifecycle of building materials to be environmentally sustainable. - Important to consider the housing needs of the community as opposed to the most financially viable housing types for the development industry. - Understand the market for different housing types - Apartments are attractive for people interested to downsize but stay in the area. 	<p>considered in the Access and Movement section.</p> <p>Comments in relation to open space and their use considered under the Space and Natural Environment section.</p> <p>Design principles considered in the Design Guidelines section.</p> <p>Housing mix to be considered through the planning control process or via development agreement.</p>
Disability Advisory Committee	<ul style="list-style-type: none"> - Important to consider housing that enables people on wheelchair to live and move through their residence without restrictions - Access throughout the Precinct for people with all abilities is important for their inclusion - Important to consider sensory garden/parks and accessible green spaces - Good and safe access to public transport is important. 	<p>Suggestions related to safe movement of people considered in the Access and Movement section.</p> <p>Housing accessibility and diversity to be considered through the planning control process or via development agreement.</p> <p>Specific suggestions to be considered at design phase.</p>
Multicultural Advisory Committee	<ul style="list-style-type: none"> - Meeting notes coming 	

6.5 Consideration of combined Amendment C184knox and Planning Permit Application P/2020/6049

Final Report Destination:	Council
Paper Type:	For Decision
Author	Senior Strategic Planner, Georgia Stensness
Manager:	Manager City Futures, Shiranthi Widan
Executive:	Director City Liveability, Matt Kelleher

SUMMARY

This report relates to combined proponent led Amendment C184knox and Planning Permit Application P/2020/6049. It affects the former Norvel Road quarry in Ferntree Gully, and surrounding Council land.

Amendment C184knox and Planning Permit Application P/2020/6049 seek to rezone and subdivide land into 138 residential lots to facilitate development with a maximum height of 2-storeys, including the gifting of a minimum of eight lots to a registered housing provider for social and affordable housing. The proposal also provides open space for recreational activities and conservation purposes. Additionally, the gifting of lots, urban design guidelines and transfer of land to Council are secured by Section 173 Agreements registered on title.

Amendment C184knox and Planning Permit Application P/2020/6049 were exhibited from 14 June to 21 July 2023. Council received 31 submissions during public exhibition. On 27 November 2023, Council resolved to refer all submissions to a Planning Panel for consideration.

The purpose of this report is to present the discussions, findings and recommendations from the Planning Panel appointed by the Minister for Planning, along with an officer response. The Planning Panel recommended Amendment C184knox and Planning Application P/2020/6049 be adopted as exhibited, subject to amending the Neighbourhood Residential Zone Schedule 7, and issuing the draft planning permit as exhibited subject to amending the conditions.

Officers recommend Council adopt Amendment C184knox as exhibited with changes to the Explanatory Report, Instruction Sheet and Neighbourhood Residential Zone Schedule 7 (Attachment 2). Officers also recommend that Council approve Planning Permit Application P/2020/6049 to reflect officers' preferred version (Attachment 3) and resolve to enter into an agreement under Section 173 of the *Planning and Environment Act 1987* for the purpose of securing a financial contribution for the boardwalk and pathway.

RECOMMENDATION

That Council resolve to:

1. Receive and note the Panel Report and recommendations, as shown at Attachment 1, pursuant to Sections 27 and 96F of the *Planning and Environment Act 1987*.
2. Adopt Amendment C184knox, in the form of Attachment 2, pursuant to Section 29 of the *Planning and Environment Act 1987*.
3. Submit the adopted Amendment C184knox to the Minister for Planning for approval in accordance with Section 31(1) of the *Planning and Environment Act 1987*.

4. Recommend to the Minister for Planning that a planning permit be granted to approve Planning Permit Application No. P/2020/6049, as shown at Attachments 3 and 4, pursuant to Sections 96G and 96H of the *Planning and Environment Act 1987* and submit the recommendation and proposed planning permit to the Minister for approval.
5. Note the background documents relating to Amendment C184knox and Planning Permit Application No. P/2020/6049 at Attachment 5 and Attachment 7.
6. Enter into an agreement under Section 173 of the *Planning and Environment Act 1987* for the purpose of securing financial contributions and requirements for the bushland boardwalk and the pathway between Agora Boulevard and the Blind Creek trail, generally in accordance with the draft agreement at Attachment 6.
7. Authorise the Chief Executive Officer (or such person as the Chief Executive Officer nominates) to:
 - a) negotiate and modify the Section 173 Agreement at the their discretion, noting any amendment should maintain general accordance with the draft agreement at Attachment 6; and
 - b) sign any relevant documents (including the Section 173 Agreement), take any actions and provide any necessary consents, to give effect to these resolutions.
8. Authorise the Chief Executive Officer (or such person as the Chief Executive Officer nominates) to undertake administrative changes to Amendment C184knox and associated planning controls that do not change the intent of the controls.

1. BACKGROUND

1.1 Details of the Amendment and Application

The land affected by the proposal includes the following properties:

- 29 Norvel Road (formerly known as part 29Q Norvel Road).
- 29R Norvel Road (formerly known as part 29Q Norvel Road).
- 59 Rankin Road.
- 54 Agora Boulevard.

It also affects reserves for Seecal Road, Castricum Place and Norvel Road.

Amendment C184knox ('Amendment') seeks to:

- Rezone the land from Special Use Zone Schedule 2 – Earth and Energy Resources Industry (SUZ2) to Neighbourhood Residential Zone - Schedule 7 (NRZ7).
- Rezone the existing bushland from SUZ2 to Public Conservation and Resource Zone (PCRZ).
- Rezone the abutting linear reserve from part SUZ2 and part Neighbourhood Residential Zone Schedule 4 to Public Park and Recreation Zone (PPRZ).
- Rezone part of the Castricum Place, Seecal Road, and Norvel Road reserves from SUZ2 to NRZ7.
- Amend Clause 22.07 - Development in Residential Areas and Neighbourhood Character to exempt the NRZ7 from Clause 22.07.
- Create Neighbourhood Residential Zone - Schedule 7 (NRZ7).

Planning Permit Application P/2020/6049 ('Application') seeks a planning permit for the staged subdivision of residential lots, development of pathways, removal of native vegetation and associated works.

Additionally, Knox City Council and Norvel Estate Pty Ltd (the 'Proponent') have entered into Section 173 Agreements relating to the transfer of land to Council, requiring urban design outcomes and securing a minimum of eight lots for social and affordable housing.

1.2. Brief Amendment and Application timeline

Date	Event
April 2018	An application was lodged with Council to consider the combined Amendment and Application.
25 October 2021	Council resolved to end a Section 173 Agreement and replace it with an updated Agreement, amending the Urban Design Guidelines for Norvel Estate and increasing the bushland contribution.
22 November 2021	Council resolved to seek authorisation from the Minister for Planning to prepare and exhibit the Amendment and Application including the draft planning permit. Council also resolved to enter into a Section 173 Agreement to secure a social and affordable housing contribution.
4 April 2022	Council received conditional authorisation.
25 May 2022	A revised letter of conditional authorisation was received by Council.
11 May 2023	Minor changes were approved to make changes to the Amendment documents and draft planning permit, noting all conditions of authorisation were met. Refer to Attachment 5.
14 June to 21 July 2023	The Amendment, Application and draft planning permit were placed on public exhibition. This included displaying signs around the site, and letters were sent to adjoining landowners and residents. A total of 31 submissions were received including three late submissions.
29 August 2023	The bushland reserve was transferred to Council to meet obligations set out in Agreement AV502900K (exhibited as part of the Titles). Subsequently, the address of Norvel Estate and the bushland reserve respectively changed to 29 and 29R Norvel Road.
27 November 2023	Council considered submissions received during public exhibition and resolved to refer submissions to a Planning Panel ('Panel'), and endorse minor changes made by Officers to Amendment documents (NR27, Explanatory Report) and to the draft planning permit, to generally address submitter concerns and correct errors.

Date	Event
14 December 2023	A Panel comprising two members was appointed by the Minister for Planning.
25 January 2024	Directions Hearing.
1 March 2024	Minor changes were approved to make changes to the draft planning permit and NRZ7 for the purpose of submitting Day 1 version of documents to the Panel. Refer to Attachment 5.
12 & 13 March 2024	Panel Hearing.
14 May 2024	Panel Report ('Report') received. Refer to Attachment 1.
28 May 2024	Panel Report publicly released.

1.3. Independent Panel Hearing

Before the Panel Hearing ('Hearing') commenced, Council was required to file a Day 1 version of the Amendment documents (NRZ7) and draft without prejudice permit conditions showing changes in response to submissions and against the exhibited versions. The Day 1 version documents also included changes resolved by Council at the meeting on 27 November 2023. Furthermore, this process allowed officers to make further minor changes to those documents, including responding to changes requested by the Proponent (Refer to Attachment 5 – memo dated 22 February 2024).

On 12 March 2024, a Panel Hearing was convened to consider submissions along with the Amendment and Application. Expert evidence was also considered at the hearing regarding biodiversity, drainage, traffic, and town planning.

Following the Hearing, Council was required to file its final preferred version of the Amendment documentation and draft without prejudice permit conditions (Refer to Attachment 7). Changes endorsed by Council on 27 November 2023 are highlighted yellow.

On 14 May 2024, the Panel Report was received by Council. It was made publicly available on Council's website on 28 May 2024, and can be inspected at Council's Civic Centre during business hours.

2. DISCUSSION

2.1. Summary

The Panel reviewed all submissions, including the Amendment, Application and draft planning permit. The Report notes the site is ideally located for residential development, and that the Amendment and planning permit will provide for additional housing and housing choice in an established well-serviced residential area on a large, generally unconstrained site.

Section 27(1) of the *Planning and Environment Act 1987* ('Act') requires Council to consider the Panel Report prior to deciding whether or not to adopt the Amendment, with or without changes, or to abandon all or part of the Amendment. The Act also requires Council to, pursuant to Section 96F, consider the Report before deciding whether or not to recommend to the Minister for Planning the granting of the planning permit.

2.2. Recommendations and key discussions from the Report

A copy of the Panel Report is provided at Attachment 1. A summary of the Report, and officers' response to the Panel's recommendations and key discussion points is provided as follows:

Recommendations including embedded recommendations

The Panel makes two formal recommendations:

1. Adopt Knox Planning Scheme Amendment C184knox and Permit Application P/2020/6049 as exhibited, subject to amending the Neighbourhood Residential Zone Schedule 7, as shown in Appendix D of this Report.
2. Issue Planning Permit P/2020/6049 as exhibited, subject to the conditions as shown in Appendix E in this Report.

The Panel also makes other recommendations which provide context to the above recommendations, noting the following are embedded throughout the Report (in order set out in the Report):

- **Amend Schedule 7 to Clause 32.09 Neighbourhood Residential Zone, as shown in Appendix D, to:**
 - a) **Delete the objective which relates to preferred neighbourhood character of the surrounding area.**
 - b) **Amend the wording of standards B13 and A20/B32.**
 - c) **Replace the variation to standards A11 and B18 (Walls on boundaries) with "None specified".**
 - d) **Delete the application requirements relating to a Sustainable Design Assessment and accessibility and replace with "None specified".**

Officer Response:

Officers submitted a preferred final version of the NRZ7 for the Panel to consider. The final version included the following changes:

- *Standard B13 (Landscaping)*

Following exhibition, officers sought to improve the wording of the variation to Standard B13, noting that the changes do not alter the intent of the variation. During the Hearing process, officers suggested that the minimum radius for permeable surface around a tree should be reduced from 3 metres to 2 metres. This is because the radius requirement cannot be met when considering the minimum front setbacks set out in the draft planning permit. The Panel supports those changes.

Council version sent to Panel	Panel preferred version
<p>Provision of a minimum of one canopy tree within the front setback per 5 metres of width of the site (excluding the width of one driveway). A dwelling should have at least one canopy tree within the front setback for every 5 metres of the width of the street frontage (excluding the width of one driveway).</p> <p>Each tree should be surrounded by 20 square metres permeable surface with a minimum radius of 3.2 metres. Up to 50 per cent of the permeable surface may be shared with another tree.</p>	<p>Provision of a minimum of one canopy tree within the front setback per 5 metres of width of the site (excluding the width of one driveway). A dwelling should have at least one canopy tree within the front setback for every 5 metres of the width of the street frontage (excluding the width of the driveway).</p> <p>Each tree should be surrounded by 20 square metres permeable surface with a minimum radius of 2.3 metres. Up to 50 per cent of the permeable surface may be shared with another tree.</p>

○ *Standards A11 and B18 (Walls on boundaries)*

Following exhibition, it was recommended that the variation sought by the Proponent be removed for various reasons, including that the parent control of Clause 55 does not allow a schedule to vary the height of a wall on boundary. As the requirement cannot be included in the NRZ7, the Proponent proposed that it form a new permit condition. During the Hearing, officers supported the inclusion of a new condition to enable the variation and to resolve the issue in relation to report and consent under the Building Regulations. The Panel has included a new condition in their preferred version of the draft planning permit as seen in Appendix D on page 123 of the Panel Report (Condition 26u).

Council version sent to Panel	Panel preferred version
<p>The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metres of a side or rear boundary should not exceed an average of 3.6 metres with no part higher than 4.0 metres unless abutting a higher existing or simultaneously constructed wall. None specified.</p>	<p>The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metres of a side or rear boundary should not exceed an average of 3.6 metres with no part higher than 4.0 metres unless abutting a higher existing or simultaneously constructed wall. None specified.</p>

○ *Standards A20 and B32 (Front fence height)*

Officers revised the wording of the variation without altering its intent. This involved removing reference to Road Zone Category 1 (redundant terminology) as none of the lots abut a Transport Zone. The Panel suggests making minor changes to Council's version.

Council version sent to Panel	Panel preferred version
<p>Streets in a Road Zone Category 1: 2 metres Other streets: 1.2 metres A front fence within 3 metres of a street in a Transport Zone 2 should not exceed 2 metres in height, or 1.2 metres in for all other streets.</p>	<p>Streets in a Road Zone Category 1: 2 metres Other streets: 1.2 metres</p>

○ *Application requirements*

Officers deleted the requirement for a Sustainable Design Assessment as it duplicates local planning policy. The Panel supports this change.

In addition to the above, the Panel recommends further changes to the schedule as follows:

- Delete the objective which relates to preferred neighbourhood character of the surrounding area; and
- Delete the application requirement relating to accessibility.

While the Panel Report provides more detail, the changes are recommended as the site is not subject to Clause 22.07 (Development in Residential Areas and Neighbourhood Character).

The Panel recommendations are supported, subject to making a minor drafting adjustment to Standard B13 variation. NRZ7 is provided at Attachment 2 for adoption as part of the Amendment package.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Remove conditions relating to the proposed bushland boardwalk/pathway.**

Officer Response:

The exhibited draft planning permit included conditions for design and funding for a bushland boardwalk but did not specify the location or design details. Officers amended the draft planning permit post exhibition, seeking a financial contribution towards educational bushland signage to address submitter concerns. During the Hearing, officers made further revisions to separate requirements for the bushland boardwalk and stormwater conditions, and to include new and amended requirements for the provision of, and contributions towards a bushland boardwalk and educational signage.

The Panel recommended removing conditions related to the proposed bushland boardwalk, including the installation of educational signage. This is because the biodiversity impacts have not been assessed (via a Biodiversity Assessment) and potential submitters have not had the opportunity to consider the proposal (layout, design etc.). The Panel also noted if Council and the Proponent wish to pursue this matter, Council will need to progress a separate process that considers all relevant assessment requirements, including cultural heritage.

An indicative boardwalk location was initially shown on a plan however, it was later removed to allow for the completion of the Cultural Heritage Management Plan (CHMP). Regardless, the Panel found the biodiversity impacts were not assessed. To address this issue, officers recommend removing the conditions relating to the proposed bushland boardwalk as recommended by the Panel and enter into a Section 173 Agreement with the Proponent at their expense to achieve the following, also at their expense (Refer to draft Agreement in Attachment 6):

- Secure a financial contribution for the construction of the bushland boardwalk/pathway including educational signage.
- Secure a financial contribution for the construction of the pathway between Agora Boulevard and the Blind Creek trail.
- Determine the final location and design of the pathways and educational signage to inform costs.

- Meet any obligations set out in the *Aboriginal Heritage Regulations* 2018.
- Minimise impact to biodiversity and existing trees.
- Some form of community consultation.

Note: The exhibited CHMP states no aboriginal cultural material was recorded during the assessment, which includes the bushland area already transferred to Council. Furthermore, matters relating to the pathway between Agora Boulevard and the Blind Creek trail are covered in the 'key discussions' section of this report.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Add a new condition requiring a Land Management Plan for the bushland reserve.**
 - b) **Amend the condition relating to the Site and Environmental Management Plan.**
 - c) **Amend the condition relating to where the native vegetation offset should be provided.**

Officer Response:

These recommendations relate to the Biodiversity Assessment and its compliance against Clause 52.17 - Native Vegetation and Clause 42.01 - Environmental Significance Overlay Schedule 2.

The Panel is satisfied with the exhibited Biodiversity Assessment dated December 2020, and updated assessment dated September 2023 (contained in Attachment 5). This was provided to the Panel as part of the Proponent's expert evidence for the purpose of assessing the extent and condition of native vegetation proposed for removal and associated offsets required by Clause 52.17 - Native Vegetation.

However, the Panel stated the Biodiversity Assessment does not satisfy all the information requirements of Clause 52.17 - Native Vegetation. The Panel is satisfied the requirements can be addressed through planning permit conditions, including:

- Amending a permit condition for the Proponent to provide an offset in accordance with the 2023 Biodiversity Assessment and the Native Vegetation Guidelines as recommended by Council.
- Requiring recent dated photographs of the vegetation as part of a Land Management Plan for the bushland reserve (additional information is provided below).
- Requiring evidence of the secured offset as a condition, noting that Council already included a condition in the draft planning permit to capture this.

Additionally, the Panel provided comments on whether the Biodiversity Assessment adequately responds to the application requirements of Schedule 2 to Clause 42.01 - Environmental Significance Overlay (ESO2). The Panel noted that the assessment does not:

- Include details of the population size of any indigenous plant species that are vulnerable, endangered or critically endangered in Knox.
- Assess impacts of the proposal on environmental values over a ten year period.

The Panel is satisfied the ESO2 requirements can be addressed through new and amended planning permit conditions, including:

- Adding a new condition requiring a Land Management Plan to improve and manage ecological values of the bushland reserve. This aligns with the recommendation in the Biodiversity Assessment.
- Amending the condition relating to the Site and Environmental Management Plan to address fencing and managing retained vegetation, as well as, weed management prescriptions, targeting noxious weeds.
- Amending the condition relating to where native vegetation offset should be provided, noting that the ESO2 includes an objective to ensure offsets are located as close as practicable to the area impacted by vegetation loss, with a preference for them to be located in Knox.

The Panel recommendations are supported, and they are reflected in officers' preferred version of the draft planning permit. Refer to conditions 11, 13 and 31.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Add new conditions relating to management of Tree Protection Zones.**
 - b) **Amend the native vegetation offset condition to refer to the Biodiversity Assessment and Native Vegetation Guidelines.**

Officer Response:

Submissions sought all native vegetation be retained and not encroached by any part of the development. Submitters also raised concerns with Lots 136, 137 and 138, mostly Lot 138, and requested they be removed from the plan to reduce impact on native vegetation. Submitters highlighted development of Lot 138 is inconsistent with the Explanatory Report, which states the proposal ensures remnant vegetation is unaffected.

The Panel concluded the extent and location of native vegetation proposed for removal is appropriate and noted no trees are proposed to be removed to accommodate Lots 136, 137 and 138. Furthermore, the Panel recommended adding conditions relating to the management of Tree Protection Zones and amending the native vegetation offset condition to refer to the Biodiversity Assessment and Native Vegetation Guidelines. The Panel also suggested amending the following statement in the Explanatory Report to more accurately reflect the impact on native vegetation:

It maintains a pleasant environment and protects the ecological significance of the Blind Creek Corridor by ensuring the remnant bushland is unaffected by the proposal and retained as a reserve with the part already in Council's ownership recognised for conservation.

The Panel recommendation is supported, noting the changes to permit conditions generally align with officers' preferred final version of the draft planning permit submitted at the Hearing and previously endorsed by Council on 27 November 2023. In addition, officers recommend referencing the 2020 version of the Biodiversity Assessment in the offset condition as it does not include the pathway from Agora Boulevard to the Blind Creek trail (discussed later on in this report). Subsequently, the recommendations are reflected in officers' preferred version of the draft planning permit, with changes to the date/version of the Biodiversity Assessment. Refer to conditions 13, 15, 17, 18, 19, 20 and 23.

It is also recommended the Explanatory Report be amended as follows:

It maintains a pleasant environment and protects the ecological significance of the Blind Creek Corridor by minimising the impacts to ~~ensuring the remnant bushland is unaffected by the proposal and~~ which will be retained as a reserve with the part already in Council's ownership recognised for conservation.

The amended Explanatory Report is contained in Attachment 2.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Amend the condition relating to traffic calming treatments along Road A.**

Officer Response:

The Panel recommended exhibited condition 5(o) be amended as follows:

Proposed traffic calming treatment mid-block devices and speed humps, including speed humps in the detailed design for Road A ~~and H.~~

This is because Road H is approximately 200 metres in length and does not require any form of traffic calming. The Panel has broadened the scope of the condition to allow a range of traffic calming devices.

The Panel recommendation is supported, noting it aligns with officers' preferred final version of the draft planning permit submitted during the Hearing. The proposed condition is supported by Council's Traffic and Transport Team.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Delete the last dot point under the Melbourne Water notes.**

Officer Response:

The Panel recommendation is supported as Melbourne Water consented to the proposed change on 5 June 2024. The deletion of the note is reflected in the officers' preferred version of the draft planning permit.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Amend the condition relating to the Landscaping Plan and tree species.**

Officer Response:

At the Council meeting on 27 November 2023, officers proposed changes to the landscaping plan condition of the draft planning permit to:

- Include Knox's Landscape Plan Guidelines, as a standard document referred to in planning permits issued by Knox.
- Include a requirement to ensure detailed landscaping plans are consistent with the Arborist Report, noting the Landscape Plan exhibited with the proposal contains incorrect information regarding some trees. For example, tree 145 has been removed.
- Require alternate plant species. The changes include replacement of deciduous trees with appropriate native trees, such as Yellow Box as suggested by submitters.

The Panel recommendation aligns with Council's post exhibition changes described above, in addition to making minor drafting changes.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Delete the condition and permit note requiring a public open space contribution.**

Officer Response:

Contributions are secured by a Section 173 Agreement existing on title and the bushland was transferred to Council in 2023. Subsequently, the Panel recommendations are supported, noting the recommendation aligns with officers' preferred final version of the draft planning permit submitted during the Hearing process.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Add a condition under 'Amended Plans' to meet AusNet requirements**
 - b) **Under 'AusNet Services Conditions':**
 - **Delete the duplicated condition.**
 - **Amend the condition related to setting aside land for electricity substations.**

Officer Response:

AusNet lodged a submission stating it required a 5.2 metre x 8 metre kiosk substation reserve, with its position to be near Lots 17 and 18. As the exhibited Subdivision Master Plan (Attachment 5) shows a reserve on Lot 33, officers recommended a new condition (condition 1(a)(xii) in Attachment 7) to address the issue, which was tabled at the Council Meeting on 27 November 2023. The condition was supported by the Panel as reflected in recommendation (a) above. Furthermore, at the same meeting, officers sought the deletion of a duplicated condition. This change is also supported by the Panel as reflected in the recommendation above. Lastly, to ensure the land set aside for the electricity substation meets AusNet's requirement, the Panel recommended the following minor changes to an Ausnet condition:

Set aside on the plan of subdivision Reserves for the use of ~~AUSNET ELECTRICITY SERVICES PTY LTD~~ for electric substations, to the satisfaction of AUSNET ELECTRICITY SERVICES PTY LTD.

The Panel recommendations are supported, noting Ausnet consented to the proposed change on 27 May 2024. Refer to condition 1(a)(xii) and Ausnet conditions in officers' preferred version of the draft planning permit.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Amend the building envelope, rear setback and landscaping conditions for Lot 52.**

Officer Response:

The exhibited draft planning permit specified a 10 metre by 15 metre building envelope with a setback of 3 metres from the western boundary. If this could not be achieved then Lots 51 and 52 should be consolidated, realigned or the size of Lot 52 increased (exhibited condition 1(a)(i)). Additionally, exhibited condition 20(d) specified a rear wall setback of a minimum of 3 metres from the rear boundary, and exhibited condition 20(k) specified the requirement for a minimum of one large shrub with a mature height of 4-5 metres within the rear setback to each lot.

The Proponent submitted the conditions should specify a 150 square metre envelope rather than specific dimensions, and should not include rear setback and shrub requirements. The Proponent relied on a proposed floor plan which was circulated to all parties as well the town planning expert evidence.

Officers and the Proponent agreed to changes to Condition 1(a)(i) at the Hearing, which included the retention of dimensions (10 metres by 15 metres). However, officers did not agree to changes relating to the setback requirements and the shrub. The Panel supported the conditions as agreed to by officers and the Proponent. The Panel also recommended an exemption to Lot 52 requiring a 3 metre rear setback, including the provision of a shrub. The Panel stated this is because Lot 52 can adequately accommodate a dwelling, provide sufficient secluded public open space will have a well landscaped outlook.

The Panel recommendations are partially supported. Changes which exempt Lot 52 from requiring a setback of a minimum of 3 metres from the rear boundary and a large shrub are not agreed to for the following reasons:

- While the Proponent circulated a floor plan, it is important to note the planning permit application does not include the approval of the construction of any dwelling. Furthermore, there is scope to create a floor plan showing a single or double storey dwelling, with reduced site coverage.
- Other corner lots are subject to the rear setback requirements specified under the building design requirement condition of the draft planning permit.
- Lot 52 does not require a small canopy tree within the front setback due to the defensible space area. Providing no canopy tree and shrub is not considered appropriate in this instance, particularly when considering state planning policy that seeks to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development (emphasis added).
- The shrub should be planted in an area such as the rear setback where there would be no area of defensible space and therefore no maintenance requirements.

Subsequently, the changes agreed to are reflected in officers' preferred version of the draft planning permit. Refer to condition 1(a)(i).

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Delete the condition relating to modification of the CHMP.**

Officer Response:

The Proponent submitted exhibited Condition 19 should be deleted as Council does not have power to approve a modified CHMP. Council's intent was to allow a secondary consent mechanism under the permit should the CHMP need to be amended if required as a result of the construction of the boardwalk, noting that it was not captured in the exhibited CHMP.

The Panel concluded the exhibited condition relating to the modification of the CHMP should be deleted on the basis that the Panel considers it is not appropriate to include the boardwalk in the current permit approval. The Panel recommendation is supported and is

reflected in officers' preferred version of the draft planning permit.

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Amend the front setback condition for Lots 33-40.**
 - b) **Amend the landscaping condition requiring a canopy tree in the front setback to exempt Lots 33-40.**
 - c) **Add a new condition requiring appropriate canopy tree planting for Lots 33-40.**

Officer Response:

Exhibited condition 20(a)(ii) specified front walls of a building must be setback a minimum of 4 metres from a street frontage for Lots 33 to 40, with no allowable encroachments. Additionally, exhibited condition 20(j) specified a minimum of 1 small canopy tree with a mature height of 5-8 metres to be located within the front setback, and that each tree should be surrounded by 20 square metres permeable surface with a minimum radius of 3 metres.

The Proponent submitted exhibited condition 20(a)(ii) should not prohibit encroachment and an allowable encroachment should be no more than 1 metre unless a greater encroachment does not preclude the planting of a canopy tree. Town planning expert evidence noted encroachment was acceptable and would provide articulation and visual interest while not unreasonably limiting landscaping. In addition, the Proponent proposed to amend the associated landscape condition and introduce a new condition to reduce the area of permeable surface and radius requirements for canopy tree planting for those lots. Officers did not agree to those changes, however, suggested the minimum radius of 3 metres be reduced to 2 metres. This is because the radius requirement cannot be met when considering the minimum front wall setbacks set out in the draft planning permit, noting the change is supported by Council's Landscape Team.

While the Panel is supportive of the reduction to the radius requirement put forward by officers, they are also largely supportive of the Proponent's suggested changes. The Panel supports encroachments of no more than 1 metre within the front setback to Lots 33 to 40 and recommended increasing the extent of allowable encroachments to all other lots from 0.5 metre to 1 metre, except for those with a distance set by defensible space. The Panel also recommended amending the landscaping conditions under the building design requirement condition of the draft planning permit, including the addition of the following condition:

Each of lots 33-44 must be provided with a minimum of one (1) small canopy tree in accordance with Knox's Landscape Plan Guidelines (as amended) with a lesser area of permeable surface and lesser radius than would otherwise be required under Condition 26p, to the satisfaction of the Responsible Authority.

Note: The above condition should reference Lots 33 to 40, not Lots 33 to 44.

The Panel recommendations are partially supported. Changes regarding encroachments within the front setbacks to Lots 33 to 40, the new condition relating to those lots mentioned above, and increasing the allowable encroachment distance for lots with a minimum front setback of 4.5 metres are not agreed to, for the following reasons:

- Comments on landscaping should come from a person with relevant qualifications. According to Council's Landscape Team, 20 square metres of permeable surface

around a tree is necessary to provide appropriate soil volume for the roots of a tree when it matures and to ensure that the soil has access to moisture and volume.

- Officers do not support encroachments within the front setback to Lots 33 to 40 as the exhibited condition does not prohibit the construction of deeper porches. Instead, officers submit that parts of the dwelling could be slightly recessed, which could also result in an improved built form outcome by providing articulation.
- Council's Landscape Plan Guidelines states trees should not be placed too close to infrastructure that might cause future problems. The guidelines also recommend a minimum separation of 3 metres from a building and 1 metre from a fence for small trees. Though the building design requirements condition prohibits front fences on a road frontage or within 3 metres, an end clause to the agreement required under that condition is proposed. Furthermore, implementing the Panel recommendation for Lots 33 to 40 and lots with a minimum front setback of 4.5 metres, would place a tree right on the boundary line or within 0.5 metres of the boundary line, which would not result in an appropriate outcome.

In addition, the Panel recommendation regarding changes to encroachments to lots requiring a minimum front setback of 5.5 metres is supported, as there will still be sufficient space for canopy tree planting. Subsequently, the changes agreed to are reflected in officers' preferred version of the draft planning permit. Refer to conditions 26(b), (c) and (q).

- **Amend the draft planning permit as shown in Appendix E, to:**
 - a) **Add a new walls on boundary requirement as part of the Section 173 Agreement.**

Officer Response:

As the proposed walls on boundary variation cannot be included in the NRZ7, the Proponent proposed that it form a new permit condition. During the Hearing, officers supported the inclusion of a new condition to enable the variation and to resolve the issue in relation to report and consent under the Building Regulations. The recommended condition is supported and is reflected in officers' preferred version of the draft planning permit. Refer to condition 26(v).

- **Issue planning permit P/2020/6049 subject to the permit conditions contained in Appendix E.**

Officer Response:

The Panel's preferred version of the draft planning permit broadly includes:

- Drafting changes to align with *Writing Planning Permits* (Department of Transport and Planning, May 2023) e.g. replacing 'prior to' with 'before'.
- Changes presented to the Council Meeting on 27 November 2023.
- Changes reflected in officers' preferred final version of the draft planning permit submitted during the Hearing process.
- New, amended and deleted conditions and notes relating to: vegetation, bushland boardwalk, public open space contribution, stormwater management, fencing, traffic calming, Lot 52 and building design requirements. It also refers to the Biodiversity Assessment dated September 2023 submitted as expert evidence.

Although many of the changes from the Panel's preferred version of the draft planning permit have been incorporated into the officers' recommended version, the Panel's version is not supported for the following reasons:

- Officers do not agree with some of the recommendations related to the Proponent's requested changes as outlined in this report.
- Conditions 5(c) and (w) of the Panel's preferred version contains errors regarding reference to CFA conditions.
- The pathway from Agora Boulevard to the Blind Creek trail must be removed from any plan, as the pathway and associated requirements are captured in the draft Section 173 Agreement. Refer to condition 6(o) in officers' preferred version of the draft planning permit and Attachment 6.
- Reference to the 2023 Biodiversity Assessment has been amended by officers to reflect the exhibited 2020 version because of the above point. The exhibited version does not include the pathway from Agora Boulevard to the Blind Creek trail. Refer to condition 13 in officers' version of the draft planning permit.
- The boardwalk notation on the Subdivision Master Plan must be deleted. The boardwalk and associated requirements are captured in the draft Section 173 Agreement. Refer to condition 1(a)(xiv) in officers' version of the draft planning permit and Attachment 6.
- The building design requirements at condition 26 have been amended to include an end clause. This is discussed in further detail in the 'key discussions' section of this report.
- The enduring requirements pertaining to the Bushfire Management Plan must be enforced via a Section 173 Agreement and not as a restriction on the plan of subdivision. Refer to condition 27 in officers' preferred version of the draft planning permit.

Unlike VCAT which is a determining body, the Panel makes recommendations to Council and the Minister only.

Key discussions

The following are key points of discussion, noting most require changes to either the Amendment or Application:

- *Bushland reserve*

Submitters sought further protection for the bushland reserve, including requesting the area be fenced to prevent public access. Council sought to refer the matter to Panel for advice, noting it is not standard practice for Council to restrict public access to bushland reserves. A comparative example is Bateman Street Bushland in Wantirna which is not restricted/fenced. The Panel concluded fencing of the bushland reserve is a management decision for Council. It is recommended that the bushland reserve not be fenced to restrict public access (via a condition of permit). Instead, Council should monitor the use of the reserve.

Additionally, some submitters raised concerns about the proposed maintenance track and connections to Agora Boulevard. The Panel accepted that the proposed maintenance track and pedestrian trail connecting Agora Boulevard and the Blind Creek trail will result in minimal native vegetation loss and accepts the benefits of access for maintenance and public engagement and informal recreation within the conservation area. While no changes to the proposal were recommended, the pathway from Agora Boulevard to the Blind Creek trail has not been included in the CHMP. Rather than amending the CHMP, it is recommended the pathway be removed from the Application documents as a permit condition and for the matter to be captured in a Section 173 Agreement (Refer to condition 6(o) in officers' version of the draft planning permit and Attachment 6). It is also recommended the 2023 version of the Biodiversity Assessment referenced in the Panel's preferred version of the draft planning permit be amended to reflect the exhibited 2020 version, which does not include the pathway. Critically, offset requirements remain unchanged. Refer to condition 13 in officers' preferred version of the draft planning permit.

- *Stormwater and flooding*

The proposed stormwater management approach relies on the existing Blind Creek billabong to the north-west for detention and water quality mitigation. It also involves constructing a sediment basin (described as a wetland by officers and in other reports) which will disperse overflow into the adjoining bushland reserve. However, without including the Blind Creek billabong catchment area, the proposal fails to meet the nitrogen level targets specified in the *Urban Stormwater – Best Practice Environmental Management Guidelines*. To address this issue, Council requested a payment as a permit condition. The exhibited conditions were refined by officers during the Hearing process, and these revisions are reflected in the Panel's preferred version of the draft planning permit. Refer to conditions 7 and 8 in officers' preferred version of the draft planning permit.

- *Eastern boundary fencing*

Submitters requested a solid, possibly colourbond, fence to maximum height be installed at the interface of the site and existing properties to the east (to replace chainwire fencing). At the Council Meeting on 27 November 2023, officers proposed changes to the draft planning permit to:

- Require a new condition for the Landscaping Plan to show:
 - A minimum 1.8 metre high paling or steel fence [or similar] along the eastern boundary where the proposed residential lots adjoin existing residential lots.
- Amend and add permit conditions as follows:
 - *Prior to the issue of a Statement of Compliance, any fencing along the common boundary between a lot and a reserve or walkway or existing lot as shown on the subdivision and detailed endorsed plan must be designed and erected to the satisfaction of the Responsible Authority.*
 - All costs associated with the provision of the fencing are to be borne by the owner/developer under this permit.

The Panel concluded the post exhibition changes proposed by Council relating to the eastern boundary fence are appropriate, noting the Panel's preferred version of the draft

planning permit includes minor drafting changes. The drafting changes are supported. Refer to conditions 6(n), 62 and 63 in officers' preferred version of the draft planning permit.

- *End clause to the building design requirements condition*

The Proponent sought to amend the condition relating to the building design requirements by suggesting an end clause to the Section 173 Agreement as follows:

The Section 173 Agreement will end 10 years after the completion of the development of the last lot that is permitted to be developed under the planning permit.

The Panel noted that it is a matter for Council to determine if the condition is appropriate.

An end clause is considered appropriate for the following reasons:

- A period of 10 years would allow for trees to establish and grow.
- The condition ensures that development occurs in accordance with the urban design guidelines in Agreement AV502900K, registered on title. Clause 4.7 of Agreement AV502900K specifies that the application of urban design guidelines will cease upon registration of a plan of subdivision for the relevant part of the development completed in accordance with those urban design guidelines.
- The Panel's preferred version of the draft planning permit includes a new condition for the defensible space requirements for Lots 52, 87-91 and 136-138. Officers have incorporated a modified version of the new condition in their preferred version of the draft planning permit.

With the above in mind, given that the Application is not for the construction of any dwelling, it is recommended the Proponent's suggested condition be amended in the following way:

The Section 173 Agreement will end 10 years after the completion of the development of the last residential lot that is created ~~permitted to be developed~~ under the planning permit.

The above is included in officers' preferred version of the draft planning permit. Refer to condition 26.

- *Amendment documents*

The Department of Transport and Planning recently updated the amendment documentation templates, affecting the Explanatory Report and Instruction Sheet. As outlined in this report, changes have been made to the Explanatory Report to update a property address and to respond to Panel comments. Officers have also made additional minor changes to the exhibited amendment documentation, including deleting the 'Submissions' and 'Panel hearing dates' sections as they are to be removed prior to adoption. Regarding the Instruction Sheet, the changes largely relate to formatting.

Refer to Attachment 2 for the package of amendment documents.

2.3. Other matters

The following matters were discussed or considered by the Panel and do not result in any changes to the Amendment or Application.

- *Land contamination and stability*
The Panel concluded that the rehabilitated quarry land is adequately stable following the quarry closure and site rehabilitation and is suitable for residential development.
- *Seecal Road Reserve proposed zone*
The southern end of Seecal Road Reserve is not proposed to be rezoned to PPRZ. This is because the road closure to that section of road has not yet been finalised by Council. Once the road closure is finalised, the rezoning can be completed as part of a 'tidy up' / anomaly amendment. Subsequently, the Panel concluded that the rezoning of Seecal Road Reserve to part PPRZ and part NRZ7, as exhibited, is appropriate.
- *McMahons Road/Norvel Road intersection*
The Panel concluded the T-intersection at the corner of McMahons Road and Norvel Road is appropriate, and safety will be enhanced with the introduction of a mountable splitter island, as shown on the exhibited Subdivision Master Plan (Refer to Attachment 5).
- *Rankins Road/Norvel Road/Johnson Drive*
The Panel considered whether the safety impacts on Rankin Road/Norvel Road/Johnson due to a double sharp bend at the end of Johnson Drive has been adequately considered. The Panel concluded that the bend is some distance from the site, and it is not proposed to change because of the proposal.
- *Emergency access*
The Panel concluded the proposal has adequately provided for emergency vehicle access.
- *Public transport*
The Panel concluded the area is adequately served by public transport.
- *Existing flooding*
The Panel is satisfied that Council and Melbourne Water have approved a Stormwater Management Plan that will reduce flooding to properties, if the drainage works and mitigation measures are in accordance with the Stormwater Management Plan.
- *Housing density*
The Panel acknowledged that while the proposal facilitates delivery of housing at a higher density than the surrounding neighbourhood, it will not impact views or the important qualities of the surrounding neighbourhood. Furthermore, the proposal is consistent with the policy settings and strategic expectations for the site. Therefore, the Panel concluded the proposed housing density is appropriate.
- *Construction amenity impacts*
The Panel acknowledged that the draft planning permit includes a condition for a Site and Environmental Management Plan to address and manage construction activities, which includes requirements relating to traffic management and amenity. Construction impacts are also managed through *Environment Protection Act 2017* obligations and Council's planning enforcement team.

- *Sustainable development and urban heat island effect*

The Panel acknowledged that the proposal includes the planting of a significant number of street trees and protection of bushland that will be beneficial for managing the urban heat island effect. Also, natural hazards such as potential flooding and bushfire have been assessed and have informed the subdivision design. Subsequently, the Panel concluded that the proposal has adequately addressed sustainable development at this stage of the process.

- *Open space and playground provision*

The Panel acknowledged that the Urban Design Report exhibited with the proposal confirmed the site has excellent access to existing playgrounds and open space. Furthermore, the Panel is satisfied the land swap arrangement with Council provides an adequate open space contribution. Subsequently, the Panel concluded that the open space provision is acceptable and the area is well serviced with playgrounds.

2.4. Officer recommendation to Council

For reasons outlined in this report, Officers are recommending that Council resolve to (but not limited to):

- Adopt the Amendment as exhibited, with changes to the NRZ7 in accordance with the Planning Panel recommendation and minor drafting adjustments, along with minor revisions to the Explanatory Report and Instruction Sheet included in Attachment 2.
- Recommend that a planning permit be granted with changes to reflect officers' preferred version contained in Attachment 3.
- Enter into a Section 173 Agreement to resolve matters relating to the bushland boardwalk and pathway from Agora Boulevard to the Blind Creek trail. The draft agreement is contained in Attachment 6.

2.5. Next steps

In accordance with the Act, Council has the following options available:

1. Abandon the Amendment and refuse to recommend to the Minister that a planning permit be granted.
2. Adopt the Amendment or any part of it with or without changes and recommend to the Minister for Planning that a planning permit be granted with or without changes.
3. Adopt the Amendment or any part of it with or without changes and refuse to recommend to the Minister that a planning permit be granted.

Should Council adopt the Amendment and recommend that a planning permit be granted, the adopted Amendment and recommendation will be submitted to the Minister for approval.

Additionally, pursuant to Section 96I(1) of the Act, if Council recommends the grant of a planning permit, the Minister for Planning may:

- a) Grant the permit; or
- b) Grant the permit subject to conditions the Minister thinks appropriate; or
- c) Refuse to grant the permit on any ground the Minister thinks appropriate.

Importantly, the conditions included on a permit granted by the Minister can be those recommended by Council or the Panel, or they can be new conditions that the Minister considers appropriate and necessary.

3. ENGAGEMENT

The Amendment and Application was exhibited from 14 June to 21 July 2023. Exhibition was undertaken as follows:

- 168 letters were sent to adjoining property owners and occupiers;
- Notices were sent to interested parties;
- Seven signs were erected around the site's perimeter;
- Letters were sent to prescribed Ministers and authorities;
- Notices were published in the Victorian Government Gazette and The Age newspaper;
- Information was publicised on a dedicated Council webpage; and
- A hard copy of the material was available at the Knox Civic Centre.

Council received 31 submissions which included four referral authority submissions. On 27 November 2023, Council resolved to refer submissions to a Planning Panel. Following the appointment of a Planning Panel, further opportunity was provided by Planning Panels Victoria for submitters to take part and speak at the Panel Hearing. Two submitters presented.

4. SOCIAL IMPLICATIONS

Implementation of the Amendment and planning permit will be beneficial to the Knox community. The community will benefit from the retention of the bushland and provision of pathways which connect to the Blind Creek trail. In addition, the proposal will provide more housing including social and affordable housing in a suitable location.

5. CLIMATE CHANGE CONSIDERATIONS

The subject of this report has been considered in the context of climate change and its relevance to the *Knox Climate Response Plan 2021 – 2031*.

The proposal includes the planting of a significant number of street trees and protection of bushland that will be beneficial for managing urban heat island effect.

6. ENVIRONMENTAL IMPLICATIONS

Natural hazards such as potential flooding and bushfire have been assessed and have informed the subdivision design.

7. FINANCIAL AND RESOURCE IMPLICATIONS

The Proponent is responsible for paying fees set out in the *Planning and Environment (Fees) Regulations 2016* and the *Planning and Environment Act 1987*.

For Council, there was a fee to engage a consultant for Panel representation. The fee was offset by the Stage 2 fee paid by the Proponent. In addition, the proposal will result in running costs to Council, including the management of the bushland reserve and the maintenance of pathways and infrastructure related to Norvel Estate, such as roads.

8. RISKS

The bushland reserve was transferred to Council in 2023. Subsequently, failure to adopt the Amendment may lead to legal action initiated by the Proponent.

9. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Neighbourhoods, Housing & Infrastructure

Strategy 2.1 - Plan for and support diverse housing to meet changing community needs.

Strategy 2.2 - Create, enhance and maintain places and spaces for people to live, work, play and connect.

Strategy 2.3 - Provide, maintain and advocate for accessible and sustainable ways to move around Knox.

Natural Environment & Sustainability

Strategy 3.1 - Preserve our biodiversity and waterways, and enhance our urban landscape.

Strategy 3.2 - Prepare for, mitigate and adapt to the effects of climate change.

Connection, Resilience & Wellbeing

Strategy 4.1 - Support our community to improve their physical, mental and social health and wellbeing.

Civic Engagement & Integrity

Strategy 5.1 - Provide opportunities for all people in Knox to have their say.

Strategy 5.3 - Ensure our processes are transparent and decisions are accountable.

10. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

11. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

12. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

The following attachments have been circulated under separate cover.

1. Attachment 1- Panel report [6.5.1 - 134 pages]
2. Attachment 2 - Amendment documents for Adoption [6.5.2 - 20 pages]
3. Attachment 3 - Officers recommended version of the draft planning permit post exhibition [6.5.3 - 22 pages]
4. Attachment 4 - Application documents for adoption [6.5.4 - 626 pages]
5. Attachment 5 - Contextual documents for noting [6.5.5 - 70 pages]
6. Attachment 6 - Draft S173 Agreement [6.5.6 - 15 pages]
7. Attachment 7 - Officers preferred final version of the draft planning permit and NRZ7 submitted during panel process [6.5.7 - 27 pages]

6.6 Bayswater Renewal Strategy

Final Report Destination:	Council
Paper Type:	For Decision
Author:	Senior Strategic Planner, Domenic Petrilli Strategic Planner, Simon Chitre
Manager:	Manager City Futures, Shiranthi Widan
Executive:	Director City Liveability, Matt Kelleher

SUMMARY

This report presents a summary of the community consultation, discusses key issues raised and provides recommendations for minor changes to the Bayswater Renewal Strategy (BWRS) arising from consultation. The final BWRS for Council's adoption (Attachment 3) has been updated to reflect the recommendations in this report.

At the Council meeting on 25 March 2024, Council resolved to adopt the Draft BWRS (March 2024), for the purpose of public consultation. The Draft BWRS was placed on public consultation between 5 April and 5 May 2024. Community consultation included a postcard mailout, email to past participants, two pop-up events in the Bayswater Activity Centre, meetings with key stakeholders and local business drop in; a 'Have Your Say' website and social media posts and distribution of promotional posters and flyers.

A total of 104 submissions (in the form of survey responses and submissions) were provided to the Draft BWRS during community consultation. Officers have reviewed the written feedback received and a detailed response is provided in Attachment 1 to this report. An overall Engagement Summary Report is provided at Attachment 2. Officers have identified several key themes in the feedback, being:

- Built form and building heights: Feedback on built form and heights was mixed with some who raised concerns about potential greater heights whilst others expressed the view that the proposed building heights are too conservative.
- Density of development and housing: Feedback was mixed with some in support, and others against increased density and housing in the centre. Others expressed increased density should not occur without any improvement in infrastructure.
- Transport and Movement: Main issues raised included pedestrian movement, improvements to public transport and car parking.
- Greening and sustainability: Feedback was general in nature, with many in support of additional planting in the centre. Several contributors included suggestions that Council should look at ways of energy and water saving.

A range of other general comments were received on the Draft BWRS, as documented.

Officers have reviewed feedback and propose several changes to the Draft BWRS. All recommended changes are relatively minor and do not change the structure or intent of the recommendations and directions for the BWRS. The main changes to the Draft BWRS are

additional built-form guidelines to address building transition, flood mitigation and a recommendation for new signage at the centre.

RECOMMENDATION

That Council resolve to:

1. Receive and note the feedback received and outcomes of the community consultation process undertaken on the Draft Bayswater Renewal Strategy outlined in Attachments 1 and 2.
2. Endorse the officers' response to the written feedback received and recommended changes to the draft Bayswater Renewal Strategy outlined in Attachment 1.
3. Adopt the Bayswater Renewal Strategy contained at Attachment 3.
4. Write to the Minister for Planning to request authorisation to prepare and exhibit an amendment to the Knox Planning Scheme in accordance with Section 8A(4) and Section 19 of the *Planning and Environment Act 1987* to implement the recommendations contained within the Bayswater Renewal Strategy.
5. Note that following receipt of authorisation from the Minister for Planning, officers will table a report at a future Council Meeting presenting the authorised amendment documents as authorised by, or under delegation of, the Minister for Planning which would form the basis of a planning scheme amendment to be exhibited and progressed.

1. DISCUSSION

The BWRS will replace the now outdated *Bayswater 2020: Activity Centre Structure Plan*, which was prepared in 2005. Once adopted, the BWRS will ensure that Bayswater Major Activity Centre continues to evolve to meet the economic, social and environmental needs of the community, and will provide a framework for managing built form outcomes in the activity centre until 2040.

The purpose of this report is to provide a summary of the findings from the final round of community consultation for the Draft BWRS, which was conducted between 5 April and 5 May 2024. Consultation included two pop-up information sessions which were attended by 109 participants. Over the 31 days of engagement a total of 138 unique pieces of feedback were received, be it through survey comments, feedback at the pop-up sessions and other channels. A total of 104 submissions were submitted during community consultation consisting of 100 'Have Your Say' surveys and four written submissions from key landowners, Department Transport and Planning and Melbourne Water. The written comments from the 'Have Your Say' survey as well as the four written submissions are summarised in this report with officer recommendations.

A detailed response to submissions received is provided at Attachment 1. The submissions have been categorised into themes which are discussed in this report. A summary of the feedback is provided for each theme, along with an officers' response and recommendation for any changes to the Strategy.

Key points from the 100 surveys include:

- 76 individuals 'agree' and 'strongly agree' with the Draft BWRS vision (the majority).
- All six objectives of the Draft BWRS received support with each objective receiving over 60 responses indicating 'agree' and 'strongly agree'.

The detailed findings from the survey responses and consultation methodology can be found in the Community Engagement Report June 2024 (Attachment 2).

Theme 1: Built Form and Building Heights

The topic of building heights was raised in eight responses. Of the eight responses, five expressed concerns about potential greater heights in the centre, while three expressed that Bayswater should accommodate greater building heights. Two formal submissions from key landowners expressed the view that the proposed building heights are too conservative for a Major Activity Centre, such as Bayswater.

Opposing feedback to the proposed building heights were mostly general in nature. One comment was received in relation to proposed building heights in Precinct 3A along Mountain Highway and Harris Grove. The submitter expressed concern about possible amenity impacts of 4 storey development on the property.

Discussion

The current planning controls in Bayswater Activity Centre are included in the Design and Development Overlay Schedule 6 (DDO6) of the Knox Planning Scheme. The highest building height recommended in the current controls is five storeys. The BWRS proposes to increase building heights by one storey, to six storeys in the key central Precincts 1, 2 and 6B which are the commercial core and the 'triangle' precinct east of the railway line.

One contributor opposed to greater building heights expressed that having five or six storey buildings will change the characteristics of Bayswater and block views to the existing skyline of Mount Dandenong. This is a key feature of Bayswater valued by the community. As discussed, the increase in building height by one storey is limited to specific precincts where six storey development is allowed and where views can be maintained to Mount Dandenong.

The built form recommendations in the BWRS have been determined based on 3D visualisation modelling to test and protect significant distant key views to the Dandenong Ranges and local impacts at street level. For example, Precincts 1B and 6B have been identified as precincts which require a limited building height to three storeys to protect views to the Dandenongs. Other planning controls such as maximum street wall heights and upper level setbacks are also included to further protect the sightlines and also minimise impact at street level.

With regard to feedback that the proposed building heights are too conservative, Bayswater is identified as a Major Activity Centre and is not expected to support density and building heights in the same way as Metropolitan Activity Centres such as Box Hill and Ringwood. Box Hill and Ringwood have more substantial development projections than Bayswater, as outlined in Plan Melbourne (and likely in Plan Victoria expected to be released in late 2024). However, it is acknowledged that there are opportunities in the centre for uplift beyond the set building heights. Discretionary building height controls enable each development to be considered on its individual merits, including an assessment of impact on views, and amenity impacts at street level and to adjoining properties.

One of the submissions identified that the Draft BWRS specifies height in both storeys and metres and more clarity is required in this respect. The submitter suggests that building height should be specified in storeys only, as this allows flexibility in future land uses. This issue could be clarified further during the planning scheme amendment process.

In response to the submission specific to Precinct 3A along Mountain Highway and Harris Grove, it is noted that current planning controls in the DDO6 have building heights at 3-4 storeys, with a maximum four storeys. As such, the proposed planning control is consistent with existing planning control. In regard to reducing natural light, any new development will require a planning permit application which will assess offsite amenity impacts such as overshadowing. In consideration of the feedback, it is recommended to include an additional guideline in the Precinct 3 Built Form Design Guidelines which requires the appropriate transition to the adjoining lower scale residential areas to allow for a transition in building height and minimise building scale/bulk.

Proposed changes to the BWRS

As a result of the feedback received, officers propose the following:

1. Add a new design guideline in Section 5.2 Built Form Guidelines in the BWRS to consider the appropriate transition of development in Precincts 3a and 3b to lower scale development in adjoining areas.
2. Consider as part of the drafting of the planning controls to implement the BWRS whether overall heights should be expressed as storeys or metres (or both).

Theme 2: Density and Housing

The strategy aims to increase the number of people living in the centre by increasing the density of development. Feedback on increasing development density and housing in the centre was mixed, with three comments in support of increased density and housing, and six opposed. Others expressed that an increase in population should not occur without any improvement of infrastructure. Social and affordable housing was raised, with a desire to see more of this housing type in the centre. Another submitter was not supportive of additional social and affordable housing.

Discussion

As documented in the BWRS, the population of the Bayswater Major Activity Centre was 13,013 in 2021. This is projected to increase to 18,682 by 2040. This represents an increase of over 5,600 additional residents.

Based on the State Government's recent announcement on draft Statewide housing targets for each council in Victoria it is highly likely Council will be expected to nominate areas within Knox for increased housing growth. The draft housing targets identify that Council's planning framework will need to provide capacity for an additional 47,000 dwellings within Knox between now and 2051. Knox currently has 63,100 existing dwellings. If a housing target of this quantum is introduced, officers expect that activity centres will play a critical role in creating this capacity, particularly centres such as Bayswater, which is close to transport and community facilities. Supporting more housing in Bayswater and other activity centres will also assist in relieving development pressure on established areas of Knox designated as limited change in character (i.e. Bush Suburban, Foothills, and Knox Neighbourhood).

An increase in people living in the activity centre will create additional activation opportunities in the centre and support the local economy. This supports other BWRS initiatives for revitalisation of the centre and improvement of infrastructure, including new open spaces and better pedestrian connections and to create a safer, vibrant, useable environment.

With regard to social housing, the BWRS aligns with Council's adopted Social and Affordable Housing Strategy and includes an action to investigate a demonstration project using Council owned land. The BWRS will also support advocacy to responsible agencies of surplus government land in the activity centre. Surplus land can be redeveloped to support affordable or social housing.

Proposed changes to the BWRS

No changes made in response to this theme.

Theme 3: Transport and Movement

Fifteen comments were received in relation to Transport and Movement. Four of the comments related to pedestrian movement and were generally supportive of the improvements proposed in the Strategy. The topic of improving public transport in the area was also raised by four contributors with the main issue being that connections to other suburbs of Knox are inadequate.

Car parking was also an issue raised, with three contributors noting short-term parking as the main topic raised. Four contributors raised the issue of congestion in side streets because of development and one comment noted the lack of long-term parking for the train station. Several comments were also received in relation to improving cycling in the area.

Discussion

The BWRS aims to improve car parking and traffic in Bayswater by supporting more people to walk, cycle and use public transport, to ultimately reduce car use. The BWRS also promotes the priority, safety and amenity of pedestrians, public transport and bicycle networks.

A range of initiatives in the BWRS aim to improve access and connections for pedestrians to and within the centre. Initiatives include enhancing connection from the centre core across Mountain Highway and to Marie Wallace Park and the proposed triangle precinct which contains the Community and Arts Centre. Improvement to pedestrian movement and safety in the centre will come by the redesign of roadways, new or modified signals and crossings, and enhancement to the amenity of streets.

Public transport, in particular frequency and connections to other parts of Knox, was an issue identified in the BWRS and raised during consultation. The project team collaborated with Council's Traffic and Transport team to prepare detailed actions A55 and A56 which include advocacy to the Department of Transport and Planning for improved bus and train services.

Several contributors expressed concerns about parking congestion on side streets, and that an increase in development density will result in more on-street parking and congestion. This issue is typically considered as part of a planning permit application for new development, particularly the provision of on-site car parking. This is considered in accordance with State Government policy and the Knox Planning Scheme. The BWRS does not seek to amend parking requirements. The BWRS includes initiatives to reduce car dependence and investigating the consolidation of car parking at the edges of the centre.

The subject of short-term car parking is generally outside the scope of the BWRS. Council's Traffic and Transport team have recently drafted a Bayswater Parking Management Plan to improve

parking in the activity centre. Consultation was undertaken in February 2024 and Council recently adopted the plan in June 2024.

Proposed changes to the BWRS

No changes made in response to this theme.

Theme 4: Greening and Sustainability

Nine comments related to the theme of Greening and Sustainability. The comments were general in nature, with many in support of additional planting in the centre as proposed in the BWRS. Below is a snapshot of some of the comments received:

'Tree canopy cover is very important.'

'Creating tree canopy and revitalisation of the shopping precinct should be the priority as it's starting to look run down.'

'More greenery, public parks, improve the creek behind Marie Wallace.'

Sustainability was also raised by several contributors including suggestions that Council should look at ways of energy and water saving and that more Electric Vehicle (EV) charging stations in the centre would be useful.

Discussion

Key actions in the BWRS include increasing tree canopy cover in public spaces and along pedestrian routes, and extending vegetated corridors and wildlife habitats from Dandenong Creek into residential areas and the core of the centre. Policy will be developed based on the BWRS to include additional built form controls and landscaping requirements in the Knox Planning Scheme.

Section 4.3 Environment, Sustainability and Climate Change includes strategies ranging from ensuring development is energy efficient, to lessening the impacts of climate change by increasing canopy cover and retaining water. Actions have also been included in the BWRS supporting sustainable design principles in new development including Council projects, reducing waste, and supporting the provision of additional EV charging stations in the centre.

Proposed changes to the BWRS

No changes made in response to this theme.

Theme 5: Other Matters

Other topics were raised during the consultation. Contributors expressed support for the revitalisation of the activity centre through updates to public spaces, improving safety and signage, and improving the retail mix. There was also positive feedback about the Bayswater Library, while also seeking its expansion. Two submissions specifically raised the condition of the gateway 'Welcome to Bayswater' sign which is in need of updating.

Discussion

The BWRS proposes enhancements to Penguin Place and Macauley Place to improve safety, and socialising in Bayswater, whilst economic development initiatives aim to support businesses within the centre. The BWRS identifies community facilities such as the Arts Centre, the Library and

potential new community hub as key pillars for the centre moving forward. It is also acknowledged that the 'Welcome to Bayswater' signage is in need of updating. Officers are liaising with internal staff to determine if funding can be made available within existing operating budgets to support this action.

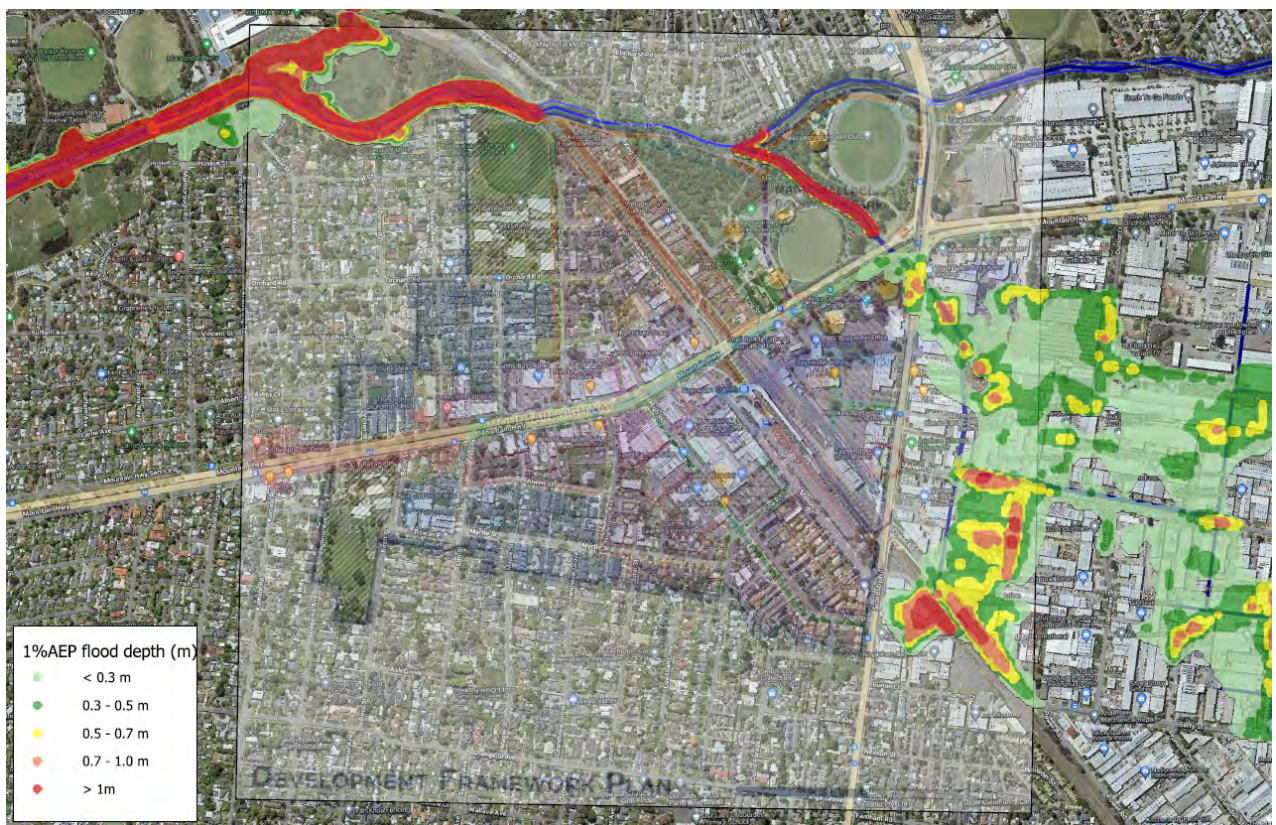
Proposed changes to the BWRS

Amend Action A50 to include updating the 'Welcome to Bayswater' sign and state the following: A50 Improve wayfinding and signage through the centre focusing on clear direction between attractors and community facilities including updating the 'Welcome to Bayswater' sign.

Response from Government Authorities

Two responses were received from Melbourne Water and the Department of Transport and Planning (DTP). Melbourne Water expressed concerns over the possible impact of elevated flood levels on new development, particularly at the periphery of the activity centre along Dandenong and Old Joe's Creek. This also includes sections of Scoresby Road and the Bayswater Business Precinct (outside the area).

The concerns of Melbourne Water are acknowledged, and it is noted from flood mapping provided that the most severe flooding is located predominantly outside the activity centre - east of Scoresby Road and along Dandenong Creek through Marie Wallace Park.



Given the vast majority of the activity centre is not affected by severe flooding, and Marie Wallace Park and Dandenong Creek are undevelopable, it is considered the BWRS can appropriately manage flood risk. It should be noted the response is based on the latest flood mapping provided by Melbourne Water, which is currently being reviewed and is not expected to be finalised until

2025. The revised flood mapping could alter the extent of flood liable properties currently identified which would have implications for development.

Action A27 in the BWRS seeks to address flood risk along the Scoresby Road corridor. This would ensure any new road entrances would meet flood clearance requirements set by Melbourne Water. It is considered flood risk can be managed at the planning permit application stage, although officers recommend the inclusion of additional flood guidelines in the BWRS for precincts 2 and 3A.

DTP offered in-principle support for the BWRS, subject to further assessment and discussion of changes proposed to DTP's assets such as Mountain Highway. DTP has committed to working with Council to explore the delivery of actions within the BWRS. Officers welcome the opportunity to collaborate with DTP officers on realising the transport actions within the BWRS. No changes are proposed to the Draft BWRS as a result of DTP's submission. A more detailed response to both Melbourne Water and DTP's submissions are provided in the submissions table at Attachment 2 to this report.

Proposed changes to the BWRS

As a result of Melbourne Water comments, officers propose the following changes to the BWRS:

1. Add a new design guideline in Section 5.2 Built Form Guidelines to ensure flood mitigation measures are considered in new developments where applicable.

1.1 Next Steps

Should the BWRS be adopted by Council, officers will commence the preparation of planning controls, and request authorisation from the Minister for Planning to implement the recommendations of the BWRS into the Knox Planning Scheme. Once authorisation is received from the Minister for Planning, officers will present the authorised amendment documentation for endorsement at a future Council meeting. This will be the form of the amendment to be exhibited.

2. ENGAGEMENT

The Draft BWRS (March 2024) was placed on public consultation between 5 April and 5 May 2024. This was the third round of community consultation, with previous community consultation occurring in 2020 and late 2022.

Community consultation incorporated a variety of methods as follows:

- Postcard mailout to 4,500 surrounding properties;
- Email to past participants in previous community consultations and Key Stakeholders;
- Two pop-up events in the Bayswater Activity Centre;
- Meetings with Key Stakeholders such as key landowners in the Activity Centre;
- Visiting local traders across several days to discuss the strategy;
- 'Have Your Say' Website; and
- Social media posts and use of posters and flyers to promote the strategy and consultation.

Over the 31 days of engagement a total of 138 unique pieces of feedback were received, be it through survey comments, feedback at the pop-up sessions and other channels.

A total of 104 submissions were submitted during community consultation consisting of 100 'Have Your Say' surveys and four written submissions from key landowners, Department Transport and Planning and Melbourne Water. The written comments from the 'Have Your Say' survey as well as the four written submissions are detailed in Attachment 1 with officer recommendations.

An assessment of consultation findings, and a description of the consultation method can be found in the Community Engagement Report June 2024 (Attachment 2).

3. SOCIAL IMPLICATIONS

A Social Benefits Framework (SBF) was developed which guided the development of the BWRS. The Framework seeks to maximise the delivery of social and economic benefits to the Bayswater community through the BWRS by addressing barriers to social wellbeing – physical, social, financial, and perceived. The Framework comprises principles that seek to maximise both social and economic outcomes derived from the BWRS.

4. CLIMATE CHANGE CONSIDERATIONS

The *Knox Climate Response Plan 2021 – 2031* formed part of the policy that shaped the Sustainability Background Report prepared for the project. The recommendations of this report will have no direct implications for or direct impacts upon Council's Net Zero 2030 target, the Community Net Zero 2040, exposure to climate risks or climate change adaptation.

