



Bayswater Renewal Strategy (Draft)

March 2024

Acknowledgement of Traditional Custodians

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

Located at the foot of the Dandenong Ranges, Knox has many places of historic significance to the Kulin Nation. Important cultural and historical sites within Knox hold both the traditional knowledge of the First Nations peoples and the traumatic stories of colonisation.

The journey ahead for Knox involves the land, the Traditional Custodians, the local First Nations communities, the wider community and the Council itself. Walking together and listening together to create a culturally safe and culturally rich community for all.

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

(Knox Council Plan 2021-2025)

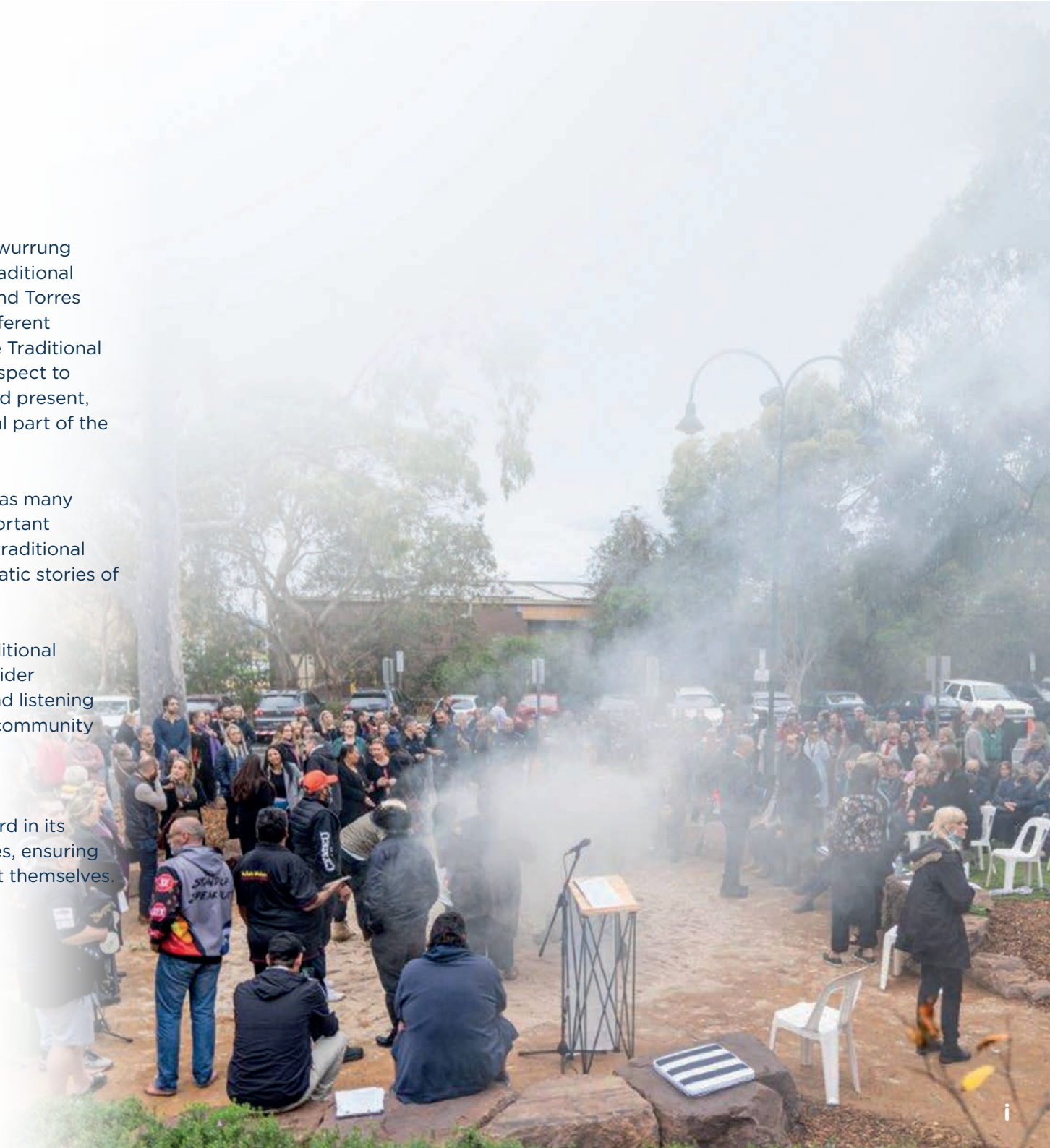


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Renewal Strategy prepared for Knox City Council by **Plan2Place Consulting** in conjunction with:



Abbreviations and Legislation

ARI	Average Recurrence Interval
Bayswater MAC	Bayswater Major Activity Centre
BBP	Bayswater Business Precinct
BRS	Bayswater Renewal Strategy
CECV	Catholic Education Commission of Victoria
CALD	Cultural and Linguistic Diversity
CASBE	Council Alliance for a Sustainable Built Environment
CPTED	Crime Prevention Through Environmental Design
C1Z	Commercial 1 Zone
C2Z	Commercial 2 Zone
DDO	Design and Development Overlay
DTP	Department of Transport and Planning
DDA	Disability Discrimination Act 1992
EAGA	Eastern Alliance for Greenhouse Action
ESD	Environmentally Sustainable Development
EV	Electric Vehicles
GRZ	General Residential Zone
IN1Z	Industrial 1 Zone
IN3Z	Industrial 3 Zone
IWM	Integrated Water Management
KCAC	Knox Community Arts Centre
KCC	Knox City Council
KPS	Knox Planning Scheme
LXRP	Level Crossing Removal Project
LEDs	Light Emitting Diodes
LGA	Local Government Area
Melbourne CBD	Melbourne Central Business District
MPS	Municipal Planning Strategy
MUZ	Mixed Use Zone
MWC	Melbourne Water Corporation

NDIS	National Disability Insurance Scheme
NRZ	Neighbourhood Residential Zone
PPF	Planning Policy Framework
PPRZ	Public Park and Recreation Zone
RGZ	Residential Growth Zone
SBF	Social Benefits Framework
UHI	Urban Heat Island
VCAT	Victorian Civil and Administrative Tribunal
VPP	Victoria Planning Provisions
WSUD	Water Sensitive Urban Design

Numeric Abbreviations	
°C	degrees celsius
ha	hectares
kph	kilometres per hour
m	metres
m²	metres square
sqm	square metres
%	percent

Related Legislation and Regulations	
Planning and Environment Act 1987 (P&E Act)	

1. Introduction

1.1 Overview

The Bayswater Renewal Strategy (BRS) has been developed to manage growth and development in the Bayswater Major Activity Centre (MAC).

The purpose and function of the BRS is to put in place the foundation for the renewal of Bayswater, building upon its assets and opportunities. This will guide the physical and natural environment, amenity and activities of the centre and its growth.

The BRS will replace the Bayswater 2020: Activity Centre Structure Plan which set directions for the centre to 2020.

The Bayswater Renewal Strategy will manage and guide development of the activity centre to 2040.

1.2 Background

The Bayswater MAC is located in Melbourne's outer eastern suburbs approximately 27 kilometres (km) east of Melbourne's Central Business District (CBD). Bayswater is located at the foothills of the Dandenong Ranges at the junction of two major roads, Mountain Highway and Scoresby Road, bisected by the Belgrave train line with the Bayswater Train Station located on Station Street.

The existing Bayswater MAC covers an area of around 91.3 hectares (ha) and contains a rich mix of commercial, retail, community, public and residential land uses. The centre extends from Dandenong Creek in the north to Boronia Road in the south, and from Scoresby Road in the east to Stud Road in the west. Mountain Highway passes through the MAC from west to east.

The existing boundary of the activity centre is shown in Figure 1 and the regional context is shown in Figure 2.

Bayswater MAC is one of five major activity centres in the municipality, with the others being Boronia, Knox Central, Mountain Gate and Rowville. The Bayswater Business Precinct (BBP), an important source of industrial jobs in the municipality and surrounding region, is located partially within and east of the MAC while the Wantirna Health Precinct is located just west of the MAC.

Key facts for Bayswater related to built form, population, community and transport are included on page 4.

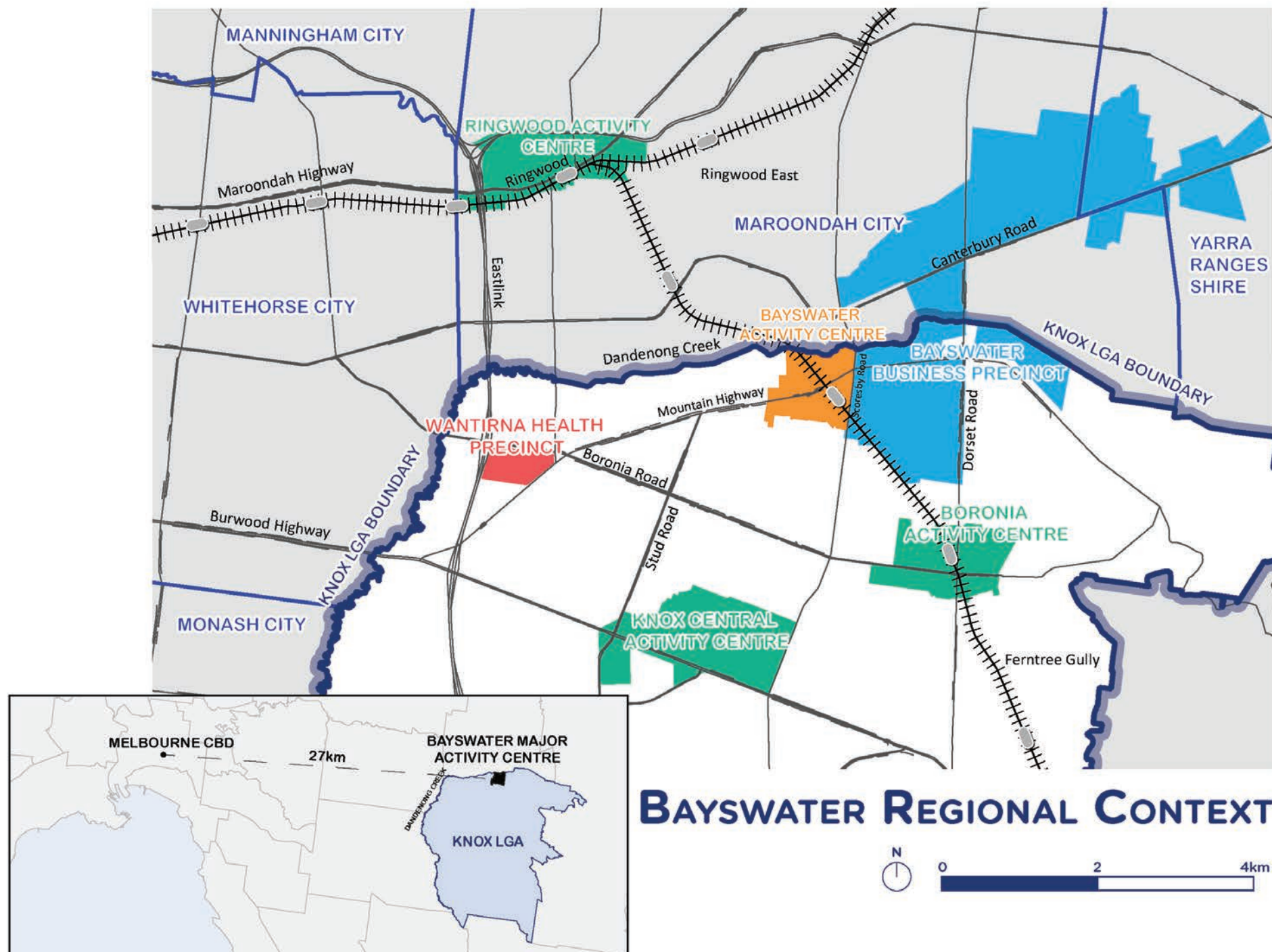


View of Mountain Highway facing north-east towards the Great Dividing Range.

Figure 1: Map of Bayswater Major Activity Centre



Figure 2: Map of Bayswater Regional Context



Bayswater Key Facts - at a glance

BUILT FORM

CBD **EAST** **27km**

4km SOUTH WEST of Ringwood MAC

3km NORTH EAST of Boronia MAC

Approximately **91.3 ha**



The centre contains approx. **24,030 sqm** of retail floorspace



Approx. **11,000 sqm** of commercial floorspace is located in the centre



Bayswater Activity Centre accommodated approximately **2,270 dwellings** in 2021

Median house price in Bayswater is approximately **\$820,000** and increasing

POPULATION

Traditional Owners

Bayswater forms part of the traditional lands of the **Wurundjeri** peoples of the **Kulin Nation**.



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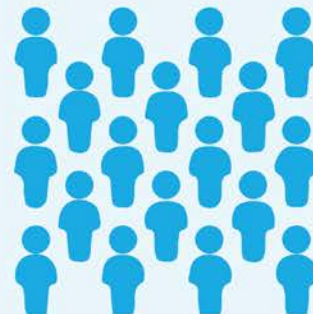
Residents
(Living in the MAC)



Male
46%



Female
54%



Forecast Bayswater Suburb SA2

2021 - **13,013**

2031 - **15,781**

2041 - **18,682**

(Source: Forecast i.d.)

COMMUNITY

15 ha of open space

Provides opportunities for walking and cycling and access to netball, tennis and barbeque facilities



TRANSPORT



5 bus routes pass through Bayswater MAC



BELGRAVE train line passes through Bayswater MAC

MOUNTAIN HIGHWAY and **SCORESBY ROAD** pass through Bayswater MAC

1.3 About Bayswater

Bayswater is in the traditional lands of the Wurundjeri Woi Wurrung peoples of the Kulin Nation, who lived along the Yarra River and surrounding local creeks. They cared for the country and used the Dandenong Creek, an important food source, as a resting place in summer¹.

Following European colonisation, the area was originally known as Scoresby North. Agriculture followed cattle stations and in the 1870s large orchards were established by German migrants, transforming the township into a popular retreat for the middle and upper classes². The railway opened in 1889 and two years later was renamed 'Bayswater'³. By 1911 the population was almost 900, and remained a popular tourist stop well into the 20th century. German immigration to the region increased again after WWII.

The industrial area north-east of the Bayswater MAC houses a number of factories that opened after WWII. The Dunlop Pacific factory opened in 1952, followed by British Nylon Spinners in 1956, with other firms such as Siemens, Vulcan, and many more, also establishing local manufacturing plants. Some continue to operate today⁴.

By the 1980s the City of Knox was seen as; “a bustling city transformed from a predominantly agricultural landscape to a vast area of residential, industrial and commercial development in a pleasant landscaped environment”⁵.

Today, residential areas comprise mainly single and double storey single dwellings and multi-unit forms from the mid 20th Century to the present day. Additionally, several 3-4 storey apartment buildings have been constructed over the past decade around the commercial core.

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

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

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

4 Jill Barnard, 'Bayswater', EMelbourne: The City Past and Present, 2008. <https://www.emelbourne.net.au/biogs/EM00169b.htm>

5 Knox City Council, 'Knox A Living and Growing City. The Prospectus 1982/83', cited in Margaret McInnes, City of Knox Heritage Study 1993, p 162.



'Welcome to Bayswater' sign on Mountain Highway.

Bayswater MAC has a typical urban structure aligned along transport corridors with the main retail and commercial areas located along major or arterial roads, particularly on Mountain Highway. Well serviced by public transport via train or bus, the MAC contains the Bayswater railway station located on the Belgrave line. Several local buses travel from Bayswater to local schools and key regional destinations including Knox City Shopping Centre, Mountain Gate Shopping Centre, Glen Waverley and Boronia.

Pedestrian movement through Bayswater is made more difficult by Mountain Highway and Scoresby Road as well as the rail corridor which act as barriers. The Dandenong Creek trail provides a regional walking and cycling trail along the north of the centre while on-road cycle lanes within the centre consist of line markings on the streets.

Bayswater has two major shopping precincts incorporating four supermarkets including Coles, Woolworths, Aldi and an independent grocer. The enclosed Mountain High Shopping Centre is anchored by the Coles supermarket and has a range of speciality retail, personal services, food and drink outlets and also includes the Bayswater Library. The overall floorspace of the centre is approximately 7,800sqm. A variety of strip retailing is located along Mountain Highway and High Street providing food and drink premises, cafes, restaurants and personal services. The area known as the Bayswater Triangle site, is located east of the railway line and functions as a community services and entertainment space housing the Bayswater Hotel, Knox Community Arts Centre (KCAC) and Bayswater CFA Fire Station.

Office development is located predominantly along Mountain Highway, Station Street, High Street and James Street. Industrial and employment land stretches along the railway line from Mountain Highway to Scoresby Road and beyond into the BBP to the north east.

The centre contains a range of community facilities and services including the KCAC, Bayswater Library and the Senior Citizens Centre. Bayswater Secondary College is located to the north-west adjacent to Dandenong Creek and Bayswater Primary School is located south of Mountain Highway on the western edge of the centre.

Dandenong Creek forms the northern edge of the activity centre (and the municipal boundary with City of Maroondah) and provides opportunities for walking and cycling, linking with Marie Wallace Bayswater Park. This park is a large, mixed informal and formal park with ovals, netball, tennis, playground and barbeque facilities.

1.4 The Need for a Renewal Strategy

The BRS will be the new structure plan for Bayswater, building on the previous Plan. Structure planning aims to develop a clear vision and identify the type and scope of change anticipated within an

activity centre. Structure plans should function as a tool to manage, guide and facilitate change within individual activity centres. A structure plan should also outline the role and function of activity centres in the context of State planning policy by providing a future vision, identifying where growth and change will occur, defining the boundaries of activity centres and highlighting future opportunities and risks.

Council's desire is to continue the renewal of the centre through the BRS and address the emerging challenges it faces, such as population growth and changes to the community profile, by balancing economic, social, and environmental issues. A renewal approach centred around Bayswater as a unique place with its own intrinsic characteristics and strengths, enlivening the centre and reducing the need to travel further, has therefore been used for the preparation of the Renewal Strategy.

The purpose and function of the Bayswater MAC Renewal Strategy is to plan for the future of Bayswater by protecting the distinctive positive elements of the centre and building upon its opportunities. This will guide the physical environment, amenity, and activities within the centre to 2040.

1.5 Policy Drivers

Plan Melbourne 2017-2051

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

Urban Design Guidelines for Victoria

The Urban Design Guidelines for Victoria are policy guidelines within the Planning Policy Framework (PPF) of the Victoria Planning Provisions (VPP). The guidelines must be considered when assessing

the design and built form of new development where relevant. This Strategy has been informed by these guidelines.

Draft Eastern Regional Land Use Framework Plan

The Draft Eastern Regional Land Use Framework Plan (LUFP) implements Plan Melbourne objectives at the regional level. The LUFP seeks to promote:

- Strong growth and job creation driven by the health, technology, education and retail sectors.
- Medium and higher density housing to meet the needs of a growing population with an increase in the amount of social and affordable housing.
- The transformation of key road corridors into green boulevards.
- Increased tree canopy cover.
- Improved connectivity.
- Improved integrated water management.

