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Bayswater Renewal Strategy

Issues and Opportunities Paper
Prepared by Plan2Place Consulting

October 2022



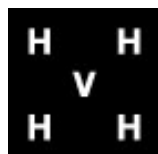
This report is the Issues and Opportunities Paper (v6) for the City of Knox. It has been prepared with expertise, advice and inputs from the consultant team of Plan2Place Consulting, Peter Boyle_Urban Design+Landscape Architecture, Movement and Place Consulting, Ethos Urban, HipVHive and Cardno using background reports and information provided by Council and technical reports prepared for this project.

The report issue date is October 2022.

Every reasonable effort has been made to validate information provided by the client, Council staff, stakeholders and other participants in the preparation of this paper throughout the project during 2021 and 2022.

The report has been prepared in conjunction with the City of Knox and is based upon up-to-date information provided at the time of report preparation and finalisation.

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Version	Date of issue	Notes
V1	16 February 2022	Draft 1 Prepared for internal Officer Review
V2	17 May 2022	Draft 2 Prepared in response to Internal Officer comments
V3	9 June 2022	Draft 3 Prepared in response to Internal Officer comments
V4	27 June 2022	Draft 4 Prepared in response to EMT
V5	July 2022	Draft 5 Prepared in response to Cr Briefing
V6	10 October 2022	Draft 6 Prepared ready for consultation

Acknowledgement of traditional land owners

We acknowledge the Wurundjeri Woi-wurrung people and Bunurong people of the Kulin Nation as traditional custodians of the City of Knox. The Knox Aboriginal and Torres Strait Islander Community come from a variety of different Nations within Australia and Torres Strait, including 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 history.

TABLE OF CONTENTS

1. INTRODUCTION.....	6
1.1. Overview	6
1.2. What is a Renewal Strategy?	6
1.3. Renewal Framework	6
1.4. Why are we preparing a Renewal Strategy?	7
1.5. Developing a vision for Bayswater	7
1.6. Bayswater Today	8
1.7. Achievements of the 2005 Structure Plan	10
1.8. Progress on Actions.....	11
1.9. Key Projects Underway in the Centre	12
1.10. Key Facts about Bayswater MAC.....	13
1.11. Broader influences	14
1.12. How we will prepare the new Renewal Strategy	14
1.13. What we have heard previously	15
2. CURRENT PLANNING CONTEXT	17
2.1. Current Planning Framework	17
2.1.1. Plan Melbourne 2017-2051	17
2.1.2. Draft Eastern Regional Land Use Framework Plan.....	17
2.1.3. Planning Policy Framework	17
2.1.4. Local Planning Policy Framework in the KPS	18
2.1.5. Bayswater 2020: Bayswater Activity Centre Structure Plan	19
2.1.6. Other strategies.....	20
2.1.7. Summary	20
3. KEY THEMES	21
3.1. Overview	21
3.2. Housing and Residential Development	21
3.2.1. Since 2005.....	21
3.2.2. Key facts and influences	21
3.2.3. Opportunities to consider in the Renewal Strategy	23
3.3. Business and Economic Development	26
3.3.1. Since 2005.....	26
3.3.2. Key facts and influences	26
3.3.3. Opportunities to consider in the Renewal Strategy	29

3.4. Environment, Sustainability and Climate Change	31
3.4.1. Since 2005.....	31
3.4.2. Key facts and influences	31
3.4.3. Opportunities to consider in the Renewal Strategy	34
3.5. Urban Design and Built Form	38
3.5.1. Since 2005.....	38
3.5.2. Key facts and influences	38
3.5.3. Opportunities to consider in the Renewal Strategy	48
3.6. Transport and Movement	55
3.6.1. Since 2005.....	55
3.6.2. Key facts and influences	55
3.6.3. Opportunities to consider in the Renewal Strategy	58
3.7. Community Infrastructure.....	63
3.7.1. Since 2005.....	63
3.7.2. Key facts and influences	63
3.7.3. Opportunities to consider in the Renewal Strategy	67
3.8. Bayswater MAC Boundary Assessment	71
4. SUMMARY OF OPPORTUNITIES	74
5. NEXT STEPS	78
Appendix A	79
Appendix B.....	81
Appendix C.....	84
Appendix D	86

LIST OF FIGURES AND TABLES

Figure 1: Bayswater MAC Existing Boundary.....	8
Figure 2: Bayswater MAC – Regional Context	9
Figure 3: How the New Renewal Strategy will be Prepared	14
Figure 4: Technical Reports Informing the Issues and Opportunities Paper	15
Figure 5: Key Messages For Bayswater MAC From 2020 Engagement.....	16
Figure 6: Examples of Medium Density Housing in Bayswater.....	22
Figure 7: Potential Housing Opportunity Areas.....	25
Figure 8: Potential Redevelopment Sites	28
Figure 9: Canopy cover within the Bayswater MAC	32
Figure 10: Urban Heat within the Bayswater MAC.....	32
Figure 11: Bayswater MAC – Potential Flooding Events.....	33
Figure 12: Sites of biological and cultural significance	34
Figure 13: Utilities infrastructure	34
Figure 14: Bayswater MAC – Four Distinct Precincts.....	39
Figure 15: Bayswater MAC – Lot Sizes.....	40
Figure 16: Bayswater MAC – Urban Structure.....	41
Figure 17: Bayswater MAC – Storey Heights of Existing Buildings	44
Figure 18: Bayswater MAC – Active Frontages.....	44
Figure 19: Bayswater MAC – Existing Built Form Controls	45
Figure 20: Bayswater MAC – Existing Views	46
Figure 21: ‘White Box’ View, Building Height Controls Mountain Hwy South Side	46
Figure 22: ‘White Box’ View, Building Height Controls South Along High St	46
Figure 23: Bayswater MAC – Existing Sites Protected by the Heritage Overlay and Sites for Further Heritage Investigation	48
Figure 24: Place making initiatives	49
Figure 25: Penguin Place Opportunities	51
Figure 26: Example of pocket park surrounded by dense urban development	52
Figure 27: Bayswater MAC – Potential Urban Design Strategy	54
Figure 28: Mode Share to and from Bayswater (suburb)	56
Figure 29: Bayswater MAC – Existing Off-Street Parking Areas.....	57
Figure 30: Existing Travel Patterns to and from Bayswater (suburb)	58
Figure 31: Potential Movement and Pedestrian Network Priorities	61
Figure 32: Existing and Potential Bicycle Network Priorities	62
Figure 33: Baywater suburb community facilities today	65
Figure 34: Bayswater MAC – Opportunities	76

Table 1: Dwelling Structure – Knox Municipality and Bayswater MAC.....	21
Table 2: Social Benefits – Housing and Residential Development	24
Table 3: Occupied Retail Floorspace, November 2021	26
Table 4: Social Benefits – Business and Economic Development	30
Table 5: Social Benefits – Environment, Sustainability and Climate Change	37
Table 6: Social Benefits – Urban Design and Built Form	53
Table 7: Weekday Public Transport Service Frequency in Bayswater	58
Table 8: Social Benefits – Transport and Movement	60
Table 9: Community Infrastructure Benefits	64
Table 10: Social Benefits – Community Infrastructure	70
Table 11: Summary of the Social Benefits Framework for the Bayswater Renewal Strategy	79
Table 12: Activity Centre Boundary Assessment - Planning Practice Note 58.....	81
Table 13: SWOT Analysis.....	84
Table 14: Glossary.....	86

ABBREVIATIONS AND LEGISLATION

(Also Refer to Glossary in Appendix B)

Abbreviations

ARI	Average Recurrence Interval
Bayswater MAC	Bayswater Major Activity Centre
BBP	Bayswater Business Precinct
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
DELWP	Department of Land, Environment, Water and Planning
DDO	Design and Development Overlay
DoT	Department of Transport
DDA	Disability Discrimination Act 1992
EAGA	Eastern Alliance for Greenhouse Action
ESD	Environmentally Sustainable Development
GRZ	General Residential Zone
IN1Z	Industrial 1 Zone
IN3Z	Industrial 3 Zone
IWM	Integrated Water Management
KCAC	Knox Community Arts Centre
KPS	Knox Planning Scheme
LXRP	Level Crossing Removal Project
LEDs	Light Emitting Diodes
LGA	Local Government Area
MCC	Maroondah City Council

Melbourne CBD	Melbourne Central Business District
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
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
m ²	metres square
sqm	square metres
%	percent

Related Legislation and Regulations

Planning and Environment Act 1987 (P&E Act)

1. INTRODUCTION

1.1. Overview

This Issues and Opportunities Paper has been prepared to test ideas to inform the development of a renewal strategy (the Strategy) for the Bayswater Major Activity Centre (MAC). The paper is informed by a series of technical papers which provide detailed information and evidence referenced in this paper.

A series of possible opportunities are provided which seek community and stakeholder feedback to guide the development of the Strategy following this Issues and Opportunities Paper.

1.2. What is a Renewal Strategy?

A renewal strategy is similar to a structure plan. A structure plan is a long-term plan developed with the community and stakeholders to manage the future of a specific area through a development framework. Structure plans guide the future of an activity centre's land uses and activities, infrastructure, transport, development, physical environment and amenity.

The Bayswater MAC Renewal Strategy will be the structure plan for Bayswater, recognising Council's desire to continue the renewal of the centre and address the challenges it faces by balancing economic, social and environmental issues.

1.3. Renewal Framework

A framework for renewal has been established to guide the development of the Strategy. The Social Benefits Framework 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 benefits to the Bayswater community through the Bayswater MAC Renewal Strategy by addressing barriers to social wellbeing – physical, social, financial, and perceived.

The principles are:



Remove barriers to access and participation.



Facilitate delivery of housing and employment spaces that meet local needs.



Create great community spaces



Build community capacity, strength and resilience.



Embed and enhance culture and community values.

The full Social Benefits Framework can be found in **Appendix A**.

Opportunities identified through the Paper have been assessed for their contribution to the Renewal Framework and are identified for each theme.

1.4. Why are we preparing a Renewal Strategy?

The *Bayswater 2020: Bayswater Major Activity Centre Structure Plan* was adopted by Knox City Council in 2005 as a vision to 2020 and beyond. Since 2005 there have been many achievements that were outlined in the structure plan, including projects delivered, changes to policy and evolving community aspirations.

It is important that Council plans are contemporary and can cope with the evolving aspirations of the community. Therefore, a review of the plan for Bayswater is required to update the strategic vision for the area, understand the current challenges and opportunities and refocus the plan to meet community needs over the coming decades. Council is working with the community and key stakeholders to prepare a new strategy to guide and manage future change and improvement in the centre to be known as a renewal strategy.

A new renewal strategy will ensure that Bayswater continues to grow as a centre that meets the economic, social and environmental needs of the community. It will enable the identification of new actions and initiatives required to deliver the vision and objectives of the strategy. These could include changes to the land use planning framework, capital works initiatives and partnerships with key stakeholders.

Structure plans and renewal strategies help to implement state and local planning policy. Since 2005, Councils have been provided with greater guidance on requirements for a structure plan or renewal strategy by the Victorian Government. This will assist in identifying the boundary of the centre and the components and methodology for structure planning.

1.5. Developing a vision for Bayswater

A vision will help to guide the Strategy, concisely articulating an aspirational long-term desired future for the activity centre. The vision will be developed with the community and key stakeholders as part of the draft Strategy.

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, getting more people walking and cycling, planning to mitigate environmental impacts, and strengthen community resilience and wellbeing.

Providing the community with the opportunity to engage in the development of the Renewal Strategy will ensure an engaged community that feels part of the decision-making process.

This is our vision for the future of Knox, as developed with and voted for by the community:




Knox: where we connect with our people and our environment, ensuring they are safe, supported and have every opportunity to thrive.

Figure 1: Bayswater MAC Existing Boundary



Image source: Nearmap 2021

Legend

-  Activity centre boundary
-  Belgrave Train Line
-  Bayswater station



Opportunity and innovation

Knox strives to be a city of opportunity, embracing innovation and change, and providing local learning and employment opportunities for all. It's a place where people and business can thrive.



Neighbourhoods, housing and infrastructure

Building on what's great about our city, Knox's housing and infrastructure will meet the changing needs of our community.



Natural environment and sustainability

Knox's natural environment is protected and enhanced to ensure sustainability for future generations.



Connection, resilience and wellbeing

Knox is a place to call home. Our community is strong, healthy and we support and respect each other.



Civic engagement and integrity

Knox Council is a trusted and respected leader in our community, acting appropriately and ensuring all voices are heard.

1.6. Bayswater Today

Today the Bayswater MAC covers an area of around 91.1 ha and lies approximately 27km east of Melbourne's Central Business District (CBD). The existing boundary of the activity centre is shown in **Figure 1** and the regional context is shown in **Figure 2**. It contains commercial, retail, community, public and residential land uses.

The area is generally bounded by a 400m radius from key points within the activity centre, including the railway station and the core of the centre at the Mountain Highway and High Street intersection. This 400m radius represents a reasonable walking distance to the activity centre, and includes:

- The railway station and surrounding car parks and rail infrastructure.
- The shopping centre, including Bayswater Plaza and office and retail areas along Mountain Highway, Station St, High St and James St.
- The Bayswater Triangle to the east of the rail line, bounded by Scoresby Road and Mountain Highway, including Bayswater Hotel, Knox Community Arts Centre, Bayswater Senior Citizens Club, CFA Fire Station, Royal District Nursing Service and light industrial uses.
- Residential areas immediately surrounding the activity centre.
- Bayswater Park and Dandenong Creek.
- Bayswater Secondary College and Bayswater Primary School.

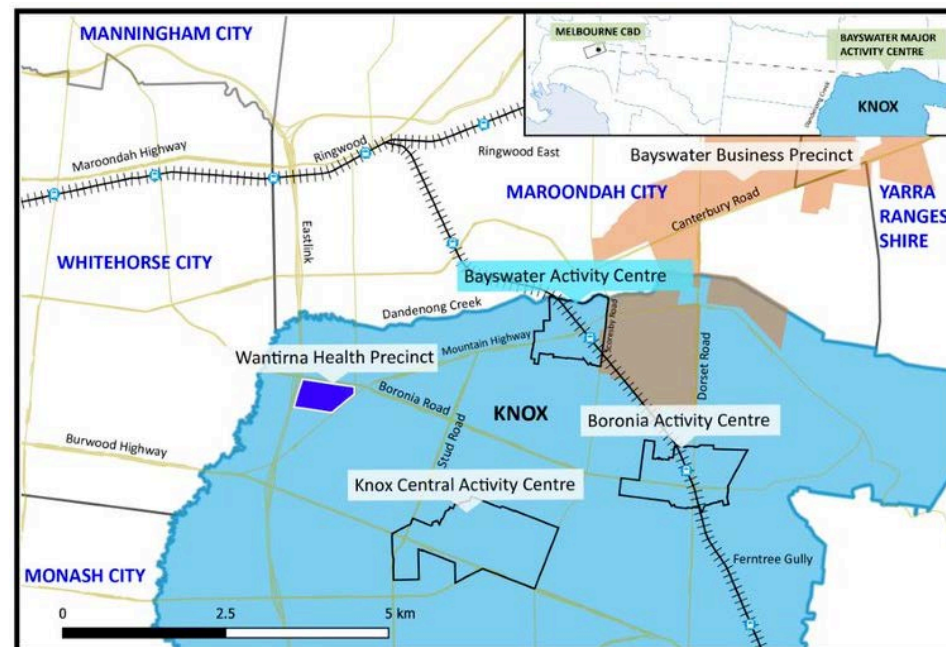
The Bayswater MAC is located approximately 27km east of Melbourne's CBD. Bayswater is located at the junction of two major roads, Mountain Highway and Scoresby Road, and has intermittent views east to the Dandenong Ranges. Bayswater provides retail, community services and some employment and education services. The area of the activity centre is 91.1ha.

There is good public transport access to Bayswater via train or bus. Bayswater railway station is 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 the two major roads. The Dandenong Creek trail provides a regional walking and cycling trail along the north of the centre while cycle paths within the centre consist of line marking on the street.

Bayswater has two major shopping precincts incorporating four supermarkets including Coles, Woolworths, Aldi and an independent grocer. The enclosed centre at Mountain High Plaza features several supermarkets and a range of speciality retail, personal services and food and drink outlets, with overall floorspace of approximately 7,800m². Mountain Highway and High Street are strip centres that provide food and drink premises, cafes, restaurants and personal services.

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.

Figure 2: Bayswater MAC – Regional Context



- Legend
- Knox Local Government Authority
 - Activity centre
 - Wantirna Health Precinct
 - Bayswater Business Precinct
 - Railway line
 - Roads
 - Local Government Authority boundary

Community services include a child care centre, Bayswater Library and a post office. The Bayswater Secondary College is located to the north-west adjacent to Dandenong Creek and the Bayswater Primary School is located south of Mountain Highway and the western edge of the centre.

Dandenong Creek forms the northern edge of the activity centre and provides opportunities for walking and cycling, linking with a larger formal and informal

park with netball, tennis and barbeque facilities. There is 15 ha of open space in the activity centre.

A short history of Bayswater

Bayswater forms part of the traditional lands of the Wurundjeri Woi Wurrung, using the banks of the nearby Dandenong Creek as a resting place or stopover to the hills for the summer¹. The creek was an important source for food and water in the area. Stone artefacts and scarred trees dotted the landscape².

Following European colonisation, the area was originally known as Scoresby North. Cattle stations were followed by agriculture. In the 1870s large orchards were established in the area by German immigrants, and Bayswater became a place popular as a rural retreat with those from the middle and upper classes.³ The railway opened in 1889 and brought with it increased tourism, and expanded the local orchard industry. In 1894 the railway station was renamed Bayswater.⁴

The town grew to a population of almost 900 in 1911, with several orchards and other agricultural uses and a town services.⁵ Into the twentieth century Bayswater remained a popular tourist stop. The publication 'Picturesque Victoria', published by the Victorian Railways Department in 1908, describes a daily bus service meeting Melbourne trains that would carry passengers from Bayswater to Olinda in winter and provided additional coaches on busy holidays.⁶

By the early twentieth century the German-speaking population had decreased and the Anglican Church acquired the Lutheran Chapel in 1908. However, German immigration to the area increased again following the Second World War.

Some with German ancestry, who were identified as 'enemy aliens' that had been sent to Tatura Internment Camp during the War, moved to the area following their release, where they remained. These new residents were members of the Temple Society Australia, an autonomous Christian community founded in Germany in 1861; the Society is still active in the local community,

¹ Margaret McInnes, *City of Knox Heritage Study* 1993, p.112.

² <https://www.knox.vic.gov.au/our-council/culture-and-diversity/aboriginal-community-knox/our-aboriginal-heritage>

³ Margaret McInnes, *City of Knox Heritage Study* 1993, pp 55-56.

⁴ Victorian Places, Bayswater, 2015: <https://www.victorianplaces.com.au/bayswater>

⁵ Jill Barnard, 'Bayswater', *EMelbourne: The City Past and Present*, 2008.

<https://www.emelbourne.net.au/biogs/EM00169b.htm>

⁶ Place Details: Bayswater Wine Cellars, Bayswater Rd, Bayswater, VIC, Australia, Register of the National Estate (non-statutory archive), Place ID 15090.

constructing a hall (in 1961), an aged care home (in 1973) and residential village (in 1998) in the local area.⁷

Northeast of the Bayswater Activity Centre the industrial area houses a number of factories that opened following the Second World War, providing local employment. The Dunlop Pacific factory opened in 1952, followed by British Nylon Spinners in 1956, with other firms such as Siemens and Vulcan also establishing local manufacturing plants. As well as these larger firms, a number of smaller factories were also established at this time and some continue to operate.⁸

In 1975 the first community arts centre in what was to later become the City of Knox opened in Bayswater.⁹ By the early 1980s the City of Knox was being described as "a bustling city transformed from a predominantly agricultural landscape broken by three dormitory tourist towns of Bayswater, Boronia and Ferntree Gully, to a vast area of residential, industrial and commercial development in a pleasant landscaped environment".¹⁰

1.7. Achievements of the 2005 Structure Plan

A range of projects and initiatives were achieved as a result of the 2005 Structure Plan. Highlights included:

- The delivery of the grade separation which lowered the rail line under Mountain Highway and delivered a new station and a range of pedestrian and cycling improvements as shown in photos from 2011 and 2021 below.
- Two anchor tenants have been attracted into the supermarket with Coles and Aldi now in the centre in addition to the Woolworths.
- A range of new medium density housing in and around the commercial centre has brought additional population into the centre.
- New built form controls through DDO6 have protected those elements important to the community such as public views to the Dandenong Ranges.
- An additional pedestrian and cyclist crossing on Mountain Highway at Railway Parade.

⁷ Jill Barnard, 'Bayswater', *EMelbourne: The City Past and Present*, 2008.

<https://www.emelbourne.net.au/biogs/EM00169b.htm>

⁸ Jill Barnard, 'Bayswater', *EMelbourne: The City Past and Present*, 2008.

<https://www.emelbourne.net.au/biogs/EM00169b.htm>

⁹ Knox City Council, *Knox Arts & Cultural Plan 2012-22*, p 9.

¹⁰ 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.

- New public art installed in the centre such as at Bayswater Railway Station.



Source: Knox City Council

1.8. Progress on Actions

The 2005 structure plan included 20 catalyst actions along with 68 other actions identified under each theme. A review of the actions indicates that significant progress was made on many particularly those to do with the grade separation project and the development of planning scheme controls to shape development outcomes. Some actions are currently underway while a range of others are yet to commence.

The preparation of a new renewal strategy provides the opportunity to determine which actions are still relevant and where new actions are required.

The new renewal strategy will include a five to ten year implementation plan enabling a targeted, realistic and achievable plan. Regular review will also ensure that the Strategy better responds to current and emerging circumstances.



Bayswater Railway Station and Environs in 2011

Source: Nearmaps April 2011



Bayswater Railway Station and Environs in 2021

Source: Nearmaps November 2021

1.9. Key Projects Underway in the Centre

There are a range of projects underway, or in the planning phase, that are relevant to the development of a new renewal strategy for the Bayswater MAC. These include:

- Macaulay Place redesign.
- Feasibility study and options analysis for a multi-purpose community hub in Bayswater.

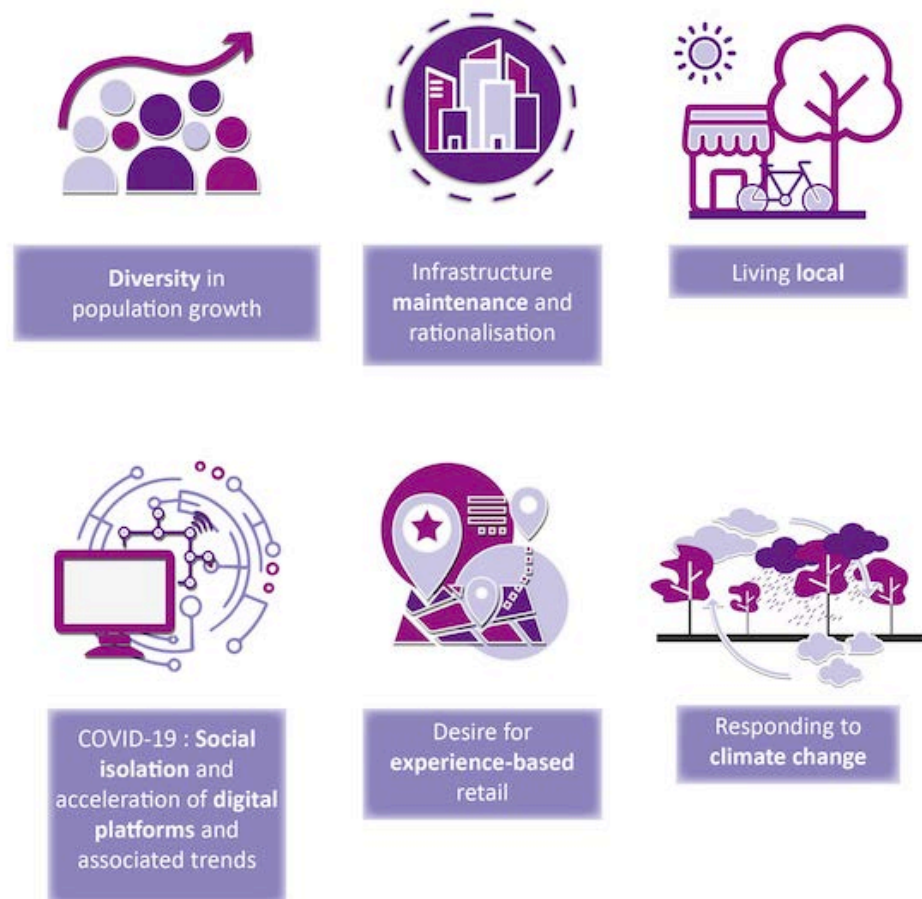
Ensuring that these key projects contribute to a coherent and consistent agreed vision and assist with renewing the centre will be important.

1.10. Key Facts about Bayswater MAC



1.11. Broader influences

There have been a large number of broader changes at the local, regional and global level that impact on the future planning for the Bayswater MAC. Some of the key changes are outlined below:



1.12. How we will prepare the new Renewal Strategy

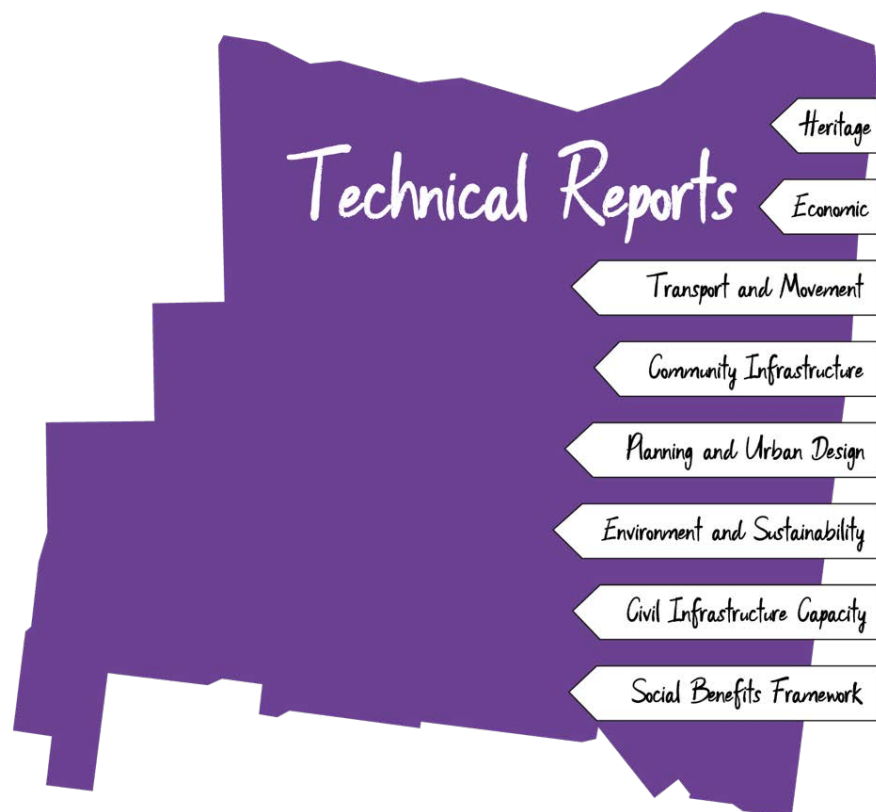
A renewal strategy draws on evidence, research and community input. **Figure 3** outlines the various steps and how the new Renewal Strategy will be prepared. This utilises a renewal approach centred around Bayswater as a unique place with its own intrinsic characteristics and strengths and will be used for the preparation of the Renewal Strategy.