Further the strategy identifies Sustainability opportunities which are outlined in Theme 3: Environment, Sustainability, Climate Change, including Council as best practice exemplar to showcase the beneficial outcomes of Environmentally Sustainable Design. The implementation of the recommendation will also favour sustainable living in proximity to key services and transport nodes to facilitate the use of sustainable transport modes.

5. ENVIRONMENTAL IMPLICATIONS

As discussed, the BWRS has a strong focus on environmental and sustainability considerations. These include initiatives for sustainable design and development in coordination with the *Climate Response Plan 2021-2031*. It further includes initiatives to revitalise Dandenong Creek and improve green streetscapes to reduce urban heat. Initiatives also focus on waste recycling and managing stormwater outcomes.

The BWRS aims to improve the amenity of central Bayswater, particularly land use, built form and connectivity. Further initiatives include creating spaces for outdoor dining and events.

6. FINANCIAL AND RESOURCE IMPLICATIONS

The preparation of the BWRS has been funded from the City Futures operational budget. Some of the actions can be funded through ongoing operational budgets while other actions will require budget bids or funding collaboration across Council. The Actions Implementation Plan (Appendix 2 of the BWRS) provides more detail on funding and resourcing requirements.

The BWRS and implementation plan will support Council in future applications for external funding, should Victorian or Commonwealth grant opportunities arise in the future.

7. RISKS

An initiative of the *Knox Council Plan 2021-2025* is to 'Finalise and Implement the Bayswater Strategy' within 3-4 years.

There is a risk with Council not resolving to adopt the BWRS and updating the Knox Planning Scheme that the Bayswater Major Activity Centre will not meet the evolving needs of the community, or respond to development and sustainability challenges including recent State Government initiatives for increased housing supply. As discussed, the State Government has recently released a draft housing target for Knox to accommodate an additional 47,000 dwellings to 2051. To achieve such a target, it is critical that additional housing be provided in activity centres such as Bayswater.

The BWRS responds to future community needs for increased economic and housing diversity. Adoption of the BWRS and subsequent amendment to the Knox Planning Scheme will see Bayswater continue to attract investment and provide for increasing demand for housing in a sustainable manner.

The existing Bayswater Structure Plan was drafted in 2005, and carries limited statutory weight in decision-making, especially at the Victorian Civil and Administrative Tribunal.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Opportunity & Innovation

Strategy 1.1 - Maximise the local economy by supporting existing businesses and attracting new investment.

Neighbourhoods, Housing & Infrastructure

Strategy 2.1 - Plan for and support diverse housing to meet changing community needs.

Strategy 2.2 - Create, enhance and maintain places and spaces for people to live, work, play and connect.

Strategy 2.3 - Provide, maintain and advocate for accessible and sustainable ways to move around Knox.

Natural Environment & Sustainability

Strategy 3.1 - Preserve our biodiversity and waterways, and enhance our urban landscape.

Strategy 3.2 - Prepare for, mitigate and adapt to the effects of climate change.

Connection, Resilience & Wellbeing

Strategy 4.1 - Support our community to improve their physical, mental and social health and wellbeing.

Strategy 4.2 - Foster inclusivity, equality, belonging and safety within the community.

Strategy 4.3 - Honour and integrate First Nations Culture into actions and environments.

Civic Engagement & Integrity

Strategy 5.1 - Provide opportunities for all people in Knox to have their say.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

1. Attachment 1 - Submission and Feedback Analysis [**6.6.1** - 16 pages]
2. Attachment 2 - Bayswater Engagement Summary Report [**6.6.2** - 21 pages]
3. Attachment 3 - Bayswater Renewal Strategy August 2024 [**6.6.3** - 98 pages]



Bayswater Renewal Strategy

Submission and Feedback Analysis

Feedback on Draft Bayswater Renewal Strategy 2024

Bayswater Renewal Strategy
Submissions Analysis

No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
1	Precinct 3A	Building Heights	Yes	13694	Raised concerns about four storey building heights in Precinct 3A along Mountain Highway and Harris Grove, and would result in property devaluation and detrimental amenity impacts.	<p>Current planning controls in the DDO6 have building heights at 3-4 storeys with a maximum four storeys. The proposed control at four storeys is consistent with the existing controls.</p> <p>Devaluation of property cannot be considered as part of the introduction of planning strategies or controls. In regard to reducing natural light, any development will require a planning application which includes assessment for amenity impact such as overshadowing.</p> <p>It would be appropriate to introduce additional design guidelines for the Precinct Built Form Design Guidelines of the Strategy to ensure the appropriate transition of four storey built form to the adjoining lower scale residential areas.</p>	Change to Precinct Built Form Design Guidelines for precincts 3a and 3b to include a transition from four storey developments to adjoining lower scale residential areas.
2	General	Density and Community Hub	No	13697	Grew up in Bayswater and uses the centre for shopping, leisure and for public transport. Expressed that Bayswater presents a great opportunity for higher density housing and a thriving, attractive community hub.	Support for aspects of the strategy such as higher density and community hub noted.	No
	Outside Activity Centre	Density and Housing	No	13697	Seeking of Council if there is an opportunity to provide higher density housing in the industrial part of Bayswater, particularly at Power Road/Scoresby Rd.	The location referred to Power Road/Scoresby Road is outside the area defined in the Bayswater Renewal Strategy. Further the land is within the Bayswater Business Precinct and identified as Core Employment Land in the <i>Knox Land For Business Plan</i> in which residential development is not considered appropriate. It is noted that the BRS identifies the nearby precincts 2 and 6 as areas which can accommodate mixed use including higher density residential development.	No
3	Precinct 1A	Pedestrian Movement	No	13698	Encourage pedestrians to use crossings on High Street Bayswater.	<p>The draft Strategy has a Transport and Movement Framework Plan which aims to promote the priority, safety and amenity of pedestrian, public transport and bicycle networks that improve the Bayswater economy, public spaces, accessibility and connectivity for all users.</p> <p>The strategy identifies pedestrian links west of High Street into the core of the centre and important routes. This is set out in action A57:</p> <ul style="list-style-type: none"><i>Improve pedestrian movement and safety in the centre through redesign of roadways, new or modified signals and crossings, with convenient sequencing and generous crossing times, and enhancement to the amenity of streets including:</i><ul style="list-style-type: none"><i>- A high level of pedestrian priority in Macaulay Place and Penguin Place.</i><i>- Along both sides of High Street with more active street frontages and fewer driveway crossovers.</i><i>- Across Mountain Highway from the centre’s core to Marie Wallace Bayswater Reserves</i>	No

Bayswater Renewal Strategy
Submissions Analysis

No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
	General	Density and Housing	No	13698	Respondent does not agree with more people living in the centre.	Bayswater is identified as a Major Activity Centre in both Plan Melbourne and the Knox Planning Scheme. It is earmarked as a centre to accommodate growth and density as it is in proximity to the Bayswater Train Station, Bus Interchange and services. It also acts as a means of relieving development pressure on other parts of Knox earmarked as limited changes in character (i.e. Bush Suburban, Foothills, and Knox Neighbourhood). Further, Bayswater is expected to experience population growth over the next 15 years. In 2021, the population in Bayswater was 13,013 and by 2040, it is projected to increase to 18,682. The State Government's release of draft housing targets is likely to place greater emphasis on activity centres for accommodating growth. The draft strategy has key initiatives to support population growth and increasing housing needs which will allow more people to live in the activity centre, close to services and public transport.	No
4	General	Revitalisation	No	13703	Respondent suggested updating the Woolworths supermarket, provide more upmarket community spaces that cater for special needs and where community events can be held. Also requested more family friendly restaurants and a greater variety of food choice.	<p>Noted. The Strategy includes a number of actions to improve public spaces such as Penguin Place, Macauley Place. It also looks to improve links to Marie Wallace Park.</p> <p>Action A62 of the Strategy seeks to explore developing a new multipurpose hub including spaces for a dedicated youth space. A48 also looks to investigate a range of public spaces with integrated landscape qualities throughout the centre for diverse needs and groups including children and senior citizens.</p> <p>Restaurant choice is dictated by shop owners and cannot be controlled through planning strategies.</p>	No
5	General	Signage	No	13704	Suggested that Council refurbish or replace the 'Welcome to Bayswater' sign on Mountain Highway.	Action A50 will be updated to include an upgrade to the 'Welcome to Bayswater' sign, subject to funding availability and in accordance with the Knox Style Guide and signage guidelines.	Amend Action A50 to include updating the 'Welcome to Bayswater' sign.
6	General	Density and Housing	No	13706	Commented that higher density should be considered only in certain areas. Is concerned that higher density housing in the Bayswater centre will cause detrimental amenity impacts to existing single or double storey houses.	Any new development will need to be considered through the planning application process in relation to amenity impacts such as overlooking and overshadowing. Rescode and other existing planning controls seek to mitigate the adverse impacts of new development on existing amenity. The proposed amendment to implement the Bayswater Renewal Strategy will also consider whether other controls should be introduced to manage existing amenity.	No
7	General	Increased greening, active transport options	No	13708	Respondent requested that Council prioritise increasing the amount of green spaces and parks, build additional active transport options to allow people to walk and ride safely, add traffic calming to improve streets and the community.	Enhancing the greening and biodiversity of the centre is an important part of the strategy. Key actions include increasing tree canopy cover in public spaces and along pedestrian routes. Built form controls will provide for landscaping to help enhance 'green and leafy' streetscape in the area. A key objective of the strategy is to promote the priority, safety and amenity of pedestrian, public transport and bicycle networks. These are set out in the Strategy in sections 4.5 Transport in actions A51 through to A61.	No
8	General	Retail mix and improve public spaces	No	13709	Suggested that development needs to include a better retail mix so people will use any upgraded public spaces.	A number of initiatives within the strategy aim to facilitate a greater diversity of retail and service activities within the centre through working with traders to identify a niche or brand. The strategy also supports increased outdoor dining and a nighttime economy. Planning changes are proposed to the Knox Planning Scheme to support mixed use developments.	No
9	Precinct 2	Arts Centre	No	13719	Suggested that Council redevelop and/or expand the Knox Community Arts Centre.	<p>The Knox Community Arts Centre (KCAC) is a gateway redevelopment site designation in the strategy with the arts centre function to be retained with any redevelopment of the land.</p> <p>At present there is no business case or needs analysis that supports expansion of the KCAC.</p>	No

Bayswater Renewal Strategy
Submissions Analysis

No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
10	General	General support	No	13721	Acknowledges that Mountain Highway is a main arterial road and it can help promote and bring people to the centre.	Noted. Mountain Highway is an important drawcard, however the Strategy also identifies that work is required to enhance movement along and across Mountain Highway.	No
11	General	Library	No	13722	Suggested Council improve the Bayswater Library as it is an important asset for the local community and for all ages.	A63 <i>Work to transform the Bayswater Library to service the needs of the community with flexible multi-use spaces integrated with other community uses.</i> This initiative has been budgeted and will be undertaken by Council's Community Wellbeing Team.	No
	General	General revitalisation, short term parking	No	13722	Support for the strategy which will help revitalise and draw people to Bayswater. States that there are many vacant businesses and graffiti issues. States that short-term parking restrictions limit people spending time in the centre and contributing to the local economy.	Support noted. Council has developed the Bayswater Parking Management Plan to improve parking in the activity centre. The plans were placed on community consultation in February-March 2024. Council at its June 2024 meeting voted to adopt the Bayswater Parking Management Plan which included extended parking times in the Pine Road car park and Station Street.	No
12	General	Development vs amenity and environment	No	13724	States the strategy is only for the benefit of real estate and construction industries and politicians. The strategy will not reduce climate change or improve amenity.	Refer to density and housing discussion in section 7. Any new development will be required to go through the planning application process including an assessment of amenity impacts such as overlooking and overshadowing. Co-locating housing around services and infrastructure is considered to also mitigate impacts to the natural environment by limiting car dependency and directing housing needs away from intrinsic environmental values.	No
	General	Transport	No	13724	Raised concerns regarding a lack of public transport services to Bayswater from Knox central in Wantirna South. Also stated that there is a lack of long-term parking in the centre for train users.	Comment noted. The strategy includes a number of actions to advocate for better transport services to and from the centre. These are set out in Section 4.5 Transport in actions A55 and A56 which includes advocating to DTP for improved bus and train services.	No
13	General	Increased greening	No	13727	Supported tree planting initiatives in the Strategy.	A key objective of the strategy is to improve the green environment of the centre. Key actions to achieve this include: <ul style="list-style-type: none">- A16. <i>Encourage the retention and planting of additional canopy cover and urban heat mitigation on private lots and railway land through community education and advocacy.</i>- A18. <i>Deliver increased canopy cover over pedestrian routes to create cooler pedestrian connections, greater landscaping and amenity benefits within the centre.</i>- A19 <i>Advocate for increased canopy cover in the Bush Boulevard along Mountain Highway.</i>- A20. <i>Extend vegetated corridors and wildlife habitats from Dandenong Creek into residential areas and the core of the centre.</i>	No
14	General	Urban Design and pedestrian connectivity	No	13731	Suggested that urban design should be innovative and inclusive and that there should be better pedestrian connections in the commercial centre.	The strategy includes initiatives to improve the public realm and public spaces in the centre. The draft BWRS has a Transport and Movement Framework Plan which aims to promote the priority, safety and amenity of pedestrian, public transport and bicycle networks that improve the Bayswater economy, public spaces, accessibility and connectivity for all users.	No
15	General	Cycling Infrastructure, Youth upskilling	No	13732	States that it is difficult to get to nearby employment areas by cycling. Has also asked for upskilling of youth in the community centre.	A key strategy in section 4.5 Transport and Movement is to provide enhanced bicycle network infrastructure, particularly in the heart of the Bayswater MAC. Action A62 will explore developing a new multipurpose hub including spaces for a dedicated youth space. A48 also looks to Investigate a range of public spaces with integrated landscape qualities throughout the centre for diverse needs and groups including children and senior citizens.	No
16	General	Economic growth vs Community needs	No	13733	Has stated that economic growth should not be pursued for its own sake and that the needs of the community should be prioritised over the imperatives of profits and the market.	Comment noted. The strategy intends to provide a framework to guide appropriate development outcomes within the centre. The strategy also identifies a number of initiatives for renewal and upgrade of the public realm to support more visitation to the centre and activation of public spaces.	No

Bayswater Renewal Strategy
Submissions Analysis

No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
	General	More public and affordable housing, funding arts and live music	No	13733	Suggest the provision of more affordable/public housing to tackle the housing and rent crisis and increase local self-sufficiency of essentials, including food, building materials, basic goods/services etc. Has requested more funding of the arts, locally, especially live music.	<p>Key Strategies include facilitating a diverse range of housing types that enable people to live in the centre, and encourage affordable and social housing. Key actions include Action A1 which aims to investigate changes to the Knox Planning Scheme to introduce affordable housing initiatives in line with the <i>Knox Social and Affordable Housing Strategy 2023-2027</i>. Action A2 includes investigating a demonstration project using Council owned land within Bayswater in partnership with a Social Housing Provider to deliver affordable or social housing. Increasing the retail mix in the centre will assist in providing access for locals to all essentials.</p> <p>Action A36 looks to program Penguin Place and Macauley Place as locations for community events, markets, and pop-up events to encourage people to visit Bayswater. A45 also looks to develop a placemaking strategy for the centre including a program of arts and cultural activities focusing on activating public spaces.</p>	No
17	General	General	No	13736	Suggests that Bayswater be improved for the future.	Comment noted	No
18	General	Pedestrian Movement, Safety at night	No	13739	Improved pedestrian connectivity to reduce car reliance and increase safety in the centre, particularly at nighttime.	Key strategies in the Strategy include facilitate and integrate the movement network across the centre to improve pedestrian safety, convenience and amenity and improve safety (including perceptions of safety) in public spaces, streets and laneways and support businesses to activate these spaces.	No
	General	Sustainability	No	13739	Requested Council investigate ways of incorporating and capturing energy and water measures.	This will be considered and implemented where possible in any Council-led public realm improvement upgrades such as Penguin and Macauley Place upgrades. Any private developments normally consider environmental sustainability measures and often incorporate such features.	No
19	General	Density and heights, Retail/Office mix	No	13740	Expressed desire to see Bayswater become similar to larger activity centres such as Ringwood with much larger buildings including residential and office towers, improved retail spaces and car parks built over.	<p>All the proposed building heights have been carefully devised based on a 3D model to ensure the key view lines and vistas towards the Dandenong Ranges National Park will be maintained through additional development. Any future planning permit application for new development will be subject to a planning assessment and will need to demonstrate a high quality architectural design to ensure its design and appearance appropriately responds to its context.</p> <p>Ringwood is a higher order activity centre and has a greater regional function than Bayswater so can support larger residential and commercial buildings.</p>	No
20	General	Social Housing	No	13741	Has requested that no social housing be built in the area, especially James Street.	Council already has an adopted Social and Affordable Housing Policy which aims to provide social housing through Council land redevelopment. The Policy also informs advocacy to the Victorian Government for social and affordable housing provision. The Draft BWRS aligns with the policy and recognises efforts need to be made to increase social housing within Knox.	No
21	General	Car parking, Pedestrian movement	No	13743	Has suggested Council remove road side parking for side and small roads to reduce congestion and inspire people to use and enjoy the pedestrian spaces.	Removing car spaces on neighbourhood streets would require consultation with Council's traffic and transport team and is not normally supported. There is the potential to remove car spaces on a temporary basis in some areas of the centre to help activate the street for events and make it more pedestrian friendly.	No

Bayswater Renewal Strategy
Submissions Analysis

No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
	General	Heights, Vehicle congestion	No	13743	Does not want to see Bayswater becoming like Box Hill. Rather, has suggested that infrastructure should be improved and parking congestion reduced before there is any increase in density.	<p>Bayswater is identified as a Major Activity Centre in both Plan Melbourne and the Knox Planning Scheme. It is earmarked as a centre to accommodate growth and density as it is in proximity to a transport hub and services and as a means to relieve development pressure on other parts of Knox earmarked as limited change in character (i.e. Bush Suburban, Foothills, and Knox Neighbourhood). Bayswater is also expected to experience population growth over the next 15 years. In 2021, the population in Bayswater was 13,013 and by 2040, it is projected to increase to 18,682. The draft strategy has key initiatives to support population growth and increasing housing needs which will allow more people to live in the activity centre, close to services and public transport.</p> <p>Increased density in proximity to services does not require more cars, as services and alternative transport are immediately available. Residents of apartments and townhouses have choice over transport options including car ownership. It is also noted the Draft BWRS includes actions to advocate for better transport services to and from the centre. These are set out in Section 4.5 Transport in actions A55 and A56 which include advocacy to the Department of Transport and Planning for improved bus and train services.</p>	No
22	General	Climate change	No	13744	Disagrees with questions in the survey regarding Climate change.	Comment noted	No
	General	Vehicle congestion, Electric golf carts in the centre	No	13744	Respondent requests more off-street parking to manage parking congestion and pollution. Has suggested that electric golf cars be used on non-major roads within two kilometres of the centre.	The current provision rate of car parking for residential development at Clause 52.06 of the Knox Planning Scheme is 1 car space for each 1 and 2 bedroom dwelling, and 2 car spaces for each 3 or more bedroom dwellings. Council does not seek to change these ratios. Council cannot allow or require golf cars to be driven on arterial or local roads in the municipality.	No
23	General	Employment opportunities within Bayswater	No	13746	Has stated that there is a lack of local employment and many local residents waste a lot of time commuting. This means that initiatives in the strategy such as revitalizing and activating the centre are unlikely to be realized.	The strategy includes a number of actions to advocate for better transport services to and from the centre. These are set out in Section 4.5 Transport in actions A55 and A56 which include advocacy to the Department of Transport and Planning for improved bus and train services. The strategy also encourages economic investment within the centre. This, together with growth in the advanced manufacturing sector within the nearby Bayswater Business Precinct, is expected to create more employment opportunities for the local community.	No
	General	Employment opportunities within Bayswater, Reliance on vehicle use	No	13746	Requested greater diversity in jobs in Knox to reduce commuting times for locals and reducing car reliance for local shopping. Stated that any increase in density and people living in the centre should not occur without improved public transport.	Increased density in proximity to services does not require more cars, as services and alternative transport are immediately available. Residents of apartments and townhouses have choice over transport options including car ownership. It is also noted the Draft BWRS includes actions to advocate for better transport services to and from the centre. These are set out in Section 4.5 Transport in actions A55 and A56 which include advocacy to the Department of Transport and Planning for improved bus and train services.	No

Bayswater Renewal Strategy
Submissions Analysis

No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
24	General	Environment and net positive economy	No	13749	States there should be a stronger focus on regenerating the environment and transitioning to net positive economy.	Section 4.3 Environment, Sustainability and Climate Change includes a number of strategies requiring energy efficient development and mitigating the impacts of the Urban Heat Island and climate change by increasing canopy cover and onsite water retention. A number of actions have been included in the strategy to achieve this including delivering increased tree canopy cover, supporting sustainable design principles in new development including Council projects, reducing waste and supporting the provision of additional EV charging stations in the centre.	No
25	General	Affordable and social housing	No	13751	Request housing to be more affordable and also the inclusion of social housing.	Key Strategies include facilitating a diverse range of housing types that enable people to live in the centre and encourage affordable and social housing. Key actions include Action A1 which aims to investigate changes to the Knox Planning Scheme to introduce affordable housing initiatives based on the <i>Knox Social and Affordable Housing Strategy 2023-2027</i> . Action A2 includes investigating a demonstration project using Council owned land within Bayswater in partnership with a Social Housing Provider to deliver affordable or social housing.	No
26	General	Greening and Graffiti removal	No	13753	Has requested increasing planting and clean-up of graffiti in the centre.	Enhancing the greening and biodiversity of the centre is an important part of the strategy. Key actions include increasing tree canopy cover in public spaces, and along pedestrian routes. Built form controls will provide for landscaping to help enhance ‘green and leafy’ streetscape in the area. Graffiti is cleaned by Council's maintenance teams in certain circumstances such as on Council property.	No
27	General	Improved cycling network and bus services	No	13758	Has requested a new safe cycling pathway linking the Dandenong Creek Trail and the Blind Creek Trail. Has also requested a new bus service that goes from Bayswater Station on Scoresby Road to Fairhills High School.	The Strategy identifies a potential connection from the centre to the Dandenong Creek. The comments have been forwarded to Council's traffic and transport team for consideration as part of the Draft Knox Cycling Action Plan https://haveyoursay.knox.vic.gov.au/cycling-action-plan . Action 55 includes advocacy to the Department of Transport and Planning to realign Route Bus route 664 to continue along Scoresby Road south of Station Street to better connect with employment areas on Burwood Highway.	No
	General	Greening	No	13758	Expressed that tree canopy cover is very important.	A key objective of the strategy is to improve the green environment of the centre. Key actions to achieve this include: <ul style="list-style-type: none">- <i>A16. Encourage the retention and planting of additional canopy cover and urban heat mitigation on private lots and railway land through community education and advocacy.</i>- <i>A18. Deliver increased canopy cover over pedestrian routes to create cooler pedestrian connections, greater landscaping and amenity benefits within the centre.</i>- <i>A19 Advocate for increased canopy cover in the Bush Boulevard along Mountain Highway.</i>- <i>A20. Extend vegetated corridors and wildlife habitats from Dandenong Creek into residential areas and the core of the centre.</i>	No
28	General	Density	No	13759	The respondent expressed concerns about the increasing urbanisation of Bayswater and its surroundings and states that the strategy turns Bayswater into a mini-city which is at odds with the environmental aspects of the proposal. Considers environment aspects proposed are ‘greenwashing’ and the strategy will ‘trash’ existing green zones for humans at the expense of existing wildlife habitats.	The position is noted. The development of the strategy is occurring in parallel to other land use strategies related to sustainability and open space (e.g. Open Space Strategy). As such, how Bayswater develops over time needs to consider and balance various land use considerations informed by those discrete strategies. Additionally, Section 4.3 Environment, Sustainability and Climate Change includes strategies and implementable actions to address environmental and sustainability issues. Council has also requested through the Minister for Planning, the introduction of higher environmentally sustainable design standards to be brought into the Knox Planning Scheme. Once/if approved, these requirements will need to be considered and help to guide more sustainable design outcomes within development in the centre.	No

Bayswater Renewal Strategy
Submissions Analysis

No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
	General	Public Transport	No	13759	Has suggested public transport be improved to adjacent suburbs to reduce vehicles on the road and to facilitate ride-sharing. Has also suggested regular community markets in lieu of shopping strips.	<p>The strategy includes a number of actions to advocate for better transport services to and from the centre. These are set out in Section 4.5 Transport in actions A55 and A56 which includes advocating to the Department of Transport and Planning for improved bus and train services.</p> <p>Action A36 looks to program Penguin Place and Macauley Place as locations for community events, markets, and pop-up events to encourage people to visit Bayswater.</p>	No
29	General	General	No	13765	Expressed support for Bayswater getting better.	Support noted	No
	General	General	No	13765	Expressed support for ‘big picture’ initiatives.	Support noted	No
30	General	Density	No	13770	Expressed that there are too many people in the centre.	Comment noted	No
	General	Density	No	13770	Expressed that Bayswater was too crowded.	Comment noted	No
31	General	Parking, New Library	No	13776	Has requested improved parking in Mountain High Shopping Centre, particularly for staff. Has also suggested investment in a new Bayswater Library.	<p>A63 Work to transform the Bayswater Library to service the needs of the community with flexible multi use spaces integrated with other community uses.</p> <p>This initiative has been budgeted and will be undertaken by Council's Community Wellbeing Team.</p>	No
32	General	Parking, Library	No	13777	Expressed the importance to further help support Bayswater library and improve parking.	<p>A63 Work to transform the Bayswater Library to service the needs of the community with flexible multi use spaces integrated with other community uses.</p> <p>This initiative has been budgeted and will be undertaken by Council's Community Wellbeing Team. In regard to short term car parking, Council has recently developed a Bayswater Parking Management Plan to improve parking in the activity centre. Consultation was undertaken in February 2024 and Council at its June 2024 meeting voted to adopt the Bayswater Parking Management Plan which included extended parking times in the Pine Road car park and Station Street.</p>	No
	General	Library	No	13777	Stated that supporting the library is very important and is foundational for strong community and values.	<p>A63 Work to transform the Bayswater Library to service the needs of the community with flexible multi use spaces integrated with other community uses.</p> <p>This initiative has been budgeted for and will be undertaken by Council's Community Wellbeing Team.</p>	No
33	General, Precinct 1A	Greening and revitalisation	No	13780	Expressed that creating tree canopy and revitalisation of the shopping precinct should be a priority as the centre is in need of improvement.	Improving the centre through physical improvements and greening are key initiatives in the strategy.	No
34	General	General	No	13783	Respondent expressed that they are looking forward to having Bayswater look more appealing to attract people, and more businesses to open in the centre.	Support for the Strategy noted.	No

Bayswater Renewal Strategy
Submissions Analysis

No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
	Precinct 1A	New businesses, safety on Macauley Place, Short term car parking	No	13783	Respondent supports new businesses opening in Mountain High Shopping Centre and Station Street. Also expressed concerns over safety issues in Macauley Place, vacant shops and car parking time limits in the centre.	<p>Supports actions A6 and A11 in the Strategy. Traffic and Transport team completing streetscape upgrades to Macauley Place. Actions A35 and A36 focus on a new masterplan for Penguin Place and potential community events, markets and pop up events to improve safety through streetscape improvements and more people visiting the street.</p> <p>Changes to car park time limits have been reviewed recently after community consultation was undertaken by Council's traffic and transport team in early 2024. Council at its June 2024 meeting voted to adopt the Bayswater Parking Management Plan which included extended parking times in the Pine Road car park and Station Street.</p> <p>Mountain High Shopping Centre is privately owned, and improved retail mix is a matter for the landowner. The draft BWRS aims to support local businesses and the economy through initiatives in Section 4.2 Business and Economic Development.</p>	No
35	Precinct 1A	Empty shops, revitalise PP and MP	No	13784	Expressed that Penguin Place and Macauley Place should be revitalised to attract more business and people to Bayswater. Also stated that the Library space needs to be improved.	A new master plan for Penguin Place and Macauley Place as per Actions A36 and A37 in the Strategy will revitalise Bayswater and would attract more people to Bayswater. Action A63 identifies transforming Bayswater Library to service the needs of the community with flexible multi use spaces integrated with other community uses.	No
	General	Better signage	No	13784	Has stated that signage should be better throughout the centre. Also expressed that the ‘Welcome to Bayswater’ signage needs updating.	Signage will be upgraded throughout Bayswater to focus on providing clear directions between key attractors and community facilities as identified in action A50 in the Strategy.	Yes. Update Action A50 to include the ‘Welcome to Bayswater’ sign
36	General	Greening	No	13786	Expressed that there should be more green spaces in the shopping areas and as part of any higher density residential development.	Supported in the strategy as per Actions A18 and A22.	No
	General	Increased density needs improved infrastructure	No	13786	Respondent has stated that an increase in people living in the centre should not occur without infrastructure improvement, in particular on Scoresby Road.	It is recognised that increasing the amount of people living in Bayswater will increase pressure on existing infrastructure and services. The Strategy addresses this through a broad range of measures including but not limited to: advocating to the State Government for improvements to Mountain Highway, increased public transport services, exploring a new multipurpose hub and renaturalising and revegetating Dandenong Creek to improve stormwater quality.	No
37	General	Child care	No	13791	Respondent expressed that they were unaware that there were many maternal and childcare activities.	Comment noted	No
	General	Community Health		13791	Respondent would like more community health services near the train station.	Comment noted	No
38	Precinct 1A	Increase businesses	No	13792	Respondent expressed the desire to see an increase in business diversity in Mountain High Shopping Centre. Commented that the library is ‘fantastic’.	Mountain High Shopping Centre is privately owned, it is up to the owners to increase businesses in the centres. The draft Strategy however does aim to support local businesses and the local economy through a number of initiatives in the Section 4.2 Business and Economic Development.	No
39	General	More ethnic and cultural responsiveness	No	13793	Respondent expressed the desire to see more cultural and ethnic responsiveness.	The strategy in Section 4.6 aims to create a more diverse and community friendly feel in the centre through exploring a new multipurpose hub, working to transform Bayswater Library and ensuring new public spaces such as upgrading Penguin Place and Macauley Place are inclusive and welcoming to all the community.	No

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No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
	General	Long term parking	No	13793	Respondent stated that more long-term parking at the train station is required for commuters to the city.	Council recognises that there are parking pressures at Bayswater train station. No additional long term car parking is proposed and this would be a State Government responsibility to provide this. However the Strategy aims to advocate for increased frequency and more direct bus services, improved cycling and pedestrian paths and more people living in the centre, therefore encouraging more people to arrive at the train station by active and public transport, helping to reduce pressure on the existing commuter car parking.	No
40	General	Vehicle congestion, bicycle speeds	No	13794	Respondent expressed that the streets are very cluttered with parking because of density and a local church. Has also raised safety concerns over the speed of bicycles in the area.	The strategy aims to improve all road users safety through actions such as improved pedestrian movement and safety (Action A57) and investigating larger shared parking facilities (Action A59) which may help reduce parking pressures on on-street parking. Density in activity centres across Melbourne is very common, with increasing active and public transport options in Bayswater through advocacy (Action A55) considered to help reduce parking pressures.	No
41	General, Precinct 1A	Public Spaces, Greening, Heights, Community events	No	13825	Support for Penguin Place being revitalised with existing greenery to be maintained and enhanced, covered seating and also activating the space with art and market events. Expressed the desire to see vacant buildings to be utilized. Also expressed concerns over new buildings potentially blocking views of Mount Dandenong.	General support for the Penguin Place masterplan and proposed community events in the Strategy, Actions A35 and A36. Trees are proposed to be retained in the centre where possible and action A18 in the Strategy encourages increased canopy coverage along pedestrian routes to provide landscaping and amenity benefits. The proposed building heights have been determined from undertaking a built form analysis from external consultants. Precinct 1B on Mountain Highway has a proposed discretionary height limit of 3 metres to protect views to the Dandenong Ranges from key view points along Mountain Highway. Planning applications would be assessed in terms of trying to minimise the loss of the views to the Dandenong Ranges where appropriate. There are opportunities for more public art work in the centre as identified in Action A44.	No
	General	Development quality	No	13825	Expressed concern about building quality and that builders should undergo background checks. Also stated that development should consist of townhouses and units instead of apartments as proposed in the Strategy.	Each planning application would be assessed on its merits including design quality at the planning and building permit stages. A new building needs to comply with the <i>Building Act 1993</i> to be issued with an Occupancy permit (where stated on a building permit) which is the responsibility of the nominated Registered Building Surveyor. This is outside the scope of the strategy.	No
42	General	Density and Housing	No	13829	Supports higher density in the centre such as seen in Box Hill and Glen Waverley, to respond to the current housing crisis.	Support for more people living in the centre is noted. Box Hill is a metropolitan activity centre and whilst Glen Waverley is a major activity centre, the level of density will be higher than Bayswater given both Box Hill and Glen Waverley have a higher concentration of jobs and services and their location closer to the Melbourne CBD.	No
	General	Density and Housing	No		Supports more people living in the centre to make a more vibrant community using the examples of Box Hill and Glen Waverley.	Support for more people living in the centre is noted. Box Hill is a metropolitan activity centre and whilst Glen Waverley is a major activity centre, the level of density will be higher than Bayswater given both Box Hill and Glen Waverley have a higher concentration of jobs and services and their location closer to the Melbourne CBD.	No
43	General	Lighting	No	13830	Suggested the upgrade of all high pressure sodium street lights to LED.	Council has upgraded all neighbourhood street lights to LED lights recently. Council is currently working to upgrade all main road street lights in collaboration with the Victorian Government to be more energy efficient and to be LED.	No
	General	Immigration	No	13830	Inappropriate comment removed.	No response provided.	No

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No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
44	Precincts 1A, 6A and 6B.	Safety, EV charging	No	13832	Requested more police presence in the centre to manage safety concerns. Supports façade improvement of businesses near the train station to attract more people to Bayswater. Has also asked for more EV charging in the centre.	Safety concerns are noted. There are protective services officers who patrol at Bayswater Train Station every evening which may assist with improving public safety. The strategy promotes increased numbers of people living in the centre, and a range of urban design improvements as outlined in Section 4.4 that would improve the visual feel of Bayswater and may help improve public safety. The strategy promotes more electric vehicle charging in residential car parking as per Action A61. Council is trailing new public electric vehicle charging stations in Bayswater.	No
45	General	Retail mix and improve public spaces	No	13834	Has expressed that there should be more youth and family friendly spaces and shops suitable for these demographics in the centre. Supports the Library, however, would like to see the facility improved. Also expressed the desire to see the development of a community hub in the centre.	The planning process cannot create particular types of shops, however there are a range of strategies in 4.2 Business and Economic Development to support more specialty retail and service activities in the centre as well as food and beverage businesses. The library is planned for redevelopment to meet community needs under Action A63 in the Strategy.	No
	General	Affordable businesses	No	13834	Requests more affordable businesses due to high cost of living.	Noted, however the Strategy cannot directly control the price of products and services that businesses charge, as they are the decision of an individual business and subject to market conditions.	No
46	General	Heights	No	13841	Does not want any building heights over three storeys, citing Bayswater is not Box Hill.	Concerns are noted. The Strategy outlines increased building heights and density in the centre by a modest amount to support increased population growth expected in Bayswater. It is expected more people will have access to existing services and infrastructure. Furthermore, built form analysis was undertaken to arrive at the proposed heights to protect key views to the Dandenong Ranges from key sites in the centre. Box Hill is a Metropolitan Activity Centre in Plan Melbourne and is expected to accommodate a much higher level of density and development than Bayswater, which is designated as a Major Activity Centre in Plan Melbourne.	No
47	General	Business synergies	No	13868	Wants to see more synergy between local businesses.	Action A6 in the Strategy aims to work with traders to create a Bayswater brand that will attract complementary viable businesses and customers. Further, Action A7 in the Strategy aims to facilitate networking opportunities between landowners, traders and the Bayswater Business Precinct.	No
48	General, Precinct 1A	Public transport and Penguin Place	No	13890	Supports advocacy in the strategy for improved public transport. Would like in the future to potentially have no vehicle access in Penguin Place.	Support noted, with Action A55 to advocate to the Victorian Government for public transport improvements in Bayswater. A masterplan will need to be developed for Penguin Place that may include the potential for the repurposing some car spaces for outdoor dining or public realm improvements. This is yet to be fully determined.	No
49	General	Library	No	13892	Requests improvement to the Library.	<i>A63 Work to transform the Bayswater Library to service the needs of the community with flexible multi use spaces integrated with other community uses.</i> This initiative has been budgeted for and will be undertaken by Council's Community Wellbeing Team. Council has also recently signed a lease for larger premises at Mountain High Shopping Centre.	No
50	General, Precinct 5	Green, Dandenong Creek	No	13901	Wants to see more greenery, public parks and improvements to Dandenong Creek behind Marie Wallace Park.	Section 4.3 Environment, Sustainability and Climate Change has a range of actions to enhance greening in the centre (Action A18), and re-naturalise and revegetate Dandenong Creek (Actions A15 and A17). No additional public parks are proposed, though increased greenery is proposed in the centre.	No

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No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
51	General	Heights	No	13903	States that five or six storey buildings will change the characteristics of Bayswater and block the existing views of Mount Dandenong.	<p>The current building height controls in the Knox Planning Scheme allow up to 5 storeys (discretionary). It is considered allowing up to 6 storeys (discretionary) is not a significant increase from the existing controls and will support the increase in population expected.</p> <p>Built form recommendations in the BWRS have been determined based on 3D visualisation modelling to test and protect significant distant key views to the Dandenong Ranges and local impacts at street level. For example, Precincts 1B and 6B have been identified as precincts which require a limited building height to three storeys to protect views to the Dandenongs. Whilst the built form recommendations support 6 storey heights, the appropriateness of development of this scale at a given location would need to be determined through the planning permit application process.</p>	No
	General	Heights	No	13903	Has asked for the existing skyline and character of Bayswater to be protected by not allowing 5-6 storey buildings.	<p>The current building height controls in the Knox Planning Scheme allow up to 5 storeys (discretionary). It is considered allowing up to 6 storeys (discretionary) is not a significant increase from the existing controls and will support the increase in population expected.</p> <p>Built form recommendations in the BWRS have been determined based on 3D visualisation modelling to test and protect significant distant key views to the Dandenong Ranges and local impacts at street level. For example, Precincts 1B and 6B have been identified as precincts which require a limited building height to three storeys to protect views to the Dandenongs. Whilst the built form recommendations support 6 storey heights, the appropriateness of development of this scale at a given location would need to be determined through the planning permit application process.</p>	No
52	General	Car parking, density, Public Transport	No	13906	Has stated that the area is too congested, there is not enough car parking and public transport services are inadequate. Any new high-rise development should not be provided without sufficient car parking.	<p>Car parking in Bayswater has been reviewed recently after community consultation was undertaken by Council's traffic and transport team in early 2024. Council at its June 2024 meeting voted to adopt the Bayswater Parking Management Plan.</p> <p>Action A59 in the Strategy investigates creating larger shared parking facilities at the edge of the centre which may assist with reducing parking pressures. Actions A55 and A56 are to advocate to the Victorian Government for improved public transport services in Bayswater. Belgrave line train closures are the responsibility of Metro Trains and the Victorian Government.</p>	No
	General	Car parking, density, Public Transport	No	13906	Has stated that here is not enough parking even for the train station and any high-rise proposed should take this into account.	Council recognises that there are parking pressures at Bayswater train station. No additional long term car parking is proposed and this would be a Victorian Government responsibility. However, the Strategy aims to advocate for increased frequency and more direct bus services, improved cycling and pedestrian paths and more people living in the Centre. This would encourage more people to arrive at the train station by active and public transport, helping to reduce pressure on the existing commuter car parking. Any new residential development may require off street car parking as per the Knox Planning Scheme depending on the development.	No
53	General	General	No	13907	States architecture often fails to respond to the place and context a site is located in.	Comment noted	No
	General	General	No	13907	States that redevelopment should provide new opportunities for stakeholders involved and the public that live and work in the area. Strategies should focus on improving the quality of life for local residents and to attract more people to the centre.	Comment noted and the Strategy aims to improve the quality of life for Bayswater residents and visitors by making a more aesthetically pleasing activity centre, providing more greenery, providing greater housing diversity, improved transport connections and infrastructure.	No

Bayswater Renewal Strategy
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No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
54	General	Housing and density	No	13913	Does not support higher density development due to concerns regarding poor quality and ‘crammed’ apartment sizes. Concerns that more people in the centre will also create increased detrimental amenity impacts.	Concerns are noted. The Strategy outlines increased building heights and density in the centre by a modest amount to support increased population growth expected in Bayswater. It is expected more people will have access to existing services and infrastructure. Design quality is assessed through the planning application process and the Strategy aims to promote high quality urban design in new developments.	No
	General	Housing and density	No	13913	Supports more trees but less people in the centre.	A key objective of the strategy is to improve the green environment of the centre. The strategy seeks to accommodate more people in the centre to support the projected population growth. Key actions to achieve this include: <ul style="list-style-type: none">- A16. Encourage the retention and planting of additional canopy cover and urban heat mitigation on private lots and railway land through community education and advocacy.- A18. Deliver increased canopy cover over pedestrian routes to create cooler pedestrian connections, greater landscaping and amenity benefits within the centre.- A19 Advocate for increased canopy cover in the Bush Boulevard along Mountain Highway.- A20. Extend vegetated corridors and wildlife habitats from Dandenong Creek into residential areas and the core of the centre.	No
55	Outside Activity Centre	Infrastructure and Open Space	No	Email	Requested upgrade to the playground on Neal Street.	The submission is noted, however the park and entrance on Neal Street is outside of the Bayswater Activity Centre boundary and therefore is outside the scope of the Strategy. The submission has been forwarded on to Council's open space team for consideration.	No
56	General	Density and Infrastructure	No	Email MT	Disagrees with increasing people living in the centre as considers that Bayswater is already ‘crowded’ and that there are existing infrastructure and parking congestion issues. Has particular concern regarding Mountain Highway congestion, bicycle paths and maintenance of the median strips in the centre. Also expressed frustration with the Mountain High Shopping Centre escalator.	<p>Comments are noted. The Strategy outlines increased building heights and density in the centre by a modest amount to support the increased population growth expected in Bayswater. It is expected more people will have access to existing services and infrastructure.</p> <p>Officers recognise car parking pressures exist in Bayswater and this is not unique to Bayswater. Car parking rates for new developments are provided by the Victorian Government and are set out in the Knox Planning Scheme. That said, the Strategy has actions (Action A59) to explore investigating larger shared parking facilities at the edge of the centre which may assist with reducing parking pressures.</p> <p>Actions A55 and A56 are to advocate to the Victorian Government for improved public transport services in Bayswater. The strategy aims to improve the cycling network within Bayswater and balance the needs of all road users, noting sometimes there are conflicts between different road users. Maintenance of main road medians is the responsibility of the State Government. Maintenance of the Mountain High Shopping Centre escalators is the responsibility of the shopping centre management.</p>	No
57	General	Density and Infrastructure	No	Email	<p>High Street Bayswater JV Pty Ltd Submission</p> <p>The submission is supportive of the draft Bayswater Renewal Strategy and supports Council undertaking strategic work to update the outdated Bayswater Structure Plan. The submission notes the site at 6 High Street Bayswater, occupied by Shepparton Foods could support a building height greater than 6 storeys. This is because it avoids impacts on views to the Dandenong Ranges and is close to existing services and infrastructure, minimises detrimental amenity impacts to nearby residential properties, as well as accommodating the expected population growth in Bayswater.</p>	<p>Officers acknowledge Boronia's building height controls and previous VCAT cases and an applicant can apply for a development to be greater than 6 storeys and this will be considered on a case by case basis. Subject to meeting certain design criteria, the planning officers would be able to consider heights greater than 6 storeys, if the future amendment to secure these height controls are successful.</p> <p>Extensive built form analysis including 3D modelling was undertaken along with housing and economic analysis to inform the proposed height controls. The current 6 storey discretionary height controls are considered to balance encouraging more investment, density and diversity in housing to support the increasing population, whilst protecting key views to the Dandenong Ranges and local amenity. Further,</p>	No

Bayswater Renewal Strategy
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No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
					The submission requests that a 10 storey discretionary height limit is more appropriate for the subject site. The submission states Boronia allows up to 10 storeys in the commercial core, and recent VCAT approvals for buildings seven storeys in height justifies greater than the current 6 storey heights proposed for the commercial core of Bayswater.	<p>the controls are proposed to be discretionary so an applicant could apply to construct a building higher than 6 storeys, if they could demonstrate how it responded to the design objectives and merit.</p> <p>The current discretionary height controls of 6 storeys are still recommended based on the built form analysis undertaken. However an applicant can apply for a development to be greater than 6 storeys and this will be considered on a case by case basis. Subject to meeting certain design criteria, the planning officers would be able to consider heights greater than 6 storeys, if the future amendment to secure these height controls are successful.</p>	
58	General	Density and Infrastructure	No	Email	<p>Submission - Mountain High Shopping Centre</p> <p>General support for the Strategy including public realm improvements and the need to update the current outdated Structure Plan. The proposed building heights are not supported, considered too onerous and the submission requests more 'facilitative' and 'enabling' height controls, so suggests higher building heights than the current 6 storey discretionary height (the highest heights proposed). The submission states the proposed height limits are lacklustre and not strategically justified. The submitter considers street wall heights in Precinct 1A should be higher at 3 storeys minimum.</p>	<p>Officers submit that extensive built form analysis including 3D modelling was undertaken along with a housing and economic analysis to inform the proposed height controls. The current 6 storey discretionary height controls are considered to balance encouraging more investment, density and diversity in housing to support the increasing population, whilst protecting key views to the Dandenong Ranges and local amenity. Further the controls are proposed to be discretionary so applicants could apply to construct a building higher than 6 storeys. Any proposal would be considered on its merits, with criteria proposed to assess such cases. The submission states other major activity centres such as Clayton and Glen Waverley have allowed much higher buildings, between 10 and 20 storeys. This is acknowledged though these centres are more strategically located near major transport, educational, jobs and retail precincts to justify greater heights than Bayswater.</p> <p>The submission further states they do not wish for car parking rates to be reduced by any future development plans so as not to negatively effect local businesses trade. Revitalising Penguin Place and Macauley Place is supported in principle but not at the expense of losing car spaces or negatively affecting businesses. Officers submit a masterplan will be created for Penguin Place and consideration will be given to local businesses and car parking to ensure no major detrimental impacts to local businesses. Officers submit a revitalised and more vibrant Penguin Place and Macauley Place will help attract more visitors and shoppers to Bayswater. The traffic and transport team have funding to complete some minor streetscape upgrades to Macauley Place.</p> <p>The current discretionary height controls of 6 storeys are still recommended based on the built form analysis undertaken. However an applicant can apply for a development to be greater than 6 storeys and this will be considered on a case by case basis. Subject to meeting certain design criteria, the planning officers would be able to consider heights greater than 6 storeys, if the future amendment to secure these height controls are successful.</p>	No
59	General	Cycling Infrastructure	No	Email to Have Your Say	Raised concerns regarding the recent upgrades to Erica Avenue in Boronia. Would like flat and even bicycle paths throughout Bayswater.	Concerns noted and this feedback has been passed on to the Erica Avenue project team, as Erica Avenue is in Boronia and outside the boundary of the Bayswater Major Activity Centre. The Strategy does propose a revised and upgraded cycling network (Actions A54) in Figure 9, the Transport and Movement Framework Plan.	No

Bayswater Renewal Strategy
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No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
60	General	Transport Infrastructure	No	DTP Response	<p>This response is made in relation to transport and the integration with land uses only. It does not include comments or considerations from the State Planning Services Team (formerly Department of Environment, Land, Water and Planning on the Plan).</p> <ul style="list-style-type: none">• The Strategy outlines strategies and actions to improve transport and movement throughout the identified Bayswater area. This includes elements relating to place making, safety, public transport provision and active transport. Achieving these actions will require agreement from the Department as they rely on changes to the declared road network and amendments to existing public transport services. Any changes will be considered in relation to the operation and function of the broader arterial network, including access to the Bayswater Industrial Precinct• Further work is required to understand the impact and viability of reducing the number of lanes on the Mountain Highway and closing side roads within the precinct.• A revised Movement and Place assessment will need to be undertaken as the Strategy and its outcomes are based on superseded assessment criteria. The Department will arrange a workshop to update the assessment shortly.• The provision of fully protected bike lanes along the north side of Mountain Highway will require significant change to existing access and parking arrangements and would require physical separation to the highway through lanes.• A number of recommendations (including timetable amendments, rerouting existing services for buses and trains) are subject to funding. <p>The Department will work with Knox to consider speed reduction through the high pedestrian and activity within the precinct.</p> <p>The Department is committed to working with Council in exploring and delivery the actions of the Strategy.</p> <p>We welcome the opportunity to engage further in this process.</p>	<p>The submission explains further assessment is required by the Department of Transport and Planning (DTP) to see how the proposed changes in the strategy will broadly impact the transport network in Bayswater. The submission provides in-principle support to working with Council to deliver the actions within the Strategy.</p> <p>Officers can discuss the positive initiatives in the Strategy that will improve safety and the accessibility for more sustainable transport modes such as cycling and public transport with DTP officers. Officers support conversations occurring with DTP officers about progressing transport related actions within the Strategy.</p>	No
61	General	Flooding and Water infrastructure	Yes	Melbourne Water Response	<p>Flood Assessment</p> <p>Depths: The 1%AEP flood depth is presented in Figure 2. The flooding is due to riverine flooding from Dandenong Creek and overland flows from Old Joes Creek. The flooding is generally confined within the Dandenong Creek for the portion adjacent to the activity centre boundary and the flood depth is more than a metre in the creek.</p> <p>The proposed four storey residential building located between King Street and the railway line falls within current 1%AEP flood extent. The flood depth at that location varies between 15 cm to 60 cm. It is proposed to re-naturalise this section of the Dandenong Creek. It is recommended that proposed development should maintain appropriate setback from the developed 1%AEP extent to avoid impacts on the creek.</p> <p>The flooding in the Old Joe Creek north of Mountain Highway is generally contained within the creek, however, just south of the highway there is a spill over. The flood depth at that location is generally less than 300 mm, however flood depth deeper than 500 mm is observed on the Scoresby Road which exceeds the depth safety threshold of DELWP. Melbourne Water do not support higher density development where an access road has flooding depths greater than 0.3 m as it is unsafe for small vehicles. For example, Scoresby Road is flooded with greater than 0.3 m. For higher density development to occur here, safe access/egress would need to be demonstrated via an alternative route, such as a side street or right of way with depth of less than 0.3 m. It is also recommended that future planning for this area considers how stormwater flows and flood depth will be mitigated ensuring that future community is safe from flooding, negating any adverse flood impacts to the immediate downstream catchment. Flood mitigation options include increase flow conveyance by upgrading underground drainage system or increasing flood storage in this catchment.</p> <p>Any shared path and pedestrian crossing should be in accordance with the</p>	<p>Melbourne Water's concerns are noted. It is noted from the flood maps provided by Melbourne Water that the most severe flooding is located predominantly outside of the activity centre east of Scoresby Road and along Dandenong Creek through Marie Wallace Park. Given the vast majority of the activity centre is not affected by severe flooding and Marie Wallace Park and Dandenong Creek are not developable, it is considered the Strategy can appropriately manage flood risk.</p> <p>Action A27 in the Strategy also seeks to address flood risk in the higher flood risk Scoresby Road corridor. This would ensure any new road entrances would meet flood clearance requirements set by Melbourne Water: 'Ensure that flooding around Scoresby Road and any climate change impacts are adequately addressed through updated floodway management controls.' It is understood that new flood mapping is being undertaken by Melbourne Water which has been delayed and was expected to be received by December 2024. It is considered flood risk can be managed through the planning application process and the inclusion of additional flood guidelines in the Strategy can be inserted for precincts 2 and 3A with close proximity to high flood levels. The developments of up to 3 to 4 storeys in King Street are already mostly constructed, so the concerns of Melbourne Water can only be addressed for new development that occurs in King Street as it progresses. Further, it is acknowledged Melbourne Water does not have funding to naturalise Dandenong Creek. Council can discuss this project further to seek funding and collaboration to progress this work.</p>	Yes, include an additional guideline to ensure flooding will be addressed in any future development

Bayswater Renewal Strategy
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No.	Precinct	Submission Topic	Makes change / recommendation to the Strategy	Submitter number/details	Submission	Comments	Recommended Change
					<p>Melbourne Water ‘Shared Pathways Guidelines’.</p> <p>Velocity: The 1%AEP including climate change velocity is plotted in Figure 3. This shows that the velocity is less than 2 m/s except at the proposed pedestrian crossing on the Old Joes Creek. Melbourne Water ‘Shared Pathways Guidelines’ should be used when designing the crossing.</p> <p>Velocity x Depth: The 1%AEP product of velocity and depth is plotted in Figure 4. This shows that the velocity x depth is generally less than 0.3 m2/s except in the Dandenong Creek. The VxD on Old Joe Creek north of Mountain Highway is more than 0.3 m2/s. On Scoresby Road, the VxD is also above the safety threshold where the overland flow crosses the road. Melbourne Water oppose higher density development where access roads VxD is greater than 0.3 m2/s. Afflux: The 1% AEP flood levels on adjacent properties or roads, within Melbourne Water’s 1% AEP flood extent, must not be increased as a result of development. That is, afflux should be zero as a result of development.</p> <p>Flood Storage: It is not recommended to develop within stormwater storage areas, however if development must be considered in these areas then suitable flood mitigation works must be undertaken in order to maintain existing flood storage.</p> <p>Private Open Space within areas liable to flooding should be maintained at existing levels to minimise loss of floodplain storage. The development should not increase the road surfaces to maintain the existing overland flow path.</p> <p>Council should be aware that new flood mapping for the municipality is currently being undertaken and was due to be finalised December 2024. However, this project is now on hold until after council elections, this will likely delay the final deliverables. This new flood modelling incorporates climate change inputs which may alter the risk and hazard relating to flood. Any strategic planning scheme amendment should take into consideration the upcoming flood information.</p> <p>Due to the reasons stated in this letter, Melbourne Water do not support the proposal in its current form. It is recommended that the proposed draft Bayswater Renewal Strategy be altered to address the above concern raised.</p>		

CoFutures...

Bayswater Renewal Strategy

Stage 2 Community Engagement: Summary Report

Prepared for Knox City Council

June 2024



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1.0 Bayswater Renewal Strategy Engagement Summary Report (DRAFT)	28.05.24	BI, DF
2.0 Final Bayswater Renewal Strategy Engagement Summary Report	14.06.24	BI, DF



1.1 The Bayswater Renewal Strategy

Project overview

The Bayswater Renewal Strategy will manage and guide development of the Bayswater Major Activity Centre (MAC) to 2040 to ensure it remains a desirable place to live, work and play. The Draft Strategy will replace the existing 'Bayswater 2020 Activity Centre Structure Plan' and will include an implementation plan that will reflect local priorities and future community needs.

The Draft Strategy is based around 6 themes, each with their own objective. They are:

- **Housing and residential development:** To provide a greater range of housing choices and additional housing within the core of Bayswater Activity Centre to meet the diverse needs of the existing and future community.
- **Business and economic development:** To broaden the centre's regional economic role and improve business synergies.
- **Environmental sustainability and climate:** To improve the environmental sustainability and built form that adapts to community needs and environmental challenges.
- **Urban design and built form:** To deliver a high-quality environment and built form that adapts to community needs and environmental challenges.
- **Community infrastructure:** To ensure community facilities meet the social and cultural needs of residents, visitors.
- **Transport and movement:** To promote the priority, safety and amenity of pedestrians, public transport and bicycle networks that improve the Bayswater economy, public spaces, accessibility and connectivity for all users.

Following community consultation on an Issues and Opportunities Paper in 2022, the Draft Strategy outlined '10 big moves' as major actions that will achieve the 6 objectives and shape the area to 2040 and beyond. These actions are:

- Increase the number of people living in the centre.
- Revitalise and activate Penguin Place and Macauley Place.
- Improve links between Marie Wallace Bayswater Park.
- Improve pedestrian cycling network along Mountain Highway.
- Facilitate renewal of the Bayswater Triangle.
- Deliver increased tree canopy cover and greening throughout the centre.
- Develop a niche and night time economy.
- Improve access and business synergies between the Bayswater Business Precinct and the centre.
- Investigate a new Community Hub.
- Activate and renew public spaces.

This report provides a summary of community and stakeholder engagement findings based on feedback received during the second phase of the engagement process. The report is structured as follows:

- Chapter 1: Project overview and engagement approach
- Chapter 2: What we heard
- Chapter 3: Next steps

1.2 Engagement Method

Engagement overview

The public and stakeholder consultation process for the Draft Strategy was led by Council with support from CoFutures and Plan2Place Consulting.

The consultation on the Draft Strategy was conducted in accordance with Knox City Council's Community Engagement Policy. The objectives of consultation for this project were as follows:

- To inform stakeholders and community members of the project, to enable them to provide meaningful input.
- To reach a wide and balanced range of stakeholder groups from a variety of interest areas.
- To develop a more detailed and place-based understanding of stakeholder and community priorities and aspirations for the Bayswater Activity Centre.
- To gather feedback on the Draft Issues & Opportunities Report and Draft Strategy.

There are six broad stages for the project, outlined in the diagram below. Public consultation has been undertaken in three main phases; the first and second phase (2020 and 2022 respectively) seeking feedback on opportunities and ideas for Bayswater and the third phase (2024) sharing the Draft Strategy for public review and feedback.

Further information about next steps of the project can be found in Chapter 3.

Engagement approach

The overall engagement methodology has been informed by a project-specific Engagement Plan, prepared at the start of the project. The Engagement Plan outlines key objectives for engagement, the scope of the engagement, a stakeholder analysis and consideration of different communication channels to promote the project.

Consultation activities to date have included:

- Preparation of a 2-page Summary Brochure which communicates the vision, objectives and actions for Bayswater, adapted from the Draft Strategy;
- 2 x community pop-up sessions in Bayswater;
- Engagement with key stakeholders and landowners;
- Feedback survey on 'Have Your Say Knox'; and
- Provision of flyers and posters to local businesses to inform business operators of the project.

Promotional activities to date have included:

- Mail-out of project postcards to Bayswater residents;
- Posters displayed at key locations around the centre;
- Distribution of flyers at Council offices and community facilities;
- Targeted promotion on Facebook / social media; and
- News release on Council's website.

Further information on key consultation activities and communications are provided on the following pages.



Current Stage

1.3 Engagement and Communications

Pop-up sessions

Two pop-up sessions on the Draft Bayswater Renewal Strategy were conducted during this second phase of engagement. At these sessions, local residents and stakeholders had the opportunity to engage with the project in-person and speak with members of the project team.

The pop-up sessions took place at:

- **Pop-up 1:** Saturday 13 April 2024, 11:00am - 1:00pm, Penguin Place, Bayswater.
- **Pop-up 2:** Thursday 18 April 2024, 11:30am - 1:30pm, Bayswater Library, Mountain High Shopping Centre.

The main purpose of the pop-ups was to gauge community's support for the vision, objectives and actions set-out in the Draft Strategy.

Participants were also able to interact and respond to printed maps and information boards which asked people to rank their level of support for the Draft Strategy's vision and to vote on their favourite actions from the Draft Strategy.

Stakeholder engagement

Council's project team members also conducted engagement with key stakeholders. Engagement activities included:

- **Key landowners:** Council's project team met with key landowners to promote other engagement activities and to obtain feedback on the Draft Strategy.
- **Local businesses:** Council's project team engaged with local businesses by visiting their shops, distributing communication materials and speaking with owners and staff to obtain feedback on the Draft Strategy.



01 Engaging with local people during the pop-up at Penguin Place



02 Pop-up display at Penguin Place



03 Engaging with local people during the pop-up at Bayswater Library

Summary Brochure

A 2-page summary of the Draft Strategy was developed to help communicate the vision, objectives and key actions for Bayswater.

The purpose of the summary brochure was to highlight the Draft Strategy's 6 themes and objectives as well as the '10 big moves' actions to the community. The brochure was distributed to passers-by at the pop-ups and to key destinations around the activity centre (e.g. The Bayswater Library, Council offices). The brochure was also available for download in digital format on the Have Your Say Knox website.



04 Summary brochure of the Draft Strategy

'Have Your Say' Knox

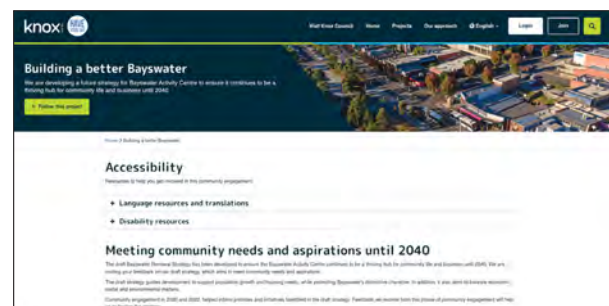
Council's online engagement platform 'Have Your Say' provided a central repository for all project-related information. It provided access to the survey and other project materials for the public including:

- A summary of the Draft Strategy
- A map to visualise and explain the key actions
- The full version of the Draft Strategy (prepared by Plan2Place Consulting)
- FAQs
- Project timeline
- Contact information

During the consultation period, community members could also get in touch with the Council team via email at bayswaterrenewal@knox.vic.gov.au or send a hard copy submission to Council.

Statistics during the 5th April -5th May engagement period are as follows:

- 1,964 page views
- 1,717 visits
- 1,416 visitors
- Gained 21 project followers (the project has a total of 58 followers)



05 Project webpage at Have Your Say Knox City Council website

Feedback survey

A 13-question survey sought feedback on the community's level of support on the Draft Strategy. The purpose of the survey was to understand the level of support on the Draft Strategy's vision, objectives and what key actions the Draft Strategy should prioritise. Responses to each question were optional, allowing people to choose questions they wanted to respond to.

The survey was available on the Have Your Say Knox City Council website and could be also accessed via QR codes on all printed materials. Printed hard-copies of the survey were also available at the pop-up events.

Analysis of survey feedback is provided in Chapter 2.

The image shows a printed hard-copy of a survey titled 'Building a better Bayswater'. It includes sections for 'Get involved for your chance', 'About the strategy', and a series of questions with radio button options for 'Strongly Disagree', 'Disagree', 'Neutral', 'Agree', and 'Strongly Agree'. The survey is branded with the Knox City Council logo.

06 Hard-copy survey for the Draft Strategy

Resident mail-out

To raise awareness of the project and the consultation activities, 4,500 project postcards were delivered to properties within and surrounding the Bayswater Activity Centre via Bing Mail.

The postcards provided information about the project, a QR code to access the Have Your Say page / project survey as well as promoting the pop up sessions.

The image shows a postcard titled 'Building a better Bayswater' with the 'HAVE YOUR SAY' logo. It includes information about the draft Bayswater Renewal Strategy, feedback from past community engagement, and details for a pop-up information session on Saturday 13 April, 11am to 1pm. It also mentions that feedback closes on Sunday 5 May 2024 and provides a QR code to access the survey.

07 Postcard with information about how to provide feedback on the project

Social media

The project was promoted on Council’s social media channels to raise awareness and to increase reach / participation. A link to the project page and survey was provided as a direct click through. The purpose of the campaign was to motivate the Bayswater community to provide feedback on the Draft Strategy.

A Facebook advertisement ran between 5th April to 5th May. The advertisement reached 3,106 individuals, obtained 4,913 impressions and 204 interactions.

During the consultation period, one social media post was made on the 5th of April on Knox City Council’s Facebook page, which has approximately 22,000 followers.



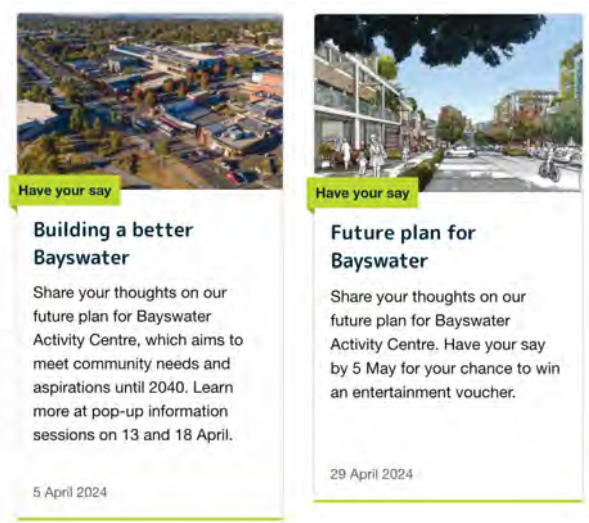
10 Post on Knox City Council’s social media channel

Council news website

Two news updates were published on Knox City Council’s news website on the 5th and 29th of April. Their objectives were to motivate community members to provide feedback on the Draft Strategy. The updates also contained information about the two pop-up sessions and the ‘draw to win’ entertainment vouchers.

The two web items received the following metrics:

- 321 page views
- 274 users
- 21 second average engagement time



09 Snapshots of e-newsletter on Knox City Council’s news page



2.1 Headline Feedback

Feedback received during the second phase of engagement indicates overall strong support for the vision and objectives of the Draft Strategy:

- In total, out of 100 survey respondents, 76 individuals 'agree' and 'strongly agree' with the Draft Strategy's vision (the majority).
- All six objectives of the Draft Strategy received support with each objective receiving over 60 responses indicating 'agree' and 'strongly agree'.

In addition, other reoccurring feedback included:

- Improving and increasing the diversity of retail and restaurants in Bayswater was seen as a key priority amongst respondents.
- Increasing building heights, scale and density of new development was a top concern by some respondents.
- The Draft Strategy sets out '10 big moves' which will support the future revitalisation of Bayswater. Of the 10, 'activate and renew public spaces' was identified as the most important move.
- 'Increase the number of people living in the centre' was identified as the least important 'big move'.

The infographic on the following pages provides a visual summary of 'who we heard from'. A breakdown of feedback, organised by survey question, is provided on pages 12-16.