Planning Policy Framework - State

State planning policy supports the continued planning and growth of the Bayswater MAC. It promotes the sustainable growth and development of Victoria through a network of metropolitan, major and neighbourhood activity centres of varying size, role and function and adjoining areas (including residential land) that support their function.

To combat housing inaffordability, the State Government has set a target to build 800,000 homes in Victoria in the next decade. By increasing housing supply, affordability is expected to improve. Additionally, the State Government will foster the conditions to build high quality homes and more social and affordable housing in the places Victorians want to live.

Planning Policy Framework - Knox Planning Scheme

The pattern for land use development and major strategic directions for the municipality are established in the Strategic Framework Plan in the Municipal Planning Strategy (MPS) of the Knox Planning Scheme (KPS). The centre in conjunction with the BBP have been identified as the largest business location in Knox in terms of land area. They are important centres for investment and employment within the municipality and in the region.

Key strategic directions for Bayswater MAC and BBP (outlined in the MPS) include:

- Developing the location as a key employment destination.
- Transitioning large format employment sites to a mix of site sizes.
- Support industrial uses.
- Integrate employment generating uses with residential uses, open space and the Bayswater MAC.

Relevant key strategic directions for Knox include:

- Creating a network of activity centres, with preferred roles in accommodating retail, employment, housing and civic functions.
- Facilitating employment growth in the BBP, Bayswater MAC and the Bayswater Triangle as a strategic investigation site.

Clause 11.03-1L of the KPS supports the creation of vibrant local areas with a strong character, identity and sense of place with well-designed development and places that respect and strengthen the local context and landscape qualities of Knox. Places that are accessible and adaptable to changing community needs that increase personal safety and perceptions of safety are also important.

The Knox Housing Strategy 2015 directs housing growth to activity centres and mixed use developments to Commercial 1 Zone areas. A diversity of dwelling types, including social housing, are encouraged

in activity centres to cater for the community's current and future needs.

These policy drivers provide important strategic policy directions that have been incorporated into the draft Renewal Strategy.

1.6 Preparing the Renewal Strategy

There has already been substantial research and consultation to support the preparation of this draft Renewal Strategy. A range of background research and evidence was identified in Technical Papers, informing the Issues and Opportunities Paper and, consequently, the draft Renewal Strategy. The Issues and Opportunities Paper enabled many ideas to be tested with the community prior to drafting the Renewal Strategy.

Technical Papers developed to inform the BRS include the:

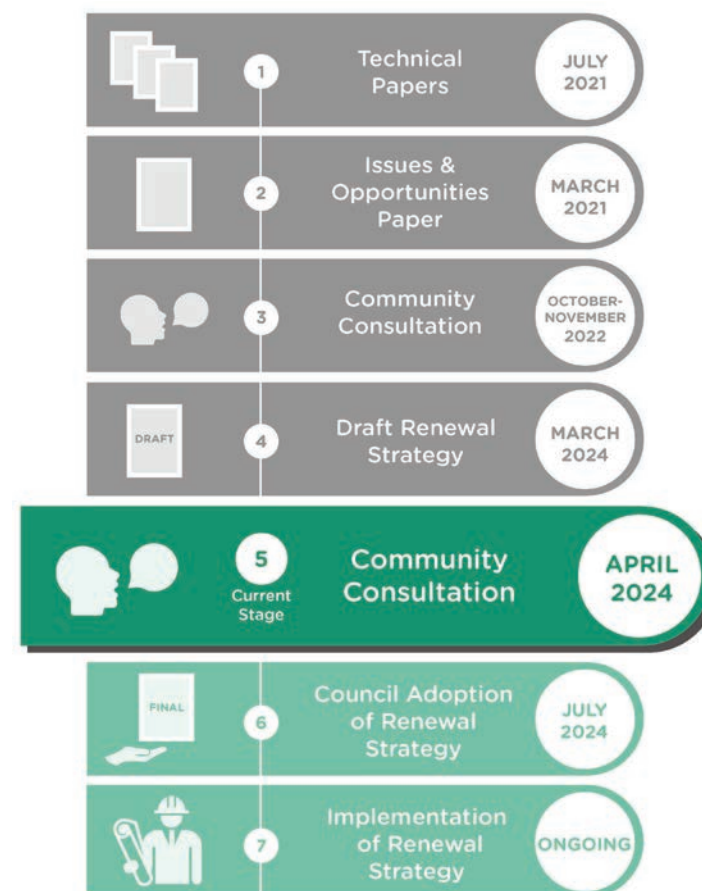
- Bayswater Sustainability Background Report – Hip V. Hype (2021).
- Bayswater Renewal Strategy Economic Assessment - Ethos Urban (2021).
- Bayswater Renewal Strategy Heritage Analysis – GJM Heritage (2021).
- Civil Engineering Infrastructure Technical Report V1 – Cardno (2021).
- Social Benefits Framework: Bayswater Renewal Strategy – Ethos Urban (2021).
- Transport Issues and Opportunities Report: Transport and Movement Analysis and Key Directions – Movement & Place Consulting (2021).
- Bayswater Planning and Urban Design Technical Paper – Plan2Place Consulting and Peter Boyle_Urban Design+Landscape Architecture (2021).
- Bayswater Renewal Strategy Community Infrastructure Analysis – Ethos Urban (2021).
- Conceptual Feasibility Assessment- Ethos Urban (2022).

In late 2022, a range of ideas and opportunities were provided for the community to respond to assist in the development of the

Strategy through an Issues and Opportunities Paper. This built on earlier consultation undertaken in 2020 through the background to commence the development of the Strategy. This enabled Council and its officers to be open to all issues and opportunities raised before responding and defining the parameters and scope of the project.

This current stage of consultation will seek public review and feedback of the draft Renewal Strategy prior to adoption and implementation by Council.

The adjacent diagram outlines the key steps in the development of the Renewal Strategy along with the next steps for endorsement and implementation.



Summary of Consultation Outcomes

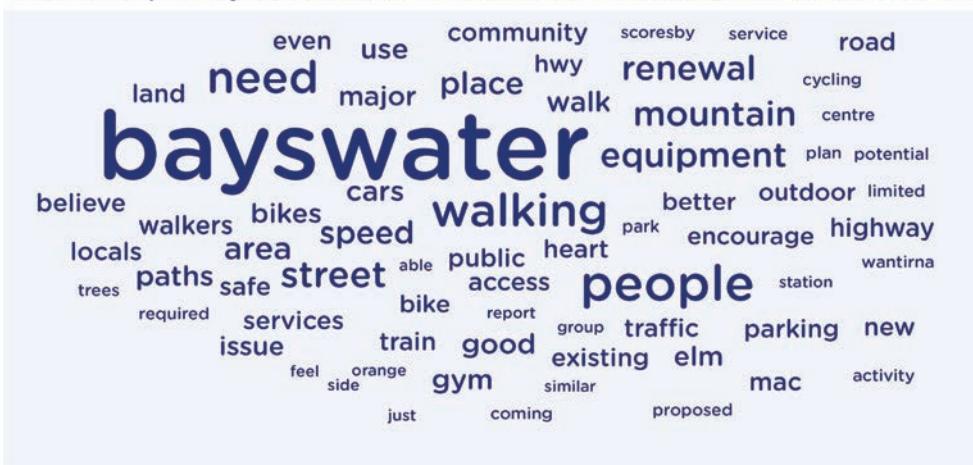
1.7 What we have heard to date

The following themes were explored through the Issues and Opportunities Paper. The key concerns raised by the community in relation to the themes and the opportunities identified are summarised below.

Who we Heard From



Most Frequently Referenced Words from Consultation Submissions



(All diagrams prepared by CoFutures)



Responding to the Social Benefits Framework

A Social Benefits Framework (SBF) has been developed to guide the development of the Renewal Strategy. The SBF was developed through a review of best-practice approaches in regenerative projects and consideration of the potential application of these approaches in the local context of Bayswater. The Framework seeks to maximise the delivery of social and economic benefits to the Bayswater community through the Renewal Strategy by addressing barriers to social wellbeing – physical, social, financial, and perceived barriers.

The Framework comprised the following principles that seek to maximise both social and economic outcomes derived from the Strategy:

- Remove barriers to access and participation.
- Facilitate delivery of housing and employment spaces that meet local needs.
- Create great community spaces.
- Build community capacity and resilience.
- Embed and enhance culture and community values.

The Draft Renewal Strategy provides a reference to show which Principle of the Framework the actions in the Theme have contributed to. For example:

Social Benefits Framework - Principles Contributed to

Facilitate delivery of housing and employment spaces that meet local needs



An assessment of the draft Renewal Strategy against the principles and actions identified in the SBF has been undertaken, which outlines how each of the principles have been contributed to along with a few opportunities for improvement. By addressing the above,

the Renewal Strategy supports social and community wellbeing, and a range of economic benefits including investment attraction, affordable housing, expanded business opportunities and local job creation.



2. Activity Centre Overview

The following section provides an overview of the centre's context and key issues and opportunities to be addressed by the BRS and is organised around the key themes of:

- Housing and Residential Development.
- Business and Economic Development.
- Environment, Sustainability and Climate Change.
- Urban Design and Built Form.
- Transport and Movement.
- Community Infrastructure.

2.1 Housing and Residential Development

Housing consists of a range of separate and semi-detached dwellings, and flats/ apartments, with separate houses being the predominant dwelling type. Between 2012-2021, an average of 66 new dwellings were approved per annum in Bayswater, 81% of which were medium-density housing. This type of housing, surrounding the centre's core has mainly been in the form of two-to-four-storey units and townhouses.

Median house prices in Bayswater have shown strong growth between 2011/12 and 2020/21, increasing by 7.6% annually; this compares to median house price growth of 7.2% a year throughout the City of Knox over the same period. In 2020/21, the median house price in Bayswater was \$820,000. Similar trends have been observed in the residential unit market with prices increasing at a rate of 6.1% per annum since 2011/12 and with the median price at \$623,500 in 2020/21 (Ethos Urban, Economic Assessment, 2021).

The Bayswater MAC comprises a demographic that has lower incomes and a greater level of disadvantage than other areas in the City of Knox and Greater Melbourne (ABS, 2021). The suburb is well placed as a location for affordable and social housing (and supported in the Knox Social and Affordable Housing Strategy and Action Plan 2023-2027) as it has good public transport access and there are a range of community, retail and social services available within the centre. Key sites for this type of housing are Council and State Government owned land. State Planning Policy encourages additional housing to be supplied within activity centres such as Bayswater.



Medium density residential development on Birch Street

Renewal of the centre requires investment that encourages people to live, work and play locally. Despite extensive development around the Bayswater centre, there has been little within the centre's core. While permits have been issued for two higher density, mixed use developments in the centre, there has been no construction to date. Increasing the amount of residential development in the centre is required so that the renewal benefits of more people living in the centre are realised.

While there is little evidence currently of a market for higher density residential development, as reflected by the lack of apartment developments within the centre, this is not expected to be the case over the life of the Renewal Strategy. As a result, planning for higher density development is essential to ensure positive outcomes are realised (Ethos Urban, Conceptual Feasibility Assessment, 2022).

Much of this demand for apartment and mixed use development can be provided in land zoned Commercial 1 and Mixed Use. Along with the Bayswater Triangle site, commercial and mixed use land are the key strategic redevelopment areas for the centre (Ethos Urban, Conceptual Feasibility Assessment, 2022).

Investment in creating a sense of place, improving the public realm and creating a vibrant centre will all contribute to the underlying viability of higher density development in Bayswater. This will in turn support the renewal of the Bayswater MAC by creating a range of opportunities for local employment, business, improved community facilities, accessibility and opportunities for social interaction.

Bayswater also currently has little affordable and social housing. Increasing house prices and cost of living pressures, along with a generally low-income demographic is placing pressure on housing affordability in Bayswater. Council can work with housing providers and Homes for Victoria to facilitate opportunities in both public and private developments. Improved housing diversity and the provision of more affordable and social housing in the centre is essential to ensuring there is adequate supply of housing for the community's future needs in the region. Additionally, it will also assist families, couples and single persons on a range of incomes and abilities to be able to afford to live in the centre.



“I would only support more residential development in Bayswater if there was sufficient parking places available within the development and not spilling out onto the street”

Statement from public consultation

“More public housing needs to be available”

Statement from public consultation

Medium density residential development on Highmoor Avenue

2.2 Business and Economic Development

Currently, the activity centre has a focus on convenience retailing and services and a limited presence of non-food retail. The centre has three main supermarkets, Woolworths, Coles and ALDI which perform the role of anchor tenants, and a food wholesaler. There is approximately 24,030sqm of retail floorspace, 84% of which is occupied by convenience retail categories including food, liquor and groceries, food catering and services. There is also 11,000sqm of commercial floorspace including office uses with shopfront tenancies and dedicated commercial office buildings. In a large part, commercial floorspace is occupied by local service-related businesses. While a high-level of vacancies has affected the activity centre in the past, this is no longer the case with an estimated 2,060sqm of vacant shopfront floorspace. This represents a vacancy rate of 7%. Typically, a healthy performing strip-based centre will have a vacancy rate in the order of 5-7% (Ethos Urban, Economic Assessment, 2021).

The Bayswater MAC is not currently considered to be a major office market. However, office developments support local employment opportunities and are an important component of the centre's overall offering. Despite this, there has been limited recent commercial investment in the MAC, particularly compared to larger centres such as Ringwood and Knox Central.

The centre also lacks a strong night-time economy, limiting the financial and social benefits which would contribute to a vibrant, thriving centre. Having regard for the presence of strong competition in the non-food retail category from other nearby centres, it is unlikely that the Bayswater MAC will become a major non-food retail shopping destination. The future focus will be on improving the quality and sales of existing retailers in the centre, rather than expanding it to accommodate any new major retail precincts. Additionally, Bayswater MAC could function as a speciality dining hub, a point of difference compared to surrounding centres in the region.

There are two major employment precincts located nearby, including the BBP, with an industrial focus to the immediate east, and the developing Wantirna Health Precinct, approximately 4km to the west. The centre is well placed to provide a wide range of service industries to support these employment precincts. Accessibility between the MAC and the BBP is limited, with Scoresby Road and the railway being significant barriers to movement. Encouraging workers to spend time and money in the centre will increase the success of local businesses who support these needs.



Retailing located along Mountain Highway

Additionally, retail and service activities in the core are poorly linked. Proximity to these two employment precincts is a major opportunity for the centre to capitalise on. Integration needs to deal with both the physical connection of the two areas to link customers between the two precincts and support improved business-to-business opportunities.

Currently, demand for approximately 3,000sqm to 6,000sqm of additional retail floorspace over the 2021 to 2036 period exists as well as potential demand for an additional 1,500sqm to 3,000sqm of commercial floorspace over the same period (based on population growth). This could be supplied in new or renewed development (Ethos Urban, Economic Assessment, 2021).

“There’s no stand-out business that makes people want to stop in the Bayswater CBD. You need things that will make people get off the train and visit”

Statement from public consultation

“Hard to find somewhere in the afternoon to grab a snack, smoothie etc”

Statement from public consultation



Retail shops located along Penguin Place and High Street

2.3 Environment, Sustainability and Climate Change

There is growing awareness about the impacts of climate change within the Knox community. Council recently adopted the Knox Climate Response Plan 2021-31 to guide Council to reach net zero emissions by 2030 and to help the community reach the same by 2040. Council has also signed up to Living Melbourne – our metropolitan urban forest, which responds to urban challenges with nature. Council has committed to targets for its built and environmental assets.

Climate change and increased development due to a growing population create environmental challenges. In the coming decades, Bayswater (like all of Melbourne's eastern region) can expect increasingly hotter and drier conditions with heatwaves, drought and greater intensity of floods and storms. Underpinning the strategy will be the need to ensure that the centre is better placed to manage these impacts.

Wellbeing and liveability can be impacted by a disconnection from nature and loss of local amenity, which can impact health and active lifestyles. These community impacts are further exacerbated by the increasing Urban Heat Island (UHI) effect, the process wherein urban areas become hotter due to human activities and development, and vulnerability increases to heat events. Minimising UHI effects through more responsive urban development and urban forest initiatives are important for the centre.

Vegetation canopy cover in Bayswater sits at only 11%. This highlights areas such as public spaces around the station and primary retailing as lacking in canopy cover, concentrating UHI impacts. Mitigating the effects of UHI through greening and retaining water in the urban environment are being increasingly understood. The UHI can be mitigated through greening and retaining water in the urban environment through regulating the local climate with the provision of shade and evapotranspiration. Evapotranspiration is the process wherein water is brought from the



Extensive hard surfaces in Bayswater MAC

ground into the atmosphere by plants reducing the surrounding air temperature.

The replacement of trees and vegetation with impermeable surfaces prevents water being absorbed into the landscape. This exacerbates flooding, UHI and drying soils; leading to loss of tree canopy, biodiversity and habitats, impacts green space quality and has health impacts due to heat exposure. Increasing the canopy cover and minimising impervious surfaces will create a more temperate microclimate that will increase amenity.

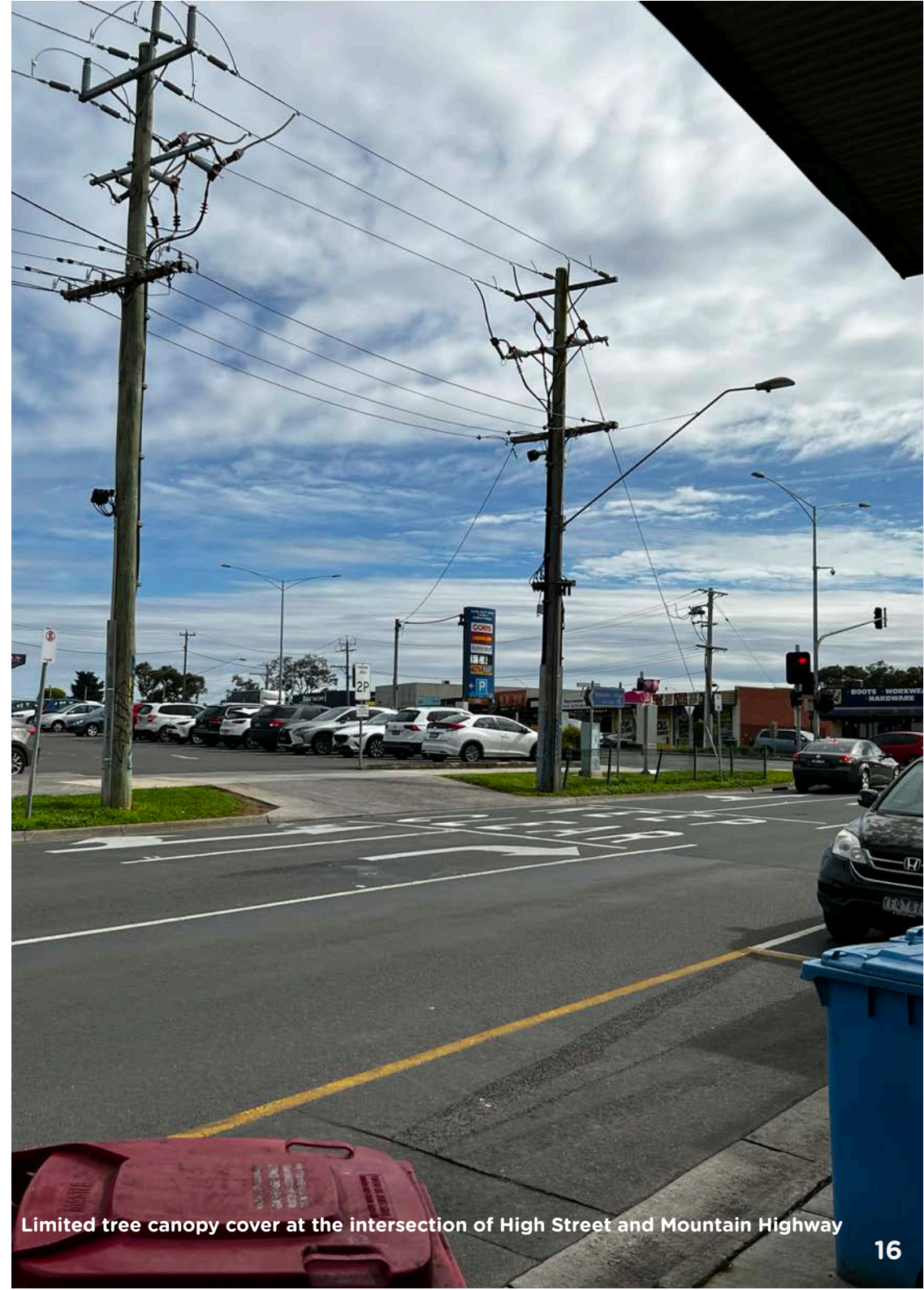
The Renewal Strategy also has a significant opportunity to reduce the carbon footprint of development through the approval of new development. This can ensure the built environment embeds carbon reduction into standard practices, resulting in ongoing environmental benefits, including reductions in energy consumption and ongoing cost savings for residents. Green walls, green roofs and other emerging sustainable infrastructure can also reduce environmental impacts and improve amenity.