Figure 3: How the New Renewal Strategy will be Prepared



This Issues and Opportunities Paper is the basis for the Renewal Strategy and has been informed by a number of technical reports that have been prepared. The subjects covered by the technical reports are outlined in **Figure 4**.

Figure 4: Technical Reports Informing the Issues and Opportunities Paper



Technical reports considered areas adjacent to the existing activity centre boundary to enable a review of the centre's boundaries to be undertaken. A review of the current boundary is provided under section 3.8 of this report.

'Placemaking approach'

The development of the renewal strategy will be driven by a place-based approach. This approach is collaborative and long term, aiming to build a thriving community in a specific location. In an activity centre such as Bayswater, this will include identification of land use and planning decisions as well as capital projects, partnership opportunities and other place-based renewal initiatives for the centre. Applying a place based approach is especially useful in activity centres where there are multiple stakeholders, an active community and a rolling capital works program.

1.13. What we have heard previously

Council commenced early engagement with the community in relation to the Renewal Strategy in 2020. This enabled Council to be open to all issues and opportunities raised before responding and defining the parameters and scope of the project. Council used the feedback to gain insights into community perceptions of the Bayswater Activity Centre, increase awareness of the project, and encourage the community to participate in the future planning of Bayswater.

The key messages from that engagement are shown in **Figure 5**.

Since that time, the Covid-19 pandemic has significantly disrupted the lives of Victorians and the impacts of that are still not fully known. Further consultation with the community over the development of the Strategy will enable any shift in community views along with additional views to be captured and considered.

Why it is important that we discuss a future for Bayswater?

There are many ways that the Bayswater MAC can develop over the coming decades to fulfil its role as an activity centre, designated as a location for greater housing and jobs around good transport. This paper proposes some potential responses for discussion and feedback into the development of the Bayswater MAC Renewal Strategy. These build on many of the ideas and initiatives outlined in the existing structure plan that have yet to be realised.



Figure 5: Key Messages For Bayswater MAC From 2020 Engagement

2. CURRENT PLANNING CONTEXT

2.1. Current Planning Framework

The current planning framework for the Bayswater MAC is summarised below.

2.1.1. Plan Melbourne 2017-2051

Plan Melbourne provides a strategic plan for metropolitan Melbourne through a long-term plan to accommodate Melbourne's future growth in population and employment between 2017 and 2051. The Bayswater Activity Centre is categorised as a Major Activity Centre through this strategy.

2.1.2. Draft Eastern Regional Land Use Framework Plan

The Draft Eastern Regional Land Use Framework Plan (LUF) has been released for public comment. The LUF aims to provide a regional 30 year land use planning and infrastructure framework for the eastern region, helping to better align and bridge State and local planning issues and manage growth and land use pressures.

The draft plan states that the Covid-19 pandemic has increased work from home arrangements, online retail services and more local living with greater reliance on activity centres to meet daily needs.

Specific initiatives that impact Bayswater seek 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 and improved integrated water management¹¹.

2.1.3. Planning Policy Framework

State planning policy through the Planning Policy Framework (PPF) in the Knox Planning Scheme (KPS) supports the continued planning and growth of the Bayswater MAC through the following:

- 11.01-1S/R Settlement, 11.02-1S Supply of urban land, 11.02-2S Structure planning, 11.02-3S Sequencing of development, 11.03-1S/R Activity centres and 11.03-6S Regional and local places.

These clauses promote the sustainable growth and development of Victoria through a network of major and neighbourhood activity centres of varying size, role and function and adjoining areas including residential land that supports their function.

- 12.01-1S Protection of biodiversity, 12.01-2S Native vegetation management; 12.03-1S River corridors, waterways, lakes and wetlands; 12.05-2S Landscapes.

These clauses aim to protect and conserve biodiversity, native vegetation, and the environmental, cultural and landscape values and significant landscapes.

- 13.01-1S Natural Hazards and Climate change; 13.03-1S Floodplain Management; 13.04-1S Contaminated and potentially contaminated land, 13.07-1S Land-use compatibility.

These clauses seek to strengthen the resilience of communities to natural hazards and climate change through risk based planning approaches in planning and management decision making processes that prioritise the protection of human life.

- 15.01-1S/R Urban design, 15.01-2S Building design, 15.01-3S Subdivision design, 15.01-4S/R Healthy neighbourhoods, 15.01-5S Neighbourhood character, and 15.03-1S Heritage conservation and 15.03-2S Aboriginal cultural heritage.

These clauses aim to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

- 16.01-1S/R Housing supply, 16.01-2S Housing affordability, 16.01-5S Residential aged care facilities.

These clauses provide policy for housing diversity, affordable housing and housing for the aged by ensuring the sustainability and efficient provision of infrastructure with access to services, including walkability to activity centres, public transport, schools and open space.

- 17.01-1S/R Diversified economy, 17.02-1S Business, 17.02-2S Out-of-centre development.

¹¹ DELWP, Draft Eastern Regional Land Use Framework Plan, p.14

These clauses seek to plan for an adequate supply of aggregated industrial and commercial land and facilities and net community benefits with commercial facilities located in existing or planned activity centres.

- 18.01-1S Land use and transport integration, 18.01-2S Transport system, 18.01-3S/R – Sustainable and safe transport, 18.02-1S Walking, 18.02-2S/R Cycling, 18.02-3S Public Transport, 18.02-2S/R Principal Public Transport Network, 18.02-4S Road system, 18.02-5S Freight

Transport planning policy aims to create a transport system that integrates land-use and transport, and allows for the ongoing improvement and development of the State Transport System in the short and long term. The transport system should be safe and accessible to all users and development should be designed to promote walking, cycling and the use of public transport, in that order, and minimise car dependency.

These clauses seek to coordinate all transport modes to provide a comprehensive transport system that supports 20 minute neighbourhoods. The State Transport System is to be planned and developed comprising the: Principal Bicycle Network; Principal Public Transport Network; Regional Rail Network; Principal Road Network; Principal Freight Network; and, Principal Transport Gateways.

- 19.02-6R Open space - Metropolitan Melbourne, 19.03-1S Development and infrastructure contributions plans, 19.03-3S Integrated water management.

These clauses aim to set aside and develop land in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities; the levy of development contributions; and, the integrated provision of water supply, water resources, sewerage, drainage and stormwater and their re-use.

2.1.4. Local Planning Policy Framework in the KPS

The Local Planning Policy Framework of the KPS contains the local planning strategies and policies that are relevant to the Bayswater MAC. The Strategic Framework Plan at Clause 21.02-1 of the KPS establishes the pattern for land use development and major strategic directions for the municipality. 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 Bayswater Business Precinct and Bayswater Activity Centre.

The Strategic Framework Plan identifies the Bayswater Major Activity Centre in the top of the hierarchy of municipal activity centres and the Bayswater Triangle as a strategic investigation site.

Clause 21.05 Built Environment and Heritage of the KPS supports the creation of vibrant local areas with a strong character, identity and sense of place by applying a place-based approach to development, infrastructure and land use planning. Local area plans, including structure plans, are to be developed and implemented in partnership with local communities, local businesses and other key stakeholders which is provided for the Bayswater MAC with the Bayswater Renewal Strategy.

Strategies in this clause encourage 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. A greater range and increased densities of residential development are encouraged within activity centres through a preferred future character which enhances the City's 'green and leafy' landscape character.

Clause 21.07 Economic Development aims to create a strong and sustainable local economy and facilitate local employment opportunities by supporting a broad range of employment opportunities by catering for different types of business in the Bayswater MAC. Development and investment is facilitated to support the economic growth of significant business locations at the Bayswater MAC and the improved integration and connection between the Bayswater MAC and Bayswater Business Precinct.

Bayswater's role and function is defined as a major centre that provides a broad range of retail and commercial activities, including Mountain High Shopping Centre, the Knox Community Arts Centre, offices and light industrial uses, serving a large residential and industrial community. The centre has access to a public transport interchange that includes a train station and multiple bus routes. Housing opportunities include villa units, townhouses with a number of sites suitable for apartments or mixed use development. Apartment opportunities also exist above active commercial ground floor uses within the centre.

This role and function is further detailed in Clause 21.10-4 for Bayswater that includes a range of objectives and strategies to implement the vision from the *Bayswater 2020: Bayswater Structure Plan* (May 2005) and its *Addendum* (2012).

Clause 21.08 - Community Development of the KPS seeks to provide for communities with facilities, services and an open space network that are walkable, accessible, safe and attractive to support the health and wellbeing of the community. Adverse social impacts are to be minimised from new development and land uses through social impact assessments and to minimise the negative impacts from gaming and licensed premises.

Clause 21.09 - Transport of the KPS clause aims to provide for the transport needs of existing and future populations in an integrated and sustainable manner by focusing population and housing density in and around activity centres and consolidating commercial and retail activities in activity centres. New development is required to provide footpaths and cycle paths to complement the existing path network and improve safety, connectivity and accessibility for people of all abilities.

The efficient and sustainable use of water is also promoted through this clause by requiring development to adopt an integrated approach to water management and infrastructure provision.

The policy at Clause 22.04 – Environmentally Sustainable Development of the KPS applies to buildings and subdivision to achieve best practice environmentally sustainable development from the design stage through to construction and operation.

Clause 22.07 – Development in Residential Areas and Neighbourhood Character of the KPS provides design guidance to facilitate development that contributes to the strong 'green and leafy' character of Knox and the preferred future

character of residential areas and local living areas and activity centres such as in the Bayswater MAC.

The Knox Planning Scheme is currently being translated into the new statewide structure known as the Planning Policy Framework. Any recommendations to changes to the planning scheme as a result of the Renewal Strategy will likely need to respond to the new framework.

2.1.5. Bayswater 2020: Bayswater Activity Centre Structure Plan

The Bayswater 2020: Bayswater Activity Centre Structure Plan was adopted by Council in 2005 providing a plan to guide land use and development for the Bayswater MAC post 2005 and beyond.

An activity centre boundary was established based on a 400m walking catchment from key points within the activity centre, including the railway station and the core of the centre at the Mountain Highway and High Street intersection. This included the shopping centre, Bayswater Triangle, open space, schools and residential areas as shown in **Figure 1**.

Key themes and summary of the objectives of the 2005 Structure Plan included:

- Land Use - Objectives: Strengthen the retail, business and community roles of Bayswater, encourage a new anchor tenant and discourage industrial activities.
- Quality Built Form - Objectives: increase the scale of buildings without compromising views, good design, improving pedestrian amenity and a unique identity.
- Sustainable Business Environment - Objectives: consolidating the core, improving business mix, improving links, build business capacity and increasing housing in and around the centre.
- Accessibility - Objectives: Ensure ease of movement and access for all forms of transport, better manage through traffic, and improve links.
- Vibrant Community Spaces - Objectives: improve quality of public spaces and links between them.
- Building the Community - Objectives: assist community to meet needs, ensure people feel safe and can participate and services and facilities meet their needs.

2.1.6. Other strategies

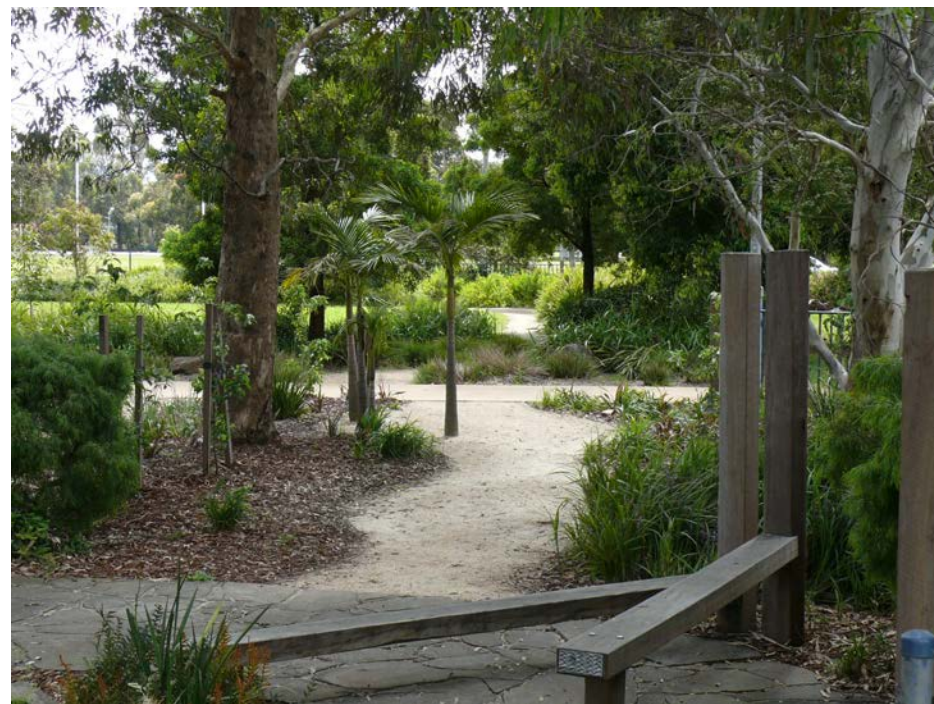
A range of other strategies provide context for the development of the Renewal Strategy including:

<i>Knox Housing Strategy</i>	Directs housing growth to activity centres, encourages greater diversity of housing including social housing whilst preserving character.
<i>Knox Affordable Housing Action Plan 2015–2020</i>	Aims to increase the supply of social housing for the most vulnerable and disadvantaged households in Knox. A new plan is currently under development.
<i>Bayswater Business Precinct Transformation Strategy 2021</i>	Sets out a strategy for transforming the identity, amenity and functionality of the Bayswater Business Precinct, so that it may be a major contributor to employment and economic growth in Melbourne's Eastern Metropolitan Region.
<i>Land for Business Plan, 2018</i>	Sets out land requirements for industry and business to 2036 identifying the need to protect and better utilise existing business zoned land in centres such as Bayswater.
<i>Knox Climate Response Plan 2021–31</i>	Sets out a pathway to net zero emissions for Council by 2030 and actions to help the community reach net zero by 2040.

These are further outlined in the relevant theme.

2.1.7. Summary

The growth, development and renewal of the Bayswater MAC is strongly supported by the existing strategic and policy context detailed in this chapter.



3. KEY THEMES

3.1. Overview

The following section 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

Each theme includes a snapshot of what the 2005 structure plan identified and key information on what has changed since that time. Key facts and influences provide a summary of new information and evidence to inform the new renewal strategy and is drawn from the technical papers outlined in section 1.12. A series of opportunities are then provided for consideration in developing the new strategy. Consultation on the Issues and Opportunities Paper will centre around the level of support for these opportunities from the community and stakeholders.

3.2. Housing and Residential Development

3.2.1. Since 2005....

The 2005 structure plan identified the need to encourage additional housing and population into the core of the activity centre including on publicly owned land. Medium density housing was encouraged in the surrounding residential area which responded to and enhanced the preferred neighbourhood character. Council's housing policy was released in 2015 directs housing into centres such as Bayswater with a focus on increasing diversity, allowing people to 'age-in-place', improve sustainability and quality of housing whilst protecting landscape and environmental values. The *Knox Affordable Housing Action Plan 2015-2020* identifies the Bayswater MAC as an appropriate area to support medium density housing, higher density housing and social housing options.

There has been little housing development delivered within the core of the centre although one is now under construction and two other large developments have permits and endorsed plans. In surrounding areas, there has been significant development of medium density housing of 2-3 storeys.

3.2.2. Key facts and influences

Housing in the Bayswater Activity Centre consists of a range of separate, semi-detached dwellings and flats/apartments with separate houses still the predominant dwelling type as shown in **Table 1** with examples in **Figure 6**.

Table 1: Dwelling Structure – Knox Municipality and Bayswater MAC

Dwelling Structure (Occupied Private Dwellings)	Bayswater MAC	City of Knox	Greater Melbourne
Separate house	52.6%	84.9%	68.1%
Semi-detached, row or terrace house, townhouse etc.	29.6%	12.2%	16.8%
Flat, unit or apartment	17.7%	2.5%	14.7%
Other dwelling	0.0%	0.5%	0.3%
Occupancy rate	92.5%	93.6%	90.4%
Average household size	2.2	2.7	2.7
Tenure Type (Occupied Private Dwellings)			
Owned outright	21.8%	34.9%	31.4%
Owned with a mortgage	34.1%	43.5%	37.1%
Rented	43.9%	20.2%	30.9%
Other tenure type	0.2%	1.5%	0.6%

Source: ABS, *Census of Population and Housing, 2016*

Over the period 2012 to 2021 an average 66 new dwellings per annum were approved in the Bayswater MAC. Throughout this period, 'Other Residential' which includes semi-detached housing and apartments, contributed to 80.9% of new dwelling approvals. This highlights the area's focus on medium-density housing centred around the Bayswater town centre and train station with the centre now a well-established medium density market.

Median house prices have shown strong price growth across the City of Knox over much of the past decade, with prices increasing by an annual rate of 7.2% between 2011/12 and 2020/21. Since 2011/12, median house price growth in Bayswater has averaged 7.6% a year. In 2020/21, the median house price in Bayswater was \$820,000 as shown below.

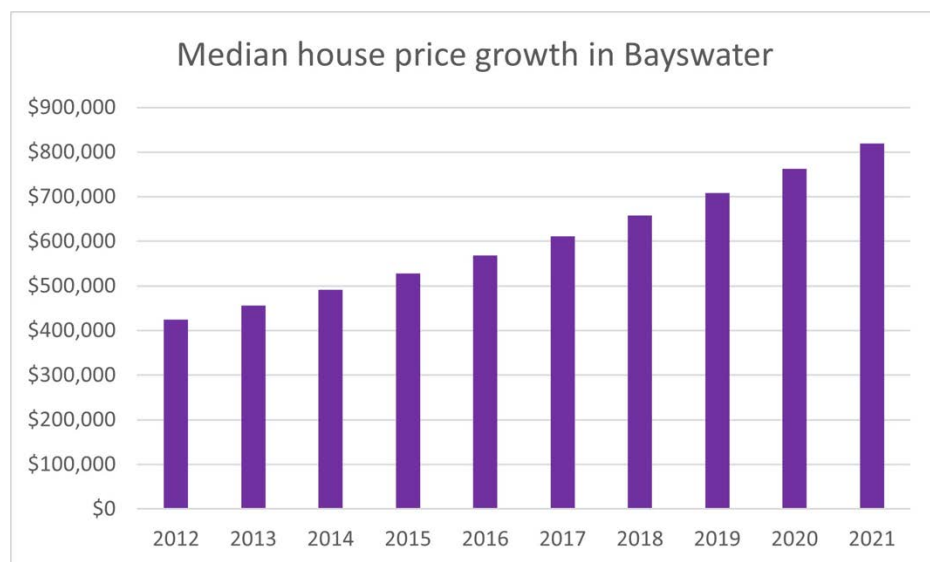


Figure 6: Examples of Medium Density Housing in Bayswater



Source: Ethos Urban

Similar trends are observed in the residential unit market, with unit prices in the City of Knox growing at a slightly lower rate (6.2%) than houses. The median unit price in Bayswater is currently \$623,500 and has grown at a rate of 6.1% per annum since 2011/12, although in 2020/21 the growth rate has slowed down to 2.5%.

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. More generally coupled with increased house and unit prices, this is placing pressure on housing affordability.

What is social and affordable housing?

The terms social housing and affordable housing are often used but have very different and distinct meanings. The following definitions come from *Homes for Victorians; Affordability, Access and Choice, 2017*.

“Social housing is an umbrella term that includes both public housing and community housing. Its provision usually involves some degree of subsidy.”

“Affordable housing is 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.”

In the Bayswater context, delivering affordable housing is about ensuring there is housing stock available that meets the needs of low to moderate households largely through the private market. Social housing is about identifying sites and developers (both public or private) who may be willing to gift land or provide a long term lease and partner with a housing provider to deliver, and often manage, housing at a subsidised rate.

Bayswater is well placed as a location for affordable and social housing (and supported in the Knox Affordable Housing Action Plan 2015-2020) as it has good public transport access and there are a range of community, retail and social services available within the centre.

Medium-density housing in the areas surrounding the core of the centre has mainly been in the form of two- to four- storey units and townhouses. While no higher density apartments of more than four storeys currently exist in the area, the increasing land values, improved amenity and prices being achieved by units/apartments are likely to stimulate interest in higher density housing in the near future.

Land values are approaching a level where interest in apartment development is emerging. Encouraging appropriate apartment development will contribute to housing diversity, affordability and local business viability.

Expanding the supply of housing in the core of the centre would provide additional housing in walking distance to shops, services, the train station and employment opportunities. This can make a significant contribution improved sustainability of lifestyles with reduced travel costs along with the many benefits of more people living in the centre. Adjacent employment locations such as the Bayswater Business Precinct and the Wantirna Health Precinct generate workers who need both temporary and permanent housing in vibrant attractive centres.

3.2.3. Opportunities to consider in the Renewal Strategy

Along with many of the directions of the existing 2005 Structure Plan, the Strategy could incorporate some or all of the opportunities identified below. The potential social benefits of these opportunities are outlined in **Table 2**.

Opportunity 1 - Promoting the centre as a place to live

Renewal of the centre will require additional people living, working and playing in the centre. While there has been significant growth in housing in the residential areas of the centre around the core, there is little within the commercial core.

Improving the amenity of the Activity Centre and surrounding areas, continuing to attract private and public sector investment, and planning policies which encourage higher density development are all measures that could support the development of an apartment market in Bayswater over the life of the Renewal Strategy. To this extent, the preferred height limits of five storeys outlined in the Design and Development Overlay 6 (DDO6) may limit the opportunity for apartment development. Where appropriate, increasing the allowable height will support the viability of apartment developments, and this is something that should be considered during the preparation of the Renewal Strategy.

Figure 7 outlines potential sites for housing within the centre.

Opportunity 2 - Facilitating housing opportunities

In planning for the future form of the activity centre, the continued development of medium density dwellings/apartments could continue along with facilitation of high density dwellings/apartments so that there is an adequate supply of housing for the community's future needs in the region and the other renewal benefits of more people living in the centre are realised.

Residential opportunities should continue to be provided through major redevelopment sites within the centre, where development is facilitated to cater for much of the housing demands with different housing typologies.

Opportunity 3 - Promote diverse and affordable housing for all

The Strategy should encourage housing to support a diversity of households ensuring families, couples, and lone persons on a range of incomes and abilities can afford to live in the centre.

The Strategy could set an affordable housing target for a percentage of dwellings for low to middle income households on developments over 20 dwellings and require developers to enter into voluntary affordable housing agreements. Council could also consider using its own land as well as surplus government land to deliver affordable or social housing. This could involve partnering with a Social Housing Provider. Several other municipalities have set between 20% and 25% affordable housing targets for land in Council ownership.

Opportunity 4 - Facilitate rail corridor development opportunities

The area from Scoresby Road to James Street and back to High Street contains well located land that could be redeveloped with a mix of uses (ground floor commercial with residential above), to facilitate development activity within proximity to public transport, and allow an opportunity to create more housing diversity (to allow down-sizing and a transition from single lot dwellings for the elderly).

Nightingale 2.0 at Fairfield Station is an excellent example where a slither of VicTrack owned land was sold for redevelopment – providing 20 apartments with an average NatHERS rating of 8.2-stars.

Developing this land proximate to the train station would also allow for the exploration of significantly lower parking rates, and 'unbundling' car-parking from apartment ownership is also an interesting opportunity, where parking is provided at a precinct- level, enabling elevated outcomes and more amenity at the building and streetscape scale. An example is shown below.



Nightingale 2.0 adjacent to Fairfield Station is an excellent example of previous Vic Track land used for residential development.

Source: Photography by Tess Kelly, Supplied by HipVHype.

How would the proposed opportunities help the renewal of Bayswater?

The proposed opportunities would deliver significant social benefits through more housing to meet the needs of Bayswater's growing and changing community. Housing in mixed-use development in the core of the centre and on land around the train station would increase housing supply close to public transport. The provision of social, affordable and more diverse housing including for the most vulnerable groups would broaden the ability of the centre to provide for all in the community.

Table 2: Social Benefits – Housing and Residential Development

OPPORTUNITY	SOCIAL BENEFITS				
	ACCESS	HOUSING/ JOBS	SPACE	COMMUNITY	CULTURE
Remove barriers to access and participation.					
Facilitate delivery of housing and employment spaces that meet local needs.					
Create great community spaces.					
Build community capacity, strength and resilience.					
Embed and enhance culture and community values.					
Promote the centre as a housing destination and the benefits of population growth		✓			
Facilitate housing opportunities		✓			
Diverse and affordable housing for all	✓	✓			
Rail corridor development opportunities		✓			

Figure 7: Potential Housing Opportunity Areas

Legend

-  Mixed use housing opportunity sites
-  Mixed use development sites
-  Continued provision of medium density housing
-  Activity centre boundary
-  Belgrave Train Line
-  Bayswater station
-  Dandenong Creek
-  Public open space
-  Private open space



3.3. Business and Economic Development

3.3.1. Since 2005....

The structure plan aimed to deal with issues around a negative image, strong competition from other nearby centres, role in the activity centre hierarchy, high vacancy rates, low public sector investment along with low land values and low demand for housing. The viability of the centre was to be improved by consolidating retail and service activities in the core, facilitating improved physical links, building up the traders association and increasing the centre's population.