11 Engaging with local people during the pop-up at Penguin Place

BAYSWATER RENEWAL STRATEGY

Who we heard from

TOTAL PARTICIPATION



Total days of engagement

(5 April - 5 May)



Survey responses and submissions

(100 survey / 4 submissions)



Pop-up participation

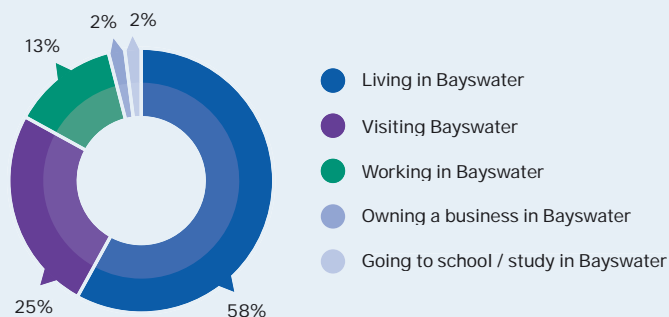
(Across 2 pop up sessions held in Bayswater, April 2024)



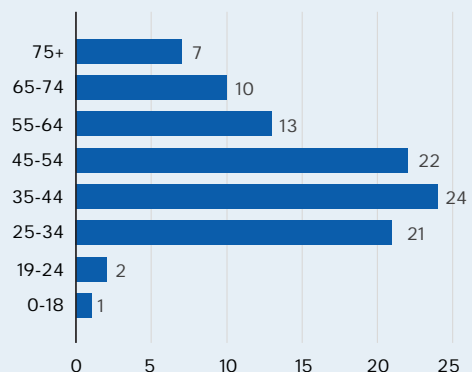
Pieces of unique feedback

(Total individual pieces of feedback received)

RESPONDENTS' CONNECTION TO BAYSWATER



AGE OF RESPONDENTS

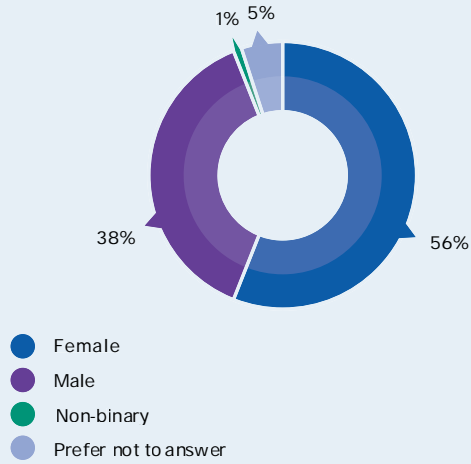


SUBURBS WHERE RESPONDENTS LIVE

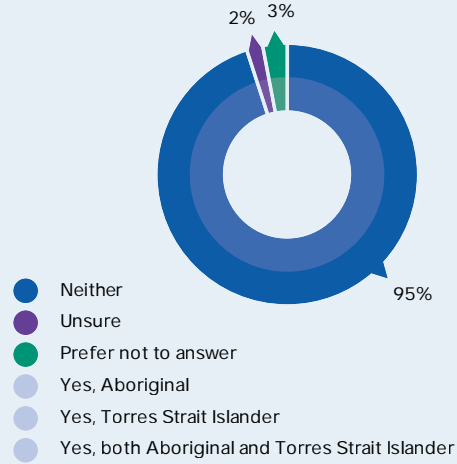


Demographic information is based on data provided through the survey - total no. of responses: 100

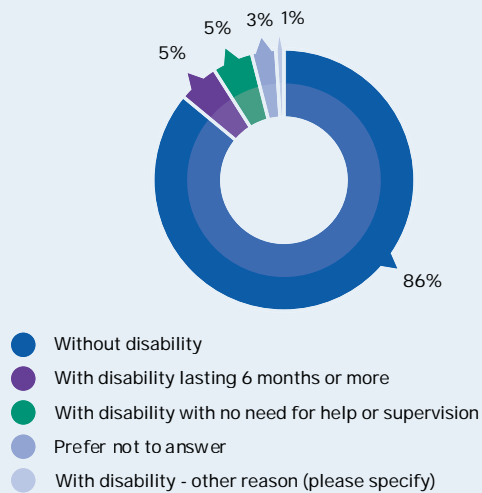
GENDER OF RESPONDENTS



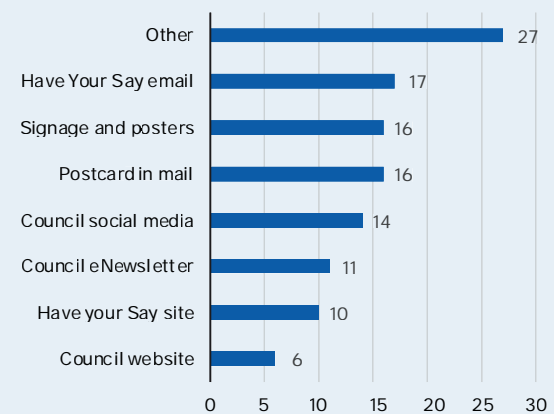
RESPONDENTS WITH ABORIGINAL OR TORRES STRAIT ISLANDER ORIGIN



RESPONDENTS WITH A DISABILITY



HOW RESPONDENTS HEARD ABOUT THE COMMUNITY ENGAGEMENT



LANGUAGES SPOKEN AT RESPONDENTS' HOME



Demographic information is based on data provided through the survey - total no. of responses: 100

2.2 Survey findings

Q2

Vision for Bayswater

The survey respondents were presented with the following vision for Bayswater in 2050:

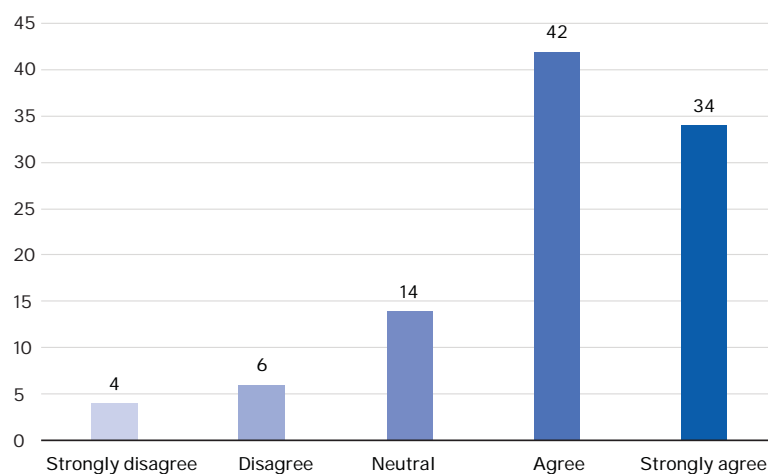
'Bayswater in 2050 is a renewed and flourishing centre with a resilient community. A range of employment opportunities support the local community, capitalising on its proximity to the Bayswater Business Precinct. Increased housing supply and diversity and improved community facilities in and around the core encourage more people to walk, cycle, and use public transport. Greater tree canopy cover, high quality public spaces and enhanced links to the creek and green spaces blur the line between the natural and built environments. Bayswater is a thriving destination, a place where people choose to live, work and play.'

We asked the respondents to indicate on a scale from 1 (strongly disagree) -5 (strongly agree) to what degree they support this vision. A total of 100 responses (100%) were received for this question.

- The majority of respondents show strong agreement with the vision by selecting 4 out of 5 (42) and 5 out of 5 (34) points on the scale.
- Some respondents (14) show a neutral level of agreement with the vision by selecting 3 out of 5 points on the scale.
- Only 10 respondents disagreed or strongly disagreed with the vision.

Do you agree with the vision? (On a scale from 1-5)

Total number of responses: 100



Q3

Key objectives for Bayswater

The key strategies in the Draft Strategy are based around six themes. Each theme has its own objective. We asked the survey respondents to indicate to which degree they agreed with each of the objectives. A total of 100 responses (100%) were received for this question.

- Objective 1-4 received overall good support

- The majority of respondents (strongly) agree with objective 1 (69). 17 respondents (strongly) disagree with it.

- The majority of respondents (strongly) agree with objective 1 (69). 10 respondents (strongly) disagree with it.

- The majority of respondents (strongly) agree with objective 3 (81). Only 5 respondents (strongly) disagree with it.
- The majority of respondents (strongly) agree with objective 1 (77). 8 respondents (strongly) disagree with it.

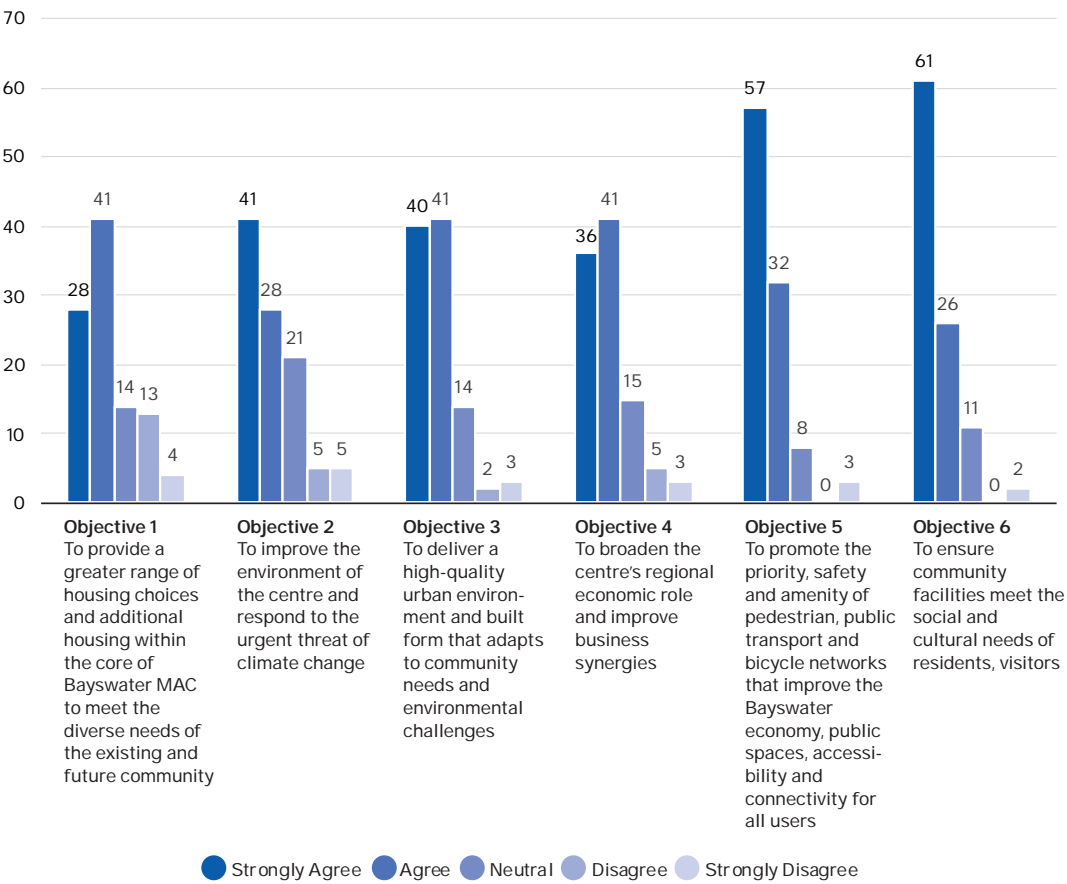
• Objective 5 and 6 received the biggest overall support

- The majority of respondents (strongly) agree with objective 5 (89). Only 3 respondents (strongly) disagree with it.

- The majority of respondents (strongly) agree with objective 6 (87). Only 2 respondents (strongly) disagree with it.

The key strategies in the Draft Strategy are based around six themes. Each theme has its own objective. Do you agree with each of the objectives?

Total number of responses: 100



Q4 Key objectives for Bayswater (contd.)

After letting respondents indicate their level of agreement with the 6 objectives, we asked them if they have any other comments about any of the objectives. 45 respondents provided open-ended answers. A review of responses has categorised 80 different pieces of individual feedback with 14 topic areas emerging.

Built form and density

Several respondents were concerned that high density and multi storey buildings will impact the town character, block views of Mt Dandenong and turn Bayswater into a 'mini city'. Some were also concerned about overshadowing and loss of privacy for existing residents and some claim that no more high rises should be built if parking options aren't considered. In contrast, some felt that high density housing is needed to address the housing crisis.

Having 5 or 6 stories building will change the characteristics of Bayswater. It will also block the existing skyline of Mt Dandenong, which Bayswater is currently known for.

With the housing crisis that we are experiencing, there should be plans to increase the levels/heights of residence planned as what Glen Waverley and Box Hill Councils have done. This will save the council from revisiting this strategy again in the near future.

Community hub and facilities

Several respondents would like to see a thriving community hub in Bayswater that is for everyone at any age and mention that there is a particular need for more places for young people and families. The library was mentioned often as a key community asset, however some participants would like to see it become 'bigger and better'. One participant also suggests the arts centre should be redeveloped and expanded.

When looking at improvements can it please be looked at having a bigger library. The staff there are amazing, they have so many events but it would be great for them to have a bigger library with toilets and events room. This is such an important centre for our local community for all ages.

Active transport

Several respondents mentioned that both walking and cycling around Bayswater is difficult and unsafe. They would appreciate if walking became safer and better supported / encouraged by e.g. traffic calming. Participants would like to see better connections for both pedestrian and bicycle paths.

Safe cycling pathways linking the Dandenong Creek Trail and the Blind Creek Trail would improve the cycling network and it's usefulness as a transport corridor. Particularly along/near Scoresby Rd.

Build additional active transport options to allow people to walk and ride safely, add traffic calming to improve our streets and community.

Greenery and canopy cover

Respondents were in support of an increase in greening around Bayswater and Penguin Place. They appreciated the effort to introduce more canopy cover and tree plantings in the area.

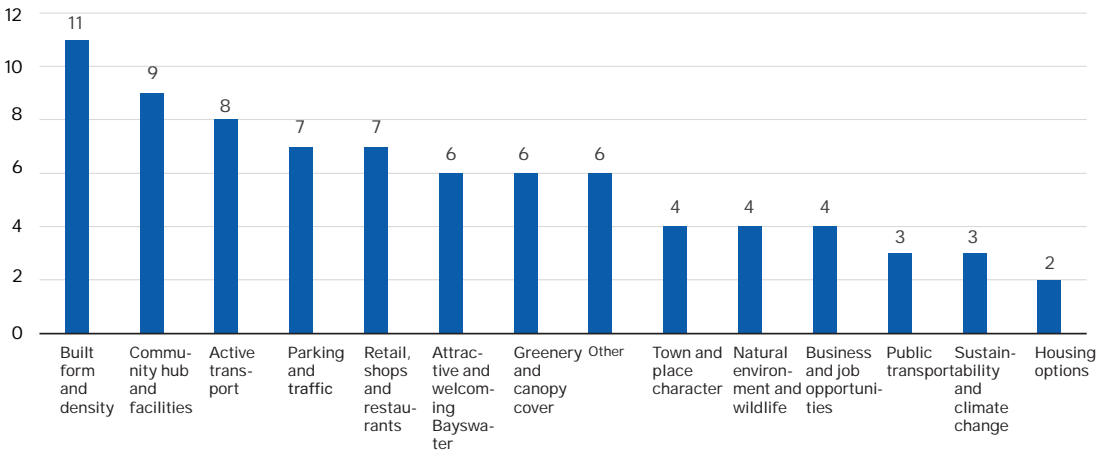
Integrate green spaces into shopping areas and high rise living.

Prioritise increasing the amount of green spaces and parks.

Q4 Key objectives for Bayswater (contd.)

Is there any further comments you would like to make about any of the objectives? (by theme)

Total no. of individual feedback: 80



Q5 'Big Moves' for Bayswater

The Draft Strategy sets out '10 big moves' for Bayswater. All of these actions are important to support the future revitalisation of Bayswater. We asked the respondents which ones are most important to them and to order the '10 big moves' from most important to least important. A total of 100 responses (100%) were received for this question.

- The activation and renewal of public spaces is the most important for the community, followed by increased tree canopy and greening throughout the centre, and the revitalisation and activation of Penguin Place and Macauley Place.
- Increasing the number of people living in the centre is least important to the community.

Total no. of responses: 100

RANK	PRIORTIY		
1	Activate and renew public spaces	6	Improve links between Marie Wallace Bayswater Park and the centre
2	Deliver increased tree canopy cover and greening throughout the centre	7	Improve pedestrian / cycling networks along Mountain Highway
3	Revitalise and activate Penguin Place and Macauley Place	8	Develop a niche and night-time economy
4	Facilitate renewal of Bayswater Triangle	9	Improve access and business syner-gies between the BBP and the centre
5	Investigate a new Community Hub	10	Increase the number of people living in the centre

Q6
Comments about Strategy

To hear about any other ideas or feedback the respondents might have, we asked them if they have any other comments about the Draft Strategy. 36 respondents provided open-ended answers. A review of responses has categorised 58 different pieces of individual feedback with 13 topic areas emerging.

Offer diverse retail and restaurant options

Many respondents were excited about the idea of revitalising retail areas in Bayswater. They reported that the shopping precinct currently looks run down, causing residents to shop and eat outside of Bayswater. They believed that new shops in Mountain High Shopping Centre and Station Street will help support a more vibrant community that attracts more people. Some respondents hoped that new businesses can provide a better retail mix and increase Bayswater’s local self-sufficiency.

Having more people living in the area will encourage business to thrive and this in turn will create a vibrant community.

the train station for commuters and that the current 2 hour parking limit in the shopping precincts prevents people from staying in Bayswater. A respondent also suggested to install more EV charging options closer to retail.

Not enough parking even for the train station. Any high rise proposed should take this into account.

Increase business and job opportunities

Many respondents would like to see more businesses come to Bayswater thereby providing more opportunities, particularly for the community that lives and works in the area. They also would like to see greater job variety so that people can find work within Bayswater and use public transport, rather than their cars, to get to work.

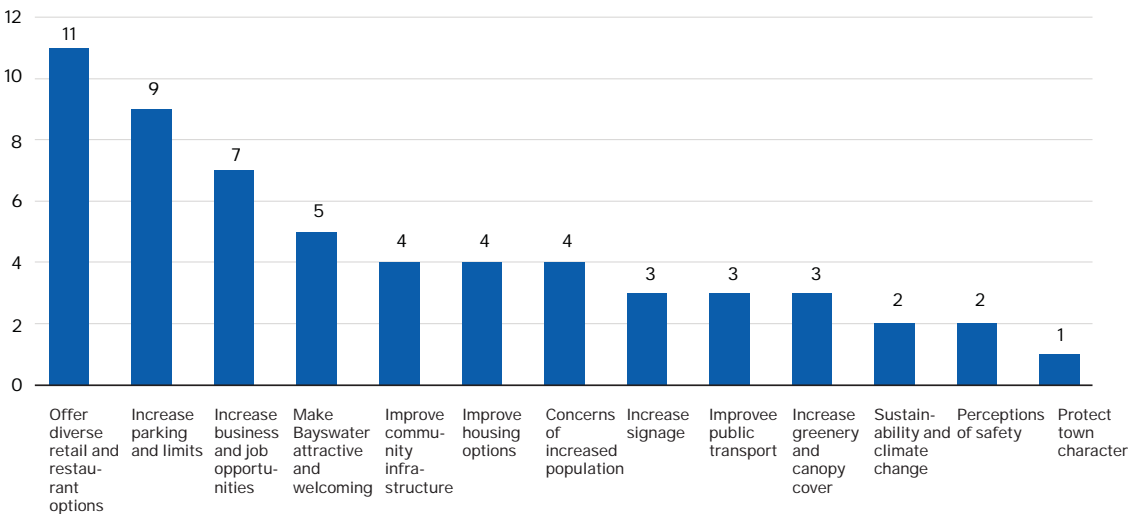
Create more diverse jobs so that more professionals may also find work in Bayswater, or at least within Knox and thus can commute to and fro[m] work locally by bus, on foot, and by bicycle, and do not need to rely on their cars.

Increase parking and limits

Parking issues were mentioned by several respondents who would like to see parking considered when new higher rise buildings are proposed. Some feedback suggested a need for more off street parking to prevent congestion through on street parking. Respondents also believed there needs to be more car parking at

Are there any further comments you would like to make on the Draft Strategy? (by reoccurring theme)

Total no. of individual feedback: 58



2.3 Pop-up feedback

Activity feedback

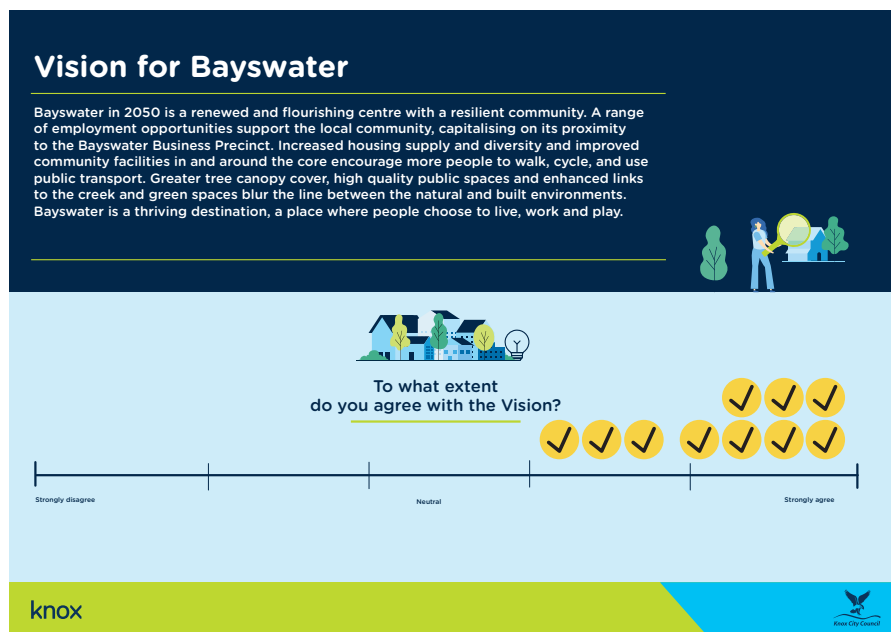
Residents were invited to attend two pop-up activity sessions to provide feedback and share their thoughts directly with the project team. The pop-up sessions were attended by 109 individuals (68 during pop-up 1 and 41 during pop-up 2). Throughout the two pop-ups, multiple ways were provided for residents to articulate their feedback, including:

- 'Dotmocracy' exercise to rate participants' level of support for the Draft Strategy's vision.
- 'Dotmocracy' exercise for participants to vote on their favourite '10 big moves'.
- Opportunity to complete a hard-copy version of the survey (results are reflected in the previous section).

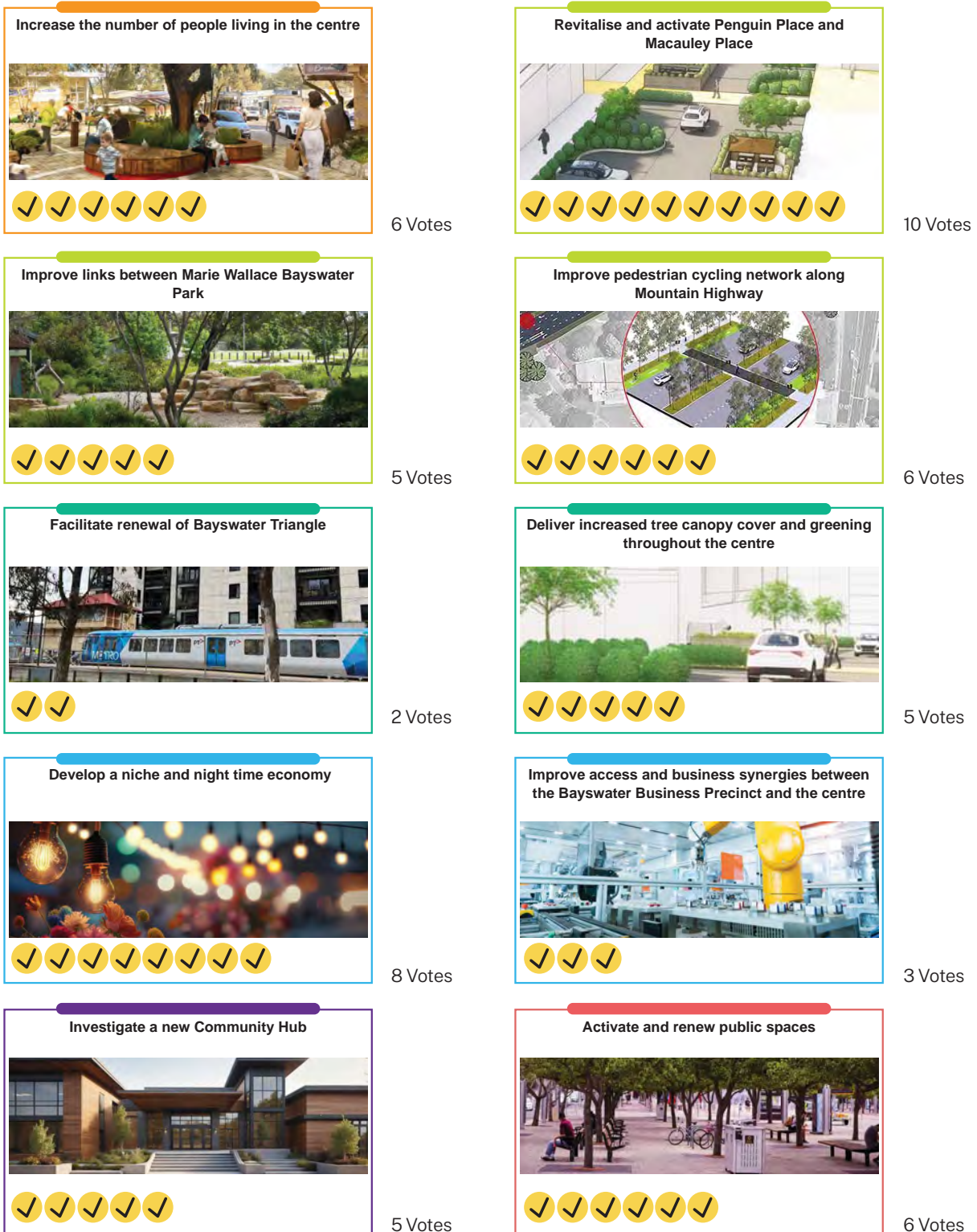
Key findings

- Participants were generally supportive of the vision of the Draft Strategy.
 - 7 sticky dots were placed indicating participants 'strongly agree' with the vision.
 - A further 3 dots were placed by participants who 'agree' with the vision, but haven't read the Action Implementation Plan in the Draft Strategy.
- Participants showed strong support for the following '10 big moves':
 - 'Revitalise and activate Penguin Place and Macauley Place' received 10 votes
 - 'Developing a niche and night time economy' received 8 votes.
 - 'Increase the number of people living in the centre', 'improve pedestrian cycling network along Mountain Highway', and 'activate and renewal public space' each received 6 votes.

Results from pop-up 'dotmocracy' activity on the Draft Strategy's vision



Results from pop-up 'dotmocracy' activity on the Draft Strategy's '10 big moves'



2.4 Written submissions

Submission feedback

We received four written submissions during the consultation period, a summary of key submissions and topics is provided below.

No.	Submitter	Summary of feedback / considerations
1	Private company on behalf of a client	<ul style="list-style-type: none"> Provides overall support for the Draft Strategy and the strategic work. Submits feedback on behalf of a client located in Precinct 1A where buildings heights of 6 storeys / 24 meters are proposed . Suggests that the site specific attributes at the client's location make it capable of accommodating a taller built form of 10 storeys and provide an overview of these attributes and the resulting advantages of allowing a taller built form, e.g. stimulating and activating the local economy and contributing to increased housing supply and employment opportunities.
2	Private company on behalf of a client	<ul style="list-style-type: none"> Submits feedback on behalf of a client with commercial landholdings in the Commercial Core (Precinct 1A) of the Bayswater Major Activity Centre (MAC). Provides overall support for Council's work and highlights the need for a strategic review of the Bayswater Major Activity Centre (MAC). Provides feedback on two aspects that the client disagrees with: <ul style="list-style-type: none"> Height and Built Form Guidelines: Expresses concern that a building height limit of 6 storeys is far too low and not strategic with regards to housing shortage and lack of affordable housing and argues that Bayswater offers abundant opportunities to promote '20 minute neighbourhoods' and provides further detailed feedback on other built form provisions that appear to suppress growth opportunities. Car Parking and Vehicle Movement: Highlights the need of safe and accessible car parking to ensure ongoing growth and viability of businesses and traders. Commends the Draft Strategy's intent to improve open public spaces and incorporate green spaces but suggests existing car parking spots need to be retained. Recommends to investigate better traffic calming solutions and pedestrian safety along Macauley Place and consider existing businesses as well as future usage.
3	Department of Transport and Planning	<ul style="list-style-type: none"> Actions in the Strategy affecting DTP infrastructure requires further consideration and assessment from DTP in relation to the function of the broader arterial network. Some of the recommendations such as timetable amendments and rerouting and new bus services are subject to funding. DTP will work with Council to consider speed reductions along Mountain Highway and to explore delivering actions within the Strategy.
4	Melbourne Water	<ul style="list-style-type: none"> Melbourne Water has provided flood maps (with updated maps expected in approximately 2025) showing high intensity flooding on the periphery of the activity centre, primarily along Dandenong Creek, Old Joes Creek and through Marie Wallace Park. Melbourne Water are concerned that future development may be impacted by flooding from Dandenong Creek and their assets, with concerns particularly along Scoresby Road and along King Street and have requested future planning for the activity centre considers flood risk and flood mitigation measures such as upgrading the underground drainage system. Melbourne Water does not have current funding to naturalise Dandenong Creek, an action in the Strategy.



3.1 Finalising the Renewal Strategy

Informing the Draft Strategy

Thank you to all community members and stakeholders who have provided feedback on the Draft Strategy.

The information gathered during the final phase of engagement will be shared with the project team, who will consider its implication and necessary changes needed to finalise the Bayswater Renewal Strategy. Once finalised the Strategy will be presented to Council for final adoption.

To stay up-to-date with project updates and to view the final Bayswater Renewal Strategy once it has been completed, please visit [Have Your Say Knox](#).

CoFutures...



Bayswater Renewal Strategy

August 2024



Acknowledgement of Traditional Custodians

Knox City Council acknowledges the Wurundjeri Woi-wurrung people and Bunurong people of the Kulin Nation as Traditional Custodians of the land in Knox. The Knox Aboriginal and Torres Strait Islander communities come from a variety of different Nations within Australia including the Torres Strait, the Traditional Custodians and Stolen Generation. As such, we pay respect to all Aboriginal and Torres Strait Islander Elders, past and present, who have resided in the area and have been an integral part of the region's histories.

Located at the foot of the Dandenong Ranges, Knox has many places of historic significance to the Kulin Nation. Important cultural and historical sites within Knox hold both the traditional knowledge of the First Nations peoples and the traumatic stories of colonisation.

The journey ahead for Knox involves the land, the Traditional Custodians, the local First Nations communities, the wider community and the Council itself. Walking together and listening together to create a culturally safe and culturally rich community for all.

In 2021, Knox City Council announced an intention to promote a “whole of business” mindset, moving forward in its acknowledgement and respect of First Nations peoples, ensuring cross functional collaboration as opportunities present themselves.

(Knox Council Plan 2021–2025)

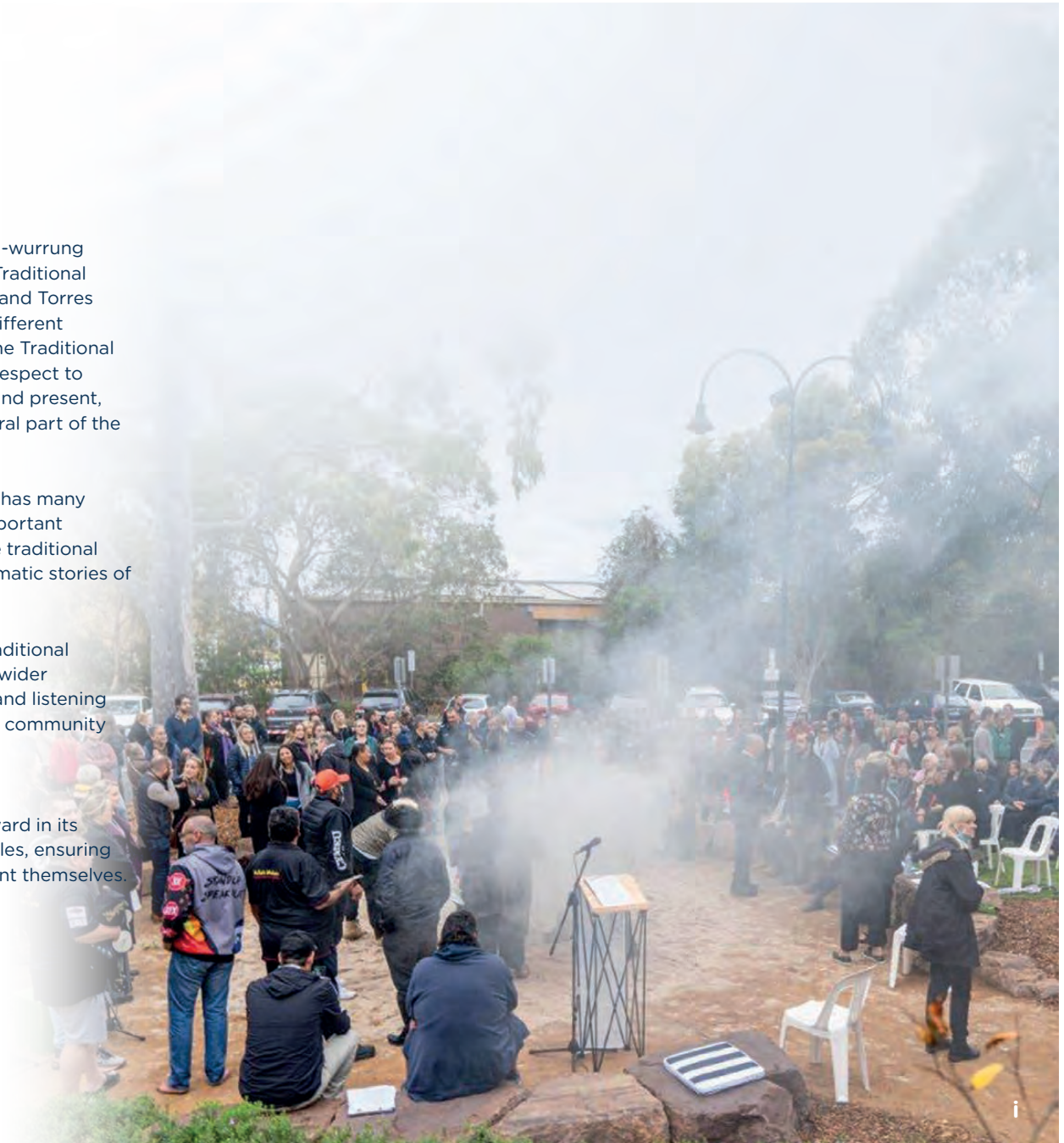


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Renewal Strategy prepared for Knox City Council by **Plan2Place Consulting** in conjunction with:



CoFutures...

Abbreviations and Legislation

ARI	Average Recurrence Interval
Bayswater MAC	Bayswater Major Activity Centre
BBP	Bayswater Business Precinct
BRS	Bayswater Renewal Strategy
CECV	Catholic Education Commission of Victoria
CALD	Cultural and Linguistic Diversity
CASBE	Council Alliance for a Sustainable Built Environment
CPTED	Crime Prevention Through Environmental Design
C1Z	Commercial 1 Zone
C2Z	Commercial 2 Zone
DDO	Design and Development Overlay
DTP	Department of Transport and Planning
DDA	Disability Discrimination Act 1992
EAGA	Eastern Alliance for Greenhouse Action
ESD	Environmentally Sustainable Development
EV	Electric Vehicles
GRZ	General Residential Zone
IN1Z	Industrial 1 Zone
IN3Z	Industrial 3 Zone
IWM	Integrated Water Management
KCAC	Knox Community Arts Centre
KCC	Knox City Council
KPS	Knox Planning Scheme
LXRP	Level Crossing Removal Project
LEDs	Light Emitting Diodes
LGA	Local Government Area
Melbourne CBD	Melbourne Central Business District
MPS	Municipal Planning Strategy
MUZ	Mixed Use Zone
MWC	Melbourne Water Corporation

NDIS	National Disability Insurance Scheme
NRZ	Neighbourhood Residential Zone
PPF	Planning Policy Framework
PPRZ	Public Park and Recreation Zone
RGZ	Residential Growth Zone
SBF	Social Benefits Framework
UHI	Urban Heat Island
VCAT	Victorian Civil and Administrative Tribunal
VPP	Victoria Planning Provisions
WSUD	Water Sensitive Urban Design

Numeric Abbreviations

°C	degrees celsius
ha	hectares
kph	kilometres per hour
m	metres
m²	metres square
sqm	square metres
%	percent

Related Legislation and Regulations

Planning and Environment Act 1987 (P&E Act)

1. Introduction

1.1 Overview

The Bayswater Renewal Strategy (BRS) has been developed to manage growth and development in the Bayswater Major Activity Centre (MAC).

The purpose and function of the BRS is to put in place the foundation for the renewal of Bayswater, building upon its assets and opportunities. This will guide the physical and natural environment, amenity and activities of the centre and its growth.

The BRS will replace the Bayswater 2020: Activity Centre Structure Plan which set directions for the centre to 2020.

The Bayswater Renewal Strategy will manage and guide development of the activity centre to 2040.

1.2 Background

The Bayswater MAC is located in Melbourne's outer eastern suburbs approximately 27 kilometres (km) east of Melbourne's Central Business District (CBD). Bayswater is located at the foothills of the Dandenong Ranges at the junction of two major roads, Mountain Highway and Scoresby Road, bisected by the Belgrave train line with the Bayswater Train Station located on Station Street.

The existing Bayswater MAC covers an area of around 91.3 hectares (ha) and contains a rich mix of commercial, retail, community, public and residential land uses. The centre extends from Dandenong Creek in the north to Boronia Road in the south, and from Scoresby Road in the east to Stud Road in the west. Mountain Highway passes through the MAC from west to east.

The existing boundary of the activity centre is shown in Figure 1 and the regional context is shown in Figure 2.

Bayswater MAC is one of five major activity centres in the municipality, with the others being Boronia, Knox Central, Mountain Gate and Rowville. The Bayswater Business Precinct (BBP), an important source of industrial jobs in the municipality and surrounding region, is located partially within and east of the MAC while the Wantirna Health Precinct is located just west of the MAC.

Key facts for Bayswater related to built form, population, community and transport are included on page 4.



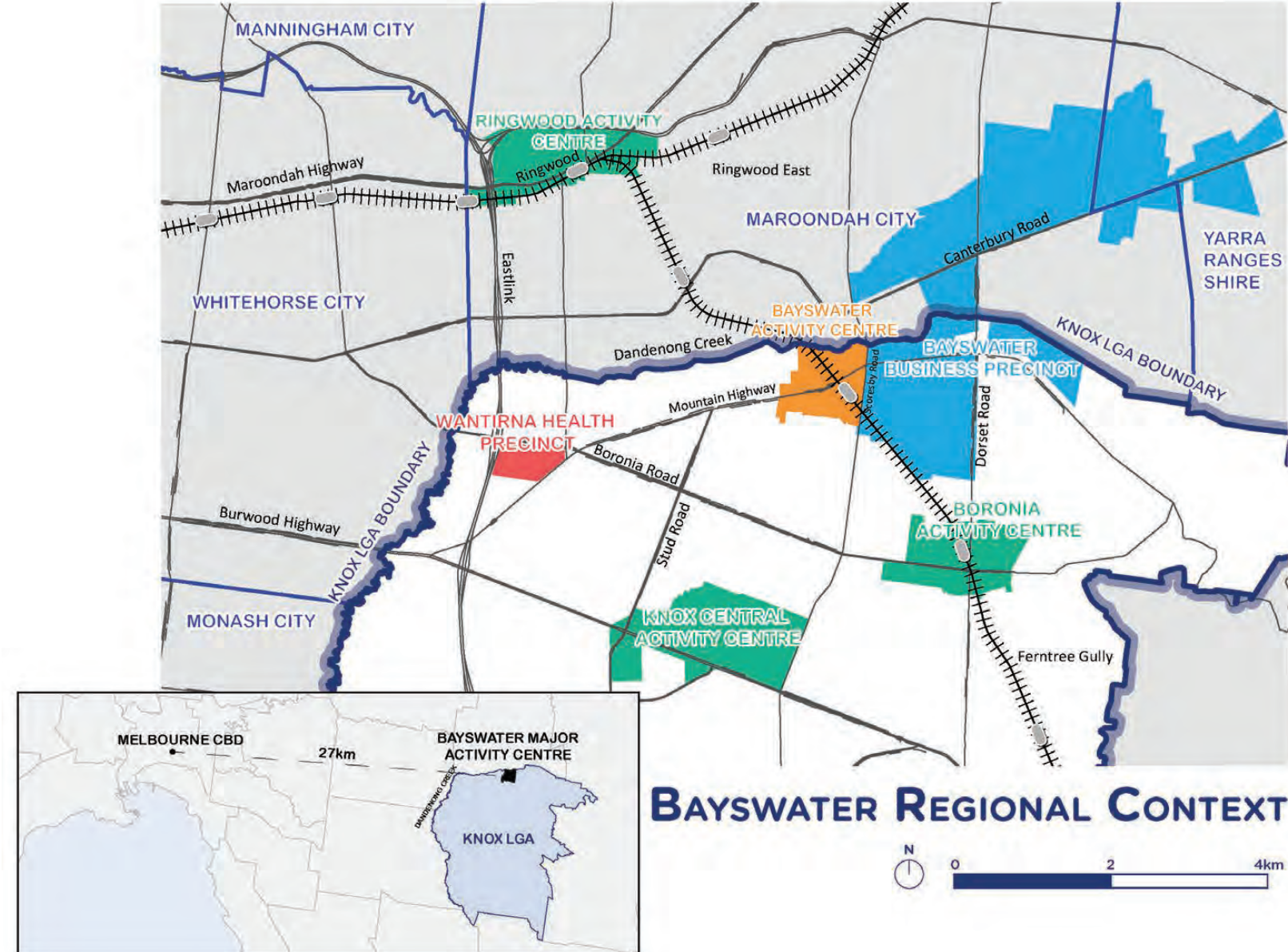
View of Mountain Highway facing north-east towards the Great Dividing Range.

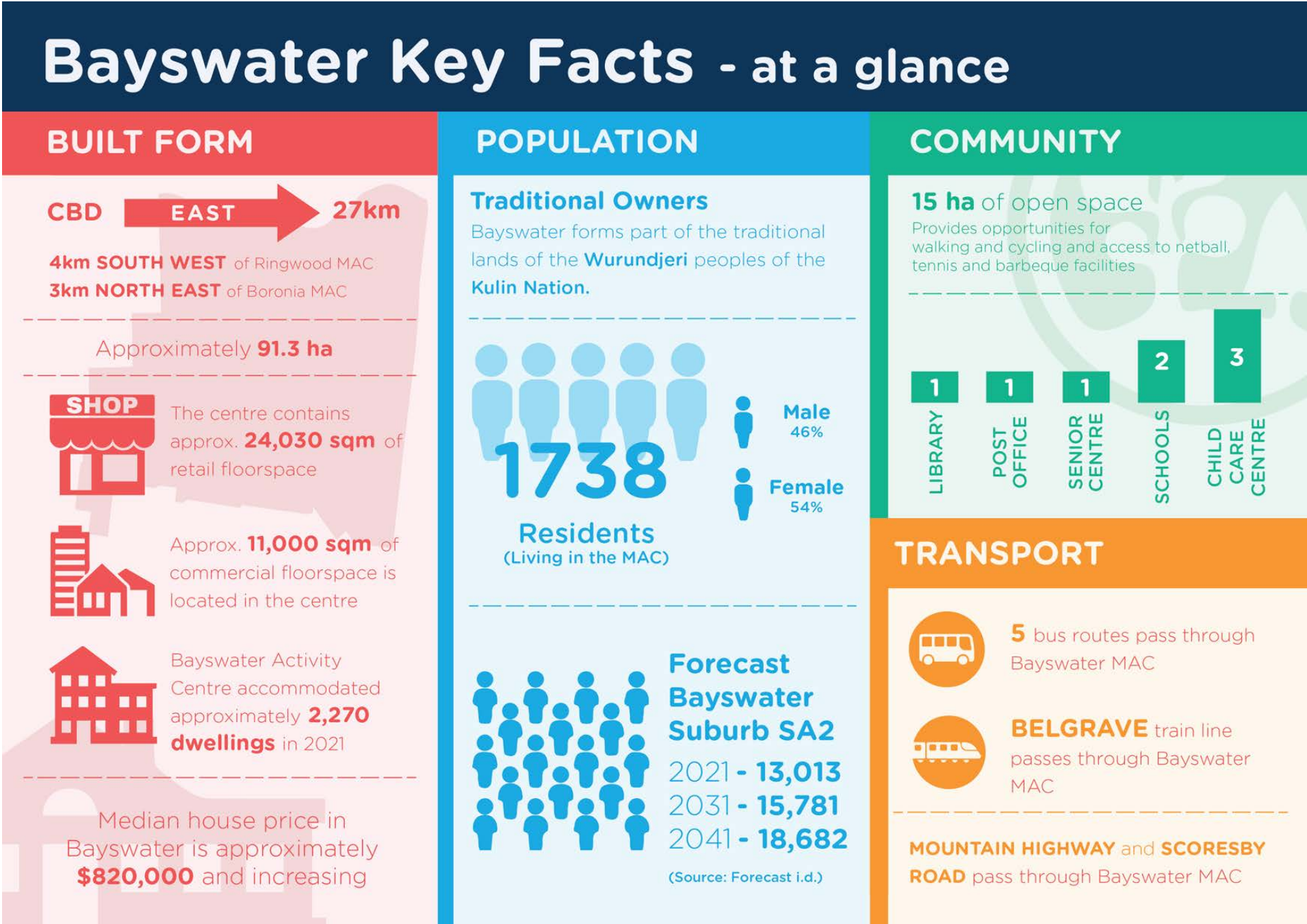
Figure 1: Map of Bayswater Major Activity Centre

- Activity Centre Boundary
- Municipal boundary
- Belgrave Train Line
- Bayswater Station
- Dandenong Creek
- Public open space
- Encumbered open space
- Community infrastructure
- Schools
- Public Use Zone (PUZ)
- Property boundaries



Figure 2: Map of Bayswater Regional Context





1.3 About Bayswater

Bayswater is in the traditional lands of the Wurundjeri Woi Wurrung peoples of the Kulin Nation, who lived along the Yarra River and surrounding local creeks. They cared for the country and used the Dandenong Creek, an important food source, as a resting place in summer¹.

Following European colonisation, the area was originally known as Scoresby North. Agriculture followed cattle stations and in the 1870s large orchards were established by German migrants, transforming the township into a popular retreat for the middle and upper classes². The railway opened in 1889 and two years later was renamed 'Bayswater'³. By 1911 the population was almost 900, and remained a popular tourist stop well into the 20th century. German immigration to the region increased again after WWII.

The industrial area north-east of the Bayswater MAC houses a number of factories that opened after WWII. The Dunlop Pacific factory opened in 1952, followed by British Nylon Spinners in 1956, with other firms such as Siemens, Vulcan, and many more, also establishing local manufacturing plants. Some continue to operate today⁴.

By the 1980s the City of Knox was seen as; "a bustling city transformed from a predominantly agricultural landscape to a vast area of residential, industrial and commercial development in a pleasant landscaped environment"⁵.

Today, residential areas comprise mainly single and double storey single dwellings and multi-unit forms from the mid 20th Century to the present day. Additionally, several 3-4 storey apartment buildings have been constructed over the past decade around the commercial core.

¹ Margaret McInnes, City of Knox Heritage Study 1993, p.112.

² Margaret McInnes, City of Knox Heritage Study 1993, pp 55- 56.

³ Victorian Places, Bayswater, 2015: <https://www.victorianplaces.com.au/bayswater>

⁴ Jill Barnard, 'Bayswater', EMelbourne: The City Past and Present, 2008. <https://www.emelbourne.net.au/blogs/EM00169b.htm>

⁵ Knox City Council, 'Knox A Living and Growing City. The Prospectus 1982/83', cited in Margaret McInnes, City of Knox Heritage Study 1993, p 162.



'Welcome to Bayswater' sign on Mountain Highway.

Bayswater MAC has a typical urban structure aligned along transport corridors with the main retail and commercial areas located along major or arterial roads, particularly on Mountain Highway. Well serviced by public transport via train or bus, the MAC contains the Bayswater railway station located on the Belgrave line. Several local buses travel from Bayswater to local schools and key regional destinations including Knox City Shopping Centre, Mountain Gate Shopping Centre, Glen Waverley and Boronia.

Pedestrian movement through Bayswater is made more difficult by Mountain Highway and Scoresby Road as well as the rail corridor which act as barriers. The Dandenong Creek trail provides a regional walking and cycling trail along the north of the centre while on-road cycle lanes within the centre consist of line markings on the streets.

Bayswater has two major shopping precincts incorporating four supermarkets including Coles, Woolworths, Aldi and an independent grocer. The enclosed Mountain High Shopping Centre is anchored by the Coles supermarket and has a range of speciality retail, personal services, food and drink outlets and also includes the Bayswater Library. The overall floorspace of the centre is approximately 7,800sqm. A variety of strip retailing is located along Mountain Highway and High Street providing food and drink premises, cafes, restaurants and personal services. The area known as the Bayswater Triangle site, is located east of the railway line and functions as a community services and entertainment space housing the Bayswater Hotel, Knox Community Arts Centre (KCAC) and Bayswater CFA Fire Station.

Office development is located predominantly along Mountain Highway, Station Street, High Street and James Street. Industrial and employment land stretches along the railway line from Mountain Highway to Scoresby Road and beyond into the BBP to the north east.

The centre contains a range of community facilities and services including the KCAC, Bayswater Library and the Senior Citizens Centre. Bayswater Secondary College is located to the north-west adjacent to Dandenong Creek and Bayswater Primary School is located south of Mountain Highway on the western edge of the centre.

Dandenong Creek forms the northern edge of the activity centre (and the municipal boundary with the City of Maroondah) and provides opportunities for walking and cycling, linking with Marie Wallace Bayswater Park. This park is a large, mixed informal and formal park with ovals, netball, tennis, playground and barbeque facilities.

1.4 The Need for a Renewal Strategy

The BRS will be the new structure plan for Bayswater, building on the previous Plan. Structure planning aims to develop a clear vision

and identify the type and scope of change anticipated within an activity centre. Structure plans should function as a tool to manage, guide and facilitate change within individual activity centres. A structure plan should also outline the role and function of activity centres in the context of State planning policy by providing a future vision, identifying where growth and change will occur, defining the boundaries of activity centres and highlighting future opportunities and risks.

Council's desire is to continue the renewal of the centre through the BRS and address the emerging challenges it faces, such as population growth and changes to the community profile, by balancing economic, social, and environmental issues. A renewal approach centred around Bayswater as a unique place with its own intrinsic characteristics and strengths, enlivening the centre and reducing the need to travel further, has therefore been used for the preparation of the Renewal Strategy.

The purpose and function of the Bayswater MAC Renewal Strategy is to plan for the future of Bayswater by protecting the distinctive positive elements of the centre and building upon its opportunities. This will guide the physical environment, amenity, and activities within the centre to 2040.

1.5 Policy Drivers

Plan Melbourne 2017-2051

Plan Melbourne provides a strategic plan for metropolitan Melbourne through a long-term approach to accommodate Melbourne's future growth in population and employment between 2017 and 2051. The Bayswater Activity Centre is categorised as a MAC through this strategy.

Urban Design Guidelines for Victoria

The Urban Design Guidelines for Victoria are policy guidelines within the Planning Policy Framework (PPF) of the Victoria Planning

Provisions (VPP). The guidelines must be considered when assessing the design and built form of new development where relevant. This Strategy has been informed by these guidelines.

Draft Eastern Regional Land Use Framework Plan

The Draft Eastern Regional Land Use Framework Plan (LUF) implements Plan Melbourne objectives at the regional level. The LUF seeks to promote:

- Strong growth and job creation driven by the health, technology, education and retail sectors.
- Medium and higher density housing to meet the needs of a growing population with an increase in the amount of social and affordable housing.
- The transformation of key road corridors into green boulevards.
- Increased tree canopy cover.
- Improved connectivity.
- Improved integrated water management.

Planning Policy Framework - State

State planning policy supports the continued planning and growth of the Bayswater MAC. It promotes the sustainable growth and development of Victoria through a network of metropolitan, major and neighbourhood activity centres of varying size, role and function and adjoining areas (including residential land) that support their function.

To combat housing inaffordability, the State Government has set a target to build 800,000 homes in Victoria in the next decade. By increasing housing supply, affordability is expected to improve. Additionally, the State Government will foster the conditions to build high quality homes and more social and affordable housing in the places Victorians want to live.

Planning Policy Framework - Knox Planning Scheme

The pattern for land use development and major strategic directions for the municipality are established in the Strategic Framework Plan in the Municipal Planning Strategy (MPS) of the Knox Planning Scheme (KPS). The centre in conjunction with the BBP have been identified as the largest business location in Knox in terms of land area. They are important centres for investment and employment within the municipality and in the region.

Key strategic directions for Bayswater MAC and BBP (outlined in the MPS) include:

- Developing the location as a key employment destination.
- Transitioning large format employment sites to a mix of site sizes.
- Support industrial uses.
- Integrate employment generating uses with residential uses, open space and the Bayswater MAC.

Relevant key strategic directions for Knox include:

- Creating a network of activity centres, with preferred roles in accommodating retail, employment, housing and civic functions.
- Facilitating employment growth in the BBP, Bayswater MAC and the Bayswater Triangle as a strategic investigation site.

Clause 11.03-1L of the KPS supports the creation of vibrant local areas with a strong character, identity and sense of place with well-designed development and places that respect and strengthen the local context and landscape qualities of Knox. Places that are accessible and adaptable to changing community needs that increase personal safety and perceptions of safety are also important.

The Knox Housing Strategy 2015 directs housing growth to activity centres and mixed use developments to Commercial 1 Zone areas. A diversity of dwelling types, including social housing, are encouraged

in activity centres to cater for the community's current and future needs.

These policy drivers provide important strategic policy directions that have been incorporated into the draft Renewal Strategy.

1.6 Preparing the Renewal Strategy

There has already been substantial research and consultation to support the preparation of the Renewal Strategy. A range of background research and evidence was identified in Technical Papers, informing the Issues and Opportunities Paper and, consequently, the draft and then the final Renewal Strategy. The Issues and Opportunities Paper enabled many ideas to be tested with the community prior to drafting the Renewal Strategy.

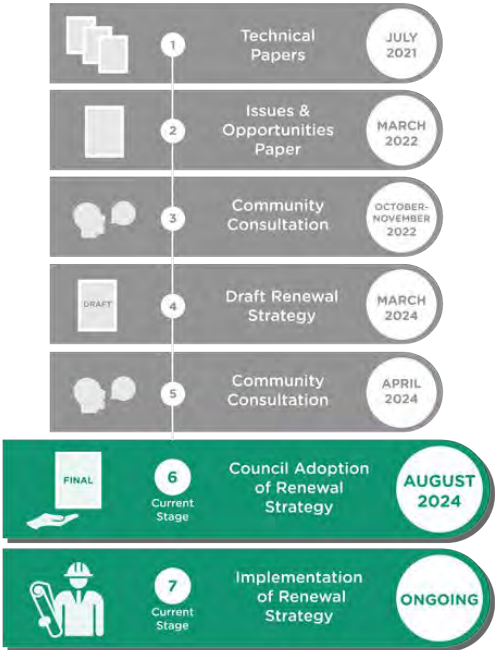
Technical Papers developed to inform the BRS include the:

- Bayswater Sustainability Background Report - Hip V. Hype (2021).
- Bayswater Renewal Strategy Economic Assessment - Ethos Urban (2021).
- Bayswater Renewal Strategy Heritage Analysis - GJM Heritage (2021).
- Civil Engineering Infrastructure Technical Report V1 - Cardno (2021).
- Social Benefits Framework: Bayswater Renewal Strategy - Ethos Urban (2021).
- Transport Issues and Opportunities Report: Transport and Movement Analysis and Key Directions - Movement & Place Consulting (2021).
- Bayswater Planning and Urban Design Technical Paper - Plan2Place Consulting and Peter Boyle_Urban Design+Landscape Architecture (2021).
- Bayswater Renewal Strategy Community Infrastructure Analysis - Ethos Urban (2021).
- Conceptual Feasibility Assessment- Ethos Urban (2022).

In late 2022, a range of ideas and opportunities were provided for the community to respond to assist in the development of the Strategy through an Issues and Opportunities Paper. This built on earlier consultation undertaken in 2020 through the background to commence the development of the Strategy. This enabled Council and its officers to be open to all issues and opportunities raised before responding and defining the parameters and scope of the project.

In 2024, Council undertook a final stage of consultation in which the final draft of the strategy was presented to the community. Feedback received during consultation was considered by the project team and formed the basis of recommendations for changes to strategy.

The adjacent diagram outlines the key steps in the development of the Renewal Strategy.



1.7 What we heard

Two stages of community consultation were undertaken to develop the Renewal Strategy. The first stage of consultation tested themes and opportunities outlined in the Issues and Opportunities paper in late 2022. The second stage of consultation in April 2024 tested the vision, objectives and '10 big moves' to support the future revitalisation of Bayswater.

1.8 Summary of Issues and Opportunities paper consultation outcomes



The community feedback on this stage of engagement highlighted several key concerns and opportunities. In Transport & Movement, there was a need for safer pedestrian crossings, better cycling connections, and improved bus network frequency. Community Infrastructure concerns included a lack of vibrancy and activities, especially for younger people, with opportunities for more community events and public art. Urban Design & Built Form issues focused on pedestrian safety and the need for more attractive public spaces.

Environmental concerns involved litter and poor plant choices, with opportunities for more greenery and electric vehicle charging stations. In Housing, there was apprehension about increased congestion and high-density development, suggesting a need for more affordable and diverse housing options. Lastly, Business & Economic Development feedback indicated the need for visual improvements and attracting more diverse businesses to enhance the area's appeal.

(All diagrams prepared by CoFutures)

1.9 Summary of Draft Renewal Strategy consultation outcomes



Feedback from the second phase of engagement indicates overall strong support for the vision and objectives of the Draft Strategy. Out of 100 survey respondents, 42 individuals agreed and 34 individuals strongly agreed with the Draft Strategy's vision compared to only 10 individuals who disagreed or strongly disagreed. All six objectives of the Draft Strategy received support, with each objective receiving over 60 responses indicating agreement or strong agreement.

Keys issues raised throughout consultation included building heights and increased housing and density in the centre. Feedback was mixed with some raising concerns about increased building heights and density whilst others expressed support for increased development in the centre. Improving pedestrian connections, public transport and car parking were other important issues raised during consultation.

Of the '10 big moves' outlined in the Draft Strategy to support the future revitalisation of Bayswater, 'Activate and renew public spaces' was identified as the most important move followed by 'Deliver increased tree canopy cover and greening throughout the centre' and 'Revitalise and activate Penguin Place and Macauley Place'.

Responding to the Social Benefits Framework

A Social Benefits Framework (SBF) has been developed to guide the development of the Renewal Strategy. The SBF was developed through a review of best-practice approaches in regenerative projects and consideration of the potential application of these approaches in the local context of Bayswater. The Framework seeks to maximise the delivery of social and economic benefits to the Bayswater community through the Renewal Strategy by addressing barriers to social wellbeing – physical, social, financial, and perceived barriers.

The Framework comprised the following principles that seek to maximise both social and economic outcomes derived from the Strategy:

- Remove barriers to access and participation.
- Facilitate delivery of housing and employment spaces that meet local needs.
- Create great community spaces.
- Build community capacity and resilience.
- Embed and enhance culture and community values.

The Draft Renewal Strategy provides a reference to show which Principle of the Framework the actions in the Theme have contributed to. For example:

Social Benefits Framework - Principles Contributed to	
Facilitate delivery of housing and employment spaces that meet local needs	

An assessment of the draft Renewal Strategy against the principles and actions identified in the SBF has been undertaken, which outlines how each of the principles have been contributed to along with a few opportunities for improvement. By addressing the above,

the Renewal Strategy supports social and community wellbeing, and a range of economic benefits including investment attraction, affordable housing, expanded business opportunities and local job creation.



View of Penguin Place from Bayswater Station

2. Activity Centre Overview

The following section provides an overview of the centre's context and key issues and opportunities to be addressed by the BRS and is organised around the key themes of:

- Housing and Residential Development.
- Business and Economic Development.
- Environment, Sustainability and Climate Change.
- Urban Design and Built Form.
- Transport and Movement.
- Community Infrastructure.

2.1 Housing and Residential Development

Housing consists of a range of separate and semi-detached dwellings, and flats/ apartments, with separate houses being the predominant dwelling type. Between 2012-2021, an average of 66 new dwellings were approved per annum in Bayswater, 81% of which were medium-density housing. This type of housing, surrounding the centre's core has mainly been in the form of two-to-four-storey units and townhouses.

Median house prices in Bayswater have shown strong growth between 2011/12 and 2020/21, increasing by 7.6% annually; this compares to median house price growth of 7.2% a year throughout the City of Knox over the same period. In 2020/21, the median house price in Bayswater was \$820,000. Similar trends have been observed in the residential unit market with prices increasing at a rate of 6.1% per annum since 2011/12 and with the median price at \$623,500 in 2020/21 (Ethos Urban, Economic Assessment, 2021).

The Bayswater MAC comprises a demographic that has lower incomes and a greater level of disadvantage than other areas in the City of Knox and Greater Melbourne (ABS, 2021). The suburb is well placed as a location for affordable and social housing (and supported in the Knox Social and Affordable Housing Strategy and Action Plan 2023-2027) as it has good public transport access and there are a range of community, retail and social services available within the centre. Key sites for this type of housing are Council and State Government owned land. State Planning Policy encourages additional housing to be supplied within activity centres such as Bayswater.

Bayswater Renewal Strategy, August 2024



Medium density residential development on Birch Street

Renewal of the centre requires investment that encourages people to live, work and play locally. Despite extensive development around the Bayswater centre, there has been little within the centre's core. While permits have been issued for two higher density, mixed use developments in the centre, there has been no construction to date. Increasing the amount of residential development in the centre is required so that the renewal benefits of more people living in the centre are realised.

While there is little evidence currently of a market for higher density residential development, as reflected by the lack of apartment developments within the centre, this is not expected to be the case over the life of the Renewal Strategy. As a result, planning for higher density development is essential to ensure positive outcomes are realised (Ethos Urban, Conceptual Feasibility Assessment, 2022).

Much of this demand for apartment and mixed use development can be provided in land zoned Commercial 1 and Mixed Use. Along with the Bayswater Triangle site, commercial and mixed use land are the key strategic redevelopment areas for the centre (Ethos Urban, Conceptual Feasibility Assessment, 2022).

Investment in creating a sense of place, improving the public realm and creating a vibrant centre will all contribute to the underlying viability of higher density development in Bayswater. This will in turn support the renewal of the Bayswater MAC by creating a range of opportunities for local employment, business, improved community facilities, accessibility and opportunities for social interaction.

Bayswater also currently has little affordable and social housing. Increasing house prices and cost of living pressures, along with a generally low-income demographic is placing pressure on housing affordability in Bayswater. Council can work with housing providers and Homes for Victoria to facilitate opportunities in both public and private developments. Improved housing diversity and the provision of more affordable and social housing in the centre is essential to ensuring there is adequate supply of housing for the community's future needs in the region. Additionally, it will also assist families, couples and single persons on a range of incomes and abilities to be able to afford to live in the centre.

Bayswater Renewal Strategy, August 2024



2.2 Business and Economic Development

Currently, the activity centre has a focus on convenience retailing and services and a limited presence of non-food retail. The centre has three main supermarkets, Woolworths, Coles and ALDI which perform the role of anchor tenants, and a food wholesaler. There is approximately 24,030sqm of retail floorspace, 84% of which is occupied by convenience retail categories including food, liquor and groceries, food catering and services. There is also 11,000sqm of commercial floorspace including office uses with shopfront tenancies and dedicated commercial office buildings. In a large part, commercial floorspace is occupied by local service-related businesses. While a high-level of vacancies has affected the activity centre in the past, this is no longer the case with an estimated 2,060sqm of vacant shopfront floorspace. This represents a vacancy rate of 7%. Typically, a healthy performing strip-based centre will have a vacancy rate in the order of 5-7% (Ethos Urban, Economic Assessment, 2021).

The Bayswater MAC is not currently considered to be a major office market. However, office developments support local employment opportunities and are an important component of the centre's overall offering. Despite this, there has been limited recent commercial investment in the MAC, particularly compared to larger centres such as Ringwood and Knox Central.

The centre also lacks a strong night-time economy, limiting the financial and social benefits which would contribute to a vibrant, thriving centre. Having regard for the presence of strong competition in the non-food retail category from other nearby centres, it is unlikely that the Bayswater MAC will become a major non-food retail shopping destination. The future focus will be on improving the quality and sales of existing retailers in the centre, rather than expanding it to accommodate any new major retail precincts. Additionally, the Bayswater MAC could function as a speciality dining hub, a point of difference compared to surrounding centres in the region.

There are two major employment precincts located nearby, including the BBP, with an industrial focus to the immediate east, and the developing Wantirna Health Precinct, approximately 4km to the west. The centre is well placed to provide a wide range of service industries to support these employment precincts. Accessibility between the MAC and the BBP is limited, with Scoresby Road and the railway being significant barriers to movement. Encouraging workers to spend time and money in the centre will increase the success of local businesses who support these needs.



Retailing located along Mountain Highway

Additionally, retail and service activities in the core are poorly linked. Proximity to these two employment precincts is a major opportunity for the centre to capitalise on. Integration needs to deal with both the physical connection of the two areas to link customers between the two precincts and support improved business-to-business opportunities.

Currently, demand for approximately 3,000sqm to 6,000sqm of additional retail floorspace over the 2021 to 2036 period exists as well as potential demand for an additional 1,500sqm to 3,000sqm of commercial floorspace over the same period (based on population growth). This could be supplied in new or renewed development (Ethos Urban, Economic Assessment, 2021).

“There’s no stand-out business that makes people want to stop in the Bayswater CBD. You need things that will make people get off the train and visit”

Statement from public consultation

“Hard to find somewhere in the afternoon to grab a snack, smoothie etc”

Statement from public consultation



Retail shops located along Penguin Place and High Street

2.3 Environment, Sustainability and Climate Change

There is growing awareness about the impacts of climate change within the Knox community. Council recently adopted the Knox Climate Response Plan 2021-31 to guide Council to reach net zero emissions by 2030 and to help the community reach the same by 2040. Council has also signed up to Living Melbourne – our metropolitan urban forest, which responds to urban challenges with nature. Council has committed to targets for its built and environmental assets.

Climate change and increased development due to a growing population create environmental challenges. In the coming decades, Bayswater (like all of Melbourne's eastern region) can expect increasingly hotter and drier conditions with heatwaves, drought and greater intensity of floods and storms. Underpinning the strategy will be the need to ensure that the centre is better placed to manage these impacts.

Wellbeing and liveability can be impacted by a disconnection from nature and loss of local amenity, which can impact health and active lifestyles. These community impacts are further exacerbated by the increasing Urban Heat Island (UHI) effect, the process wherein urban areas become hotter due to human activities and development, and vulnerability increases to heat events. Minimising UHI effects through more responsive urban development and urban forest initiatives are important for the centre.

Vegetation canopy cover in Bayswater sits at only 11%. This highlights areas such as public spaces around the station and primary retailing as lacking in canopy cover, concentrating UHI impacts. Mitigating the effects of UHI through greening and retaining water in the urban environment are being increasingly understood. The UHI can be mitigated through greening and retaining water in the urban environment through regulating the local climate with the provision of shade and evapotranspiration. Evapotranspiration is the process wherein water is brought from the



Extensive hard surfaces in Bayswater MAC

ground into the atmosphere by plants reducing the surrounding air temperature.