During heavy rainfall events, flooding can occur in Station Street north-west of Scoresby Road and in the residential properties to the south-west (Cardno, 2021).

Flood events in these areas have previously damaged public and private assets, indicating a lack of suitable drainage capacity.

To date, the drainage strategy has relied on traditional 'grey infrastructure' solutions. Measures could target reducing reliance on the underground network, increased retention on private land and stormwater retention on public land, which can provide significant landscape amenity at the same time.

Existing vegetation and public open spaces are largely serviced by potable water, demand for which will increase due to climate change. Additional growth will place further pressure on water services, electricity supply, Council drainage assets and the sewer system.



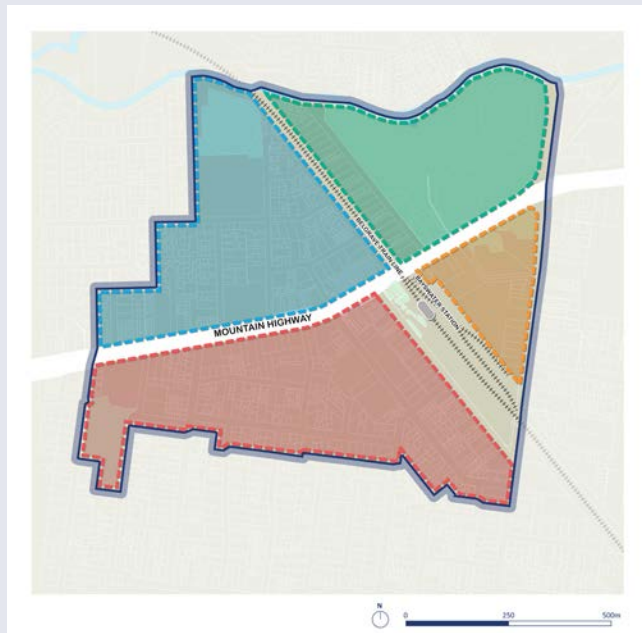
2.4 Urban Design and Built Form

Bayswater grew around the primary main road, Mountain Highway. Connecting to it is a mainly grid-based street network of long blocks containing large lots and the train station.

Bayswater MAC consists of four, quite defined, functionally distinct, precincts or quadrants shown in Figure 3 including:

- North-west quadrant (blue): North of Mountain Highway and west of the rail corridor.
- South-west quadrant (red): South of Mountain Highway and west of the rail corridor.
- South-east quadrant (orange): The Bayswater Triangle Site bounded by Mountain Highway, Scoresby Road and the railway line.
- North-east quadrant (green): Marie Wallace Bayswater Park bounded by Mountain Highway, Scoresby Road, the Dandenong Creek and the train corridor.

Figure 3: Map of Bayswater MAC quadrants



The wide multi-lane arterial roads and the rail corridor continue to create barrier effects, particularly for pedestrians, between the different precincts within the activity centre and to the adjacent BBP.

The commercial centre is characterised by mostly low buildings that are usually one storey high, with occasional second storey offices creating a generally open appearance due to the low scale buildings and wide road reserves. The Mountain High Shopping Centre is three storeys and there is one three storey strata office building on Macauley Place. Older commercial and retail development, less than two storeys and often on small lots, lines Mountain Highway and extends southward, often as larger format shops along High Street, Macauley Place and Station Street to Pine Road. Bayswater contains two standalone supermarkets and a third contained within the Mountain High Shopping Centre. Many buildings within the centre present blank or inactive facades to the street, resulting in low levels of surveillance and activation, consequently, with poor perceptions of safety, particularly at night.

Residential development up to three storeys is occurring in considerable numbers of townhouse and unit developments on individual lots. Some larger apartment buildings up to four storeys have occurred on Mountain Highway.

Established tree canopy is evident in parts of the centre mainly associated with parklands, some streets, and within rear yards of individual dwellings. Views across the rolling landscape and tree canopy to the nearby hills are an important element in Bayswater's character. Protection of these views from the public realm is included in the current planning controls.

Public spaces in Bayswater comprise street environments and green open spaces. High traffic volumes and speeds, and high wind exposure compromise the safety and amenity of the street spaces with measures installed such as glazed screens to address these effects particularly on Mountain Highway. Marie Wallace Bayswater Park occupies much of the centre's north-east quadrant providing the main municipal-scale open space for the MAC. The

parkland contains community and recreation facilities supporting activities for a broad cross-section of users. The parklands are a key environmental resource and play an important role in the community life of Bayswater including public health.


The south-west of the centre has been identified as lacking open space or opportunities for new open spaces. Creation of new open spaces in established areas like Bayswater is challenging due to limited site opportunities and the associated land cost. Improving access to the extensive open space in Marie Wallace Bayswater Park is, therefore, a key issue needing to be addressed.

Recent lowering of the railway below Mountain Hwy and Scoresby Rd to remove the level crossings has also created a new station and bus interchange, improved pedestrian and cyclist access has eliminated delays for vehicles at the boom gates. The removal of the level crossing also included improvements to Mountain Highway through new crossings, on-road cycle lanes and reduction of the speed limit to 60 km/h within the centre.

Currently, the movement and parking of vehicles has priority over less impactful, but more vulnerable, modes of access such as walking and cycling in Bayswater's public realm. Wide, multi-lane arterial roads, the railway corridor and its associated Train Maintenance Facility are barriers, particularly for pedestrians, between the different precincts within the activity centre and to the adjacent BBP. Long street blocks do not enhance or support walkability of the centre, which is further restricted by other transport infrastructure barriers.

Existing heritage places, although few, are identified by heritage overlays contributing to the built form character of the centre. There are four (4) heritage places protected by the Heritage Overlay with a further eight (8) possible heritage places recommended for further investigation. Many other buildings in the centre, without heritage protection, are ready for renewal or replacement, providing further opportunities for growth and development of the centre.

First Nation's cultural heritage sites such as campsites, stone tools, scar trees, travelling routes and songlines are also valuable historical assets contributing to Bayswater's unique character. There are opportunities to further acknowledge and incorporate these cultural heritage sites into the centre.

The background image shows a street scene at the intersection of Mountain Highway and Railway Parade. A concrete bench is visible in the foreground. In the background, there is a railway crossing with a sign that says 'RAILWAY POE'. A car is visible on the road. The sky is blue with some clouds.

“Council could activate public spaces more and provide more seating, built shelter and trees”

Statement from public consultation

“Make it feel safer to be out at night”

Statement from public consultation

Benches located at the intersection of Mountain Highway and Railway Parade

2.5 Transport and Movement

The activity centre is focused around the Bayswater Railway Station located on the Belgrave line connecting the centre to Ringwood and Melbourne CBD to its west and Belgrave to its south-east. Several bus services also run through the centre.

Mountain Highway and Scoresby Roads are major arterial roads within the centre. Mountain Highway and the railway line divide the centre into four quadrants while Scoresby Road forms the eastern boundary. The Ringwood-Belgrave Rail Trail also runs through the centre and connects to the Dandenong Creek Trail at its northern boundary.

Despite upgrades to Mountain Highway, the removal of the level crossing and provision of the new station and interchange, Mountain Highway, Scoresby Road and the railway line continue to act as major barriers to pedestrian access. Further initiatives are possible to reduce or remove the barrier effect. The railway corridor and associated stabling and maintenance yards, and Mountain Highway continue to restrict connectivity. Scoresby Road and large areas of at-grade parking also create barriers to development.

The current vehicle speed of 60kmh on Mountain Highway is not appropriate for an activity centre where the place quality is more important than the through movement. Narrow medians in the centre do not provide a sufficient refuge for pedestrians. Increased development in the centre coupled with an overreliance on private vehicles for local trips would result in increased congestion (Movement & Place Consulting, Transport Issues and Opportunities Report: Transport and Movement Analysis and Key Directions, 2022, p.18).

Reconfiguring Mountain Highway over time (see pages 44-45) will lead to improved safety and enhanced movement for all road users particularly pedestrians crossing, along with improved amenity and greening through this important corridor.

Cycling in the centre is discouraged by the dominance of private vehicle travel and a lack of bicycle riding priority or safe



Ringwood-Belgrave Rail Trail

infrastructure. There is no network of local bicycle paths connecting to major bicycle paths running north-south and east-west which would link riders to different areas within the Bayswater MAC.

Despite being relatively well-served by public transport, there are some residential areas in Bayswater that are beyond walking distance from public transport or can easily access very low frequency services. Bus services do not run frequently enough to provide sufficient service levels to be a viable alternative to the car for most residents. Route 745 offers just four one-way services per day, every one on a different alignment.

The Metropolitan Rail Network Development Plan (2012) highlights that construction of a new stabling and maintenance facility at Lilydale by 2032 will allow for the closure of the Bayswater Train Maintenance Facility. This presents opportunities for the release of VicTrack land which should be supported by additional movement options across the rail line within the life of the Renewal Strategy to better connect and activate the triangle, and the BBP beyond.



Bayswater Railway Station bus interchange

The proportion of households in Bayswater that own at least one vehicle is very high. Only 4.9% of households in Bayswater do not own a motor vehicle (SA2, ABS 2016). Minimising the need to use a car to access the centre is a key priority of the BRS. Facilitating the switch to electric vehicles through charging infrastructure in new developments and in the public realm will assist with minimising the impact on the environment, however reducing vehicle use should be the focus.

There is a large supply of parking adjacent to the Bayswater Station, at the supermarkets, Council owned carparks and with on-street parking. Managing the impacts of vehicles and their parking requirements on the centre's amenity, public realm and other forms of transport is a key focus for the renewal strategy.

“Better integration of public transport with the business park across Scoresby Road”

Statement from public consultation

“Under/ overpass/ more traffic lights connecting community on both sides of Mountain Highway”

Statement from public consultation

2.6 Community Infrastructure

Bayswater is home to a range of community facilities and has the highest rate of access to social infrastructure and services in the City of Knox. This includes sport and recreation facilities, two government primary schools, one government secondary school, the Bayswater Library, the Knox Community Arts Centre, the Bayswater Senior Citizens Centre and several kindergarten and early years centres. Many of these facilities are in need of renewal to ensure they are more fit for purpose over the coming decades and to respond to changing community needs (Ethos Urban, Bayswater Renewal Strategy Community Infrastructure Analysis, 2021).

There are many factors, from local to global trends, that need to be considered in the provision of community infrastructure in Bayswater. These include:

- A growing and diversifying population.
- The growing cost of infrastructure maintenance and a trend towards consolidation.
- A desire to live locally with improved walkability and diversity of local services.
- The impacts of COVID-19: such as social isolation and the use of technology.
- The need to respond to climate change.

The population of Bayswater is one of the fastest growing in the City of Knox. The highest rates of anticipated growth are among the young workforce (25 to 34 years) and parents and homebuilders (35 to 49 years). Bayswater is anticipated to experience significant population growth through to 2041.

The Renewal Strategy needs to respond to the challenges and issues facing the Bayswater community. These include a larger share of single-person households and that Bayswater is the most culturally and linguistically diverse community in Knox. Bayswater also has relative socio-economic disadvantage when contrasted with

other areas in Knox, including higher rates of housing stress, people in need of assistance, youth disengagement and lower median weekly household income.

Bayswater has lower attainment of university qualifications and a large number of blue-collar workers in comparison to other areas in the municipality. There are greater rates of physical and mental health risk factors and a slightly higher proportion of people in need of assistance due to disability. (Ethos Urban, Bayswater Renewal Strategy Community Infrastructure Analysis, 2021, p.12).

The Community Infrastructure Assessment identified a likely gap in Kindergarten program places by 2041, largely driven by the State Government's introduction of a 3-year-old kindergarten service. Additionally, youth focused facilities have been identified as a gap in Bayswater, and more broadly in the municipality (Ethos Urban, Bayswater Renewal Strategy Community Infrastructure Analysis, 2021).





Playground at Marie Wallace Bayswater Park



VISION

Bayswater in 2050 is a renewed and flourishing centre with a resilient community. A range of employment opportunities support the local community, capitalising on its proximity to the Bayswater Business Precinct. Increased housing supply and diversity and improved community facilities in and around the core encourage more people to walk, cycle and use public transport. Greater tree canopy cover, high quality public spaces and enhanced links to the creek and green spaces blur the line between the natural and built environments.

Bayswater is a thriving destination, a place where people choose to live, work and play.

4. Planning for the Renewal of Bayswater

Objectives

To provide a greater range of housing choices and additional housing within the core of Bayswater MAC to meet the diverse needs of the existing and future community.

To broaden the centre's regional economic role and improve business synergies between the centre and the Bayswater Business Precinct (BBP).

To improve environmental attributes and outcomes in the centre and respond to the urgent threat of climate change.

To deliver a high-quality urban environment and built form that adapts to community needs and environmental challenges.

To promote the priority, safety and amenity of pedestrian, public transport and bicycle networks that improve the Bayswater economy, public spaces, accessibility and connectivity for all users.

To ensure community facilities meet the social and cultural needs of residents, visitors and workers into the future and contribute to a resilient community.

Several key strategic initiatives will form the focus over the coming decade to renew the centre, including:

- Transforming Penguin Place and Macaulay Place.
- Enhancing movement along and across Mountain Highway.
- Improving the image and identity of the centre.

These are further outlined throughout the remainder of this strategy.



4.1 Housing and Residential Development

Objective

To provide a greater range of housing choices and additional housing within the core of Bayswater MAC to meet the diverse needs of the existing and future community.

Strategies

Facilitate a diverse range of housing types that enable people to live in the centre and remain in the local community as their needs change, as shown in Figure 4.

Encourage affordable and social housing that maximises access to the available facilities and public transport opportunities as shown in Figure 4.


Facilitate apartment style housing in higher density development forms within the upper levels of the commercial core of the centre including areas along Mountain Highway.

Strengthen the amenity and urban structure of the centre to increase its attractiveness and desirability as a place to live (See Urban Design).

Actions

- A1.** Investigate changes to the Knox Planning Scheme to introduce affordable housing initiatives into planning in line with strategies within the Knox Social and Affordable Housing Strategy and Action Plan 2023-2027.
- A2.** Investigate a demonstration project using Council owned land in partnership with a Social Housing Provider to deliver affordable or social housing.
- A3.** Advocate to responsible agencies of surplus government land in the centre, such as VicTrack, to redevelop land which incorporates affordable or social housing, maximising the benefits of public transport and opportunity to increase housing diversity.

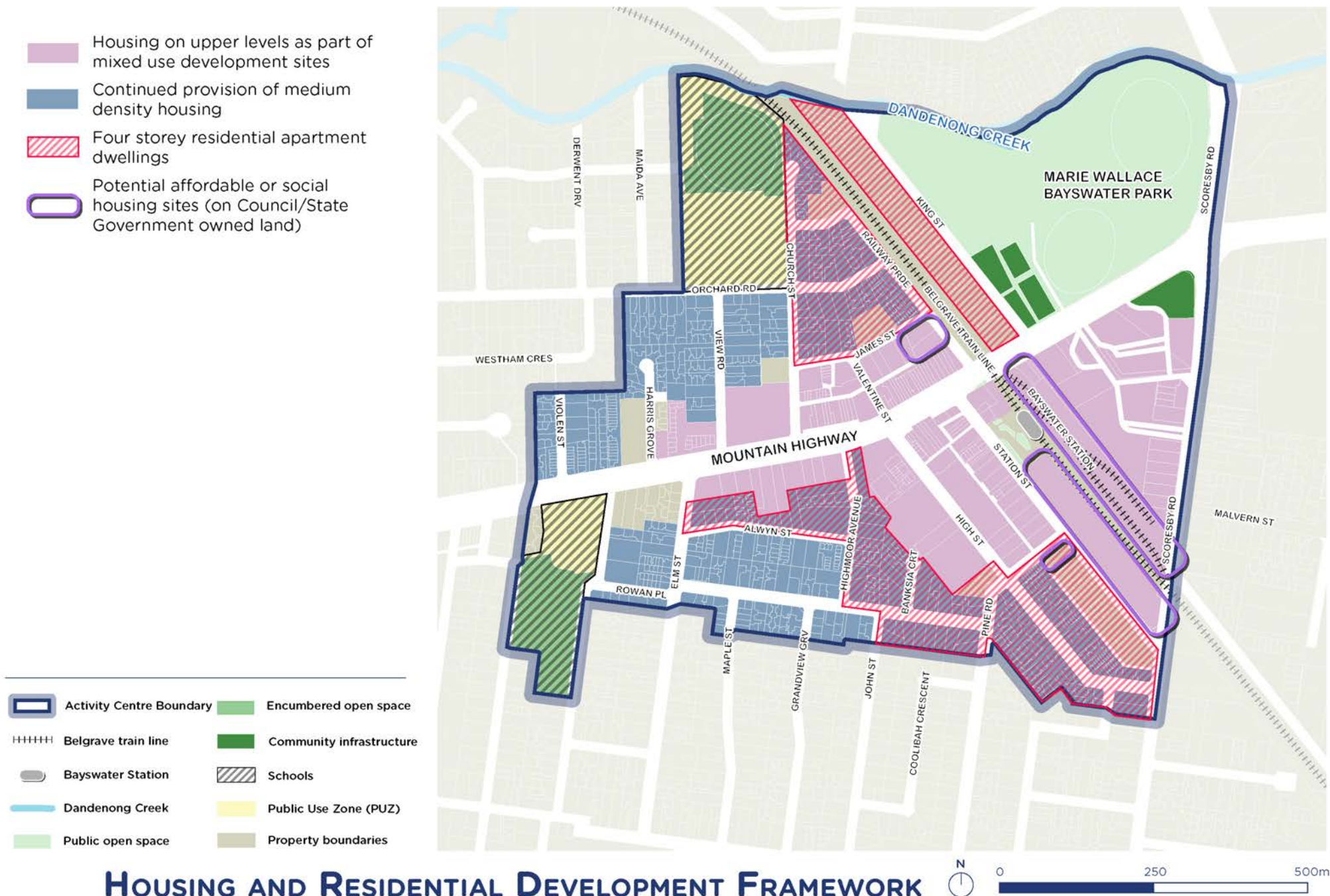
- A4.** Encourage additional people living in the centre to support local businesses and the night economy by increasing building height controls to accommodate increased supply of housing.
- A5.** Explore planning options for lower car parking rates in developments within the Bayswater Activity Centre.