In 2004, the activity centre contained only one supermarket; the Woolworths on Mountain Highway. No major anchor tenant was located in the centre to the south of Mountain Highway. At this time, the centre also had a significant issue with 19% of floorspace being vacant. Significant changes have occurred which have improved the performance of the centre including a \$15 M redevelopment of the Mountain High Shopping Centre (currently underway), attraction of two major supermarkets, the level crossing removal and upgrade of the Bayswater Station in 2017, and development of numerous medium-density housing projects.

Work is currently underway by Council to develop a plan for the Bayswater Business Precinct with opportunities for the centre to capitalise on the success of its employment precincts. The growth of the Wantirna Health Precinct also provides new opportunities for the centre.

3.3.2. Key facts and influences

Regional context

The Bayswater MAC is located in a region which has experienced relatively strong population growth in the areas immediately surrounding the activity centre. The medium-density housing market has driven population growth in the area. This growth along with broader macro-economic influences has seen property values rise whereby the median house price in Bayswater is now in the order of \$820,000.

There has been limited commercial investment in the activity centre in recent years compared to the larger regional centres in the region (i.e. Eastland in Ringwood and Westfield in Knox Central). There are major employment precincts nearby including the Bayswater Business Precinct (BBP) with an

industrial focus to the immediate east and the developing Wantirna Health Precinct approximately 4km to the west.

Role of centre

The activity centre currently serves a variety of roles with a focus on convenience retail and services and a limited presence of non-food retailing as shown in **Table 3**. The centre contains three supermarkets (Woolworths, Coles and ALDI) which perform the role of anchor tenants. There is approximately 24,030m² of retail floorspace in the centre. The convenience role served by the centre is demonstrated by the 84% of occupied retail floorspace in the convenience retail categories of food, liquor and groceries, food catering (cafes, restaurants and takeaway food) and services.

Table 3: Occupied Retail Floorspace, November 2021

Retail Category	Floorspace	Share
Food, Liquor and Groceries	11,450m ²	48%
Food Catering	3,850m ²	16%
Non-Food	6,040m ²	25%
Services	2,690m ²	11%
Total Occupied Retail	24,030m²	100%

Source: Ethos Urban; City of Knox; Property Council of Australia (Note: Mountain High Shopping Centre was being redeveloped at the time of the floorspace survey. The floorspace estimates shown above take into account floorspace as provided in the Property Council of Australia Shopping Centre Directory.)



Source: Plan2Place Consulting

In addition to retailing, there is approximately 11,000m² of commercial floorspace located in the Bayswater MAC. This includes office uses with shopfront tenancies and with dedicated commercial office

buildings. In a large part, commercial floorspace is occupied by local service-related businesses.

The Bayswater Activity Centre 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. Changes to the way people work as a result of the pandemic and opportunities to support the BBP may result in additional commercial demand if fostered.

While a high-level of vacancies has plagued the activity centre in the past, this is no longer the case with an estimated 2,060m² 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%.

Having regard for the presence of strong competition in the non-food retail category from other nearby centres, namely Boronia, Westfield Knox and Eastland, it is unlikely that the Bayswater MAC will become a major non-food retail shopping destination. Future retail development opportunities are likely to focus on improving the convenience retail and dining offer in the centre to meet the existing and future needs of the trade area population.

The BBP is located to the east of the centre. It is a major employment hub in eastern Melbourne and supports a significant number of businesses and employees. Key industries in the BBP include Manufacturing, Construction, Wholesale Trade and Retail Trade which are generally complementary in terms of their respective supply chains. In addition, education and research institutions play a role in the competitive advantage of the BBP with Swinburne and Monash university campuses located in proximity.

Workers in the BBP, and commuters using the Baywater Railway Station have many similar needs that the centre provides and could further enhance. These include childcare, daily shopping, entertainment and in some instances short term accommodation needs. Encouraging these workers to spend time in the centre and spend their money in the centre will increase the success of local businesses who support these needs.

Based on forecast trade area population and spending, a theoretical demand for approximately an additional 3,000m² to 6,000m² retail floorspace is supportable in the activity centre over the 2021 to 2036 period. This is not a significant increase in retail floorspace considering a proportion of this will be accommodated in the current redevelopment of the Mountain High Shopping Centre.

In addition to new retail floorspace, potential may exist for an additional 1,500m² to 3,000m² of commercial floorspace. However, given the economic benefits associated with supporting local employment, opportunities that support commercial floorspace growth above this estimate should be supported where appropriate.

The future focus of the Bayswater MAC will be on improving the quality and sales of existing retailers in the centre, rather than expanding the centre to accommodate the development of any new major retail precincts.

How much commercial and residential capacity could the existing controls deliver?

A capacity analysis has been undertaken to determine the maximum development potential of Bayswater MAC based on existing planning controls. Capacity estimates represent the theoretical capacity that could be achieved under existing preferred height limits if development was maximised. The analysis does not consider the likelihood or timing of development having regard for commercial feasibility, landowner intentions, or market demand.

Based on numerous assumptions, the Bayswater Activity Centre is estimated to have a development capacity of approximately 6,460 dwellings and 83,000m² of retail and commercial floorspace (Note: This is a conservative estimate and does not include the Triangle Site). On this basis, sufficient capacity exists within the current planning and design framework to comfortably accommodate future demand for residential, retail and commercial office floorspace.

However, this does not mean the current planning and design framework supports a viable apartment and higher-density development outcome in the centre. Consideration of the viability of development under the current framework needs to be considered further in the Renewal Strategy exploring further commercial feasibility and market demand.

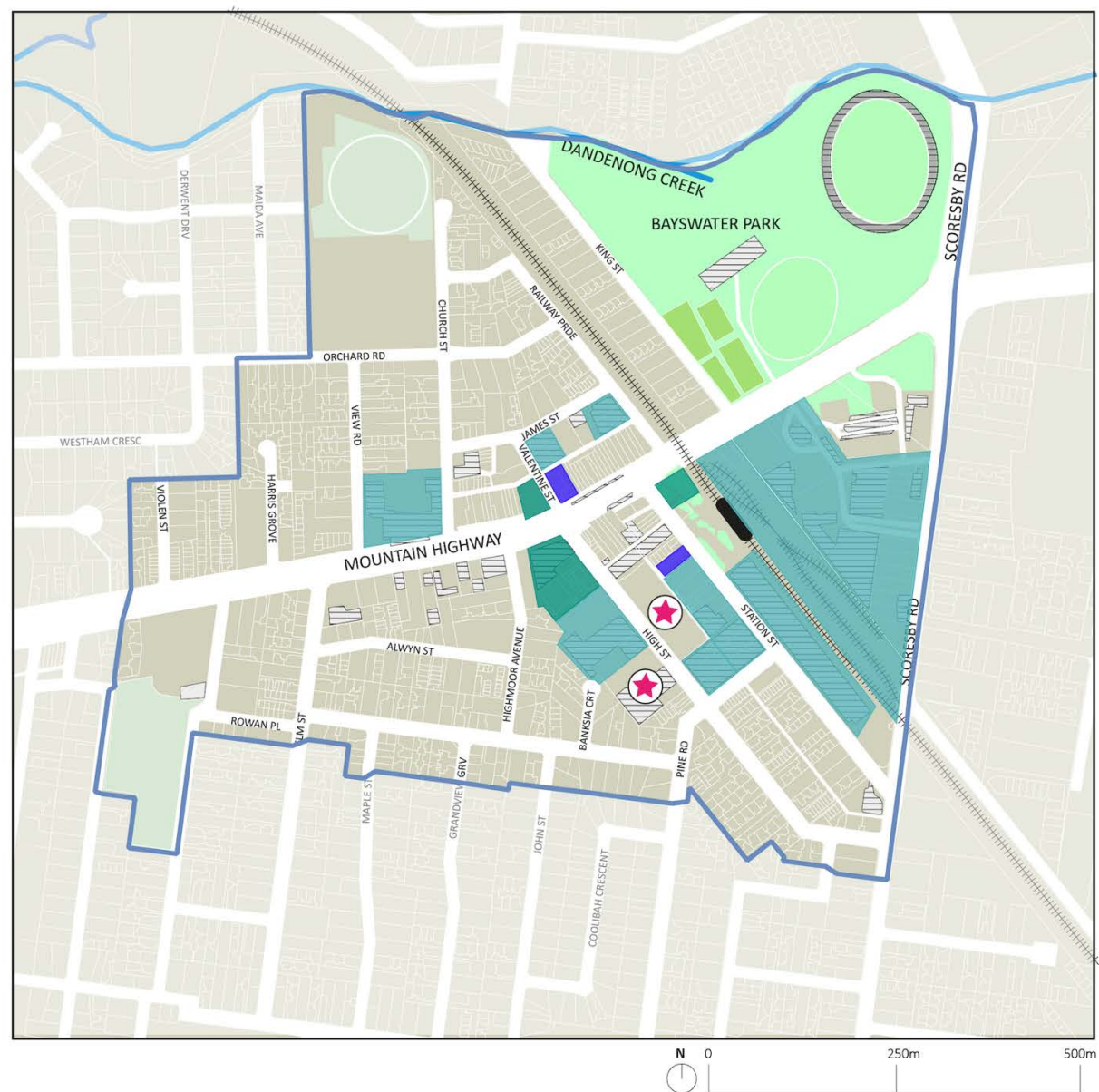
Redevelopment sites

A significant proportion of the Bayswater MAC remains under-developed with many sites having re-development potential. Potential redevelopment sites are identified in **Figure 8** and highlight land of sufficient size to accommodate a major development, as well as key 'gateway' sites located at the intersection of Mountain Highway and High Street/Valentine Street. Recent developer interest has been shown in higher-density apartment development, although this is yet to be implemented on-the-ground.

Figure 8: Potential Redevelopment Sites

Legend

- Redevelopment site
- Gateway redevelopment site
- Approved development site
- ★ Long term redevelopment potential
- Activity centre boundary
- Public open space
- Private open space
- Community infrastructure
- At-grade parking
- Belgrave Train Line
- Bayswater station
- Dandenong Creek



3.3.3. Opportunities to consider in the Renewal Strategy

Along with many of the directions of the existing 2005 Structure Plan, the Strategy could incorporate some or all of the opportunities identified below. The potential social benefits of these opportunities are outlined in **Table 4**.

Opportunity 5 - Improving integration and synergies with the Bayswater Business Precinct (BBP)

The BBP accommodates approximately 5,000 businesses and 30,000 workers, however, accessibility between the Activity Centre and the BBP is limited with Scoresby Road and the railway line being significant barriers to movement. Integration needs to deal with both the physical integration of the two areas to connect customers between the two precincts and the business to business integration.

The Strategy could address the physical constraints (see the Transport and Movement Theme) and promote a wide range of business support opportunities. These could include servicing both the needs of workers such as restaurants and cafes and food delivery support along with business support services such as office based professions such as marketing, communications, financial services, etc. These could be attracted to the centre if the amenity is high and the office space is available.

Opportunity 6 - Actively fostering additional commercial and office businesses

Potential exists for the centre to accommodate small scale personal and professional service-related office businesses where the market opportunity exists. These businesses may either service the growing surrounding residential population or businesses in the nearby Bayswater Business Precinct. In addition to office uses, other potential commercial uses that are appropriate for the Bayswater MAC include medical and allied health facilities, gym and recreation uses, and co-working along with childcare facilities. A serviced office or a business incubator facility may also be an opportunity, providing opportunities for small businesses or people who may be working at home and need office or meeting facilities. Council could consider incorporating a co-working space into the multi-purpose hub being planned.

Opportunity 7 - Identifying a niche role for the centre

As the challenges of Covid-19 continues, Council could continue to work with traders to identify a niche, or brand that will attract and support a range of viable businesses that complements, rather than competes with, other nearby higher-order centres. Bayswater already has a strong presence of Asian eateries

that may present as a potential niche upon which the centre may build upon. This should be supported by streetscape renewal that increases the design and amount of outdoor eating and pedestrian space available in and adjacent to streets as demonstrated below. This would assist businesses seeking to address Covid-19 risks and enable local residents to support local businesses. Strategies such as the temporary removal of car parking in front of eating venues through the use of bollards and greening offers a relatively inexpensive conversion of spaces. In the longer term, spaces that can accommodate small scale events and festivals can also be developed.



Covid-19 initiatives adjacent to Mountain High Shopping Centre and Mountain Highway Seating

Source: Plan2Place Consulting

Opportunity 8 - Developing the night time economy

Developing a night time economy would help to provide a more vibrant activity centre whilst improving passive surveillance in the centre. There is already a strong presence of eateries and other restaurants. Encouraging more housing within the centre would assist with the night time economy (along with improved opportunities to access the centre on foot).

Opportunity 9 - Maintaining and consolidating commercial floorspace in the centre

Protecting the role of the centre as the focus of activity and building on the synergies of land uses and transport infrastructure, particularly in the commercial core of the centre is important. While mixed use developments bring more people into the centre and provide greater vibrancy and economic support to existing and new business and the night time economy, this also has some inherent risks to the retention of commercial floor space. Redevelopment, particularly in the commercial core of the activity centre and in mixed use areas

should maximise the amount of commercial floor space provided at ground level. There are also opportunities for additional commercial floor space to be provided at upper levels, such as for offices, gymnasiums and community uses to further enhance the commercial role of the centre.



How would the proposed opportunities help the renewal of Bayswater?

The proposed opportunities would deliver significant social benefits through increasing employment and economic improvements for the community. Building on the centre's proximity to the Bayswater Business Park along with growing commercial and office employment in the centre would increase jobs for the local population and capitalise on the centre's attributes. Further enhancements through developing a niche role and a night time economy would increase the economic and social benefits contributing to a vital, thriving centre.

Table 4: Social Benefits – Business and Economic Development

OPPORTUNITY	SOCIAL BENEFITS				
	ACCESS	HOUSING/ JOBS	SPACE	COMMUNITY	CULTURE
	Remove barriers to access and participation.	Facilitate delivery of housing and employment spaces that meet local needs.	Create great community spaces.	Build community capacity, strength and resilience.	Embed and enhance culture and community values.
Improve integration and opportunities with BBP		✓			
Actively foster additional commercial and office businesses		✓			
Identify a niche role for the centre		✓	✓		
Develop the night time economy		✓	✓		
Maintain and consolidating commercial floor space		✓			

3.4. Environment, Sustainability and Climate Change

3.4.1. Since 2005....

The 2005 structure plan did not include a specific environment, sustainability and climate change theme. However, a number of themes included discussion and actions around encouraging new development and streetscape work to incorporate environmentally sustainable development (ESD), and water sensitive urban design (WSUD) principles.

There has been growing community concern within the Knox community over the environment and climate change since the development of the original structure plan. Council has most recently prepared the *Knox Climate Response Plan 2021-31* to guide Council to reach net zero emissions by 2030 and to help the community reach net zero emissions by 2040. This includes a number of actions including supporting vulnerable residents to stay safe in hot weather, encouraging 'tree-friendly' streetscapes that promote healthy canopy tree growth, supporting sustainable transport including electric vehicle charge points and replacing streetlights with energy efficient lighting such as Light Emitting Diodes (LEDs). Council has signed up to *Living Melbourne – our metropolitan urban forest* which is guiding Council's response to urban challenges with nature.

Council has committed to targets for its assets (both buildings and environment) and are working with the Council Alliance for a Sustainable Built Environment (CASBE) group of Councils to encourage State Government to increase the environmental standards for new development.

3.4.2. Key facts and influences

A range of themes were considered when reviewing the above documentation and developing relevant opportunities for the Renewal Strategy that have the opportunity to contribute to not only environmental sustainability but also social and economic sustainability of the centre:

Site Layout and Liveability	+ The structure and location of services influences how residents are connected to local amenity, community infrastructure and sustainable transport modes.
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Streets and Public Realm	+ People-focussed streets entice active movement (walking and cycling), foster social cohesion and support health & well-being outcomes.
--------------------------	--

Energy	+ Energy (and associated carbon) is reduced through a range of measures that improve energy efficiency, increase on-site generation and source energy from off-site renewables.
--------	---

Ecology	+ The retention and enhancement of ecological assets is critical for the species that rely on that habitat, but also provide a range of other ecosystem services such as stormwater runoff mitigation and recreational value.
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Integrated Water Management (IWM)	+ Ensuring a collaborative approach to the way we plan for and manage all elements of the water cycle will enable increased waterway health, improve wastewater and stormwater management, and embed water sensitive urban design and passive irrigation into the Activity Centre.
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Urban Heat	+ This refers to the increased temperatures experiences in urban environments due to lack of natural surfaces and vegetation and anthropogenic heat emissions – which can be mitigated through blue-green infrastructure such as canopy cover and building design.
------------	--

Circular Economy	+ The shift away from the traditional take, make, waste system to a circular process where waste is re-purposed as new materials and products (in addition to less consumption).
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Climate change

Climate change will create a range of environmental challenges for the community of Bayswater. In the coming decades, Melbourne's Eastern Region can expect increasingly hotter and drier conditions with predictions that temperatures could rise by 0.8°C to 3.6°C¹². Predicted impacts as a result will include:

- Heat with increased frequency, duration and severity of heatwaves.
- Drought with decreased average rainfall and more severe, prolonged drought conditions.

¹² Draft Eastern Metropolitan Land Use Framework Plan, DELWP 2021.

- Floods and storms with less regular but more intense rainfall and storm events.

Urban Heat

There are a number of threats to community wellbeing and liveability including a disconnection from nature in urban areas and loss of local amenity with flow on effects to health and active lifestyles. These community wellbeing impacts are further exacerbated by the increasing Urban Heat Island (UHI) effect and vulnerability of particular groups (i.e. lower socio-economic and elderly groups) to such heat events.

The benefits of greening and retaining water in the urban environment to mitigate the effects of the UHI effect are increasingly understood. Vegetation and water retention make an important contribution to regulating the local climate through both the provision of shade and evapotranspiration which reduces the surrounding air temperature.

The replacement of trees and vegetation for more impermeable surfaces associated with the intensification of urban development exacerbates UHI. More hard surfaces such as roofs, driveways, carparks and roads also reduce the area of permeable surfaces and prevents water being absorbed into the landscape. This exacerbates issues of flooding, UHI and drying of soils leading to loss of tree canopy, biodiversity and flora and fauna habitat, impacts green space quality and has health impacts due to heat exposure and impacts.

Figure 9 shows the percentage cover of trees greater than 3m in height (established and emerging canopy cover). The scale ranges from 0%-28%, with an average of 11% canopy cover – indicating that while the open spaces are relatively well serviced in the north-east of the activity centre, the public realm around the station and primary retail is lacking. For comparison, the Box Hill Activity Centre has an average canopy cover of approximately 16%, however experiences the same issue with a lack of coverage around the station and primary retail.

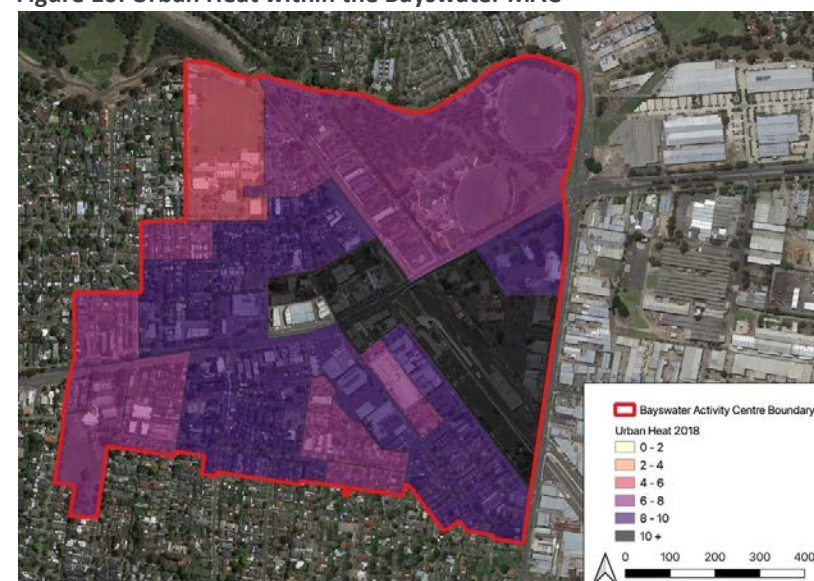
Figure 10 shows the results of this, with urban heat impacts throughout (due to climate change), however concentrated in around the train station and streets least serviced with significant canopy cover. The scale ranges from 2-10+ degrees Celsius impact.

Figure 9: Canopy cover within the Bayswater MAC



Source: Image by HV.H using DELWP spatial data

Figure 10: Urban Heat within the Bayswater MAC

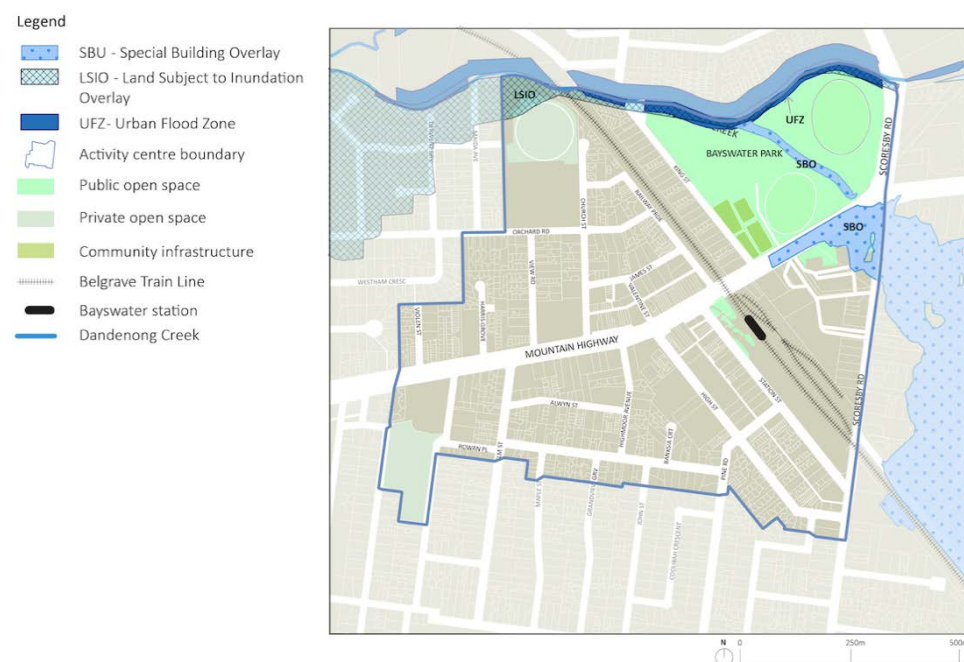


Source: Image by HV.H using DELWP spatial data (note no data available for centre of the activity centre)

Water

The centre's topography means the area drains to the north and discharges to the Melbourne Water drainage pipeline along the Dandenong Creek and in higher flow events to the creek itself. Localised deep flooding is experienced in the Creek and the overland flow channel through Bayswater Park which drains from the industrial area, and is well contained within these facilities as shown in **Figure 11** which shows existing flood prone areas in the Knox Planning Scheme.

Figure 11: Bayswater MAC – Potential Flooding Events



Deep flooding is also experienced in the railway cutting north of the Mountain Highway, and in the railway cutting under Scoresby Road.

In the south east corner of the centre, significant flooding can also occur in Station Street north-west of Scoresby Road and in the residential properties to the south-west, indicating a lack of suitable drainage capacity to adequately drain this area. Elsewhere there are localised pockets of flooding, largely within commercial properties and open space.

The area is largely developed in accordance with the zoning of the area, and it is not expected that future development will noticeably increase stormwater

runoff. There are opportunities to address existing flooding and future proof the area for the impacts of climate change which is expected to increase the frequency and severity of major storm events.

Rainfall Decline and Drought

The retention of water in the soil is very important for vegetation health and urban cooling. Greener, irrigated spaces naturally stay cooler as they do not store heat like concrete and buildings but instead transfer water to the atmosphere and cool the local air temperature through evapotranspiration. However, existing vegetation and public open spaces are largely serviced by potable water, demand for which will increase due to drought and climate change alongside an increased provision for vegetation.

Opportunities for harvesting alternative water sources such as rainwater, stormwater and recycled water and storing them for use in hotter periods could be prioritised over the medium to long term. There is significant active and passive open space within the centre at Marie Wallace Reserve.

As rainfall becomes more variable along with more extreme rainfall events, reduced reliance on mains water will be an advantage.

Carbon reduction

In addition to adapting to a changing climate, the development of the centre could prioritise a development pathway which addresses carbon emissions from the outset. One of the most effective methods of reducing carbon for development (stationary energy, waste and transport related emissions) is through the statutory planning process to ensure the built environment embeds energy and water efficiency within the design and operation of buildings, improves surrounding ecological value and manages stormwater appropriately.

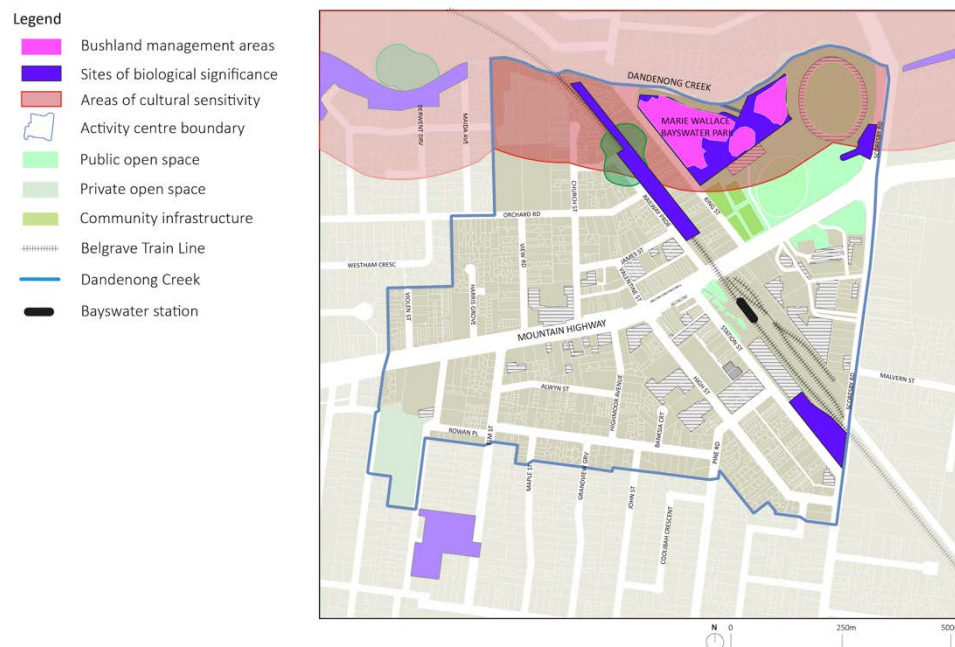
Habitat and natural environment

The Dandenong Creek and its environs provides a valuable habitat and recreation space accessible from the activity centre. The Creek is a major corridor for daily and seasonal movements of birds and insects, particularly water birds, many of which are threatened. Revegetation activities along the creek are assisting with linking fragmented habitat. There are a number of state significant sites of biological significance in the Marie Wallace Park including

statewide-rare grass, *Austrostipa rudis* subsp. *australis*. Historically the site was known as a floral wonderland attracting naturalists to the area on field excursions to see the rich native vegetation via the train at Bayswater in the early 1900s. Improving the water quality entering the creek within the activity centre and adjacent industrial area can contribute to improving the health of the creek. Dandenong Creek today is shown in the photo above and significant sites are shown in **Figure 12**.