The replacement of trees and vegetation with impermeable surfaces prevents water being absorbed into the landscape. This exacerbates flooding, UHI and drying soils; leading to loss of tree canopy, biodiversity and habitats, impacts green space quality and has health impacts due to heat exposure. Increasing the canopy cover and minimising impervious surfaces will create a more temperate microclimate that will increase amenity.

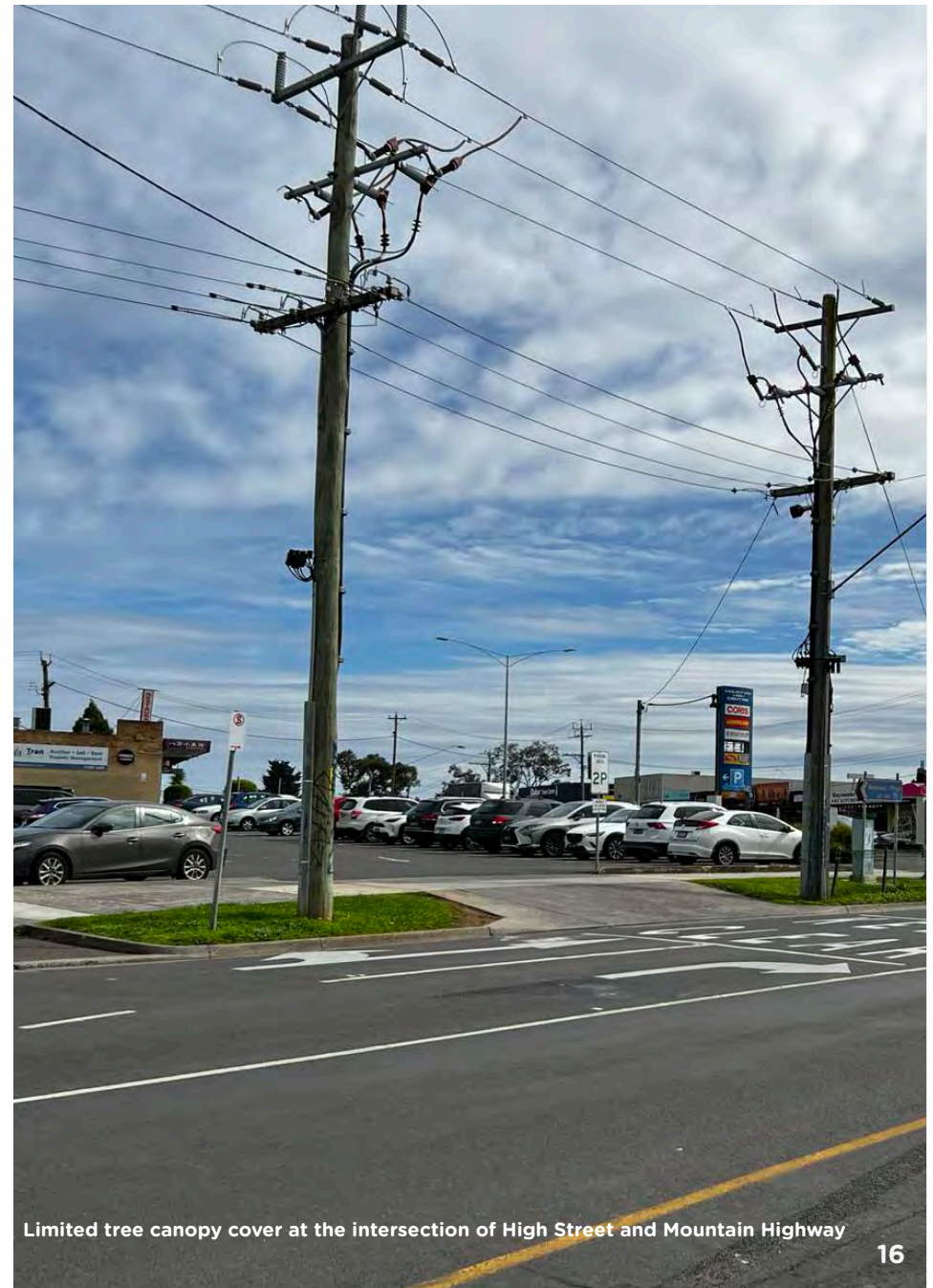
The Renewal Strategy also has a significant opportunity to reduce the carbon footprint of development through the approval of new development. This can ensure the built environment embeds carbon reduction into standard practices, resulting in ongoing environmental benefits, including reductions in energy consumption and ongoing cost savings for residents. Green walls, green roofs and other emerging sustainable infrastructure can also reduce environmental impacts and improve amenity.

During heavy rainfall events, flooding can occur in Station Street north-west of Scoresby Road and in the residential properties to the south-west (Cardno, 2021).

Flood events in these areas have previously damaged public and private assets, indicating a lack of suitable drainage capacity.

To date, the drainage strategy has relied on traditional 'grey infrastructure' solutions. Measures could target reducing reliance on the underground network, increased retention on private land and stormwater retention on public land, which can provide significant landscape amenity at the same time.

Existing vegetation and public open spaces are largely serviced by potable water, demand for which will increase due to climate change. Additional growth will place further pressure on water services, electricity supply, Council drainage assets and the sewer system.



Limited tree canopy cover at the intersection of High Street and Mountain Highway

2.4 Urban Design and Built Form

Bayswater grew around the primary main road, Mountain Highway. Connecting to it is a mainly grid-based street network of long blocks containing large lots and the train station.

Bayswater MAC consists of four, quite defined, functionally distinct, precincts or quadrants shown in Figure 3 including:

- North-west quadrant (blue): North of Mountain Highway and west of the rail corridor.
- South-west quadrant (red): South of Mountain Highway and west of the rail corridor.
- South-east quadrant (orange): The Bayswater Triangle Site bounded by Mountain Highway, Scoresby Road and the railway line.
- North-east quadrant (green): Marie Wallace Bayswater Park bounded by Mountain Highway, Scoresby Road, the Dandenong Creek and the train corridor.

Figure 3: Map of Bayswater MAC quadrants



Bayswater Renewal Strategy, August 2024

The wide multi-lane arterial roads and the rail corridor continue to create barrier effects, particularly for pedestrians, between the different precincts within the activity centre and to the adjacent BBP.

The commercial centre is characterised by mostly low buildings that are usually one storey high, with occasional second storey offices creating a generally open appearance due to the low scale buildings and wide road reserves. The Mountain High Shopping Centre is three storeys and there is one three storey strata office building on Macauley Place. Older commercial and retail development, less than two storeys and often on small lots, lines Mountain Highway and extends southward, often as larger format shops along High Street, Macauley Place and Station Street to Pine Road.

Bayswater contains two standalone supermarkets and a third contained within the Mountain High Shopping Centre. Many buildings within the centre present blank or inactive facades to the street, resulting in low levels of surveillance and activation, consequently, with poor perceptions of safety, particularly at night.

Residential development up to three storeys is occurring in considerable numbers of townhouse and unit developments on individual lots. Some larger apartment buildings up to four storeys have occurred on Mountain Highway.

Established tree canopy is evident in parts of the centre mainly associated with parklands, some streets, and within rear yards of individual dwellings. Views across the rolling landscape and tree canopy to the nearby hills are an important element in Bayswater's character. Protection of these views from the public realm is included in the current planning controls.

Public spaces in Bayswater comprise street environments and green open spaces. High traffic volumes and speeds, and high wind exposure compromise the safety and amenity of the street spaces with measures installed such as glazed screens to address these effects particularly on Mountain Highway. Marie Wallace Bayswater Park occupies much of the centre's north-east quadrant

providing the main municipal-scale open space for the MAC. The parkland contains community and recreation facilities supporting activities for a broad cross-section of users. The parklands are a key environmental resource and play an important role in the community life of Bayswater including public health.

The south-west of the centre has been identified as lacking open space or opportunities for new open spaces. Creation of new open spaces in established areas like Bayswater is challenging due to limited site opportunities and the associated land cost. Improving access to the extensive open space in Marie Wallace Bayswater Park is, therefore, a key issue needing to be addressed.

Recent lowering of the railway below Mountain Highway and Scoresby Road to remove the level crossings has also created a new station and bus interchange, improved pedestrian and cyclist access has eliminated delays for vehicles at the boom gates. The removal of the level crossing also included improvements to Mountain Highway through new crossings, on-road cycle lanes and reduction of the speed limit to 60 km/h within the centre.

Currently, the movement and parking of vehicles has priority over less impactful, but more vulnerable, modes of access such as walking and cycling in Bayswater's public realm. Wide, multi-lane arterial roads, the railway corridor and its associated Train Maintenance Facility are barriers, particularly for pedestrians, between the different precincts within the activity centre and to the adjacent BBP. Long street blocks do not enhance or support walkability of the centre, which is further restricted by other transport infrastructure barriers.

Existing heritage places, although few, are identified by heritage overlays contributing to the built form character of the centre. There are four (4) heritage places protected by the Heritage Overlay with a further eight (8) possible heritage places recommended for further investigation. Many other buildings in the centre, without heritage protection, are ready for renewal or replacement, providing further opportunities for growth and development of the centre.



“Council could activate public spaces more and provide more seating, built shelter and trees”

Statement from public consultation

“Make it feel safer to be out at night”

Statement from public consultation

Benches located at the intersection of Mountain Highway and Railway Parade

2.5 Transport and Movement

The activity centre is focused around the Bayswater Railway Station located on the Belgrave line connecting the centre to Ringwood and Melbourne CBD to its west and Belgrave to its south-east. Several bus services also run through the centre.

Mountain Highway and Scoresby Roads are major arterial roads within the centre. Mountain Highway and the railway line divide the centre into four quadrants while Scoresby Road forms the eastern boundary. The Ringwood-Belgrave Rail Trail also runs through the centre and connects to the Dandenong Creek Trail at its northern boundary.

Despite upgrades to Mountain Highway, the removal of the level crossing and provision of the new station and interchange, Mountain Highway, Scoresby Road and the railway line continue to act as major barriers to pedestrian access. Further initiatives are possible to reduce or remove the barrier effect. The railway corridor and associated stabling and maintenance yards, and Mountain Highway continue to restrict connectivity. Scoresby Road and large areas of at-grade parking also create barriers to development.

The current vehicle speed of 60kmh on Mountain Highway is not appropriate for an activity centre where the place quality is more important than the through movement. Narrow medians in the centre do not provide a sufficient refuge for pedestrians. Increased development in the centre coupled with an overreliance on private vehicles for local trips would result in increased congestion (Movement & Place Consulting, Transport Issues and Opportunities Report: Transport and Movement Analysis and Key Directions, 2022, p.18).

Reconfiguring Mountain Highway over time (see pages 44-45) will lead to improved safety and enhanced movement for all road users particularly pedestrians crossing, along with improved amenity and greening through this important corridor.

Cycling in the centre is discouraged by the dominance of private vehicle travel and a lack of bicycle riding priority or safe



Ringwood-Belgrave Rail Trail

infrastructure. There is no network of local bicycle paths connecting to major bicycle paths running north-south and east-west which would link riders to different areas within the Bayswater MAC.

Despite being relatively well-served by public transport, there are some residential areas in Bayswater that are beyond walking distance from public transport or can easily access very low frequency services. Bus services do not run frequently enough to provide sufficient service levels to be a viable alternative to the car for most residents. Route 745 offers just four one-way services per day, every one on a different alignment.

The Metropolitan Rail Network Development Plan (2012) highlights that construction of a new stabling and maintenance facility at Lilydale by 2032 will allow for the closure of the Bayswater Train Maintenance Facility. This presents opportunities for the release of VicTrack land which should be supported by additional movement options across the rail line within the life of the Renewal Strategy to better connect and activate the triangle, and the BBP beyond.



Bayswater Railway Station bus interchange

The proportion of households in Bayswater that own at least one vehicle is very high. Only 4.9% of households in Bayswater do not own a motor vehicle (SA2, ABS 2016). Minimising the need to use a car to access the centre is a key priority of the BRS. Facilitating the switch to electric vehicles through charging infrastructure in new developments and in the public realm will assist with minimising the impact on the environment, however reducing vehicle use should be the focus.

There is a large supply of parking adjacent to the Bayswater Station, at the supermarkets, Council owned carparks and with on-street parking. Managing the impacts of vehicles and their parking requirements on the centre's amenity, public realm and other forms of transport is a key focus for the renewal strategy.

“Better integration of public transport with the business park across Scoresby Road”

Statement from public consultation

“Under/ overpass/ more traffic lights connecting community on both sides of Mountain Highway”

Statement from public consultation

2.6 Community Infrastructure

Bayswater is home to a range of community facilities and has the highest rate of access to social infrastructure and services in the City of Knox. This includes sport and recreation facilities, two government primary schools, one government secondary school, the Bayswater Library, the Knox Community Arts Centre, the Bayswater Senior Citizens Centre and several kindergarten and early years centres. Many of these facilities are in need of renewal to ensure they are more fit for purpose over the coming decades and to respond to changing community needs (Ethos Urban, Bayswater Renewal Strategy Community Infrastructure Analysis, 2021).

There are many factors, from local to global trends, that need to be considered in the provision of community infrastructure in Bayswater. These include:

- A growing and diversifying population.
- The growing cost of infrastructure maintenance and a trend towards consolidation.
- A desire to live locally with improved walkability and diversity of local services.
- The impacts of COVID-19: such as social isolation and the use of technology.
- The need to respond to climate change.

The population of Bayswater is one of the fastest growing in the City of Knox. The highest rates of anticipated growth are among the young workforce (25 to 34 years) and parents and homebuilders (35 to 49 years). Bayswater is anticipated to experience significant population growth through to 2041.

The Renewal Strategy needs to respond to the challenges and issues facing the Bayswater community. These include a larger share of single-person households and that Bayswater is the most culturally and linguistically diverse community in Knox. Bayswater also has relative socio-economic disadvantage when contrasted with

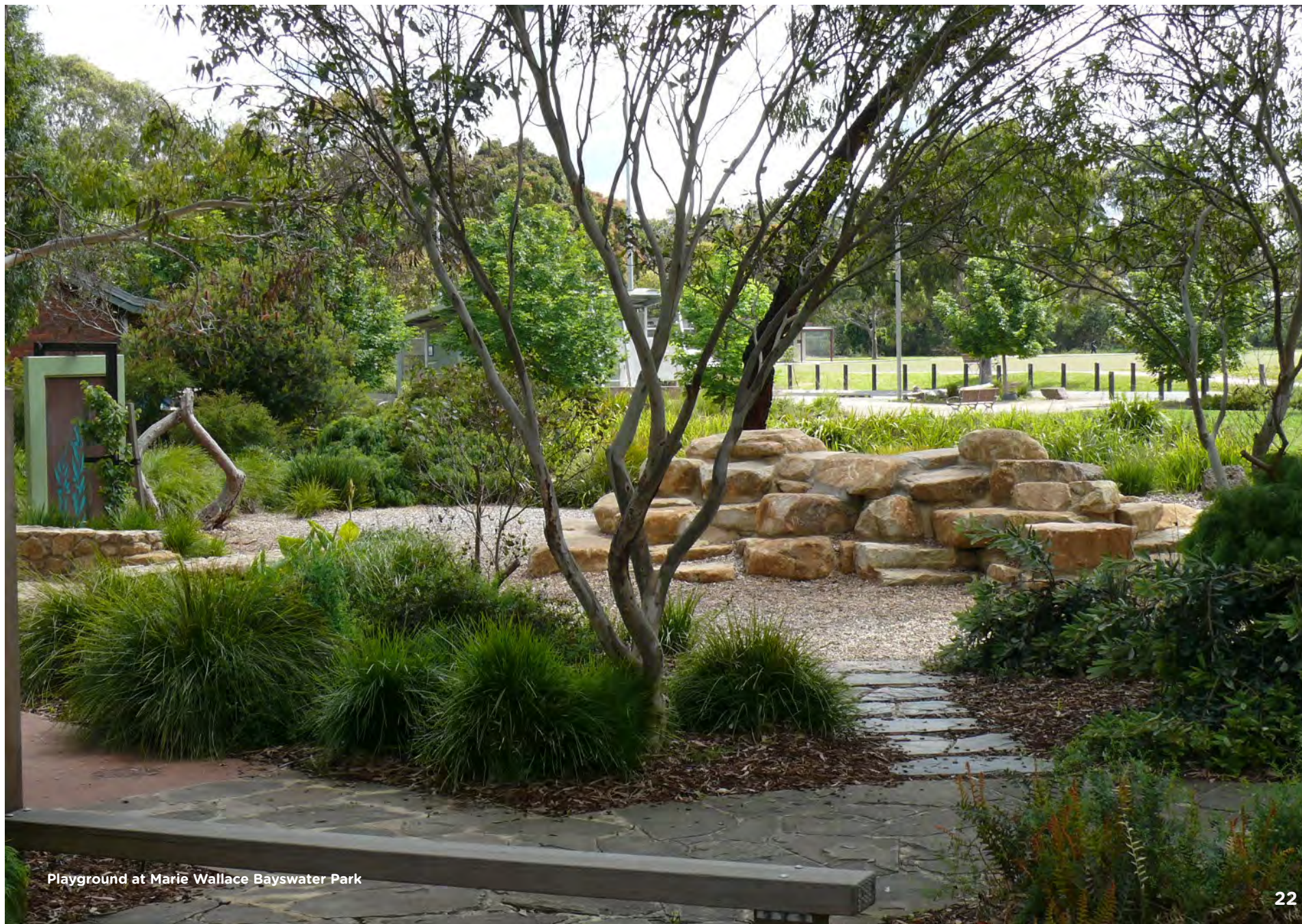
other areas in Knox, including higher rates of housing stress, people in need of assistance, youth disengagement and lower median weekly household income.

Bayswater has lower attainment of university qualifications and a large number of blue-collar workers in comparison to other areas in the municipality. There are greater rates of physical and mental health risk factors and a slightly higher proportion of people in need of assistance due to disability. (Ethos Urban, Bayswater Renewal Strategy Community Infrastructure Analysis, 2021, p.12).

The Community Infrastructure Assessment identified a likely gap in Kindergarten program places by 2041, largely driven by the State Government's introduction of a 3-year-old kindergarten service. Additionally, youth focused facilities have been identified as a gap in Bayswater, and more broadly in the municipality (Ethos Urban, Bayswater Renewal Strategy Community Infrastructure Analysis, 2021).



Knox Community Arts Centre (KCAC)



Playground at Marie Wallace Bayswater Park

Vision

Bayswater in 2050 is a renewed and flourishing centre with a resilient community. A range of employment opportunities support the local community, capitalising on its proximity to the Bayswater Business Precinct.

Increased housing supply and diversity, and improved community facilities in and around the core encourage more people to walk, cycle and use public transport.

Greater tree canopy cover, high quality public spaces and enhanced links to the creek and green spaces blur the line between the natural and built environments.

Bayswater is a thriving destination, a place where people can live, work and play.

4. Planning for the Renewal of Bayswater

Objectives

To provide a greater range of housing choices and additional housing within the core of Bayswater MAC to meet the diverse needs of the existing and future community.

To broaden the centre's regional economic role and improve business synergies between the centre and the Bayswater Business Precinct (BBP).

To improve environmental attributes and outcomes in the centre and respond to the urgent threat of climate change.

To deliver a high-quality urban environment and built form that adapts to community needs and environmental challenges.

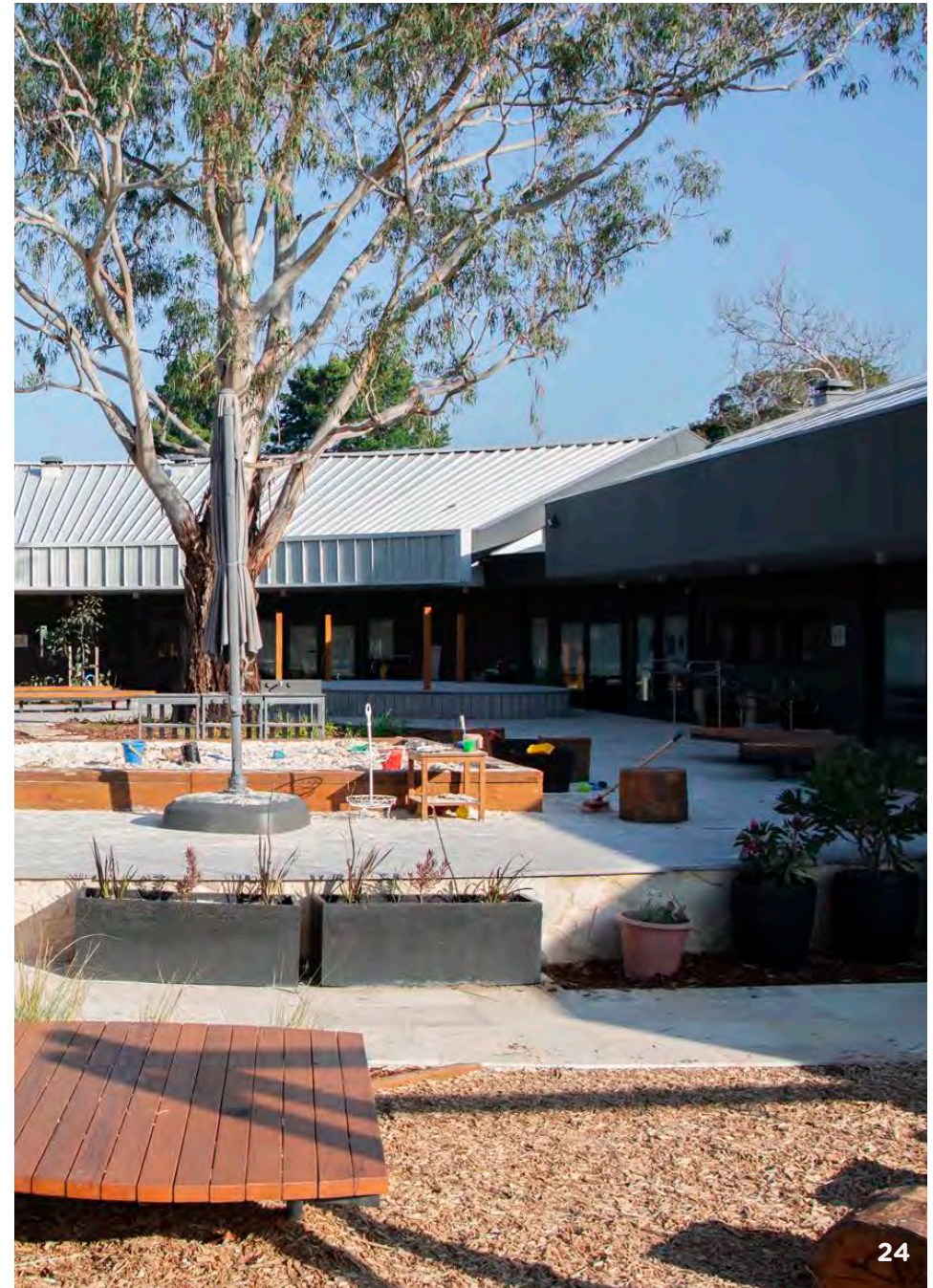
To promote the priority, safety and amenity of pedestrian, public transport and bicycle networks that improve the Bayswater economy, public spaces, accessibility and connectivity for all users.

To ensure community facilities meet the social and cultural needs of residents, visitors and workers into the future and contribute to a resilient community.

Several key strategic initiatives will form the focus over the coming decade to renew the centre, including:

- Transforming Penguin Place and Macaulay Place.
- Enhancing movement along and across Mountain Highway.
- Improving the image and identity of the centre.

These are further outlined throughout the remainder of this strategy.



4.1 Housing and Residential Development

Objective

To provide a greater range of housing choices and additional housing within the core of Bayswater MAC to meet the diverse needs of the existing and future community.

Strategies

Facilitate a diverse range of housing types that enable people to live in the centre and remain in the local community as their needs change, as shown in Figure 4.

Encourage affordable and social housing that maximises access to the available facilities and public transport opportunities as shown in Figure 4.

Facilitate apartment style housing in higher density development forms within the upper levels of the commercial core of the centre including areas along Mountain Highway.

Strengthen the amenity and urban structure of the centre to increase its attractiveness and desirability as a place to live (See Urban Design).

Actions

- A1.** Investigate changes to the Knox Planning Scheme to introduce affordable housing initiatives into planning in line with strategies within the Knox Social and Affordable Housing Strategy and Action Plan 2023-2027.
- A2.** Investigate a demonstration project using Council owned land in partnership with a Social Housing Provider to deliver affordable or social housing.
- A3.** Advocate to responsible agencies of surplus government land in the centre, such as VicTrack, to redevelop land which incorporates affordable or social housing, maximising the benefits of public transport and opportunity to increase housing diversity.

- A4.** Encourage additional people living in the centre to support local businesses and the night economy by increasing building height controls to accommodate increased supply of housing.
- A5.** Explore planning options for lower car parking rates in developments within the Bayswater Activity Centre.

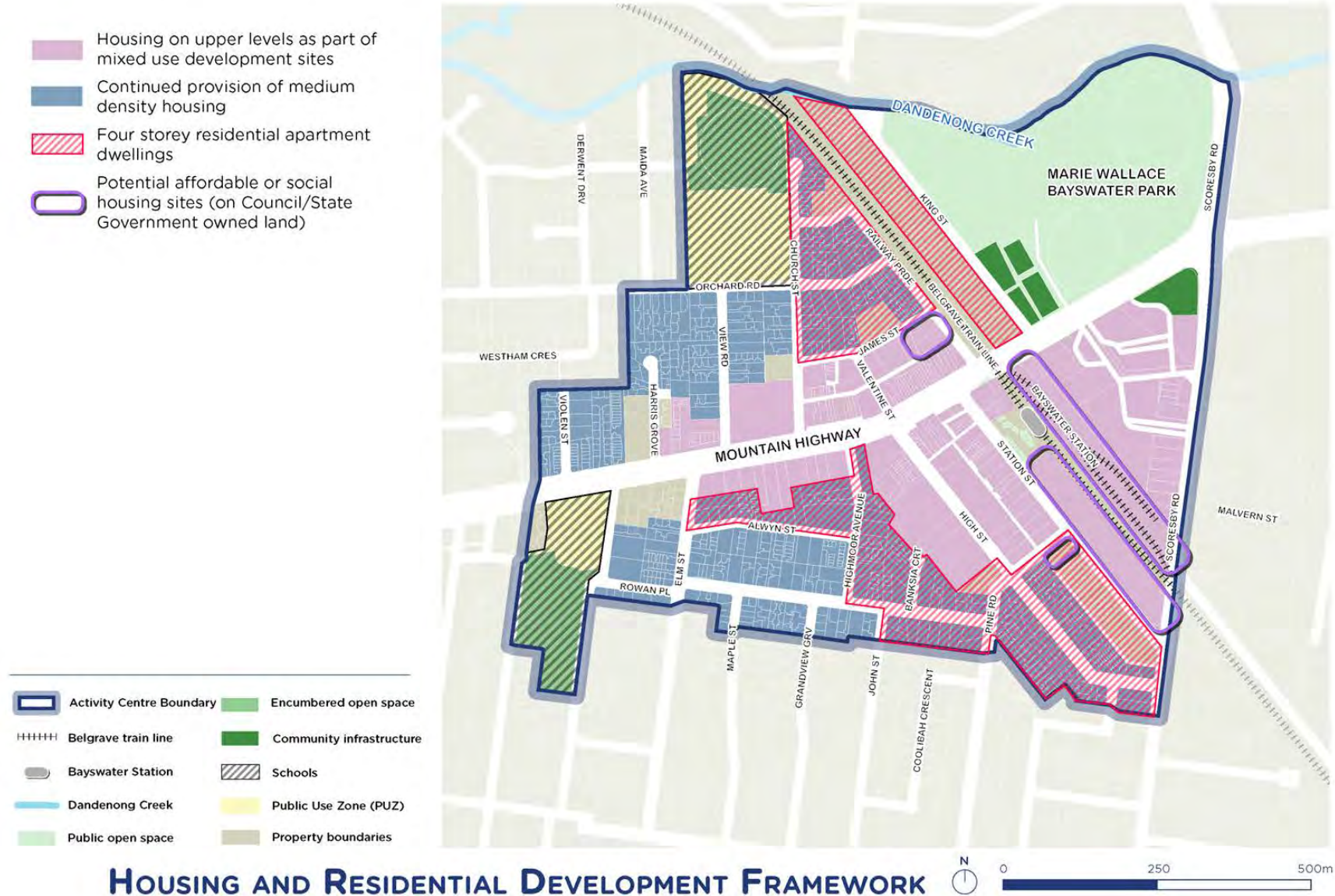
Social Benefits Framework - Principles Contributed to

Facilitate delivery of housing and employment spaces that meet local needs



Medium density housing on Pine Road

Figure 4: Housing and Residential Development Framework Plan



HOUSING AND RESIDENTIAL DEVELOPMENT FRAMEWORK

Bayswater Renewal Strategy, August 2024

4.2 Business and Economic Development

Objective

To broaden the centre's regional economic role and improve business synergies between the centre and the Bayswater Business Precinct (BBP).

Strategies

Facilitate a greater diversity of speciality retail and service activities within the centre as shown in Figure 5 to increase patronage in the centre and meet the needs of the local community.

Maintain the business and employment role of the commercial core (Commercial 1 zoned land) protecting it from encroachment of incompatible activities and land uses.

Encourage the development of office space above active ground floor retail uses in commercial and mixed-use areas.

Support a diverse range of urban services and businesses including marketing, communications and financial services, accommodation and food and beverage enterprises within the centre to support the adjacent Bayswater Business Precinct.

Provide ground floor employment uses along Mountain Highway, High Street, Station Street, Penguin Place and Macaulay Place that contribute to an active and vibrant street environment.

Support small scale personal and professional service-related office businesses, which could include office, medical and allied health facilities, gym and recreation uses, co-working facilities, along with childcare facilities, serviced offices and business incubator facilities, throughout the commercial core.

Facilitate the establishment of hospitality venues to improve the night-time economy establishing synergies between like businesses while improving vibrancy and safety for residents and visitors.

Market the benefits and attractions of the centre to prospective businesses.

Actions

- A6.** Work with traders to identify a niche, or brand that will attract complementary viable businesses and customers to support a night economy in line with the adopted Retail Activation Strategy.
- A7.** Facilitate connections and networking opportunities between landowners, traders and the BBP to discuss mutual business opportunities.
- A8.** Undertake changes to the KPS to facilitate mixed use development including office spaces.
- A9.** Explore appropriate planning controls which encourages commercial land uses such as offices, gyms at second level and above in Precincts 1 and 2.
- A10.** Facilitate larger format retailing and service industries in the redevelopment of the Bayswater Triangle site with residential uses in upper floors through the KPS.
- A11.** Support the increase of outdoor dining and pedestrian space along High Street, Mountain Highway, Station Street and Macauley and Penguin Place, capitalising on wide open footpaths and passing foot traffic by using techniques such as street furniture, kerb outstands and temporary dispensation of street trading permits subject to the outcomes of Council's Outdoor Dining Framework.
- A12.** Curate an activation program that highlights local businesses and encourages people to experience what the centre has to offer undertaken in conjunction with the pedestrianising of Macauley Place.
- A13.** Undertake further research to understand business-to-business spending in the area and how the centre can capitalise on synergies with the BBP (such as professional services, accommodation and hospitality).

A14. Explore options to facilitate investment attraction for the centre and the BBP.

Social Benefits Framework - Principles Contributed to	
Facilitate delivery of housing and employment spaces that meet local needs	



Single storey commercial buildings located along Mountain Highway

Figure 5: Business and Economic Development Framework Plan

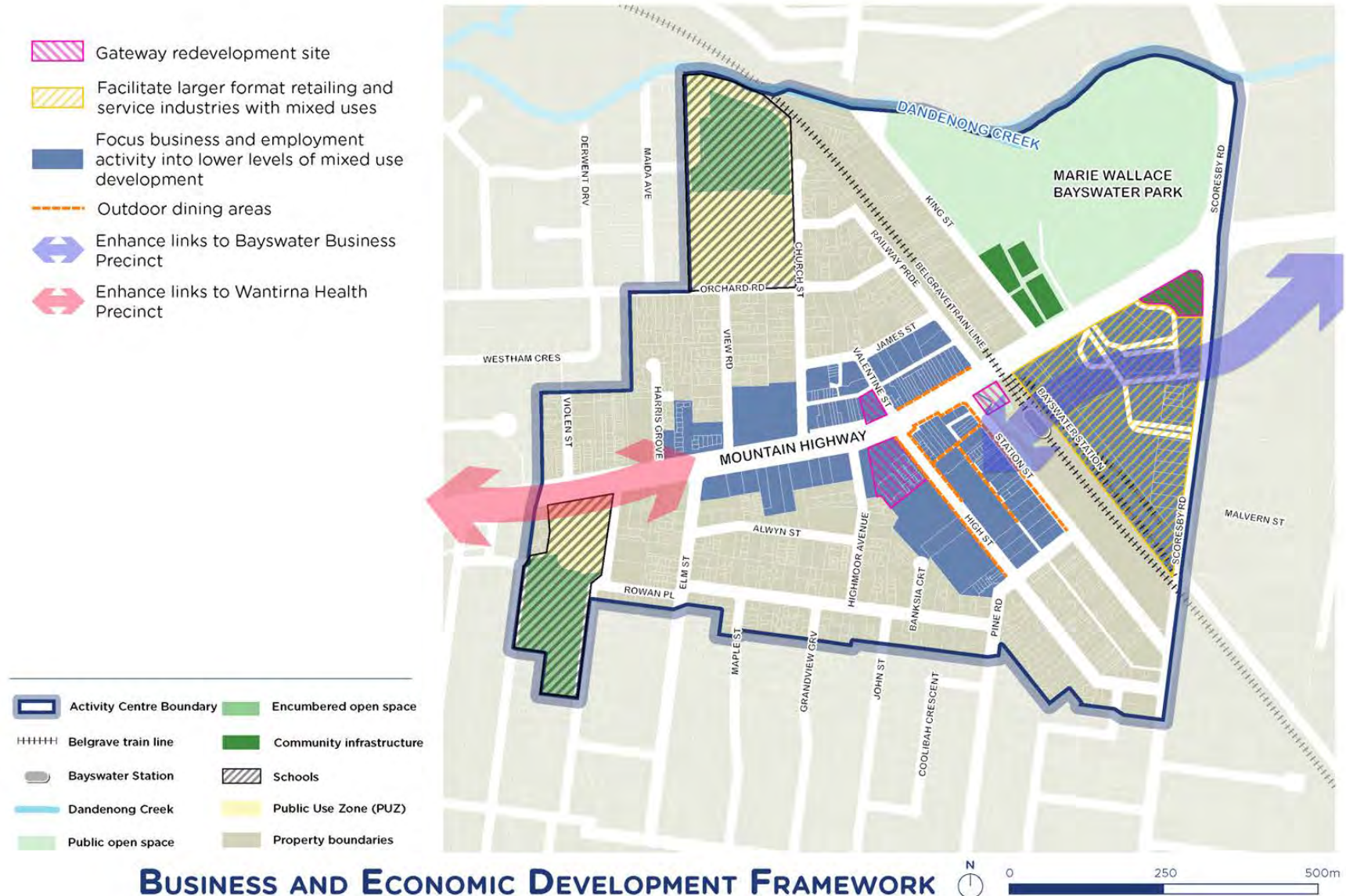
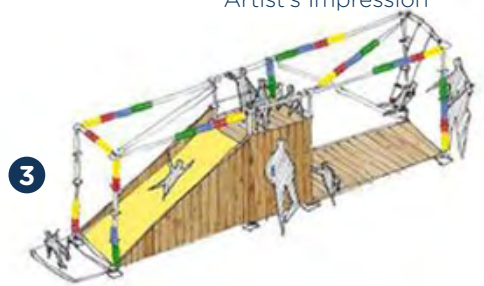


Figure 6: Penguin Place Re-imagined



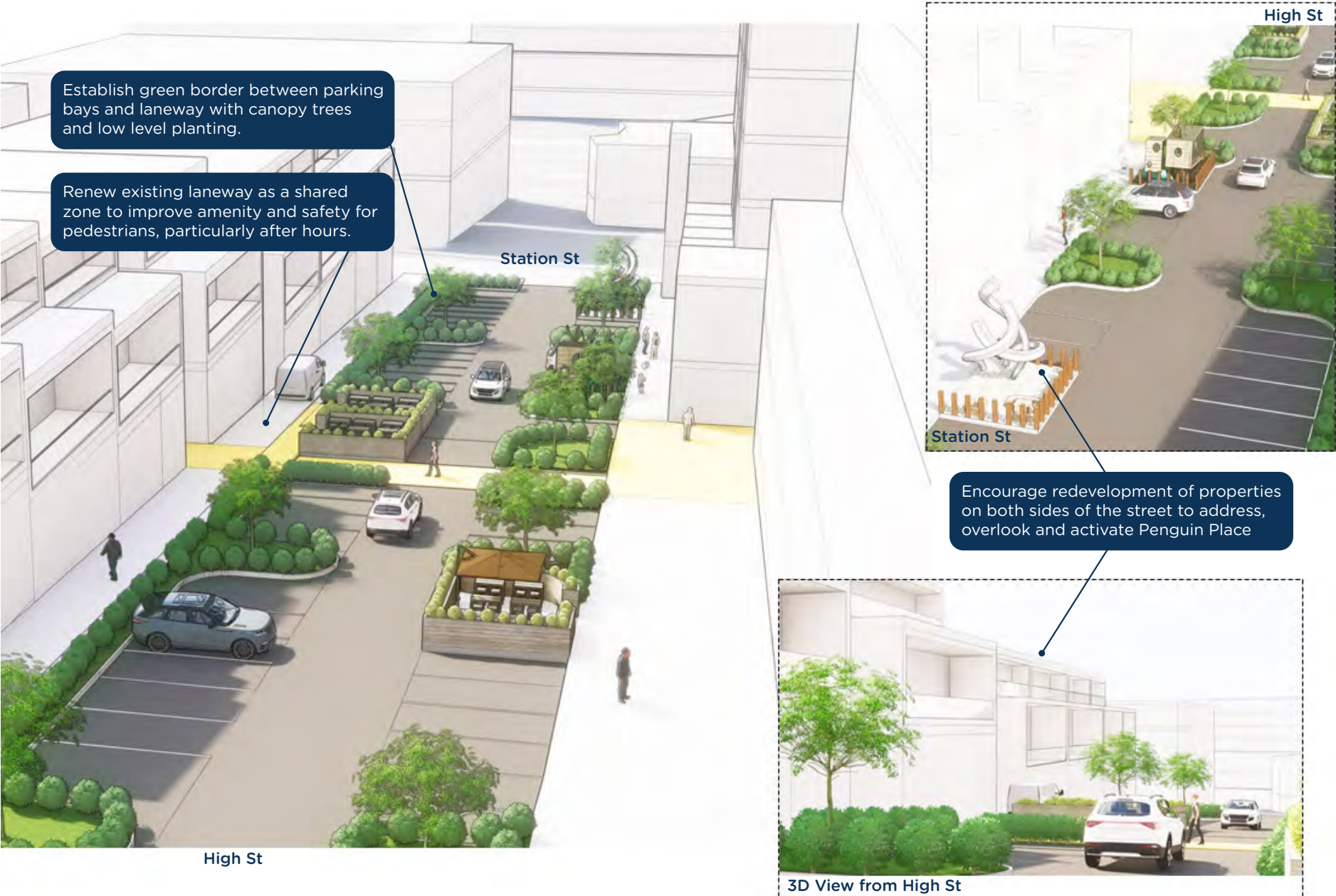
Over time, reshape parking bays as level platform for public use, outdoor dining, and urban greening within a slow speed environment.

Artist's Impression



Artist's Impression

Figure 6: Penguin Place Re-imagined





4.3 Environment, Sustainability and Climate Change

Objective

To improve the environment of the centre and respond to the urgent threat of climate change.

Strategies

Require energy efficient development to achieve net zero carbon emissions over the life of the Renewal Strategy that creates healthy and comfortable living and working environments.

Mitigate the impacts of the Urban Heat Island and climate change within the centre by increasing canopy cover and retaining water in the environment.

Enhance the greening and biodiversity of the centre.

Ensure renewal of the centre enhances the health and environment of the Dandenong Creek.

Demonstrate leading sustainability outcomes through Council asset design, delivery and management in line with Council's Elevating ESD Targets Policy review.

Reduce the amount of waste entering landfills through employing sustainable waste management approaches for both residential and commercial activities in the centre.

Actions

- A15.** Re-naturalise and revegetate Dandenong Creek to improve stormwater quality and link fragmented habitats to support biodiversity outcomes.
- A16.** Encourage the retention and planting of additional canopy cover and urban heat mitigation on private lots and railway land through community education and advocacy.

- A17.** Work with Melbourne Water and other partners to deliver initiatives identified in the 'Enhancing our Dandenong Creek Interactive Map'.
- A18.** Deliver increased canopy cover over pedestrian routes to create cooler pedestrian connections, greater landscaping and amenity benefits within the centre.
- A19.** Advocate for increased canopy cover in the Bush Boulevard along Mountain Highway.
- A20.** Extend vegetated corridors and wildlife habitats from Dandenong Creek into residential areas and the core of the centre.
- A21.** Continue to implement Water Sensitive Urban Design (WSUD) initiatives in line with Council plans and strategies in the centre.
- A22.** Investigate changes to the KPS to encourage opportunities for new and existing buildings to increase greening, including green roofs and vertical gardens using the Green Factor Tool where appropriate.
- A23.** Improve the water quality entering the Dandenong Creek within the activity centre and adjacent BBP through techniques such as smart monitoring of drains.
- A24.** Implement guidelines for alternatives to commonly used materials such as concrete, asphalt and stormwater and sewerage pipes as set out in Council's Sustainable Building and Infrastructure Policy for guidance when undertaking Council projects.
- A25.** Support waste management outcomes consistent with Knox's 'Future waste management initiatives'.
- A26.** Support the provision of additional Electric Vehicle (EV) charging stations in public spaces.

A27. Ensure that flooding around Scoresby Road and any climate change impacts are adequately addressed through updated floodway management controls.



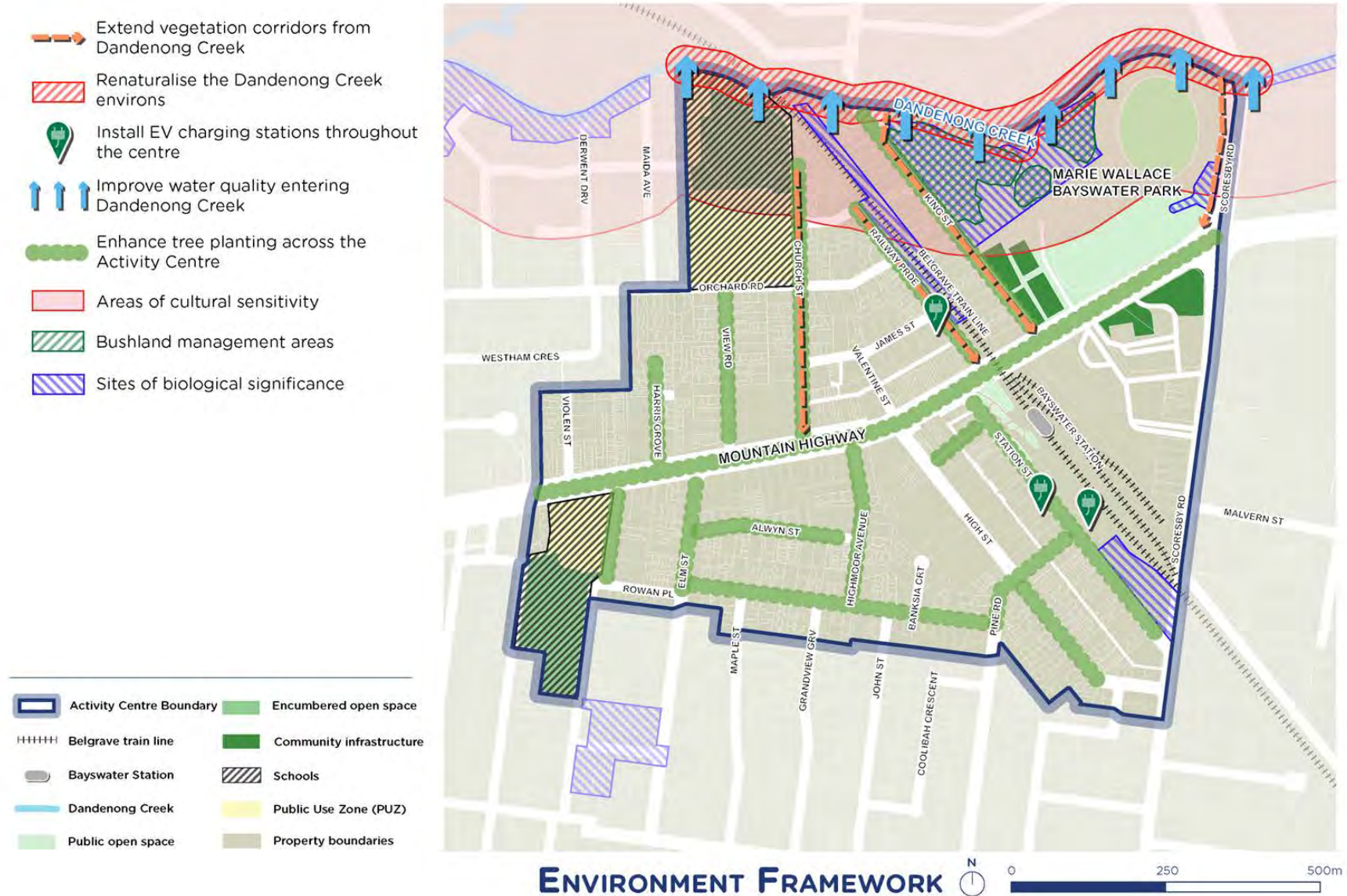
Social Benefits Framework - Principles Contributed to	
Create great community spaces	
Embed and enhance culture and community values	



Figure 7: Environment Framework Plan



4.4 Urban Design and Built Form

Objective

To deliver a high-quality urban environment and built form that adapts to community needs and environmental challenges.

Strategies

Require that development provides a positive urban image through the design, detailing and materials of buildings and spaces as shown in Figure 8.

Require that development provides a good interaction with the street, particularly on key streets as shown in Figure 8.

Facilitate development that supports and stimulates the renewal of the centre and delivers high quality living and working environments for residents, visitors and workers.

Protect views towards the Dandenong Ranges from public spaces by maintaining key view lines from locations shown in Figure 8.

Minimise the overshadowing of Penguin Place and Macaulay Place along with parks while ensuring sufficient shelter for occupants during summer.

Create a network of high-quality streets and spaces through the centre which will assist in enhancing the centre's sense of place and identity.

Require development to protect amenity of adjacent sensitive uses.

Maintain heritage assets in the centre, identified in the Bayswater Renewal Strategy Heritage Analysis, for their intrinsic value and contribution to place and identity ensuring their context is considered by adjacent development.

Facilitate and integrate the movement network across the centre to improve pedestrian safety, convenience and amenity.

Improve safety (including perceptions of safety) in public spaces, streets and laneways and support businesses to activate these spaces.

Reinforce high quality landscaping and increased activity and interaction between public and private land adjacent to parklands and Dandenong Creek to improve engagement with, and surveillance of open space.

Require development to address and engage with public spaces and laneways.

Ensure street parking does not negatively impact the visual amenity of building entries, streets and other public spaces.






Actions

- A28.** Prepare and implement built form controls for the centre that give effect to the urban design guidelines in section 5 of the strategy.
- A29.** Facilitate housing and employment through redevelopment opportunities identified in the centre over the longer term.
- A30.** Ensure redevelopment opportunities address new public spaces in the centre.
- A31.** Incorporate cultural activities, including the addition of temporary and permanent arts experiences, in retail outlets, as well as in public spaces, including laneway rejuvenations in accordance with A45 Placemaking Strategy.
- A32.** Deliver additional greening throughout the centre to support identity, improve micro-climate, shade and amenity including planting canopy trees in road medians and carparking areas.
- A33.** Utilise climate resilient plant species in landscaping to enhance the sense that Bayswater is a place where the 'urban meets the bush'.

- A34.** Explore planning controls that encourage development at first floor and above to provide active interfaces with public spaces such as Penguin Place and Macauley Place.
- A35.** Prepare a streetscape masterplan for High Street, Penguin Place, Macauley Place and Mountain Highway to:
 - have a greater focus on pedestrian access and amenities including outdoor dining, street life and greening.
 - create a high-quality retail environment over the short to medium term through a consistent approach to materials, finishes and detailing.
 - reinforce and concentrate the centre's environmental and cultural identity.
 - extend a consistent palette of streetscape materials, finishes and detailing into surrounding precincts to better unite and integrate the centre.
- A36.** Program Penguin Place and Macauley Place as locations for community events, markets, and pop-up events to encourage people to visit Bayswater.
- A37.** Work with VicTrack to activate the open space on the corner of Mountain Highway and Station Street as part of creating a chain of public spaces across the centre, to enhance the image and identity of the centre and improve the centre's legibility.
- A38.** Improve access to open spaces adjacent to the activity centre boundary and enhance existing open spaces to ensure their use is maximised.
- A39.** Commission an updated Thematic Environmental History and Heritage Gaps study to address known and likely gaps in the Schedule to the Heritage Overlay in order to protect sites of post contact heritage significance.

- A40.** Undertake a heritage assessment of the eight potential heritage places identified in the Bayswater MAC to determine proposed changes to the KPS.
- A41.** Implement the Urban Design Guidelines (see section 5 of the Strategy) to deliver high quality places to support the social, cultural and environmental wellbeing of the community by providing guidance, complementing the Urban Design Guidelines for Victoria and CPTED Guidelines, on issues such as:
 - The movement network.
 - Streets and public spaces.
 - Buildings and objects in the public realm.
- A42.** Investigate criteria that can be considered for buildings that exceed preferred maximum building heights, such as land consolidation, where demonstrable public, social, sustainability and environmental benefits and design excellence can be delivered as well as the protection of viewlines and streetscapes.
- A43.** Develop good quality, safe travel paths for pedestrians and cyclists to schools and into the core of the centre where facilities such as public transport are available.
- A44.** Investigate opportunities to reflect First Nations history through art, planting and story-telling in urban spaces as set out in the Knox Reconciliation Action Plan (2023-2025)
- A45.** Develop a placemaking strategy for the centre including a program of arts and cultural activities focusing on activating public spaces.
- A46.** Advocate for the creation of a Bush Boulevard along Mountain Highway with consistent and generous landscaping treatments and building setbacks capitalising on opportunities for reduced road space and greater public space adjacent to the road (Refer to Mountain Highway Design Concept Figure 10).

- A47.** Investigate gaps in safety through a survey of unsafe spaces, including laneways, to inform improvements to enhance their role as important pedestrian links within the centre.
- A48.** Investigate a range of public spaces with integrated landscape qualities throughout the centre for diverse needs and groups including children and senior citizens.
- A49.** Explore implementing temporary pop-up urban design installations to test placemaking ideas before permanent installation as set out in A45 Placemaking Strategy.
- A50.** Improve wayfinding and signage through the centre focusing on clear direction between key attractors and community facilities including updating the 'Welcome to Bayswater' sign.

Social Benefits Framework - Principles Contributed to	
Remove barriers to access and participation	
Facilitate delivery of housing and employment spaces that meet local needs	
Create great community spaces	
Build community capacity and resilience	
Embed and enhance culture and community values	



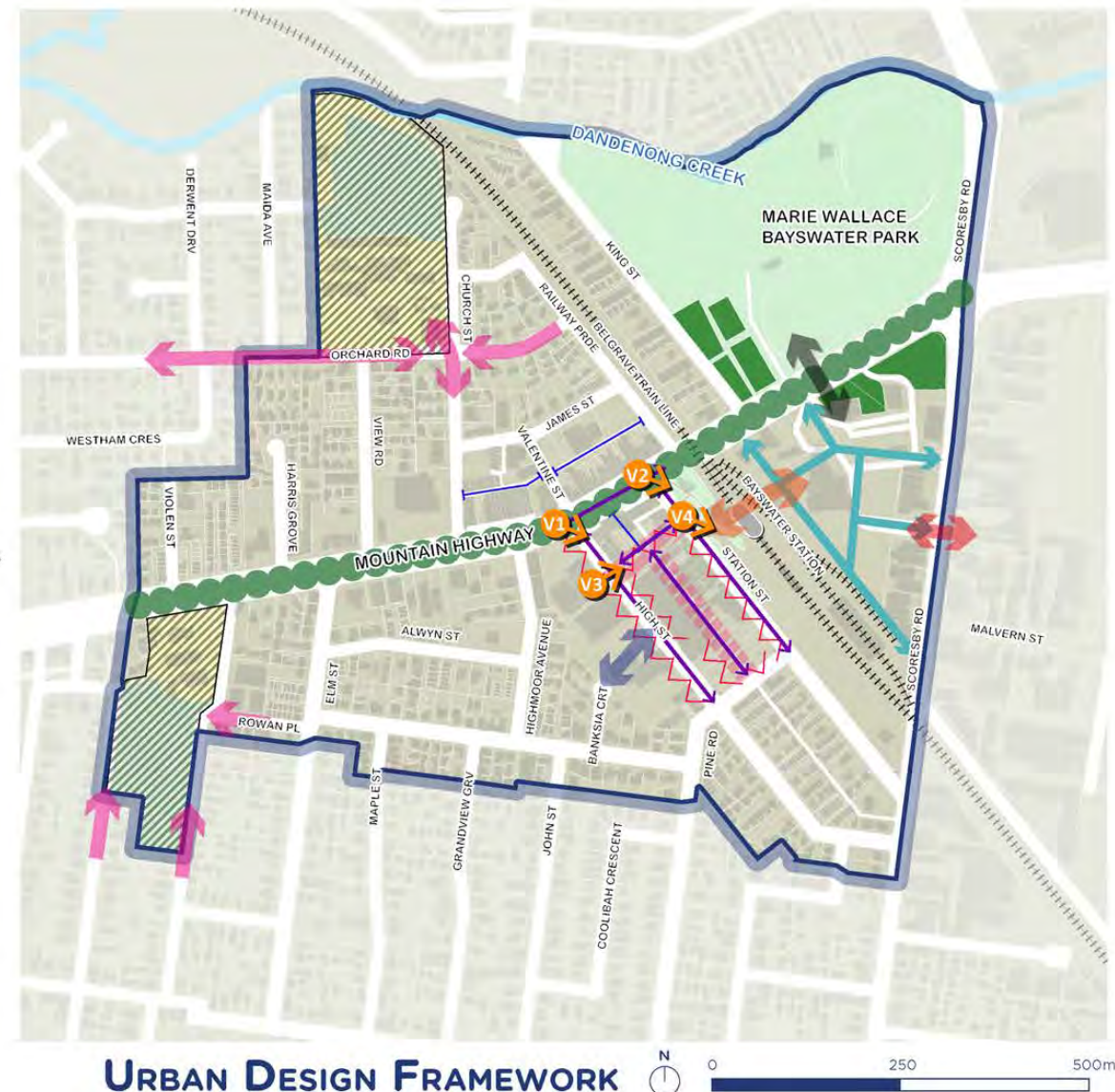
Examples of laneway enhancement across Melbourne and Ballarat

Bayswater Renewal Strategy, August 2024



Poor existing link that provides a great opportunity for improved interaction, access, lighting and safety

Figure 8: Urban Design Framework Plan





4.5 Transport and Movement

Objective

To promote the priority, safety and amenity of pedestrian, public transport and bicycle networks that improve the Bayswater economy, public spaces, accessibility and connectivity for all users.

Strategies

Provide enhanced bicycle network infrastructure, particularly in the heart of the Bayswater MAC, to improve rider safety and encourage more people to ride a bicycle for local trips.

Improve access from Station Street to the Bayswater triangle site, bound by Mountain Highway, Scoresby Road and the Belgrave railway line, to help facilitate integrated land uses and development.

Improve access from the Bayswater MAC to the BBP and Wantirna Health Precinct.

Improve access and connections for pedestrians to and within the centre facilitating more trips on foot.

Improve public transport to provide better alternatives for regional access.

Consider provision of, or facilitate a publicly accessible, user paid EV service centre in the MAC.

Actions

- A51.** Advocate to the Department of Transport and Planning (DTP) to introduce new signalised pedestrian crossings to make accessing the MAC easier as shown in Figure 9.
- A52.** Advocate to DTP to facilitate a pedestrian overpass to be constructed into the triangle site as part of any redevelopment of the Train Maintenance Facility, if relocated.
- A53.** Advocate to limit left and right turn lanes and right hand turns, reduce the number of lanes, minimise the

distance required for pedestrians to cross the road through lane reduction and kerb outstands and provide physical barriers to improve safety and minimise crossing distances.

- A54.** Advocate for the fully protected bike lanes to be changed to a shared path on the north side of Mountain Highway.

- A55.** Advocate to DTP to improve bus services to and through Bayswater, timetable integration and upgrades to infrastructure, including:

- Increasing bus services to a minimum of every 20 minutes.
- Elevating Route 664 to SmartBus standards.
- Restructuring bus routes through the centre and rationalising the bus interchange at Bayswater Station to an on-road facility on Station Street to improve existing operations and public realm amenity.
- Implementing high quality passenger facilities at the new bus interchange.
- Reconsidering route configuration and improving service catchment and mode share to improve links to key areas including the Wantirna Health Precinct and the Bayswater Business Precinct.
- Removing Route 745 and replacing it with an appropriate route that meets community needs.
- Extending Route 755 along Mountain Highway to Vermont South.
- Realigning Route 664 to continue along Scoresby Road south of Station Street Bayswater to better connect with employment areas on Burwood Highway.
- Implementing bus passenger information displays in key public areas such as Penguin Place.

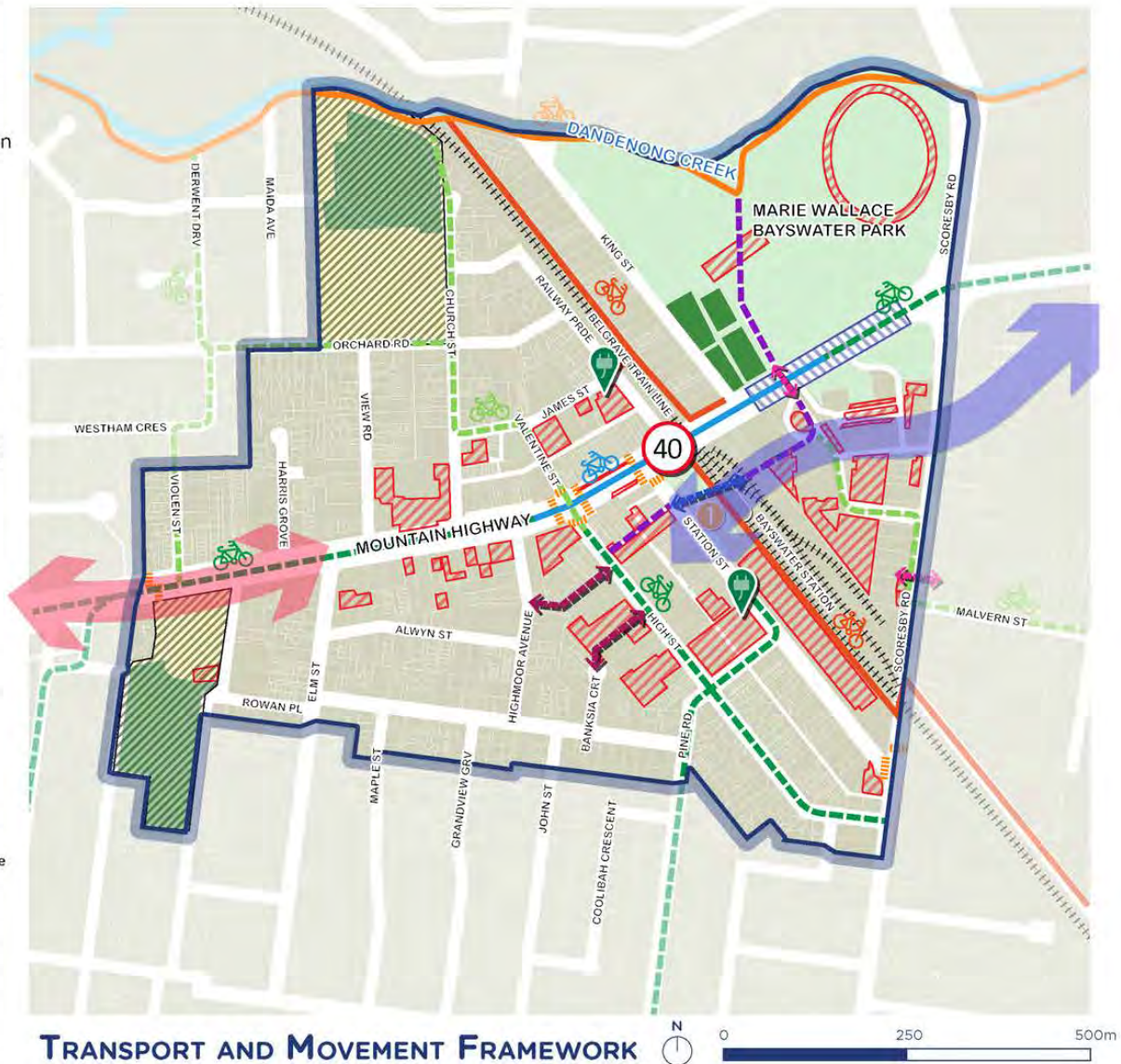
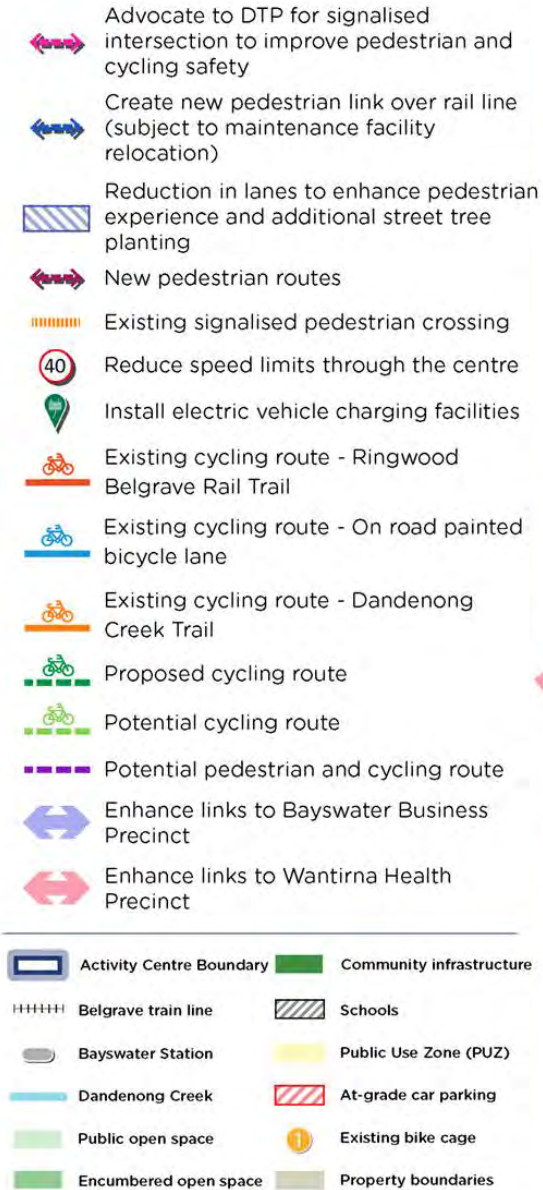
- A56.** Advocate to the DTP for improved train service provision, timetable integration and upgrades to infrastructure including:
- Increasing train services to run every 15 minutes or less.
 - Implementing train passenger information displays in key public areas such as Penguin Place.
- A57.** Improve pedestrian movement and safety in the centre through redesign of roadways, new or modified signals and crossings, with convenient sequencing and generous crossing times, and enhancement to the amenity of streets including:
- A high level of pedestrian priority in Macaulay Place and Penguin Place.
 - Along both sides of High Street with more active street frontages and fewer driveway crossovers.
 - Across Mountain Highway from the centre's core to Marie Wallace Bayswater Reserve.
- A58.** Advocate to the DTP to reduce the speed limit along Mountain Highway to align with the preferred Movement and Place Framework for Bayswater (see Appendix 1).
- A59.** Investigate creating larger shared parking facilities at the edges of the MAC to enable repurposing Council managed car parks in the core areas for other uses such as public space, retailing, food and drink premises, office and housing.
- A60.** Investigate car share parking spaces to service providers seeking to establish in the MAC.
- A61.** Require any new residential car parking areas to provide electrical conduits to enable easy future provision of Electric Vehicle charging infrastructure in line with 'Elevating ESD Targets'.

Social Benefits Framework - Principles Contributed to	
Remove barriers to access and participation	

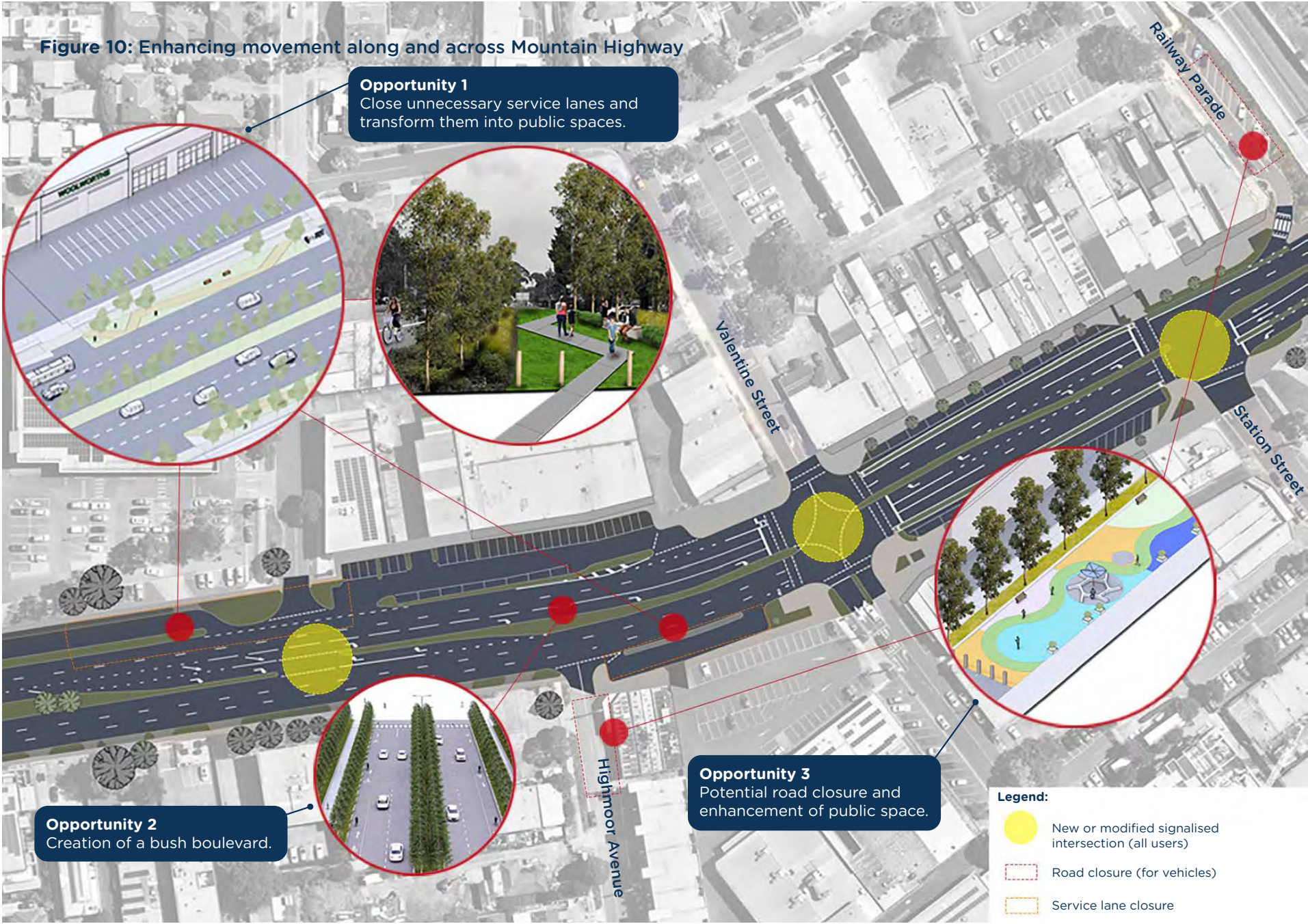
The Transport and Movement Framework Plan is shown at Figure 9.