Social Benefits Framework - Principles Contributed to	
Facilitate delivery of housing and employment spaces that meet local needs	



Medium density housing on Pine Road

Figure 4: Housing and Residential Development Framework Plan



HOUSING AND RESIDENTIAL DEVELOPMENT FRAMEWORK

4.2 Business and Economic Development

Objective

To broaden the centre's regional economic role and improve business synergies between the centre and the Bayswater Business Precinct (BBP).

Strategies

Facilitate a greater diversity of speciality retail and service activities within the centre as shown in Figure 5 to increase patronage in the centre and meet the needs of the local community.

Maintain the business and employment role of the commercial core (Commercial 1 zoned land) protecting it from encroachment of incompatible activities and land uses.

Encourage the development of office space above active ground floor retail uses in commercial and mixed-use areas.

Support a diverse range of urban services and businesses including marketing, communications and financial services, accommodation and food and beverage enterprises within the centre to support the adjacent Bayswater Business Precinct.

Provide ground floor employment uses along Mountain Highway, High Street, Station Street, Penguin Place and Macaulay Place that contribute to an active and vibrant street environment.

Support small scale personal and professional service-related office businesses, which could include office, medical and allied health facilities, gym and recreation uses, co-working facilities, along with childcare facilities, serviced offices and business incubator facilities, throughout the commercial core.

Facilitate the establishment of hospitality venues to improve the night-time economy establishing synergies between like businesses while improving vibrancy and safety for residents and visitors.

Market the benefits and attractions of the centre to prospective businesses.

Actions

- A6.** Work with traders to identify a niche, or brand that will attract complementary viable businesses and customers to support a night economy in line with the adopted Retail Activation Strategy.
- A7.** Facilitate connections and networking opportunities between landowners, traders and the BBP to discuss mutual business opportunities.
- A8.** Undertake changes to the KPS to facilitate mixed use development including office spaces.
- A9.** Explore appropriate planning controls which encourages commercial land uses such as offices, gyms at second level and above in Precincts 1 and 2.
- A10.** Facilitate larger format retailing and service industries in the redevelopment of the Bayswater Triangle site with residential uses in upper floors through the KPS.
- A11.** Support the increase of outdoor dining and pedestrian space along High Street, Mountain Highway, Station Street and Macauley and Penguin Place, capitalising on wide open footpaths and passing foot traffic by using techniques such as street furniture, kerb outstands and temporary dispensation of street trading permits subject to the outcomes of Council's Outdoor Dining Framework.
- A12.** Curate an activation program that highlights local businesses and encourages people to experience what the centre has to offer undertaken in conjunction with the pedestrianising of Macauley Place.
- A13.** Undertake further research to understand business-to-business spending in the area and how the centre can capitalise on synergies with the BBP (such as professional services, accommodation and hospitality).

- A14.** Explore options to facilitate investment attraction for the centre and the BBP.

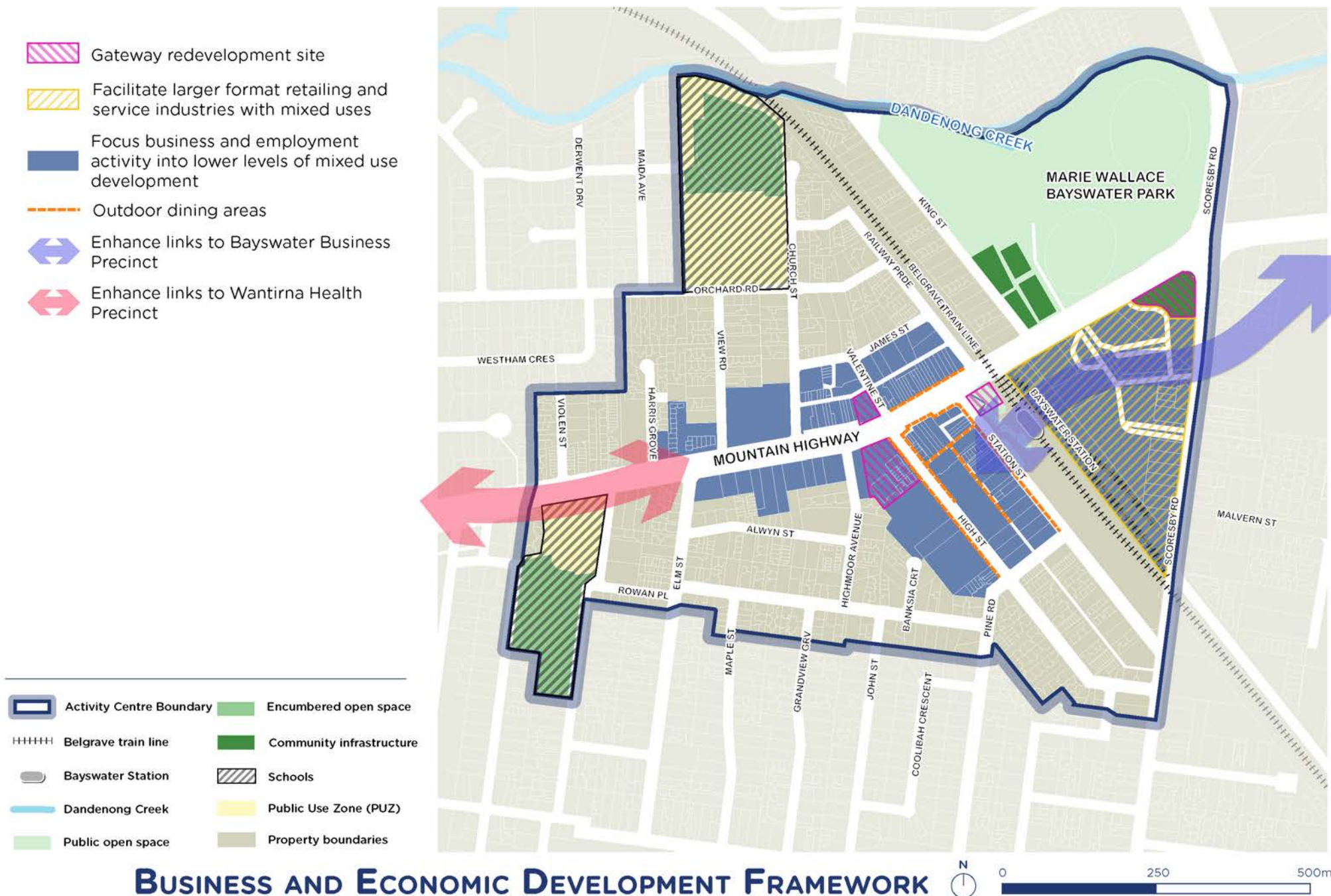
Social Benefits Framework - Principles Contributed to

Facilitate delivery of housing and employment spaces that meet local needs



Single storey commercial buildings located along Mountain Highway

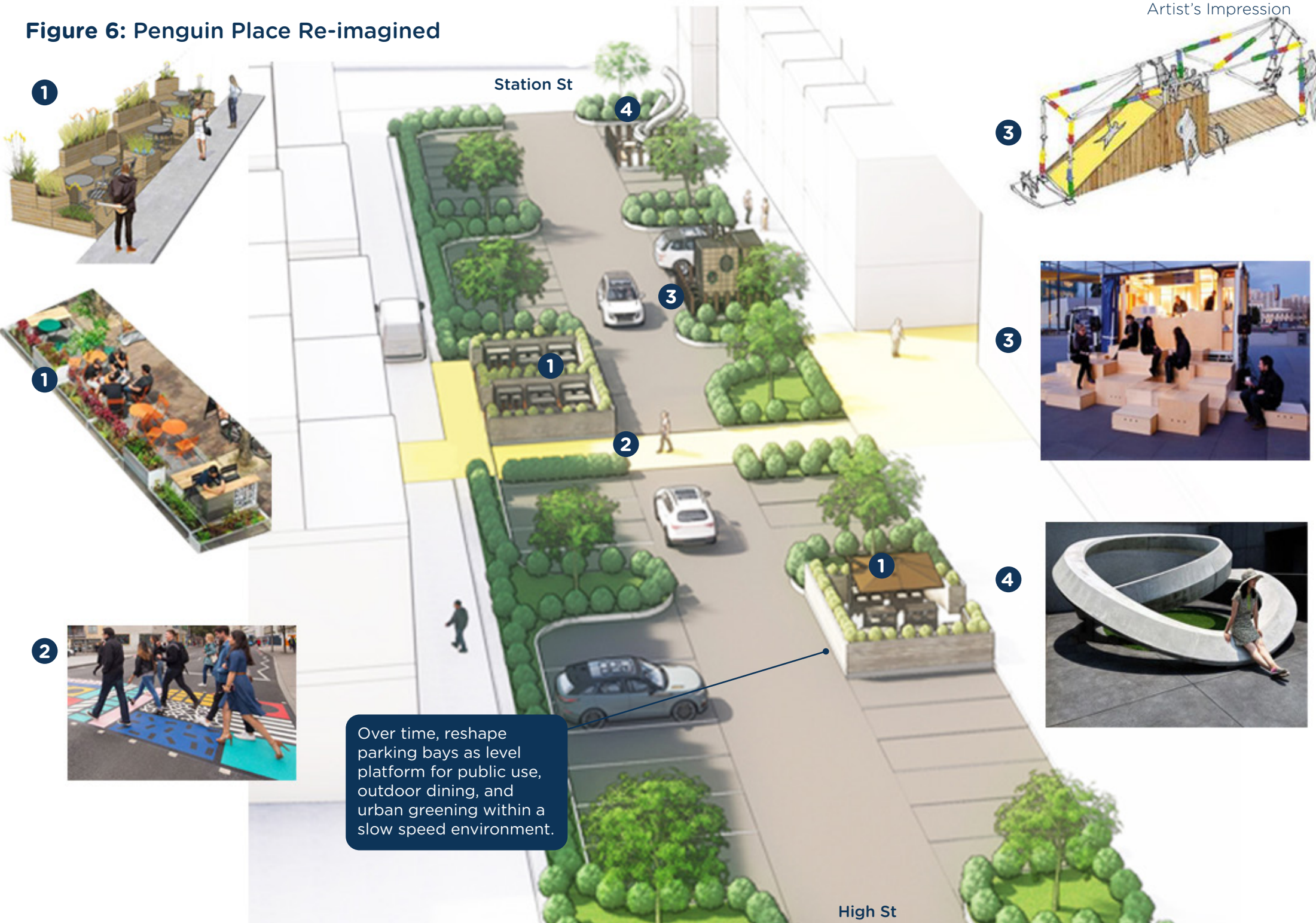
Figure 5: Business and Economic Development Framework Plan



BUSINESS AND ECONOMIC DEVELOPMENT FRAMEWORK

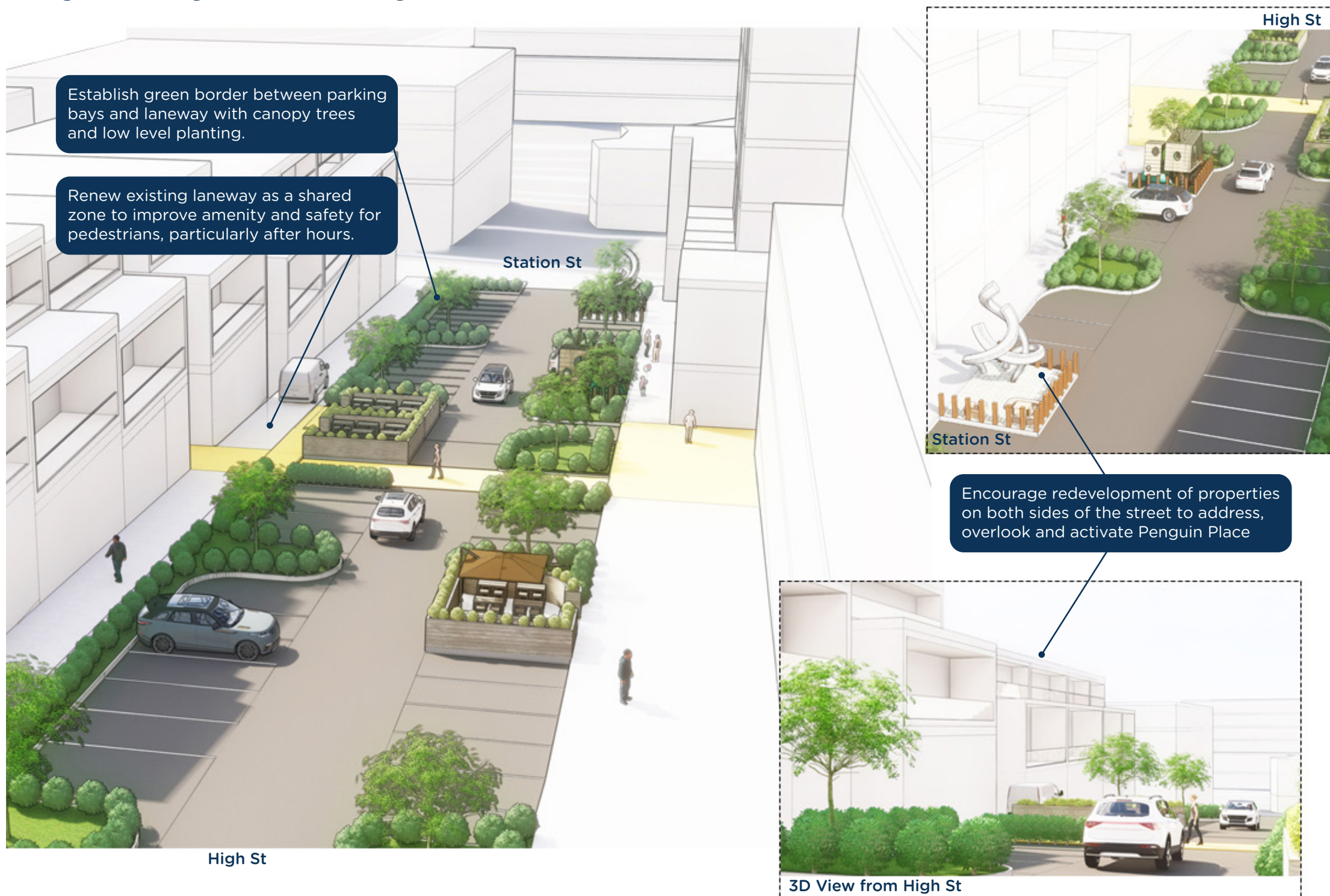
Figure 6: Penguin Place Re-imagined

Artist's Impression



Over time, reshape parking bays as level platform for public use, outdoor dining, and urban greening within a slow speed environment.

Figure 6: Penguin Place Re-imagined



4.3 Environment, Sustainability and Climate Change

Objective

To improve the environment of the centre and respond to the urgent threat of climate change.

Strategies

Require energy efficient development to achieve net zero carbon emissions over the life of the Renewal Strategy that creates healthy and comfortable living and working environments.

Mitigate the impacts of the Urban Heat Island and climate change within the centre by increasing canopy cover and retaining water in the environment.

Enhance the greening and biodiversity of the centre.

Ensure renewal of the centre enhances the health and environment of the Dandenong Creek.



Demonstrate leading sustainability outcomes through Council asset design, delivery and management in line with Council's Elevating ESD Targets Policy review.

Reduce the amount of waste entering landfills through employing sustainable waste management approaches for both residential and commercial activities in the centre.

Actions

- A15.** Re-naturalise and revegetate Dandenong Creek to improve stormwater quality and link fragmented habitats to support biodiversity outcomes.
- A16.** Encourage the retention and planting of additional canopy cover and urban heat mitigation on private lots and railway land through community education and advocacy.
- A17.** Work with Melbourne Water and other partners to deliver initiatives identified in the 'Enhancing our Dandenong Creek Interactive Map'.
- A18.** Deliver increased canopy cover over pedestrian routes to create cooler pedestrian connections, greater landscaping and amenity benefits within the centre.
- A19.** Advocate for increased canopy cover in the Bush Boulevard along Mountain Highway.
- A20.** Extend vegetated corridors and wildlife habitats from Dandenong Creek into residential areas and the core of the centre.
- A21.** Continue to implement Water Sensitive Urban Design (WSUD) initiatives in line with Council plans and strategies in the centre.
- A22.** Investigate changes to the KPS to encourage opportunities for new and existing buildings to increase greening, including green roofs and vertical gardens using the Green Factor Tool where appropriate.
- A23.** Improve the water quality entering the Dandenong Creek within the activity centre and adjacent BBP through techniques such as smart monitoring of drains.
- A24.** Implement guidelines for alternatives to commonly used materials such as concrete, asphalt and stormwater and sewerage pipes as set out in Council's Sustainable Building and Infrastructure Policy for guidance when undertaking Council projects.
- A25.** Support waste management outcomes consistent with Knox's 'Future waste management initiatives'.
- A26.** Support the provision of additional Electric Vehicle (EV) charging stations in public spaces.

A27. Ensure that flooding around Scoresby Road and any climate change impacts are adequately addressed through updated floodway management controls.