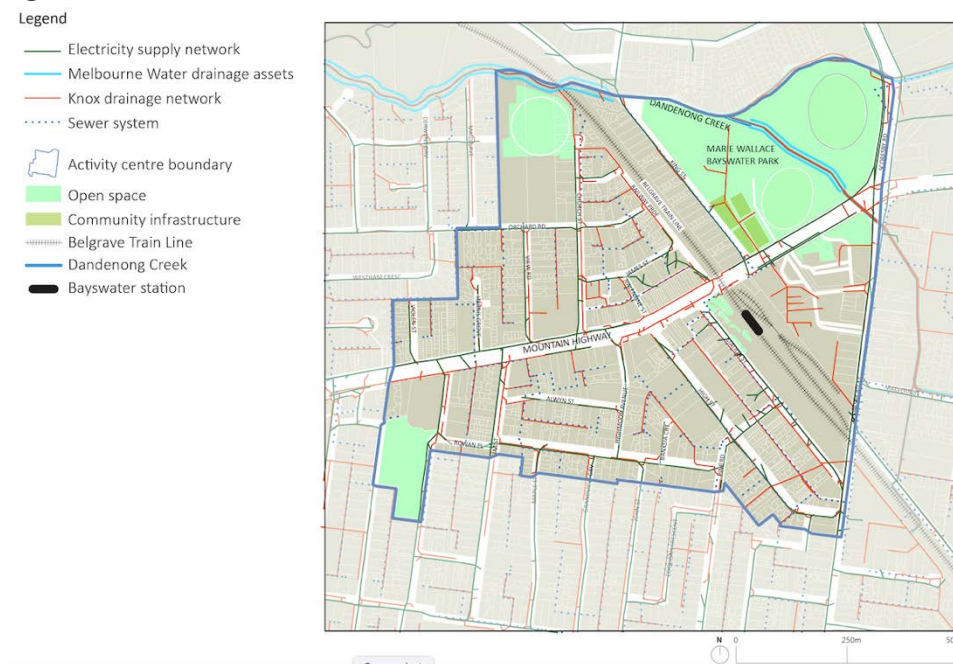
Figure 12: Sites of biological and cultural significance



Utilities infrastructure

A range of utilities infrastructure exists within the centre in **Figure 13**. The key electricity supply, Melbourne Water and Council drainage assets and the sewer system are shown. Additional growth will place extra pressure on these assets however consultation with service agencies has highlighted that these can be

Figure 13: Utilities infrastructure



3.4.3. Opportunities to consider in the Renewal Strategy

The Strategy could incorporate some or all of the opportunities identified below. The potential social benefits of these opportunities are outlined in **Table 5**.

Opportunity 10 - Council as a best-practice exemplar

Council has the opportunity to showcase the beneficial outcomes of Environmentally Sensitive Design and contribute to a precinct character of energy efficiency, water management and climate resilience through the development of its own facilities such as the new Bayswater multi-purpose community hub. This will support the achievement of Council's policies to achieve net-zero energy or net-zero energy ready rating in new development

with a minimum 4 star Green Star standard. This will assist Council in advocating private development to deliver high standards ESD in their buildings.

In addition to passive design, on-site renewable energy generation and electric vehicle charging, and increased ecological, resource recovery and stormwater outcomes, the facility can perform the role of a community safe-hub during climate events (such as heatwaves).

Parks Victoria

The recently constructed Parks Victoria head office in Albert Park is an excellent example of a government entity leading the way in ESD. In addition to exceptional thermal performance and on-site renewable generation – the building features rainwater harvesting and stormwater management through permeable surfaces and a strong integration of vegetation within the façade and setbacks.



Source Photography: Peter Bennetts

Library at the Dock

Library at The Dock is Australia's first 6 star Green Star rated public building, as awarded by the Green Building Council of Australia. Located in the City of Melbourne at Victoria Harbour, the library and community hub services the Docklands community providing an interactive learning environment, multi-purpose community spaces and a performance venue.

The building is constructed primarily from Cross Laminated Timber (CLT) and recycled hardwood and includes sustainable features such as passive ventilation, full height glazing on the ground level to capture natural light and 360 degree views of the surrounds and careful consideration of materials to ensure a high quality indoor environment.



<https://www.melbourne.vic.gov.au/community/hubs-bookable-spaces/the-dock/library-at-the-dock/Pages/library-at-the-dock.aspx>

Opportunity 11 - Promoting climate resilient development

Environmentally sustainable design within Bayswater Activity Centre is somewhat already supported in Clause 22.04 of the KPS. The renewal strategy could address canopy cover and urban heat mitigation on private-lots and railway land in particular.

Canopy cover provides shade for high mass materials such as concrete and brick while the use of lighter colours (with high Solar Reflective Index values) reflect heat away and minimise heat releasing back into the streetscapes to create cooler micro-climates. The presence of permeable pavements, passive irrigation, and the use of natural materials such as timber (instead of concrete and brick) can also deliver urban cooling benefits.

This may in part be delivered through incentives or stronger communication around climate change, urban heat, and the benefits of urban cooling – particularly in reducing large expanses of unshaded at grade parking and installing more parklets. In relation to a regulatory approach, the revised ESD policy being investigated by the CASBE, in addition to the pending state-wide ESD policy will support this initiative.

Nunawading Community Hub

The new Nunawading Community Hub provides Some of the sustainable design initiatives that will enable these outcomes and includes:

- solar renewable energy for lighting and hot water heating, with photovoltaic cells providing 76,000 kWh/Annum of energy.
- rainwater harvesting that can capture, retain and reuse 836.0 KL/annum of water on site, via tanks, a syphonic drainage system, raingardens and swales.
- double insulation in the roof cavity.
- double-glazing and acoustic comfort.
- LED lighting.
- natural and durable materials, such as timbers and concrete with recycled content.
- gym roof consisting of glulam timber trusses, spanning 24m, with a saw-tooth design to permit natural light.



Source: <https://fjmtstudio.com/projects/nunawading/>

Opportunity 12 - Revitalising Dandenong Creek

The strategy has the opportunity to build on progress made through the 'Enhancing Our Dandenong Creek' 5-year pilot project, by delivering any supported initiatives identified in the 'Enhancing our Dandenong Creek Interactive Map' community engagement in 2018 and increasing the integration with the broader precinct through revegetation.

The project could aim to re-naturalise and revegetate in a way that improves the stormwater quality outcomes of the creek, links fragmented habitat to support

biodiversity outcomes, delivers canopy cover over key pedestrian routes, and creates stronger pedestrian connections within the precinct. Additionally streetscape improvements south of the creek have the opportunity to extend vegetated corridors and wildlife habitat into the Bayswater residential community. Consultation with First Nations people will assist in developing priorities in the creek environs.

In addition to the above, any new development abutting the corridor could ensure excellent passive surveillance and interface with strong pedestrian connections as well as using WSUD on private land and within streetscapes to assist in meeting stormwater quality objectives.

Opportunity 13 - Utilising sustainable materials and solutions in streetscapes and infrastructure

The Eastern Alliance for Greenhouse Action (EAGA), of which Knox is a part of, is currently exploring opportunities to increase the uptake of recycled materials in council infrastructure and building projects across the region.

This opportunity entails focusing the delivery of actions and strategies to be outlined in the feasibility report to reduce the embodied carbon impacts and pursue circular economy principles in streetscape and infrastructure delivery. While the project is currently at commencement, solutions may include: guidelines for alternatives to commonly used materials such as: concrete, asphalt and stormwater and sewerage pipes, similar to the Sustainable Infrastructure Guidelines.

This will enable Council decision-making to consider more sustainable materials and solutions with risk and engineering considerations already accounted for and increased confidence.

Opportunity 14 – Promoting precinct waste management

This opportunity involves defining a precinct target of 80% by 2030 of waste diverted from landfill by 2030, and 90% by 2040 (consistent with the Recycling Victoria 2030 state-wide target). This would require an increase in on site infrastructure and cascading support that assists building owners / operators and their tenants to meet the target. This would be assisted through the appointment of a circular economy / waste officer or upskilling of existing Council staff will assist building owners and tenants with meeting waste commitments. As development intensifies and Council provides proportionally less of the waste collection, strategies to consolidate waste contracts will allow

reduced greenhouse gas emissions related to transport, improved amenity and increase the amount of waste streams being collected.

Given the development anticipated in the precinct, construction waste targets and operational waste management plans should also be addressed, which due to scale could have a positive impact on resource recovery. A precinct Waste Management Strategy and action plan is proposed to be developed to underpin the target and align with and deliver the Recycling Victoria goals to:

- Make (better products).
- Use (less damaging products and materials).
- Recycle (more waste streams).
- Manage (policy and risk).
- Measure (progress and data to support).

How would the proposed opportunities help the renewal of Bayswater?

The proposed opportunities would have significant social benefits by creating a more sustainable and climate resilient centre ensuring the community can respond to the challenges of climate change. Ensuring new development, infrastructure and waste management minimise environmental impact would reflect community values to protect the environment. The Dandenong Creek is a valuable environmental asset and revitalisation could contribute to a number of social benefits including community connectedness, physical and mental health and wellbeing.

Table 5: Social Benefits – Environment, Sustainability and Climate Change

OPPORTUNITY	SOCIAL BENEFITS				
	 ACCESS	 HOUSING/ JOBS	 SPACE	 COMMUNITY	 CULTURE
	Remove barriers to access and participation.	Facilitate delivery of housing and employment spaces that meet local needs.	Create great community spaces.	Build community capacity, strength and resilience.	Embed and enhance culture and community values.
Council as best practice exemplar			✓	✓	✓
Climate resilient development		✓	✓	✓	✓
Dandenong Creek revitalisation			✓	✓	✓
Sustainable materials and solutions in streetscape and infrastructure			✓	✓	✓
Precinct waste management			✓	✓	✓

3.5. Urban Design and Built Form

3.5.1. Since 2005....

The structure plan aimed to encourage innovative responsive well designed and quality built form and streetscape outcomes, a unique identity, and intensifying built form in the centre. There was a broadened recognition that streets were key contributors to the creation of vibrant community spaces and landscaping and footpath enhancement was encouraged along with public art to assist with identity.

A number of key sites and precincts were identified for redevelopment of which the Mountain High Shopping Centre is the only site to be redeveloped as envisaged. Some development on James Street is also underway. Plans were developed for the Bayswater Triangle site (bound by Mountain Highway, Scoresby Road and the railway line), however the only investment has been by public agencies.

The most significant investment in urban design in the centre has been the Level Crossing Removal Project (LXRP) which lowered the railway lines below Mountain Highway and Scoresby Road, a new station building with Disability Discrimination Act (DDA) compliant access, public spaces and landscaping, the bus interchange, commuter parking and a shared use path along the rail corridor. The project also delivered improvements to Mountain Highway including streetscape improvements, traffic signals at High and Station Streets, on-road bike lanes and improved pedestrian crossings. Council has also invested significantly in upgrades to Marie Wallace Bayswater Park and pedestrian safety improvements in the core of the centre. A number of public art pieces have also been installed.

3.5.2. Key facts and influences

Urban Design Context

Bayswater MAC contains four, quite defined, functionally distinct, precincts as shown in **Figure 14**:

- **North of Mountain Highway** and west of the rail corridor.
- **South of Mountain Highway** and west of the rail corridor.
- **Bayswater Triangle Site** bounded by Mountain Highway, Scoresby Road and the railway line

- **Marie Wallace Bayswater Park** bounded by Mountain Highway, Scoresby Road, the Dandenong Creek and the train corridor.

Topography and Landscape

Bayswater is nestled at the foothills of the Dandenong Ranges, and slopes gently east and north towards the Dandenong Creek. Established tree canopy is evident in parts of the centre mainly associated with parklands, some streets, and within rear yards of individual dwellings. Opportunities for supplementary planting are evident along streets, on Mountain Highway and associated public areas that could improve amenity, habitat and urban heat island mitigation.

Views across the rolling landscape and tree canopy to the nearby hills are an important element in Bayswater's character. Protection or recognition of these from within the public realm are recognised within the existing Design and Development Overlay (DDO) controls. The form and profile of the new railway station building, for example, has been shaped to respond to its Dandenong Ranges backdrop.

Urban Structure

The township of Bayswater grew around the primary main road, Mountain Highway. Connecting to it is a mainly grid-based street network of long blocks containing large allotments between 700 - 1000 m², supporting traditional single dwellings and many recent multi-residential developments. The commercial core of the centre contains a greater range of blocks including some very large sites over 5000m². The range of lots sizes are shown in **Figure 15**.

The length of many of the street blocks does not enhance or support walkability of the centre, which is further restricted by other transport infrastructure barriers. Due to its underlying structure, Bayswater's public environment prioritises the movement and parking of vehicles over other forms of access such as walking and cycling.

Larger shops, such as the supermarkets and Mountain High Centre, present with blank edges to streets. Along with gaps between shops, such as along High Street, these are dominated by carparks further negatively impacting on public amenity and safety. The previous structure plan identified the over-supply of free at-grade carparking within the centre, a characteristic that has remained. The Bayswater MAC urban structure is shown in **Figure 16**.

Figure 14: Bayswater MAC – Four Distinct Precincts

Quadrant

- North of Mountain Highway** and west of the rail corridor. Small scale retail and commercial uses front the main road, surrounded by traditional single storey houses in gardens set back from gridded streets, some consolidation of units and townhouses with side driveways, and Bayswater Secondary College located on the northern boundary. The precinct is bordered by the Dandenong Creek.
- South of Mountain Highway** and west of the rail corridor. There is a core of retail and commercial uses along Mountain Highway, High Street and Station Street, including Mountain High Shopping Centre, separated by surface car parking areas. The redeveloped station precinct facilitated by removal of level crossing shifted the station closer to Mountain Highway improving its accessibility and image. A residential hinterland of large blocks many undergoing consolidation with units, townhouses, and some apartments up to three storeys. The Bayswater Primary School is located on the western edge of the centre fronting Mountain Highway.
- Bayswater Triangle Site** bounded by Mountain Highway, Scoresby Road and the railway line supporting light industrial/ peripheral sales uses along Scoresby Road, the Bayswater Hotel, community uses and the Train Maintenance Facility in the balance of the precinct. These uses are separated by expansive areas of at grade parking. The precinct's significant redevelopment potential is constrained by existing interfaces and land ownership.
- Maree Wallace Bayswater Park** is bounded by Mountain Highway, Scoresby Road, the Dandenong Creek and the train corridor. It includes the largest area of open space of approximately 14 hectares within the study area and a strip of more recent medium density housing abutting the east side of the rail corridor.

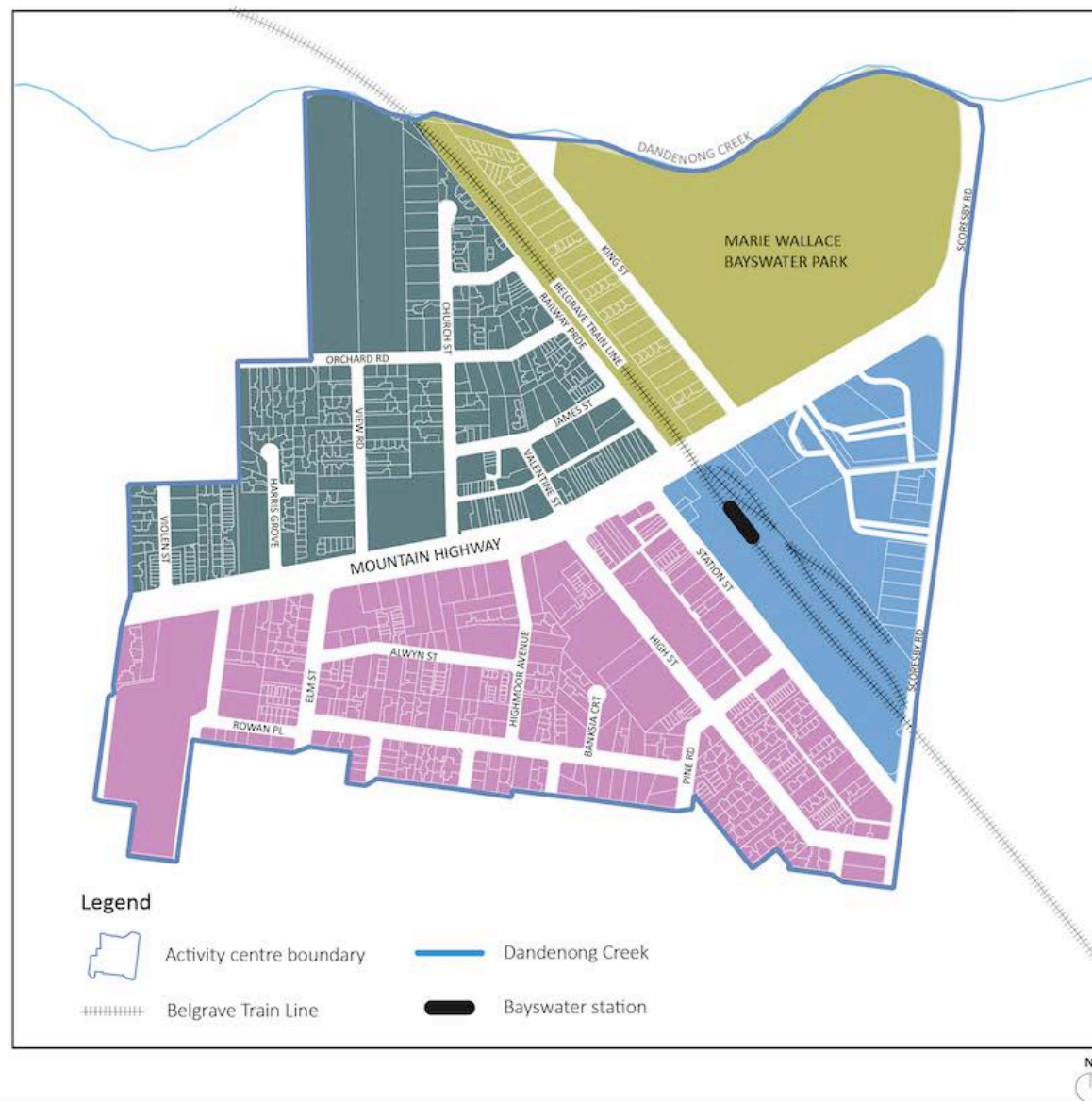
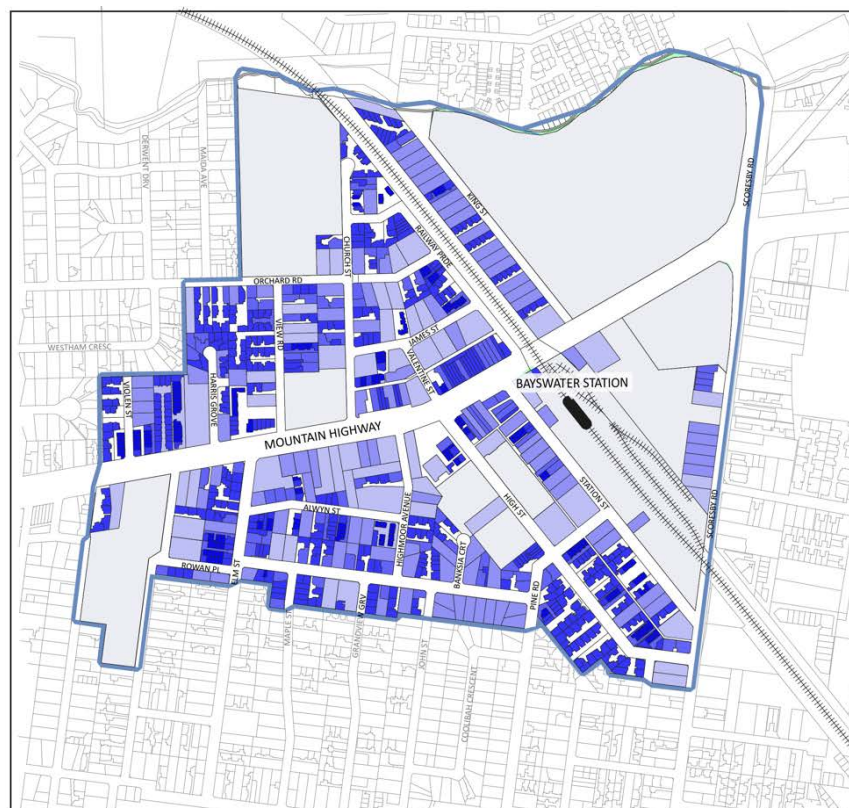


Figure 15: Bayswater MAC – Lot Sizes



Legend

Activity centre boundary

Belgrave Train Line

Bayswater station

Lot sizes (m²)

- 0- 101
- 101- 300
- 301- 500
- 501- 1000
- 1001- 5000
- 5001- 15000



Many shops and other commercial buildings are single storey representing the limited investment in the centre. However, they also represent the latent opportunity for other enterprises or activities that would benefit the activation of the centre.

Roads and Rail

Bayswater is centred around the major arterial of Mountain Highway near its intersection with Scoresby Road. Recent lowering of the railway below Mountain Highway to remove the level crossing has provided a new station and transport interchange, improved pedestrian and cyclist access and reduced delays at the boom gates for vehicles.

The form and profile of the train station refers to the topography of the nearby hills and new public areas, commuter parking, bus stops, and shared use path access along the rail corridor are provided.

The removal of the level crossing also included improvements to the pedestrian environment on Mountain Highway through new crossings, on-road cycle lanes and lowering of speeds to 60 km/h within the centre. Consideration could be given for further reduction of this limit along with adjustment to the road cross-section to improve the centre's image, amenity and safety.

Notwithstanding the benefits provided by the LXP, 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 Bayswater Business Precinct.

The rail corridor and associated Train Maintenance Facility separate and restrict the integration of the retail/commercial centre, the Bayswater Triangle and the Bayswater Business Precinct. Improving the visual amenity of the railway corridor, adopting CPTED principles to enhance safety in the area and high quality urban design outcomes should be at the forefront of any new development in this area.

In addition to improvements to the Bayswater Triangle site, creating a movement network through the site is important.

With the two schools in the centre, it is important that there are good safe travel paths for pedestrians and cyclists around these institutions and into the core of the centre where facilities such as public transport are available.



While the grade separation delivered many benefits, Mountain Highway is still a significant barrier for pedestrian movement

Figure 16: Bayswater MAC – Urban Structure



Legend

- | | | | |
|--|----------------------------|--|------------------------------|
| | Activity centre boundary | | 400m catchment area |
| | Open space | | PTV bus stop |
| | School | | PTV train station |
| | Bayswater station | | Existing trees |
| | Dandenong Creek | | WSUD - Gross Pollutant Traps |
| | Belgrave Train Line | | WSUD - Passive Irrigation |
| | At-grade parking | | WSUD - Overflow pit |
| | Building footprint | | WSUD - Rainwater Tanks |
| | Garden beds/vegetated area | | |
| | Flood-prone areas | | |



Public Spaces

Public spaces comprise street environments and green open spaces. Penguin Place is well located on axis to the railway station, at the entry to the Mountain High Shopping Centre and off Bayswater's busier streets. It is located on a Council owned road designed for shared use by pedestrians and vehicular movements and plans are underway for improved pedestrianisation of Macaulay Place. These spaces provide the basis for a series of positive and engaging public spaces.



Penguin Place (looking towards the station and from Station St) and Macaulay Place today

Some street spaces in front of the shops along Mountain Highway were redeveloped during the LXP works incorporating widened footpaths, street trees and undergrounded power lines and providing viewpoints to nearby hills. High traffic volumes compromise the amenity of these spaces with measures installed such as glazed screens to address these effects. New public spaces associated with the railway station include furniture for waiting but with limited shelter or activation.

Council policies support a percent-for-art program within capital works projects to reinforce the identity of the municipality and local places. There are several examples of public art within the centre which add to the centre's identity.

Marie Wallace Bayswater Park provides the main municipal-scale open space occupying much of the centre's north-east quadrant. It comprises a variety of well-used active and passive recreation facilities including adventure play, sports courts, picnic facilities, and two football/cricket ovals. Importantly, it includes an area of significant remnant vegetation and good connections to the Dandenong Creek and rail corridor shared paths, and the railway station. Stormwater detention and treatment infrastructure has been constructed in the parkland to improve the quality of flows entering Dandenong Creek.



Examples of Public Art in Bayswater MAC

Buildings

Bayswater contains two standalone supermarkets and a third contained within the Mountain High Shopping Centre, an internalised retail centre currently undergoing redevelopment. The intensity of development within the commercial core is low with most buildings only one storey high, with occasional second storey offices. The Mountain High Shopping Centre is two storeys and there is a single, three storey strata office building on Macauley Place. Many buildings within the centre present blank or inactive facades to the street. The quality of street interfaces within the retail areas would benefit from more activated ground and upper floors.

Older commercial and retail development, less than two storeys, lines Mountain Highway and extends southward, often as larger format shops along High Street, Macauley Place and Station Street to Pine Road. The redevelopment of the Mountain High Centre will include more speciality retail, childcare, medical centre and National Disability Insurance Scheme (NDIS) tenancies as well as space for the Knox Library.

Residential intensification up to three storeys is occurring in considerable numbers of townhouse and unit developments on individual lots. These have been developed on Residential Growth Zone (RGZ) and General Residential Zone (GRZ) land with some filtering into adjacent Neighbourhood Residential Zone (NRZ) land.