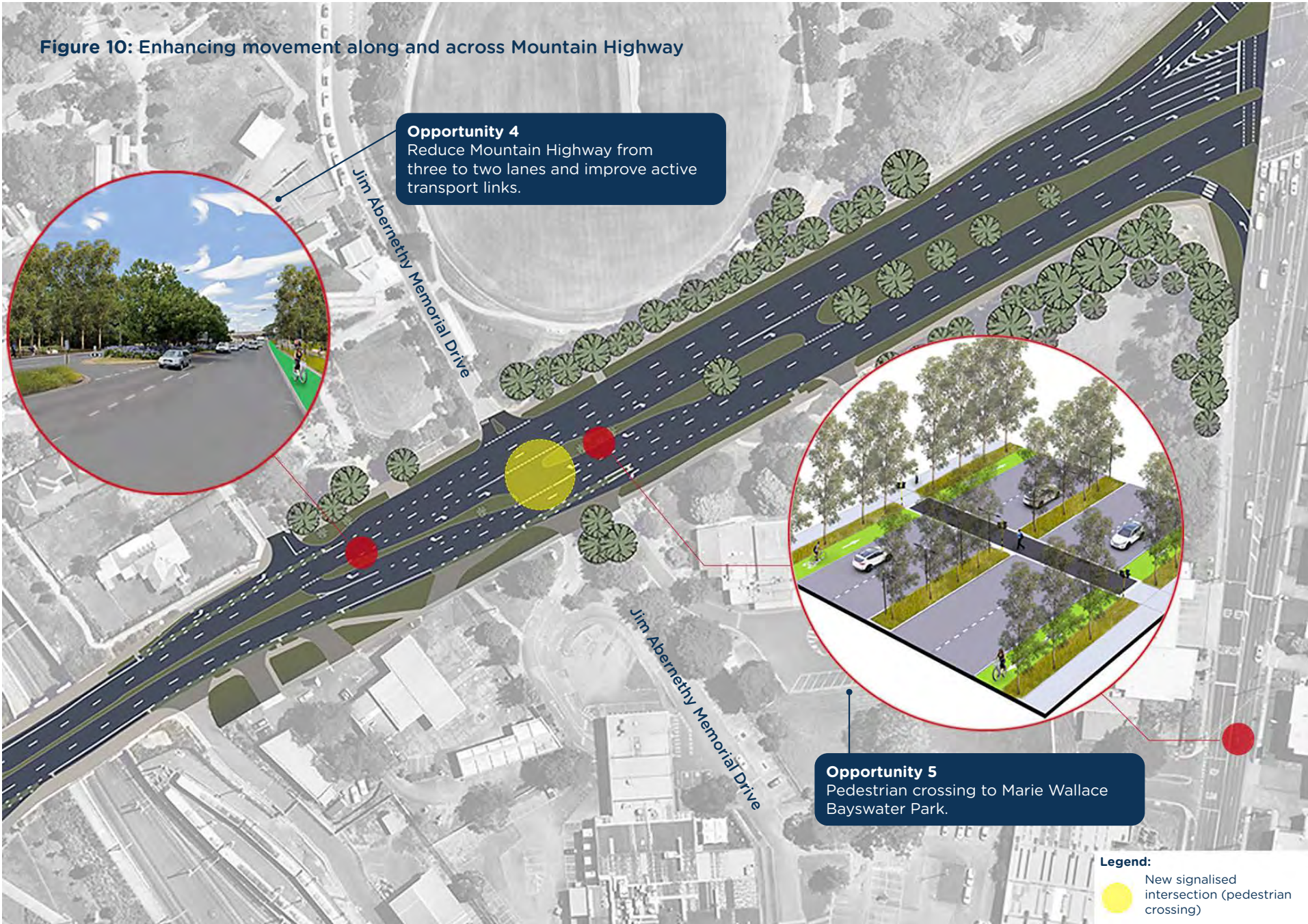
Enhanced movement along and across Mountain Highway is shown at Figure 10.

Figure 9: Transport and Movement Framework Plan



TRANSPORT AND MOVEMENT FRAMEWORK





4.6 Community Infrastructure

Objective

To ensure community facilities meet the social and cultural needs of residents, visitors and workers into the future and contribute to a resilient community.

Strategies

Facilitate a range of community facilities and spaces in the centre inclusive of all abilities, ages and backgrounds.

Ensure new spaces encourage social interaction, facilitate play and promote health and wellbeing.

Actions

- A62. Explore developing a new multipurpose hub including spaces for a dedicated youth space, a gallery/ exhibition space, a community garden and shed, a social enterprise café/ restaurant and spaces for community health and other support services.
- A63. Work to transform the Bayswater Library to service the needs of the community with flexible multi use spaces integrated with other community uses.
- A64. Improve safety and perceptions of safety by promoting more street activity and open spaces in partnership with local traders.
- A65. Support the re-naming of streets, parks, public buildings and community infrastructure in the public realm, art and landscaping works, and the management of creeks, drainage and wetlands in conjunction with the Traditional Owners.




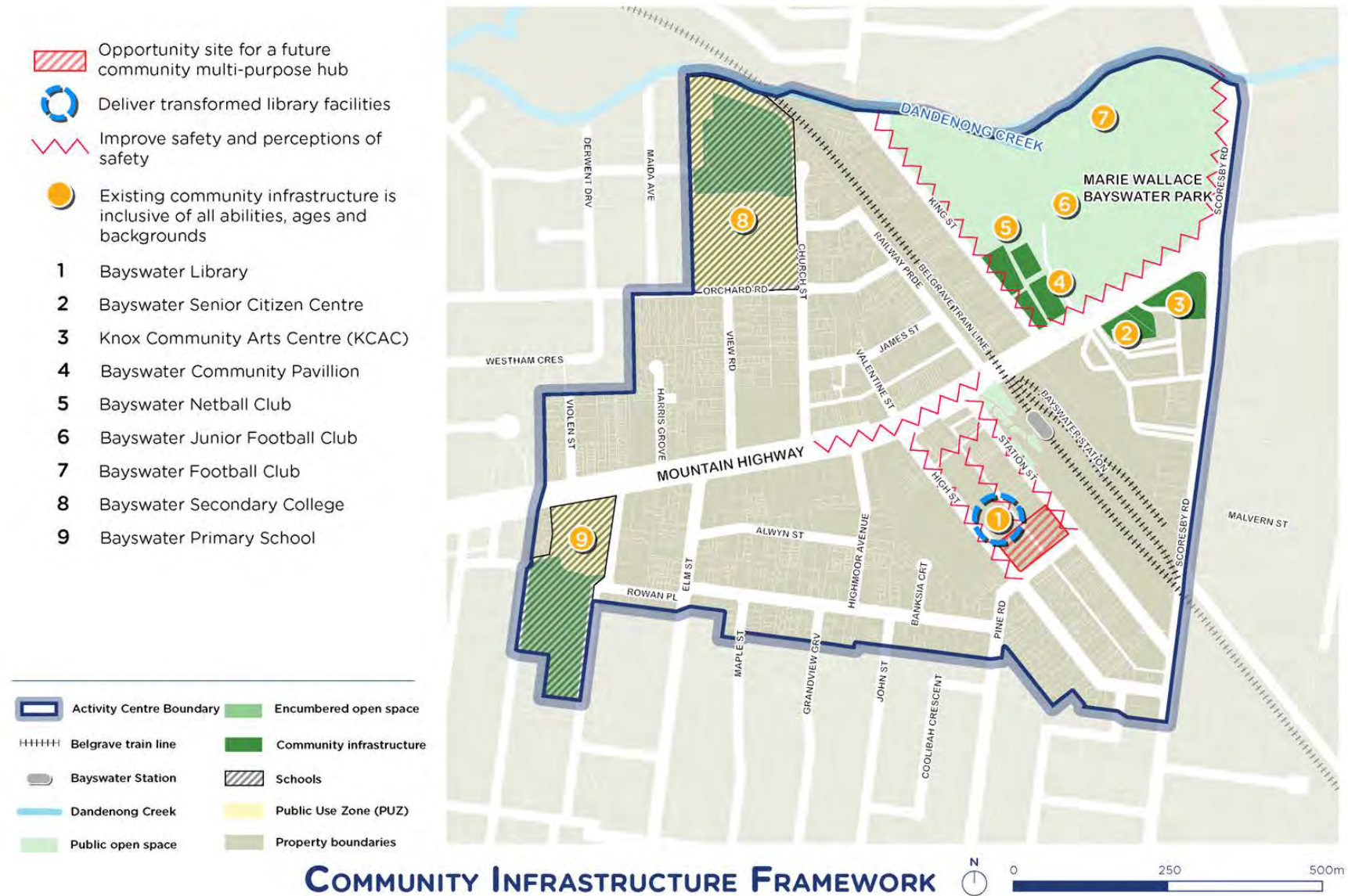
Social Benefits Framework - Principles Contributed to	
Remove barriers to access and participation	
Create great community spaces	
Build community capacity and resilience	

Figure 11: Community Infrastructure Framework Plan



5. Activity Centre Precincts and Precinct Design and Development Guidelines

5.1 Activity Centre Precincts

Six precincts have been identified in the Bayswater MAC, shown in Figure 12 based upon their characteristics of land uses and building types. Each precinct has been named and analysed. Within these precincts, strategic sites are identified that have development potential based upon their location, street type, site dimensions and interfaces.

Purpose of Precinct Guidelines

The purpose of the Precinct Guidelines is to outline the preferred form for new buildings within the different precincts of the Bayswater MAC. The guidelines include the preferred building heights, ground and upper-level setbacks, relationship to the street and adjoining sensitive uses, and where necessary the treatment of vehicle access and parking.

How were the built form requirements developed?

Updated, place-based, built form requirements have been developed responding to community feedback and Bayswater's valued character, while providing for the sustainable growth of the activity centre through the integration of new buildings and land uses. Testing of market feasibility of development on several sites was also undertaken.

Proposed built form parameters have been developed for each precinct through:

- Review and consideration of the previous structure plan.
- Built form controls within existing planning scheme provisions.

- Principles and objectives for the MAC.
- Identified issues and opportunities.
- Built form testing through simple 3D visualisations.
- Preliminary feasibility testing of development on a number of sites.

The proposed built form and setbacks respond to interface conditions with sensitive uses, protecting key identified views, protecting solar access to key public spaces, and the development potential of sites based upon their proportions and landscape qualities.

Design objectives will ensure that new buildings reinforce the preferred character of the MAC as follows:

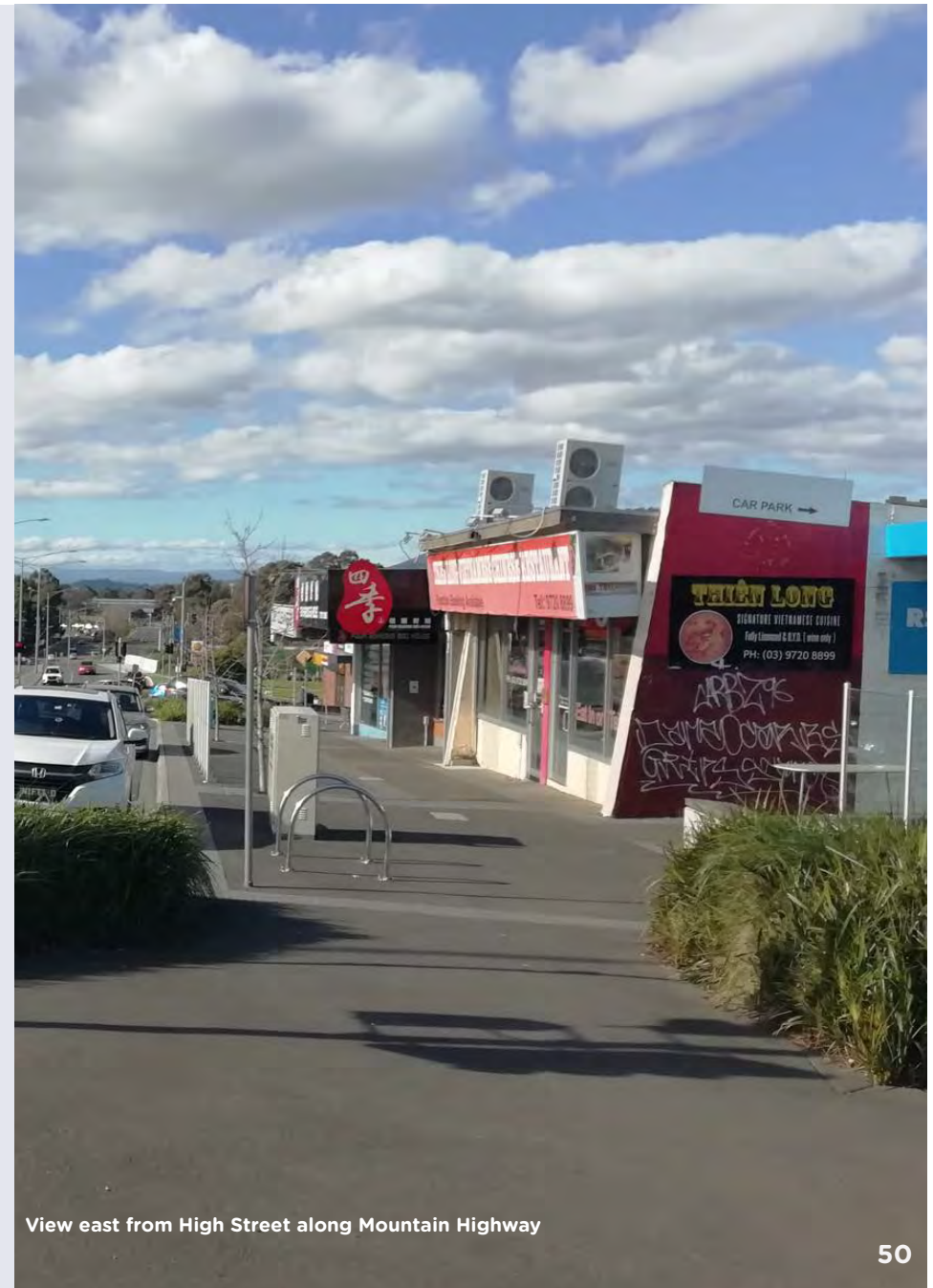
- To ensure new mid-rise development reinforces the role and preferred character of identified locations within the activity centre.
- To ensure new buildings protect and enhance the valued qualities of key public spaces and streets.
- To ensure development enhances activity, amenity and safety in adjacent streets and public spaces.
- To ensure an appropriate transition between new buildings and adjacent residential uses.
- To protect views of the Dandenong Ranges from identified locations.

The drafting of new discretionary and mandatory building height and setback controls has been based upon:

- Consideration of the existing built form controls within the Knox Planning Scheme.
- Review of building heights and setbacks within the Bayswater MAC Structure Plan, 2006.
- Identification of locations with the potential or opportunity for change based upon their position within the centre, existing development and use, site dimensions and adjacencies.

- Consequences of the level crossing removal project.
- Identification of objectives to realise change in built form including:
 - Strengthening the strategic role of the centre.
 - Protecting valued characteristics of the centre such as the views to surrounding hills and open spaces.
 - Responding to major transport corridors such as Mountain Highway and the railway line.
 - Positively responding to interface conditions with sensitive adjacent uses such as residential or open space.
 - Reinforcing the centre's parkland.
 - Protecting and increasing the tree canopy across the precincts.
- Simple 3D visualisation of different built form options to enable their initial consideration with potential preparation of a digital 3D model for more complete assessment.
- Testing and analysis of these different options or outcomes to determine their appropriateness for the various precincts within the activity centre.

Building heights for the Bayswater MAC are shown in Figure 13.



View east from High Street along Mountain Highway

Figure 12: Bayswater MAC Precincts

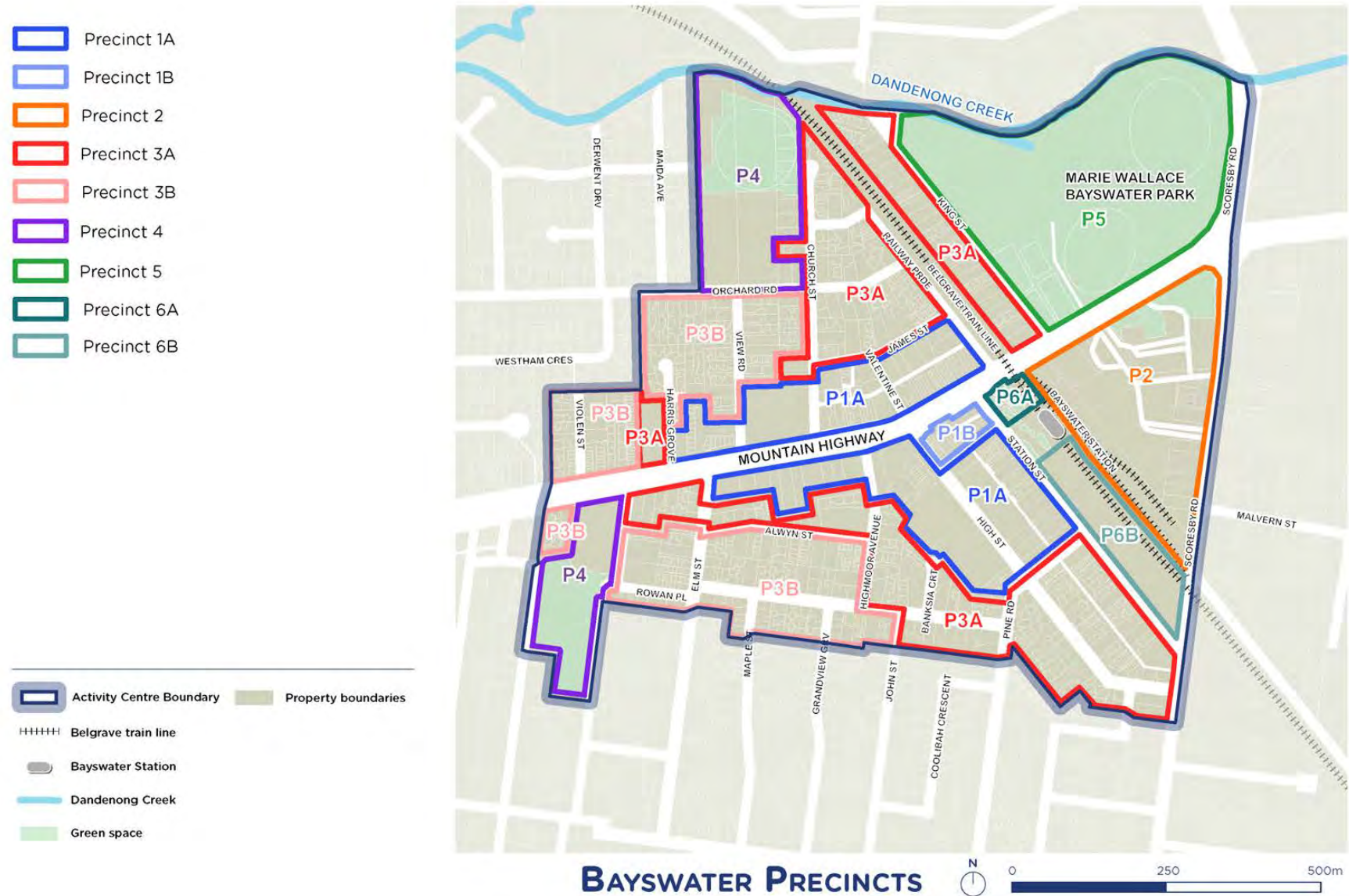
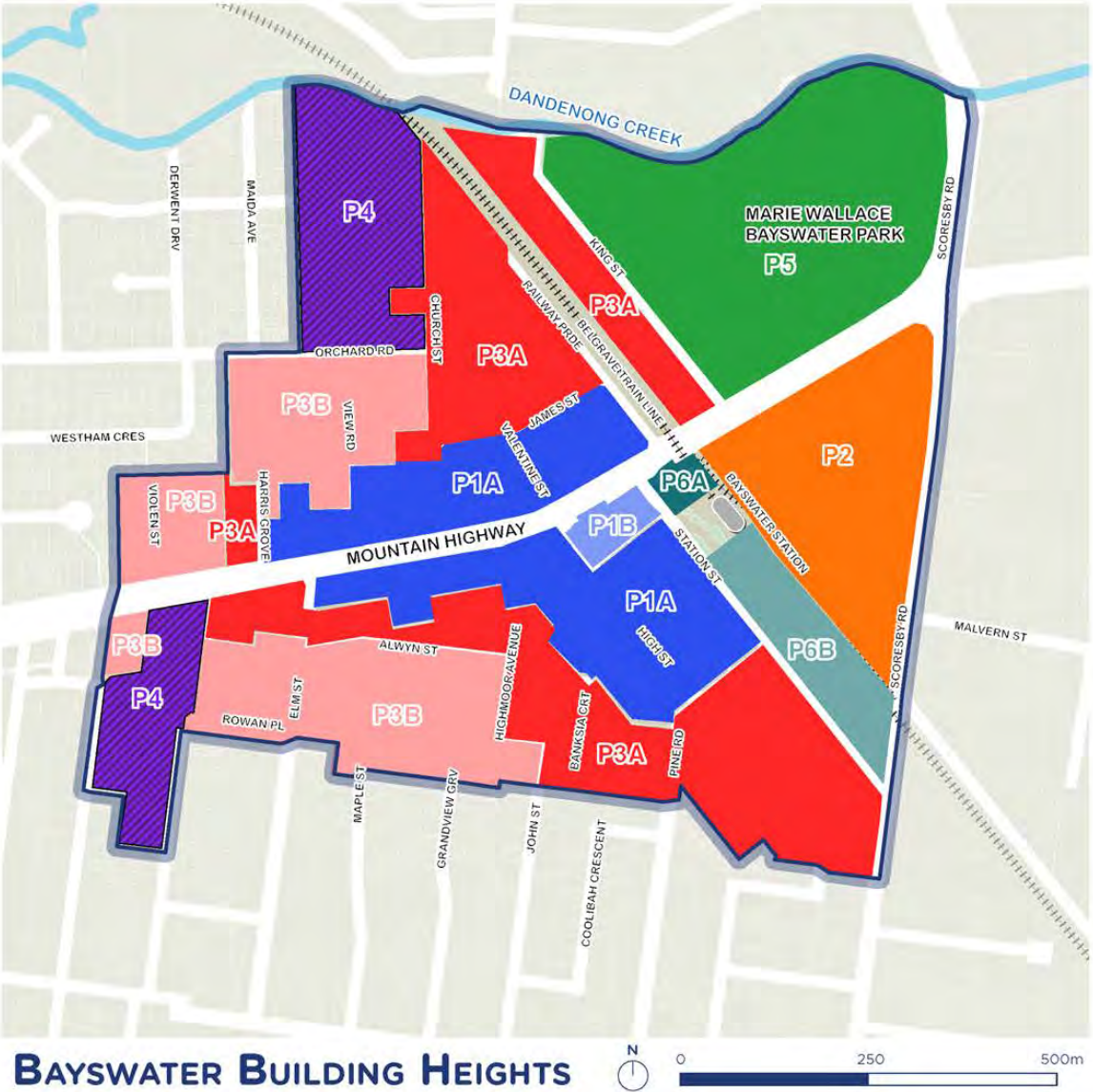


Figure 13: Bayswater MAC Building Heights

- Precinct 1A - 6 storeys (24 metres)
- Precinct 1B - 3 storeys (13.5 metres)
- Precinct 2 - 6 storeys (27 metres)
- Precinct 3A - 4 storeys (14.5 metres)
- Precinct 3B - 3 storeys (11 metres)
- Precinct 4 - no requirements
- Precinct 5 - no requirements
- Precinct 6A - 3 storeys (13.5 metres)
- Precinct 6B - 6 storeys (27 metres)

- Activity Centre Boundary
- Belgrave train line
- Bayswater Station
- Dandenong Creek
- Schools
- Property boundaries



5.2 Built Form Guidelines

The proposed precincts for the Bayswater MAC are shown in Figure 12 with Built Form Guidelines drafted for each of the six precincts.

Design objectives and requirements should apply to all areas of the activity centre.

Built form testing through simple 3D visualisations have been included for selected land in Precincts 1A, 1B and 2 south of Mountain Highway. Four locations have been shown which are key views 1, 2, 3 and 4 (V1, V2, V3 and V4) and these are shown in Figure 8.

Design requirements include:

- Overall building height does not include roof top services such as plant rooms, lift overruns, solar panels, or other mechanical equipment. These should be integrated into the building form or concealed from view from the public realm.
- Incorporating four metre minimum ground floor heights within mixed use or commercial buildings to accommodate a variety of uses.
- Providing ground and upper-level setbacks consistent with the relevant precinct guidelines and adjacent land uses.
- Incorporating upper-level setbacks while minimising repetitively stepped building forms.
- Moderating the visual impact of large buildings through the balanced integration of the building form with the composition of elements, materials, and detailing.
- Incorporating best practice environmental design initiatives including sustainable materials to minimise the energy inputs and outputs of all new buildings.
- Ensuring flood mitigation measures are considered in new developments where applicable.

Precinct 1: Commercial Core

Role:

The commercial areas along Mountain Highway, High Street and Station Street form the core of the activity centre. Mountain Highway is a wide, six lane, arterial road that descends and curves in a north easterly direction providing unfolding views towards the Dandenong Ranges and creating a sense of spaciousness. The road presents a significant gap between the sides lined with narrow, mainly single storey retail/commercial buildings and no significant vegetation. Some larger sites west of the junction with High Street contain larger-format retail premises. Removal of the railway level crossing in 2016-2017 included improvements to the highway's streetscape and safety. The narrow frontages of many properties limit their redevelopment potential compared to the larger or corner sites and those with areas of at-grade carparking at the rear of properties.

High Street has properties with wider frontages supporting larger format retail premises, including the Mountain High Shopping Centre, and associated areas of at-grade car parking. This creates a sense of enclosure which is amplified by tall trees and limited view lines to the surrounding landscape. The precinct features wide, paved footpaths with deciduous street trees, and parallel parking on both sides of the street. Other streetscape improvements include street furniture and raised pedestrian crossings.

Commercial uses are located on the first floor of some buildings. Mainly "local" operators are accommodated rather than national or franchise brands or shops (apart from supermarkets) with few vacancies evident.

The current Design and Development Overlay - Schedule 6 (DDO6) seeks buildings built to the front boundary with a 1-2 storey street wall and upper levels setback to a maximum height of four to five storeys. The exception to this is on the south side of Mountain Highway between High Street and Station Street where a maximum height of two storeys is required to protect views to the Dandenong Ranges.

In the retail core, active frontages are required along with weather protection to footpaths protecting the comfort and enjoyment of people in public space. The objectives and requirements of DDO6 provide a good foundation for consideration of the precinct's future development. The DDO6 provisions have been reviewed and height controls updated in the context of the new strategic directions from the Renewal Strategy.

Built form guidelines have been drafted to encourage investment in properties in Precinct 1 and Precinct 6 that support its economic and social vitality, while ensuring the protection of the amenity, vibrancy and safety of the streets and other public spaces.

Precinct Strategies:

- Retain and enhance the traditional retail role at ground level of Mountain Highway, High Street, Station Street, Penguin Place and Macauley Place.
- Enhance the commercial role of the precinct by encouraging the development of office space in upper levels or in new developments.
- Support Mountain High Shopping Centre to maintain its convenience shopping role and provide a greater range of shops or services within the existing retail floor area.
- Support continued retail, commercial and mixed use development of the commercial core of Bayswater.
- Integrate the Mountain High Shopping Centre into the activity centre, in terms of its mix of uses, built form and site layout, including access for pedestrians and cyclists and street activation where possible including along Macauley Place.
- Investigate opportunities for mixed use development on existing surface carparks.
- Ensure that new built form respects and celebrates the character of places in terms of building scale, architecture, details and materials.
- Facilitate increased night-time economic activity in the precinct through encouragement of restaurants and other complementary uses.
- Retain and enhance a pedestrian friendly streetscape.
- Encourage more people living in the centre through utilisation

of new shop top apartment development and mixed use developments above commercial uses.

- Improve the function, amenity, safety and image of Mountain Highway as an important entry to the activity centre.

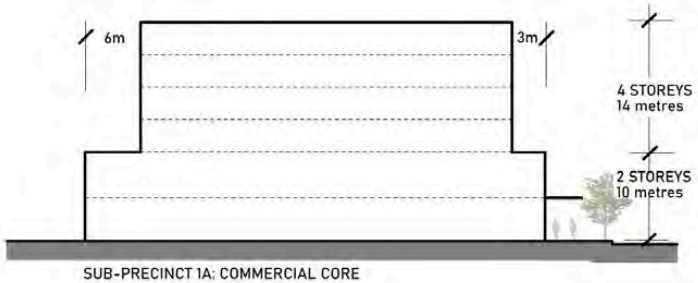
Precinct Built Form Design Guidelines:

- Support more intensive, mixed-use development of available sites taking advantage of their proximity to local services and facilities.
- Provide sufficient space between upper levels of residential buildings to ensure equitable access to daylight.
- Maintain sunlight access to Penguin Place at the equinox between the hours of 10am to 2pm.
- Provide a transition in scale between larger buildings and adjacent lower scale built form.
- Ensure new development includes generous windows and well-defined entries at ground level to activate streets.
- Ensure new development directly interfaces with Macauley Place, which will be a new, activated public space.
- Ensure that larger format retail premises avoid long expanses of blank wall or covered windows at street level.
- Provide weather protection for pedestrians along the fronts of buildings along key streets and thoroughfares.
- Minimise impacts upon pedestrian areas from driveways and garage doors, locating vehicle and service access to the sides or rear of buildings.
- Arrange building elements such as roofs, windows, balconies, doorways and cladding to complement and reinforce the preferred future character of the precinct.
- Ensure blank walls are detailed to be visually interesting and engaging.
- Avoid the use of small or narrow light wells along side boundaries.
- Minimise the impact of utility services such as substations and fire boosters upon the building's active street frontage.
- Optimise the environmental sustainability and energy performance of new buildings including their construction and ongoing operation.

Viewing locations V1 and V3 are shown in Figures 14 and 15.

Precinct Built Form Requirements:

Main Precinct: Sub-Precinct 1A	
Ground level setback	Maintain zero setback on street frontages ensuring active ground level interface
Streetwall height	2 storey (10 metres) with weather protection to footpath
Upper level street setback	3 metres
Maximum height (discretionary)	6 storeys (24 metres)
Side setback	Zero setback at levels 1-2. 4.5 metres minimum setback above level 2 for residential buildings (9 metre separation to a new adjoining building)
Rear setback above podium height	6 metres
Access	Rear lane access where available
Site consolidation opportunity	Yes



Mountain Highway (South Side) - High to Station Streets: Sub-Precinct 1B	
Ground level setback	Maintain zero setback on street frontages ensuring active ground level interface
Streetwall height	3 storey (13.5metres) with weather protection to footpath
Setback above streetwall	N/A
Maximum height (discretionary)	3 storeys (13.5 metres)
Side setback	Zero setback
Rear setback above podium height (and to High Street)	3 metres (podium at 2 storeys)
Access	Rear lane access where available
Site consolidation opportunity	Yes

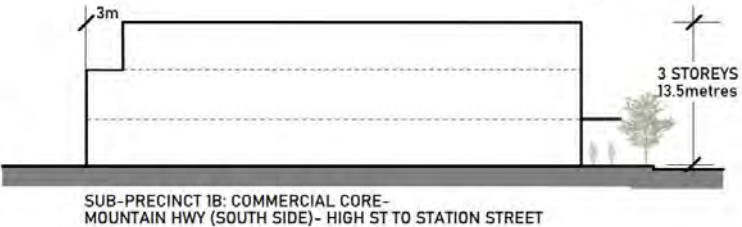


Figure 14: 3D model of precinct 1B built form requirements

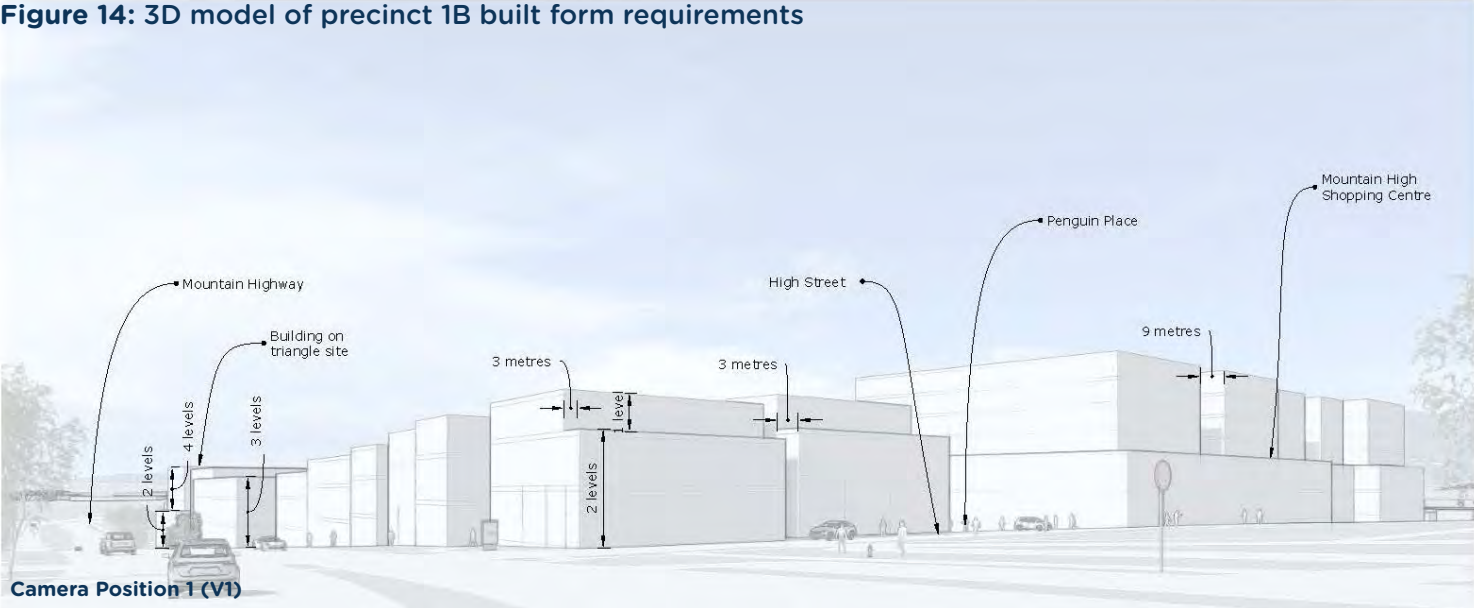
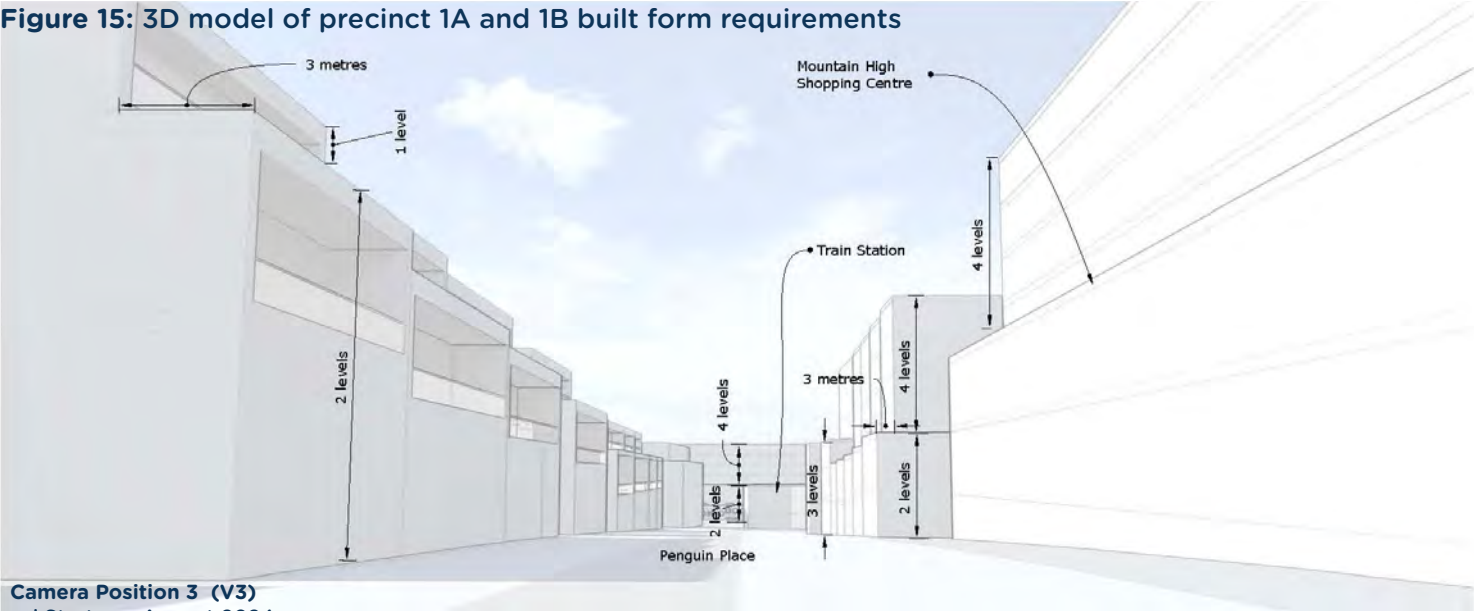


Figure 15: 3D model of precinct 1A and 1B built form requirements



Artist impression of Bayswater Train Station and the proposed Triangle Precinct 2



Precinct 2: Bayswater Triangle

Role:

The precinct contains light industrial, restricted retailing, hotel, petrol station uses and the KCAC. The precinct is located just east of Bayswater Train Station and is bound by Mountain Highway to the north, Scoresby Road to the east and the train maintenance facility and Belgrave rail line to the west. Uses include the hospitality venues (the Bayswater Hotel), warehousing, auto servicing and repair and light engineering services and electronics. These uses are separated by expansive areas of surface car parking and access driveways. Buildings primarily consist of large industrial sheds with attached shop fronts. Several of the industrial buildings are ageing and now divided into smaller tenancies. Buildings are single storey with masonry walls and metal roofing, generally well maintained with landscaped front setbacks, some of which contain carparking. The existing development suggests significant redevelopment potential however this is constrained by the boundary effects of its interfaces and land ownership patterns.

The area on the corner of Mountain Highway and Scoresby Road contains community and emergency service uses with large landscape setbacks.

DDO6 supports development of buildings up to five storeys.

The site's redevelopment potential benefits from being separated from sensitive adjacent uses as well as excellent access to major transport corridors, including the Bayswater train station and bus interchange.

Built form guidelines are drafted to support the redevelopment of this precinct encouraging more intensive commercial development that reinforces the service and employment functions and improving its connection to the wider MAC.

Precinct Strategies:

- Establish a direct link to the BBP connecting the two

- employment centres together and capitalise on their synergies.
- Include a gateway redevelopment site designation on the KCAC and retain the arts centre function with any redevelopment of the land.
- Support more intensive new mixed-use and employment development within the precinct with residential development.
- Transition the precinct into a high-quality urban services precinct with a broad range of business services to support the local economy.
- Improve the public realm of the precinct to make it an attractive place to do business or live.
- Improve connection and integration with the wider MAC, including universally accessible links across the rail corridor and to the station.
- Ensure that development provides a positive interface with streets, including any new internal accessways.
- Ensure that vehicle parking and access does not detract from the streets and other public open space.
- Establish an interconnected, permeable, and 'green' street network prioritising safe, direct access for pedestrians.
- Ensure development provides sufficient space for generous landscaping and consistent tree canopy.
- Optimise tree canopy cover to provide shading, cooling and habitat.
- Investigate options for coordinated redevelopment of Precinct 2 e.g. a Development Plan Overlay (DPO).

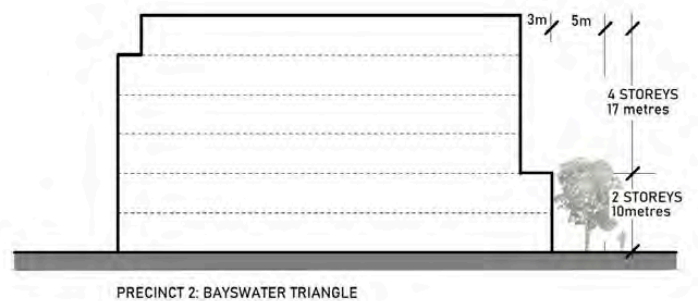
Precinct Built Form Design Guidelines:

- Support more intensive development including mixed use, residential upper level development and employment related development at ground level taking advantage of proximity to the centre, public transport and other strategic links.
- Arrange building elements such as roofs, windows, balconies, doorways and cladding to complement and reinforce the preferred future character of the precinct.
- Ensure new development includes generous windows and well-defined entries at ground level to activate streets.

- Ensure that larger format commercial premises avoid long expanses of blank wall or covered windows at street level.
- Provide weather protection for pedestrians at building entries.
- Minimise impacts upon pedestrian areas from driveways and garage doors, locating vehicle and service access to the sides or rear of buildings.
- Provide sufficient space for effective landscaping around the building, particularly along the front.
- Ensure blank walls are detailed to be visually interesting and engaging.
- Minimise the impact of utility services such as substations and fire boosters upon the building's active street frontage.
- Optimise the environmental sustainability and energy performance of new buildings including their construction and ongoing operation.

Precinct Built Form Requirements:

Precinct 2: Bayswater Triangle	
Ground level setback	5 metres to accommodate canopy trees
Streetwall height	2 storey (10 metres)
Setback above streetwall	3 metres
Maximum height (discretionary)	6 storeys (27 metres)
Side setback	Zero setback to match existing
Rear setback at sixth storey	2 metres
Access	Rear and sides
Site consolidation opportunity	Yes



Precinct 3: Residential Growth

Role:

This precinct consists of the residential areas of the activity centre that surround the commercial core. These precincts have good access to shopping, services, schools, public transport and open space. Some lots sizes within the precinct are relatively large, of 1000 square metres or greater, and have been redeveloped for multi-dwelling units, townhouses and apartments generally up to three storeys high. Dwellings are generally from the mid-late 20th century, with some newer developments from the early 21st century, constructed of either brick or weatherboard materials and featuring pitched tiled roofs. Frontage treatments tend to be open with no, or low, front fences and simple, low maintenance gardens. Street trees that are variable in size and species tend to occur on both sides of the street. The continued redevelopment of sites within the precinct is supported.

Built form guidelines support this well-located precinct's continued role with the redevelopment of sites with more intensive, diverse housing types within landscaped surrounds while protecting the amenity of adjacent properties and streets. In areas directly abutting the commercial core, up to 4 storeys will be encouraged, with 3 storeys in other areas.

Precinct Strategies:

- Support continued diversification and choice of housing with good access to the centre and services.
- Encourage development consistent with the preferred neighbourhood character.
- Support mixed use development of sites for higher density residential or commercial land use.
- Ensure new buildings along Mountain Highway provide a positive entry to the activity centre in terms of their mix of uses, overall form, design and materiality.
- Encourage established gardens with a substantial tree canopy cover.
- Maintain setbacks around dwellings and residential buildings sufficient for adequate landscaping.

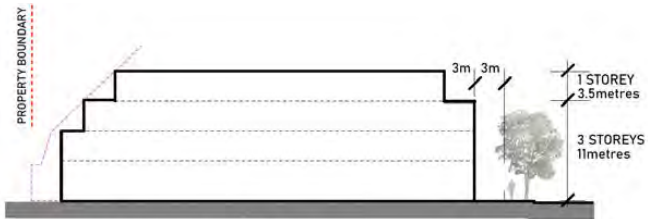
- Ensure that development provides a positive interface with streets.
- Ensure that new dwellings and extensions are sited and designed to respect the prevailing architectural character and landscape setting, including scale, materiality and detailing.
- Protect and increase the tree canopy cover by requiring an adequate amount of permeable land for protecting and planting vegetation, including canopy trees.

Precinct Built Form Design Guidelines:

- Support concentrated residential development in proximity to the centre and services.
- Arrange building elements such as roofs, windows, balconies, doorways and cladding to complement and reinforce the preferred future character of the precinct.
- Orient residential buildings to address, overlook and activate the adjacent street or public space.
- Provide recognisable, easily accessible and sheltered entries to residential buildings.
- Minimise impacts upon pedestrian areas from driveways and garage doors, locating vehicle and service access to the sides or rear of buildings.
- Provide sufficient space for effective, locally appropriate landscaping around buildings, between private open spaces and beside driveways or ramps.
- Minimise the impact of utility services such as substations and fire boosters upon the building's active street frontage.
- Optimise the environmental sustainability and energy performance of new buildings including their construction and ongoing operation.
- Plan and layout new built form to manage amenity impacts on adjacent sensitive land uses.
- Ensure an appropriate transition from new buildings to adjacent lower residential areas.

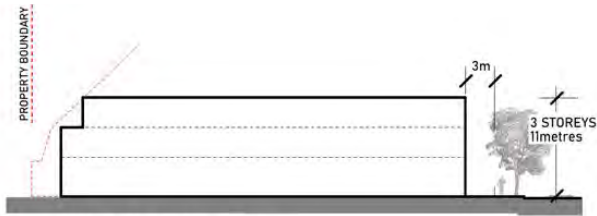
Precinct Built Form Requirements:

Precinct 3A	
Front setback	3 metres minimum
Setback from side streets	Clause 55 Standard B6
Streetwall height	3 storey (11 metres)
Setback above streetwall	3 metres
Overall height	4 storeys (14.5 metres)
Side and rear setback	Clause 55 Standard B17
Access	Street
Site consolidation opportunity	Limited



PRECINCT 3A- RESIDENTIAL GROWTH

Precinct 3B	
Front setback	3 metres
Setback from side streets	Clause 55 Standard B6
Streetwall height	3 storey (11 metres)
Rear setback at third storey	3 metres
Overall height	3 storeys (11 metres)
Side and rear setback	Clause 55 Standard B17
Access	Street
Site consolidation opportunity	Limited



PRECINCT 3B- RESIDENTIAL GROWTH

Precinct 4: Education

Role:

This precinct includes Bayswater Primary School fronting Mountain Highway on the western edge and Bayswater Secondary College in the north-west corner of the MAC. Built form guidelines are not required for the continued provision of primary and secondary education on these sites due to their public use zoning.

Precinct Strategies:

- Facilitate the development of public institutions within the centre.
- Ensure upgrades to Council facilities transition to community hubs with a range of co-located facilities.
- Create convenient, safe and accessible pedestrian links between facilities within the precinct and between other precincts and the train station interchange.
- Support continued improvements to the buildings and grounds of schools within the centre.
- Work with schools to provide public access to school facilities and grounds where appropriate to expand the availability of facilities and open space.

Precinct Built Form Design Guidelines:

None.

Precinct Built Form Requirements:

None.

Precinct 5: Parklands

Role:

Precinct 5 consists of an area of approximately 16.5Ha of open space containing passive and active recreation facilities, community and service functions. The area is bound by the Dandenong Creek corridor to the north, Scoresby Road and Bayswater Road to the east and King Street to the west.

The area to the north of Mountain Highway consists of Marie Wallace Bayswater Park, providing opportunities for walking and cycling and contains a variety of sporting and recreational facilities and pavilions including netball, tennis and barbeque facilities and their associated vehicle access and parking areas. This area is also bisected by the Dandenong Creek Trail which links to Kilsyth South in the east and Vermont South in the west. The extensive area of parklands contain many established native and exotic trees which make a significant contribution to Bayswater's identity and character.

Built form guidelines for this precinct support the appropriate development or renewal of public and community facilities while protecting the amenity, safety and attractiveness of adjacent public spaces and streets.

Precinct Strategies:

- Establish enhanced connections to and between other precincts, particularly commercial precincts 1A and 1B.
- Establish and maintain a clear sense of Bayswater's character in the open space network.
- Support and expand public open space within the centre.
- Ensure safe and convenient universal access to and through open spaces.
- Support different activities within Bayswater's open space network for as wide a range of users as possible.
- Ensure that open spaces are safe and amenable for all.
- Improve the environmental and biodiversity values of parklands.
- Ensure buildings provide positive interfaces with open spaces.

- Establish positive edge and interface conditions around open spaces.

Precinct Built Form Guidelines:

- Continue to implement the actions outlined in the Marie Wallace Park Masterplan (2015).
- Continue to work with Melbourne Water to revegetate the Dandenong Creek.

Precinct Built Form Requirements:

None.

Precinct 6: Bayswater Station and Environs

Role:

The removal of the railway level crossing in 2016-2017 and subsequent upgrade to Bayswater Train Station forms a new precinct that functions as an extension of Precinct 1. Though similar in identity, the station precinct serves a distinct, transit-oriented role. Opportunities for development in this precinct will arise if the train maintenance facilities are relocated. This would provide opportunities for redevelopment of this VicTrack owned land and improved connections across the rail line.

Precinct Strategies:

- Support development that improves activity levels within the precinct and benefits from proximity to public transport services.
- Improve the link between the Triangle Site, Penguin Place and Macauley Place.

Precinct Built Form Design Guidelines:

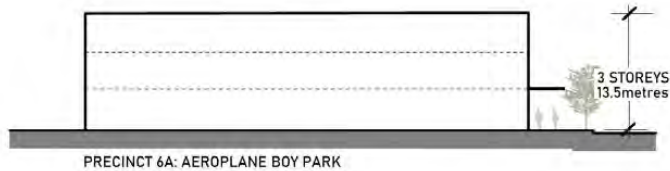
- Provide direct, convenient and safe universal access across the rail corridor linking the Bayswater Triangle site with the centre.
- Support new commercial and community development taking advantage of proximity to the centre, public transport and other strategic links.
- Arrange building elements such as roofs, windows, balconies, doorways and cladding to complement and reinforce the preferred future character of the precinct.
- Ensure new development includes well-defined, universally accessible entries and generous windows at ground level to activate the public realm.
- Ensure that new buildings avoid long expanses of blank wall or covered windows at street level
- Provide weather protection for pedestrians at building entries and along street frontages.
- Minimise impacts upon pedestrian areas from driveways and garage doors, locating vehicle and service access to the sides or

- rear of buildings.
- Provide sufficient space for effective landscaping around buildings, particularly along the front.
 - Ensure blank walls are detailed to be visually interesting and engaging.
 - Minimise the impact of utility services such as substations and fire boosters upon the building's active street frontage.
 - Optimise the environmental sustainability and energy performance of new buildings including their construction and ongoing operation.

Viewing locations V2 and V4 are shown in Figures 16 and 17.

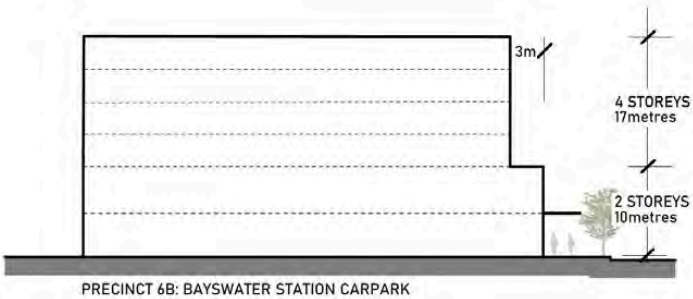
Precinct Built Form Requirements:

Precinct 6A: Aeroplane Boy Park	
Ground level setback	Maintain zero setback on street frontages ensuring active ground level interface
Streetwall height	3 storey (13.5 metres) with weather protection to footpath
Setback above streetwall	N/A
Maximum height (discretionary)	3 storeys (13.5 metres)
Side setback	3 metres
Access	Rear lane access where available
Site consolidation opportunity	Yes



PRECINCT 6A: AEROPLANE BOY PARK

Precinct 6B: Bayswater Station Carpark	
Ground level setback	Maintain zero setback on street frontages ensuring active ground level interface
Streetwall height	2 storey (10 metres) with weather protection to footpath
Setback above streetwall	3 metres
Maximum height (discretionary)	6 storeys (27 metres)
Side setback	4.5 metres minimum setback above level 2 for residential buildings (9 metre separation to a new adjoining building)
Access	Street, or rear where available
Site consolidation opportunity	Yes



PRECINCT 6B: BAYSWATER STATION CARPARK

Figure 16: 3D model of precinct 6A built form requirements

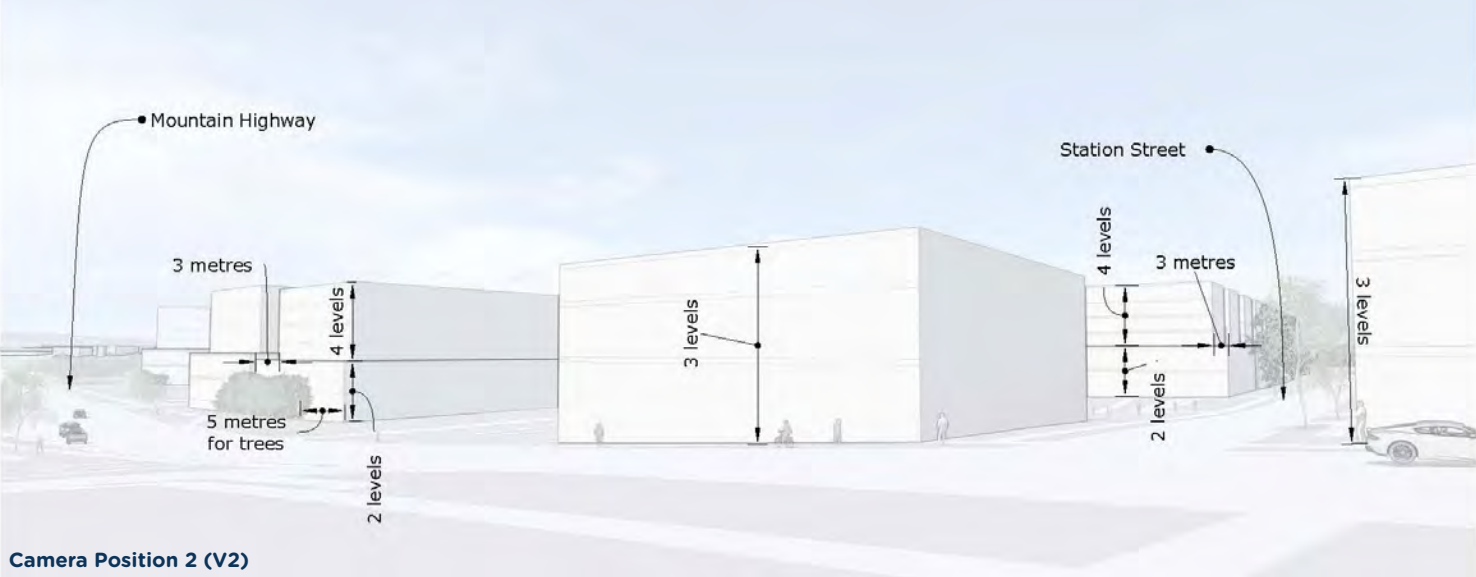
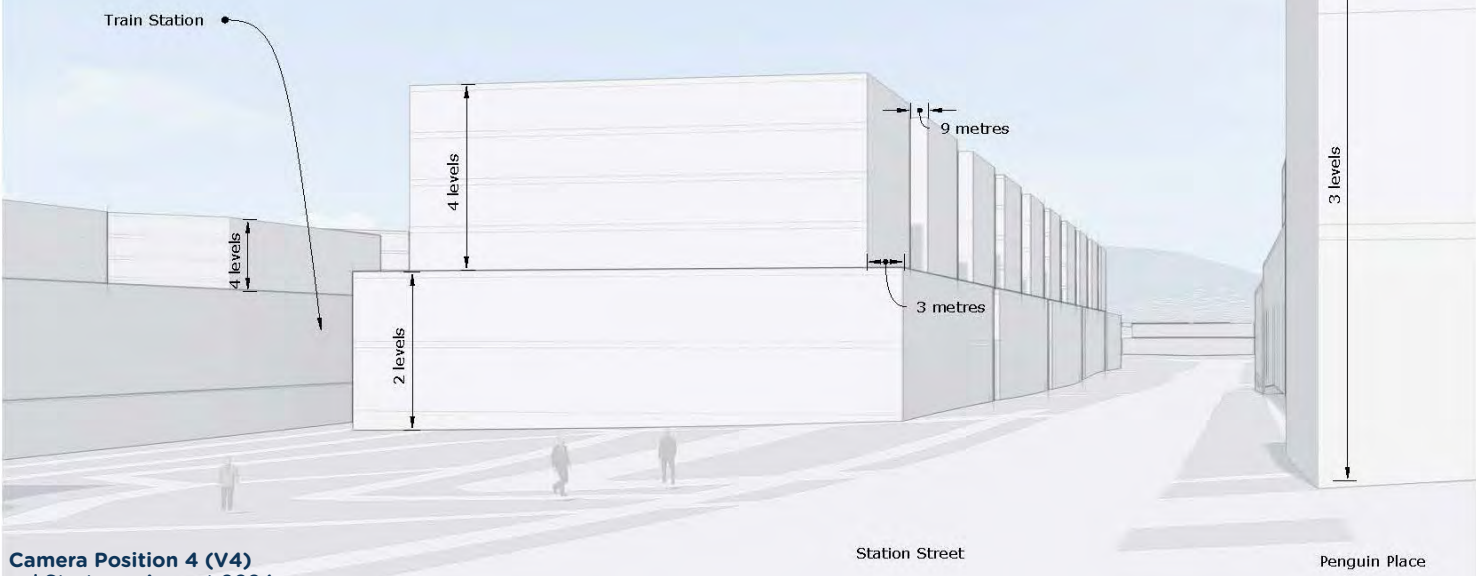


Figure 17: 3D model of precinct 6B built form requirements





5.3 Built Design Guidelines

New development in the Bayswater MAC is to demonstrate high quality architecture through:

- A careful analysis of, and response to, the urban and landscape context.
- A building design derived from, and demonstrating, a clear concept based upon underlying principles.
- Overall built form displaying well considered building massing, scale, proportions, and structure integrated with the preferred future character of the area.
- Highly resolved interfaces with adjacent properties, streets and other public spaces limiting unwanted impacts on views, wind, overshadowing and public safety.
- External façade expression of well-coordinated design elements such as entries, windows, roofs and balconies that respond to, or reflect, the building's underlying form and structure.
- Design resolution of robust materials and the detailing of their junctions and interfaces.
- Excellent climate resilience, energy performance, and durability.
- Where appropriate, incorporation of a mix of uses that contribute to activation of adjacent public realm.
- Incorporation of locally appropriate landscaping.
- Integration of services, including roof top plant, to minimise their visual impact.

When developing designs for new development, applicants should also respond to the relevant clauses within the Urban Design Guidelines for Victoria, particularly those dealing with buildings.

6. Development Framework

The development framework for the Bayswater MAC is shown at Figure 18. This includes the key initiatives for the Renewal Strategy.

A list of Big Move Projects is shown on page 68.

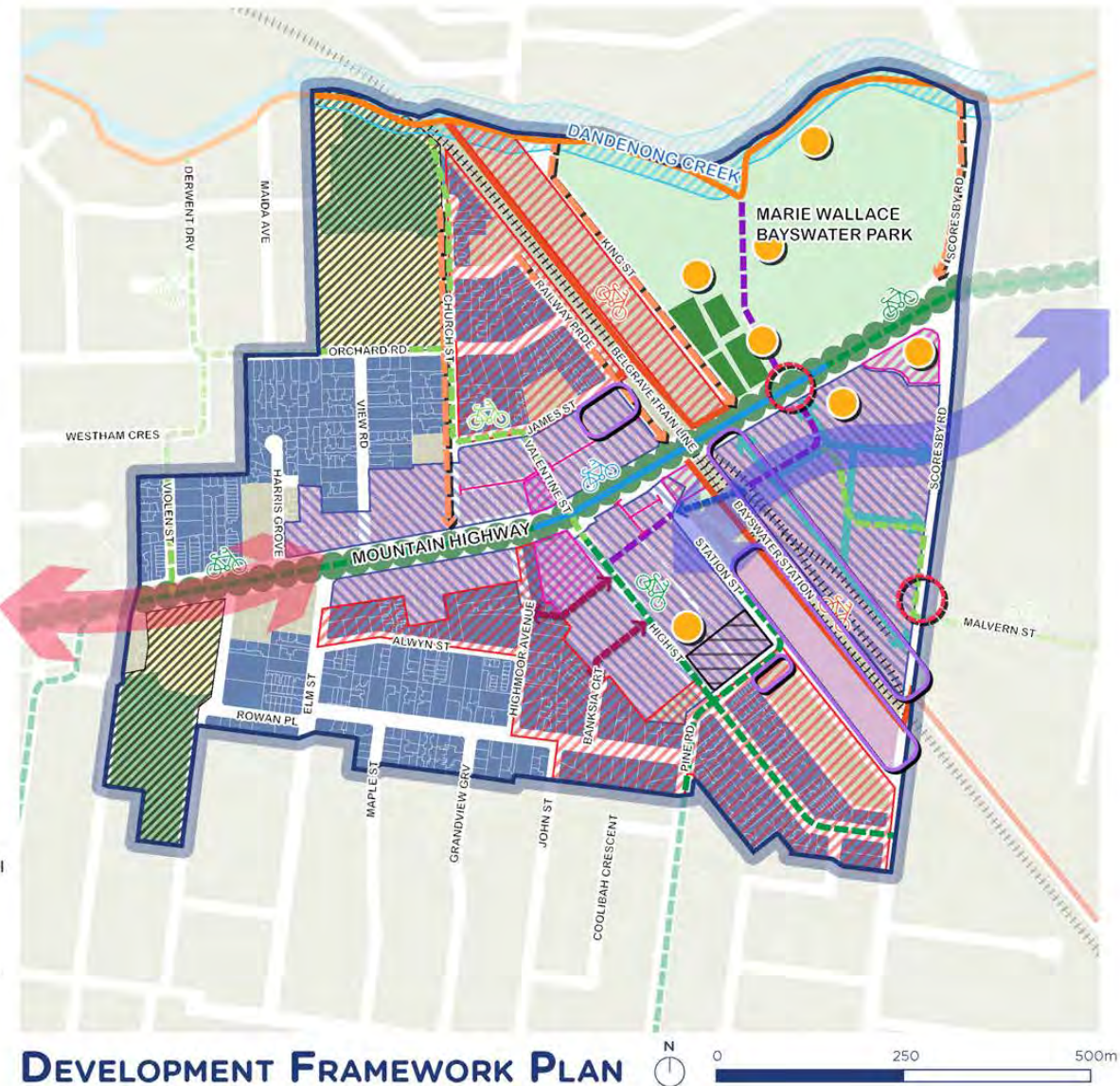


View of Penguin Place facing south west

Figure 18: Bayswater MAC Development Framework

- Housing on upper levels as part of mixed use development sites
- Continued provision of medium density housing
- Potential affordable or social housing sites (on Council/State Government owned land)
- Four storey residential apartment dwellings
- Focus of business and employment activity into lower levels of mixed use development
- Gateway redevelopment site
- Enhance links to Bayswater Business Precinct
- Enhance links to Wantirna Health Precinct
- Extend vegetation corridors from Dandenong Creek
- Renaturalise Dandenong Creek
- Advocate for a Bush Boulevard with public realm improvements
- Create new pedestrian link over rail line (subject to maintenance facility relocation)
- New pedestrian routes
- Potential future road layout subject to alignment with Movement and Place Framework
- Existing cycling route - Ringwood Belgrave Rail Trail
- Existing cycling route - On road painted bicycle lane
- Existing cycling route - Dandenong Creek Trail
- Proposed cycling route
- Potential cycling route
- Potential pedestrian and cycling route
- Proposed new signalised intersection
- Opportunity site for a future community multi-purpose hub
- Activate laneway
- Existing community infrastructure is inclusive of all abilities, ages and backgrounds

- Activity Centre Boundary
- Encumbered open space
- Belgrave train line
- Community infrastructure
- Bayswater Station
- Schools
- Dandenong Creek
- Public Use Zone (PUZ)
- Public open space
- Property boundaries



DEVELOPMENT FRAMEWORK PLAN

Bayswater Renewal Strategy, August 2024



7. Renewal Strategy Implementation

Implementing the Bayswater Renewal Strategy will require a range of statutory and non-statutory implementation measures to ensure that the vision is realised and the centre is renewed and revitalised.

7.1 Statutory Implementation

To give greater certainty to the implementation of the vision for the centre, it is necessary to ensure key elements are included in the Knox Planning Scheme.

The vision and objectives should be embedded in local policy integrated into the Planning Policy Framework (PPF). This could be through the local planning policy at Clause 11.03-1L to complement Clause 11.03-1S and Clause 11.03-1R. This will confirm that the activity centre boundary remains as existing and new strategies to guide redevelopment including the retention of commercial uses on ground levels of commercial and mixed use zones throughout the centre. Updates will also be made to the MPS to reflect the Renewal Strategy. The BRS should be included as a policy document in the local planning policy and as a background document at Clause 72.08.

Activity Centre Building Heights

Building heights are denoted as storeys with a corresponding figure in metres. For commercial or mixed use development they assume 4 to 4.5 metre ground floor heights (which includes sub floor areas to accommodate utility services) to accommodate a range of non-residential uses. For residential development they assume 3 metre floor heights (plus sub floor areas to accommodate utility services). Various typologies of development have been drawn to show floor level height within a building's overall height.

Building heights and setbacks have been developed to guide the future built form of the activity centre as shown in the Development Framework Plan in Figure 18. These should be read in conjunction

with the precinct requirements and guidelines.