Social Benefits Framework - Principles Contributed to	
Create great community spaces	
Embed and enhance culture and community values	

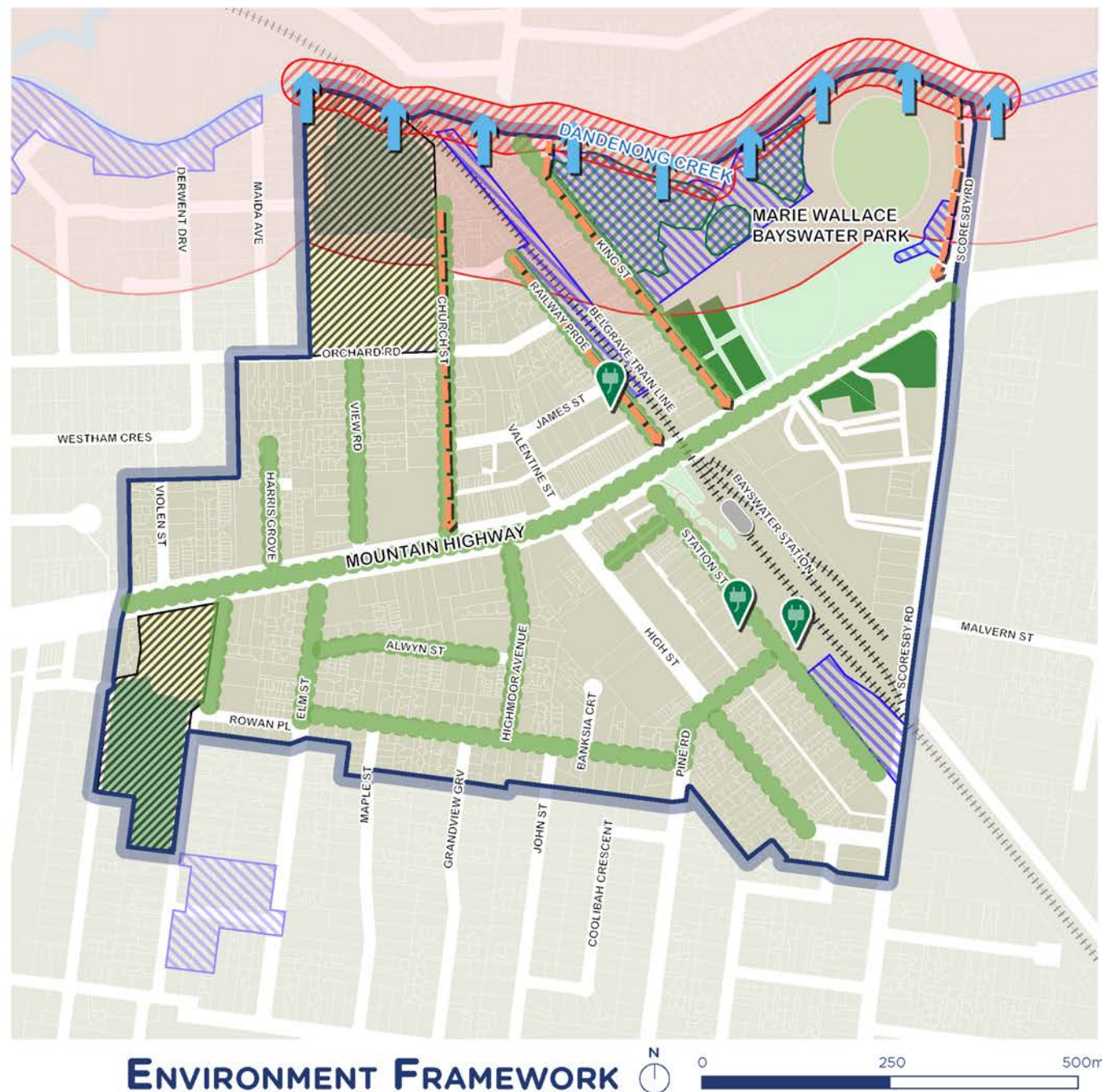


Opportunity for additional canopy cover tree planting on private lots

Figure 7: Environment Framework Plan

-  Extend vegetation corridors from Dandenong Creek
-  Renaturalise the Dandenong Creek environs
-  Install EV charging stations throughout the centre
-  Improve water quality entering Dandenong Creek
-  Enhance tree planting across the Activity Centre
-  Areas of cultural sensitivity
-  Bushland management areas
-  Sites of biological significance

- | | |
|--|--|
|  Activity Centre Boundary |  Encumbered open space |
|  Belgrave train line |  Community infrastructure |
|  Bayswater Station |  Schools |
|  Dandenong Creek |  Public Use Zone (PUZ) |
|  Public open space |  Property boundaries |



4.4 Urban Design and Built Form

Objective

To deliver a high-quality urban environment and built form that adapts to community needs and environmental challenges.

Strategies

Require that development provides a positive urban image through the design, detailing and materials of buildings and spaces as shown in Figure 8.

Require that development provides a good interaction with the street, particularly on key streets as shown in Figure 8.

Facilitate development that supports and stimulates the renewal of the centre and delivers high quality living and working environments for residents, visitors and workers.

Protect views towards the Dandenong Ranges from public spaces by maintaining key view lines from locations shown in Figure 8.

Minimise the overshadowing of Penguin Place and Macaulay Place along with parks while ensuring sufficient shelter for occupants during summer.

Create a network of high-quality streets and spaces through the centre which will assist in enhancing the centre's sense of place and identity.

Require development to protect amenity of adjacent sensitive uses.

Maintain heritage assets in the centre, identified in the Bayswater Renewal Strategy Heritage Analysis, for their intrinsic value and contribution to place and identity ensuring their context is considered by adjacent development.

Facilitate and integrate the movement network across the centre to improve pedestrian safety, convenience and amenity.

Improve safety (including perceptions of safety) in public spaces, streets and laneways and support businesses to activate these spaces.

Reinforce high quality landscaping and increased activity and interaction between public and private land adjacent to parklands and Dandenong Creek to improve engagement with, and surveillance of open space.

Require development to address and engage with public spaces and laneways.

Ensure street parking does not negatively impact the visual amenity of building entries, streets and other public spaces.






Actions

- A28.** Prepare and implement built form controls for the centre that give effect to the urban design guidelines in section 5 of the strategy.
- A29.** Facilitate housing and employment through redevelopment opportunities identified in the centre over the longer term.
- A30.** Ensure redevelopment opportunities address new public spaces in the centre.
- A31.** Incorporate cultural activities, including the addition of temporary and permanent arts experiences, in retail outlets, as well as in public spaces, including laneway rejuvenations in accordance with A45 Placemaking Strategy.
- A32.** Deliver additional greening throughout the centre to support identity, improve micro-climate, shade and amenity including planting canopy trees in road medians and carparking areas.
- A33.** Utilise climate resilient plant species in landscaping to enhance the sense that Bayswater is a place where the 'urban meets the bush'.

- A34.** Explore planning controls that encourage development at first floor and above to provide active interfaces with public spaces such as Penguin Place and Macauley Place.
- A35.** Prepare a streetscape masterplan for High Street, Penguin Place, Macauley Place and Mountain Highway to:
- have a greater focus on pedestrian access and amenities including outdoor dining, street life and greening.
 - create a high-quality retail environment over the short to medium term through a consistent approach to materials, finishes and detailing.
 - reinforce and concentrate the centre's environmental and cultural identity.
 - extend a consistent palette of streetscape materials, finishes and detailing into surrounding precincts to better unite and integrate the centre.
- A36.** Program Penguin Place and Macauley Place as locations for community events, markets, and pop-up events to encourage people to visit Bayswater.
- A37.** Work with VicTrack to activate the open space on the corner of Mountain Highway and Station Street as part of creating a chain of public spaces across the centre, to enhance the image and identity of the centre and improve the centre's legibility.
- A38.** Improve access to open spaces adjacent to the activity centre boundary and enhance existing open spaces to ensure their use is maximised.
- A39.** Commission an updated Thematic Environmental History and Heritage Gaps study to address known and likely gaps in the Schedule to the Heritage Overlay in order to protect sites of post contact heritage significance.

- A40.** Undertake a heritage assessment of the eight potential heritage places identified in the Bayswater MAC to determine proposed changes to the KPS.
- A41.** Implement the Urban Design Guidelines (see section 5 of the Strategy) to deliver high quality places to support the social, cultural and environmental wellbeing of the community by providing guidance, complementing the Urban Design Guidelines for Victoria and CPTED Guidelines, on issues such as:
- The movement network.
 - Streets and public spaces.
 - Buildings and objects in the public realm.
- A42.** Investigate criteria that can be considered for buildings that exceed preferred maximum building heights, such as land consolidation, where demonstrable public, social, sustainability and environmental benefits and design excellence can be delivered as well as the protection of viewlines and streetscapes.
- A43.** Develop good quality, safe travel paths for pedestrians and cyclists to schools and into the core of the centre where facilities such as public transport are available.
- A44.** Investigate opportunities to reflect First Nations history through art, planting and story-telling in urban spaces as set out in the Knox Reconciliation Action Plan (2023-2025)
- A45.** Develop a placemaking strategy for the centre including a program of arts and cultural activities focusing on activating public spaces.
- A46.** Advocate for the creation of a Bush Boulevard along Mountain Highway with consistent and generous landscaping treatments and building setbacks capitalising on opportunities for reduced road space and greater public space adjacent to the road (Refer to Mountain Highway Design Concept Figure 10).

- A47.** Investigate gaps in safety through a survey of unsafe spaces, including laneways, to inform improvements to enhance their role as important pedestrian links within the centre.
- A48.** Investigate a range of public spaces with integrated landscape qualities throughout the centre for diverse needs and groups including children and senior citizens.
- A49.** Explore implementing temporary pop-up urban design installations to test placemaking ideas before permanent installation as set out in A45 Placemaking Strategy.
- A50.** Improve wayfinding and signage throughout the centre focusing on clear direction between key attractors and community facilities.

Social Benefits Framework - Principles Contributed to	
Remove barriers to access and participation	
Facilitate delivery of housing and employment spaces that meet local needs	
Create great community spaces	
Build community capacity and resilience	
Embed and enhance culture and community values	

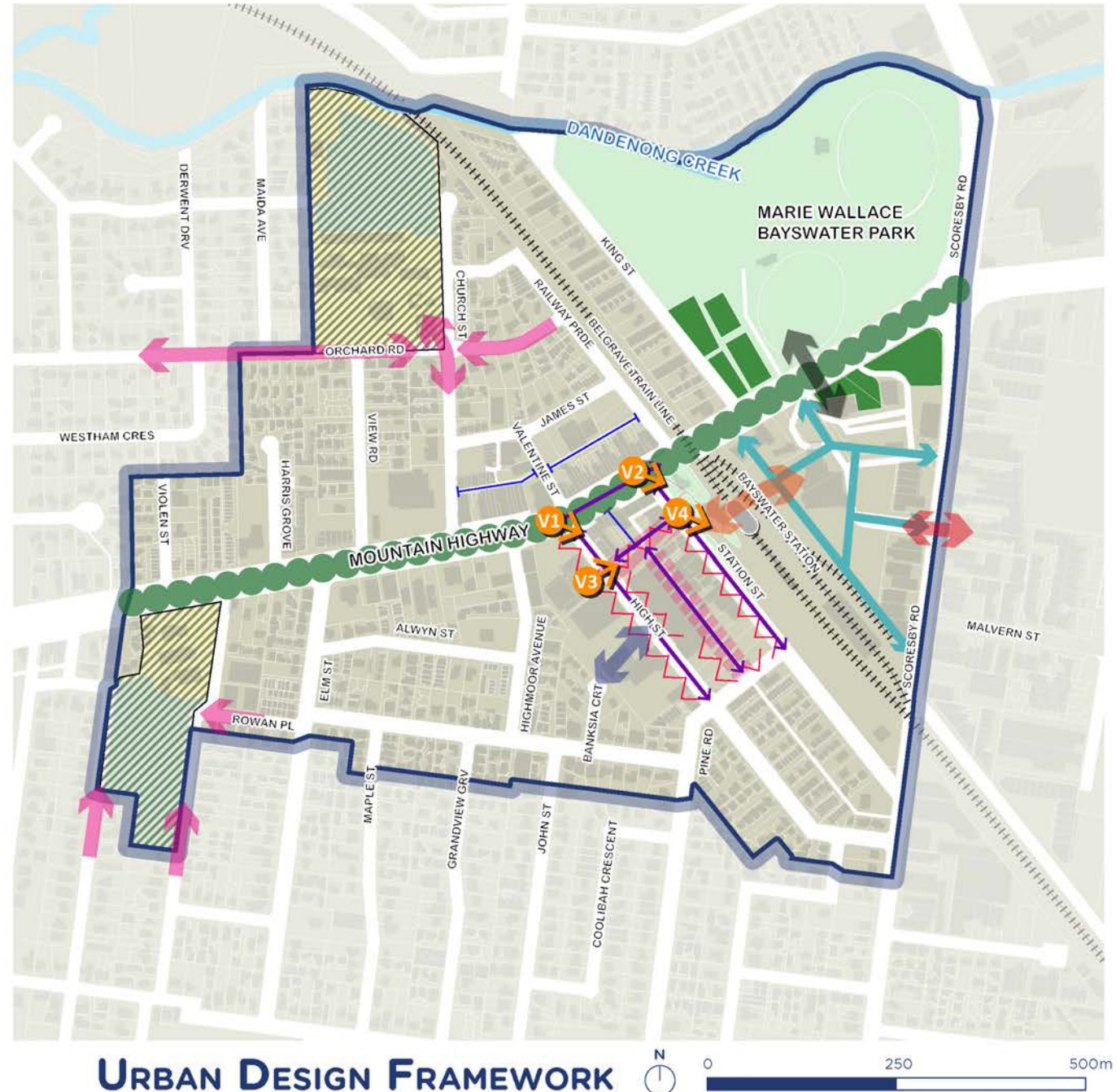


Examples of laneway enhancement across Melbourne



Poor existing link that provides a great opportunity for improved interaction, access, lighting and safety

Figure 8: Urban Design Framework Plan



Enhancing the image and identity of Bayswater

Inspiration for key public spaces located throughout Bayswater MAC



1. Marie Wallace Bayswater Park

2. Triangle Site

3. Bayswater Train Station/ Aeroplane Boy Park

4. Penguin Place/ Macauley Place

4.5 Transport and Movement

Objective

To promote the priority, safety and amenity of pedestrian, public transport and bicycle networks that improve the Bayswater economy, public spaces, accessibility and connectivity for all users.

Strategies

Provide enhanced bicycle network infrastructure, particularly in the heart of the Bayswater MAC, to improve rider safety and encourage more people to ride a bicycle for local trips.

Improve access from Station Street to the Bayswater triangle site, bound by Mountain Highway, Scoresby Road and the Belgrave railway line, to help facilitate integrated land uses and development.

Improve access from the Bayswater MAC to the BBP and Wantirna Health Precinct.

Improve access and connections for pedestrians to and within the centre facilitating more trips on foot.

Improve public transport to provide better alternatives for regional access.

Consider provision of or facilitate a publicly accessible, user paid EV service centre in the MAC.

Actions

- A51.** Advocate to the Department of Transport and Planning (DTP) to introduce new signalised pedestrian crossings to make accessing the MAC easier as shown in Figure 9.
- A52.** Advocate to DTP to facilitate a pedestrian overpass to be constructed into the triangle site as part of any redevelopment of the Train Maintenance Facility, if relocated.
- A53.** Advocate to limit left and right turn lanes and right hand turns, reduce the number of lanes, minimise the

distance required for pedestrians to cross the road through lane reduction and kerb outstands and provide physical barriers to improve safety and minimise crossing distances.

- A54.** Advocate for the fully protected bike lanes to be changed to a shared path on the north side of Mountain Highway.
- A55.** Advocate to DTP to improve bus services to and through Bayswater, timetable integration and upgrades to infrastructure, including:
 - Increasing bus services to a minimum of every 20 minutes.
 - Elevating Route 664 to SmartBus standards.
 - Restructuring bus routes through the centre and rationalising the bus interchange at Bayswater Station to an on-road facility on Station Street to improve existing operations and public realm amenity.
 - Implementing high quality passenger facilities at the new bus interchange.
 - Reconsidering route configuration and improving service catchment and mode share to improve links to key areas including the Wantirna Health Precinct and the Bayswater Business Precinct.
 - Removing Route 745 and replacing it with an appropriate route that meets community needs.
 - Extending Route 755 along Mountain Highway to Vermont South.
 - Realigning Route 664 to continue along Scoresby Road south of Station Street Bayswater to better connect with employment areas on Burwood Highway.
 - Implementing bus passenger information displays in key public areas such as Penguin Place.

A56. Advocate to the DTP for improved train service provision, timetable integration and upgrades to infrastructure including:

- Increasing train services to run every 15 minutes or less.
- Implementing train passenger information displays in key public areas such as Penguin Place.

A57. Improve pedestrian movement and safety in the centre through redesign of roadways, new or modified signals and crossings, with convenient sequencing and generous crossing times, and enhancement to the amenity of streets including:

- A high level of pedestrian priority in Macaulay Place and Penguin Place.
- Along both sides of High Street with more active street frontages and fewer driveway crossovers.
- Across Mountain Highway from the centre's core to Marie Wallace Bayswater Reserve.

A58. Advocate to the DTP to reduce the speed limit along Mountain Highway to align with the preferred Movement and Place Framework for Bayswater (see Appendix 1).

A59. Investigate creating larger shared parking facilities at the edges of the MAC to enable repurposing Council managed car parks in the core areas for other uses such as public space, retailing, food and drink premises, office and housing.

A60. Investigate car share parking spaces to service providers seeking to establish in the MAC.

A61. Require any new residential car parking areas to provide electrical conduits to enable easy future provision of Electric Vehicle charging infrastructure in line with 'Elevating ESD Targets'.

Social Benefits Framework - Principles Contributed to

Remove barriers to access and participation



The Transport and Movement Framework Plan is shown at Figure 9.

Enhanced movement along and across Mountain Highway is shown at Figure 10.