Some larger apartment buildings up to four storeys have occurred on Mountain Highway as well as planning approval for a seven storey apartment building on the corner of Valentine St. Whilst increasing the supply of houses the trend of piecemeal, individual site by site developments may limit opportunities for land consolidation to achieve more intensive development such as apartment buildings.

Storey heights of existing buildings are shown in **Figure 17** and active frontages in the centre are shown in **Figure 18**.

The 2005 Structure Plan recommended connections between the Bayswater Triangle Site and the retail centre, however this was not achievable through the recent grade separations of Mountain Highway and Scoresby Road. The Train Maintenance Facility exacerbates the barrier effect of the rail corridor. Reducing this barrier is key to ensuring this large area with significant redevelopment potential contributes to the activity centre.

Built form outcomes are currently managed through Design and Development Overlay Schedule 6 (DDO6) in the Knox Planning Scheme which includes the following preferred building heights:

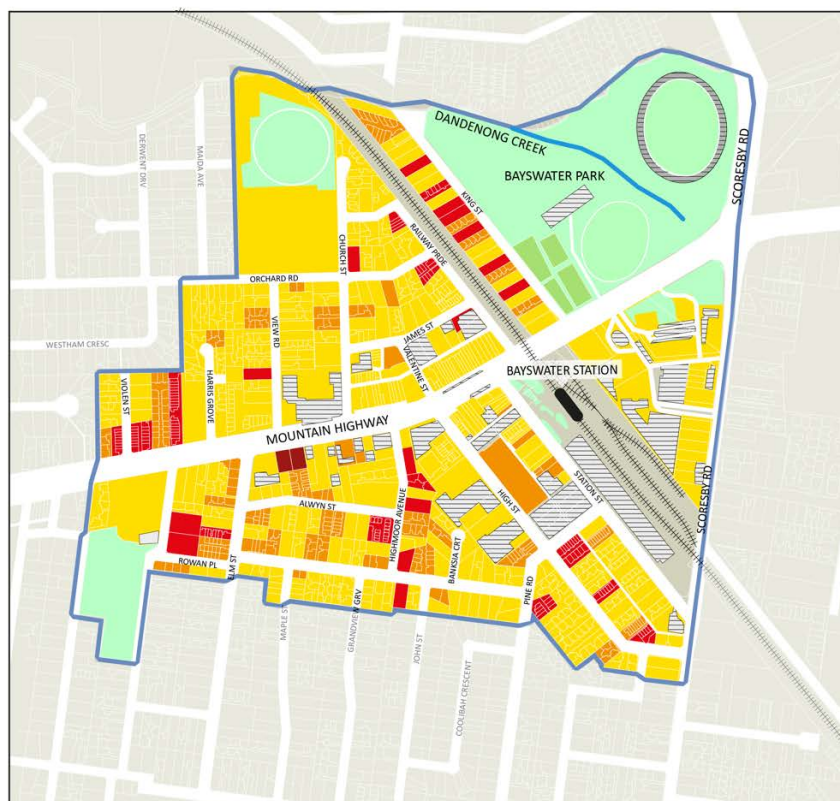
- Residential: RGZ2-preferred heights 3-4 storeys, GRZ4 preferred heights 3 storeys.
- Commercial: Mixed Use Zone (MUZ), Commercial 1 Zone (C1Z) and Industrial 1 Zone (IN1Z) with preferred building heights varying from 1 to 5 storeys depending upon their locations.

The Bayswater MAC existing preferred heights in DDO6 are shown in **Figure 19**.



Public realm interfaces, wayfinding signage, seating and tree planting

Figure 17: Bayswater MAC – Storey Heights of Existing Buildings



Legend

- Activity centre boundary
- Open space
- Community infrastructure
- At-grade parking
- Belgrave Train Line
- Bayswater station
- Dandenong Creek

Building heights

- 1 storey
- 2 storey
- 3 storey
- 4 storey



Figure 18: Bayswater MAC – Active Frontages

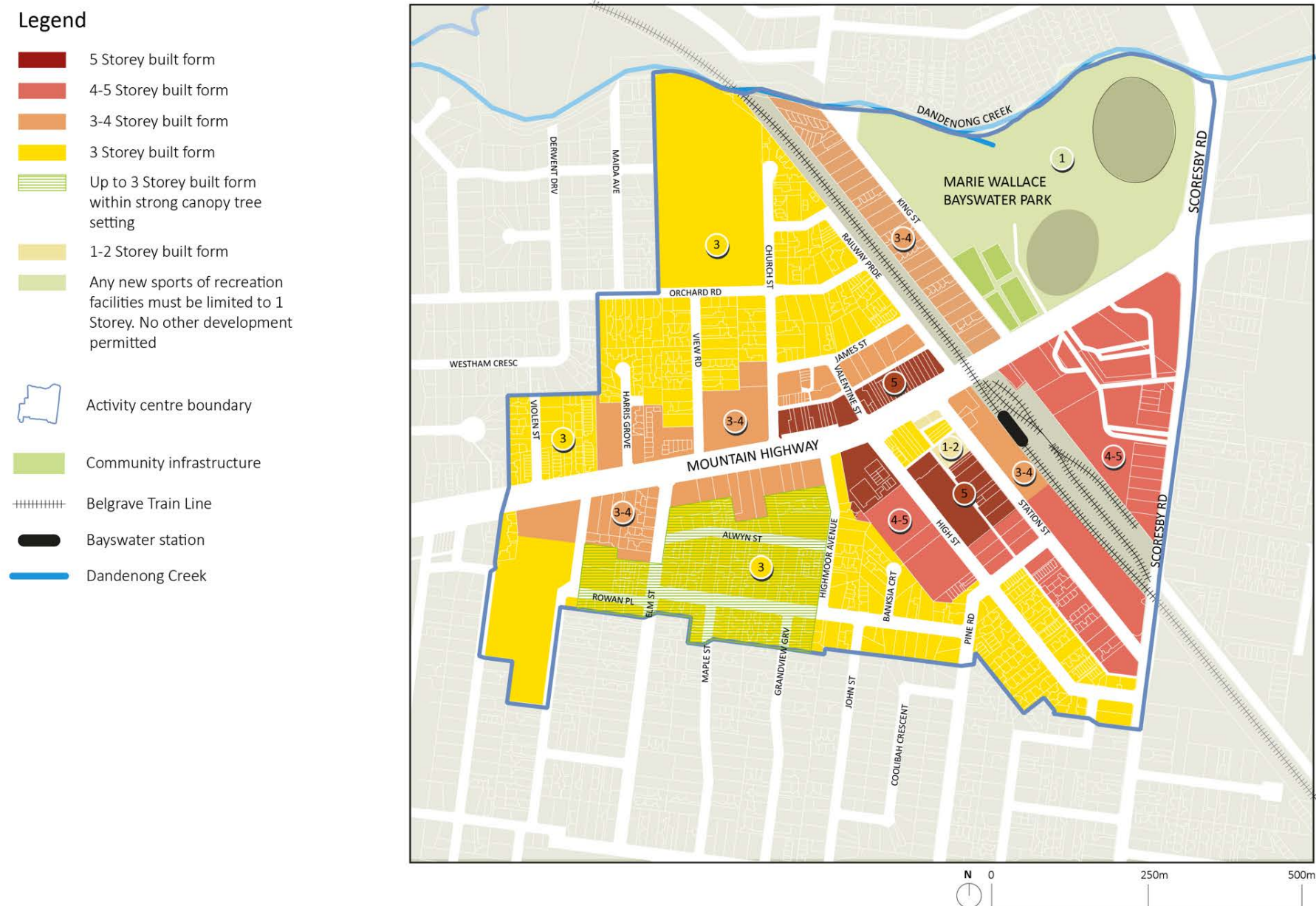


Legend

- Activity centre boundary
- Open space
- Community infrastructure
- Building footprint
- At-grade parking
- Belgrave Train Line
- Dandenong Creek
- Bayswater station
- Active frontage
- Passive frontage



Figure 19: Bayswater MAC – Existing Built Form Controls



Views

Views to the Dandenong Ranges from the public realm are an important and valued element of Bayswater's character. These are primarily experienced from the northern side of Mountain Highway at the intersection with High Street/Valentine Street to just beyond the rail line, southward down High Street and Station Street. Otherwise, existing buildings and tree canopies within the activity centre obscure views to the hills apart from an occasional glimpse as shown in **Figure 20**.

Figure 20: Bayswater MAC – Existing Views



The existing DDO preferred height controls in **Figure 19** were drafted to protect views to the Dandenong Ranges chiefly from the intersection of Mountain Highway and Valentine Street. Testing of the controls using simple 'white box' volumes superimposed on photographs illustrate the likely impact that 2-3 storey buildings would have as shown in **Figure 21**.

Similarly, a 'white box' view down High St indicates that buildings according with existing DDO height controls should not impede views to the Dandenong Ranges as shown in **Figure 22**.

Recent applications for taller mixed-use buildings have been to, or just beyond, existing height controls and in locations not impacting on valued views. Preferred building heights, such as along Penguin Place, are considered low considering the strategic location, adjacent development and likely lack of impact on key views. Some building heights in the commercial zone are less than surrounding residential zones and so require possible recalibration.

Figure 21: 'White Box' View, Building Height Controls Mountain Hwy South Side



Figure 22: 'White Box' View, Building Height Controls South Along High St



As part of this structure planning process, the built form controls warrant review to ensure their currency and appropriateness in terms of protection of views, public realm amenity and character while continuing to facilitate Bayswater's economic and social vitality and vibrancy.

The *Draft Bayswater Population & Liveability Profile* (Knox City Council 2020) identified the following trends related to the built environment of Bayswater:

- Bayswater has a walk score of 61, making it 'somewhat' walkable, and the equal second most walkable suburb in Knox. This is largely due to the mix of land uses in the activity centre.
- The suburb is relatively well-served by public transport but there are some residential areas that are beyond walking distance from public transport.
- Bayswater contains one area that is considered underserved by open space – located adjacent to the Bayswater Activity Centre.

Source: Bayswater Renewal Strategy: Social Community Infrastructure Report, Ethos Urban, p. 12

Pre contact heritage

Important cultural and historical sites within Knox hold both the traditional knowledge of the First People and the traumatic stories of colonisation.

Cultural sites in Knox include:

- campsites
- stone tools
- scar trees
- travelling routes or songlines.

Within the Bayswater MAC, areas of cultural sensitivity to First Nations people have been identified along the Dandenong Creek (see Figure 12).

Post contact heritage

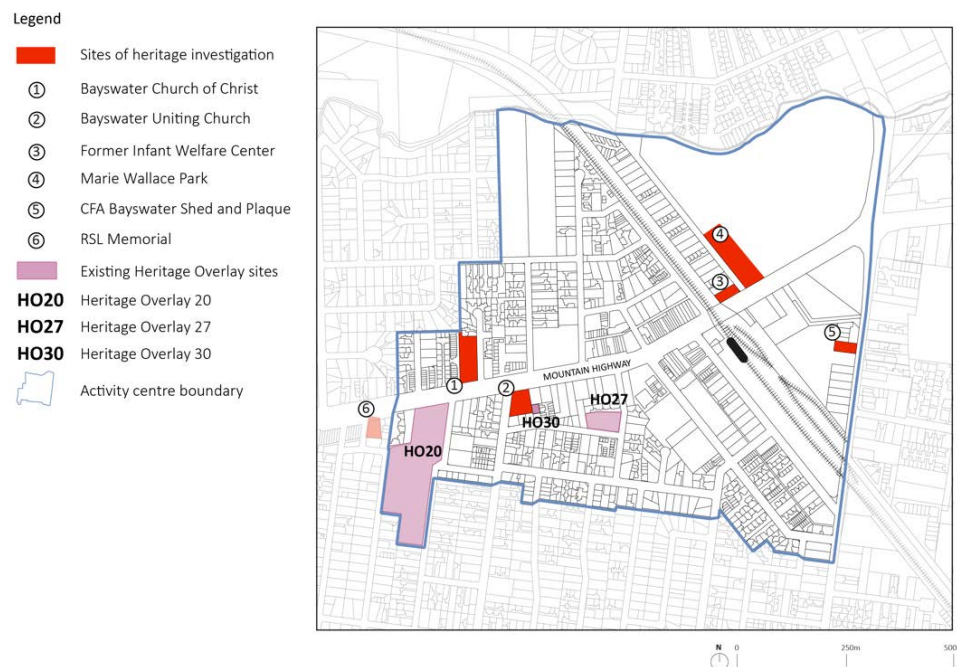
Existing heritage places, although few, contribute to the built form character of the centre and are identified by heritage overlays. There are four (4) heritage places protected by the Heritage Overlay and a further seven (7) places noted in the 1993 *City of Knox Heritage Study*. Identified heritage places within the study area are also included in non-statutory heritage registers, including, the National Trust of Australia (Victoria) (2), the Register of the National Estate (1) and the Victorian War Heritage Inventory (5). A recent study has identified a further eight (8) potential heritage places on six sites, recommended for further heritage investigation. These are shown on **Figure 23**.



Looking west to 765 Mountain Highway recommended for further assessment of inclusion in the Heritage Overlay, from the raised road deck/pedestrian ramp of Mountain Highway at the corner of King Street. Historic image prior to overpainting (from <https://www.facebook.com/Bayswater-History-and-Community-News-561695913882255/photos/4452124838172657>)

Source GJM Heritage

Figure 23: Bayswater MAC – Existing Sites Protected by the Heritage Overlay and Sites for Further Heritage Investigation



3.5.3. Opportunities to consider in the Renewal Strategy

Along with many of the directions of the existing 2006 structure plan, the new Strategy could incorporate some or all of the opportunities identified below. The potential social benefits of these opportunities are outlined in **Table 6**. A potential urban design strategy is suggested in **Figure 27**.

Opportunity 15 – Reviewing built form controls

While there have been significant amounts of development in the residential areas, development in the commercial areas hasn't been as strong. Reviewing the built form controls should be undertaken to ensure they deliver development to support and stimulate the renewal of the centre.

Built form controls need to be facilitative while protecting those elements of the public realm that are important and delivering high quality living and working environments for users. The renewal strategy could set out built form controls that address environmental considerations, promote high quality design, protect

the public realm and public spaces, respond to abutting sites and interface issues, identify key development sites and include building performance criteria.

Opportunity 16 – Facilitating key development sites

There are a range of key development sites identified in the centre that could facilitate community aspirations such as housing and employment over the longer term shown in **Figure 8**. These include areas of at-grade car parking that could be put to better use, particularly for uses that increase the amenity and economic activity within the centre. There are also opportunities for these sites to incorporate and address new public spaces in the centre.

Opportunity 17 – Promoting place making initiatives

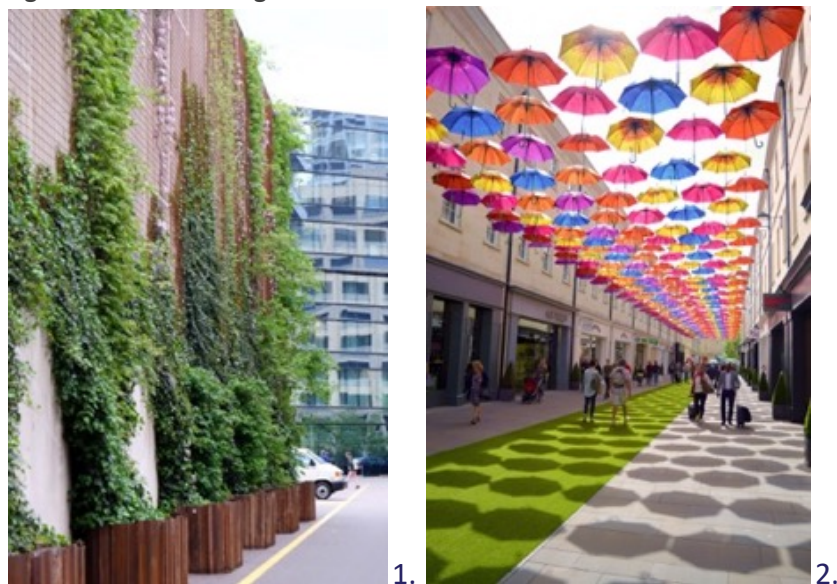
To enliven these spaces, the incorporation of cultural activities, including the addition of the arts experience in shops and laneway rejuvenation could be pursued along with continuing Knox's growing public arts program. Additional greening of streetscapes to support identity, local climate and amenity could be pursued such as the planting of large canopy trees in medians or carparking areas as shown in **Figure 24**. The City of Greater Bendigo provides an example of sustained commitment to greening the streetscapes of Central Bendigo with significant gains achieved over 20 years.

Street trees in a snapshot area of the City Centre



Source: [Bendigo City Centre Plan - adopted 6 May 2020.pdf](#)

Figure 24: Place making initiatives



There are a number of laneways in the centre where enhancements could make them more attractive and safer for pedestrians.

Source: 1. <http://landezine.com/index.php/2019/09/maagplatz-by-studio-vulkan-landschaftsarchitektur>, 2. <http://landezine.com/index.php/2019/08/southgate-by-macgregor-smith-landscape-architects/>.

Opportunity 18 – Creating a heart for Bayswater

The topography and street layout make it challenging to establish a particular ‘heart’ in Bayswater. However, it could be possible to create a network of high quality streets and spaces through the centre that will assist with enhancing the centre’s sense of place and identity. A range of public realm and place making initiatives will assist in making Penguin Place, Macaulay Place and High Street the retail and activity spine of the centre reinforcing its economic and social role. Plaza spaces at each end of Macaulay Place could enhance the attractiveness of the centre as a place for people to spend time in.

Penguin Place has potential to be reshaped as a shared space with a greater focus on pedestrian access and amenities including outdoor dining, greening and street life. New and existing development lining the street should contribute to the activation, vitality and safety of the space. Spaces that can accommodate farmers markets, food trucks and events should be considered. Community engagement in the redesign of Penguin Place could consider a new name to ‘relaunch’ the space. Macaulay Place can be transformed into a pedestrian

friendly, vibrant, laneway activated by shops and food businesses and linking Penguin Place to Pine Road. The functional and visual integration of Penguin Place with Macaulay Place will enable the creation of a new heart for Bayswater. Opportunities for Penguin Place and similar treatments in other locations are shown below and in **Figure 25**.



Inspiration - Wells Street in Frankston

Source: Nearmap



Inspiration – Hargreaves Mall, Central Bendigo

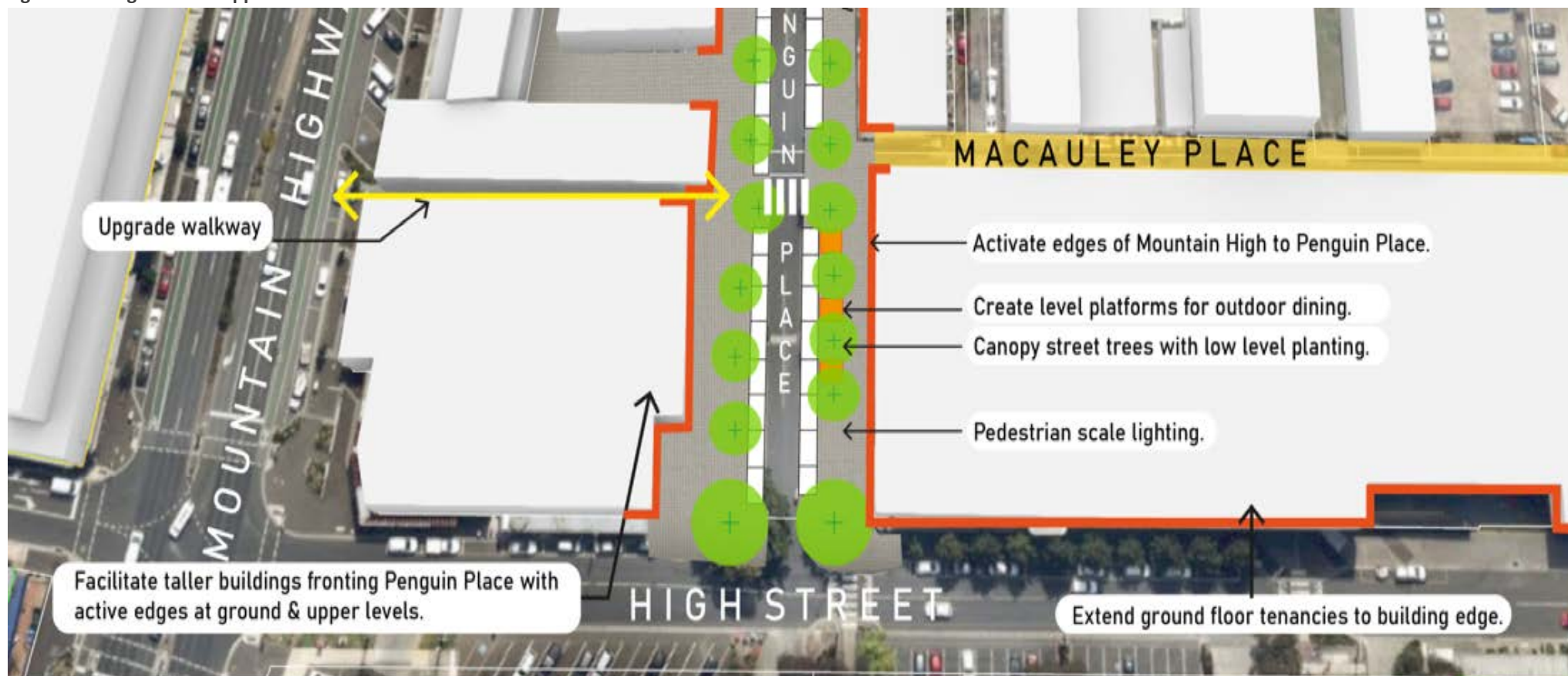
Source: Rush/Wright Associates

The development of a streetscape masterplan for the broader centre would renew the centre over the coming decade through a consistent approach to materials, finishes and detailing that reinforce and celebrate Bayswater's environmental and cultural identity while also enhancing safety and natural surveillance. While it will always be challenging to link the west side of the centre to the east, consistent streetscape design, improvements to accessibility and public spaces and parklets that provide spaces for activation will assist to draw people across Mountain Highway.



Upgrades to the streetscape in Mountain Highway could significantly improve the image and identity of the centre.

Figure 25: Penguin Place Opportunities



Opportunity 19 – Respond to challenges of Covid-19

To further support the centre's response to the challenges of Covid-19, consideration could be made to increase the amount of outdoor eating space available in the centre. The temporary removal of car parking in front of eating venues through the use of bollards and greening offers a relatively inexpensive conversion of spaces from a health and economic perspective. This has been successfully trialled in Bayswater in the Pine Road Carpark.

Ideas to assist the centre to recover from the impacts of the Covid 19 through activation and place making could include activating laneways on the north side

of Mountain Highway, small scale activation of spaces, seasonal events such as celebrating Lunar new year, and links to creative industries in the area.

Opportunity 20 - Additional Open Space

It is important to have open space in the centre for the community who live or work in the area. There are limited opportunities, and it is very expensive to create new open spaces in established areas like Bayswater. The south-west of the centre has been identified as having a shortage of open space. Options to improve open space include improving access to existing open spaces just outside the activity centre boundary, enhancing existing open spaces to ensure their use is maximised and creating new spaces. An example of a pocket park is demonstrated in **Figure 26**, and can be considered if reasonable residential densities can be achieved around it.

Figure 26: Example of pocket park surrounded by dense urban development



Chipton Park in East St Kilda provides an example of a small pocket park.

Source: <https://www.google.com/maps/uv?pb=!1s0x6ad66840bbb93b91%3A0xa86c2e2ce4e19351!3m1!7e115!4shhttps%3A%2F%2Fh5.googleusercontent.com%2Fp%2FAF1QipMmffPuk3-1DpYt4PhiCCmhlTn8wyz8mbOqNeFJ%3Dw260-h175-n-k-no!5schipton%20park%20-%20Google%20Search!15sCqlqAQ&imagekey=1e10!2sAF1QipPFARjvFqHCSUd0InSI77fkFAVdaf2eOkUEqL&hl=en>

Accessing the extensive open space in Marie Wallace Bayswater Park is a key issue that needs to be addressed. The transport theme suggests some potential improvements to access and connectivity.

Streets and public spaces become even more important when open space is limited. They need to perform a number of roles including providing a diversity of uses, interaction from adjacent activities, social participation, green services and complete streets. Greater access to school grounds and Council facilities could also contribute to open space.

Opportunity 21 - Investigating heritage places

Recognising, maintaining and enhancing cultural heritage is important to creating strong cohesive communities. Council could consider commissioning an updated Thematic Environmental History and heritage gap study to address known and likely gaps in the Schedule to the Heritage Overlay given the age of the previous *Knox Heritage Study* (1993) in order to protect sites of post contact heritage significance. Eight potential heritage places identified in the study area should be investigated and consideration made of their suitability for protection.

Opportunity 22 - Developing urban design guidelines

The development of Urban Design Guidelines could assist in clarifying expectations for the public realm of the centre and deliver high quality places to support the social, cultural and environmental wellbeing of the community. These could provide guidance on issues such as the movement network, streets and public spaces and buildings and objects in the public realm and would ideally complement the *Urban Design Guidelines for Victoria*. Ensuring streets are designed to be accessible for all ages and abilities is essential.

A potential urban design strategy is suggested in **Figure 27**.

How would the proposed opportunities help the renewal of Bayswater?

The proposed opportunities would deliver across the full range of social benefits. The most significant would be through the creation of great community spaces so important to the achievement of renewal of the centre. Place making initiatives, a new heart for the centre and urban design guidelines would make a significant contribution to this benefit and create the right conditions for new housing and employment to further renew the centre. Initiatives to respond to the challenges of Covid-19 would ensure the centre bounces back quickly from the economic and social impacts of the pandemic.