Land Rezonings and Overlay Changes

Land is proposed to be rezoned as shown in Figures 19 and 20 below as follows:

- Apply the Residential Growth Zone (RGZ) to land surrounding the commercial core of the activity centre (Commercial 1 and Mixed Use):
 - Bounded by Church St, Railway Parade and James Street.
 - On the north side of Alwyn Street between Elm Street and Highmoor Avenue.
 - On the north side of Myrtle Street between Highmoor Avenue and Pine Road.
 - On the south side of Myrtle Street between John Street and Pine Road.
 - On the north and south sides of High Street between Pine Road and Scoresby Road.
- Remove the Design and Development Overlay Schedule 6 from land zoned GRZ4 and incorporate maximum building heights of 3 and 4 storeys and other built form requirements into the GRZ4 and RGZ2 schedules respectively.
- Replace the Design and Development Overlay Schedule 6 with a new schedule to reflect the precinct objectives and built form controls outlined in the Strategy to C1Z, MUZ and RGZ land.
- Remove the Design and Development Overlay Schedule 6 from land zoned TRZ, PUZ2 and PPRZ due to the section 16 Order which exempts planning schemes from affecting Crown land and not applying it to GRZ land.
- Apply a DPO to Precinct 2 to guide integrated use and development of the precinct.
- Apply the Mixed Use Zone (MUZ) and an Environmental Audit Overlay (EAO) to existing Industrial 1 Zone land along Scoresby Road to better reflect its restricted retailing use and potential to provide for mixed use development as part of an integrated triangle precinct.

- Investigate applying a Special Use Zone (SUZ) to the KCAC site and surrounding PPRZ land to facilitate integrated redevelopment.

7.2 Non-Statutory Implementation

The Renewal Strategy identifies a wide range of non-statutory implementation actions necessary to deliver the vision for the activity centre. A key action will be to implement a series of public realm improvements to enhance the image and place qualities of the centre. These will provide the platform for renewal of the retail and commercial activities and enhancement of the liveability of the centre, with Council having a key role.

Initiatives are required to improve the amenity of the activity centre to address many access, connectivity and safety issues including streetscape master planning, tree plantings and improved crossings. These are subject to investment by Council in conjunction with stakeholders such as the Department of Transport and Planning as key partners.

The delivery of the potential Community Hub subject to future commitments and funding over the coming decade will also provide a strong renewal stimulus. Council investment has the potential to create a community focal point, attracting people to the centre who can then use the retail, commercial and community facilities the centre has to offer.

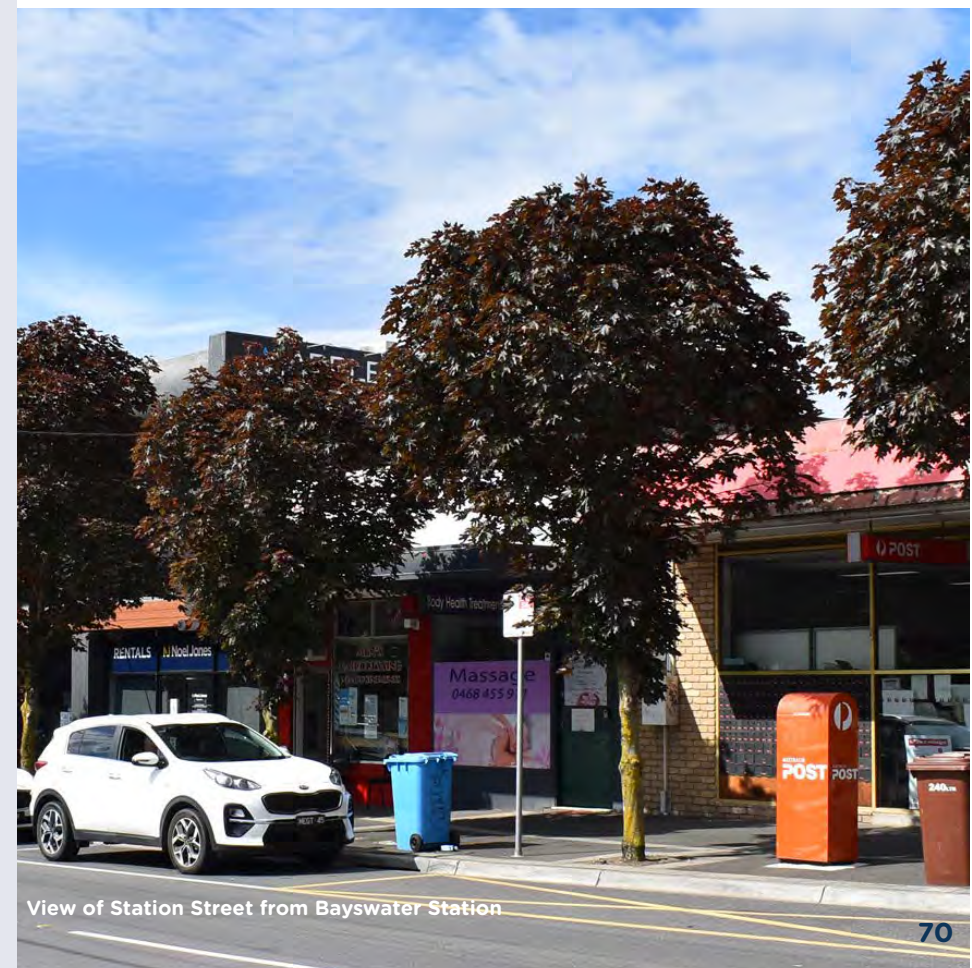
There are a range of community advocacy roles that Council needs to lead, particularly in relation to reducing the barrier effect of Mountain Highway and Scoresby Road which are both managed by the State. Bus services from, and to, the region should be reviewed and better coordinated at the transport interchange at Bayswater Station.

There are several capital works improvements that Council and State Government Agencies can make to the pedestrian and cycling environment to strengthen links throughout the activity centre and increase the number of people who walk and cycle to the centre.

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Council and the State Government can also lead and/or support many actions around physical, social and community infrastructure investment, for place making and other economic development initiatives to support the activity centre's renewal.

Statutory and non-statutory initiatives are outlined in more detail in the Action Implementation Plan along with recommendations on timing, partners and priority in Appendix 2.



View of Station Street from Bayswater Station

Figure 19: Proposed Changes to Zoning

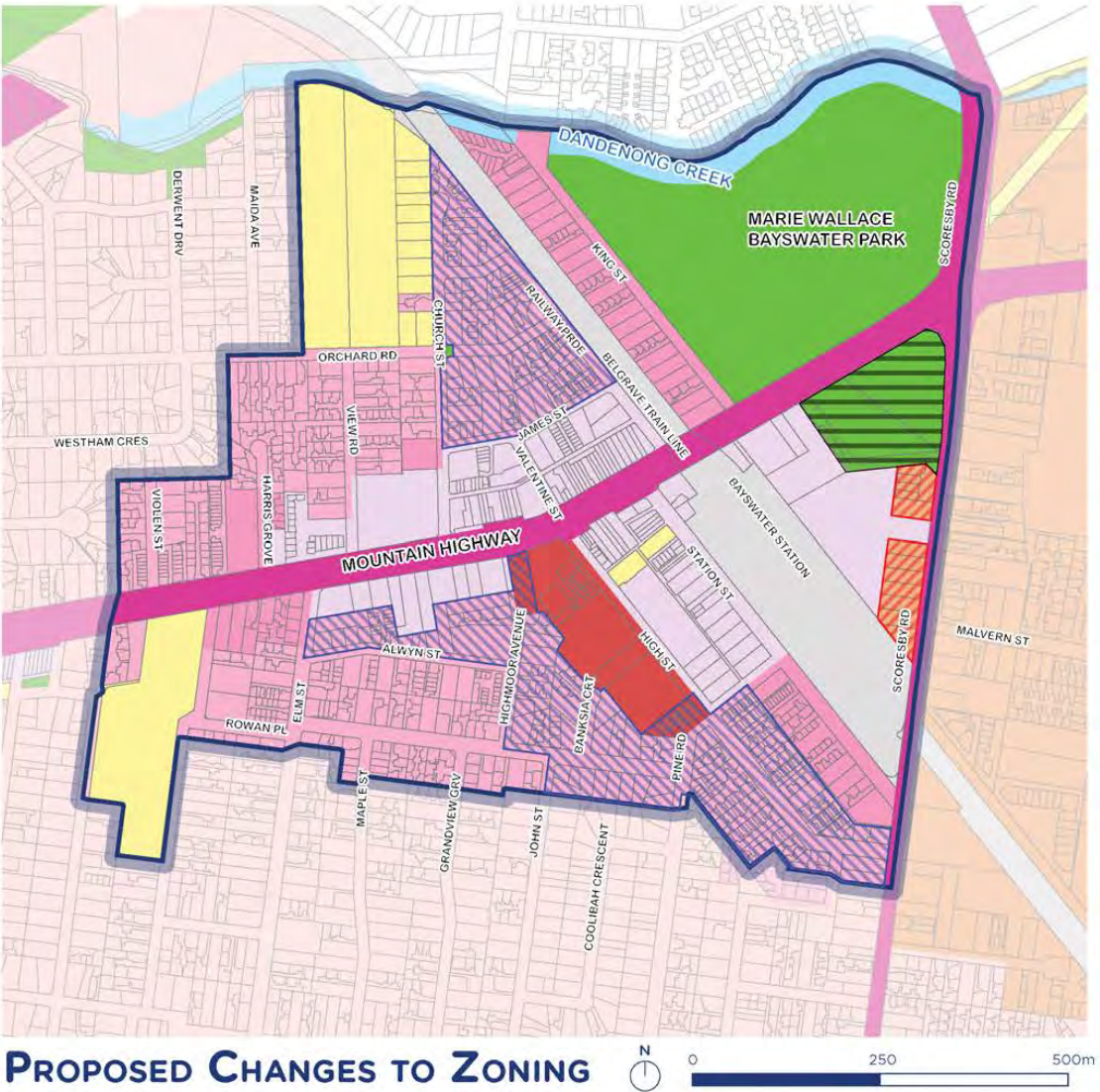
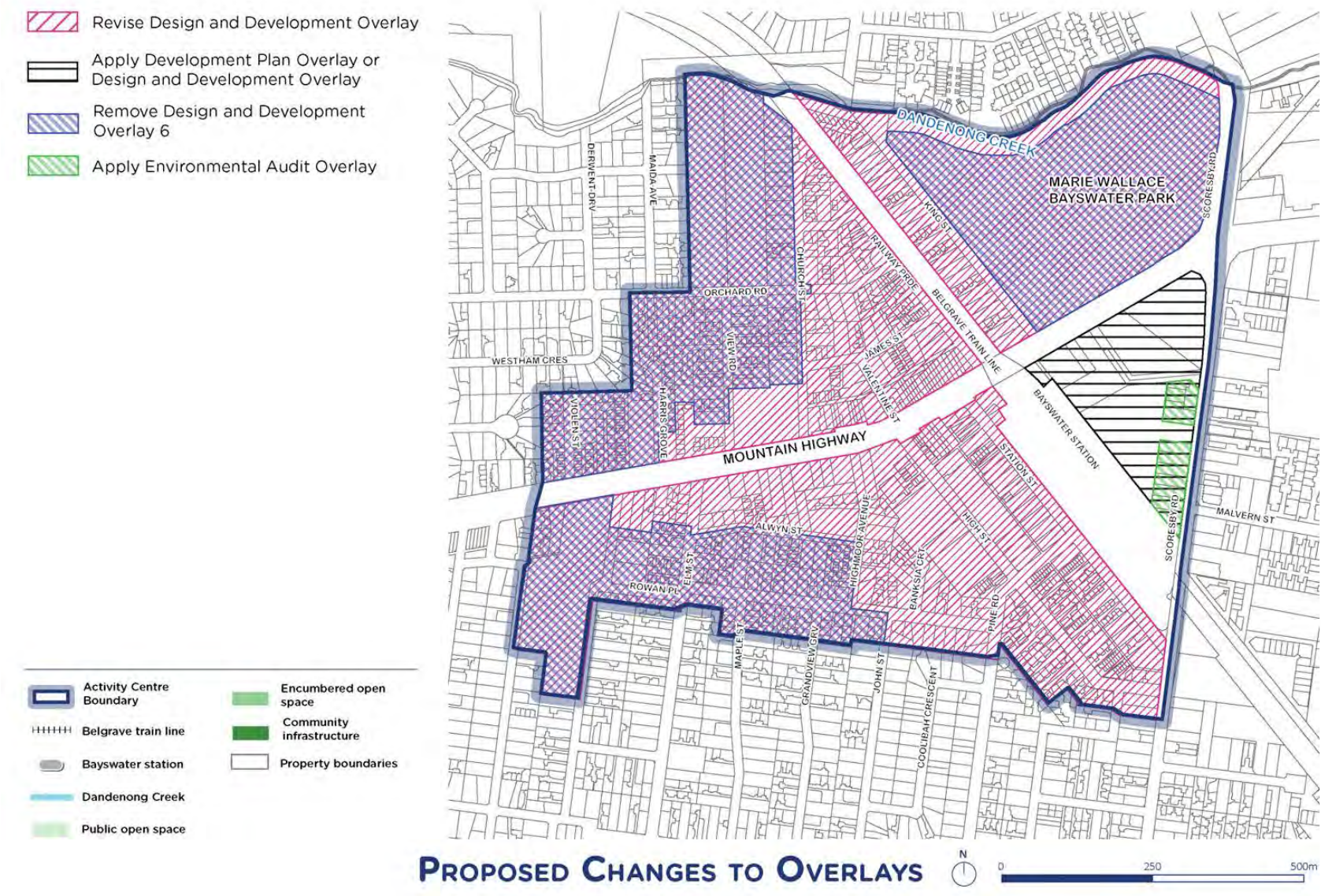


Figure 20: Proposed Changes to Overlays



8. Monitoring and Review

A progress report on the implementation of the Bayswater MAC Renewal Strategy will be provided by Knox City Council every five years. This will commence from when the Renewal Strategy is adopted. This process will enable Council to measure progress, ensure an appropriate application of resources and the delivery of key priority projects. Council will use the five yearly progress report to adjust the implementation program to ensure that the Renewal Strategy is achieving the vision.

The Renewal Strategy review cycle is every ten years, to ensure that it remains relevant and consistent with Council's strategic policies, MPS and the Council Plan, and to identify any changes required to respond to new trends, policies, the metropolitan strategy or changing circumstances. This review will enable Council to prepare for the subsequent Renewal Strategy period.

The Renewal Strategy developed for Bayswater will make a strong local contribution to the delivery of Council's Community Plan 2021-2031 for the municipality. The Renewal Strategy can assist by encouraging and supporting business to come to Bayswater and grow, planning for different types of housing, encouraging more people walking and cycling, helping to mitigate environmental impacts, and strengthen community resilience and wellbeing.



Appendix 1 - Movement and Place Framework

The Victorian Movement and Place Framework is an evolutionary development of the SmartRoads network operating plan that better reflects multi-modal movement and the diversity of land uses and transport customers in Victoria.

It is a strategic approach to better describe, plan and manage the street environments that support successful journeys and create great places in the road corridor. By providing network classifications for various modes, with meaningful objectives,

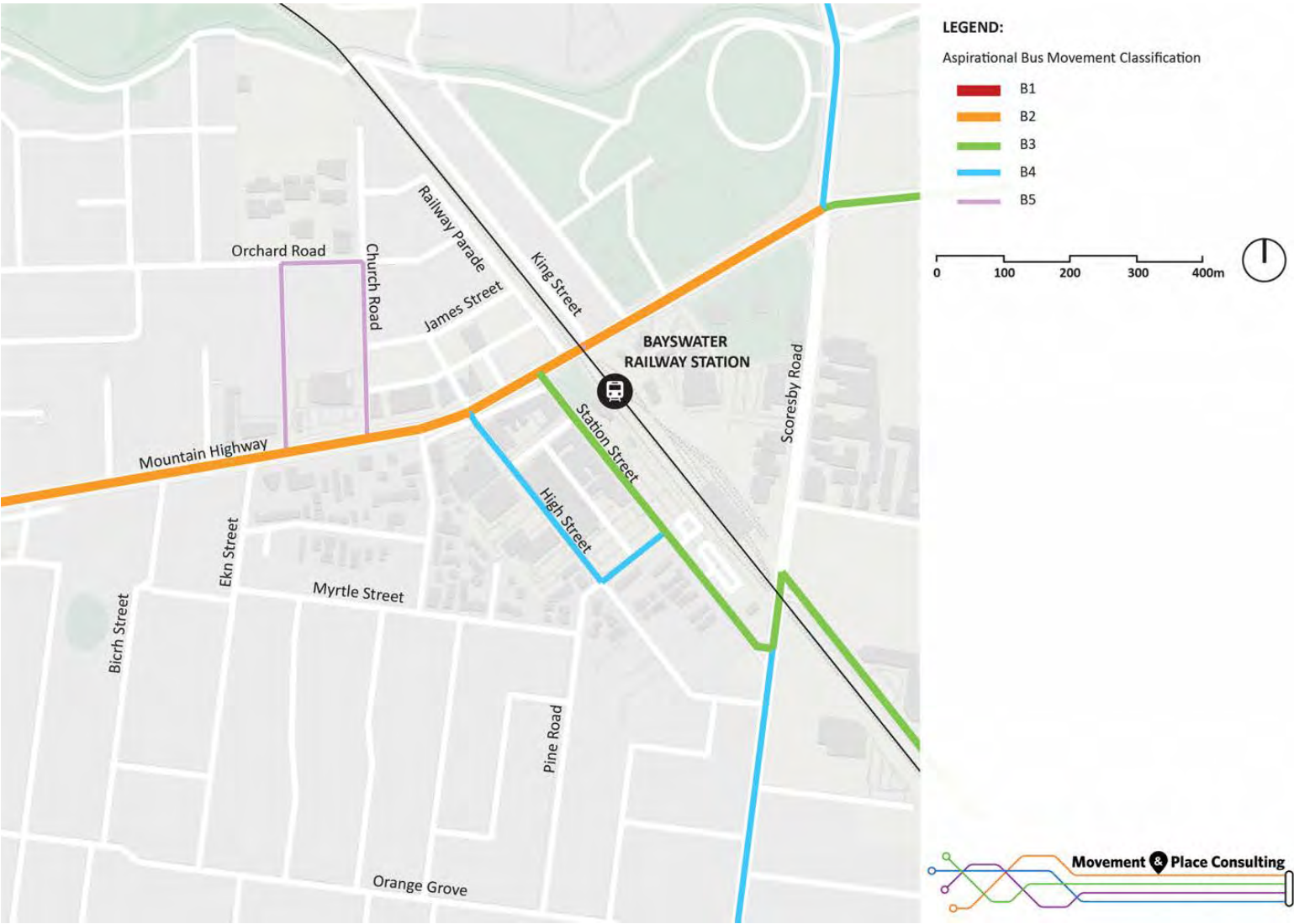
performance indicators and performance targets, suitable changes to the road network can be suggested to meet aspirational goals.

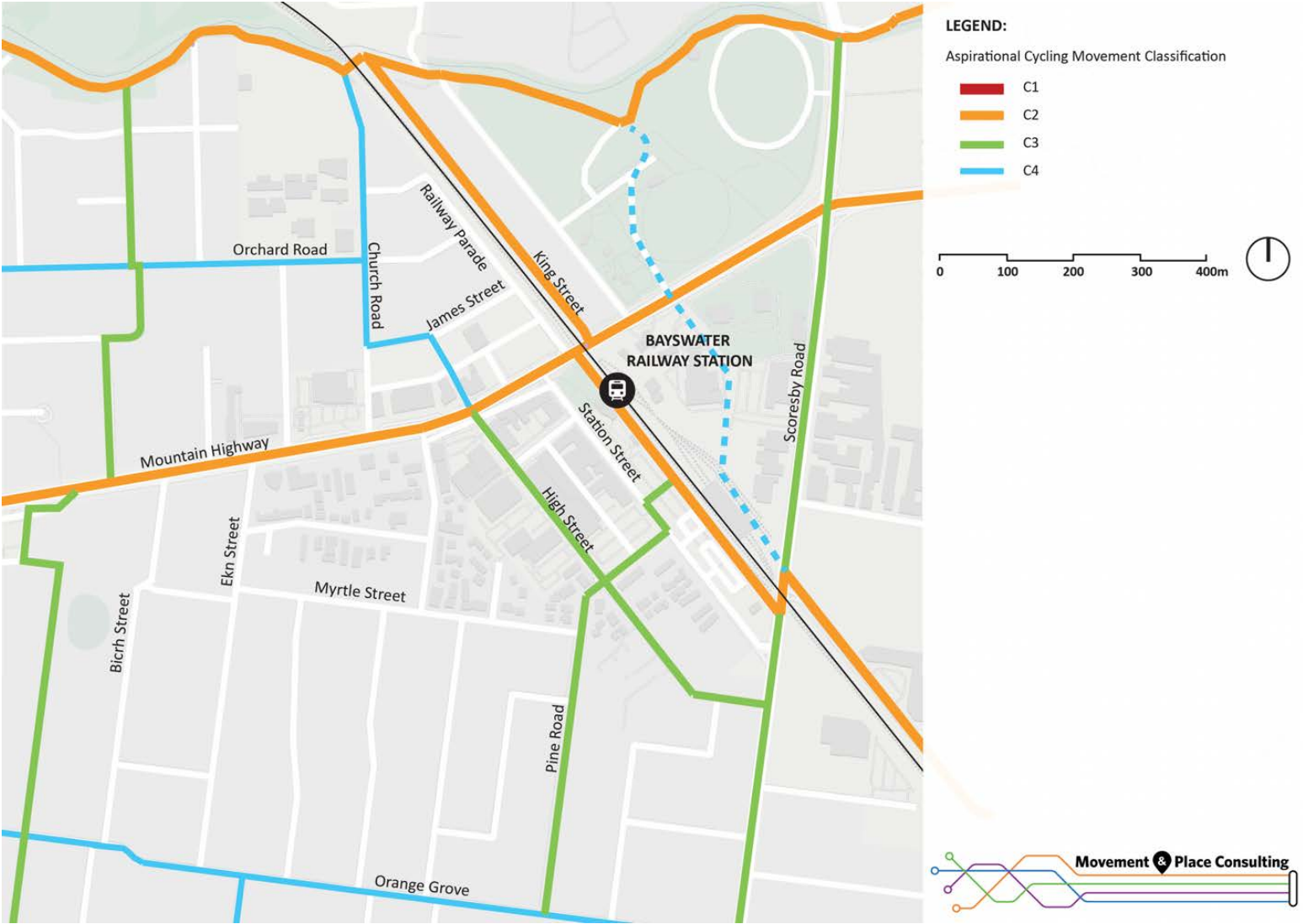
Ultimately, the aspirational classification of roads within Bayswater presented provide evidence for the expected modal priority of those roads. With many road users competing for space within Bayswater the Movement and Place Framework helps validate providing space for the appropriate users.

A summary of the Victorian Movement and Place Framework classifications and their respective definitions can be seen in the table below:

Classification	Definitions				
	1 (High Significance)	2	3	4	5 (Low Significance)
M (Movement)	Mass movement of people and/or goods on routes with a State or National level movement function or primary access to a State level place.	Significant movement of people and/or goods on routes connecting across multiple municipalities or primary access to Regional level places.	Moderate movement of people and/or goods on routes connecting municipalities or primary access to Municipal level places.	Movement of people and/or goods within a municipality	Local movement
P (Place)	Place of State or National significance	Place of Regional significance	Place of Municipal significance	Place of Neighbourhood importance	Place of Local importance
B (Bus)	Mass movement of people providing high frequency access to a high-level places. e.g. Segments with 12+ Scheduled services per hour at peak times in each direction.	Significant movement of people at moderate frequency e.g. Segments with 6-11 Scheduled services per hour at peak times in each direction.	Movement of people at lower frequency that provides primarily provides access to lower order places. e.g. Segments with 4-5 scheduled services in peak times in each direction.	Movement of people at low / irregular frequency that provides access to lower order places. e.g Segments with ≤ 3 scheduled services in peak times in each direction.	-
C (Cycling)	Routes attracting highest number of cyclists that are the most important in providing access to destinations and for cycling as transportation.	Routes for cyclists that provide access to destinations and support cycling as transportation. (e.g. Principal Bicycle Network)	Local Trip Cycling Route - routes attracting cyclists for short trips to local destinations.	-	-

Definitions					
Classification	1 (High Significance)	2	3	4	5 (Low Significance)
C (Cycling) Cont.	(e.g. Strategic Cycling Corridors)	-	-	-	-
F (Freight)	Mass movement of goods at high speed. e.g. Freeways on the PFN	Routes that facilitate significant movement of goods where higher speeds are not achievable due to a constrained operating environment e.g. Major arterial roads on the PFN	Freight access routes where provision for freight vehicles is important however freight is not a priority movement e.g. Rest of arterial road network	-	-
GT (General Traffic)	Mass movement of people at high speeds on routes with a State or National level movement significance function. E.g. Metropolitan Freeways, Rural High Speed Highways	Significant movement of people at moderate speed on routes connecting across multiple municipalities.	Moderate movement of people on routes connecting municipalities.	Movement of people at lower speed within a municipality or providing access to places.	Local movement at low speed.
W (Walking)	Route providing access to P1-P2 Places or I1 interchanges (1.2km)	Routes providing access to P3 Places I2 interchanges (0.8km)	Routes providing access to P4 Places or I3 interchanges (0.4km)	-	-

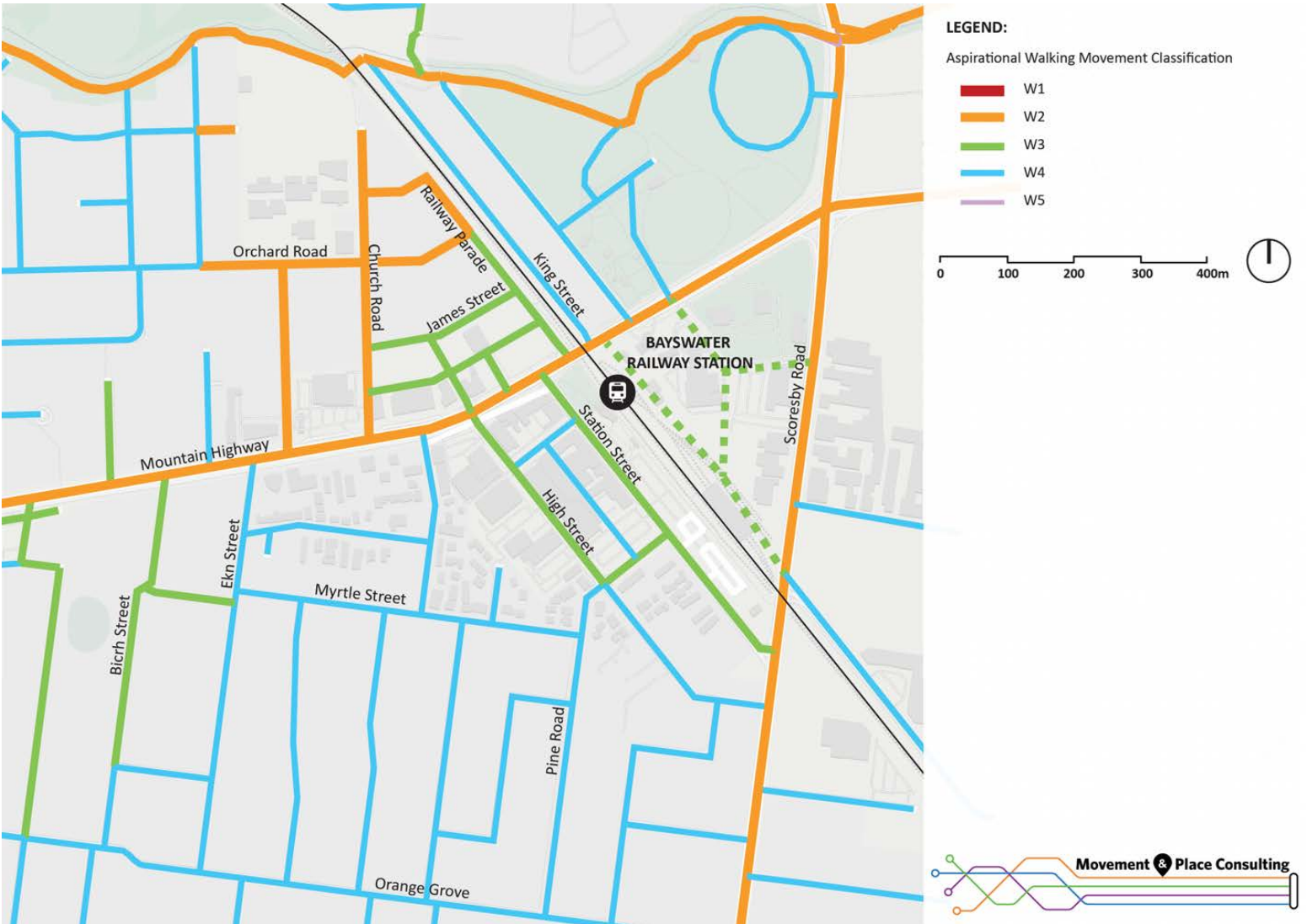












Appendix 2 - Action Implementation Plan

Short Term Actions - These actions are key actions for the Strategy and are to be implemented in the first 10 years.

Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A1	Investigate changes to the Knox Planning Scheme to introduce affordable housing initiatives into planning in line with strategies within the Knox Social and Affordable Housing Strategy and Action Plan 2023-2027.	Bayswater Planning Scheme Amendment (Bayswater PSA) \$80K	Council (City Strategy and Planning)	Investigate and implement	Council (Community Wellbeing, Statutory Planning)
A2	Investigate a demonstration project using Council owned land in partnership with a Social Housing Provider to deliver affordable or social housing.	\$20K	Council (Community Wellbeing)	Investigate	Social housing providers
A3	Advocate to responsible agencies of surplus government land in the centre, such as VicTrack, to redevelop land which incorporates affordable or social housing, maximising the benefits of public transport and opportunity to increase housing diversity.	Existing operational budget	Council (Community Wellbeing, City Futures, Property Services)	Advocate	VicTrack and landowners of surplus government land
A4	Encourage additional people living in the centre to support local businesses and the night economy by increasing building height controls to accommodate increased supply of housing.	Bayswater PSA	Council (City Strategy and Planning)	Investigate and implement	Council (Statutory Planning)
A5	Explore planning options for lower car parking rates in developments within the Bayswater Activity Centre.	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory Planning and Traffic and Transport)
A8	Undertake changes to the KPS to facilitate mixed use development, including office spaces.	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory Planning)
A9	Explore appropriate planning controls which encourages commercial land uses such as offices, gyms at second level and above in Precincts 1 and 2.	Bayswater PSA	Council (City Strategy and Planning)	Investigate and Implement	Council (Statutory Planning)
A10	Facilitate larger format retailing and service industries in the redevelopment of the Bayswater Triangle site with residential uses in upper floors through the KPS.	Bayswater PSA	Council (City Strategy and Planning)	Investigate and Implement	Council (Statutory Planning)
A11	Support the increase of outdoor dining and pedestrian space along High Street, Mountain Highway, Station Street and Macauley and Penguin Place capitalising on wide open footpaths and passing foot traffic by using techniques such as street furniture, kerb outstands and temporary dispensation of street trading permits subject to the outcomes of Council's Outdoor Dining Framework.	To be determined as projects are identified i.e. Street furniture (urban design/ infrastructure), changes to kerb outstands and dispensation of street trading permits.	Council (Economic Development and Local Laws)	Investigate and Implement	Other Council teams as required

Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A12	Curate an activation program that highlights local businesses and encourages people to experience what the centre has to offer undertaken in conjunction with the pedestrianising of Macauley Place.	0.2 - 0.4 Eft per year for a Placemaker/ Event officer (subject to level and number of activations). Up to \$600K over the 15 year Strategy period to operate the activation program	Council (Economic development and Active and creative communities)	Investigate and Implement	Traders
A13	Undertake further research to understand business-to-business spending in the area and how the centre can capitalise on synergies with the BBP (such as professional services, accommodation and hospitality).	\$40K once off fee to conduct research	Council (Economic Development)	Implement	Traders
A22	Investigate changes to the KPS to encourage opportunities for new and existing buildings to increase greening, including green roofs and vertical gardens using the Green Factor tool where appropriate.	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory Planning and Sustainable Futures)
A28	Prepare and implement built form controls for the centre that give effect to the urban design guidelines in section 5 of the Strategy.	Bayswater PSA	Council (City Strategy and Planning)	Investigate and Implement	Council (Statutory planning)
A31	Incorporate cultural activities, including the addition of temporary and permanent arts experiences in retail outlets, as well as in public spaces, including laneway rejuvenations in accordance with A45 Placemaking Strategy.	Estimate up to \$50K per annum for event subject to number of events held (dependent on how many Cultural Activities and Arts Experiences are run) Consideration to annual renewal budget being increased if new permanent artworks are installed	Council (Active and Creative Communities)	Ongoing	-
A34	Explore planning controls that encourage development at first floor and above to provide active interfaces with public spaces such as Penguin Place and Macauley Place.	Bayswater PSA	Council (City Strategy and Planning)	Investigate	Council (Statutory planning)
A35	Prepare a streetscape masterplan for High Street, Penguin Place, Macauley Place and Mountain Highway to: <ul style="list-style-type: none"> have a greater focus on pedestrian access and amenities including outdoor dining, street life and greening. create a high-quality retail environment over the short to medium term through a consistent 	Approximately \$200K subject to detailed costing analysis	Council (Open Space)	Implement	Other Council teams as required

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Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A35 cont.	<ul style="list-style-type: none"> approach to materials, finishes and detailing. reinforce and concentrate the centre's environmental and cultural identity. extend a consistent palette of streetscape materials, finishes and detailing into surrounding precincts to better unite and integrate the centre. 		Council (Economic development and Active and creative communities)	Investigate and Implement	Traders
A36	Program Penguin Place and Macauley Place as locations for community events, markets, and pop-up events to encourage people to visit Bayswater.	<p>0.4 Eft per year for a Placemaker/Event officer (subject to level and number of activations)</p> <p>Up to \$1.2m over the 15 year Strategy period to operate the activation program in addition to Eft subject size of activation program</p> <p>Up to \$300K over the 15 year Strategy period (based on 1 market and 1 pop up event annually).</p>	Council (Active Creative Communities, Economic Development)	Implement	Council (Community Laws, Health, Traffic and Transport, Community Wellbeing)
A41	<p>Implement the Urban Design Guidelines (see section 5 of the Strategy) to deliver high quality places to support the social, cultural and environmental wellbeing of the community by providing guidance, complementing the Urban Design Guidelines for Victoria and CPTED Guidelines, on issues such as:</p> <ul style="list-style-type: none"> The movement network. Streets and public spaces. Buildings and objects in the public realm. 	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory planning)
A42	Investigate criteria that can be considered for buildings that exceed preferred maximum building heights, such as land consolidation, where demonstrable public, social, sustainability and environmental benefits and design excellence can be delivered as well as the protection of viewlines and streetscapes.	Bayswater PSA	Council (City Strategy and Planning)	Investigate	Council (Statutory planning)
A44	Investigate opportunities to reflect First Nations history through art, planting and story-telling in urban spaces as set out in the Knox Reconciliation Action Plan (2023-2025).	Prior to any work – partner with Traditional Owners consultation approx. \$1k	Council (Community Wellbeing)	Investigate	Council (Active and Creative Communities)

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Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A44 cont.		per session – work will be guided by advice. Commissioning First nations artist for murals approx. approx. \$20k Story telling \$1k per session.			
A45	Develop a Placemaking Strategy for the centre including a program of arts and cultural activities focusing on activating public spaces.	\$40K for consultant to create a plan through consulting with Council, community and best practice with the outcome for a 10 year Placemaking Strategy	Council (Active and Creative Communities)	Investigate and Implement	-
A49	Explore implementing temporary pop-up urban design installations to test place-making ideas before permanent installation as set out in A45 Placemaking Strategy.	\$100K over two years to test out the ideas in the plan before finalising the plan and moving onto subsequent action items	Council (Active and creative communities)	Investigate and Implement	Council (Traffic and transport, Open Space and Economic Development)
A61	Require any new residential car parking areas to provide electrical conduits to enable easy future provision of Electric Vehicle charging infrastructure in line with 'Elevating ESD Targets'.	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory planning, Sustainable Futures, Traffic and Transport)
A63	Work to transform the Bayswater Library to service the needs of the community with flexible multi use spaces integrated with other community uses.	\$500K	Council (Community wellbeing)	Implement	-

Long Term Actions - These are actions which are to be implemented over the life of the Strategy and are mostly subject to additional funding which cannot be budgeted or scoped until implementation. These actions may be prioritised should the focus be critical or funding becomes available.

Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A15	Re-naturalise and revegetate Dandenong Creek and to improve stormwater quality and link fragmented habitats to support biodiversity outcomes.	To be determined as project are identified	Council (Biodiversity)	Ongoing	Melbourne Water
A17	Work with Melbourne Water and other partners to deliver initiatives identified in the 'Enhancing our Dandenong Creek Interactive Map'.	To be determined as project are identified	Council (Biodiversity)	Implement	Melbourne Water
A20	Extend vegetated corridors and wildlife habitats from Dandenong Creek into residential areas and the core of the centre.	To be determined as project are identified	Council (Biodiversity, Open Space and Urban Forest)	Investigate and implement	Other Council teams as required
A23	Improve the water quality entering the Dandenong Creek within the activity centre and adjacent BBP through techniques such as smart monitoring of drains.	To be determined as project are identified	Council (Stormwater)	Implement	Council (Sustainable Futures and Biodiversity)
A29	Facilitate housing and employment through redevelopment opportunities identified in the centre over the longer term.	Bayswater PSA	Council (City Strategy and Planning and Statutory Planning)	Implement	Other Council teams as required
A37	Work with VicTrack to activate the open space on the corner of Mountain Highway and Station Street as part of creating a chain of public spaces across the centre, to enhance the image and identity of the centre and improve the centre's legibility.	Existing operational budget	Council (Open Space)	Implement	-
A39	Commission an updated Thematic Environmental History and Heritage Gaps study to address known and likely gaps in the Schedule to the Heritage Overlay in order to protect sites of post contact heritage significance.	\$100-150K	Council (City Strategy and Planning)	Investigate	Council (Statutory Planning)
A40	Undertake a heritage assessment of the eight potential heritage places identified in the Bayswater MAC to determine proposed changes to the KPS.	\$6K plus \$3.5K per site, Total \$34K	Council (City Strategy and Planning)	Investigate	Council (Statutory Planning)
A46	Advocate for the creation of a Bush Boulevard along Mountain Highway with consistent and generous landscaping treatments and building setbacks capitalising on opportunities for reduced road space and greater public space adjacent to the road (Refer to Mountain Highway Design Concept Figure 10).	Unable to cost	Council (Traffic and Transport, and Parks).	Advocate	Other Council teams as required and DTP
A50	Improve wayfinding and signage through the centre focusing on clear direction between key attractors and community facilities including updating the 'Welcome to Bayswater' sign.	Wayfinding Strategy and Guidelines \$60K 'Welcome to Bayswater' signage TBC	Council (Traffic and Transport and Infrastructure)	Implement	Council (Communications) and DTP

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Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A57	<p>Improve pedestrian movement and safety in the centre through redesign of roadways, new or modified signals and crossings, with convenient sequencing and generous crossing times, and enhancement to the amenity of streets including:</p> <ul style="list-style-type: none"> • A high level of pedestrian priority in Macaulay Place and Penguin Place. • Along both sides of High Street with more active street frontages and fewer driveway crossovers. • Across Mountain Highway from the centre's core to Marie Wallace Bayswater Reserve. 	Unable to cost without more specific information	Council (Traffic and transport and City Strategy and Planning)	Implement	DTP
A59	Investigate creating larger shared parking facilities at the edges of the MAC to enable repurposing Council managed car parks in the core areas for other uses such as public space, retailing, food and drink premises, office and housing.	Unable to cost without more specific information	Council (Traffic and Transport)	Investigate	Council (City Strategy and Planning)
A60	Investigate car share parking spaces to service providers seeking to establish in the MAC.	Unable to cost without more specific information	Council (Traffic and Transport)	Investigate	Council (Sustainable Futures)
A62	Explore developing a new multipurpose hub including spaces for a dedicated youth space, a gallery/ exhibition space, a community garden and shed, a social enterprise café/ restaurant and spaces for community health and other support services.	\$200K would need to be allocated to enable high level concept plan options (3 options) to be developed with associated cost reports	Council (Major initiatives)	Investigate	Council (Community wellbeing)

Ongoing Actions - These actions are part of ongoing operational activity and are mostly funded and actioned within existing budgets and resources unless otherwise specified. Generally implemented as part of current service function however these actions will inform the focus of the operational activity.

Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A6	Work with traders to identify a niche, or brand that will attract complementary viable businesses and customers to support a night economy in line with the adopted Retail Activation Strategy.	Ongoing	Ongoing operational activity and subject to funding	Existing operational budget and \$20K for research, engagement, branding, and promotion of MAC over the course of the strategy.	Council (Economic Development)	Investigate and Implement	Council (Communications)
A7	Facilitate connections and networking opportunities between landowners, traders and the BBP to discuss mutual business opportunities.	Short Term	Ongoing operational activity	Existing operational budget	Council (Economic development)	Implement	Traders and landowners
A14	Explore options to facilitate investment attraction for the centre and the BBP.	Ongoing	Ongoing operational activity and subject to funding	\$30K for communications platform to highlight the Bayswater MAC to potential investors	Council (Economic Development)	Investigate and Implement	Council (BBP Coordinator, Communications and Engagement)
A16	Encourage the retention and planting of additional canopy cover and urban heat mitigation on private lots and railway land through community education and advocacy.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Sustainable Futures)	Advocate	VicTrack
A18	Deliver increased canopy cover over pedestrian routes to create cooler pedestrian connections, greater landscaping and amenity benefits within the centre.	Ongoing	Ongoing operational activity	Existing operational budget (Street tree replacement program)	Council (Urban Forest and Habitat)	Implement	-
A19	Advocate for increased canopy cover in the Bush Boulevard along Mountain Highway.	Ongoing	Ongoing operational activity	Existing operational budget	Council (City Strategy and Planning)	Advocate	Council (Statutory Planning), Department of Transport and Planning
A21	Continue to implement Water Sensitive Urban Design (WSUD) initiatives in line with Council plans and strategies in the centre.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Stormwater)	Implement	Council (Operations and Major Initiatives Unit)
A24	Implement guidelines for alternatives to commonly used materials such as concrete, asphalt and stormwater and sewerage pipes as set out in Council's Sustainable Building and Infrastructure Policy for guidance when undertaking Council projects.	Ongoing	Ongoing operational activity	To be determined as project are identified	Council (Sustainable futures)	Ongoing	Council (Sustainable Futures)

Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A25	Support waste management outcomes consistent with Knox's Future waste management initiatives.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Waste)	Ongoing	Other Council teams as required
A26	Support the provision of additional Electric Vehicle (EV) charging stations in public spaces.	Short term	Ongoing operational activity	No cost to Council	Council (Sustainable Futures)	Implement	Council (statutory planning)
A27	Ensure that flooding around Scoresby Road and any climate change impacts are adequately addressed through updated floodway management controls.	Ongoing and Current project	Ongoing operational activity and current Special Building Overlay amendment	Existing operational budget	Council (Stormwater and City Strategy and Planning)	Ongoing	Council (Statutory Planning)
A30	Ensure redevelopment opportunities address new public spaces in the centre.	Ongoing	Ongoing operational activity	Bayswater PSA	Council (City Strategy and Planning and Statutory Planning)	Implement	Other Council teams as required
A32	Deliver additional greening throughout the centre to support identity, improve micro-climate, shade and amenity including planting canopy trees in road medians and carparking areas.	Ongoing	Subject to funding	To be determined as project are identified	Council (Community Infrastructure and Urban Forest and Habitat)	Implement	Council (Sustainable Futures)
A33	Utilise climate resilient plant species in landscaping to enhance the sense that Bayswater is a place where the 'urban meets the bush'.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Sustainable Futures) Biodiversity	Implement	Council (Sustainable Futures)
A38	Improve access to open spaces adjacent to the activity centre boundary and enhance existing open spaces to ensure their use is maximised.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Open space)	Implement	-
A43	Develop good quality, safe travel paths for pedestrians and cyclists to schools and into the core of the centre where facilities such as public transport are available.	Ongoing	Ongoing operational activity	To be determined as project are identified	Council (Traffic and transport)	Implement	-
A47	Investigate gaps in safety through a survey of unsafe spaces, including laneways, to inform improvements to enhance their role as important pedestrian links within the centre.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Community Wellbeing)	Investigate	Council (Open space and Traffic and transport)

Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A48	Investigate a range of public spaces with integrated landscape qualities throughout the centre for diverse needs and groups including children and senior citizens.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Open space)	Investigate	Council (Community Wellbeing)
A51	Advocate to the Department of Transport and Planning (DTP) to introduce new signalised pedestrian crossings to make accessing the MAC easier as shown in Figure 9.	Medium Term	Ongoing operational activity	Existing operational budget for advocacy only. Costs will be incurred for any additional officer/ consultant to investigate and provide scoping plans for DTP.	Council (Traffic and transport)	Advocate	DTP
A52	Advocate to DTP to facilitate a pedestrian overpass to be constructed into the triangle site as part of any redevelopment of the Train Maintenance Facility, if relocated.	Long Term	Ongoing operational activity	Existing operational budget for advocacy only. Costs will be incurred for any additional officer/ consultant to investigate and provide scoping plans for DTP.	Council (Traffic and Transport)	Advocate	DTP
A53	Advocate to limit left and right turn lanes and right hand turns, reduce the number of lanes, minimise the distance required for pedestrians to cross the road through lane reduction and kerb outstands and provide physical barriers to improve safety and minimise crossing distances.	Long Term	Ongoing operational activity	Cannot be costed without specific information on locations. Costs will be incurred for any additional officer/ consultant to investigate and provide scoping plans for DTP.	Council (Traffic and Transport)	Advocate	DTP
A54	Advocate for the fully protected bike lanes to be changed to a shared path on the north side of Mountain Highway.	Long Term	Ongoing operational activity	Existing operational budget for advocacy only. Further investigation is required to determine if there is sufficient space available for a shared path on the north side of Mountain Hwy. Costs will be incurred for any additional officer/ consultant to investigate	Council (Traffic and Transport)	Advocate	DTP

Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
				and provide scoping plans for DTP.			
A55	<p>Advocate to DTP to improve bus services to and through Bayswater, timetable integration and upgrades to infrastructure, including:</p> <ul style="list-style-type: none"> Increasing bus services to a minimum of every 20 minutes. Elevating Route 664 to SmartBus standards. Restructuring bus routes through the centre and rationalizing the bus interchange at Bayswater Station to an on-road facility on Station Street to improve existing operations and public realm amenity. Implementing high quality passenger facilities at the new bus interchange. Reconsidering route configuration and improving service catchment and mode share to improve links to key areas including the Wantirna Health Precinct and the Bayswater Business Precinct. Removing Route 745 and replacing it with an appropriate route that meets community needs. Extending Route 755 along Mountain Highway to Vermont South. Realigning Route 664 to continue along Scoresby Road south of Station Street Bayswater to better connect with employment areas on Burwood Highway. Implementing bus passenger information displays in key public areas such as Penguin Place. 	Long Term	Ongoing operational activity	<p>Existing operational budget for advocacy only.</p> <p>Costs will be incurred for any additional officer/ consultant to investigate and provide scoping plans for DTP.</p>	Council (Traffic and transport)	Advocate	DTP
A56	<p>Advocate to the DTP for improved train service provision, timetable integration and upgrades to infrastructure including:</p> <ul style="list-style-type: none"> Increasing train services to run every 15 minutes or less. Implementing train passenger information displays in key public areas such as Penguin Place. 	Ongoing	Ongoing operational activity	<p>Existing operational budget for advocacy only.</p> <p>Costs will be incurred for any additional officer/ consultant.</p>	Council (Traffic and transport)	Advocate	DTP

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Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A58	Advocate to the DTP to reduce the speed limit along Mountain Highway to align with the preferred Movement and Place Framework for Bayswater (see Appendix 1).	Long Term	Ongoing operational activity	Existing operational budget for advocacy only. Costs will be incurred for any additional officer/ consultant.	Council (Traffic and transport)	Advocate	DTP
A64	Improve safety and perceptions of safety by promoting more street activity and open spaces in partnership with local traders.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Community wellbeing)	Implement	Council (Economic development)
A65	Support the re-naming of streets, parks, public buildings and community infrastructure in the public realm, art and landscaping works, and the management of creeks, drainage and wetlands in conjunction with the Traditional Owners.	Ongoing	Ongoing operational activity	Consultation with Traditional Owners approx. \$1k per session - 1 hour. Approx. \$2k per word in traditional language.	Council (Community wellbeing)	Implement	Council (Active and creative communities)

Appendix 3 - Glossary

Activity centres	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Green Factor Tool	The Green Factor Tool is a green infrastructure assessment tool designed by City of Melbourne and developed to help with designing and constructing new buildings and significant alterations and additions that are environmentally friendly and include green infrastructure.
Affordable housing	Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.
Climate change	A long-term change of the earth's temperature and weather patterns, generally attributed directly or indirectly to human activities such as fossil fuel combustion and vegetation clearing and burning.
Commercial floorspace	Floorspace used by retail, accommodation, food and other industries, and business service industries.
Commercial land	Land used for commercial purposes including land used for business service; retail, accommodation, food and other industries.
Eastern Region	Includes the municipalities of Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges.
Employment land	Land that is generally zoned or otherwise identified for either industrial or commercial purposes. It generally allows for a range of manufacturing industries, the storage and distribution of goods, retail, office, business, entertainment and other associated uses.

Environmentally sustainable development	An approach to development that seeks to meet the needs of the present without compromising the ability of future generations to meet their own needs. It has economic, social and environmental dimensions.
Evapotranspiration	The process whereby water is transferred into the atmosphere from the land via evaporation from the soil and transpiration from plants.
Health precincts	Locations to cluster synergistic health services to improve access to integrated service provision, improve outcomes, develop the health workforce and deliver economic benefits such as innovation and job creation.
Housing density	The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare. It is based on the following sub-categories: - Low density: 8-20 dwellings per hectare. - Medium density: 21-80 dwellings per hectare. - High density: 80+ dwellings per hectare.
Industrial land	Areas that are zoned for industrial purposes in the Knox Planning Scheme including the Industrial 1 and 3 Zones and Commercial 2 Zone.
Integrated water management	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Major activity centres	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger sub-regional catchments. Plan Melbourne identifies 121 major activity centres.
Melbourne Central Business District (CBD)	Melbourne's original 'Hoddle Grid' street layout bounded by the Yarra River, Spring Street, La Trobe Street and Spencer Street, as well as the triangular area to the north bounded by Victoria, Peel and La Trobe streets.
Metropolitan Melbourne	The 31 municipalities that make up metropolitan Melbourne, plus part of Mitchell Shire within the urban growth boundary.

Neighbourhood activity centres	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.
Plan Melbourne	A long-term plan to accommodate Melbourne's future growth in population and employment between 2017 and 2051.
Principal Public Transport Network (PPTN)	A statutory land-use planning tool that supports integrated land-use and transport planning by providing certainty to land-use planners and developers around locations that are and will be served by high-quality public transport.
Public housing	Long-term rental housing that is owned by the government. Its purpose is to accommodate very low to moderate income households that are most in need.
Public realm	Comprises spaces and places that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.
Renewal Strategy	A Renewal Strategy is similar to a structure plan with its purpose and function being to plan for the future of a centre by protecting its distinctive positive elements and building on its opportunities. A Renewal Strategy seeks to address new challenges such as population growth and changes to the community profile by balancing economic, social and environmental issues. It is focused on a "place" with its own intrinsic characteristics and strengths, aiming to enliven a centre and reduce the need to travel.
Social housing	A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.

Songline	Songlines are the Aboriginal walking routes that crossed the country, linking important sites and locations. Before colonisation they were maintained by regular use, burning off and clearing.
State-significant industrial precincts	Strategically located land available for major industrial development linked to the Principal Freight Network and transport gateways.
Structure Plan	A plan developed for an activity centre based on a shared vision which identifies the type and scope of change projected within the activity centre over time and manages, influences and facilitates change within the activity centre.
Urban Design Guidelines for Victoria	Guidelines which support state agencies, local government and the urban development sector to deliver, functional and enjoyable places for people to live, work, and spend leisure time. The guidelines aim to create neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity. These places may be urban areas in metropolitan Melbourne and in regional cities and towns.
Urban heat-island (UHI) effect	When the built environment absorbs, traps, and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
Urban Services	Diverse areas that support an increasing variety of specialised activities for household service needs.

7 Public Question Time

8 Officer Reports

8.1 Response to Notice of Motion No. 145 – Mobile Lighting and Security

Final Report Destination:	Council
Paper Type:	For Noting
Author:	Coordinator Healthy and Safe Communities, Lisette Pine
Manager:	Manager Community Wellbeing, Kerryn Jansons
Executive:	Director, Connected Communities, Judy Chalkley

SUMMARY

At its meeting on 22 April 2024, Council endorsed Notice of Motion 145 – Mobile Lighting and Security that had regard to a high-level feasibility study on the cost and use of mobile lighting and Closed-Circuit Television (CCTV) security stations in relation to crime prevention. The Motion also requested that Council advocate to the Minister for Crime Prevention and Police, the Honourable Anthony Carbines MP, for funding to provide assistance with crime prevention strategies to improve perceptions of community safety.

This report responds to the Notice of Motion request and includes a letter sent to the Minister (see Attachment 1) requesting consideration for funding of crime prevention strategies.

RECOMMENDATION

That Council:

1. Receive and note this report in response to the 22 April 2024 Council Meeting Notice Motion No. 145 relating to mobile lighting and security; and
2. Note the advice from Council Officers not to proceed with purchasing or renting a mobile CCTV and lighting unit for crime prevention purposes, as this proposal does not align with Council's Visual Surveillance Policy 2019 or Council's role in addressing crime prevention issues.

1. DISCUSSION

At its meeting held on 22 April 2024, the following Motion was carried by Council:

That Council resolve:

- To receive a report at the 26 August Council Meeting (unless deferred to a later date in consultation with the Mayor) regarding a high-level feasibility study on the cost and use of mobile lighting and CCTV security stations, in relation to crime prevention; and
- Advocate to the Minister for Crime Prevention and Police, the Honourable Anthony Carbines MP, for funding to provide assistance with Crime Prevention Strategies, to improve perceptions of community safety.

1.1 Background

Knox City Council's role in crime prevention, as distinct from the law enforcement role of Victoria Police, involves creating and supporting initiatives that address the underlying causes of crime, including community safety programs, urban planning strategies, and social programs. By fostering safer environments and promoting community safety, Council plays a crucial role in enhancing overall public safety. The role of Council in addressing crime prevention/public safety

issues as outlined in Council's Visual Surveillance Policy 2019 (the Policy), does not include the resourcing, monitoring and management of CCTV systems.

Following a recent increase in residential crime in particular areas of Knox, there have been requests from residents for Council to consider enhanced security measures including CCTV and lighting. The increase in crime has been compounded by their opportunistic nature, and often occurring randomly in residential streets which made it difficult to initially target appropriate crime prevention responses. Council and Victoria Police have met with impacted residents to discuss community safety considerations such as enhanced physical home security measures like lighting, security alarms, etc. and to develop local crime prevention responses. These efforts and targeted law enforcement activities supported a reduction in crime, created safer residential environments and enabled Council and Police to build community relationships.

1.1.1 Crime Prevention Programs

Knox City Council has supported crime prevention programs for many years to reduce the incidence of crime and improve perceptions of safety. The Programs are aimed at improving community safety and preventing or addressing crime when it occurs and include:

- The delivery of Crime Prevention Through Environmental Design (CPTED) initiatives to create safer public places and open spaces;
- Graffiti prevention and cleaning programs;
- Planning crime prevention activities in Boronia Shopping Precinct in partnership with Victoria Police who manage the CCTV system to support policing operations; and
- The development of community safety programs and policies to support community need.

In 2022, Council secured funding for over two years, through the Victorian Government's Building Safer Communities Program (the Empowering Communities Project), to address causes of crime in our community. The Project involved partnering with local communities to design and lead innovative initiatives that focused on the causes of crime and improving perceptions of safety in a local setting. Initial findings indicate this approach has significantly enhanced community safety, and strengthened collaboration and partnerships with Police, residents, local services and businesses.

Contemporary crime prevention approaches such as the "empowering communities" model, generally embrace the value of partnerships and program delivery, in recognition that the causes of crime are wide ranging, complex and frequently require a coordinated response.

Therefore, this report presents an overview of the current best practice approaches and Council's role in crime prevention interventions and includes a high-level feasibility study that considers the suitability for using mobile lighting and CCTV units as a crime prevention strategy to address local crime issues.

Correspondence has been sent to the Minister for Crime Prevention, Police, and Racing, the Honourable Anthony Carbin MP, advocating for funding to deliver ongoing crime prevention strategies to improve perceptions of community safety and support Council's efforts to address the underlying causes of crime (see Attachment 1).

1.2 Best Practice Approaches for Crime Prevention

Council adopts best practice frameworks when planning crime prevention programs, based on a range of strategies and interventions proven to be effective through rigorous academic research and evaluation. This approach also includes consideration for place-based crime prevention interventions, that address local issues informed by, and through partnering with, local communities and Victoria Police.

Council also incorporates CPTED principles into its master plans, building design and open space projects. It supports high quality, appropriate design outcomes to create safer, vibrant and welcoming environments for all. The risk of crime in a community can be influenced by a range of factors and is not simply prevented through well designed places alone, however, CPTED is an important tool with proven benefits. The use of public CCTV managed and resourced by Victoria Police and lighting interventions can be considered within the mix of CPTED, as part of broader crime prevention initiatives.

1.3 The Use of CCTV as a Crime Prevention Tool

The use of CCTV has become an increasingly popular approach by law enforcement agencies and other levels of Government for a range of purposes. Law enforcement agencies may use CCTV as a tool to identify crime and as a source of evidence in the investigation of criminal offences. Crime Prevention Victoria (CPV) conducted research in 2022 that indicates CCTV in a community setting may be effective in reducing some forms of property crime in certain circumstances, for example in car parks and to a lesser extent in residential areas. The research also found that the best outcomes for CCTV appear to be achieved when it is part of a combination of other crime prevention strategies tailored to specific local issues and context. There is a significant range of issues to be considered in determining whether CCTV is an appropriate response to potential local crime and antisocial behavioural issues. These considerations have been included in Section 1.6 of this report.

1.4 Public Lighting

Urban design principles for public lighting suggest that fit for purpose public lighting can be used to improve perceptions of safety in urban areas, making public spaces more inviting at night for community use. People feel safer in well-illuminated areas because they can see what and who is around them.

However, the use of public lighting, including mobile lighting units, must be balanced with environmental and technical requirements and must be considered as part of an integrated approach to increase safety. Inappropriate use of public lighting can have negative effects such as, when installed in an isolated area or areas not intended for night-time use, it may attract rather than deter anti-social behaviour. Considered lighting design is crucial to give the best chance of improving perceptions of safety.

1.5 Benchmarking Council Use of Mobile CCTV and Lighting

Many Councils are using CCTV technology for asset protection or in partnership with Police for crime prevention/public safety issues. Across the Eastern Metropolitan Council region (Knox, Maroondah, Whitehorse, Yarra Ranges and Manningham), a range of permanently installed CCTV systems are currently used for different purposes. There is no available data in relation to the use of mobile CCTV and lighting units for the purpose of crime prevention. Generally, mobile CCTV

technology would only be considered if managed by Victoria Police for the purpose of law enforcement and investigation, in collaboration with other community crime prevention activities.

1.6 Considerations for Using Mobile CCTV and Lighting in Community Settings

The use of CCTV technology in community settings, including mobile devices, is governed by Council's Visual Surveillance Policy 2019. The Policy stipulates that CCTV is not recommended as an isolated response to addressing crime issues and should be part of a multi-faceted response and range of strategies including CPTED initiatives in partnership with community, and local services. The Policy also clearly states that it is not Council's role to fund, monitor and manage CCTV cameras for the purpose of addressing crime and community safety issues.

If Victoria Police approached Council to use a mobile CCTV and lighting unit for law enforcement purposes on Council land this would require thorough planning, community engagement, management and adherence to legal and policy requirements.

1.7 Cost of Hire or Purchasing a Mobile CCTV System

If Council were to consider hiring or purchasing a mobile CCTV and lighting unit to support Victoria Police with law enforcement responsibilities, there are considerable oncosts that have not been factored into the following estimates such as storage of the unit, protection from vandalism, community concerns about privacy, ensuring data security etc. and would need further investigation should this be progressed.

The approximate cost of hiring a mobile CCTV and lighting unit can vary significantly and are typically rented daily. Daily rates can range from \$200 to \$500 or more, depending on the sophistication of the equipment (e.g. resolution, recording capabilities, remote monitoring capabilities). There may be additional costs for installation and setup, which can range from \$100 to \$300 per unit. Purchasing a system range from \$55,000 for a basic unit to \$150,000 for a higher end system.

1.8 Data Security

Essential to legislative compliance responsibilities when managing a CCTV system is equipment and data security (storage of and access to data) and privacy considerations.

There are various factors, as outlined above, to support not to proceed with purchasing and or renting of a mobile CCTV and lighting unit for crime prevention purposes. The primary reason this proposal does not align with Council's Visual Surveillance Policy 2019. The best outcomes for Council can be achieved when a multi-faceted approach is taken, combining a range of crime prevention strategies tailored to the specific local issue. Council Officers will continue to work with Victoria Police and other local partners to improve perceptions of safety and respond to local issues as they arise.

2. ENGAGEMENT

Community engagement is crucial for addressing crime in a local community as it fosters collaboration, builds trust, and empowers residents to take an active role in improving safety and reducing crime. Over the past six months, Council and Victoria Police have held community meetings in local streets to discuss crime prevention and community safety considerations such as home security and how to report crime or neighborhood concerns. Council Officers have also conducted community safety walks with residents at night to identify lighting and other potential

community safety issues. Police have distributed crime prevention information to many residents impacted by local crime that includes tips on home security, reducing theft of and from cars, and vandalism. Police are also conducting coffee with a cop session at Stud Park and Westfield shopping centres which is an opportunity for the community to discuss their concerns about crime and safety.

3. SOCIAL IMPLICATIONS

By addressing social considerations proactively and with thorough planning, Council in partnership with Police and community can implement crime prevention strategies that not only enhance public safety but also respect community values, rights, and expectations. Balancing crime prevention objectives with social concerns can contribute positively to crime prevention efforts while fostering community trust and cooperation.

4. CLIMATE CHANGE CONSIDERATIONS

Implementation of the recommendation is considered to have no direct implications or has no direct impacts upon Council’s Net Zero 2030 target, the Community Net Zero 2040, exposure to climate risks or climate change adaptation.

5. ENVIRONMENTAL IMPLICATIONS

Lighting of public open spaces may have impacts on local fauna behaviour, which should be given consideration prior to the implementation of lighting solutions. Lighting can incorporate timed activation settings to ensure impacts are mitigated.

6. FINANCIAL AND RESOURCE IMPLICATIONS

As noted in Section 1.7 of this report, if Council were to consider hiring or purchasing a mobile CCTV and lighting unit to support Victoria Police with law enforcement responsibilities, there are considerable oncosts that have not been factored into the following estimates such as storage of the unit, protection from vandalism, community concerns about privacy, ensuring data security etc. and would need further investigation should this be progressed.

The approximate cost of hiring a mobile CCTV and lighting unit can vary significantly and are typically rented on a daily basis. Daily rates can range from \$200 to \$500 or more, depending on the sophistication of the equipment (e.g. resolution, recording capabilities, remote monitoring capabilities). There may be additional costs for installation and setup, which can range from \$100 to \$300 per unit. Purchasing a system ranges from \$55,000 for a basic unit to \$150,000 for a higher end system.

7. RISKS

The following risks have been considered in relation to this report:

Risk	Mitigation
Privacy Concerns: CCTV cameras can intrude upon individuals' privacy, especially if they are not positioned and managed carefully. There is a risk of surveillance extending beyond legitimate needs, leading to concerns about personal data protection and civil liberties.	The project is compliant with Council Visual Surveillance Policy and relevant Privacy Legislation. Appropriate resources are allocated to project management.

Risk	Mitigation
<p>Data Security: CCTV systems collect and store significant amounts of data, including potentially sensitive information about individuals. There is a risk of this data being hacked, leaked, or misused if proper security measures are not in place.</p>	<p>Compliance with Council Data Security and management practices and policy, and Visual Surveillance Policy, Knox Visual Surveillance Procedure and relevant Legislation.</p>
<p>Council risks: If Council supported the hire or purchase of a mobile CCTV unit to support law enforcement there may be community expectations for increased security measures in public spaces across many locations in Knox, and the cameras would stop and reduce crime occurring. It is important to balance these expectations to effectively address both the perceived and actual needs for CCTV in enhancing public safety and the role of Victoria Police and Council.</p>	<p>Clearly articulating Councils role in community safety and crime prevention related to:</p> <p>Community Engagement: Encouraging residents to be vigilant, report suspicious activities, and participate in community safety initiatives.</p> <p>Education and Awareness: Providing crime prevention education to residents, including tips on securing property.</p> <p>Collaboration with Victoria Police: Working closely with local police to understand crime trends and develop community safety and crime prevention responses.</p>

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Neighbourhoods, Housing & Infrastructure

Strategy 2.2 - Create, enhance and maintain places and spaces for people to live, work, play and connect.

Connection, Resilience & Wellbeing

Strategy 4.1 - Support our community to improve their physical, mental and social health and wellbeing.

Strategy 4.2 - Foster inclusivity, equality, belonging and safety within the community.

Strategy 4.4 - Support the community to identify and lead community strengthening initiatives.

Civic Engagement & Integrity

Strategy 5.1 - Provide opportunities for all people in Knox to have their say.

9. CONFLICT OF INTEREST

The Officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

1. Attachment 1 - Letter - Request for funding to support crime prevention strategies - Hon Anthony Car [**8.1.1** - 1 page]

Attachment 1

22 July 2024

The Hon. Anthony Carbines MP
State Member for Ivanhoe
Minister for Police, Crime Prevention and Racing
Level 26, 121 Exhibition Street,
MELBOURNE VIC 3000

Dear Mr. Carbines

Request for funding to support crime prevention strategies.

Knox City Council has supported crime prevention programs for many years that contribute to improving safety and perceptions of safety. This work also promotes community health and wellbeing by creating safer, more supportive environments for all residents.

Recently I attended community meetings requested by residents who have expressed significant concern about the increase in crime and the impact on their family's sense of safety. Unfortunately, over the past six months our community has experienced serious incidents of crime and Council is currently working with Police and community to address the immediate concerns. However, over the long term we need to continue to plan and deliver targeted crime prevention strategies and interventions.

The investment of appropriate resources to support this work is crucial for fostering safer communities and addressing the underlying causes of crime. I am therefore writing to you to request your consideration for funding options to support and assist the Council's efforts to respond to ongoing community need.

I also acknowledge that Council secured funding over two years (2022-2024), through the Victorian Government's Building Safer Communities program (Empowering Communities Project), to tackle crime in Knox. This project involved partnering with local communities to design and lead innovative initiatives to address the causes of crime and improve perceptions of safety. Initial findings indicate this approach has significantly enhanced community safety, and improved collaboration and partnerships between Police, residents, community services, and businesses. This funding will end in September 2024.