Figure 9: Transport and Movement Framework Plan

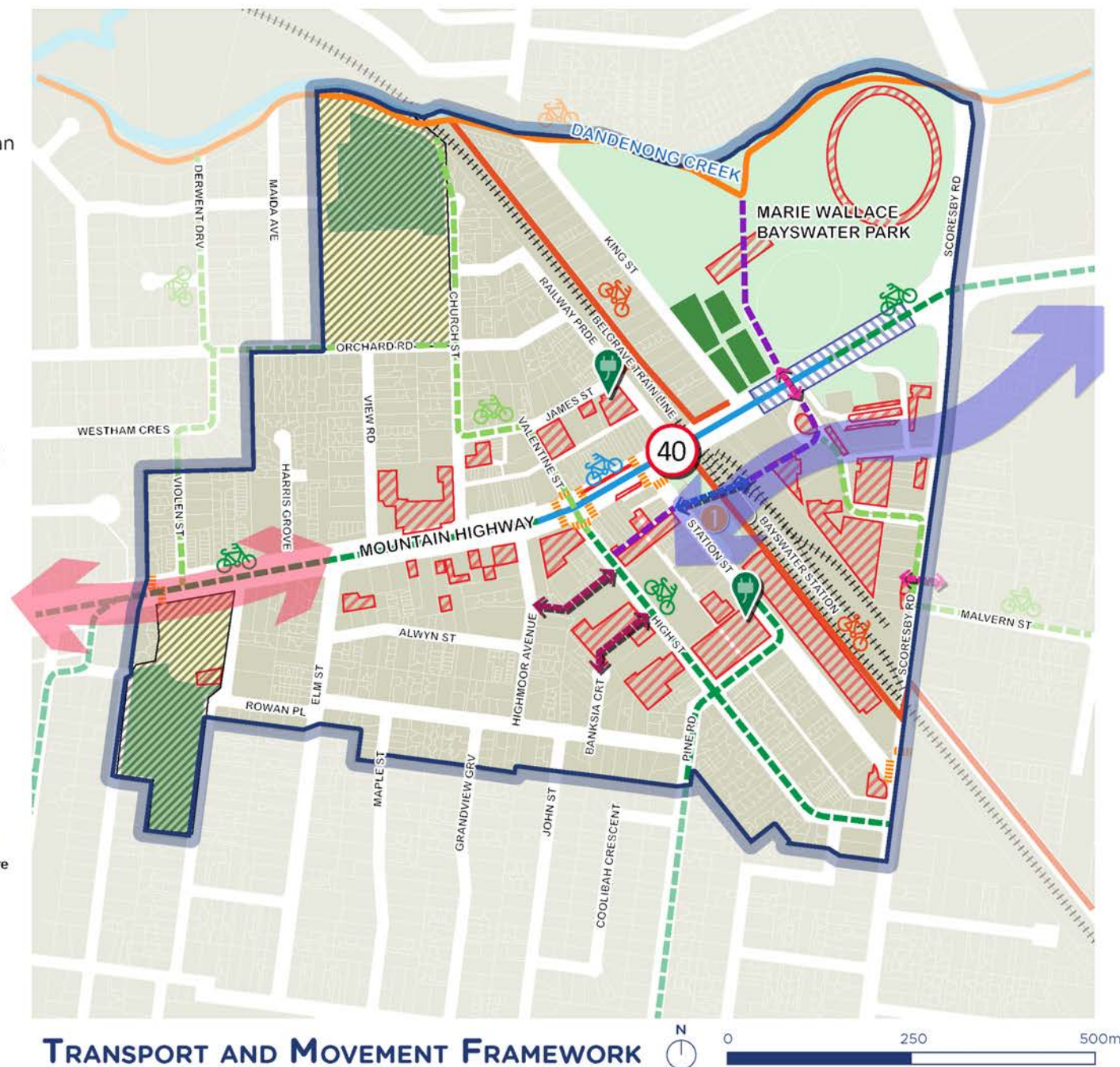
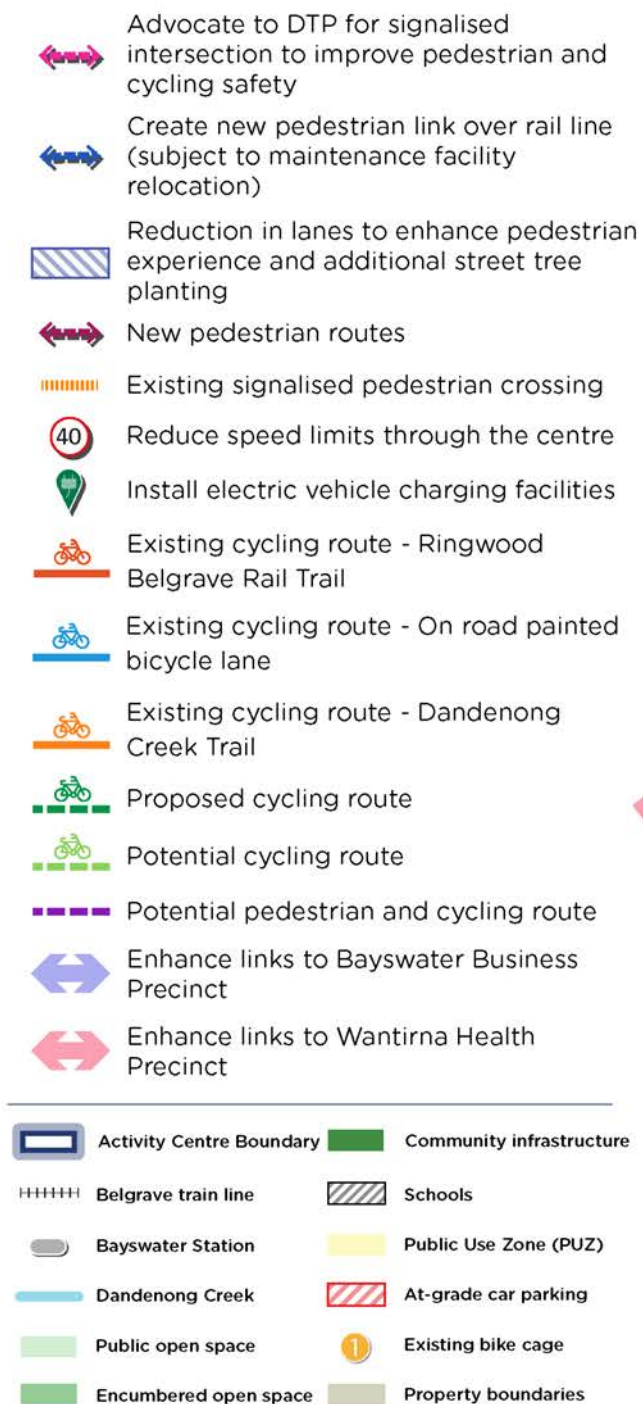
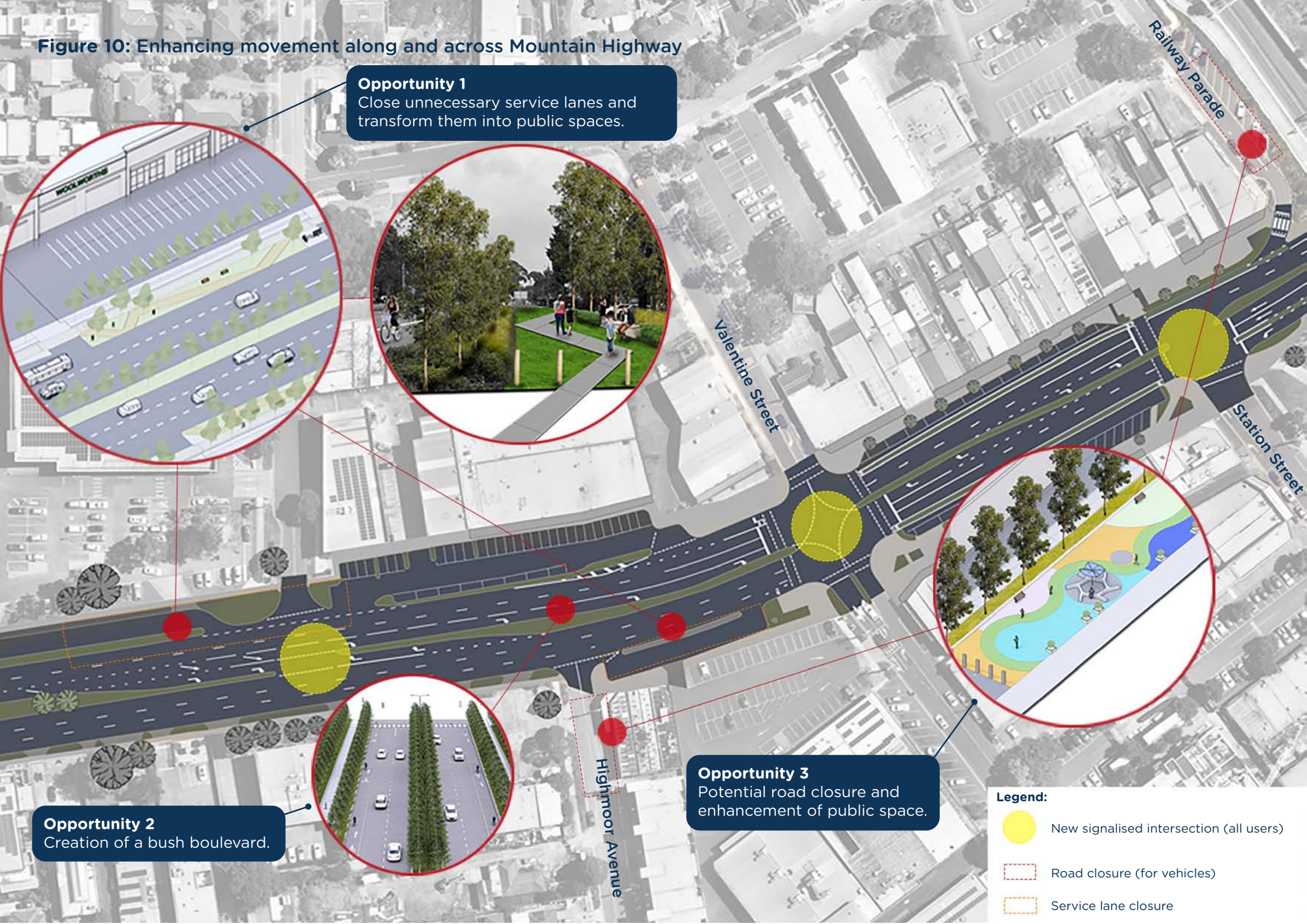


Figure 10: Enhancing movement along and across Mountain Highway



Opportunity 1

Close unnecessary service lanes and transform them into public spaces.

Opportunity 3

Potential road closure and enhancement of public space.

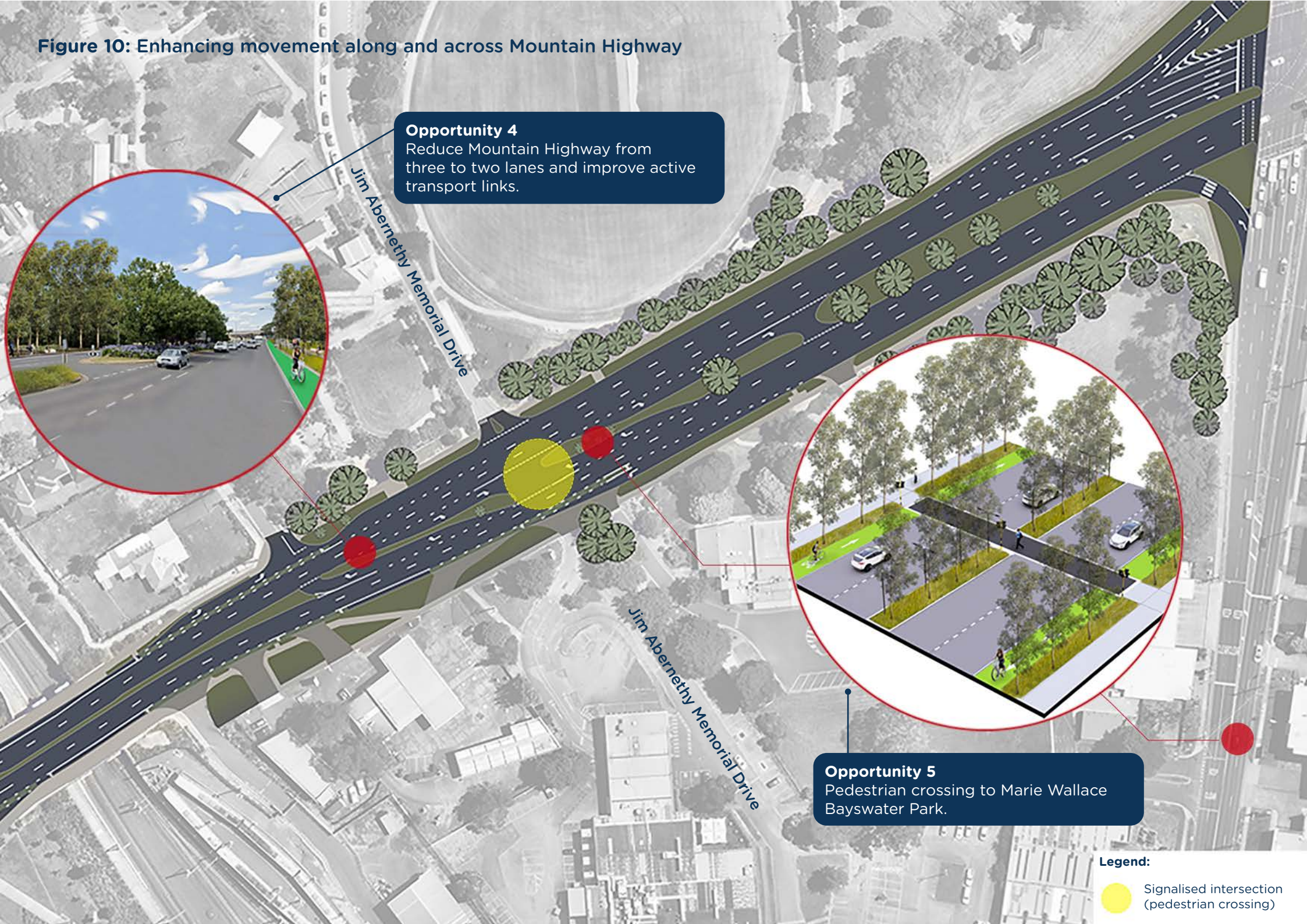
Opportunity 2

Creation of a bush boulevard.

Legend:

- New signalised intersection (all users)
- Road closure (for vehicles)
- Service lane closure

Figure 10: Enhancing movement along and across Mountain Highway



4.6 Community Infrastructure

Objective

To ensure community facilities meet the social and cultural needs of residents, visitors and workers into the future and contribute to a resilient community.

Strategies

Facilitate a range of community facilities and spaces in the centre inclusive of all abilities, ages and backgrounds.

Ensure new spaces encourage social interaction, facilitate play and promote health and wellbeing.

Actions

- A62.** Explore developing a new multipurpose hub including spaces for a dedicated youth space, a gallery/ exhibition space, a community garden and shed, a social enterprise café/ restaurant and spaces for community health and other support services.
- A63.** Work to transform the Bayswater Library to service the needs of the community with flexible multi use spaces integrated with other community uses.
- A64.** Improve safety and perceptions of safety by promoting more street activity and open spaces in partnership with local traders.
- A65.** Support the re-naming of streets, parks, public buildings and community infrastructure in the public realm, art and landscaping works, and the management of creeks, drainage and wetlands in conjunction with the Traditional Owners.




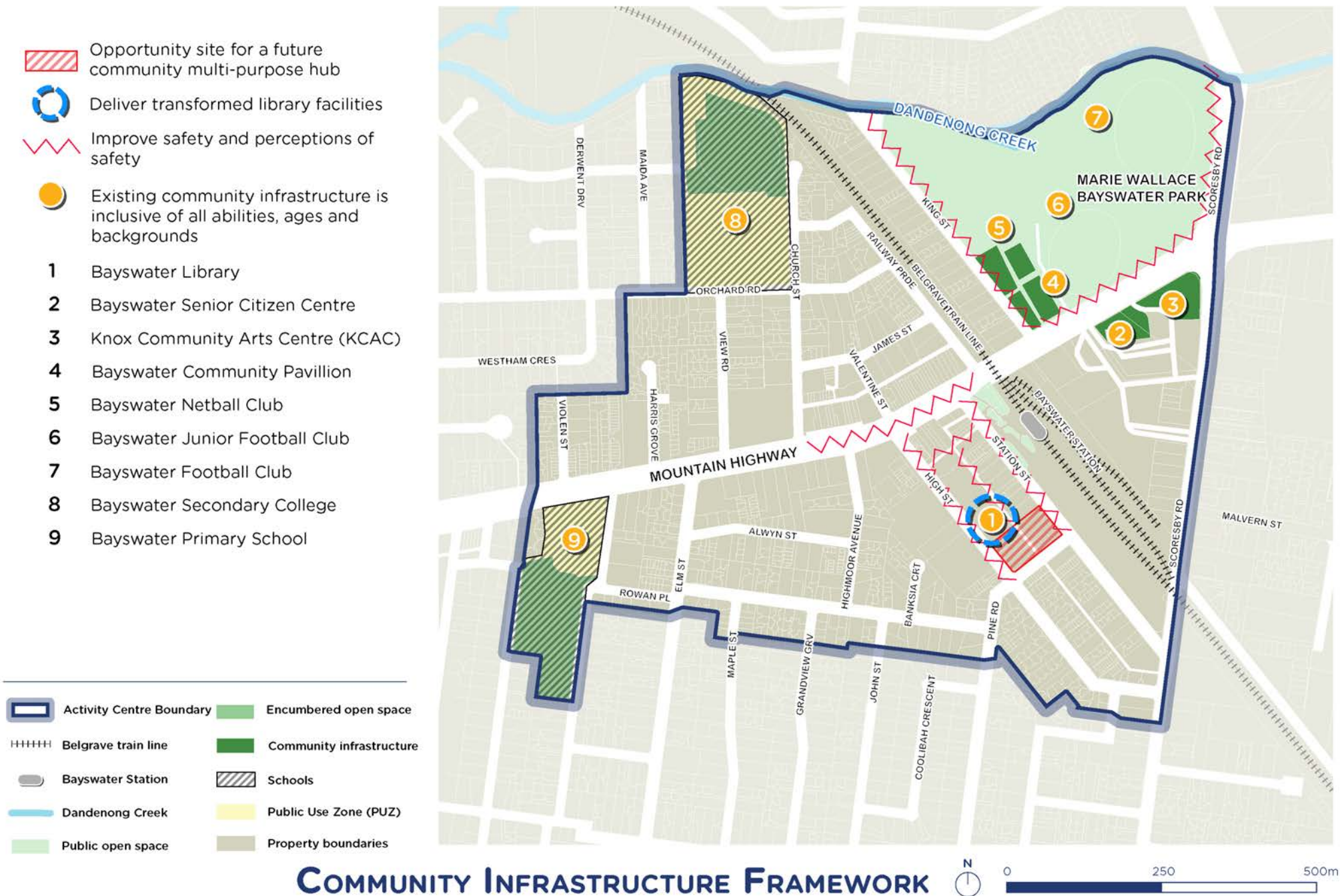
Social Benefits Framework - Principles Contributed to	
Remove barriers to access and participation	
Create great community spaces	
Build community capacity and resilience	

Figure 11: Community Infrastructure Framework Plan



COMMUNITY INFRASTRUCTURE FRAMEWORK

5. Activity Centre Precincts and Precinct Design and Development Guidelines

5.1 Activity Centre Precincts

Six precincts have been identified in the Bayswater MAC, shown in Figure 12 based upon their characteristics of land uses and building types. Each precinct has been named and analysed. Within these precincts, strategic sites are identified that have development potential based upon their location, street type, site dimensions and interfaces.

Purpose of Precinct Guidelines

The purpose of the Precinct Guidelines is to outline the preferred form for new buildings within the different precincts of the Bayswater MAC. The guidelines include the preferred building heights, ground and upper-level setbacks, relationship to the street and adjoining sensitive uses, and where necessary the treatment of vehicle access and parking.

How were the built form requirements developed?

Updated, place-based, built form requirements have been developed responding to community feedback and Bayswater's valued character, while providing for the sustainable growth of the activity centre through the integration of new buildings and land uses. Testing of market feasibility of development on several sites was also undertaken.

Proposed built form parameters have been developed for each precinct through:

- Review and consideration of the previous structure plan.
- Built form controls within existing planning scheme provisions.

- Principles and objectives for the MAC.
- Identified issues and opportunities.
- Built form testing through simple 3D visualisations.
- Preliminary feasibility testing of development on a number of sites.

The proposed built form and setbacks respond to interface conditions with sensitive uses, protecting key identified views, protecting solar access to key public spaces, and the development potential of sites based upon their proportions and landscape qualities.

Design objectives will ensure that new buildings reinforce the preferred character of the MAC as follows:

- To ensure new mid-rise development reinforces the role and preferred character of identified locations within the activity centre.
- To ensure new buildings protect and enhance the valued qualities of key public spaces and streets.
- To ensure development enhances activity, amenity and safety in adjacent streets and public spaces.
- To ensure an appropriate transition between new buildings and adjacent residential uses.
- To protect views of the Dandenong Ranges from identified locations.

The drafting of new discretionary and mandatory building height and setback controls has been based upon:

- Consideration of the existing built form controls within the Knox Planning Scheme.
- Review of building heights and setbacks within the Bayswater MAC Structure Plan, 2006.
- Identification of locations with the potential or opportunity for change based upon their position within the centre, existing development and use, site dimensions and adjacencies.