Table 6: Social Benefits – Urban Design and Built Form






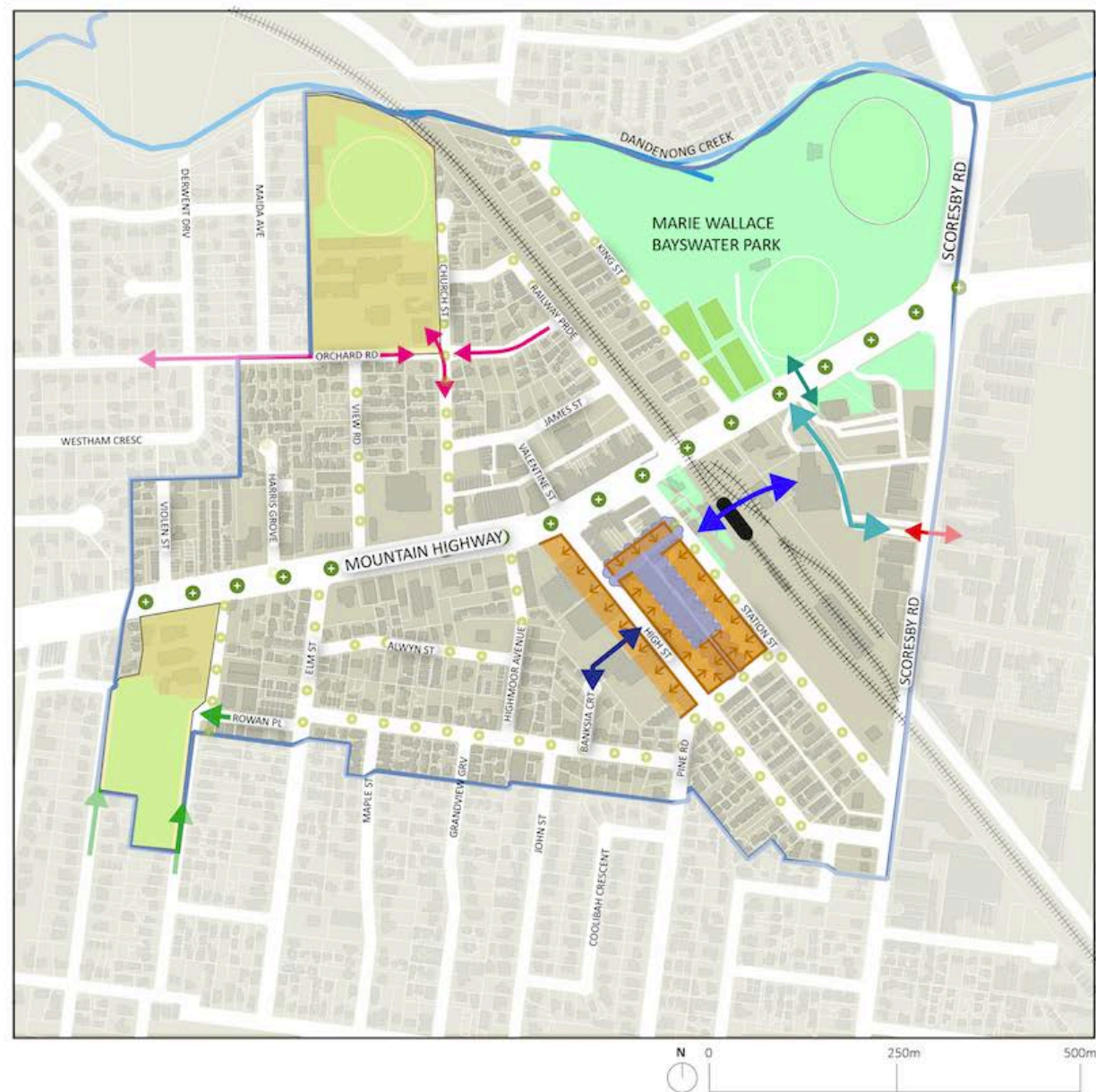
OPPORTUNITY	SOCIAL BENEFITS				
	 ACCESS	 HOUSING/ JOBS	 SPACE	 COMMUNITY	 CULTURE
	Remove barriers to access and participation.	Facilitate delivery of housing and employment spaces that meet local needs.	Create great community spaces.	Build community capacity, strength and resilience.	Embed and enhance culture and community values.
Reviewing built form controls		✓	✓		
Development sites		✓	✓	✓	
Place making	✓		✓	✓	✓
Creating a heart for Bayswater	✓		✓	✓	✓
Responding to challenges of Covid-19			✓	✓	✓
Additional open space	✓		✓		
Investigating heritage places			✓		✓
Developing urban design guidelines			✓		✓

Figure 27: Bayswater MAC – Potential Urban Design Strategy

Legend

-  Improve pedestrian connections to secondary college
-  Improve pedestrian connections to primary school
-  Possible pedestrian crossing across Mountain Highway
-  Future street structure upgrade
-  New link across rail line to unlock Triangle site
-  Explore possible pedestrian connections to improve access
-  Possible signalised pedestrian crossing across Scoresby Road
-  Enhance tree planting on Mountain Highway
-  Enhance tree planting across the activity centre
-  Activate edges within activity centre core
-  Penguin Place/ Macauley Place new civic heart
-  Activity centre boundary
-  School
-  Building footprint
-  Open space
-  Belgrave Train Line
-  Bayswater station
-  Dandenong Creek



3.6. Transport and Movement

3.6.1. Since 2005....

The 2005 structure plan identified that the centre was largely shaped by the significant barriers of the main roads and railway line which cuts the centre into quadrants. Reducing the impact of these barriers and improving links into the surrounding areas such as the industrial area (BBP) for pedestrians regardless of how they arrived at the centre was the priority. Improving the public transport interchange, bus routes and frequency, pedestrian access across the railway line, to the BBP and parks identified, reductions to the width and speed of Mountain Highway, development of off-street carpark, and improving the pedestrian environment on Mountain Highway were all identified.

The grade separation of both level crossings on Mountain Highway and Scoresby Road in December 2016 delivered significant improvements to the centre. Traffic flow has improved through the centre on both Mountain Highway and Scoresby Road. The LXRP also added painted bicycle lanes to Mountain Highway between Valentine Street and Jim Abernathy Memorial Drive. A range of public realm and pedestrian improvements in the area surrounding the worksites and Bayswater Station were also delivered.

A number of other initiatives have been delivered to improve pedestrian safety (including wombat crossings), and plans are underway to upgrade Macaulay Place shared pedestrian zone.

3.6.2. Key facts and influences

The activity centre is focused around the Bayswater Railway Station located on the Belgrave line. 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 runs through the centre and connects to the Dandenong Creek Trail at its northern boundary.

The proportion of households in Bayswater that own at least one vehicle is very high. This suggests an over-reliance on the private vehicle which can hinder sustainable development and create traffic congestion. Only 4.9% of households in Bayswater do not own a motor vehicle (SA2, ABS 2016) compared to Melbourne metropolitan average of 7.6%.

Additional landscaping and canopy trees have been planted through the centre, beginning the process of improving amenity for pedestrians, reducing urban heat island and reducing traffic speeds.



Some of the improvements to the centre as a result of the grade separation can be seen above.

Some pedestrian improvements in the immediate vicinity of the level crossing removal include a shared user path underpass of Mountain Highway, but this is better suited to regional through travel or access to Bayswater Station rather than local trips between shops in the centre.

While the grade separation in 2016 delivered improvements to the centre, there are still significant barriers to pedestrian and bicycle access to and through the Bayswater MAC remaining. These are the:

- Railway corridor with associated stabling and maintenance yards.
- Mountain Highway (generally a 6-lane arterial road, otherwise four lanes with turning lanes, slipways and on street parking).
- Scoresby Road (4 lane arterial road).

The Metropolitan Rail Network Development Plan released in 2012 highlights that construction of a new stabling and maintenance facility at Lilydale by 2032 will provide the “Opportunity to close down Bayswater train maintenance facility with the potential to release of land for other purposes.” This is the single biggest opportunity for the Bayswater MAC, as it provides the potential to re-vision the triangle precinct between the railway corridor, Mountain Highway and Scoresby Road.

Increasing the residential population within 400m walking distance of the centre is essential to support local businesses, create economic opportunities, make the best use of community facilities (including open space and public transport)

and minimise traffic congestion. Mode share to and from Bayswater is as shown in **Figure 28**.

Active Transport

There are opportunities for ongoing public realm and active transport improvements, along with further landscaping and canopy tree planting especially next to pathways. Reinforcing safe crossing options of Mountain Highway by pedestrians and bicycles through signalised intersections, and potentially a reduction in the speed limit through the heart of the activity centre, will all improve the attractiveness of the centre and support a walkable and pleasant retail environment. Improvement to active transport options with clear, unencumbered paths of movement will support the centre to compete against out-of-centre retail development, with pedestrian amenity a point of difference.

While major bicycle paths are provided for travel in the north-south and east-west directions, they are not supported by a network of local bicycle paths to connect bicycle riders to different areas within the Bayswater MAC. The domination of private vehicle travel and a lack of bicycle riding priority or safe infrastructure, deters potential bicycle riders due to safety concerns (of the rider and their family/friends).

Mountain Highway poses a major barrier to pedestrian connectivity between the north and south of Bayswater MAC. The current vehicle speed of 60kmh on Mountain Highway is not appropriate for an activity centre and the narrow medians in the centre don't provide safe refuge for pedestrians. On some other roads, wider pedestrian footpaths would encourage walking.

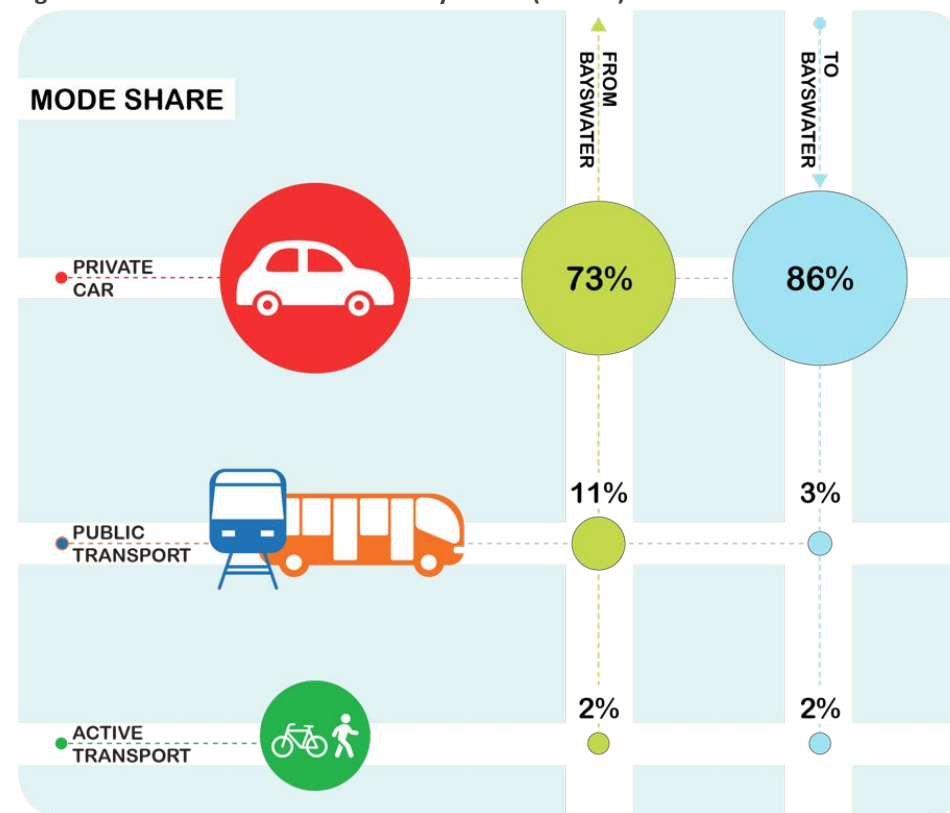
Significant swathes of at-grade parking form barriers to pedestrian permeability and detract from the amenity of walking in Bayswater.

Vehicular movement

The centre is predominantly accessed by car, even for local trips. This will result in increasing congestion as development intensifies in the centre.

Increasing the attractiveness of more efficient transport modes, such as public transport, walking and bicycle riding could absorb increases in local trips made by car, maximising the efficiency of the road network and mitigating congestion. While reducing the speed limit on Mountain Highway within the BAC will improve pedestrian safety and permeability.

Figure 28: Mode Share to and from Bayswater (suburb)

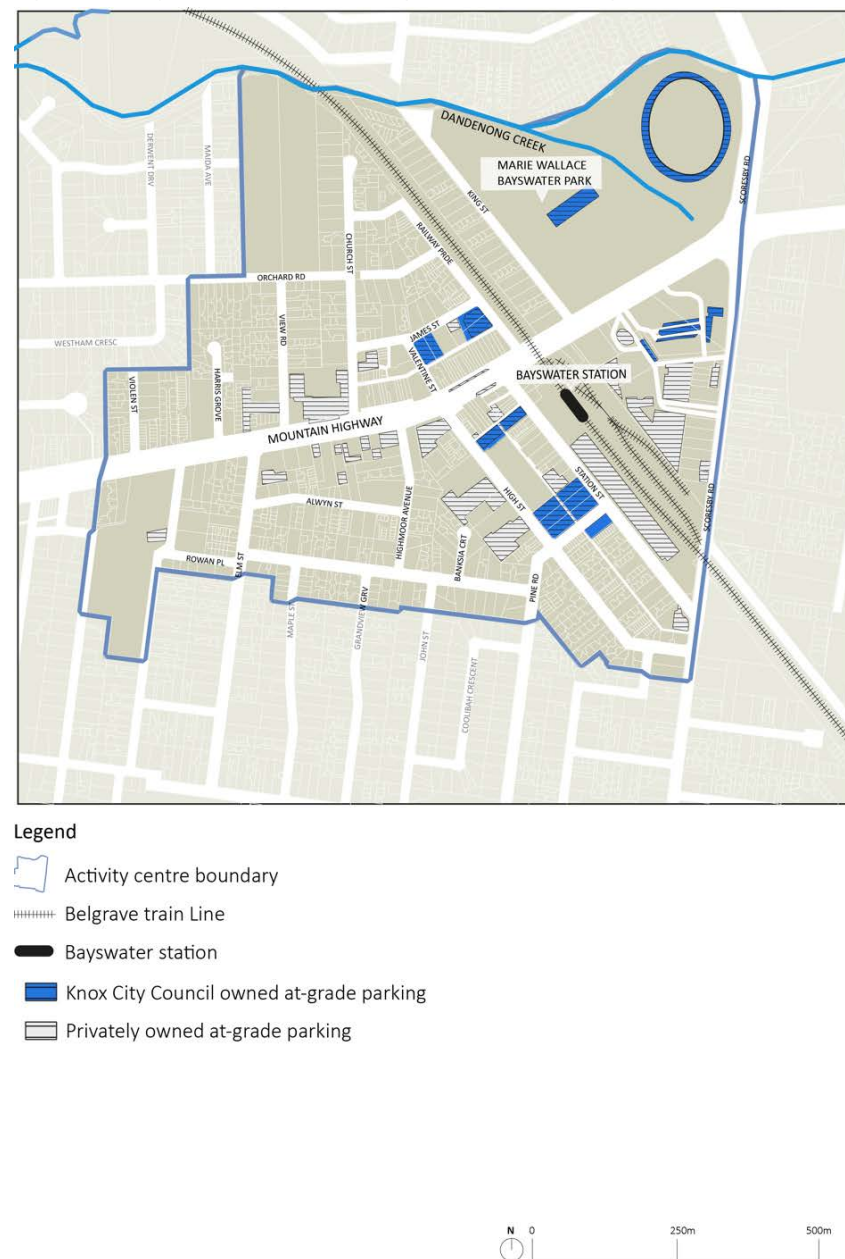


(Source SA2 ABS 2016)

Parking

There is an abundant supply of parking adjacent to the Bayswater Station and the supermarkets on High Street as shown in **Figure 29**. On-street parking is also available along Mountain Highway (between Highmoor and Station Street), Station Street and High Street. Parking makes up a significant amount of all commercial and industrial land uses in the study area.

Figure 29: Bayswater MAC – Existing Off-Street Parking Areas



There are 400 parking spaces available south of Bayswater Station with more than 100 car spaces available on High Street and Station Street. There are also car parking spaces available at the entrance and rear of Mountain High Shopping Centre.

A large proportion of the parking is privately owned or associated with the railway station and is not controlled by Council. This makes it difficult for Council to manage parking and optimise availability.

As land values increase due to the strategic importance of Bayswater MAC, large at-grade parking poses a barrier to development intensification. Consolidation of car parking will free up land for higher-order land uses, whether it is for more public space, or more leasable floor area in the centre. There is an opportunity to revisit parking provision for Bayswater MAC, to ensure that parking is provided at an optimal rate.

Public transport

The centre is located on the Belgrave line connecting the centre to Ringwood and Melbourne CBD to its west and Belgrave to its east. A number of bus services run through the centre however do not run frequently enough to provide sufficient service levels to be a viable alternative to the car for most residents. Frequency of public transport services are outlined in **Table 7**.



Some routes such as Route 745 offer just four one-way services per day, every one on a different alignment. There are also accessibility gaps within the Bayswater area, which means that a significant number of residents in and around Bayswater MAC are either not within 400m of public transport or are within access of very low frequency services. Advocating for bus network reforms which better connect residents to the Bayswater MAC and other

regional hubs will shift Bayswater closer to achieving a 20-minute neighbourhood.

Table 7: Weekday Public Transport Service Frequency in Bayswater

Route	Service direction	Service headway (minutes)				
		Early	AM peak	Interpeak	PM peak	Late
Belgrave Line	(Bayswater to City)	16-32	7-27	25-30	12-29	22-51
	(Bayswater to Belgrave)	21-27	17-30	11-30	8-16	14-32
664	To Knox City	16-28	19-21	20-37	15-20	20-33
	To Chirnside Park	19-37	12-27	25-30	18-25	20-32
745	Note this route has four different confusing alignments – each with only one service in a single direction on weekdays	NIL	NIL	Limited service	Limited service	NIL
753		NIL	Limited service	Limited service	Limited service	NIL
755	To Knox City	NIL	32-33	57-68	26-63	NIL
	To Bayswater	NIL	32-33	53-64	24-63	NIL

Source: PTV Timetables

Existing travel patterns are included in **Figure 30**.

Figure 30: Existing Travel Patterns to and from Bayswater (suburb)



(Source M&PC Analysis with VISTA-T 12-18 (SA2))

Much of the local population could access day to-day goods and services within a short walk or cycle. However, the abundance of at-grade car parking, barriers to movement around the centre, lack of consistent active transport priority

across and entrenched patterns of behaviour means that encouraging greater uptake of walking and cycling is difficult.

3.6.3. Opportunities to consider in the Renewal Strategy

Along with many of the directions of the existing 2006 Structure Plan, the new renewal strategy could incorporate some or all of the opportunities identified below. The potential social benefits of these opportunities are outlined in **Table 8**.

Opportunity 23 - Improving access by cycling and walking

Opportunities exist to increase priority for bicycle and pedestrian movements and increase space for bicycle riders and pedestrians.

A wider network of bicycle paths, particularly in the heart of Bayswater MAC would improve the safety of riding a bicycle in the centre and encourage more people to ride a bicycle for local trips. Exploring ways to improve pedestrian connectivity across Mountain Highway will improve the connection between key locations in the heart of centre, Bayswater Park and the restaurant precinct. This is also important for improving pedestrian connectivity to Bayswater Station.

Figures 31 and 32 identify a range of pedestrian and bicycle improvement opportunities. These changes could ensure that local people feel safe using active modes to visit and stay longer in Bayswater. It could reduce local transport costs and in turn increase local economic expenditure.

Opportunity 24 - Improving links to key areas

Marie Wallace Bayswater Park and the BBP provide significant opportunities to draw people into the centre from Bayswater and from the region to spend money and generate activity within the centre. Mountain Highway is a significant barrier (see below). Introducing new signalised pedestrian crossings should be pursued with VicRoads along with place making initiatives to draw people into the centre.

As the previous structure plan identified, the triangle site requires improved access from Station Street into the site in order to support land integrated uses and stimulate development. The relocation of the Train Maintenance Facility over the coming years could enable a pedestrian overpass to be constructed into the triangle site using the existing, and extending the station concourse.



A new pedestrian crossing over Mountain Highway would improve links between the Marie Wallace Bayswater Park and the commercial core of the centre. Reduction in the number of lanes between the railway line and Scoresby Road would also reduce the barrier effect by reducing the crossing distance..

Opportunity 25 - Review parking requirements for new development

The impact that parking provisions within the Knox Planning Scheme (KPS) have on future development could be considered further. Ample public parking around the centre, and the parking provisions in their current form can create a disincentive for future development and changes of use. This can have an unintended impact of encouraging out of centre development, which can entrench economic losses and reduce economic productivity caused by dispersed activity and high reliance on car access. Improving bus services to and through Bayswater could free up parking for those who need it as discussed below. Changes to the way people move around such as ride share services (and in the future) autonomous vehicles may also lessen the need for parking as could improved car parking management around high and low demand parking areas. This could free up land for Council to use for other purposes and reduce the urban heat island impacts. Car share schemes within developments or the centre would also assist with congestion in the centre and the need for extensive provision of parking for largely just storage of vehicles.

Opportunity 26 - Providing for electric vehicles

Council could lead by example in the provision for electric vehicle infrastructure by providing charging stations around the centre. In addition to assisting the transition to EVs within the community, such infrastructure may entice those

driving to and from the Mount Dandenong region, to make Bayswater their key stop - to charge, pick up supplies, and also helping to reduce the range-anxiety associated with EVs.

Opportunity 27 - Advocating for public transport improvements

There are opportunities to work with the Department of Transport (DoT) to restructure bus routes through the centre and rationalise the bus interchange at Bayswater Station to an on road facility on Station Street to improve existing services. If additional services are created, this may not be required. These changes could better service the centre, as well as reconsider route configuration and improving service catchment and mode share. These provide the opportunity to improve links to key areas including the Wantirna Health Precinct and the Bayswater Business Park. Bus changes to be considered include:

- Remove Route 745 and replace with an appropriate route that meets community needs.
- Extend Route 755 along Mountain Highway to Vermont South.
- Realign Route 664 to continue along Scoresby Road south of Station Street Bayswater to better connect with employment on Burwood Highway.

Opportunity 28 - Minimising the barrier effect of Mountain Highway

The renewal strategy could consider changes to Mountain Highway to make it safer and more attractive for people. This could focus on minimising traffic speeds, limiting left and right hand turn lanes and right hand turns, minimising the distance required for pedestrians to cross the road through lane reduction and kerb outstands and providing physical barriers to protect cyclists. Traffic flow and safety could be improved for all road users, ensuring that the corridor functions as a place that binds the whole activity centre together, rather than separating it. Reducing the number of lanes between the railway line and Scoresby Road intersection and reducing waiting times for pedestrians could also be considered. As the Victorian Government manages this road, negotiation to realise this initiative is required.

How would the proposed opportunities help the renewal of Bayswater?

The proposed opportunities would deliver a number of social benefits through improved movement and access to and within the centre for all members of the community regardless of their socio-economic circumstances. Improved public transport, improved cycling and walking priority along with improved links to key destinations would improve participation, safety and lead to economic benefits for local traders due to increased foot traffic. More people walking would enhance community spaces and have broader social benefits for the community. Fostering electric vehicle infrastructure aligns with the environmental values of the community.

Table 8: Social Benefits – Transport and Movement






OPPORTUNITY	SOCIAL BENEFITS				
	 ACCESS	 HOUSING/ JOBS	 SPACE	 COMMUNITY	 CULTURE
	Remove barriers to access and participation.	Facilitate delivery of housing and employment spaces that meet local needs.	Create great community spaces.	Build community capacity, strength and resilience.	Embed and enhance culture and community values.
Improving access by cycling and walking	✓		✓	✓	
Improving links to key areas	✓		✓	✓	
Reviewing parking requirements		✓			
Providing electric vehicles					✓
Public Transport improvements	✓	✓			
Minimise the barrier of Mountain Highway	✓	✓			

Figure 31: Potential Movement and Pedestrian Network Priorities

Legend

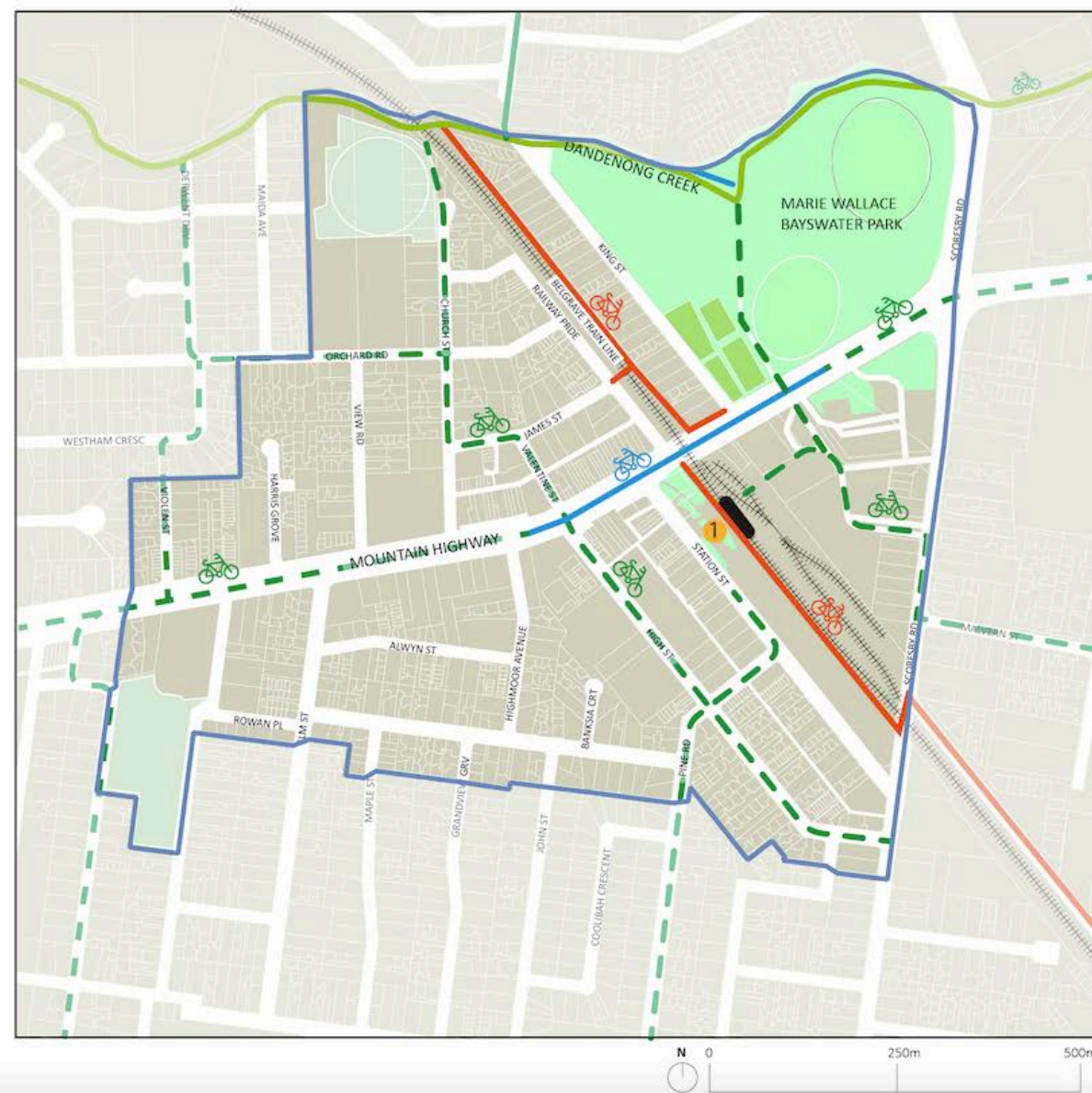
-  Advocate to Department of Transport for signalised intersection to improve pedestrian and cycling safety
-  Create new pedestrian link over rail line (subject to maintenance facility relocation)
-  Consider reduction in lanes to enhance pedestrian experience and additional street tree planting
-  Existing signalised pedestrian crossing
-  New pedestrian routes
-  Reduce speed limits through the centre
-  Consider installation of electric vehicle charging facilities
-  Activity centre boundary
-  Public open space
-  Private open space
-  Community infrastructure
-  At-grade parking
-  Belgrave Train Line
-  Dandenong Creek
-  Bayswater station



Figure 32: Existing and Potential Bicycle Network Priorities

Legend

-  Existing cycling route-
Ringwood Belgrave Rail Trail
-  Existing cycling route-
On road painted bicycle lane
-  Existing cycling route-
Dandenong Creek Trail
-  Proposed cycling route
-  Existing bike cage
-  Activity centre boundary
-  Public open space
-  Private open space
-  Community infrastructure
-  Belgrave Train Line
-  Dandenong Creek
-  Bayswater station



3.7. Community Infrastructure

3.7.1. Since 2005....

The structure plan recognised the need to continue to build the community through creating more opportunities for casual and informal interaction, improvements to community facilities and increasing the population in the centre to improve natural surveillance of public spaces. Supporting community groups and activities along with promoting community leaders, initiatives and local events and activities was to be promoted. Recognising the lack of community facilities, further planning was proposed.