To continue important crime prevention work in other areas of Knox, I would welcome the opportunity to meet with you to discuss this issue in more detail.

I look forward to hearing from you and can be contacted on mobile number 0437 877 176 or email: cr.jude.dwight@knox.vic.gov.au.

Yours sincerely


Cr Jude Dwight
Mayor

Enquiries: Lisette Pine
D24-160208

Knox City Council, ABN 24 477 480 661, 511 Burwood Highway, Wantirna South Victoria 3152,
Telephone 03 9298 8000, Fax 03 9800 3096, Email knoxcc@knox.vic.gov.au, DX 18210 KNOX, knox.vic.gov.au



8.2 Minor Grants Program Monthly Report - August 2024

Final Report Destination: Council
Paper Type: For Decision
Author: Community Partnerships Officer, Jade Mainwaring
Manager: Manager Community Wellbeing. Kerry Jansons
Executive: Director Connected Communities, Judy Chalkley

SUMMARY

This report summarises the grant applications recommended for approval in August 2024 for the 2024-2025 Minor Grants Program. All applications have been assessed against the criteria set out in the Minor Grants Program Procedure.

Applications under the Minor Grants Procedure are limited to a maximum of \$3,000.00 within the current financial year.

RECOMMENDATION

That Council resolve to:

1. Approve 14 applications for a total of \$27,099.60 (excluding GST) as detailed below:

Applicant Name	Project Title	Amount Requested (inc. GST)	Amount Recommended (excl. GST)
Waterlea Community Incorporated	War against waste at Waterlea and Stamford Park	\$1,800.00	\$1,800.00
Sherbrooke Little Athletics Club	Uniforms for Little Athletics Participants	\$3,000.00	\$3,000.00
Friends of Koolunga Native Reserve Inc.	30 years and beyond	\$2,153.00	\$1957.27
Angliss Ferntree Gully Op Shop	Purchase and laying of new carpet tiles for the OP Shop	\$3,000.00	\$3,000.00
Footscape Inc.	Foot Care Kits	\$3,000.00	\$2,727.27
1 st Knoxfield Scouts	1 st Knoxfield Scout Hall – Lighting Improvement	\$3,000.00	\$2,727.27
Knox Ramblers	Uniforms	\$2,564.67	\$2,331.52
Wantirna Tennis Club Inc.	Filter replacement for drinking water dispenser	\$190.00	\$190.00
Knox Environment Society	Equipping Knox Repair for further expansion	\$2,365.00	\$1,696.00
Upwey Ferntree Gully Baseball Club	Junior Coach Education and IT Resources	\$970.00	\$970.00
Didi Bahini Samaj Victoria	Purchase of a projector and equipment to run a workshop	\$1,395.00	\$1,395.00
Fab Nob Theatre Inc.	Air Conditioning Unit	\$1,900.00	\$1,900.00
Upper Ferntree Gully Cricket Club	Girls only cricket training session	\$678.00	\$678.00

Applicant Name	Project Title	Amount Requested (inc. GST)	Amount Recommended (excl. GST)
Girl Guides Association of Vic Knox District	Replacement and removal of defective ducted heating	\$3,000.00	\$2,727.27
Total		\$29,015.67	\$27,099.60

2. Defer two applications requesting a total of \$6,000 as detailed below:

Applicant Name	Project Title	Amount Requested
Knox Toy Library	Shelves of Joy: Expanding, Play, Building Community	\$3,000.00
Restore Community Care	Restoring Broken Lives	\$3,000.00
Total		\$6,000.00

3. Note that should the recommended grants be approved by Council, the remaining Minor Grants Program budget for 2024-2025 will be \$113,490.98 after GST adjustments.

1. DISCUSSION

1.1 Background

The Minor Grants Program provides a pool of grant funding that can respond monthly to requests for small amounts of funding to assist with short term, one-off projects or initiatives that are relatively minor in nature.

The objective of the Minor Grants Program is to be an accessible and responsive funding source to assist a wide range of community led activities across the municipality and support volunteer effort and civic participation.

It operates under the principles of other Knox Council grants programs to ensure:

- Funded projects will provide benefit to the Knox community and help meet Council objectives;
- Co-operation and collaboration between groups will be encouraged;
- The grant process will be consistent, equitable and transparent; and
- The grant process will support and strengthen community groups in developing local solutions to local needs.

Applications are assessed against criteria specified in the Minor Grants Program Procedure (approved in April 2024), to determine the eligibility of the applicant organisation and the eligibility of the grant application.

The Procedure and Council's Grant Framework Policy set out an open and transparent grant program that meets the principles of good governance and is compliant with the requirements of the Local Government Act 2020.

In accordance with the Procedure, applications for funding have been assessed by the Chief Executive Officer, or delegate, for Council's approval.

This report presents to Council the recommendations for recent Minor Grant applications in accordance with the Procedure.

1.2 Applications Recommended for Approval

Sixteen applications have been assessed this month, requesting grants totaling \$35,015.67 (inc. GST). Of the 16 applications, 14 are recommended for approval. A summary of the projects recommended is as follows:

- Warterlea Estate residents are proactively collecting rubbish in the newly opened Stamford Park Wetlands and the Stamford Homestead Grounds to help influence visitors keeping the area clean. They would like to use grant funds to purchase a rubbish collection trolley to assist with their rubbish rounds.
- Sherbrooke Little Athletics would like to support their young members with the provision of uniforms to ensure they feel united, professional and connected to the Club. By accessing grant funding, they can continue to keep sport accessible.
- Friends of Koolunga are celebrating 30-years of volunteering to restore and maintain bushland reserves and biodiversity in Knox. They will use grant funds to contribute to a celebration event for the community to mark this milestone.
- The Angliss Ferntree Gully Op Shop would like to replace the existing carpet tiles at their premises that are very old, unsafe and pose a trip hazard for staff and customers. Grant funds would go towards purchasing and laying the carpet tiles.
- Footscape Inc. are requesting a grant to assist in the purchase of high quality new/secondhand footwear, socks and footcare kits for disadvantaged Knox residents for distribution via Knox affiliates EACH and Bolton Clarke.
- 1st Knoxfield Scouts have requested a grant to contribute towards upgrading the lighting system in the hall from outdated fluorescent lighting to modern LED batten lighting.
- The Knox Ramblers walking group will use grant funds to purchase uniforms for its members to help existing members feel connected and attract new members when they're out walking.
- Wantirna Tennis Club requires a small grant to contribute to the replacement of the hot water filter system.
- Knox Environment Society Inc. is seeking funding to purchase its own dedicated laptop to build and manage its repair matching service as well as respond to community and volunteer queries for their Knox Repair Cafe. Partial funding is recommended due to applicant reaching Minor Grant Program Procedures funding allocation.
- Upwey Ferntree Gully Baseball Club will use grant funds to contribute to the capacity building of coaches at the junior level.
- Didi Bahini Samaj Victoria would like to purchase a projector to facilitate their awareness workshops so participants can see the presentation clearly.
- The Fab Nobs Theatre Inc. need an air conditioning unit to cool the backstage area for cast and crew and are seeking grant funds to contribute to this.
- Upper Ferntree Gully Cricket Club are holding a "girls only" cricket training session and are seeking grant funds to contribute towards the warmup activity and flyers.

- Girl Guides Association of Vic Knox District require a grant for removal and replacement of defective heating in their hall to benefit all occupants, including the Guides and Foothills Community Meals.

Application details are provided in Attachment 1.

1.3 Applications Recommended for Deferral

Two applications are recommended for deferral to the 9 September 2024 Meeting of Council as we await further information regarding their applications including:

- Restore Community Care Inc.; and
- Knox Toy Library.

2. ENGAGEMENT

Engagement is undertaken with organisations in relation to their grant applications whenever possible and if necessary, to clarify details regarding their applications prior to Council’s consideration.

Advice or information may be sought from Officers across Council in relation to either the applying organisation or the proposed project, or both, if considered necessary.

The Minor Grants Program Procedure specifies assessment can occur by the Chief Executive Officer, or delegate, and make recommendation for Council’s determination.

3. SOCIAL IMPLICATIONS

The Minor Grants Program allows Council to respond promptly to requests from Knox-based community groups for small amounts of funding to assist a variety of community-based programs, projects or activities. Council’s Minor Grants are a simple and streamlined source of funding that can make a significant difference for local community organisations in need of short-term, specific purpose assistance.

4. CLIMATE CHANGE CONSIDERATIONS

Implementation of the recommendation is considered to have no direct implications or has no direct impacts upon Council’s Net Zero 2030 target, the Community Net Zero 2040, exposure to climate risks or climate change adaptation.

5. ENVIRONMENTAL CONSIDERATIONS

There are no environmental considerations associated with this report.

6. FINANCIAL & RESOURCE IMPLICATIONS

The approval of Minor Grants is managed within Council’s adopted budget. The 2024-2025 budget provides \$155,145.00 for the Minor Grants Program.

Funding commitments to date are summarised below:

Yearly Summary 2024-25	Amount Recommended at Council Meeting (Excluding GST)	Total Amount Approved (Excluding GST)
July	\$14,554.41	\$14,554.41

Yearly Summary 2024-25	Amount Recommended at Council Meeting (Excluding GST)	Total Amount Approved (Excluding GST)
August	\$27,099.60	\$
September	\$	\$
October	\$	\$
November	\$	\$
December	\$	\$
January	\$	\$
February	\$	\$
March	\$	\$
April	\$	\$
May	\$	\$
Totals (Year to Date)	\$41,654.01	\$14,554.41

Recommended applications for the August period total \$27,099.60 (excluding GST).

If approved as recommended, the remaining Minor Grants budget for 2024-2025 will total \$113,490.98, after GST adjustments.

7. RISKS

Any risks associated with administering the Minor Grant Program are managed through the implementation of Council's Grant Framework Policy and the Minor Grants Program Procedure. All Minor Grants must be acquitted, and evidence of expenditure must be provided by the organisation.

The Procedures and Council's Grant Framework Policy set out an open and transparent grant program that meets the principles of good governance and is compliant with the requirements of the Local Government Act 2020.

In accordance with the Procedures, applications for funding have been assessed by the Chief Executive Officer, or their delegate, for Council or delegate approval as appropriate.

8. RELEVANCE TO KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Opportunity & Innovation

Strategy 1.2 - Encourage and support opportunities for skills development and lifelong learning for all people in Knox.

Neighbourhoods, Housing & Infrastructure

Strategy 2.2 – Create, enhance and maintain places and spaces for people to live, work, play and connect.

Natural Environment & Sustainability

Strategy 3.3 – Lead by example and encourage our community to reduce waste.

Resilience & Wellbeing

Strategy 4.1 – Support our community to improve their physical, mental and social health and wellbeing.

Strategy 4.2 – Foster inclusivity, equality, belonging and safety within the community.

Strategy 4.4 - Support the community to identify and lead community strengthening initiatives.

Civic Engagement & Integrity

Strategy 5.2 - Manage our resources effectively to ensure financial sustainability and improved customer experience.

Strategy 5.3 – Ensure our processes are transparent and decisions are accountable.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

Attachments

1. Attachment 1 - Minor Grants Program - Application Extraction - August 2024 [8.2.1 - 17 pages]

Minor Grant Program Applications
August 2024

Attachment 1

2425-MGP016

Waterlea Community Incorporated

Application ID	2425-MGP016
Organisation Name	Waterlea Community Incorporated
Grant Program	Minor Grants Program

Project Title	War against Waste at Waterlea and Stamford Park
Project Start Date	01/11/2024
Project End Date	31/12/2025

Request Details	The request is to fund the purchase of a Rubbish collection trolley so we can assist council keeping clean our streets, the newly opened Stamford park wetlands, the local industrial estate and the Stamford homestead grounds. We have collected many bags of rubbish from the area but the task continues to grow. We will include the pickup of pet waste that has not been correctly done by the pet owners. We are hopeful with people seeing the community cleaning the area that they will in turn become more responsible in the way they dispose of their waste. At the moment we collect a household rubbish bag each week. currently pet waste is not collected and also there is not any sorting of recycling and rubbish. We would also like to get some stickers or have them supplied by council to demonstrate its a collaboration between the council and local residents to keep the area clean.		
Community Benefit	<ul style="list-style-type: none"> - The Waterlea estate, the wetlands, industrial estate and Homestead will have a lot less rubbish left around. - Rubbish will not enter the wetlands and this will reduce the amount of micro plastics that will find its way into the food chain. - Less chance of children/people being injured by broken glass etc when using the wetlands/ homestead or the facilities around our estate. - The whole area will look better with the constant attention to rubbish. 		
Total Beneficiaries	500	Total Project Cost	\$ 1800.00
Knox Beneficiaries	450	Total Amount Requested	\$ 1800.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
total income	\$ 1800.00	rubbish collection equipment, rubbish bags , Stickers and signs to encourage community help with keeping the wetlands clean	\$ 1800.00

Minor Grant Program Applications
August 2024

2425-MGP017

Sherbrooke Little Athletics Club

Application ID	2425-MGP017
Organisation Name	Sherbrooke Little Athletics Club
Grant Program	Minor Grants Program

Project Title	Uniforms for Little Athletics Participants
Project Start Date	31/08/2024
Project End Date	31/01/2025

Request Details	I am writing to apply for a grant on behalf of our children's athletics club to secure uniforms for our young athletes. As a dedicated member of the community, we believe that investing in our youth through sports programs can have a profound impact on their overall development. By providing uniforms for our young athletes, we can ensure they feel united, professional, and motivated to excel in their chosen sport.		
Community Benefit	<p>Here are some compelling reasons why supporting our club with uniforms would bring significant benefits to the community:</p> <ol style="list-style-type: none"> **Promotes Unity and Team Spirit**: Having matching uniforms would instill a sense of pride and belonging among our young athletes. It promotes unity and team spirit, fostering camaraderie and strong bonds among the children. When children feel like they are part of a team, they are more likely to support each other, work together towards common goals, and build lasting friendships. **Boosts Confidence and Self-Esteem**: Wearing uniforms can boost the confidence and self-esteem of our young athletes. It creates a sense of identity and professionalism, helping them feel proud of their achievements and motivated to perform at their best. When children feel good about themselves, they are more likely to take on challenges, set higher goals, and strive for excellence both on and off the field. **Enhances Visibility and Recognition**: Uniforms not only benefit the athletes but also help increase the visibility and recognition of our club within the community. When our young athletes compete in local tournaments or events, wearing uniforms with our club's logo and colours can help promote our organization and attract more children to join our program. This increased visibility can also attract potential sponsors and supporters who share our vision of empowering young athletes through sports. **Encourages Professionalism and Discipline**: By providing uniforms, we are teaching our young athletes important values such as professionalism and discipline. Wearing a uniform creates a sense of responsibility and commitment to the team, encouraging children to adhere to rules, show respect for their coaches and teammates, and strive for excellence in all aspects of their athletic endeavours. 		
Total Beneficiaries	80	Total Project Cost	\$ 3029.00
Knox Beneficiaries	50	Total Amount Requested	\$ 3000.00

Minor Grant Program Applications
August 2024

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council Grant	\$ 3000.00	Uniforms	\$ 3029.00
Org Contribution	\$ 29.00		\$ \$

Minor Grant Program Applications
August 2024

2425-MGP022

Friends of Koolunga Native Reserve Inc.

Application ID	2425-MGP022
Organisation Name	Friends of Koolunga Native Reserve Inc.
Grant Program	Minor Grants Program

Project Title	30 years and beyond
Project Start Date	01/09/2024
Project End Date	31/10/2024

Request Details	The Friends of Koolunga Native Reserve are celebrating the 30th anniversary of volunteering to restore and maintain bushland reserves and biodiversity in Knox. This event will bring together current and past members, members of other environmental volunteer groups, and stakeholders that we work with to collectively achieve our goals (council staff and councillors, Melbourne Water etc). At the event past achievements and outcomes will be highlighted as well as presenting future opportunities for further community involvement in restoring and maintaining Knox's bushland reserves. The funds will enable the event to be motivating and educational by providing an native wildlife interactive education, a display of some of Knox's rare and threatened plant species, a commemorative indigenous native plant, some minor consumables to be able to put on the event, and light refreshments.		
Community Benefit	The event will bring together community volunteers and leaders to further strengthen their sense of connection to Knox's bushland reserves as well as to each other as like-minded individuals. It will demonstrate what volunteers are capable of and provide insight into the opportunities where they can directly influence and control positive outcomes for the environment and broader Knox community. This engagement is also intended to motivate volunteers to continue providing a valuable service back to the Knox community and environment. The wildlife education activity and rare and threatened plant display aims to connect volunteers and leaders to the importance of their current and future work.		
Total Beneficiaries	60	Total Project Cost	\$ 2423.00
Knox Beneficiaries	60	Total Amount Requested	\$ 2153.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council grant	\$ 2153.00	Catering (light refreshment)	\$ 700.00
Contribution by FOKNR for remainder of catering	\$ 270.00	Birthday cake	\$ 50.00
		Tea / coffee / milk	\$ 20.00
		Juice / soft drink	\$ 45.00
		Commemorative native plant for participants	\$ 180.00
		Printing and certificates	\$ 50.00

Minor Grant Program Applications

August 2024

		Display of rare & threatened plants from Knox	\$ 300.00
		Native wildlife interactive education	\$ 1078.00

Minor Grant Program Applications
August 2024**2425-MGP027****Knox District Girl Guides**

Application ID	2425-MGP027
Organisation Name	Knox District Girl Guides
Grant Program	Minor Grants Program

Project Title	Replacement and removal defective ducted heater and ducts
Project Start Date	01/09/2024
Project End Date	01/12/2024

Request Details	Remove defective gas heater and ducts and replace with more efficient and working gas ducted heater.		
Community Benefit	The Guiding community and the Foothills Meals community will benefit from a warm hall to provide their programs that feed the needy in.		
Total Beneficiaries	300	Total Project Cost	\$ 8760.00
Knox Beneficiaries	300	Total Amount Requested	\$ 3000.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
council grant	\$ 3000.00	Split system	\$ 3000.00

Minor Grant Program Applications
August 2024**2425-MGP030****Angliss Ferntree Gully Op Shop**

Application ID	2425-MGP030
Organisation Name	Angliss Ferntree Gully Op Shop
Grant Program	Minor Grants Program

Project Title	Purchase and laying of new carpet tiles for the Op Shop
Project Start Date	27/08/2024
Project End Date	28/08/2024

Request Details	We would like the Grant to instal new carpet tiles in the OPP Shop The existing carpet is VERY old and could cause a tripping hazard to everyone.		
Community Benefit	The community would benefit from this project as it would provide a safe and pleasant environment to enter the shop		
Total Beneficiaries	100s	Total Project Cost	\$ 3228.75
Knox Beneficiaries	16	Total Amount Requested	\$ 3000.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council grant	\$ 3000.00	Carpet	\$ 3000.00

Minor Grant Program Applications
August 2024

2425-MGP031

Footscape Inc.

Application ID	2425-MGP031
Organisation Name	Footscape Inc.
Grant Program	Minor Grants Program

Project Title	Foot Care Kits
Project Start Date	01/09/2024
Project End Date	30/09/2024

Request Details	<p>Footscape's provision of high quality new/second hand footwear, new socks and foot care kits greatly improves the ability of project affiliate organisations to support clients as they work to achieve their goals. Nonetheless, demand for Footscape material aid items has been at record levels over the past twelve months. In all 20,000 items of footwear, socks, foot care kits and orthotic devices have been funded/distributed by Footscape. In so doing material aid inventory, including foot care kit resources, are rapidly being exhausted. Given current cost of living pressures continue to result in increasing numbers of requests Footscape is seeking urgent support to ensure a supply of foot care kits can be maintained with Knox City Council affiliates including EACH and Bolton Clarke. Affiliates recognise that Footscape is addressing health inequity by providing essential resources, delivering social justice and empowering affecting individuals.</p> <p>The short term objectives and relevant measures of success for this project pertain to:</p> <ul style="list-style-type: none"> - Objective One: To enhance foot health for Homeless Persons, First Nations Persons and Asylum Seekers by improving access to necessary resources. Measure of Success: Number of Foot Care Kits distributed throughout the project period. - Objective Two: To empower Homeless Persons, First Nations persons and Asylum Seekers by facilitating daily self-care practices. Measure of Success: Feedback received from recipient clients at the conclusion of the project period.
Community Benefit	<p>Homeless Persons, First Nations persons and Asylum Seekers confronting complex health needs have difficulty prioritising their foot health despite the risk of problems, including diabetes complications. Nonetheless painful foot problems affecting such persons are accentuated as individuals may be forced to walk long distances upon poor footwear and socks. In regards to homeless persons, who receive the majority of Footscape material aid, individuals progressively use their feet as their primary mode of transport to get food, attend appointments or even to keep warm. It's not uncommon for individuals to report walking 10-15km every day, which can put stress on their bodies, especially if carrying all of their possessions. Such persons often report their shoes getting stolen when they are asleep, so many wear their shoes all night, which can lead to bacterial infections.</p> <p>Footscape's provision of high quality new/second hand footwear, new socks and foot care kits greatly improves the ability of project affiliate organisations to support clients as they work to achieve their goals. At the time of preparing this application Footscape has distributed an extraordinary 12,000 pairs of new/second hand footwear, 80,000 pairs of new socks and 4,000 foot care kits to recipients of care at sixty affiliate organisations across Victoria and throughout Australia. These affiliates include EACH and Bolton Clarke.</p>

Minor Grant Program Applications

August 2024

	Affiliate organisations recognise that Footscape material aid orientated projects are helping to address health inequity by providing essential resources, delivering social justice and empowering affecting individuals.		
Total Beneficiaries	150	Total Project Cost	\$ 3000.00
Knox Beneficiaries	150	Total Amount Requested	\$ 3000.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council grant	\$ 3000.00	Foot Care Kits (x150 kits at \$20 each. Please note: As per recent orders through Briggate Medical Company - see attached invoice - the average kit price is \$20)	\$ 3000.00

Minor Grant Program Applications
August 2024

2425-MGP032

1st Knoxfield Scouts

Application ID	2425-MGP032
Organisation Name	1st Knoxfield Scouts
Grant Program	Minor Grants Program

Project Title	1st Knoxfield Scout Hall - Lighting Improvement
Project Start Date	01/09/2024
Project End Date	31/10/2024

Request Details	We are applying for funding to upgrade the lighting system in our Scout hall from outdated fluorescent lighting to modern LED batten lighting. Our goal is to significantly enhance the safety, lighting quality, and overall mood for the community users who frequent our facility.		
Community Benefit	The current fluorescent lighting in our Scout hall is not only inefficient but also poses safety risks due to frequent flickering and inconsistent illumination levels. LED batten lighting will provide stable, flicker-free lighting that reduces eye strain and promotes a safer environment for all users, especially during evening activities and events. Our Scout hall serves as a hub for a diverse range of community activities, including youth group meetings, educational workshops, and social gatherings. By upgrading to LED batten lighting, we aim to create a more welcoming and pleasant environment that enhances the overall experience for all community members. Improved lighting will positively impact the mood and atmosphere of our hall, encouraging greater participation and community engagement.		
Total Beneficiaries	148	Total Project Cost	\$ 4804.95
Knox Beneficiaries	148	Total Amount Requested	\$ 3000.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council Grant	\$ 3000.00	Electrical work	\$ 3000.00

Minor Grant Program Applications
August 2024**2425-MGP038****Knox Ramblers**

Application ID	2425-MGP038
Organisation Name	Knox Ramblers
Grant Program	Minor Grants Program

Project Title	Uniforms
Project Start Date	30/08/2024
Project End Date	30/11/2024

Request Details	To purchase uniforms with Group name printed on.		
Community Benefit	Helps make members feel as part of the group. Visible presence to others when out walking. Create interest from Community in joining the group2		
Total Beneficiaries	30	Total Project Cost	\$ 2464.67
Knox Beneficiaries	30	Total Amount Requested	\$ 2564.67

Income Description	Income Amount	Expenditure Description	Expenditure Amount
council grant	\$ 2564.67	Uniforms	\$ 2564.67

Minor Grant Program Applications
August 2024**2425-MGP039****Wantirna Tennis Club Inc**

Application ID	2425-MGP039
Organisation Name	Wantirna Tennis Club Inc
Grant Program	Minor Grants Program

Project Title	Filter replacement for drinking water dispenser
Project Start Date	31/08/2024
Project End Date	30/11/2024

Request Details	The hot water dispenser in the club room requires a new filter so that it can continue to function properly/provide hot water for refreshments.		
Community Benefit	Appropriately clean/filtered water for refreshments and good health of tennis club members, the general public and visitors.		
Total Beneficiaries	400	Total Project Cost	\$ 218.00
Knox Beneficiaries	300	Total Amount Requested	\$ 190.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council grant	\$ 190.00	water filter	\$ 190.00
Club contribution	\$ 28.00		

Minor Grant Program Applications
August 2024

2425-MGP040

Knox Repair Cafe

Application ID	2425-MGP040
Organisation Name	Knox Repair Cafe
Grant Program	Minor Grants Program

Project Title	Equipping Knox Repair for further expansion
Project Start Date	02/09/2024
Project End Date	29/08/2025

Request Details	Knox Repair is seeking funding to purchase its own dedicated laptop in order to build and manage its repair matching service as well as respond to community and volunteer queries. In addition new signage is requested to help the community find our repair cafe when visiting it each fortnight and also a small auto coffee machine to serve the community and help fund raise for the cafe. Lastly, a sewing machine would place less burden on current volunteers to lug their own machine around and to offer access to more volunteers to carry out fabric repairs who do not own a sewing machine		
Community Benefit	Laptop - More efficient booking and matching service Signage - find our repair cafe easily and have their repairs attended to Coffee Machine - obtain good quality refreshment whilst waiting for their repairs Sewing Machine - to allow more people to offer textile repairs to the community		
Total Beneficiaries	350	Total Project Cost	\$ 2365.00
Knox Beneficiaries	320	Total Amount Requested	\$ 2365.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council grant and contribution from donations	\$ 2365.00	Expenditure on listed equipment purchases	\$ 2365.00

Minor Grant Program Applications
August 2024

2425-MGP041

Upwey Ferntree Gully Baseball Club

Application ID	2425-MGP041
Organisation Name	Upwey Ferntree Gully Baseball Club
Grant Program	Minor Grants Program

Project Title	Junior Coach Education and IT resources
Project Start Date	01/09/2024
Project End Date	25/04/2025

Request Details	To continue to build a safe and inclusive junior sporting environment through instilling mechanisms to support and provide capacity building course accreditation opportunities at junior level for both new entry coaches as well as existing low-level accredited coaches, and appropriately resource supporting programs to enhance coaches ability to develop junior players and align new technology to the junior coaching program.		
Community Benefit	Provision of a safe and inclusive environment for young people to participate in baseball through a volunteer workforce that has the capacity and ability to provide a nurturing and engaging sporting environment. Participants will also enhance their learning via embedding modern technology resources aligned to our sport. Use of technology resources will provide our participants with knowledge and experience in the use of such technology, assisting them to better engage and reflect on technology use back within their education settings as such learnings are now embedded within the Vic HPE curriculum V2.		
Total Beneficiaries	250+	Total Project Cost	\$ 970.00
Knox Beneficiaries	200+	Total Amount Requested	\$ 970.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council grant	\$ 970.00	Baseball Australia Level B course x8, V1sports coaching and analysis subscriptions x3, Blastmotion swing analysers x3	\$ 970.00

Minor Grant Program Applications
August 2024**2425-MGP044****Didibahini Samaj Victoria**

Application ID	2425-MGP044
Organisation Name	Didibahini Samaj Victoria
Grant Program	Minor Grants Program

Project Title	To purchase equipment to run the workshop
Project Start Date	16/09/2024
Project End Date	15/09/2025

Request Details	We require a projector to facilitate the awareness workshops for current project.		
Community Benefit	Community participant will be able to see the PowerPoint presentation and have better understanding of the topic discussed in the workshop.		
Total Beneficiaries	200-300	Total Project Cost	\$ 1395.00
Knox Beneficiaries	200	Total Amount Requested	\$ 1395.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council grant	\$ 1395.00	Projector	\$ 1395.00

Minor Grant Program Applications
August 2024

2425-MGP045

Fab Nobs Theatre Inc

Application ID	2425-MGP045
Organisation Name	Fab Nobs Theatre Inc
Grant Program	Minor Grants Program

Project Title	Air Conditioning Unit
Project Start Date	30/09/2024
Project End Date	30/12/2024

Request Details	<p>We are in need of a split system air conditioning unit to cool our backstage area at our Fab Factory. Cast members and crew spend a lot of time on the Prompt side of our stage and are often dressed in layers of costumes. Our cast are often 'running around' making entries and exits from various sides and are often overheating.</p> <p>A Mitsubishi Heavy Industries 7.1kW Bronte Air Conditioner Split Reverse Cycle Set is what we have sourced as a possible unit to be installed side stage.</p>		
Community Benefit	<p>With the installation of this unit, our cast members and backstage volunteers will be able to focus on their performance without fear of over-heating. Lifting heavy set items on and off stage is also hard work for cast and crew members. Help with 'cooling down' the situation would be of great benefit to all involved with the productions. We produce four productions per year at Fab Nobs. Our current air conditioning for the auditorium does not cover the backstage area.</p>		
Total Beneficiaries	90	Total Project Cost	\$ 1900.00
Knox Beneficiaries	30	Total Amount Requested	\$ 1900.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council grant	\$ 1900.00	Purchase of Mitsubishi Air-Conditioning Unit	\$ 1900.00

Minor Grant Program Applications
August 2024

2425-MGP048

Upper Ferntree Gully cricket club

Application ID	2425-MGP048
Organisation Name	Upper Ferntree Gully cricket club
Grant Program	Minor Grants Program

Project Title	Girls only cricket training session
Project Start Date	22/09/2024
Project End Date	22/09/2024

Request Details	We are running a girls only cricket training session with help from cricket Victoria. Cricket Clubs throughout all of Knox are invited to try and sign some female players so we can get an all girls competition in our cricket association. The day will be focusing on empowering girls in our community. Not just about cricket.		
Community Benefit	Cricket clubs in Knox will benefit from having all girl teams. Girls in our community will benefit by seeing women in our community doing what has been typically known as male dominated fields.		
Total Beneficiaries	130	Total Project Cost	\$ 678.00
Knox Beneficiaries	130	Total Amount Requested	\$ 678.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council grant	\$ 678.00	Flyers printed	\$ 598.00
		Dance lesson for warm up	\$ 80.00

8.3 Knox Cycling Action Plan

Final Report Destination:	Council
Paper Type:	For Decision
Author	Sustainable Transport Planner, Winchelle Chuson
Manager:	Manager – Strategic Infrastructure, Matt Hanrahan
Executive:	Director – Infrastructure, Grant Thorne

SUMMARY

The Knox Cycling Action Plan (KCAP) has undergone final public consultation following Council's endorsement of the draft plan in April 2024. This report presents the findings of the consultation process and seeks the adoption of the final draft of the Knox Cycling Action Plan.

The KCAP is an ambitious 10-year action plan designed to supersede the 2008 Knox Bicycle Plan. It aims to create a low-stress cycling network that supports everyday trips to work, retail, educational, recreational, and social opportunities. The plan proposes a multi-tiered network with four key route categories: Primary, Secondary, Local, and Recreational.

RECOMMENDATION

That Council adopt the draft Knox Cycling Action Plan as presented as Attachment 1 to this report.

1. INTRODUCTION

At the Council meeting of 22 April 2024, Council resolved to:

1. Endorse the Knox Cycling Action Plan as a final draft for public consultation; and
2. Note that following completion of the public consultation process and receipt of feedback, the Knox Cycling Action Plan will be presented to Council in August 2024 for adoption.

The KCAP has undertaken final public consultation. This report details the findings of the final public consultation and presents the final draft of the KCAP (Attachment 1) for adoption.

2. DISCUSSION

Background

The Knox Cycling Action Plan has been prepared to supersede the 2008 Knox Bicycle Plan. The 2008 Knox Bicycle Plan focused on building Knox's cycling infrastructure, providing solid bones for a recreational cycling network that spans across the municipality. Since the inception of the 2008 plan, Council now has over 130km of on-road and off-road cycling facilities across the municipality with approximately 110km directly managed by Council.

Although the majority of these facilities have been constructed using Council funds, many projects have been completed through external Federal and State Government funding that has been received through continued political advocacy and application of grant opportunities. This has allowed us to extend the available Council funds and deliver more construction projects.

Examples of these externally funded facilities include:

- The George Street, Scoresby, on-road cycling facilities (Federal funding) – connecting the Eastlink Trail and the Stud Road shared path facilities.

- The Burwood Hwy shared path, under the Eastlink trail pedestrian and cyclist overpass bridge, Wantirna (State funding) – providing the final cycling link required to complete a Carrum to Warburton trail.
- Ferntree Gully Road shared path, Knoxfield, between Stud Road and O'Connor Road (Federal funding) – connecting the Stud Road shared path link into the Knoxfield employment precinct.

Whilst the 2008 plan also supported the shift from recreational cycling to cycling for transport through behaviour change programs, the network was not fully developed to connect cyclists to local services and facilities. As a result, the KCAP has been designed to give greater direction and encourage the implementation of a low stress cycling network that has been orientated to support everyday trips to access work, retail, educational, recreational and social opportunities.

The new KCAP was developed across several years as it was rewritten and had undergone an extensive consultation process to address the shift in the last four years that included the consideration of:

- The COVID-19 pandemic and associated restrictions.
- The increase in cost of living.
- The change of lifestyle and varied working arrangements of different individuals.

The Plan

The KCAP is an ambitious and adaptive 10-year action plan that could be extended as a document across several decades as it proposes a multi-tiered network requiring a delivery and investment timeframe that would span across multiple decades if delivery were only limited to Council funded projects. While largely aspirational, there exists a strong desire to ensure the primary routes in Knox are delivered over the coming decade.

Naturally, the plan could have been designed to only provide direction for the next 10-years. However, by setting out the full network for endorsement, Council is provided with a future direction on how the cycling network will be delivered.

This can further inform upcoming capital works projects, potential private development approvals, and State and Federal grant funding opportunities.

Additionally, as the urban environment across Knox is continuously changing, with several new developments expected to be delivered over the next decade and new technological advancements in transport, the plan is restricted to a 10-year plan to allow the actions to be adapted to future community needs.

The KCAP has four key objectives:

- To link our homes to key destinations, services and facilities across Knox;
- Connect both locally and to the wider regional cycling network;
- Be a low-stress environment suitable for all skills and ages; and
- Guide private and public development to include appropriate cycling connectivity through new estates and developments.

The plan also identifies a new future cycling network for Knox that utilises four key route categories that are based on the Movement and Place categories set by the Department of

Transport and Planning but have been simplified for the public to understand. These main categories are as follows:

- Primary Routes – equivalent “road” function as an arterial road that focuses on reduced road crossings and off-road facilities.
- Secondary Routes - equivalent “road” function as a collector road or connector between primary and local routes.
- Local Routes – Low speed and low volume streets that connect homes to trunk routes
- Recreational Routes - located along protected natural environments that connect into key recreational facilities.

The Movement and Place categories set by the Department of Transport and Planning are more prescriptive and have various requirements that need to be met in order to classify routes in a particular category. As such, whilst not shown in the cycling network maps, Council officers have categorised each of the nominated routes with a corresponding Movement and Place category that could be used when advocating directly to the Department of Transport and Planning. These routes have also been aligned with neighbouring Council cycling networks to ensure appropriate connectivity.

Designed to provide deliverable actions, the plan proposed 32 actions under five themes:

- Theme 1: Evolving our network design
 - The theme explores how design can improve Knox’s cycling facilities.
- Theme 2: Investing in capital works
 - Identifies actions that are focused on directly delivering infrastructure.
- Theme 3: Increasing our awareness
 - Improves how cycling is promoted and encouraged within the community.
- Theme 4: Managing our network
 - Highlights improvements to governance, systems and processes to enable efficient delivery of Knox’s future cycling network.
- Theme 5: Investing in the future
 - This theme has not deliverable actions. Instead, the theme acknowledges new emerging designs, technologies and programs that could benefit or impact our community and how people use the cycling network.

2. ENGAGEMENT

The KCAP utilised three stages of engagement:

- Stage 1 Initial community consultation and randomised household survey
- Stage 2 Intensive community consultation involving online survey, Knox Advisory Committee workshops and randomised household surveys
- Stage 3 Public exhibition with an online survey, invitation to provide a submission and Knox Advisory Committee workshops.

As part of this process the draft Knox Cycling Action plan was reviewed by:

- Undergoing a public exhibition phase online (1 May 2024 and 12 July 2024) where an interactive map, a copy of the background document and a draft copy of the Knox Cycling Action Plan were available for review by the public. The KCAP was downloaded 378 times and the background document 90 times.
- Inviting the public to send submissions directly to Council for comment or review. A total of 39 individual submissions were received.

- Offering Knox's advisory committees to host a workshop on the Knox Cycling Action Plan.
 - The workshops provided a deep dive into each of the proposed actions to improve the understanding of what the plan was trying to achieve.
 - Participants were also provided with the opportunity to offer alternative actions for each of the themes discussed.
 - The following advisory committees were engaged in a workshop:
 - Knox Early Years Advisory Committee
 - Knox Disability Advisory Committee
 - Knox Youth Advisory Committee
 - Knox Active Ageing Advisory Committee
 - Knox Environmental Advisory Committee
- Inviting key cycling groups to provide comment and review the interactive map of the proposed Knox cycling network.
- Inviting internal teams to comment on the proposed plan.
- Inviting neighbouring Councils to review and provide comment.
- Inviting the Department of Transport and Planning, Melbourne Water and Parks Victoria to provide comment on the plan.

The complete engagement process that was delivered throughout the development of the KCAP has been outlined in the action plan under the heading 'Engaging our community'.

Final Alterations to the draft Knox Cycling Action Plan

As part of the deep dive workshops, participants were split into groups and asked to rank each action within each theme with the highest priority being the action that impacted their lives the most and the lowest priority impacting their lives the least. Participants were informed that those that ranked highest were prioritised with funding and their delivery timeframe fast tracked.

Additionally, participants were given the option of providing an alternative action to put forward and rank accordingly.

The results were aggregated and compared with the online submissions received from external bodies, the public and community groups.

Key findings are as follows:

- Under Theme 1 – Evolving our network design
 - The action to 'Utilise off-road or separated cycling facilities rather than bike lanes that allow for car parking' was the unanimous priority for all workshops. This was very closely followed by the action to 'Improve underpass safety for cyclists and pedestrians'. Participants reiterated that an on-road cycling facility was not a favourable option. These two actions were retained as part of theme one with 'Improve underpass safety for cyclists and pedestrians' reprioritised to be named action 1.2.
 - The action to increase the number of bike lanterns was considered the least important. Although a compliance issue, there was little need for additional bicycle lanterns so long as a suitable safe crossing location was available. As a result, this action was removed as part of Theme 1 due to its lack of support.
- Under Theme 2 – Investing in capital works

- Participants voted action '2.2 Completed all primary routes by 2035' as the highest priority for Theme 2. Action reprioritised as Action 2.1.
- Closely followed was action '2.7 Increased cyclist comfort by installing drink fountains, seating, repair stations and parking'. Participants also requested that this should include toilet facilities along the trail. By increasing these additional amenities, participants noted that this would support all Knox residents specifically those who were more vulnerable with younger children or people with disabilities. Action reprioritised as 2.2.
- All other actions were ranked roughly similar with no great difference. However, whilst people indicated that there was still a need, investment towards the installation of cycling wayfinding and extending our recreational routes were ranked the lowest. Actions reprioritised as action 2.8 and 2.9 respectively.
- Additional objective was included to reflect Maroondah Council's request to highlight the action plan's connection to the Eastern Regional Trails Strategy.
- Under Theme 3 – Increasing our awareness:
 - Action '3.5 Increase media presence to promote new rules, new routes, cycling etiquette and Council-run programs' was the highest priority for all workshops and should be prioritised along with Action '3.4 Actively promoted newly constructed cycling facilities each year' as early implementation projects. Actions prioritised as 3.1 and 3.2 respectively.
 - Action '3.1 Developed trail branding and associated trail experiences to boost visitor and recreational cycling rates' has been altered to remove the trail experiences component. Whilst desirable, developing trail experiences was considered as a very low priority and should only be delivered using external funding or incorporated as part of a larger project whilst the trail branding was a popular idea. Reprioritised as action 3.5 'Develop trail branding to increase awareness of existing trails.'
 - Participants and submissions also requested a new action to implement another miniature bike training area for young children, similar to the facility provided at Marie Wallace Bayswater Park. Despite this being a nominated action, it ranked as the highest within this category and indicates that it should be prioritised for early delivery. Action '3.2 Utilised low cost trials for a month to test the effectiveness of new cycling facilities before committing funds' has been removed and replaced with an initiative to investigate a new site for a children's bike training facility.
- Under Theme 4 – Managing our network
 - Greater emphasis needs to be placed on improving the planning and delivery process of future projects to manage the conflict between increasing canopy coverage and providing for a cycling network across the municipality. An additional action (4.7) has been included to 'identify space allocations for future shared path and increase of canopy in conflicting areas to improve future project delivery'.
 - Improved street sweeping schedule for on-road cycling facilities need to be performed. Action 4.8 'Investigate additional street sweeping schedules for on-road cycling facilities' has been included to support this request.

- Under Theme 5 – Investing in the future
 - Additional parkiteer facilities outside of train stations was the most supported initiative with interest in locating additional facilities at the Westfield shopping centre bus interchange and along the smart bus routes. Retain Parkiteer as a key initiative to monitor.
 - Whilst there was a large number of concerns regarding bike share and scooter hire programs, some participants still nominated it as their number one preferred option. Any further delivery of this program needs to be considered with concerns towards placement and management of vehicles. Action retained to support the Knox Climate Response Plan 2021-2031.

Additional routes were also included in the proposed Knox Cycling Network in response to public submissions.

These included:

- Recreational link from George Knox Drive to Wellington Road, Rowville.
- High Street Road shared path upgraded to a primary route in preparation for proposed future residential development and linkages into Monash Council.
- Upgrade the cycling link from Napoleon Road, Lysterfield to Railway Avenue, Upper Ferntree Gully to improve cycling links for Lysterfield and Rowville residents connecting into the Belgrave train service.
- Link from Lewis Park to Boronia Road via Paul Ave and Warrawee Road classified as a local route.

Moreover, it is important to note that whilst the sections along the Railway Trail at Boronia Junction (between Lupton Way and Maryville Way) and Ferntree Gully Village (Underwood Road to Alpine Street) are the most demanded missing links within our network, it is the most challenging with land largely owned by VicTrack or private owners. These two projects will require a prolonged design timeline to ensure the link can be resolved efficiently.

Additional changes to the draft plan include:

- The replacement of stock photos to include more localised images with more inclusive range of members of the Knox community.
- The alteration of the plan from a double page spread to a landscape document.
- Renumbering of page numbers.
- Inclusion of the Message from the Mayor's text
- Inclusion of additional paragraph within 'Cycling in Knox' to highlight Council's intention towards the delivery of the plan
- Relocation of the project timeline to include future updates to Council in 2029 and 2033 to coincide with the Council elections and briefing to Council on how the plan is progressing
- Redesign of graphic showing the different types of supporting cycling infrastructure.
- Removal of the 'Have your say' information on the final page.
- Rebranding of document to align with Knox's branding style.

Capital Works Program New Bicycle / Shared Paths

To align the plan with the delivery of the network, the KCAP proposes an alteration to the existing selection criteria.

It is expected that a new assessment criteria will need to prioritise:

- The missing link's Movement and Place category to ensure that Primary Routes are prioritised for delivery (Action 2.2)
- External funding or matching renewal funding increases the likelihood of delivery to ensure that our capital works program lists allows us to effectively access additional funding resources (Action 1.5)
- Connectivity to an existing facility to ensure that new links are not constructed in isolation (Action 1.6, 2.4 and 2.9)

It is proposed that a full assessment ranking criteria will be referred to the Capital Works process to alter the future Capital Works Program. Accordingly, it is expected that the current 5 year Program will be altered to reflect new primary route priorities. Already committed projects with community expectation will be retained in the Capital Works Program New Bicycle / Shared Paths until completed.

3. SOCIAL IMPLICATIONS

There are four key social implications that the KCAP impacts on:

3.1 Competitive access to public transport

As part of the recent community consultation, users with disabilities or inability to use a private motorised vehicle indicated that utilising a shared path network was still easier to use and more reliable than using public transport to complete local trips. Residents found that some bus routes were circuitous and took longer than cycling or when using a mobility device on the shared path to travel from destination to destination. An example of this is when travelling from Bayswater to Westfield Knox.

3.2 Car parking

To reduce cycling stress of users, Council has previously implemented bike lanes along some local streets. To mitigate concerns by the local residents these bike lanes allow for on street car parking requiring cyclists to manoeuvre around the parked car where necessary. In streets where overall, there is a lower volume of traffic and demand for on street car parking, it is acceptable. However, when cycling volumes or car parking demand increase, it may be appropriate to remove car parking on bike lanes.

Alternatively, to maintain car parking on both sides of the street whilst providing uninterrupted cycle lanes, through travel lanes could be reduced to allow a single vehicle to pass between two parked cars. This would be used in local streets and would also assist in also reducing traffic speed, raising driver awareness and improve driver stopping time in an event of an accident.

3.3 Health and wellbeing

The plan has a strong focus on improving access for all ages and skills. The construction of shared paths and separated cycling facilities will provide flow on benefits to people with mobility constraints or those who do not have access to a private motorised vehicle.

Recent consultation with the Knox Active Aging Advisory Committee and Knox Disability Advisory Committee indicated that the off-road cycling network was as much for providing independent access for those with disabilities than simply providing for cyclists.

Expanding our cycling network will also provide free recreational facilities for our residents and visitors who can utilise the routes for cycling, skateboarding, walking and scooting and further supporting key Council plans such as Active Knox.

3.4 Improving safety

The KCAP acknowledges our high-risk sites and where improvements are required and uses crash statistics to inform the development of the network and actions. Additionally, guiding principles of this Action Plan requires new infrastructure to consider improved designs to protect cyclists as they are the more vulnerable users on our roads.

4. CLIMATE CHANGE CONSIDERATIONS

The subject of this report has been considered in the context of climate change and its relevance to the Knox Climate Response Plan 2021 – 2031. While the overall KCAP objectives will encourage active transport, there is an increased risk for heat island effect in highly urbanised areas where shared paths are constructed using concrete and asphalt materials.

However, this could be offset by planting additional canopy trees along the proposed cycle route, making these routes more attractive.

Implementation of the recommendations will positively impact on Council's Net zero 2030 target as the KCAP also supports the investigation of bike share schemes and promotes sustainable transport through behaviour change, promotional programs and trials.

5. ENVIRONMENTAL IMPLICATIONS

Three key aspects of the KCAP could have environmental and amenity considerations. These include:

- The installation of lighting along cycling routes for improved visibility when commuting during winter and darker hours. To fully understand the implications on local nocturnal fauna, it is proposed that an initial trial is conducted first and observed to determine impacts before rolling out new lighting infrastructure across the whole cycling network. Based on recent consultation, the application of all-glow marking would be an acceptable alternative for highly important biodiversity sites.
- In general, where the relocation or removal of vegetation to allow for the construction of a shared path occurs, vegetation will be offset on the other side of the street or replanted once the new path is constructed.
In the case where there is currently no vegetation on the route alignment and planting occurs to maximise canopy cover of a site while funding is not available for a shared path, the future removal of the vegetation will not require off-set if the removed vegetation was planted on the agreed future shared path alignment. Appropriate documentation will be maintained in this instance. Sites will be scoped out as part of the implementation plan's year 1 actions.
- The construction of shared paths may reduce the amount of naturestrip available.
Alternatively, the removal of car parking on the street and converting the road space into a shared path or naturestrip could be considered.

6. FINANCIAL AND RESOURCE IMPLICATIONS

The KCAP proposes that the primary routes are completed within the next 10 years. Based on current project costs today, it is estimated that if;

- Primary routes were constructed all today it would cost Council approximately \$17,000,000 to complete a missing length of 29.7km of cycling facilities (including the construction of a bridge).
- Secondary routes were constructed using today's costing, Council would be required to spend approximately \$16,100,000 to construct 27km of cycling facilities.

The above costs are based on all the routes constructed as a shared path link. Instead, many of these links will likely be constructed as on-road facilities due to the current road design and available space. As such, if constructed today, this proposed cost above is a conservative estimate. Although over time with the rise in construction costs, additional funds may be required. At present, the current capital works budget allocates approximately \$1million each year towards the shared path program.

Whilst the KCAP previously proposed that the first five years of delivery were to focus on designing the primary routes and only commencing delivery in year three of the plan, it is expected that there are already committed capital works projects that will still require delivery to meet community expectation.

As highlighted above, these projects include:

- Liverpool Road shared path from Mountain Hwy to Knox's boundary with Maroondah City Council
- Stud Road, Scoresby between George Street and Scoresby Recreational Reserve
- Harold Street, Wantirna between Stud Road and Mountain Hwy

Additionally, there is potential for external funding from State Government, Federal Government and Transport Accident Commission grant programs. Whilst not guaranteed to be awarded, these funds usually require a dollar-for-dollar funding. As a result, Council would require additional funding in the early years of this plan if access to grant funding was obtained.

The capital works program for New Bicycle/Shared Paths assessment criteria is proposed to be altered and referred to the Capital Works Program for approval. As part of the changes to the assessment criteria, an additional criteria will be included to assist in fast tracking a project if it is compatible with external grant funding so that the project can maximise using internal funds.

Additionally, primary route projects will still be continued to be designed to ensure that they will be shovel ready and ready for any external funding opportunities in the future.

Acknowledging the capacity constraints of the existing budget over the coming years, there exists a strong likelihood that delivery of the priority (primary and secondary) routes will phase out across longer periods than the aforementioned 10 year horizon. This should not prevent the plan from articulating a clear goal which can resonate with the community.

As highlighted above, Council is already seeing a stronger appetite from the State and Federal governments to fund sustainable transport infrastructure and the Action Plan will only support Council as it seeks 3rd party funding for its infrastructure.

Additionally, funding savings could be gained by combining multiple disciplinary projects together as this would reduce traffic management costs whilst minimising disruption to the community.

Renewal projects could also be used to upgrade the existing shared path network or on-road cycling lane rather than reinstating like for like and then delivering an upgrade project separately. Improved coordination with internal departments and flexibility with the capital works delivery program will be required to maximise these funding opportunities. By having the KCAP endorsed with all future routes identified, the delivery of the cycling network through different projects or new developments could be justified.

Future reports will be presented to Council to provide a progress summary of the actions indicated in this plan. The action plan will then be required to be reviewed by 2035 to ensure that the proposed network is still relevant to future community needs.

7. RISKS

As provided in the discussion above, the key risks identified with delivering the Knox Cycling Action Plan include:

- Potential reduction of car parking on the street to facilitate for on-road cycling facilities. Car parking demand will be appropriately assessed on a case-by-case basis for each site and will form part of the decision making guidelines when designing future on-road cycling facilities.
- The potential removal or impact on existing vegetation along the proposed routes. During the scoping and design phase, a qualified arborist will be required to assess the existing vegetation on site to determine potential impact and options to minimise the cycling facility's impact on the local environment.
- Additional investment towards improving Knox's cycling network. Although the KCAP recommends the completion of all Primary Routes during the next 10 years, the level of delivery can be expanded or reduced subject to available funding opportunities.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Opportunity & Innovation

Strategy 1.1 - Maximise the local economy by supporting existing businesses and attracting new investment.

Neighbourhoods, Housing & Infrastructure

Strategy 2.2 - Create, enhance and maintain places and spaces for people to live, work, play and connect.

Strategy 2.3 - Provide, maintain and advocate for accessible and sustainable ways to move around Knox.

Natural Environment & Sustainability

Strategy 3.1 - Preserve our biodiversity and waterways and enhance our urban landscape.

Connection, Resilience & Wellbeing

Strategy 4.1 - Support our community to improve their physical, mental and social health and wellbeing.

Strategy 4.2 - Foster inclusivity, equality, belonging and safety within the community.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

The report and proposed recommendations are in line with the Victorian Charter of Human Rights and Responsibilities Act 2006 (the Act) and Gender Equality Act 2020. Additionally, the report does not contravene any Victorian Child Safe Standards.

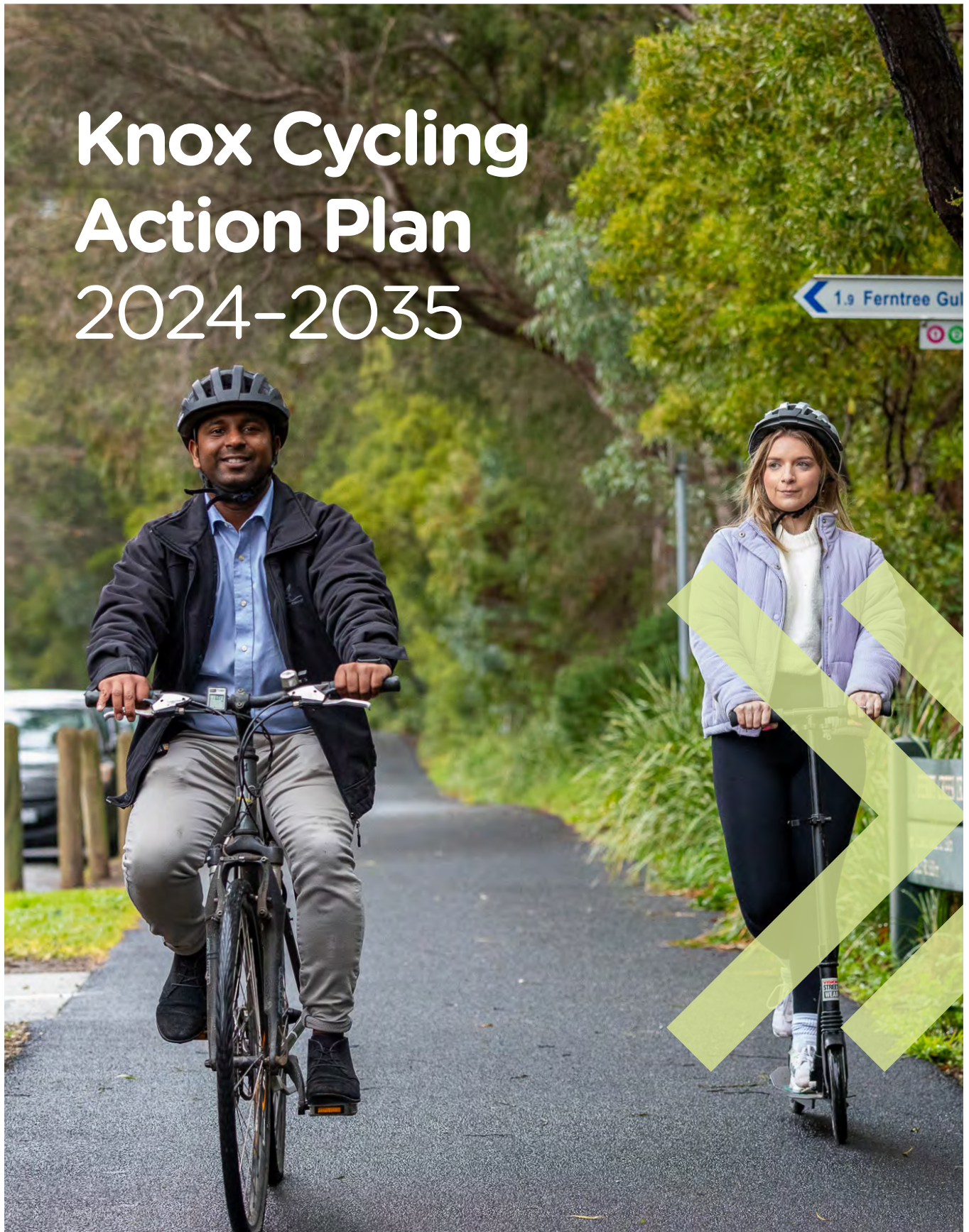
11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

1. Attachement 1 - Cycling Action Plan [**8.3.1** - 15 pages]

Knox Cycling Action Plan 2024-2035



knox



Message from the Mayor

Knox is a diverse city, with urbanised landscapes, activity centres, rural areas and treed foothills nestled beneath Mount Dandenong. Together our people form a wonderful tapestry of varying backgrounds, ages, abilities, needs and lifestyles.

Transport plays an integral role in our daily lives. Our community deserves great transport options to support daily commutes to improve how we work, play and live.

The Knox Cycling Action Plan 2024-2035 is an ambitious vision towards an enhanced transport network. The vision - a well-designed user-friendly cycling network - will provide opportunities for people to access affordable transport, encourage us to become healthier and support the preservation of our natural environments.

Cycling is one of the most diverse of our transport options - for families, the young, the elderly, the fit, and for those with mobility needs too. Our cycling action plan has been shaped by thousands of individuals and groups through strong engagement during a period in history where our shared paths were utilised and appreciated more than ever - a global pandemic.

The Knox Cycling Action Plan outlines an exciting pathway towards a sustainable transport future for our beautiful city.



Councillor Jude Dwight
Knox City Council Mayor, 2023-2024

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Cycling in Knox

The Knox Cycling Action Plan (KCAP) is a 10-year plan that identifies key operational and capital works priorities for Knox City Council to improve cycling uptake within the municipality. The plan responds to current needs and acknowledges the change in Knox’s cycling community.

The KCAP supports Council’s goals towards being well connected, improving social and physical wellbeing, increasing transport options and reducing negative impacts to our natural environment. It is underpinned by four principals of thought:

Safe systems

Transport safety is improved by making Safer Roads, Safer People, Safer Speeds and Safer Vehicles.

Low stress cycling

Each cyclist, depending on their experience and skill, has a different level of acceptance of danger. Each individual’s perceived dangers influence their trip choices, bicycle choice and route selection.

Movement and place

Place (land use) and movement (transport corridors and transport types) have an inter-relationship that impacts on how transport systems should be designed.

All abilities and all ages

Our cycling network should be accessible to all skill levels and ages.

Whilst this plan is designed with consideration to Council’s financial limitations and the need for external funding opportunities to support its delivery, this plan sets out a clear roadmap on how Council can provide its community with a feasible alternative transport option to the private motorised vehicle and guidance on future developments when providing cycling infrastructure. As a result, the plan’s objectives, proposed cycling network and identified actions extend beyond 2035.

The 10-year timeframe allows Council to deliver significant change to Knox’s cycling network and similarly encourages the review of the plan to ensure its relevance to Knox’s future community in 2035.

Knox Cycling Action Plan Timeline

YEAR	DELIVERY PHASE	
May 2019	Initial consultation (phone survey and data analysis)	✓
Feb 2020	Initial draft completed	✓
2020-2021	COVID-19 pandemic	✓
Oct 2021	Online community consultation	✓
Feb 2022	Consultation with Knox advisory committees	✓
Apr 2022	Randomised household phone survey	✓
Jun 2022	Data verification	✓
Jul 2022	Analysis of ABS Census data	✓
Aug 2023	Draft KCAP	✓
Nov 2023	Internal review	✓
Apr 2024	Council endorsement for consultation	✓
May 2024	Re-engage Knox advisory committees and online survey	✓
Aug 2024	Council endorsement	✓
2029 & 2033	Progress update on the action plan	✓
2034	Commence review of the KCAP	



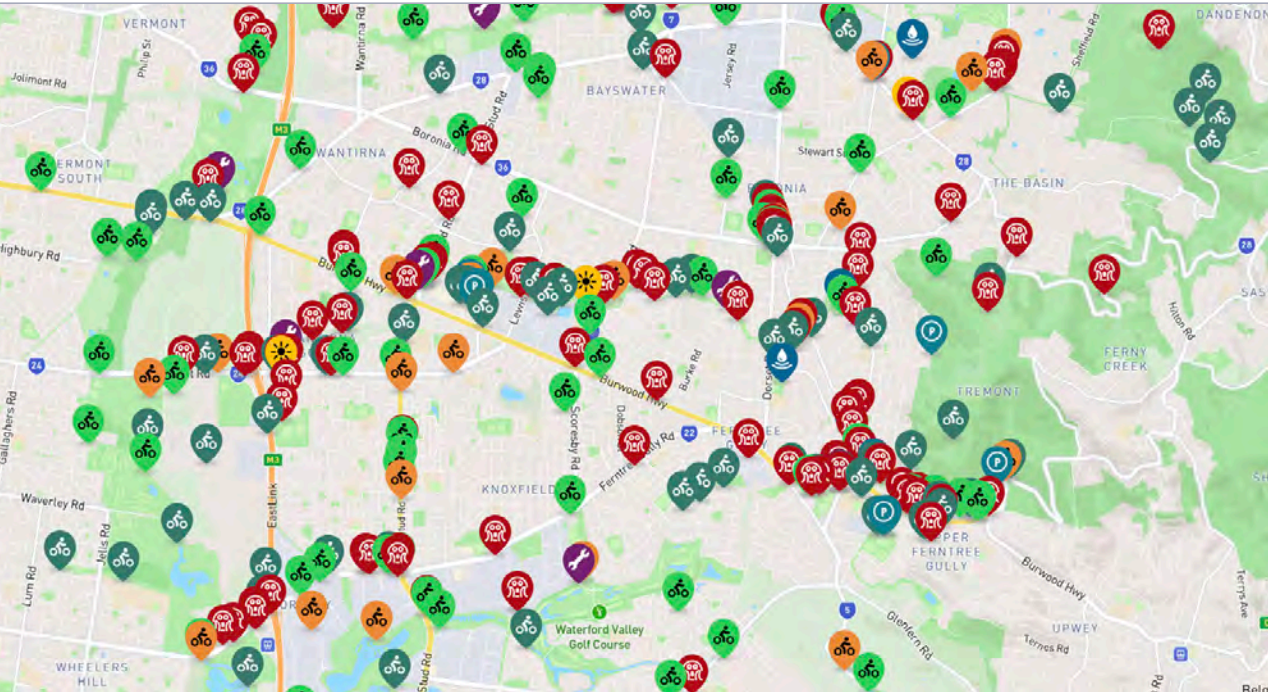
Engaging our community

The KCAP emanated from an extensive community consultation process pre and post COVID-19 restrictions to better understand our shifting community needs.

Results were referenced against recorded crash statistics, historical cycling counts, land use assessment and the 2021 Census data. The table below highlights the engagement level for each community consultation phase that has influenced the Knox Cycling Action Plan.

Figure 1: Overview of community engagement processes and participation rates

2019 Initial Draft Plan	2021 Second Draft			2024 Public Exhibition		
Phone Survey	Online survey	Knox Advisory Committees	Phone Survey	Online submissions	Public exhibition by invitation	Knox Advisory Committees
469 completed household interviews 1087 captured household individuals Conducted through the National Walking and Cycling Participation Survey Randomised household phone survey	592 Contributions 184 unique contributors 1,659 individual visits Online survey Geomapping survey with a total of 409 self-reported individual sites for network improvement	7 Committees 7 separate focus groups 86 participating individuals Advisory committees engaged include: <ul style="list-style-type: none">• Recreation and Leisure Committee• Disability Advisory Committee• Active Ageing Advisory Committee• Early Years Committee• Environment Advisory Committee• Youth Advisory Committee• Multicultural Advisory Committee	430 completed household interviews 1038 captured household individuals Conducted through the National Walking and Cycling Participation Survey Randomised household phone survey (total of 3,467 households were dialed including attempted, ineligible and completed surveys)	Draft KCAP downloaded 378 times during engagement. Background document downloaded 90 times 40 individual contributions 1198 visits with 969 individual visitors during the active engagement period The 969 visitors were first time readers of the plan. 229 visits included people returning to reengage with the plan.	Neighbouring Councils Department of Transport Melbourne Water Internal workshops with City Futures, Recreational and Leisure and Biodiversity Road Safety User Group Eastern Regional Trails Strategy Working Group Eastern Transport Coalition Bicycle User Groups	Seven advisory committees were invited The following were engaged in a workshop to check in and prioritise the proposed KCAP actions: <ul style="list-style-type: none">• Disability Advisory Committee• Active Ageing Advisory Committee• Early Years Committee• Environmental Advisory Committee• Youth Advisory Committee



We discovered...



On average, residents own 1.3 bikes per person per household which is higher than the average Australian and Victorian household.

Cycling uptake and frequency increased with the onset of COVID-19 restrictions.



Cyclists indicated that they:

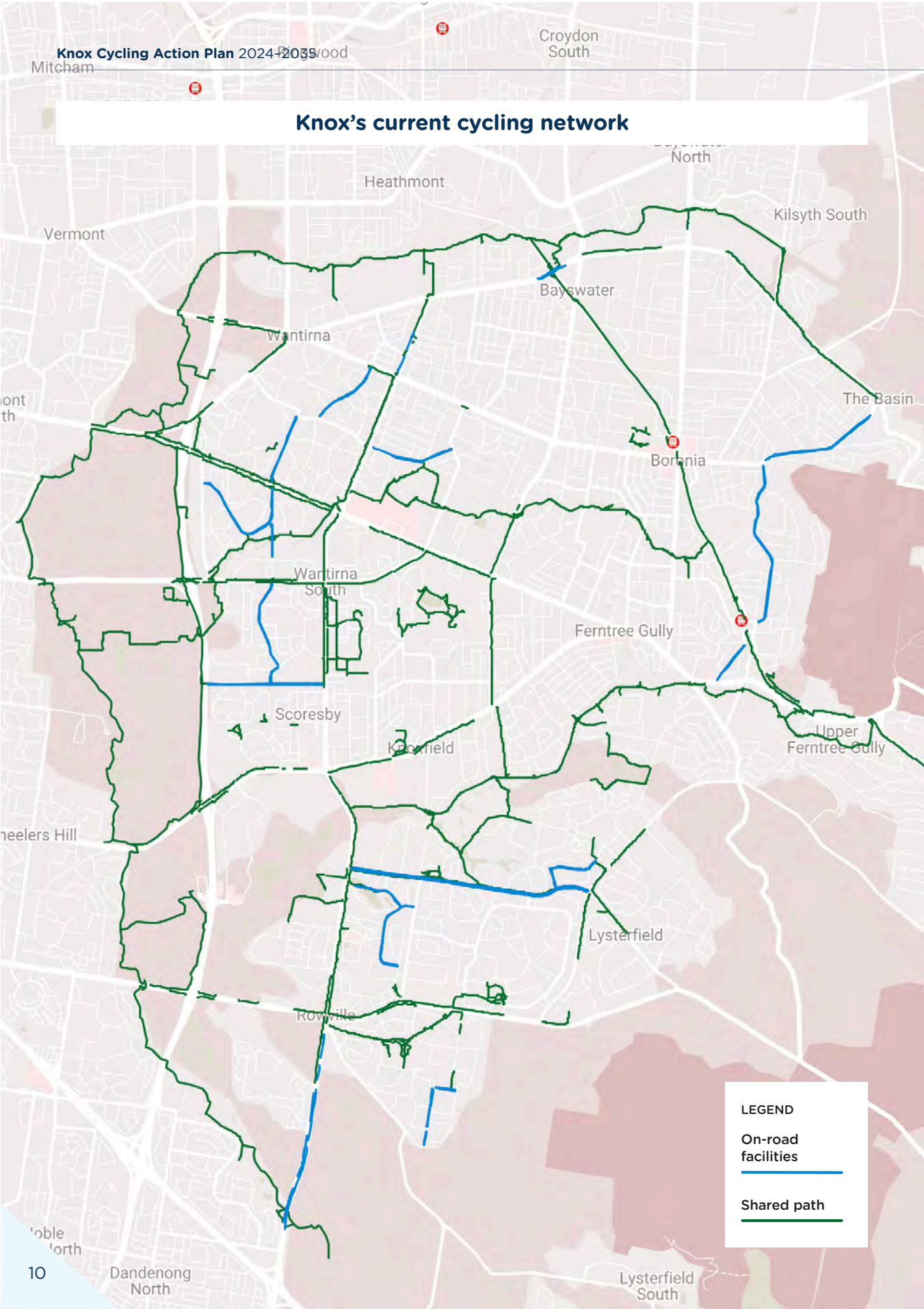
- > prefer shared path facilities over on-road cycling facilities
- > think that sharrows do not provide any comfort as a cycling facility.
- > prefer a sign system that combines on-ground and pole-mounted directional signage
- > feel least comfortable cycling along an arterial road and along industrial roads even if it is a low speed environment



The general community has a poor understanding of etiquette and cycling road rules, and are unaware of Council's efforts to increase cycling uptake through programs or constructing new cycling facilities each year.