- Consequences of the level crossing removal project.
- Identification of objectives to realise change in built form including:
 - Strengthening the strategic role of the centre.
 - Protecting valued characteristics of the centre such as the views to surrounding hills and open spaces.
 - Responding to major transport corridors such as Mountain Highway and the railway line.
 - Positively responding to interface conditions with sensitive adjacent uses such as residential or open space.
 - Reinforcing the centre's parkland.
 - Protecting and increasing the tree canopy across the precincts.
- Simple 3D visualisation of different built form options to enable their initial consideration with potential preparation of a digital 3D model for more complete assessment.
- Testing and analysis of these different options or outcomes to determine their appropriateness for the various precincts within the activity centre.

Building heights for the Bayswater MAC are shown in Figure 13.



View east from High Street along Mountain Highway

Figure 12: Bayswater MAC Precincts

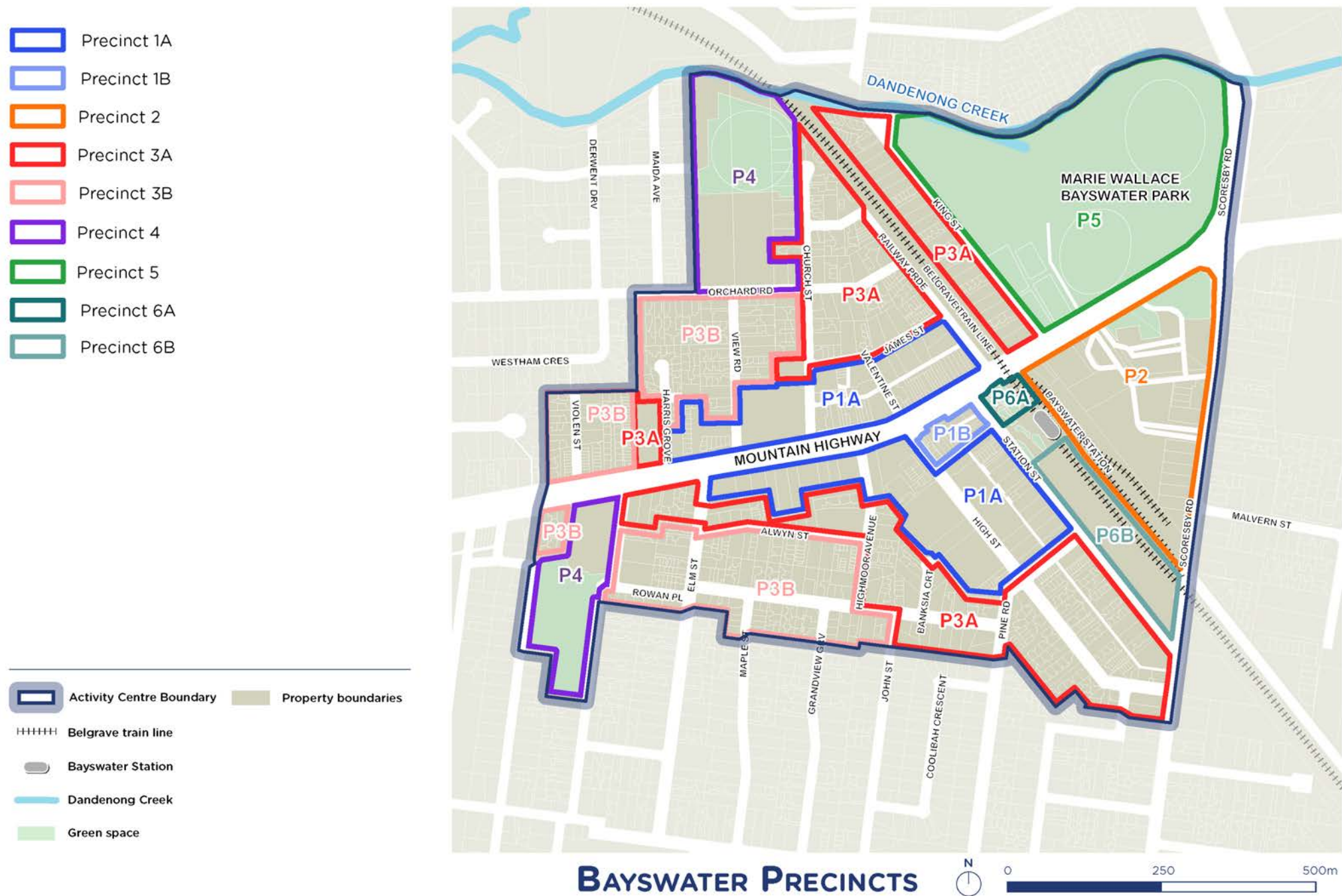
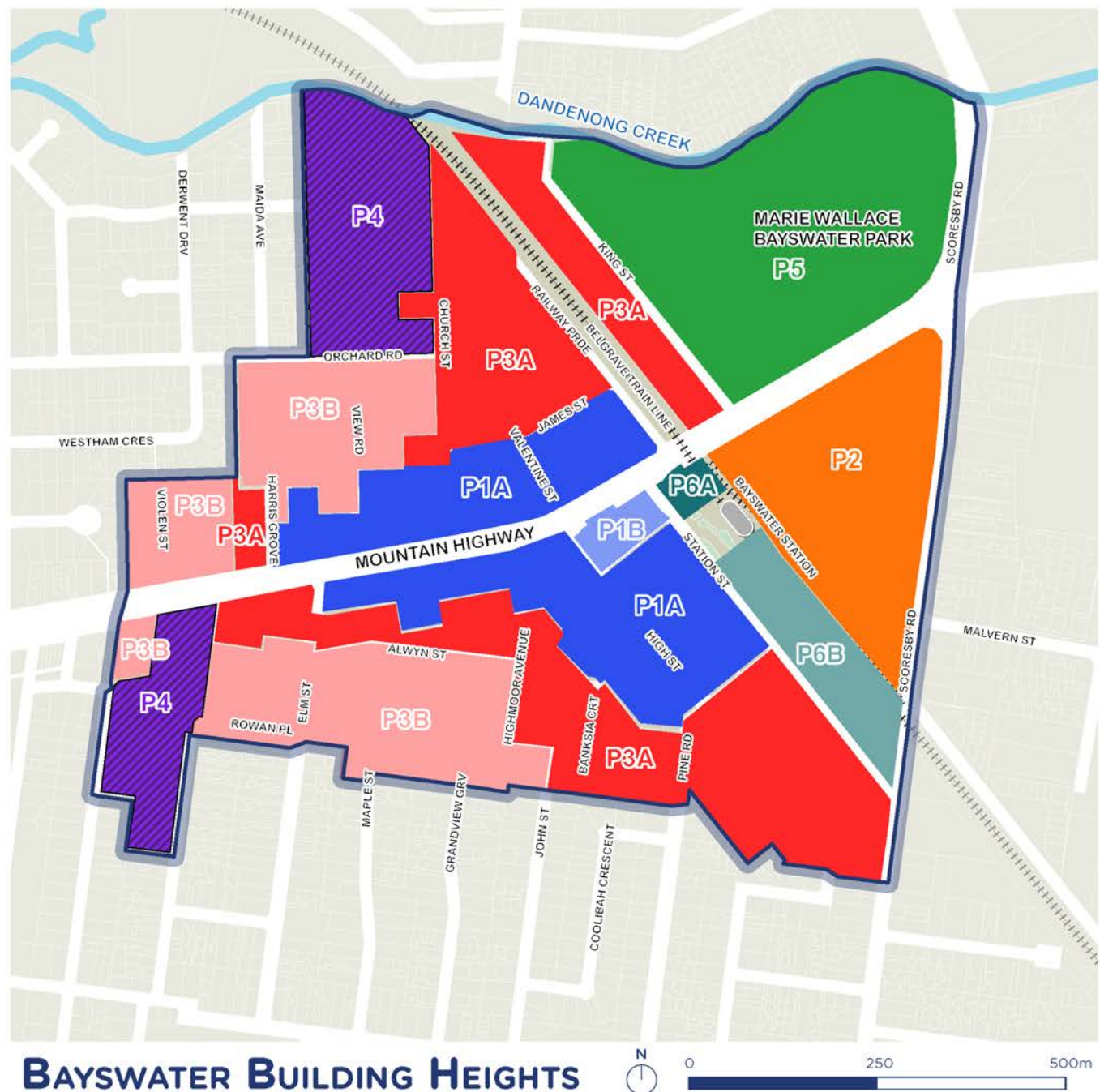


Figure 13: Bayswater MAC Building Heights

- Precinct 1A - 6 storeys (24 metres)
- Precinct 1B - 3 storeys (13.5 metres)
- Precinct 2 - 6 storeys (27 metres)
- Precinct 3A - 4 storeys (14.5 metres)
- Precinct 3B - 3 storeys (11 metres)
- Precinct 4 - no requirements
- Precinct 5 - no requirements
- Precinct 6A - 3 storeys (13.5 metres)
- Precinct 6B - 6 storeys (27 metres)



5.2 Built Form Guidelines

The proposed precincts for the Bayswater MAC are shown in Figure 12 with Built Form Guidelines drafted for each of the six precincts.

Design objectives and requirements should apply to all areas of the activity centre.

Built form testing through simple 3D visualisations has been included for selected land in Precincts 1A, 1B and 2 south of Mountain Highway. Four locations have been shown which are key views 1, 2, 3 and 4 (V1, V2, V3 and V4) and these are shown in Figure 8.

Design requirements include:

- Overall building height does not include roof top services such as plant rooms, lift overruns, solar panels, or other mechanical equipment. These should be integrated into the building form or concealed from view from the public realm.
- Incorporate 4 metre minimum ground floor heights within mixed use or commercial buildings to accommodate a variety of uses.
- Provide ground and upper-level setbacks consistent with the relevant precinct guidelines and adjacent land uses. Incorporate upper-level setbacks while minimising repetitively stepped building forms.
- Moderate the visual impact of large buildings through the balanced integration of the building form with the composition of elements, materials, and detailing.
- Incorporate best practice environmental design initiatives including sustainable materials to minimise the energy inputs and outputs of all new buildings.

Precinct 1: Commercial Core

Role:

The commercial areas along Mountain Highway, High Street and Station Street form the core of the activity centre. Mountain

Highway is a wide, six lane, arterial road that descends and curves in a north easterly direction providing unfolding views towards the Dandenong Ranges and creating a sense of spaciousness. The road presents a significant gap between the sides lined with narrow, mainly single storey retail/commercial buildings and no significant vegetation. Some larger sites west of the junction with High Street contain larger-format retail premises. Removal of the railway level crossing in 2016-2017 included improvements to the highway's streetscape and safety. The narrow frontages of many properties limit their redevelopment potential compared to the larger or corner sites and those with areas of at-grade carparking at the rear of properties.

High Street has properties with wider frontages supporting larger format retail premises, including the Mountain High Shopping Centre, and associated areas of at-grade car parking. This creates a sense of enclosure which is amplified by tall trees and limited view lines to the surrounding landscape. The precinct features wide, paved footpaths with deciduous street trees, and parallel parking on both sides of the street. Other streetscape improvements include street furniture and raised pedestrian crossings.

Commercial uses are located on the first floor of some buildings. Mainly "local" operators are accommodated rather than national or franchise brands or shops (apart from supermarkets) with few vacancies evident.

The current Design and Development Overlay - Schedule 6 (DDO6) seeks buildings be built to the front boundary with 1-2 storey street wall and upper levels setback to a maximum height of four to five storeys. The exception to this is on the south side of Mountain Highway between High Street and Station Street where a maximum height of 2 storeys is required to protect views to the Dandenong Ranges.

In the retail core, active frontages are required along with weather protection to footpaths protecting the comfort and enjoyment of people in public space. The objectives and requirements of DDO6 provide a good foundation for consideration of the precinct's future

development. The DDO6 provisions have been reviewed and height controls updated in the context of the new strategic directions from the Renewal Strategy.

Built form guidelines have been drafted to encourage investment in properties in Precinct 1 and Precinct 6 that support its economic and social vitality, while ensuring the protection of the amenity, vibrancy and safety of the streets and other public spaces.

Precinct Strategies:

- Retain and enhance the traditional retail role at ground level of Mountain Highway, High Street, Station Street, Penguin Place and Macauley Place.
- Enhance the commercial role of the precinct by encouraging the development of office space in upper levels or in new developments.
- Support Mountain High Shopping Centre to maintain its convenience shopping role and provide a greater range of shops or services within the existing retail floor area.
- Support continued retail, commercial and mixed use development of the commercial core of Bayswater.
- Integrate the Mountain High Shopping Centre into the centre, in terms of its mix of uses, built form and site layout, including access for pedestrians and cyclists and street activation where possible including along Macauley Place.
- Investigate opportunities for mixed use development on existing surface car parks.
- Ensure that new built form respects and celebrates the character of places in terms of building scale, architecture, details and materials.
- Facilitate increased night-time economic activity in the precinct through encouragement of restaurants and other complementary uses.
- Retain and enhance a pedestrian friendly streetscape.
- Encourage more people living in the centre through utilisation of new shop top apartment development and mixed use developments above commercial uses.
- Improve the function, amenity, safety and image of Mountain Highway as an important entry to the Town Centre.

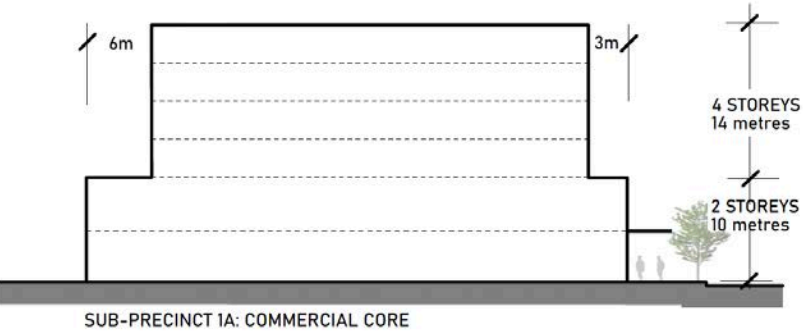
Precinct Built Form Design Guidelines:

- Support more intensive, mixed-use development of available sites taking advantage of their proximity to local services and facilities.
- Provide sufficient space between upper levels of residential buildings to ensure equitable access to daylight.
- Maintain sunlight access to Penguin Place at the equinox between the hours of 10am to 2pm.
- Provide a transition in scale between larger buildings and adjacent lower scale built form.
- Ensure new development includes generous windows and well-defined entries at ground level to activate streets.
- Ensure new development directly interfaces with Macauley Place, which will be a new, activated public space.
- Ensure that larger format retail premises avoid long expanses of blank wall or covered windows at street level.
- Provide weather protection for pedestrians along the fronts of buildings along key streets and thoroughfares.
- Minimise impacts upon pedestrian areas from driveways and garage doors, locating vehicle and service access to the sides or rear of buildings.
- Arrange building elements such as roofs, windows, balconies, doorways and cladding to complement and reinforce the preferred future character of the precinct.
- Ensure blank walls are detailed to be visually interesting and engaging.
- Avoid the use of small or narrow light wells along side boundaries.
- Minimise the impact of utility services such as substations and fire boosters upon the building's active street frontage.
- Optimize the environmental sustainability and energy performance of new buildings including their construction and ongoing operation.

Viewing locations V1 and V3 are shown in Figures 14 and 15.

Precinct Built Form Requirements:

Main Precinct: Sub-Precinct 1A	
Ground level setback	Maintain zero setback on street frontages ensuring active ground level interface
Streetwall height	2 storey (10 metres) with weather protection to footpath
Upper level street setback	3 metres
Maximum height (discretionary)	6 storeys (24 metres)
Side setback	Zero setback at levels 1-2. 4.5 metres minimum setback above level 2 for residential buildings (9 metre separation to a new adjoining building)
Rear setback above podium height	6 metres
Access	Rear lane access where available
Site consolidation opportunity	Yes



Mountain Highway (South Side) - High to Station Streets: Sub-Precinct 1B	
Ground level setback	Maintain zero setback on street frontages ensuring active ground level interface
Streetwall height	3 storey (13.5metres) with weather protection to footpath
Setback above streetwall	N/A
Maximum height (discretionary)	3 storeys (13.5 metres)
Side setback	Zero setback
Rear setback above podium height (and to High Street)	3 metres (podium at 2 storeys)
Access	Rear lane access where available
Site consolidation opportunity	Yes