Since 2005, Council has undertaken significant upgrades of Marie Wallace Bayswater Park. Streetscape improvements and a number of public art works have been installed improving identity. Council has investigations underway for a new multi-purpose hub to be developed in the centre and the image of the centre is improving.

Multi-Purpose Community Hub Feasibility Study

Council is currently undertaking a feasibility study for a new multipurpose community facility in the Centre. A high-level needs analysis was undertaken in 2020 which explored the potential for different uses at the facility, and further investigations are underway to develop the high quality multipurpose community hub.

Provision of a variety of safe, accessible community meeting spaces, specifically those that service youth and older people, with the opportunity of co-locating with other services such as the Bayswater Library are being considered along with other complementary development on the site.

3.7.2. Key facts and influences

The importance of community infrastructure

Community infrastructure plays a critical role in the social sustainability of a place and a community and can shape community outcomes, including the physical and mental wellbeing, diversity, and economic activity. There are a number of social trends, from local to global, influence the provision of community infrastructure in Bayswater, including:

- A growing and diversifying population.
- Infrastructure maintenance and rationalization.

- Living Local (creation of 20-minute neighbourhoods).
- COVID-19: Social isolation and the use of technology.
- Responding to climate change.

Best practice in community infrastructure planning and delivery demonstrates methods for responding to these social trends, including:

- A shift from standalone facilities to hubs.
- The evolving role of libraries as a 'second living room' for people of all ages.
- Affordable access to digital technology.
- Designing in unprogrammed 'bumping spaces' for casual socializing.
- Flexibility/adaptability to maximise utility and longevity.
- Streets as open space.
- Increasing access to public green space.

Table 9 Summarises the benefits of community infrastructure.

The Bayswater community

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 a suburb that experiences relative socioeconomic disadvantage and is anticipated to experience significant population growth through 2041.





The Bayswater community is characterised by the following social issues in the context of Knox and Greater Melbourne:

- Larger share of lone-person households.
- Somewhat greater cultural and linguistic diversity (CALD) than the City of Knox, however not in comparison with Greater Melbourne.
- Relative socio-economic disadvantage, including higher rates of housing stress, people in need of assistance, youth disengagement and lower median weekly household income.
- Lower attainment of university qualifications and stronger presence of blue-collar workers.
- Greater rates of physical health risk factors, greater rates of psychological distress, and slightly higher proportion of people in need of assistance due to disability.

- Higher rates of criminal offences (Council notes that it is the highest rate in the municipality).

Changes to the Bayswater population and its demography will continue to impact the community's future infrastructure requirements.

Table 9: Community Infrastructure Benefits

Community Infrastructure Benefits	
Personal Wellbeing	
	Provides opportunities to meet formally and informally to recreate and socialize, which is important for personal wellbeing and creates social capital
	Creates opportunities to participate in learning programs for personal and professional development
	Promotes physical and mental health through participation in sport and recreation and access green space
Social Sustainability and Resilience	
	Facilitates mixing between different social groups for resource-sharing, ideas-sharing, and appreciation of cultural differences (particularly when different types of spaces are co-located)
	Encourages the creation of social capital (networks and relationships among people in a community)
	Encourages strengthening of community cohesion and capacity, which are vital to a community's resilience to chronic or acute stresses
Sense of Place	
	Enables 'placemaking' – activation of a place and creation of community culture
	Contributes to place identity, character, and pride
Economic	
	Creates opportunities for learning, training, and employment support
	Provides spaces in which to engage in work
	Enables participation in the workforce through provision of childcare and schools

Source Ethos Urban

Community facilities in Bayswater

Bayswater is home to a range of community facilities and has the highest rate of access to social infrastructure and services for Knox. These include sport and recreation facilities concentrated in Marie Wallace Bayswater Park, a number of primary and secondary schools including Bayswater Primary and Secondary School, the Bayswater Library in the Mountain High Shopping Centre, the Knox

Community Arts Centre, the Bayswater Senior Citizens Centre and a number of kindergarten and early years centres. The community facilities in the Bayswater suburb are shown in **Figure 33**.



Some of the existing community facilities in the Bayswater MAC.



Bayswater Library

Source: Knox City Council

Figure 33: Baywater suburb community facilities today



Source: Ethos Urban

A new multipurpose community facility is planned for the Centre. A detailed needs analysis was undertaken in 2020 which explored the potential for different uses at the facility, and detailed site investigations are now underway to determine the best site for the facility, as well as the potential mix of uses.

Community Infrastructure Needs

The *Bayswater Renewal Strategy: Community Infrastructure Needs Assessment* has assessed the current and future needs of the Bayswater (suburb) community.

There is likely to be a gap in Kindergarten program places 2041, largely driven by the introduction of a 3-year-old Kindergarten service. This will likely necessitate multiple additional rooms at existing or new facilities. Accommodating these places at the existing Kindergarten facility located at Bayswater Primary School (through an expansion or replacement of the existing Birch Street Children and Family Centre) is the preferred option, subject to engagement with the state government regarding the site.

There are two Government primary schools in Bayswater, and one government secondary school. Government schools can likely accommodate the anticipated increase in population to 2041. However, it should be noted that school planning needs to also consider the surrounding suburbs which may be serviced by schools in Bayswater, and what may be driving low enrolment numbers at Bayswater Secondary College. There is an identified gap in Catholic school provision for both Catholic primary and secondary schools.

Youth focused facilities has been identified as a gap in Bayswater, and more broadly in the municipality. Delivery of such a dedicated youth facility or youth space in a hub should be considered to meet service demand/community needs from across the municipality. The Bayswater MAC benefits from strong transport connections and proximity to a range of education facilities, including secondary schools. The socio-economic disadvantage in Bayswater and higher rates of youth disengagement further support the idea of providing a youth space in the area. This can be located at the new multipurpose facility, or at an alternative site.

The Knox Community Arts Centre (KCAC) hosts music and theatre performances, seating for 150 and is bookable by community groups. While this is the premier arts and culture facility in Knox, it would be not be considered a regional arts centre, as these typically include theatres with larger seatings, gallery/exhibition spaces, rooms for meetings/workshops, and other function spaces for events

and service provision. Council has long considered the development of a significant cultural venue for the municipality. There is potential for this facility to be located in Bayswater, provided as an upgrade/expansion to the existing KCAC. Alternatively, an upgraded facility could be provided at the Ferntree Gully Community Arts Centre, which may be more suitable due to its more central location in the municipality. If Council choose not to deliver a regional arts centre, gallery/exhibition spaces should be provided at other community facilities. The new multipurpose community facility in Bayswater is an opportunity to provide these spaces, and the Bayswater Renewal Strategy presents opportunities to deliver new public art and spaces that can accommodate cultural activities/ programming.

There are few Council-owned learning/meeting spaces in Bayswater, and further investigations and design concept options are currently being prepared for a new multipurpose hub facility in the centre. The creation of additional community meeting spaces designed to be flexible and multipurpose at a new hub would not only add to the number of spaces in Bayswater, but would provide upgraded spaces with greater capability to accommodate events, programs, and activities and meet diverse community needs in the long term. Similarly, a new fit-for-purpose library facility would represent a significant upgrade from the existing space, and allow the Bayswater Library to go beyond a traditional model, providing programmable and tech-equipped spaces, integrated with other community uses. These could include communal sewing spaces and kitchens, along with religious spaces. Longer hours of operation and more weekend access should also be considered.

Bayswater contains numerous indoor and outdoor court facilities, including ovals, multiple sports pavilions, and Knox Leisureworks is located just outside the suburb in Boronia. The existing sport and recreation facilities are likely adequate to accommodate the anticipated population growth and should be maintained

Bayswater contains a significant amount of open space focused in the north-east corner of the activity centre at Marie Wallace (Bayswater) Park, although a gap in open space access is located at the south-west corner of the centre. In established areas, policy and investment typically supports the enhancement of existing spaces to make them work harder, creating new links between existing spaces, and the conversion of vacant/underutilised spaces to open spaces that can be activated through pedestrian and commercial activity, arts and cultural programs, and other programs/events.

Delivery of a new multipurpose community hub in Bayswater presents an opportunity to deliver a new community garden and shed. Acknowledging that land for the new hub is constrained by its location central to the activity centre, a rooftop area may be an appropriate location for these spaces, alongside a social enterprise café/restaurant. Alternatively, a community garden and/or shed space could potentially be located at Marie Wallace Bayswater Park.

The new multipurpose hub may also accommodate co-working spaces. If Council does wish to provide a full-scale commercial co-working space, further work is likely needed to establish a governance model for this space, as they require a service provider (within Council or externally) to oversee the management of the space and any associated business services.

3.7.3. Opportunities to consider in the Renewal Strategy

The Bayswater Renewal Strategy could incorporate some or all of the opportunities identified below. The potential social benefits of these opportunities are outlined in **Table 10**.

Opportunity 29 - Maximising Council's investment in a multipurpose community hub

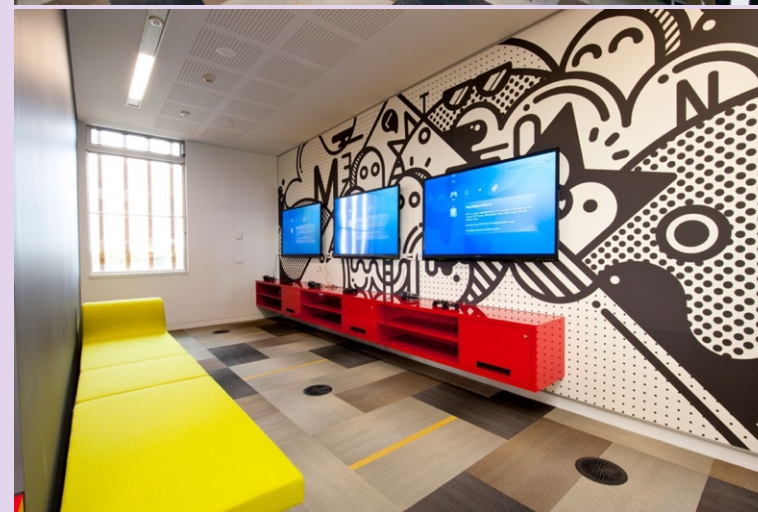
The potential development of a new multipurpose hub in Bayswater could provide the opportunity to support a strong Bayswater community improving the social outcomes including the physical and mental wellbeing, diversity, and economic activity. There is the potential to achieve a number of objectives in addition to providing new community facilities. There is potential for delivery of the following spaces at the new multipurpose hub:

- A dedicated youth space.
- Gallery/exhibition space.
- Community garden and shed.
- Social enterprise café/restaurant.
- Spaces for community health and other support services.

The strategy's built form and environmental requirements could underpin the foundation of the hub and its design response as an exemplar of urban design and architecture. This could help to set the development tone and expectations for the centre and contribute to an improved image for Bayswater.

Case study: Melton Library & Learning Hub

This library-based community hub includes 11 meeting spaces, a café, a recording studio, a youth lounge, children's area, digital infrastructure, and a 90-seat theatre. It hosts community programs tailored to local needs and interests, e.g. English language classes and craft workshops. The building exhibits sustainable design and energy efficiency, with a 5-star accreditation from the Green Building Council of Australia. It was delivered in 2013 through a mix of local, state, and federal funding, and now supports 15 ongoing FTE jobs.



Images source: Soundcorp

Opportunity 30 - Exploring the opportunity for an arts and culture led renewal

Bayswater has the foundations for arts and culture to play a strong role in the renewal of Bayswater. With the Knox Community Arts Centre (KCAC) as a key anchor, and a range of public art projects already in the centre, art and culture can assist in building community cohesion whilst bringing a range of economic benefits to the centre. With a proposed focus on renewing the public realm in coming years, and potentially building a new multi-purpose community hub, there is significant opportunity use arts and culture as a foundation for renewal. The Renewal Strategy could explore the potential for new and upgraded open spaces to host expanded arts and cultural programming to support activity in the KCAC. The provision of public art and creative/cultural expression through urban design and public art trails should also be encouraged. Temporary installations and place making initiatives could springboard an arts and culture led renewal.



Source: Knox City Council

Case study: Pennyweight Walk

The City of Greater Bendigo's Pennyweight walk is a community arts project that showcases 11 flower-themed works commissioned from Victorian artists in a historic laneway in central Bendigo. The works are displayed alongside floral canopies, young trees and garden boxes filled with pansies, violas and living plants. The pop-up installation is aimed at bringing more colour to the city and activating its streets. Visitors can even contribute their own artwork by drawing on one of the blackboards in the laneway.



Image source: Bendigo Advertiser

Opportunity 31 - Recognising First Nations history

There are a range of areas where the treatment and management of public spaces could assist in recognising, interpreting and educating about the First Nations heritage of the first inhabitants of the centre. A discussion with local elders could begin a conversation about the most appropriate way to reflect this history. This could range from the naming of places/streets, through to references in the public realm, art and landscaping works, and the management of creeks, drainage and wetlands. References may not be physical.

Opportunity 32 – Integrating child, youth and seniors friendly spaces for all abilities into new public buildings and spaces

The provision of child, youth and seniors-friendly spaces should be incorporated in the planning and delivery of new public buildings and public space in the centre, including play spaces. The strategy should identify locations where these spaces can be incorporated into the centre's public space network. These should be designed to be inclusive to those of all abilities, encourage social interaction, facilitate open-ended, creative, and imaginative play, utilise a wide range of equipment types, and promote physical movement. These spaces can assist in activating spaces and have flow on effects for the local economy.



Source: Knox City Council

The Importance of Natural Spaces








Source: Plan2Place Consulting

There is a growing understanding that access to nature and interaction with nature is good for community health and wellbeing, making us happier and healthier. A range of health benefits have been identified including to both physical and mental health. Building on the open space at Marie Wallace Bayswater Park and the Dandenong Creek, there is an opportunity to bring nature into the centre through vegetatating streetscapes.

How would the proposed opportunities help the renewal of Bayswater?

The proposed opportunities would deliver across all the social benefits with the potential multipurpose hub delivering across all the benefits. The provision of spaces for identified cohorts would make a significant contribution to ensuring there are no barriers to their participation in the life and activities of the centre. Arts, culture and recognising First Nations history would build community capacity, strength and resilience while embedding and enhancing culture and community values.

Table 10: Social Benefits – Community Infrastructure

OPPORTUNITY	SOCIAL BENEFITS				
	 ACCESS	 HOUSING/ JOBS	 SPACE	 COMMUNITY	 CULTURE
	Remove barriers to access and participation.	Facilitate delivery of housing and employment spaces that meet local needs.	Create great community spaces.	Build community capacity, strength and resilience.	Embed and enhance culture and community values.
Maximise the benefits of Council's investment in a multi-purpose hub	✓	✓	✓	✓	✓
Explore the opportunity for an arts and culture led renewal				✓	✓
Recognise First Nations history				✓	✓
Child, youth and seniors friendly spaces	✓			✓	✓

3.8. Bayswater MAC Boundary Assessment

The future role and function of the centre will be as a growing Major Activity Centre in the eastern region. The Bayswater MAC will provide for a range of retailing, commercial, residential, civic, educational and recreational uses and activities around a major transport interchange.

Determining the boundary of the activity centre and preparing a renewal strategy to guide the centre's future use and development aims to meet its existing and future needs. Based on the current projections and policy settings, the commercial, residential and public use areas of the study area are well placed to meet current and future community needs forming a designated activity centre boundary.

The proposed activity centre boundary has been reviewed, informed by research, analysis, investigations and findings contained in the supporting

technical reports. Analysis of the activity boundary criteria has been undertaken in **Appendix B**.

The existing activity centre boundary is sufficient for the projected needs of the Bayswater residential and worker population into the foreseeable future. No areas are considered necessary for removal from the activity centre boundary. Residential land within the activity centre is located appropriately within the boundary and surrounds the commercial core of the centre. Some residential land adjacent to the commercial core of the centre could be rezoned to the Residential Growth Zone to facilitate more apartment development in the medium to longer terms. It is envisaged that residential apartment typologies will be more likely to be economically viable within these time frames.

Renewing the centre of Bayswater

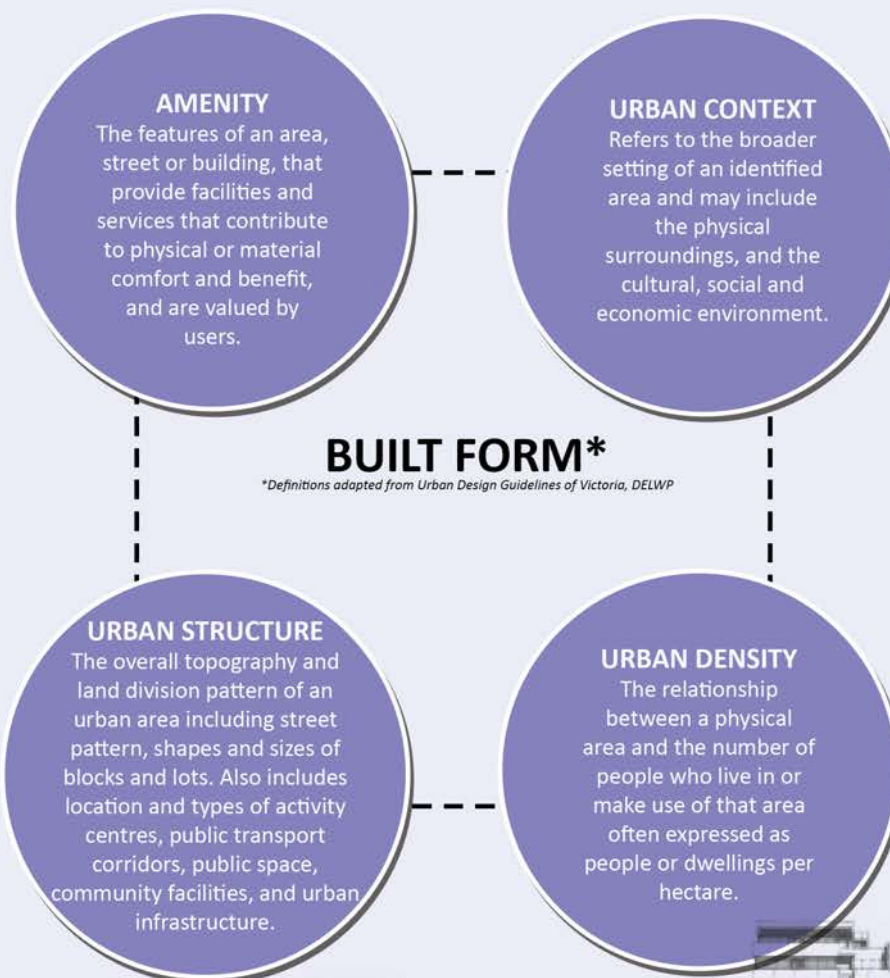
As a major activity centre in Melbourne's activity centre hierarchy with good access to public transport, the activity centre of Bayswater is expected to accommodate more people and activity.

Renewing the centre

As cities evolve so does their built form. Built form consists of the height, volume and overall shape of a building as well as its external appearance. There are many elements to consider in the influences of built form.

Council through the development of the Bayswater Renewal Strategy needs to balance a range of factors that will ultimately lead to the built form controls for the centre.

Additionally, it is important to provide buildings that meet the needs of the changing population. Providing for a range of building types is the key to good density and diversity, noting areas around public transport and services can reduce car dependency.



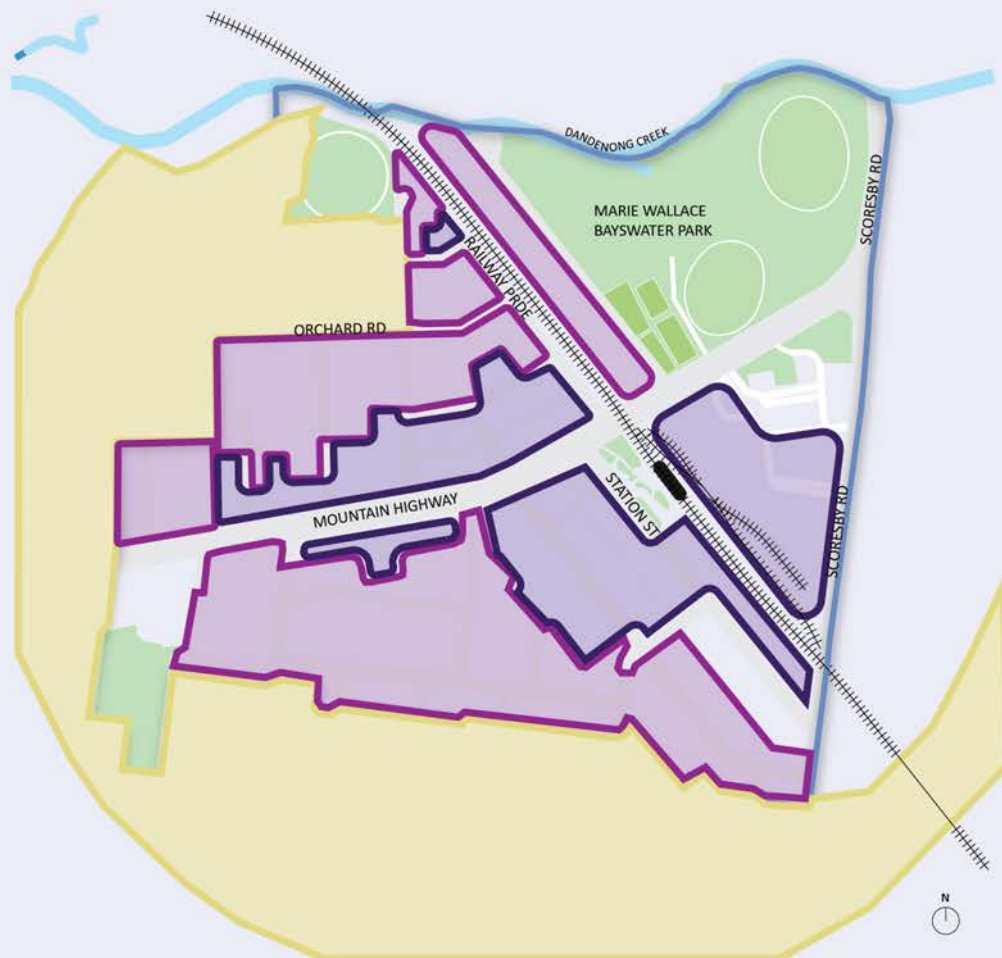
Low Density

Medium Density

Higher Density

Built form expectations for activity centres change from the surrounding residential areas to the core of the centre. Height and density increase in response to local amenity, context and structure of the centre.

What does this mean for Bayswater?



Medium to higher density (4-8 storeys)
 Medium density (around the core 2-4 storeys)
 Low Density (around the centre 1-2 storeys)

Map of built form density in Bayswater. Map is not to scale and indicative only.



Low density

Outside the centre, developments of 1-2 storeys will continue to develop.



Medium density

Around the commercial area, developments of 2-4 storeys are encouraged.



Higher density

In the core of the activity centre, mixed-use developments of 4-8 storeys are encouraged.

What further work is required to confirm built form controls in the centre?

- test the development viability of different built form outcomes
- understand community and business needs and values
- determine and test the balance of elements that make up built form

4. SUMMARY OF OPPORTUNITIES

This report presents a range of issues identified in the Technical Papers and a series of opportunities for consideration by the community and stakeholders. These are shown in **Figure 34**. This list is not exhaustive and it is anticipated that the community and stakeholders will have further ideas to shape the Renewal Strategy.

Further summary of the strengths, weaknesses, opportunities and threats facing the centre can be found in Appendix 3 and are further outlined in the Technical Papers that support the Issues and Opportunities Paper.