Our community is saying:

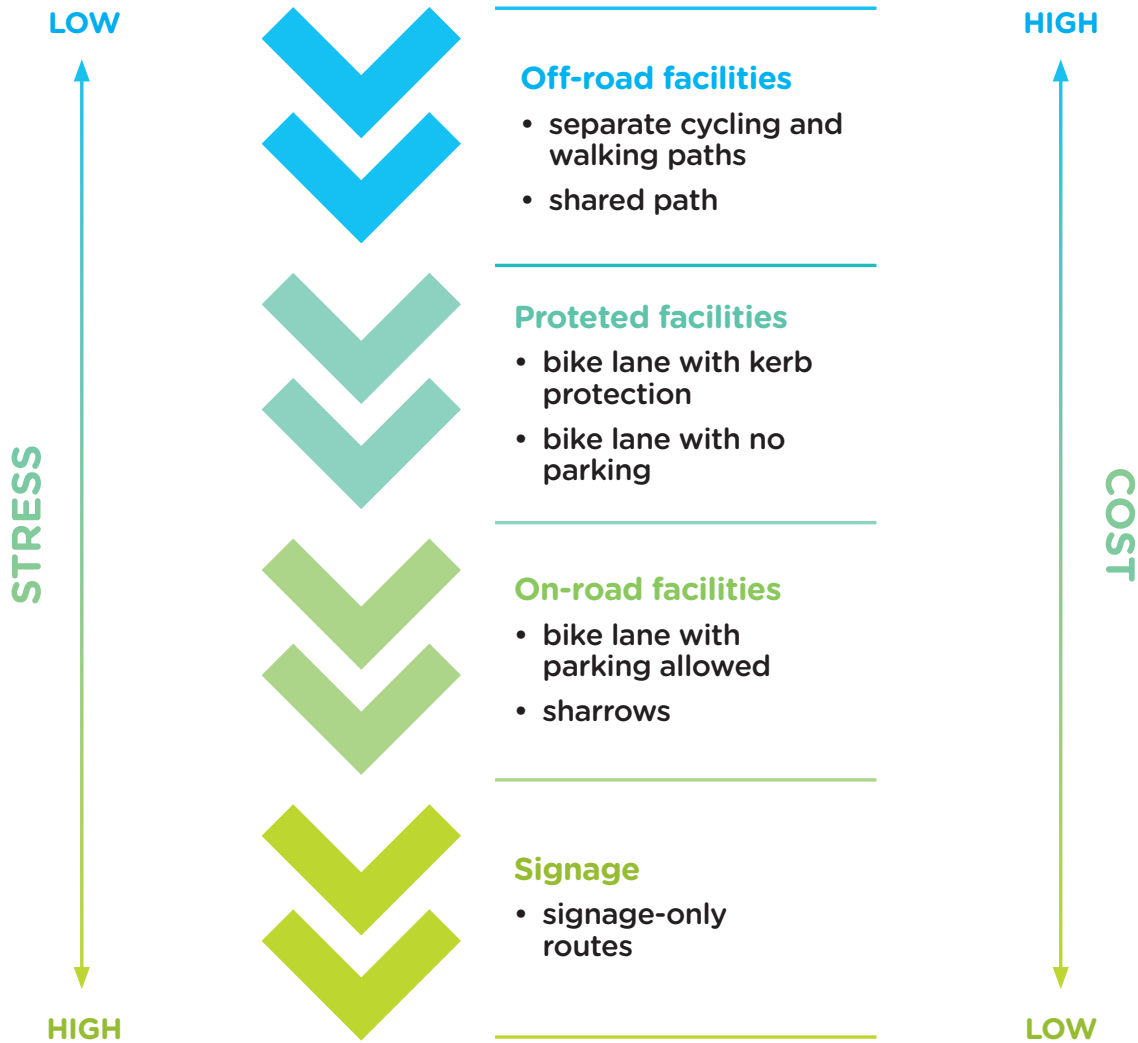




Delivering a safer network

Delivering a safer network

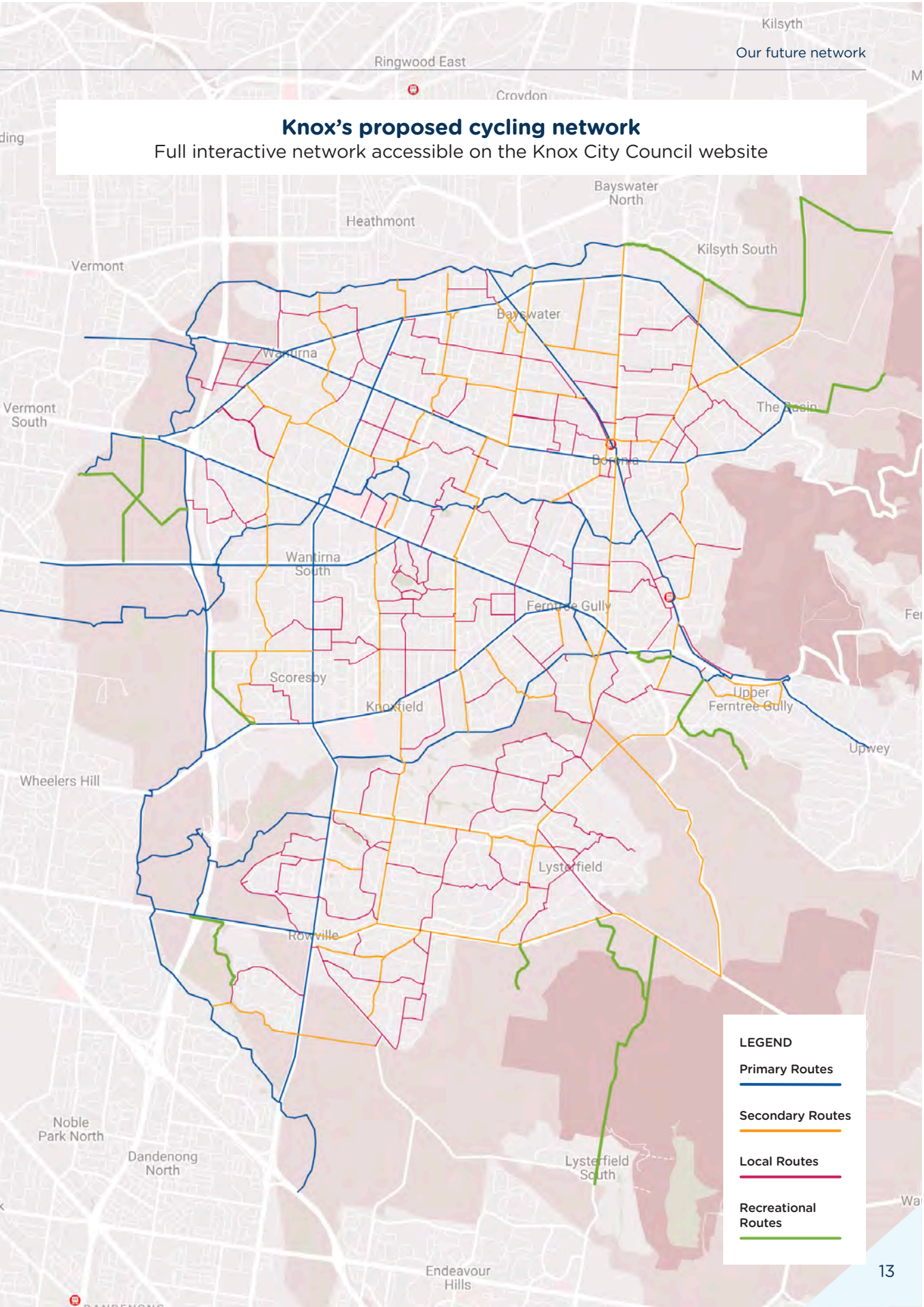
Council will work towards a low stress network while balancing priorities around enhancing the natural environment and funding availability. To achieve this approach, the table below highlights how the project's costs and the street amenity will determine the type of cycling facility that is most appropriate for each location. As an example, a high stress situation would have large volumes of traffic, higher traffic speeds with less segregation from general traffic. Other factors such as land use, road geometry and route classification will also be considered for each cycling link to ensure a tailored approach is taken when designing facilities.



Our future network

We developed a route hierarchy using the Movement and Place categories which were applied to both the existing and future cycling network in Knox. The route hierarchy is as follows:

Knox Cycling Network Hierarchy	Movement and Place category	Description	Example
Primary route (blue)	C1 and C2	Arterial routes that are direct and can facilitate higher volumes of cyclists at a time. These routes minimise interaction with general traffic to allow for continuous travel and provide regional connections to adjacent municipalities. This category also includes the State Government identified Strategic Cycling Corridors.	Eastlink Trail Burwood Hwy Ferry Creek Trail
Secondary route (orange)	C3	Link routes that provide a connection between primary routes and local streets. These routes have dedicated cycling facilities that may be either on-road or off-road that provide significant connections within the City of Knox.	George Street Kelletts Road Napoleon Road
Local routes (pink)	C4 and Cycling Non-Priority Routes (CPN)	Routes along streets with low traffic speeds and volumes. These routes are generally on-road facilities which provide a last mile connection.	Koomba Road
Recreational routes (green)	Cycling Recreation (CR)	Regional trails that are generally shared paths and largely separated from general traffic.	Proposed Ferry Creek extension to Glenfern Valley Bushland Reserve



Network delivery

Council is dedicated to improving our cycling network and enhancing cyclists experiences. Providing a comfortable and attractive cycling network encourages new and less confident users to cycle more frequently for a range of trip types.

Based on the community’s feedback, supporting cycling infrastructure that will be delivered in our network are listed below in no particular order.



Our network will...



Link our homes to key destinations, services and facilities across Knox.



Connect both locally and to the wider regional cycling network.



Be a low-stress cycling environment suitable for all skills and ages.



Guide private and public development to include appropriate cycling connectivity through new estates and developments.



Knox Cycling Action Plan 2024-2035

Our actions, our future

Our actions, our future 2024-2035

Evolving our network design

A well-planned cycling network will improve user experience, increase consistency, address safety concerns and ensure that projects within the same space can work together rather than compete for priority.

Routes should be designed for all ages from families with young children to retirees transitioning back on their bikes.

We aim to:

- > Create a consistent standard for cycling facilities in Knox that considers the local urban and natural environments.
- > Advocate to State Government agencies for improved road crossings.
- > Include cycling facilities during road reconstruction projects.
- > Seek additional external funding opportunities to fast track the construction timeline of our network.
- > Improve underpass safety in Knox.

We will do this by:



1.1 Utilising off-road or separated cycling facilities rather than bike lanes that allow car parking.



1.2 Improving underpass safety for cyclists and pedestrians.



1.3 Establishing design standards for wayfinding, on-road, off-road and supporting infrastructure tailored for Knox's urban and natural environment.



1.4 Investigating suitable sites for mountain bike trails and jumps for Council to invest in the future.



1.5 Seeking external funding opportunities to fast track construction timelines.



1.6 Designing project phases early to identify overall investment.

Investing in capital works

Since the COVID-19 pandemic and associated lockdowns, people have increased their use of active transport for commuting and for social gatherings.

The network needs to allow for local and regional trips that connect into adjacent municipalities. Our community is seeking well-connected, comfortable and continuous routes that are more than recreational trails.

We aim to:

- > Prioritise the construction of primary routes to improve regional and municipal connections.
- > Improve wayfinding facilities across Knox’s existing network.
- > Build meaningful cycling connections.
- > Plant more canopy trees along cycling routes, where possible, to improve cyclist comfort.
- > Reduce safety concerns and user conflict on the existing shared path network.
- > Increase comfort by providing more frequent supporting cycling infrastructure.
- > Deliver key routes continuously until they are completed.
- > Connect to neighbouring council links and supporting the Eastern Regional Trails Strategy.

We will do this by:



2.1

Building all primary routes by 2035.



2.2

Improving cyclist comfort by installing drinking fountains, seating, repair stations and parking.



2.3

Formalising ‘quiet’ and ‘linking streets’ by installing wayfinding and linemarking.



2.4

Connecting cycling links to key activity centres and employment clusters.



2.5

Increasing project budgets to include tree planting post construction.



2.6

Maximising shared path widths where possible.



2.7

Trialling shared path lighting in Knox.



2.8

Installing cycling wayfinding for new and existing links.



2.9

Extending our recreational routes to improve regional connections.

Increasing our awareness

Our cycling community has shifted from confident recreational cyclists to mixed-age families and inexperienced cyclists who wish to travel for commuting purposes.

These newer cyclists are looking for more information about our existing network. Through consultation sessions, community members indicated that users wanted more than recreational facilities but experiences on trails where they could learn about the local environment, indigenous and local history or discover interesting landmarks in Knox.

We aim to:

- > Raise awareness of general etiquette and road rules around shared path use, cycling, scootering and cycling facilities.
- > Increase public awareness of Council-run programs and newly constructed cycling facilities.
- > Improve trail branding to make cycling routes easily identifiable.

We will do this by:

3.1

Increasing media presence to promote new rules, new routes, cycling etiquette and Council-run programs.

Slow down!



3.2

Promoting newly constructed cycling facilities each year.



3.3

Identifying a location for a new children's bike training facility.



3.4

Further expanding Council's cycling courses to support inexperienced cyclists.



3.5

Developing trail branding to increase the community's awareness of existing trails.



Managing our network

To manage our network and use resources efficiently, we need to improve the way we govern and strategically deliver our infrastructure.

We aim to:

- > Improve auditing and maintenance process for on-road cycle lanes.
- > Determine maintenance procedures for non-standard lighting to support the trial of shared path lighting in Knox.
- > Re-evaluate the ranking criteria of cycling infrastructure and incorporate the support of cycling facilities in the Capital Works program.
- > Align the Department of Transport and Planning’s Movement and Place network with Knox’s priorities.
- > Coordinate with other Capital Works programs to make delivery cost effective and efficient.
- > Improve project coordination with internal and external departments to ensure efficient management of projects and associated funds.

We will do this by:

4.1 Delivering Capital Works programs that have multi-disciplinary objectives, creating functional and greener streets.



4.2 Adopting and updated the State Movement and Place network to reflect Knox’s cycling priorities.



4.3 Developing a Council policy highlighting eligible lighting locations, lighting type, installation and maintenance procedures to support the trial for solar lighting along shared path and environmentally protected areas.



4.4 Establishing a road safety and maintenance auditing procedures that capture the value of on-road facilities, and improve network safety.



4.5 Continuing to utilise new technology to design, deliver and monitor our cycling network’s performance, safety and delivery.



4.6 Updating Council’s capital works ranking criteria to better reflect the plan’s priorities.



4.7 Allocating space for future shared path alignments versus future canopy and habitat corridors to reduce conflict when delivering future projects.




4.8 Improving street sweeping for on-road cycling facilities.



Investing in the future

Personal mobility is a type of transport that is continuously evolving. Although not a key objective of this plan, Knox will work towards investigating or monitoring the following initiatives to ensure that our transport network responds to and reflects the growth of technological advances within the active transport field.

Bike Share/Scooter Hire




Bike or e-scooter rental schemes where users can pick up a personal vehicle from a selected location and pay for the time used through an app.

Bikes on buses




Advocacy for storing bicycles on buses to allow commuters to cycle the last leg of their journey and connect from Smart Bus routes into local estates.

Parkiteer




Free service that provides a safe bike-parking facility at a station. Users are required to pay a refundable bond. Although located only at local train stations, Knox will aim to advocate for Parkiteer installations at major transport hubs.

Bike tower parking systems



Bike towers allow for high-capacity bike parking with minimal footprint. They can also serve as key landmarks to enhance the local urban environment.

All glow linemarking



Glow in the dark linemarking that could be used within environmentally sensitive areas to improve delineation at night as an alternative to street lighting. This product could reduce impact on local nocturnal animals. However, sufficient access to UV is required to be effective.



For further information contact:

Transport and Traffic Team

Knox City Council

511 Burwood Hwy

Wantirna South VIC 3152

9298 8000

knoxcc@knox.vic.gov.au

Or visit the website:

knox.vic.gov.au/cycling-action-plan

knox



8.4 Strategic Property Prioritisation Framework

Final Report Destination:	Council
Paper Type:	For Discussion
Author:	Property Co-Ordinator, Andrew Myers
Manager:	Manager Strategic Property & Procurement, Shelley Starrenburg
Executive:	Chief Financial Officer, Navec Lorkin

SUMMARY

Council resolved at the meeting of Council on the 27 March 2023:

That Council receive a report to a future Council meeting by July 2023 outlining the likely resources necessary to:

- 1. Develop a framework and approach to inform the prioritization and viability of land sales, including but not limited to:*
 - potential for development*
 - environmental and biodiversity value*
 - community usage*
 - ongoing maintenance costs to Council*
 - legislative requirements/constraints*
- 2. Undertake a review of Council's current property and land to identify any surplus land or part thereof and potential for sale; and*
- 3. Present the outcomes to Council.*

In July 2023, Property provided a report to Councillors in response to Notice of Motion 133 (NOM133) outlining the resources required to develop a framework for future decisions around the Council property portfolio, including considering the review of property assets against the proposed Framework. Stage 1 of this project, to develop the framework, was approved and funding allocated through the 2023/24 Amended Budget. It was determined at that time that Stage 1, to design the initial framework, would progress and further discussion will be held with Councillors at the conclusion of Stage 1 - after which, Council can determine if Stage 2 will progress.

The SPPF (Attachment 1) and the supporting workbook (Attachment 2) have been developed in consideration of the following inputs:

- In-house workshop consultation;
- Strategic policies, plans and studies;
- Legislation;
- ELT feedback;
- Best Practice; and
- Example site testing.

The supporting workbook is designed to be utilised in conjunction with the SPPF.

RECOMMENDATION

That Council:

1. Adopt the Strategic Property Prioritisation Framework as set out in Attachment 1 to this report.
2. Note the accompanying workbook that supports the Strategic Property Prioritisation Framework as set out in Attachment 2.

1. DISCUSSION

1.1 Background

In March 2023, Council resolved pursuant to a Notice of Motion (133) to receive a proposal for the development of a Strategic Property Prioritisation Framework. The Property team put together a proposal and in October 2023, Council allocated \$100,000 to Stage 1 within the 2023/24 Amended Budget. It was determined at that time that Stage 1, to design the initial framework, would progress and further discussion will be held with Councillors at the conclusion of Stage 1 - after which, Council can determine if Stage 2 will progress.

The goal for the development of a framework and the supporting approach is to ensure that the Council maximises the value and utility of its land assets while considering the needs of the community, financial feasibility, and long-term outcomes. It is recognised that public land can be used for community benefit in multiple ways and countless times - but can only be sold once.

Prioritising land consolidation and divestment based on a framework that considers financial feasibility, ability to transact on the land, zoning, community needs, and environmental considerations, the council can maximize revenue generation and reduce costs, sustainably.

At present, there is no defined way of identifying surplus land to divest. A property framework provides a clear and prescribed mechanism for consideration of future land divestment against the strategic priorities of Council objectives and community use.

Prioritising land consolidation and divestment based on a framework that considers financial feasibility, ability to transact on the land, zoning, community needs, and environmental considerations, Council can maximise revenue generation and reduce costs.

Ensuring that Council assets, once identified as surplus, are redundant to future community needs and are carefully selected in consideration of council plans and vision factors is important in understanding the value proposition and return on investment for each site.

The project was proposed to be delivered in 2 stages, where:

Stage 1 is the development of the framework for applying to the asset category – funded.

Stage 2 is the application of the framework to the assets – not funded.

An outline of the process undertaken to develop Stage 1 SPP Framework is below:

- Reviewed existing land management policies, procedures, and practices within the council to identify gaps and areas for improvement.

- Conducted research and benchmarking in land asset management, prioritization, and viability assessment from other councils, and other organizations.
- Engaged with stakeholders to gather input on priorities and preferences for land sales and development.
- Developed a set of prioritization criteria, such as identified needs, financial feasibility, environmental impacts, etc.
- Established a framework for assessing the viability of land sales, incorporating factors such as revenue generation potential, costs, funding sources, zoning, due diligence, and risk assessment.
- Internal stakeholder review and feedback on effectiveness, alignment, and applicability of the draft framework objectives.
- Seek feedback on the draft framework to be sought from Councillors prior to the framework being brought to Council for adoption.

Council infrastructure assets are broadly categorised as facilities (buildings), open space (parks, reserves, and playgrounds), pathways (footpaths and shared paths), roads and carparks, stormwater, and structures (bridges, major culverts, etc.). Of these asset categories, three have been identified as the most relevant to apply to the SPPF: facilities, open space and carparks.

A key function of the SPPF is to assist the Council with identifying suitable sites for divestment in a consistent way with the aim of realizing a minimum of \$1 million to \$1.5 million per annum from property sales over the next 5 to 6 years.

1.2 Discussion

1.2.1 The Strategic Property Prioritisation Framework (Attachment 1)

The SPPF is a high-level process map developed to provide a long-term strategic focus for the review of land assets and establishes a clear process for identifying potential divestment sites.

Broadly, the SPPF considers current strategies, service demands, community usage, asset lifecycle stages, financial implications, risk approach, land use impacts and the occupation of the asset. These are considered within an overarching context including site specific matters, location and anticipated future use. The SPPF defines a way to bring together significant objectives and decisions into a consistent, qualitative and considered approach.

There is user judgement required in strategic decision tools such as this; however, the mapping of these competing priorities ensures that the complex property function of determining future use of property assets, which is time consuming and intensive, is appropriate and relevant. The careful application of SPPF principles, when applied to Council's asset portfolio, will assist with best use of community assets and responsible efficient management of our resources.

Utilisation of weighting within the framework was considered however, at the current level of organisational maturity in this function was not considered appropriate. In time as the function matures weighting could be added.

A summary of the SPPF process is outlined below:

Phase 1 - Desktop Assessment – Progressive Gateways 1- 3 leading to an initial shortlist

1. Preliminary Identification of Potential ‘Threshold Issues’

An initial review is undertaken to understand easily identified threshold hurdles or issues that may limit divestment of a site before progressing further e.g. encumbrances, Section 173, land use and zoning impacts

2. Current State Assessment

Any assets not stopped at the first gateway are progressed to Gateway 2.

Assessment of the current use of the asset, considering key criteria such as Council Strategies, Service Planning, Community Usage, Financial Assessment and Property Specific factors to assist filtering sites to a shortlist.

3. Future State Assessment

Any assets not stopped at the second gateway are progressed to Gateway 3.

Assessment consideration of the site against strategic long-term importance for Council or if new approved strategic requirement exists that the site is well suited to- rather than divestment.

Outcome of Phase 1 Evaluation

The outcome of the Phase 1 desktop evaluation process will result in the sites being identified as best suited for either:

- Disposal
- Retention
- Redevelopment
- Redeployment; or
- Refurbishment.

Depending on each of these outcomes, different processes would then need to be followed, which are external to the SPPF process of identifying surplus divestment sites.

Sites identified for disposal are progressed further through the SPPF, which is Phase 2.

4. Phase 2 - Assessing the Viability of Divestments

This phase does a deeper analysis on assets that may be suitable for divestment, including:

- Further due diligence on legal and legislative impacts
- Highest and best use of the site and its marketability
- Financial feasibility of estimated revenue, estimated costs and net returns
- Risk assessment, risk appetite, risk mitigations against potential net benefit
- Strategy, stakeholder, and community alignment

This phase will identify if the asset should be divested or retired, in accordance with the SPPF. Properties suitable for divestment are then shortlisted and continue into the final phase, Phase 3.

Phase 3 – Dives

Divestment Prioritisation Process – prioritised final short list

This final phase reviews the preparation and effort required to divest the sites that have progressed to this point. This reviews:

- Readiness of the site to be divested in a timely manner
- Financial return and annual budget objectives
- Disruption to services or stakeholders and programming impacts
- Cost, timing, and resourcing required to unlock the divestment

1.2.2 Supporting Workbook (Attachment 2)

The Workbook is the evaluation/checklist that supports the SPPF process and principles of the SPPF; working through the specific property/land asset information, applying the principles of the SPPF to determine a recommendation for the site.

Recommendations resulting from the assessment (in no particular order) may be:

- Divest;
- Retain;
- Redevelopment;
- Redeployment/Consolidation of use(s); and
- Refurbishment/Replacement/Renewal

The workbook enables the application of the SPPF and forms a record of the analysis completed for a site, including details of the considered assessment undertaken, and substantiates and rationalises why a particular site has been shortlisted for divestment.

The workbook is intended to inform decision-making by providing a data-driven approach for making informed decisions regarding the management, future use, and utilization of assets. The feedback and data collected through the workbook is critical for a comprehensive evaluation process in relation to each of the three phases of the SPPF. The workbook also provides a consistent approach to assessment of assets.

1.2.3 Stage 2 – Application of the Strategic Property Prioritisation Framework

Council manages a broad portfolio of assets, classified into 6 Asset Classes. The Asset Class and Description (refer Table 1) utilised for this project was taken from the Asset Plan 2022-2023, published on the Knox Council website: [Asset-Plan-2022–2023.pdf \(knox.vic.gov.au\)](https://www.knox.vic.gov.au/asset-plan-2022-2023).

Most property assets useful for review within the SPPF are identified in the three Asset Classes of Facilities, Open Space and Carparks.

Table 1- Summary of Knox City Council Infrastructure Assets:

Asset Class	Description	Quantity
Facilities	Buildings and associated assets supporting Council services such as civic facilities, community halls, sporting pavilions, public toilets, pre-schools, youth and aged care facilities, etc.	<u>Council owned Buildings:</u> •244 <u>Council maintained Buildings:</u> •249
Pathways	All Footpaths and Shared Paths (pedestrian/cycling) to support accessibility and safe access for the community.	<u>Footpaths:</u> •1,241.49 km <u>Shared paths</u> •102.4 km
Open Space	Open space assets allow us to enjoy many outdoor aspects of our community. This includes parks and reserves, playgrounds, sporting fields and sites of biological significance.	<u>Playgrounds</u> •289 <u>Sports courts</u> •141 <u>Sports fields</u> •65 <u>Areas of Biological Significance</u> •30.4 km ²
Roads and Carparks	Our local roads and car parks enable movement of people, goods and services safely and efficiently within the Knox community.	<u>Roads</u> •724.7 km <u>Kerb and Channel</u> •1,318.6 km <u>Carparks</u> •244
Stormwater	Stormwater assets help to manage piped and overland flow of water during rainfall events and includes drainage pits and pipes, water sensitive assets such as rain gardens and wetlands and pollutant traps to keep our waterways clean.	<u>Pipes</u> •1,176.6 km <u>Pits</u> •38,625
Structures	Bridges and major culverts assist us in promoting connectivity across Knox for vehicles, cyclists and pedestrians.	<u>Pedestrian Bridges</u> •46 <u>Vehicle Bridges</u> •7 <u>Culverts</u> •38

Stage 2 of this project is for the application of the Framework, as a whole or in part, against Councils' asset holdings. Stage 2 of this project is not currently funded.

Application of the SPPF is time-consuming to apply to a number of asset classes and resource intensive for both the Property team and the internal stakeholders that are receiving enquiries to inform the content of the Workbook. This is appropriate, as these are significant strategic decisions that need to be made carefully.

It is estimated the volume of these assets within the three Asset Classes identified (Facilities, Open Space and Carparks) for review will take approximately 8 months of a full-time resource at a cost of \$95,000. It is recommended this be considered as part of the 2025/26 Budget process.

The framework, without Stage 2 being completed, still provides a valuable resource for assessment of land assets. In particular, for identifying blocks for divestment to realise the 2024-2034 Financial Plan estimates for proceeds from divestment.

2. ENGAGEMENT

Internal stakeholders of this project were identified through connection to relevant plans and strategies that influence – or are influenced by – this piece of work within the organization.

Consultation took place with the ELT on 9 July 2024 and 30 July 2024 in addition to other internal Knox Council teams via internal workshops held 17 July 2024. Over twenty teams were engaged through this process. Feedback and input from internal consultation informed the development of the SPPF and the supporting workbook.

The attached Strategic Property Prioritisation Framework and supporting Workbook has been developed following consultation with internal stakeholders.

3. SOCIAL IMPLICATIONS

The Social and Affordable Housing Strategy and Action Plan, endorsed by Council on 26 April 2023, includes the action (Action 1.8) – ‘to undertake an audit of Council owned under-utilised assets that are within close proximity to a designated Activity Centre with a view to identifying a short-list of potential sites for social and affordable housing partnerships.’

This item of the Action Plan has been considered in the development of the Strategic Property Prioritisation Framework.

4. CLIMATE CHANGE CONSIDERATIONS

Implementation of the recommendation is considered to have no direct implications or has no direct impacts upon Council’s Net Zero 2030 target, the Community Net Zero 2040, exposure to climate risks or climate change adaptation.

The Climate Response Plan 2021-2031 has been considered in the development of the Strategic Property Prioritisation Framework.

5. ENVIRONMENTAL IMPLICATIONS

Several documents with environmental implications were considered in the consideration of the development of the Strategic Property Prioritisation Framework. These documents include:

- Open Space Asset Management Plan
- Sites of Biological Significance Study
- Biodiversity Resilience Plan
- Knox Green Areas and Rural Strategy (GARS)

6. FINANCIAL AND RESOURCE IMPLICATIONS

This project is being developed in consideration of the 2024-2034 Financial Plan for Knox, with the intention of supporting the long-term financial sustainability of Knox City Council. The Framework is to assist with the financial sustainability of Knox while taking into account strategies, plans, policies, and other frameworks that exist across the organisation.

A budget of \$100,000 was allocated to this project in October 2023 for Stage 1. Stage 1 is now complete. The project is delivered within budget.

For Stage 2, the Property team does not have the resources to undertake an initial review of all the assets within the classes (Facilities, Open Space and Carparks) against the SPPF. Stage 2 is estimated to require a budget of \$95,000 which would provide additional employee resource for approximately 8 months within the property team to complete the review of and develop a comprehensive understanding of the current state of councils property holdings. It is recommended this be considered as part of the 2025/26 Budget process.

7. RISKS

The development of the Strategic Property Prioritisation Framework is to mitigate the risk of potentially underutilized or inefficient assets. The Framework will assist with providing greater transparency, consistency and accountability in managing our land asset portfolio.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Civic Engagement & Integrity

Strategy 5.2 - Manage our resources effectively to ensure financial sustainability and improved customer experience.

Strategy 5.3 - Ensure our processes are transparent and decisions are accountable.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

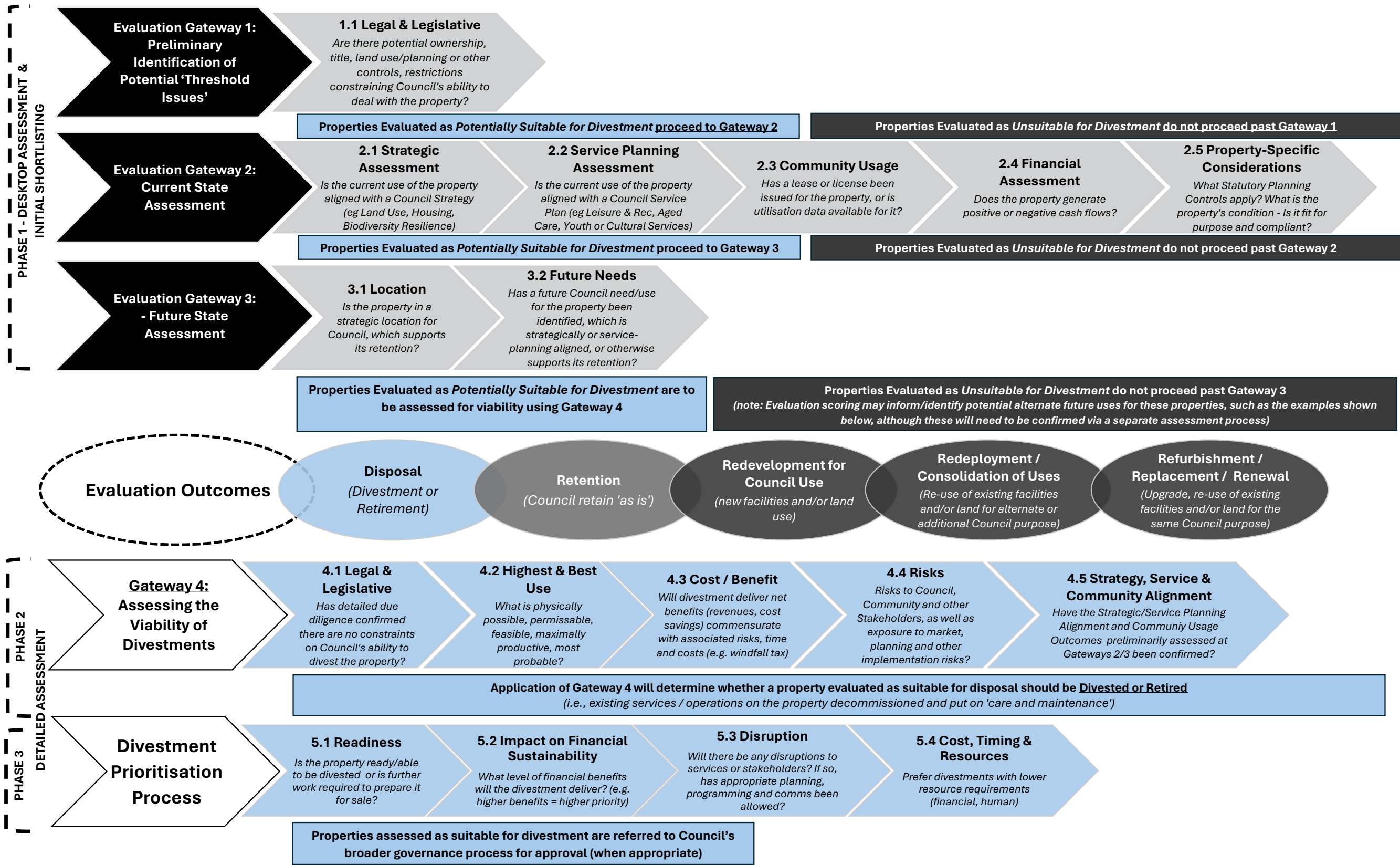
11. CONFIDENTIALITY

Not Applicable

ATTACHMENTS

1. Attachment 1 - Strategic Property Prioritisation Framework [8.4.1 - 1 page]
2. Attachment 2 - Strategic Property Prioritisation Framework - Supporting Workbook [8.4.2 - 12 pages]

Knox City Council Strategic Property Prioritisation Framework



Knox City Council Strategic Property Prioritisation Framework - Workbook

Property Name:

Property Address:

The Purpose of this Workbook is to pose the questions and seek the information required to enable application of the *Strategic Property Prioritisation Framework (SPPF)*.

By extension, once completed, the Workbook becomes Council's record of how the SPPF has been applied to a property and has informed its consideration for potential divestment.

In accordance with the SPPF, which is summarised overleaf, the Workbook gathers data on a property to enable its evaluation and determine its potential suitability for divestment, including consideration of its alignment with Council Strategies and Plans, usage by the community, and financial performance / contribution.

More specifically:

- the information collected through Phase 1 of this Workbook will enable an initial evaluation of the property
- if this initial evaluation identifies a property as being potentially suitable for divestment, further detailed due diligence will be undertaken in Phase 2 to:
 - confirm its suitability; and
 - assess whether it would be viable to divest having regard to the property's highest and best use and likely market demand, and the associated costs, benefits and risks
- If the property is confirmed as suitable for divestment, a Prioritisation Process is applied in Phase 3 to assess whether the property can/should be divested in the short term (0-1 years), medium term (1-3 years) or long term (3+ years).

(note: completion of Phases 1 and 2 may also identify potential alternate uses of the property by Council, which would be confirmed via a separate assessment process e.g. redevelopment, replacement, refurbishment, redeployment or consolidation of multiple uses)

Responsibility for Completion of this Workbook rests with Council's Property Team, who will consult with and seek inputs from other Council staff and stakeholders, as required.

More specifically:

- Council's Property Team will initially complete Phase 1's initial evaluation process
- where it identifies a property as being potentially suitable for divestment, the Property Team will engage with key internal stakeholders to confirm these findings and complete the detailed assessment in Phase 2, and, if required, the prioritisation process in Phase 3.

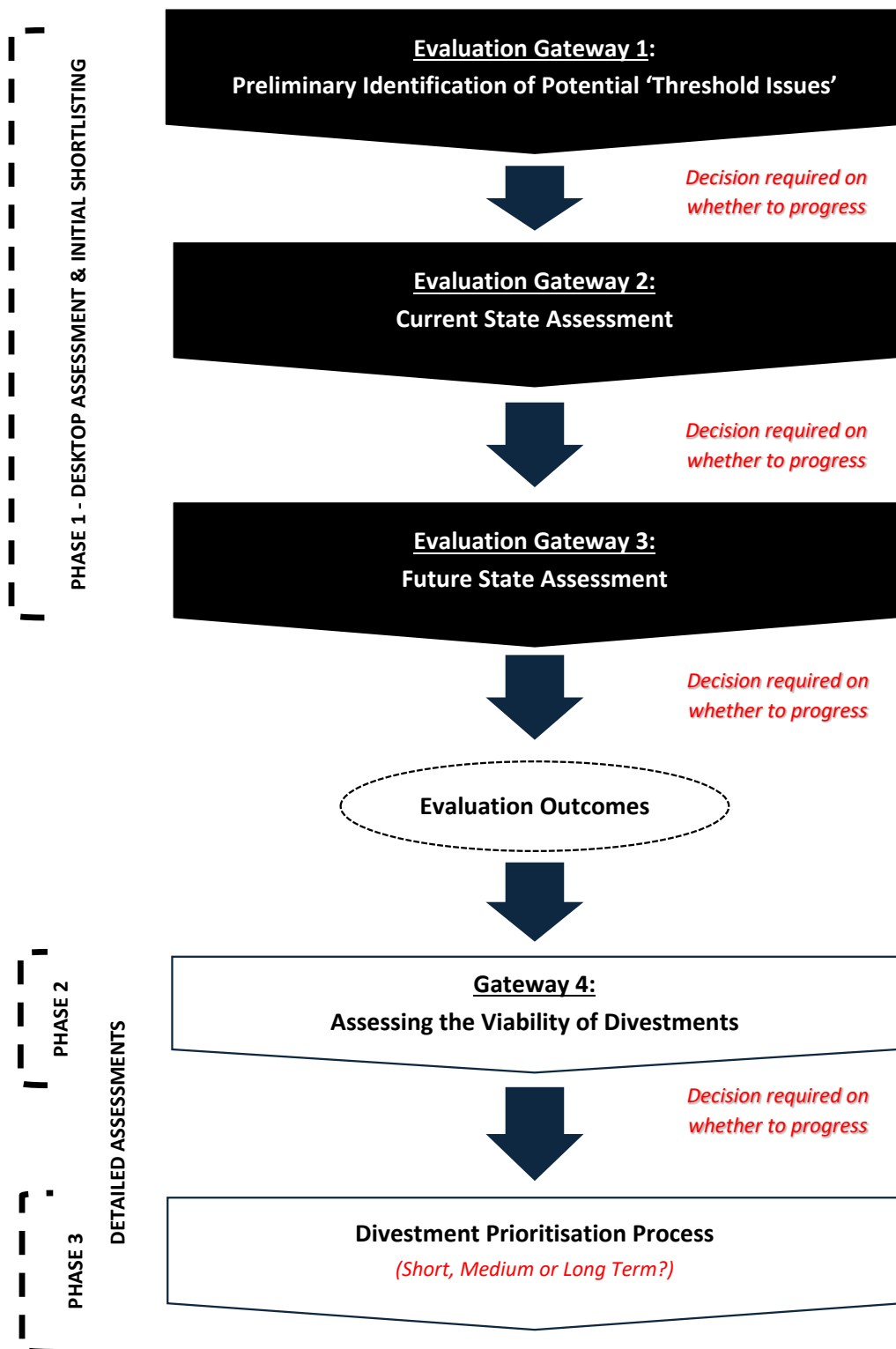
The level of detail required by this Workbook for each property should be commensurate with its scale, usage and complexity.

For example:

- significant Council buildings / facilities with existing lease or license arrangements will require more detailed information and assessment to determine their outcome
- a property that comprises vacant land only or has minimal improvements and no existing lease or license arrangements, will not necessitate the same level of detail (i.e. where a property does not contain any buildings and / or other improvements/ installations, the questions regarding condition / compliance are not required to be answered).

(Notwithstanding, respondents are encouraged, when in doubt, to include any pertinent knowledge, comments or insights that they have, or that they gather for each property - over and above their specific responses to the questions posed).

Knox City Council
Strategic Property Prioritisation Framework - Workbook



**Knox City Council
Strategic Property Prioritisation Framework - Workbook**

1. Evaluation Gateway 1 - Preliminary Identification and Assessment of Potential 'Threshold Issues'		
1.1 Legal & Legislative		
(a) Ownership Does Council own the property? If no, who is the registered proprietor and on what basis does Council have use of the property?	Yes	No
(b) Legal & Legislative Have any potential ownership, title, land use/ planning or other controls (e.g. zoning), or other restrictions constraining Council's ability to deal with the property been identified?	Yes	No
<i>Comments: [Provide further details here, including information on/evidence of the issue identified and any actions taken]</i>		

GATEWAY 1 OUTCOME:



GATEWAY 1 OUTCOME: POTENTIALLY SUITABLE FOR DIVESTMENT OR UNSUITABLE FOR DIVESTMENT?

Include key supporting comments:

Knox City Council
Strategic Property Prioritisation Framework - Workbook

2. Evaluation Gateway 2 - Current State Assessment			
2.1 Strategic Assessment			
(a) Alignment with Council Strategy			
Is the current use of the property aligned with a Council Strategy (e.g. housing, environmental (Climate Response), Biodiversity Resilience, Green Areas and Rural Strategy)?	Yes	No	Unsure
<i>Comments:</i> <i>[Provide details of the current use of the property here, including information on/evidence of how that use aligns with Council strategies]</i>			
(b) Alignment with Planning / Land Use Policy			
Is the property's current use consistent with the current and future zoning / strategic land use policy / local area masterplan?	Yes	No	Unsure
<i>Comments:</i>			
Is the property's current use compatible with existing surrounding land uses?	Yes	No	Unsure
<i>Comments:</i>			
(c) Environmental and Biodiversity Policies			
What, if any, impact (positive or negative) might the current use of the property have on the Environment? <i>(for example – promotes private motor vehicle usage, requires heating / cooling due to poor insulation or energy inefficiency)</i>	Response:		
What, if any, impact (positive or negative) might the current use of the property have on local biodiversity?	Response:		
Are there any protected species / flora / fauna on the property?	Yes	No	Unsure
<i>Comments:</i>			
Are there any measures in place to improve the property's environmental performance or enhance its biodiversity outcomes?	Yes	No	Unsure

Knox City Council
Strategic Property Prioritisation Framework - Workbook

<i>Comments:</i>			
Does the current use of the property consider/incorporate green spaces / tree canopy cover or wildlife /habitat corridors?	Yes	No	Unsure
<i>Comments:</i>			
(d) Sustainability			
Are there practices in place to reduce the carbon footprint of the property?	Yes	No	Unsure
<i>Comments:</i>			
Other Comments/Information: <i>[add any further, relevant information or evidence here to support the above responses]</i>			
Strategic Assessment - Key Conclusions: <i>(based on the above responses and criteria, can it be concluded that the use of the property is aligned with Council Policies and Strategy?)</i>			
2.2 Service Planning Assessment			
Is the current use of the property aligned with a Council Service plan – e.g. leisure / recreation / youth services / cultural services / aged care services?	Yes	No	
<i>Comments:</i> <i>(Provide details of the current use of the property here including information of how that use aligns with Council Service Plans)</i>			
2.3 Community Usage			
Has a lease or license been issued for the property	Yes	No	
<i>Comments: [Provide evidence of the current tenant or licensee occupying the property and description of the nature of their use of or activity on the property?]</i>			
What are the key terms and conditions of the current lease or license? (Date/ renewal / Rental Agreement / License fee)			
<i>Comments:</i>			
What are the renewal and termination provisions of the current agreement?			
<i>Comments: [include details of any recent discussions or negotiations regarding lease / license renewal?]</i>			

Knox City Council
Strategic Property Prioritisation Framework - Workbook

Would a renewal of the existing lease / license align with Council Plans and Strategies?	Yes	No	Unsure
<i>Comments:</i>			
Is utilisation data available for the property? (if so, please provide)	Yes	No	
<i>Comments:</i>			
Community Usage - Key Conclusions: <i>(based on the above responses and criteria, can it be concluded that the property is utilised by the community and that the usage aligns with Council plans and Strategies?)</i>			
2.4 Financial Assessment			
Does the property generate positive or negative cashflows?			
<i>Comments:</i> <i>[provide supporting details, including any data available on the revenue and costs associated with the current use/operation of the property?]</i>			
What are the property's sources of income (e.g., rent, license fees, service charges)?			
<i>Comments: [are these income sources guaranteed / stable / consistent / inconsistent?]</i>			
What are the property's key costs (e.g., utilities, repairs)?			
<i>Comments: [e.g. are these costs consistent / inconsistent?]</i>			
What are the projected future revenues and expenses for the property?			
<i>Comment:</i> <i>[provide supporting details, including forecast revenue and costs associated with the current use/operation of the property?]</i>			
Financial Sustainability - Key Conclusions: <i>(based on the above responses and criteria, what can be concluded about the financial contribution that the property makes to Council?)</i>			
2.5 Property-Specific Considerations			
What statutory planning controls apply to the property?			

Knox City Council
Strategic Property Prioritisation Framework - Workbook

Response: <i>(Provide details of the property's current zoning and overlays)</i>			
Would the property require rezoning to be divested?	Yes	No	Unsure
Would the property require subdivision to be divested?	Yes	No	Unsure
Is the property fit for its current purpose/use?	Yes	No	Unsure
<i>Comments: [if not, why not]</i>			
Is the current condition of the property's structural components (e.g., foundation, roof, walls) satisfactory?	Yes	No	Unsure
<i>Comments: [Is the property free from any known structural issues or deficiencies?]</i>			
Has a current condition audit rating been undertaken for the property?	Yes	No	Unsure
<i>Comments: [What was the date of the most recent audit?]</i>			
Does the property have any outstanding maintenance or repairs?	Yes	No	Unsure
<i>Comments: [add details]</i>			
Has an assessment been made of the property's compliance for its current use?	Yes	No	Unsure
<i>Comments:</i>			
Does the property comply with all required health and safety regulations?	Yes	No	Unsure
<i>Comments:</i>			
Is the property in compliance with current building code and standards?	Yes	No	Unsure
<i>Comments:</i>			
Does the property meet accessibility standards for people with a disability? (i.e., are there adequate facilities such as ramps, elevators, and accessible restrooms)	Yes	No	Unsure

**Knox City Council
Strategic Property Prioritisation Framework - Workbook**

<i>Comments:</i>			
Are there opportunities to modify the property use to better align with Council policies, including improving environmental and biodiversity outcomes?	Yes	No	Unsure
<i>Comments:</i>			
Are there identified and available sources of funding for the opportunities / modifications required to the property?	Yes	No	Unsure
<i>Comments:</i>			
Have any risks been identified relating to the condition of the property – land and/or buildings/ improvements e.g. hazardous materials (asbestos, potential ground contamination)?	Yes	No	Unsure
<i>Comments:</i>			
Property-Specific Considerations - Key Conclusions: <i>(based on the above responses and criteria, what property specific considerations exist and how may they inform whether the property is potentially suitable or unsuitable for divestment?)</i>			

GATEWAY 2 OUTCOME:



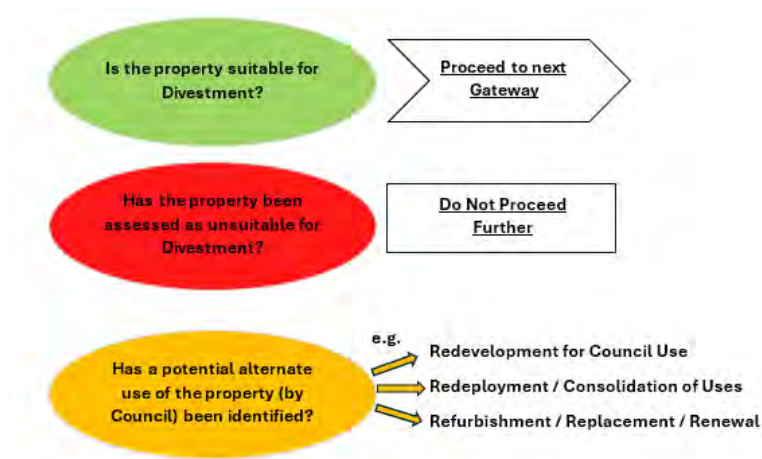
GATEWAY 2 OUTCOME: POTENTIALLY SUITABLE FOR DIVESTMENT OR UNSUITABLE FOR DIVESTMENT?

Include key supporting comments:

Knox City Council Strategic Property Prioritisation Framework - Workbook

Gateway 3 - Future State Assessment			
3.1 Location			
Is the property in a strategic location for Council, which supports its retention in the medium to long-term?	Yes	No	Unsure
<i>Comments / Conclusions: [explain why e.g., demographics, access to amenity, public transport, proximity to other Council services]</i>			
3.2 Future Needs			
Has a future use or need been identified for the property that is aligned with Council's Strategies, Plans?	Yes	No	Unsure
<i>Comments:</i>			
Have alternative options for the use of the property been assessed, considering Council's service needs?	Yes	No	Unsure
<i>Comments:</i>			
Future Needs – Key Conclusions: <i>(based on the above responses and criteria, can it be concluded that the property is not required for alternative or future uses?)</i>			

GATEWAY 3 OUTCOME:



GATEWAY 3 OUTCOME: POTENTIALLY SUITABLE FOR DIVESTMENT OR UNSUITABLE FOR DIVESTMENT? (or, based on the above responses and criteria, has a potential alternate Council use for the property been identified, which requires further investigation / assessment?)

Include key supporting comments:

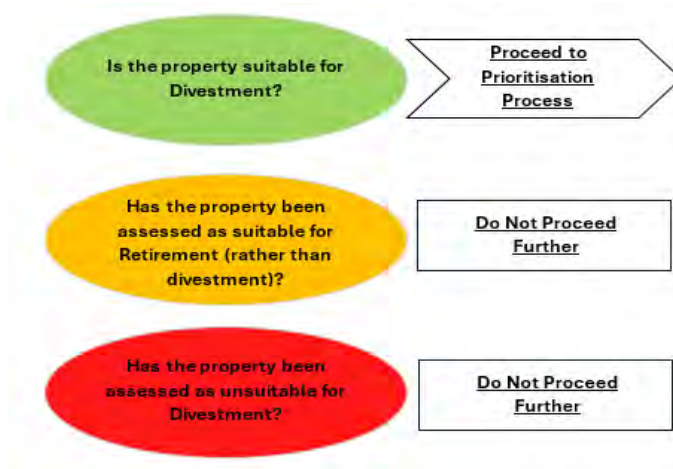
Knox City Council
Strategic Property Prioritisation Framework - Workbook

Gateway 4 - Assessing the Viability of Divestments		
4.1. Legal & Legislative		
What detailed due diligence has been completed to confirm any constraints on Council's ability to dispose of or divest the property? This may include but should not be limited to: caveats / conditions on title, restrictive covenants, easements registered on title, planning controls, (e.g. zones / overlays), Section 173 agreements restricting or regulating use of the land, open space considerations.		
Comments:		
Have any potential constraints been identified?	Yes	No
Comments:		
Legal & Legislative – Key Conclusions <i>(based on the above responses and criteria, have any ownership, title, land use/ planning or other controls (e.g. zoning), or other restrictions constraining Council's ability to deal with the property been identified?)</i>		
4.2 Highest & Best Use		
Has a highest and best use assessment been conducted* on the property? If so, what is its most likely highest and best use and how does this compare to the existing use? [*What is the highest and best use of the property having regard to what is physically possible, legally permissible, financially feasible, maximally productive, most probable?]	Yes	No
Comments:		
4.3 Cost / Benefit		
Beyond typical sales and marketing costs, will any other costs be required to enable the property to be divested? If so, what type of costs and how much?	Yes	No
Comments:		
Have the potential revenues from the divestment been estimated? If so, what are they and how were they identified? (e.g. valuation, appraisal, etc.)	Yes	No
Comments:		
Have the taxation implications of a divestment of the property been identified/quantified, if any (e.g. from July 2023, a windfall gains tax applies to all land rezoned by a planning scheme amendment resulting in a value uplift to the land of more than \$100,000. In determining the value uplift, all land owned by the person or group and subject to that rezoning is taken into account. For the purpose of windfall gains tax, changes between schedules within the same zone are not a rezoning (i.e. not a windfall gains tax event)).	Yes	No
Comments:		

Knox City Council Strategic Property Prioritisation Framework - Workbook

Cost / Benefit – Key Conclusions <i>(based on the above responses and criteria, Will the estimated revenues from a divestment of the property exceed the associated estimated costs (including any holding costs)? and provide a return commensurate with the associated risks and timeframe?)</i>		
4.4 Risks		
Are there any material risks associated with the divestment of the property? If so, what are they and how are they to be managed/mitigated?		
Comments <i>[e.g., reputational risk to Council? Risk to community user group/s? Depth of demand, time required to sell (market risk)? Planning & other approvals required to effect a sale?]</i>		
4.5 Strategy & Community Alignment		
Has the potential impact on community usage and impacts and alignment with Council Strategies been confirmed with stakeholders – Council and External?	Yes	No
Comments: <i>[e.g. Provide details of investigations completed, information gathered, stakeholder engagement completed]</i>		

GATEWAY 4 OUTCOME:



GATEWAY 4 OUTCOME: POTENTIALLY SUITABLE FOR DIVESTMENT OR RETIREMENT? OR IS IT UNSUITABLE FOR EITHER DIVESTMENT OR RETIREMENT

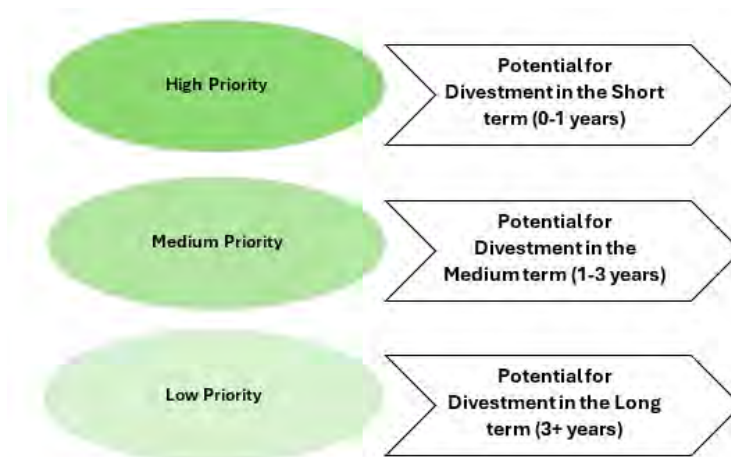
(retirement defined as meaning the existing services / operations on the property would be decommissioned and put on 'care and maintenance' – thus not delivering revenue but instead delivering cost savings through avoidance of maintenance, capex etc.)?

Include key supporting comments:

**Knox City Council
Strategic Property Prioritisation Framework - Workbook**

5. Divestment Prioritisation Process - Criteria
5.1. Readiness
Is the property ready/able to be divested, or is further work required to prepare it for sale?
Response: <i>[detail work required, associated timeframes, costs and risks]</i>
5.2 Impact on Financial Sustainability
What level of financial benefits is the divestment estimated to deliver?
Response: <i>[detail/estimate net revenue to be generated, costs to be saved]</i>
5.3 Disruption
Will there be any disruptions to services or stakeholders? If so, what planning, programming and communications are planned?
Response:
5.4 Cost, Timing & Resources
What upfront resources (financial, human) are required to facilitate the divestment?
Response:

GATEWAY 5 OUTCOME:



GATEWAY 5 OUTCOME: Potential divestment timing?

Include key supporting comments:

8.5 Amendment to 2024 Meeting Schedule

Final Report Destination:	Council
Paper Type:	For Decision
Author:	Head of Governance, Saskia Weerheim
Manager:	Manager Governance & Risk, Andrew Dowling
Executive:	Director, Customer & Performance, Greg Curcio

SUMMARY

This report recommends amendments to the adopted 2024 Council Meeting Schedule to reflect arrangements in the lead up to the Council election period, and following the Council election on 26 October 2024.

RECOMMENDATION

That Council resolve to:

1. Note the change in date of the commencement of the Election (or Caretaker) Period for the 2024 Council elections from 24 September 2024 to 17 September 2024.
2. Amend the Council Meeting Schedule as set out in Attachment 1 to reflect this change and:
 - a. Include an additional mid-month Council Meeting on Monday 16 September 2024 at 7pm.
 - b. Change the date of the meeting to elect the Mayor, Deputy Mayor and appoint Council advisory committee members from Monday 18 November 2024 to Thursday 21 November 2024.
3. Note the Chief Executive Officer (or such person nominated by the Chief Executive Officer) will give updated public notice of the meetings in accordance with the Governance Rules.

1. DISCUSSION

Council adopted the 2024 Council Meeting Schedule at the September 2023 Council Meeting, in accordance with Council's Meeting Structures and Cycles Policy. A subsequent change was made to this Schedule at the Council meeting of 12 February 2024 (to change the start time of the December meeting from 5pm to 7pm) - see Attachment 1.

Additional meetings may be scheduled throughout the year as and when required, and dates may be amended in accordance with Chapter 2, Part C of the Council's Governance Rules.

Following amendments to the Local Government Act 2020, the election period for the 2024 Council elections has been brought forward from 24 September 2024 to 17 September 2024. In the lead up to the election period, an additional mid-month Council meeting is proposed to be held on Monday 16 September 2024 at 7pm.

It is also proposed to change the date for the Mayoral election meeting from Monday 18 November 2024 to Thursday 21 November 2024. This proposed change reflects the expected timelines for declaration of the polls from the Council election.

2. ENGAGEMENT

Councillors and the Executive Leadership Team have been consulted in relation to these amendments.

3. SOCIAL IMPLICATIONS

There are no social implications associated with this report.

4. CLIMATE CHANGE CONSIDERATIONS

Implementation of the recommendation is considered to have no direct implications or has no direct impacts upon Council's Net Zero 2030 target, the Community Net Zero 2040, exposure to climate risks or climate change adaptation.

5. ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

6. FINANCIAL AND RESOURCE IMPLICATIONS

There are no financial or resource implications associated with this report.

7. RISKS

There are no risks associated with this report.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Civic Engagement & Integrity

Strategy 5.3 - Ensure our processes are transparent and decisions are accountable.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

1. Attachment 1 - Amended 2024 Council Meeting Schedule [**8.5.1** - 2 pages]

Proposed 2024 Council Meeting Schedule

Day	Date	Time	Meeting
JANUARY			
Friday 26 January 2024 Australia Day			
School Starts Tuesday 30 January 2024			
Monday	29 January 2024	7.00pm	Council Meeting
FEBRUARY			
Monday	12 February 2024	7.00pm	Mid-month Council Meeting
Monday	26 February 2024	7.00pm	Council Meeting
MARCH			
Monday 11 March 2024 Labour Day			
Tuesday	12 March 2024	7.00pm	Mid-month Council Meeting
Monday	25 March 2024	7.00pm	Council Meeting
Friday 29 March 2024 Good Friday			
APRIL			
Monday 1 April 2024 Easter Monday			
Monday	8 April 2024	7.00pm	Mid-month Council Meeting
Monday	22 April 2024	7.00pm	Council Meeting
Thursday 25 April 2024 Anzac Day			
MAY			
Monday	13 May 2024	7.00pm	Mid-month Council Meeting
Monday	27 May 2024	7.00pm	Council Meeting
JUNE			
Monday 10 June 2024 King's Birthday			
11-13 June 2024 Meeting Free Week (Likely ALGA NGA dates)			
Monday	24 June 2024	7.00pm	Council Meeting
JULY			
Monday	8 July 2024	7.00pm	Mid-month Council Meeting
Monday	22 July 2024	7.00pm	Council Meeting
AUGUST			
Monday	12 August 2024	7.00pm	Mid-month Council Meeting
Monday	26 August 2024	7.00pm	Council Meeting
SEPTEMBER			
Monday	9 September 2024	7.00pm	Mid-month Council Meeting
Monday	16 September 2024	7.00 pm	Mid-month Council Meeting
Tuesday	17 September 2024	Election nomination day Caretaker period commences	
Monday	23 September 2024	7.00pm	Council Meeting
Tuesday	24 September 2024	Election nomination day Caretaker period commences	

Day	Date	Time	Meeting
OCTOBER			
Monday	14 October 2024	7.00pm	Mid-month Council Meeting
Saturday	26 October 2024	Election day	
Caretaker period concludes			
NOVEMBER			
5 November 2024 Melbourne Cup Day			
Friday	15 November 2024	All Elections Declared	
Monday Thursday	21 18 November 2024	6.30pm	Council Meeting (for the Election of Mayor and Committee Appointments with no public question time)
Monday	25 November 2024	7.00pm	Council Meeting
DECEMBER			
Monday	9 December 2024	7.00pm	Mid-month Council Meeting
Monday	16 December 2024	7.00pm	Council Meeting

9 Supplementary Items

10 Notices Of Motion

10.1 Notices of Motion No. 154 - Review and Update of Knox Parking Policy

The following notice of motion was lodged by Councillor Pearce in accordance with Council's Governance Rules:

I hereby give notice that it is my intention to move the following motion at the Council Meeting on 26 August 2024:

That Council:

1. Request a report be presented at a Council meeting no later than March 2025 (unless deferred to a later date in consultation with the Mayor) detailing the process and timeline for updating the Knox Parking Policy.
2. Ensures that when the policy update occurs that it considers the implementation of a system of transferrable residential parking permits, which are attached to the property rather than individual vehicles.

10.2 Notice of Motion No. 155 - Stamford Park Masterplan

The following notice of motion was lodged by Councillor Nicole Seymour in accordance with Council's Governance Rules:

I hereby give notice that it is my intention to move the following motion at the Council Meeting on 26 August 2024:

That in relation to the 2014 adopted Stamford Park Masterplan (the Masterplan), Council:

1. Requests that a report on the implementation status of the Masterplan be presented at a Council meeting no later than March 2025 (unless deferred to a later date in consultation with the Mayor) to provide Council and the community with a comprehensive update on this major initiative.
2. Request the report referred to in Resolution 1 above include, but not necessarily be limited to:
 - a) A brief history of the project, including key milestones, decision points and announcements since the Masterplan was adopted;
 - b) A financial synopsis detailing:
 - i. The initial projected costs and funding sources for each Masterplan stage
 - ii. The actual total expenditure on the project for each Masterplan stage
 - iii. The revenue received from land sales;
 - c) An overview of variations (whether delivered or proposed) for each Masterplan stage compared to the adopted original Masterplan;
 - d) The current and projected ongoing maintenance costs associated with Stamford Park and relevant funding sources; and
 - e) A summary of Council's agreement with Melbourne Water for ongoing management and maintenance of the wetlands/Corhanwarrabul Creek flood plain.

10.3 Notice of Motion No. 156 - Proposed Street Tree Replacement in Kavanagh Court, Hicks Court, Buckingham Drive, Trisha Drive and in front of 30 Taupo Court, Rowville

The following notice of motion was lodged by Councillor Darren Pearce in accordance with Council's Governance Rules:

I hereby give notice that it is my intention to move the following motion at the Council Meeting on 26 August 2024:

That Council resolve:

1. To receive a report at a Council meeting no later than February 2025 (unless deferred to a later date in consultation with the Mayor) to facilitate consideration of:
 - a. Replacing the street trees in:
 - i. Kavanagh Court and Hicks Court, Rowville
 - ii. Front of 30 Taupo Court, Rowville;
 - b. Consulting with residents in Buckingham Drive & Trisha Drive Rowville regarding potential removal and replacement of street trees in those streets.
2. That the report should include as assessment of the health and structural integrity of the trees, an evaluation of any impact the trees are having on infrastructure and an assessment of the proposed tree removals against the Green Streets Policy.

10.4 Notice of Motion No. 157 - Knox Historical Society

The following notice of motion was lodged by Councillor Meagan Baker in accordance with Council's Governance Rules:

I hereby give notice that it is my intention to move the following motion at the Council Meeting on 26 August 2024:

That Council resolve to:

1. Affirm Council's support for the work of Knox Historical Society;
2. Continue working with Knox Historical Society towards planning for an appropriate and mutually agreeable solution that is fit for purpose and provides a dedicated volunteer space, storage and multipurpose meeting room/visitors space at Ambleside Park Homestead and Museum; and
3. Note that any upgrades to the Ambleside Park facility would be subject to future Council budget processes and/or external funding.

10.5 Notice of Motion No. 158 - 10 Tamara Street Wantirna South

The following notice of motion was lodged by Councillor Cooper in accordance with Council's Governance Rules:

I hereby give notice that it is my intention to move the following motion at the Council Meeting on 26 August 2024:

That Council:

1. Note that at the 27 November 2023 Council meeting, the Council resolved to sell 10 Tamara Street, Wantirna South, with the recommendation including
"3(g) Resolve to digitally preserve the building plaque at 10 Tamara Street, Wantirna South, before removing and donating the plaque to the Knox Historical Society".
2. Acknowledge that 10 Tamara Street, Wantirna South, was sold on 19 April with a six-month settlement.
3. Additionally, note that the plaque has been removed and is currently in the possession of the Council.
4. Notwithstanding the decision at the 27 November 2023 Council meeting, resolve to redirect the donation of the plaque from the Knox Historical Society to the Knox Gardens Community Group, to be put on display in the Knox Gardens Community Hall, with an appropriate acknowledgement of the history of the plaque.
5. Determine that the Council resolution of 27 November 2023 is amended by this resolution to the extent of any inconsistency or difference between this resolution and the resolution of 27 November 2023.

11 Urgent Business

12 Questions Without Notice

13 Confidential Items