Figure 34: Bayswater MAC – Opportunities

Legend

-  New link across rail line to unlock Triangle site
-  Explore possible pedestrian connections to improve access
-  Possible signalised pedestrian crossing across Scoresby Road
-  Possible signalised pedestrian crossing
-  Redevelopment sites
-  Key opportunity sites
-  Mixed use development sites
-  Consider reduction in lanes to enhance pedestrian experience and additional street tree planting
-  Reduce speed limits through the centre
-  Penguin Place and Macauley Place new civic heart
-  Proposed cycling routes
-  Enhanced tree planting around activity centre
-  Enhanced tree planting on Mountain Highway
-  Activate edges within activity centre core
-  Activity centre boundary
-  Public open space
-  Private open space
-  Community infrastructure
-  At-grade parking
-  Belgrave Train Line
-  Bayswater station
-  Dandenong Creek



Opportunities

- 1 Promoting the centre as a place to live
- 2 Facilitating housing opportunities
- 3 Promoting diverse and affordable housing for all
- 4 Facilitating rail corridor development opportunities
- 5 Improving integration and synergies with the Bayswater Business Precinct (BBP)
- 6 Actively fostering additional commercial and office businesses
- 7 Identifying a niche role for the centre
- 8 Developing the night time economy
- 9 Maintaining and consolidating commercial floorspace in the centre
- 10 Council as a best-practice exemplar
- 11 Promoting climate resilient development
- 12 Revitalising Dandenong Creek
- 13 Utilising sustainable materials and solutions in streetscapes and infrastructure
- 14 Promoting precinct waste management
- 15 Reviewing built form controls
- 16 Facilitating key development sites
- 17 Promoting place making initiatives
- 18 Creating a heart for Bayswater
- 19 Responding to the challenges of Covid-19
- 20 Creating additional open space
- 21 Investigating heritage places
- 22 Developing urban design guidelines
- 23 Improving access by cycling and walking
- 24 Improving links to key areas
- 25 Reviewing parking requirements for new development
- 26 Providing for electric vehicles
- 27 Advocating for public transport improvements
- 28 Minimising the barrier effect of Mountain Highway
- 29 Investigate opportunities for a new multipurpose community hub
- 30 Exploring the opportunity for an arts and culture led renewal
- 31 Recognising First Nations history
- 32 Providing child, youth and seniors friendly spaces

5. NEXT STEPS

Feedback on the Issues and Opportunities Paper

Council look forward to receiving your feedback on the ideas proposed in this paper.

Feedback on the issues and opportunities paper will be used to inform the development of the Renewal Strategy and identify any further work required. A Community Engagement Summary will be published following the closure of community engagement.

The consultation outcomes will inform the development of a draft Strategy. There will be a further opportunity for the community and other stakeholders to engage on the draft plan once prepared.

The Bayswater MAC Renewal Strategy will then be presented for Council adoption. Council will then start implementing the strategy, including the preparation of a Planning Scheme Amendment and other actions to implement the plan and renewal activities guided by the strategy's vision.

How the renewal strategy can influence the Knox Planning Scheme

The Knox Planning Scheme can be used to implement those elements of the new renewal strategy that influence land use and development. This could include changes to the Municipal Planning Strategy and local planning policy that provide local policy directions.

New zones could be applied that allow different uses to occur on land. These can be supported by overlays that set requirements for development such as the built form and responses to flooding impacts. These options would be outlined in the draft Renewal strategy to enable community input. Any changes to the Knox Planning Scheme require a formal exhibition period where submissions are considered and assessed by Council and an independent Panel before a final decision is made.

Appendix A

Table 11: Summary of the Social Benefits Framework for the Bayswater Renewal Strategy

Principle	The Renewal Strategy should...
Remove barriers to access and participation.	<ul style="list-style-type: none"> • Improve pedestrian/cyclist access to/from the Activity Centre (AC), particularly across physical barriers such as Dandenong Creek, the train line, and Mountain Hwy. • Integrate pedestrian/cyclist corridors with open spaces. • Explore community transport options between surrounding residential areas and the AC. • Explore opportunities to improve public transport services to/from the AC. • Incorporate Universal Design principles in any new places and spaces. • Improve the accessibility of pathways and open spaces to those with limited mobility/using mobility aids. • Improve signage and wayfinding at the AC. • Identify anti-social hotspots and Crime Prevention Through Environmental Design (CPTED) measures to mitigate them, e.g. lighting, removal of 'hiding places', passive surveillance. • Provide amenities that meet basic needs, e.g. drinking fountains, public toilets, shade, and shelter. • Prioritise pedestrian access and safety in the AC.
Facilitate delivery of housing and employment spaces that meet local needs.	<ul style="list-style-type: none"> • Facilitate supply of housing that meets community needs (e.g. size, type, tenure). • Prioritise the delivery of housing to meet the needs of vulnerable/disadvantaged groups (e.g. elderly lone-person households, housing for persons with disability, lower-income households) • Identify potential surplus Council-owned sites where affordable housing (including social housing or other housing types for very low, low, and moderate income households) may be delivered. • Identify potential privately-owned strategic redevelopment sites where the delivery of affordable housing may be negotiated. • Encourage mix of employment spaces in the AC (e.g. commercial, business/office, retail). • Support commercial spaces with a range of floor areas to attract different types and sizes of employers. • Explore opportunities for provision of subsidised or free commercial/ business spaces for local not-for-profit organisations, particularly in buildings where long-term vacancies are an issue. • Identify & advance opportunities for collaboration spaces, co-working spaces, start-ups etc. particularly in existing accessible vacant spaces. • Align the objectives of the Strategy with those of the BBP Transformation Program to attract investment, increase business investment, and generate employment growth in the AC. • Support the viability of businesses in the AC by identifying design/activation strategies to attract increased foot traffic.
Create great community spaces.	<ul style="list-style-type: none"> • Provide new third places and bumping spaces in the AC. • Co-locate community spaces in areas highly accessible to where people live and work. • Incorporate green infrastructure in public spaces and places to deliver physical and mental health benefits and combat environmental threats (e.g. Urban Heat Island (UHI) effect). • Ensure spaces are designed to incorporate best-practice design principles (including flexibility and adaptability to meet evolving community needs in the long-term) and reflect the diversity and culture of the community so that they are inclusive and welcoming for all. • Identify additional temporary solutions for public space (e.g. road closures, pop-ups, parklets). • Identify potential purposes/uses (temporary and permanent /ongoing) for each space to facilitate their activation by the community.
Build community capacity and resilience.	<ul style="list-style-type: none"> • Prepare an Engagement Plan that: <ul style="list-style-type: none"> – Identifies local stakeholder and community groups, e.g. Knox Disability Advisory Committee, Knox Arts and Cultural Development Advisory Committee, businesses/traders, local service providers. – Designs a program to engage with the identified groups to create a shared vision, identify potential solutions, and develop a final Strategy.

Principle	The Renewal Strategy should...
	<ul style="list-style-type: none"> – Clearly communicates project drivers and objectives and the level of participation for stakeholders and the community. – Ensures that marginalised/disadvantaged groups are represented in the groups/activities. • Design third places and bumping spaces to encourage community connection. • Deliver spaces for community infrastructure/services that support the healthy development of community members at different life stages, e.g. childcare, family counselling, digital technology). This includes the delivery of a new multipurpose community facility. • Test potential solutions through placemaking activities. • Stage the delivery of the Strategy to ensure change is incremental.
Embed and enhance culture and community values.	<ul style="list-style-type: none"> • Identify components and characteristics of the built and natural environment that are highly valued by the community in the early stages of the project. • Prioritise the retention/enhancement of these valued components and characteristics. • Incorporate design features, including public art, that illustrate community culture/heritage. • Encourage housing and other development that responds to the local character and heritage. • Increase spaces that encourage cultural/artistic expression and that can accommodate cultural activities in the AC.

Appendix B

Bayswater Major Activity Centre Study Area and Activity Centre Boundary Analysis

Defining the extent of the activity centre is a key task in the development of a renewal strategy and should be guided by an assessment undertaken against the criteria set out by the Victorian Government. The Bayswater Structure Plan, Volume 1: Main Report June 2006 includes an existing activity centre boundary with a large study area for examination to enable the extent of activity centre boundaries to be sufficiently determined.

The Planning Practice Note 58 - Structure Planning for Activity centres sets out the criteria to be used to determine the boundaries of activity centres for a structure plan or renewal strategy.

Table 12 provides an analysis of the current boundary assessed against the DELWP guidelines.

Table 12: Activity Centre Boundary Assessment - Planning Practice Note 58

Boundary Criteria:	Assessment/Response:
<i>Consider the following issues in determining the potential location of an activity centre boundary:</i>	
The location of existing commercial areas and land uses	There are significant commercial areas located in the commercial core surrounding land adjacent to Mountain Highway and High Street and parallel to the railway line along Station Street. This land is mostly Commercial 1 Zone land, with some Mixed Use Zone land which provides for the needs of the local community in a mostly local catchment. There are industrial areas located on the west side of Scoresby Road in the Triangle site but these areas are mostly used for restricted retailing and do not perform a functionally distinct industrial role as part of the Bayswater Business Precinct. These areas could be repurposed for other uses.
The location of existing government and institutional areas and land uses	Government and institutional areas and land uses are included within the current centre boundary including the Bayswater Primary School, Bayswater Secondary College, civic, recreational and other public facilities which are appropriately located in the activity centre.
The location of existing areas of public open space	There is significant open space located within the centre such as the Marie Wallace Bayswater Park which performs important recreational and environmental roles. The contribution of these areas should be maximised to the benefit of other areas within the centre with potential need for additional open space areas, such as plazas and shared spaces to be provided in the commercial core
Commercial and residential needs	<p>The centre performs a mostly local role for convenience retailing and services and a limited presence of non-food retailing. Retail floorspace is estimated at around 24,030 sqm. Retail floorspace within the centre is approximately 84% occupied. Based on forecast trade area population and spending, a theoretical demand for an additional 3,000m² to 6,000m² retail floorspace is supportable in the activity centre over the 2021 to 2036 period, with a proportion of this to be accommodated in the current redevelopment of the Mountain High Shopping Centre.</p> <p>There is approximately 11,000m² of commercial floorspace located in the Bayswater MAC which includes office uses with shopfront tenancies and dedicated commercial office buildings mostly occupied by local service-related businesses. There is potential for an additional 1,500m² to 3,000m² of commercial floorspace to be provided within the centre to 2036.</p> <p>There has been limited commercial investment in the activity centre in recent years compared to the larger regional centres in the region such as Eastland in Ringwood and Westfield in Knox Central.</p> <p>There is relatively strong residential demand for townhouses and more diverse housing forms for those entering the housing market and for households that are downsizing from free standing dwellings. Over the period 2012 to 2021, an average 66 new dwellings per annum were approved in the Bayswater MAC. Throughout this period, 'Other Residential' which includes semi-detached housing and apartments, contributed to 80.9% of new dwelling approvals. The centre is now a well-established medium density market focusing on medium-density housing around the Bayswater commercial centre and train station, however much of this development has occurred at a 3-4 storey scale in residential areas and not within the commercial core.</p> <p>Projections indicate that the centre has a development capacity of approximately 6,460 dwellings and 83,000m² of retail and commercial floorspace (note: this is a conservative estimate and does not include the Triangle Site and a projection based on a number of assumptions, not an actual figure). On this basis, sufficient capacity exists within the current activity centre boundary to comfortably accommodate future demand for residential, retail and commercial office floorspace.</p>

Boundary Criteria:	Assessment/Response:
Consider the following issues in determining the potential location of an activity centre boundary:	
Environmental and flooding constraints	<p>Significant landscapes can be viewed from the centre such as the Dandenong Ranges and vegetation protection and environmental significance overlays have been applied to parts of the centre.</p> <p>Flooding constraints have been mapped throughout the centre and applied via the Land Subject to Inundation Overlay (LSIO) and Special Building Overlay (SBO). These constraints are more significant issues impacting the northern edge of the centre along the Dandenong Creek and the north-east quadrant of the centre affecting the Marie Wallace Bayswater Park and land near the Knox Community Arts Centre. Flooding impacts are greater on industrial land west of Scoresby Road in the Bayswater Business Precinct.</p>
Heritage constraints	<p>Existing heritage places, although few, contribute to the existing built form character of the centre and are identified by heritage overlays. The provide little constraint within the centre and good opportunities to enhance the heritage and character of the centre which can be reflected in the Renewal Strategy's key directions and Knox Planning Scheme. There are four (4) heritage places protected by the Heritage Overlay and a further seven (7) places noted in the 1993 <i>City of Knox Heritage Study</i> with a recent study identifying a further eight (8) potential heritage places.</p>
Availability of strategic redevelopment sites, both existing and potential	<p>There are a number of significant strategic redevelopment sites within the activity centre boundary including:</p> <ul style="list-style-type: none"> - Commercial sites such as the Mountain View Shopping Centre, supermarket sites and sites along Mountain Highway and High, Valentine and Station Streets. - The Bayswater Triangle site which is a 6 ha public use/community, commercial and industrial precinct for which a masterplan has been previously prepared. - Car parking areas (both Council and VicTrack owned/managed) which have potential for mixed use development and to better integrate the centre. - A range of large sites currently used for commercial activities that are zoned Mixed Use. <p>These site provide ample opportunities for short and long term commercial, residential and community growth and development options within the activity centre.</p>
The location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the centre	<p>There are a range of different residential areas provided within the activity centre. These include areas zoned with the Mixed Use Zone (with no maximum building height limit), Residential Growth Zone (with a 13.5m discretionary building height limit) and General Residential Zone (with an 11m mandatory maximum building height limit). Housing stock in the centre is mixed and there are recent apartment and infill development opportunities which have increased housing supply and form with greater diversity and density of development.</p> <p>Residential land around the commercial core of the activity centre continues to have residential opportunities to contribute to greater housing diversity and provision within the activity centre. Some of this land bordering the commercial core and near the Bayswater railway station could be considered for greater transformational opportunities through 3-4 storey apartment and townhouse development to meet future community needs through a Residential Growth Zone. This would be similar to the situation for residential land along King Street opposite the Marie Wallace Bayswater Park.</p> <p>There is a large amount of residential land within the activity centre boundary with 6.82 ha of Residential Growth Zone land, 2.93 ha of Mixed Use Zone land and 27.8 ha of General Residential Zone land within 400 – 800 m of the Bayswater Railway Station. This amount of residential land is considered ample to contribute to the centre's projected housing capacity over the next 15-20 years.</p>
Consideration of physical barriers and opportunities for their improvement	<p>There are several significant barriers within the centre such as Mountain Highway, Scoresby Road and the Belgrave railway line which traverses the centre parallel to Station Street and Railway Parade from south-east to north-west. Despite the railway grade separation there are significant barriers to connectivity to, and throughout, the centre.</p> <p>Opportunities exist to improve the cohesion and links between residential and commercial precincts with an expanded active transport network and improved laneway connections off Mountain Highway and High and Station Streets and into new development, open space areas and car parking areas. There is an adequate grid street network throughout the centre with decent legibility but it could be improved with more direct connections and a focus on the active transport network. Linkages into the Triangle site from the commercial core of the centre could also be greatly improved, and across Scoresby Road into the Bayswater Business Precinct.</p>
Proximity to public transport, especially fixed rail (train or tram)	<p>The centre is well serviced by the suburban rail network with Bayswater Railway Station located in the activity centre, providing good access to Ringwood, Box Hill and the Melbourne CBD. There are four bus routes serving the centre and a bus interchange next to the railway station. Two of the bus routes are limited and infrequent with significant review of the bus network being required in order to provide good accessibility to services, facilities and employment.</p>
The location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges	<p>The Belgrave railway line, Bayswater Railway Station and other transport infrastructure such as bus routes within the centre are well established. The centre is served by four bus routes and a large number of car parking areas east and west of High, Station and Valentine Streets and Railway Parade. The bus interchange is located next to the Bayswater Station and bicycle routes traverse the centre, although north-south and east-west could be improved with more direct connections and a focus on the active transport network.</p>

Boundary Criteria:	Assessment/Response:
<i>Consider the following issues in determining the potential location of an activity centre boundary:</i>	
Walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre (depending on topography and connectivity)	The pedestrian environment within 400 to 800m of the core of the centre has good foundations but could be significantly improved with priority placed on the active transport network. Major roads and the railway line traversing the centre are currently designed to facilitate car and rail movements, with walking and cycling movements deprioritised, apart from along the railway corridor where it has been improved. There could be a more direct movement network put in place. The use of wombat crossings throughout parts of the centre has improved pedestrian safety, particularly around the railway station, bus interchange and along High Street.
Consistency with State policy	The activity centre and its designation as a Major Activity Centre is consistent with Plan Melbourne and the Planning Policy Framework. Strategic directions for the activity centre are consistent with state planning policy for activity centres.
Consistency with local policy and Municipal Strategic Statement (MSS) or a Municipal Planning Strategy where relevant	The activity centre as a Major Activity Centre is consistent with Council's local planning policy framework including the Municipal Strategic Statement, particularly Clause 21.02-01 Strategic Framework Plan and Clause 21.10-4 Local Areas: Bayswater Activity Centre.
Impacts of the boundary on other activity centre boundaries.	There is sufficient separation between other activity centres in the region such the Ringwood Metropolitan Activity Centre and Boronia, Mountain Gate, Knox Central and Croydon Major Activity Centres.

Boundary Criteria:	Assessment/Response:
<i>In setting a boundary for an activity centre, include:</i>	
Sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time frame and then into the 30-year horizon	There is sufficient commercial land to provide for the centre's needs and that of the surrounding community. There is significant commercially zoned land which should be sufficient in the short to longer term for the centre and the catchment's population's needs with local employment and economic benefits from a range of retailing and commercial uses.
Residential areas that are integrated into the activity centre or surrounded by other uses that have a strong functional inter- relationship with the activity centre even where limited development opportunities exist	Residential land within the activity centre is located appropriately within the boundary and surrounds the commercial core of the centre. Some additional residential land adjacent to the commercial core could be rezoned to the Residential Growth Zone to facilitate more apartment development in the medium to longer terms when this residential typology is likely to be more economically viable.
Key public land uses that have or are intended to have a strong functional inter-relationship with the activity centre even where there are no or limited redevelopment opportunities	The Bayswater Primary School, Bayswater Secondary College, Bayswater Railway Station, Knox Community Arts Centre, maternal child health and other social and recreational facilities are located within the activity centre boundary.
Public open space areas that have or are intended to have a strong functional inter- relationship with the activity centre.	There is significant existing public open space including the Marie Wallace Bayswater Park within centre providing an important function for the activity centre and its activities and this should continue to form part of the activity centre boundary.

Boundary Criteria:	Assessment/Response:
<i>In setting a boundary for an activity centre, generally exclude:</i>	
Residential land encumbered by significant constraints (such as a Heritage Overlay) located at the edge of the activity centre.	There are some heritage overlays that apply within the centre and they are mapped, known and interspersed through the centre. Other existing constraints or barriers, such as areas of land subject to overland water flow north and north-east of the centre are mostly at the centre's edge. Residential land south of the activity centre boundary and north of Orange Grove is less legible and more distant from the railway station and is zoned Neighbourhood Residential Zone which makes for a logical activity centre boundary.

Appendix C

Table 13: SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> – Designation as a Major Activity Centre – Good accessibility with major roads and Bayswater Railway Station – Three large format supermarkets located in the centre. – Home to a range of community facilities and services of local and regional significance including the Knox Community Arts Centre and Marie Wallace Bayswater Park. – Adjacent to Bayswater Business Precinct and the 5000 business and 30,000 workers of the BBP. – Level crossing project has significantly improved the station area and 	<ul style="list-style-type: none"> – While a Major Activity Centre in planning policy, the centre serves a role more akin to a neighbourhood centre. – Current planning controls may be constraining development. – Mountain Highway is a significant barrier to movement. – Poor physical connection to Bayswater Business Park. – Areas of the centre have poor image and amenity and the centre lacks a community ‘focal point’ that encourages people to linger and spend more time. Activity centre design and marketing is more important than ever – Population growth will place additional pressure on existing community infrastructure. – Requires multi-purpose infrastructure that is welcoming and are welcoming and inclusive of people regardless of age, gender, cultural background, or ability. – Relative socio-economic disadvantage in the area including higher rates of housing stress, people in need of assistance, youth disengagement and lower median weekly household income. – . 	<ul style="list-style-type: none"> – Redevelopment sites in the centre could provide additional population and commercial activity. Higher density development residential development could support housing diversity and affordability while enhancing retail and commercial demand. – Encourage well designed buildings at the gateway to the centre to assist in establishing a brand and sense of place. – Capitalise on physical and cultural connections to the Dandenong Creek. – Recognise, maintain and protect of cultural and heritage places. – Create a niche retail destination role to meet the desire for experience-based retail and consumer preferences favouring smaller convenience centres over larger higher-order centres for health reasons. – Provide a focal point and services for the community through the Community Hub to. Hub design can set a standard for development in the centre. – Advocate for bus network reforms which better connect residents to Bayswater Activity Centre and other regional hubs shifting Bayswater closer to achieving a 20-minute neighbourhood. – Use Council and State owned land to assist in rejuvenating the centre through additional housing and community facilities. Including provision of social and affordable housing. – Improve public realm and create a heart for the centre with improved public spaces and image. – Capitalize on the BBP and Wantirna Health Precinct through provision of complementary services and facilities. 	<ul style="list-style-type: none"> – Higher-order centres in Eastland, Westfield Knox and Boronia are all located in a relatively close proximity to Bayswater. Limit the potential for Bayswater to serve a higher-order retail and commercial function. – Housing affordability is declining. – Unlikely to attract significant state investment following grade separation project. – Climate change will lead to a hotter and drier conditions with more frequent storms and weather events. – Threats to community wellbeing and liveability including a disconnection from nature in urban areas and loss of local amenity with flow on

<p>sets a good standard for renewal.</p> <ul style="list-style-type: none"> – Strong medium density housing market. – Land values are approaching a level where interest in apartment development is emerging. – Low vacancy rate in commercial core. – One of fastest growing communities in Knox. 	<ul style="list-style-type: none"> – Number of accessibility gaps within the Bayswater area, which means that a significant number of residents in and around Bayswater Activity Centre are either not within 400m of public transport or are within access of very low frequency services. Advocating for bus network reforms which better connect residents to Bayswater Activity Centre and other regional hubs will assist Bayswater to achieve a 20-minute neighbourhood. 	<ul style="list-style-type: none"> – Use the train maintenance facility relocation as an opportunity for triangle site to redevelop and connect into the core of the activity centre. – Capitalise of community desire to live local as a result of the Covid-19 pandemic. – Green the centre and retain water in the urban environment to create a cooler and more comfortable environment mitigating the effects of the UHI effect. – Focus on attracting private sector investment to understand constraints on investment and how to overcome these. – Use a life-stages approach to plan for the community, with targeted support for disadvantaged and marginalised groups. 	<p>effects to health and active lifestyles.</p> <ul style="list-style-type: none"> – Current safety and perceptions of safety within the community. – Impacts of Covid- 19 are still to be revealed.
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Appendix D

Glossary

The following technical terms included in the glossary below have been used in this discussion paper.

Table 14: 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.
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.
Bayswater Business Precinct	A regionally significant industrial precinct of 730 hectares accommodating over 33,000 jobs as designated in the Melbourne Industrial and Commercial Land Use Plan.
Business service industries	Includes the following ANZSIC industry classifications: administrative and support services; financial and insurance services; information media and telecommunications; professional, scientific and technical services; public administration and safety; rental, hiring and real estate services.
Central City	The area within the inner region of Melbourne that contains key capital city functions and civic facilities, as well as several precincts identified for major and strategic change. It is a larger area than the Melbourne CBD.
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.
Community housing	Refers to a type of not-for-profit social housing. Community housing offers secure, affordable, rental housing for people on very low to moderate income households with a housing need.
Community service industries	Includes the following ANZSIC industry classifications: arts and recreation services; education and training; health care and social assistance.
Creative industry	Media, digital screen, design, writing and publishing, literature, fashion, performing arts, digital games development, broadcasting, music, cultural heritage, arts, education and craft industries.
Community housing	Refers to a type of not-for-profit social housing. Community housing offers secure, affordable, rental housing for people on very low to moderate income households with a housing need.
Copenhagen bicycle lane	Roadside cycle paths with a design emanating from Copenhagen and usually one-directional with one cycle track on each side of street, flowing the same direction as vehicular traffic. It has a minimum width of 1.7m separated from car lanes, parked cars and the footpath by a 7–9cm high stone curb.
Daylighting	The process of replacing a piped waterway, with an open, flowing channel that more closely resembles the original shape and form of the creek.
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.
Established urban areas	Areas of Melbourne that have been urbanised for at least several decades.
Health and education precincts	Locations to cluster synergistic health and/or education services to improve access to integrated service provision, improve outcomes, develop the health and education workforce and deliver economic benefits (such as innovation and job creation). These precincts may provide solely health, solely education, or a combination of health and education services.
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: <ul style="list-style-type: none"> - 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 Maroondah 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.
Knowledge-based industries and jobs	Production and services based on knowledge-intensive activities that contribute to an accelerated pace of technical and scientific advancement. Their key characteristic is a greater reliance on intellectual capabilities than on physical inputs or natural resources.
Local industrial precincts	Industrial areas that are not identified as being of state or regional significance.
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.

Manufacturing and industrial industries	Includes the following ANZSIC industry classifications: electricity, gas, water and waste services; manufacturing; transport, postal and warehousing; wholesale trade.
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 activity centres	Higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. Existing centres include Box Hill, Broadmeadows, Dandenong, Epping, Footscray, Fountain Gate-Narre Warren, Frankston, Ringwood and Sunshine. Future centres will include Locksley and Toolern.
Metropolitan Melbourne	The 31 municipalities that make up metropolitan Melbourne, plus part of Mitchell Shire within the urban growth boundary.
National employment and innovation clusters (NEICs)	Designated concentrations of employment distinguished by a strong core of nationally significant knowledge sector businesses and institutions that make a major contribution to the national economy and Melbourne's positioning in the global economy.
Neighbourhood activity centres	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.
Population serving industries	Includes the following industries: health care and social assistance, education and training and accommodation and food services.
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.
Regionally-significant industrial precincts	Key industrial areas that contribute significantly to local and regional economies. Some of these areas are well established and support a range of industrial uses while others are transitioning and supporting new uses. They include future employment areas have been identified through Growth Corridor Plans to support not just employment growth in outer areas, but to also meet Melbourne's longer term industrial and logistics needs. They are to be retained and planned for to allow a range of industrial uses or where appropriate new and emerging businesses that require access to affordable and well-located employment land.
Retail, accommodation, food and other industries	Includes the following ANZSIC industry classifications: Accommodation and food services; Other services; Retail trade.
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.
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.
Transit-oriented development	Compact, walkable, mixed-use communities centred around high-quality train systems. Transit-oriented development assists in addressing the growing problems of climate change and global energy security by creating dense, walkable communities that greatly reduce the need for driving and energy consumption.
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 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.