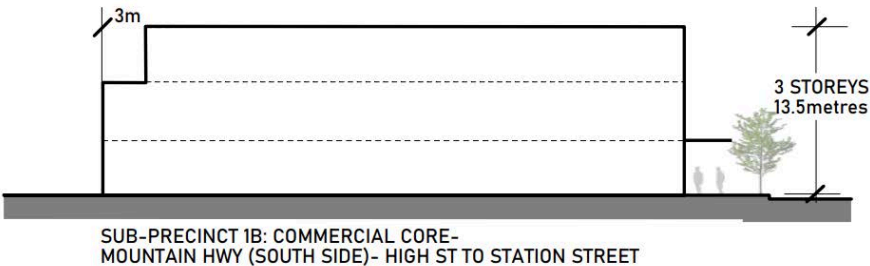


Figure 14: 3D model of precinct 1B built form requirements

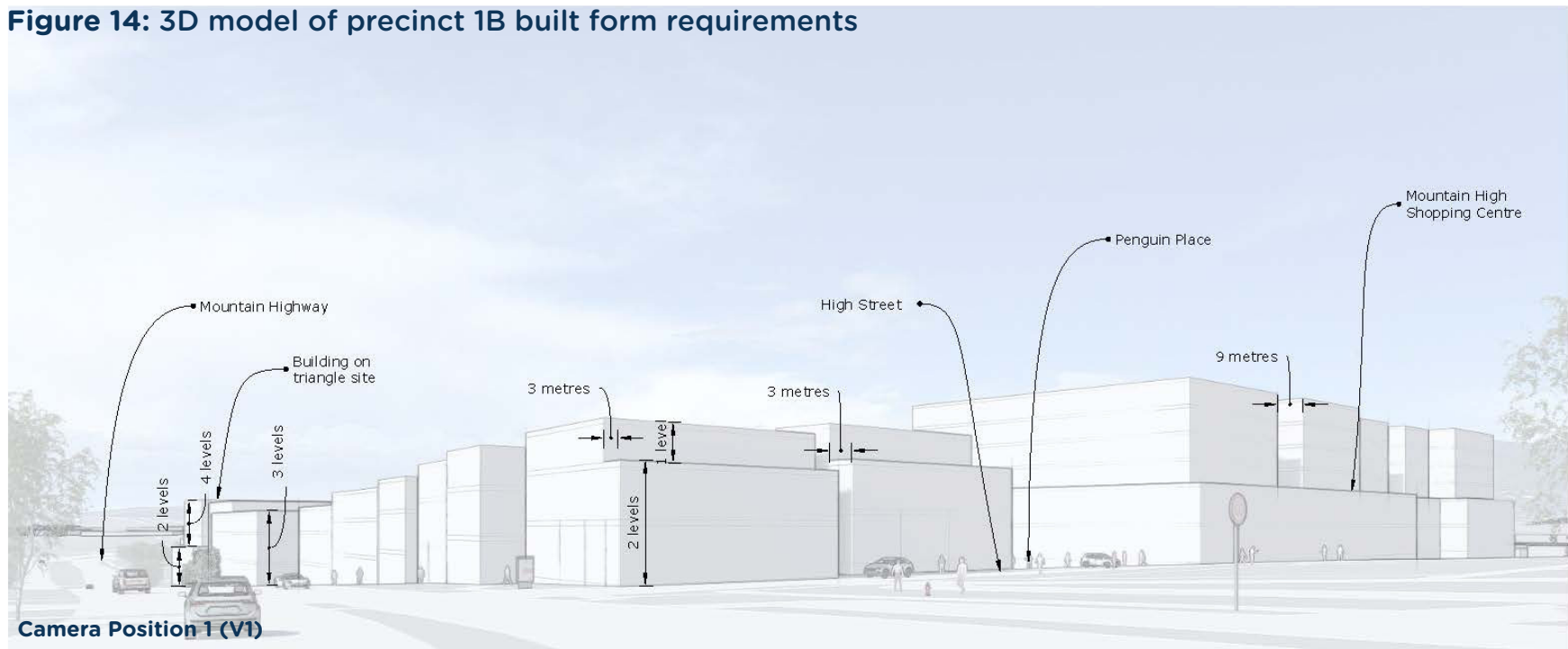
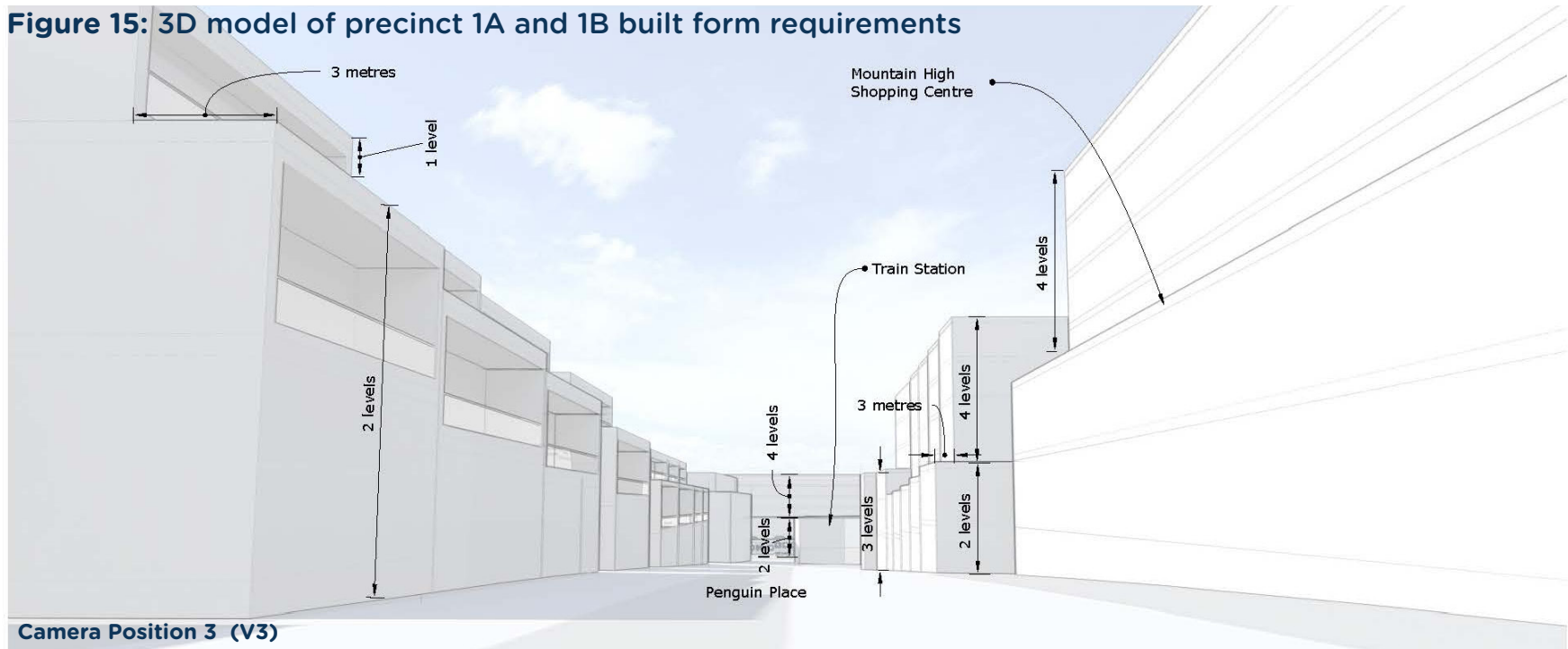


Figure 15: 3D model of precinct 1A and 1B built form requirements



Precinct 2: Bayswater Triangle

Role:

The precinct contains light industrial, restricted retailing, hotel, petrol station uses and the KCAC. The precinct is located just east of Bayswater Train Station and is bound by Mountain Highway to the north, Scoresby Road to the east and the train maintenance facility and Belgrave rail line to the west. Uses include the hospitality venues (the Bayswater Hotel), warehousing, auto servicing and repair and light engineering services and electronics. These uses are separated by expansive areas of surface car parking and access driveways. Buildings primarily consist of large industrial sheds with attached shop fronts. Several of the industrial buildings are ageing and now divided into smaller tenancies. Buildings are single storey with masonry walls and metal roofing, generally well maintained with landscaped front setbacks, some of which contain carparking. The existing development suggests significant redevelopment potential however this is constrained by the boundary effects of its interfaces and land ownership patterns.

The area on the corner of Mountain Highway and Scoresby Road contains community and emergency service uses with large landscape setbacks.

DDO6 supports development of buildings up to five storeys.

The site's redevelopment potential benefits from being separated from sensitive adjacent uses as well as excellent access to major transport corridors, including the Bayswater train station and bus interchange.

Built form guidelines are drafted to support the redevelopment of this precinct encouraging more intensive commercial development that reinforces the service and employment functions and improving its connection to the wider MAC.

Precinct Strategies:

- Establish a direct link to the BBP connecting the two

- employment centres together and capitalise on their synergies.
- Include a gateway redevelopment site designation on the KCAC and retain the arts centre function with any redevelopment of the land.
- Support more intensive new mixed-use and employment development within the precinct with residential development.
- Transition the precinct into a high-quality urban services precinct with a broad range of business services to support the local economy.
- Improve the public realm of the precinct to make it an attractive place to do business or live.
- Improve connection and integration with the wider MAC, including universally accessible links across the rail corridor and to the station.
- Ensure that development provides a positive interface with streets, including any new internal accessways.
- Ensure that vehicle parking and access does not detract from the streets and other public open space.
- Establish an interconnected, permeable, and 'green' street network prioritising safe, direct access for pedestrians.
- Ensure development provides sufficient space for generous landscaping and consistent tree canopy.
- Optimise tree canopy cover to provide shading, cooling and habitat.
- Investigate options for coordinated redevelopment of Precinct 2 e.g. a Development Plan Overlay (DPO).

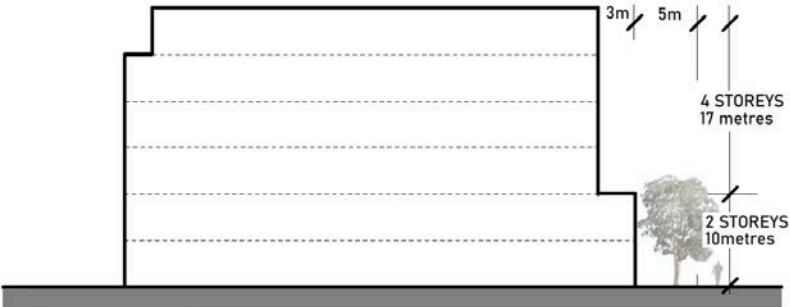
Precinct Built Form Design Guidelines:

- Support more intensive development including mixed use, residential upper level development and employment related development at ground level taking advantage of proximity to the centre, public transport and other strategic links.
- Arrange building elements such as roofs, windows, balconies, doorways and cladding to complement and reinforce the preferred future character of the precinct.
- Ensure new development includes generous windows and well-defined entries at ground level to activate streets.

- Ensure that larger format commercial premises avoid long expanses of blank wall or covered windows at street level.
- Provide weather protection for pedestrians at building entries.
- Minimise impacts upon pedestrian areas from driveways and garage doors, locating vehicle and service access to the sides or rear of buildings.
- Provide sufficient space for effective landscaping around the building, particularly along the front.
- Ensure blank walls are detailed to be visually interesting and engaging.
- Minimise the impact of utility services such as substations and fire boosters upon the building’s active street frontage.
- Optimise the environmental sustainability and energy performance of new buildings including their construction and ongoing operation.

Precinct Built Form Requirements:

Precinct 2: Bayswater Triangle	
Ground level setback	5 metres to accommodate canopy trees
Streetwall height	2 storey (10 metres)
Setback above streetwall	3 metres
Maximum height (discretionary)	6 storeys (27 metres)
Side setback	Zero setback to match existing
Rear setback at sixth storey	2 metres
Access	Rear and sides
Site consolidation opportunity	Yes



PRECINCT 2: BAYSWATER TRIANGLE

Precinct 3: Residential Growth

Role:

This precinct consists of the residential areas of the activity centre that surround the commercial core. These precincts have good access to shopping, services, schools, public transport and open space. Some lots sizes within the precinct are relatively large, of 1000 square metres or greater, and have been redeveloped for multi-dwelling units, townhouses and apartments generally up to three storeys high. Dwellings are generally from the mid-late 20th century, with some newer developments from the early 21st century, constructed of either brick or weatherboard materials and featuring pitched tiled roofs. Frontage treatments tend to be open with no, or low, front fences and simple, low maintenance gardens. Street trees that are variable in size and species tend to occur on both sides of the street. The continued redevelopment of sites within the precinct is supported.

Built form guidelines support this well-located precinct’s continued role with the redevelopment of sites with more intensive, diverse housing types within landscaped surrounds while protecting the amenity of adjacent properties and streets. In areas directly abutting the commercial core, up to 4 storeys will be encouraged, with 3 storeys in other areas.

Precinct Strategies:

- Support continued diversification and choice of housing with good access to the centre and services.
- Encourage development consistent with the preferred neighbourhood character.
- Support mixed use development of sites for higher density residential or commercial land use.
- Ensure new buildings along Mountain Highway provide a positive entry to the town centre in terms of their mix of uses, overall form, design and materiality.
- Encourage established gardens with a substantial tree canopy cover.
- Maintain setbacks around dwellings and residential buildings sufficient for adequate landscaping.

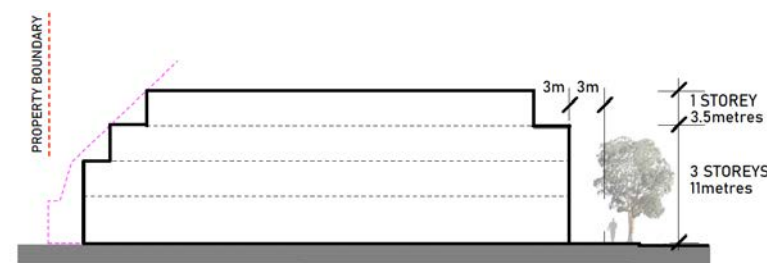
- Ensure that development provides a positive interface with streets.
- Ensure that new dwellings and extensions are sited and designed to respect the prevailing architectural character and landscape setting, including scale, materiality and detailing.
- Protect and increase the tree canopy cover by requiring an adequate amount of permeable land for protecting and planting vegetation, including canopy trees.

Precinct Built Form Design Guidelines:

- Support concentrated residential development in proximity to the centre and services.
- Arrange building elements such as roofs, windows, balconies, doorways and cladding to complement and reinforce the preferred future character of the precinct.
- Orient residential buildings to address, overlook and activate the adjacent street or public space.
- Provide recognisable, easily accessible and sheltered entries to residential buildings.
- Minimise impacts upon pedestrian areas from driveways and garage doors, locating vehicle and service access to the sides or rear of buildings.
- Provide sufficient space for effective, locally appropriate landscaping around buildings, between private open spaces and beside driveways or ramps.
- Minimise the impact of utility services such as substations and fire boosters upon the building's active street frontage.
- Optimise the environmental sustainability and energy performance of new buildings including their construction and ongoing operation.
- Plan and layout new built form to manage amenity impacts on adjacent sensitive land uses.

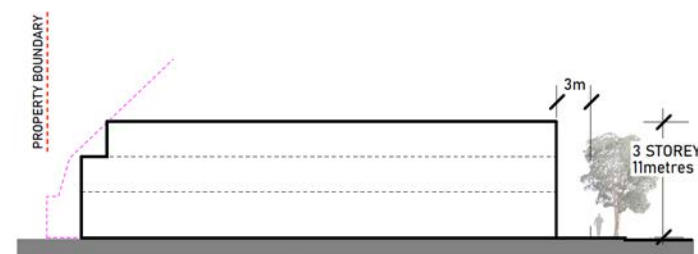
Precinct Built Form Requirements:

Precinct 3A	
Front setback	3 metres minimum
Setback from side streets	Clause 55 Standard B6
Streetwall height	3 storey (11 metres)
Setback above streetwall	3 metres
Overall height	4 storeys (14.5 metres)
Side and rear setback	Clause 55 Standard B17
Access	Street
Site consolidation opportunity	Limited



PRECINCT 3A- RESIDENTIAL GROWTH

Precinct 3B	
Front setback	3 metres
Setback from side streets	Clause 55 Standard B6
Streetwall height	3 storey (11 metres)
Rear setback at third storey	3 metres
Overall height	3 storeys (11 metres)
Side and rear setback	Clause 55 Standard B17
Access	Street
Site consolidation opportunity	Limited



PRECINCT 3B- RESIDENTIAL GROWTH

Precinct 4: Education

Role:

This precinct includes Bayswater Primary School fronting Mountain Highway on the western edge and Bayswater Secondary College in the north-west corner of the MAC. Built form guidelines are not required for the continued provision of primary and secondary education on these sites due to their public use zoning.

Precinct Strategies:

- Facilitate the development of public institutions within the centre.
- Ensure upgrades to Council facilities transition to community hubs with a range of co-located facilities.
- Create convenient, safe and accessible pedestrian links between facilities within the precinct and between other precincts and the train station interchange.
- Support continued improvements to the buildings and grounds of schools within the centre.
- Work with schools to provide public access to school facilities and grounds where appropriate to expand the availability of facilities and open space.

Precinct Built Form Design Guidelines:

None.

Precinct Built Form Requirements:

None.

Precinct 5: Parklands

Role:

Precinct 5 consists of an area of approximately 16.5Ha of open space containing passive and active recreation facilities, community and service functions. The area is bound by the Dandenong Creek corridor to the north, Scoresby Road and Bayswater Road to the east and King Street to the west.

The area to the north of Mountain Highway consists of Marie Wallace Bayswater Park, providing opportunities for walking and cycling and contains a variety of sporting and recreational facilities and pavilions including netball, tennis and barbeque facilities and their associated vehicle access and parking areas. This area is also bisected by the Dandenong Creek Trail which links to Kilsyth South in the east and Vermont South in the west. The extensive area of parklands contain many established native and exotic trees which make a significant contribution to Bayswater's identity and character.

Built form guidelines for this precinct support the appropriate development or renewal of public and community facilities while protecting the amenity, safety and attractiveness of adjacent public spaces and streets.

Precinct Strategies:

- Establish enhanced connections to and between other precincts, particularly commercial precincts 1A and 1B.
- Establish and maintain a clear sense of Bayswater's character in the open space network.
- Support and expand public open space within the centre.
- Ensure safe and convenient universal access to and through open spaces.
- Support different activities within Bayswater's open space network for as wide a range of users as possible.
- Ensure that open spaces are safe and amenable for all.
- Improve the environmental and biodiversity values of parklands.
- Ensure buildings provide positive interfaces with open spaces.

- Establish positive edge and interface conditions around open spaces.

Precinct Built Form Guidelines:

- Continue to implement the actions outlined in the Marie Wallace Park Masterplan (2015).
- Continue to work with Melbourne Water to revegetate the Dandenong Creek.

Precinct Built Form Requirements:

None.

Precinct 6: Bayswater Station and Environs

Role:

The removal of the railway level crossing in 2016-2017 and subsequent upgrade to Bayswater Train Station forms a new precinct that functions as an extension of Precinct 1. Though similar in identity, the station precinct serves a distinct, transit-oriented role. Opportunities for development in this precinct will arise if the train maintenance facilities are relocated. This would provide opportunities for redevelopment of this VicTrack owned land and improved connections across the rail line.

Precinct Strategies:

- Support development that improves activity levels within the precinct and benefits from proximity to public transport services.
- Improve the link between the Triangle Site, Penguin Place and Macauley Place.

Precinct Built Form Design Guidelines:

- Provide direct, convenient and safe universal access across the rail corridor linking the Bayswater Triangle site with the centre.
- Support new commercial and community development taking advantage of proximity to the centre, public transport and other strategic links.
- Arrange building elements such as roofs, windows, balconies, doorways and cladding to complement and reinforce the preferred future character of the precinct.
- Ensure new development includes well-defined, universally accessible entries and generous windows at ground level to activate the public realm.
- Ensure that new buildings avoid, long expanses of blank wall or covered windows at street level
- Provide weather protection for pedestrians at building entries and along street frontages.
- Minimise impacts upon pedestrian areas from driveways and garage doors, locating vehicle and service access to the sides or

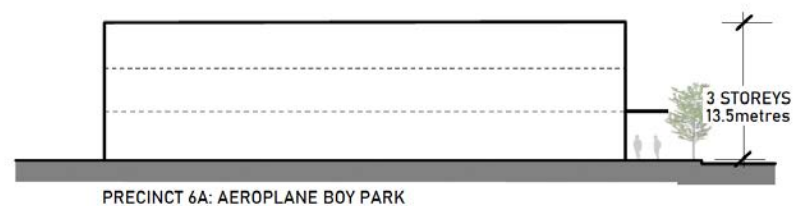
rear of buildings.

- Provide sufficient space for effective landscaping around buildings, particularly along the front.
- Ensure blank walls are detailed to be visually interesting and engaging.
- Minimise the impact of utility services such as substations and fire boosters upon the building's active street frontage.
- Optimise the environmental sustainability and energy performance of new buildings including their construction and ongoing operation.

Viewing locations V2 and V4 are shown in Figures 16 and 17.

Precinct Built Form Requirements:

Precinct 6A: Aeroplane Boy Park	
Ground level setback	Maintain zero setback on street frontages ensuring active ground level interface
Streetwall height	3 storey (13.5 metres) with weather protection to footpath
Setback above streetwall	N/A
Maximum height (discretionary)	3 storeys (13.5 metres)
Side setback	3 metres
Access	Rear lane access where available
Site consolidation opportunity	Yes



Precinct 6B: Bayswater Station Carpark	
Ground level setback	Maintain zero setback on street frontages ensuring active ground level interface
Streetwall height	2 storey (10 metres) with weather protection to footpath
Setback above streetwall	3 metres
Maximum height (discretionary)	6 storeys (27 metres)
Side setback	4.5 metres minimum setback above level 2 for residential buildings (9 metre separation to a new adjoining building)
Access	Street, or rear where available
Site consolidation opportunity	Yes

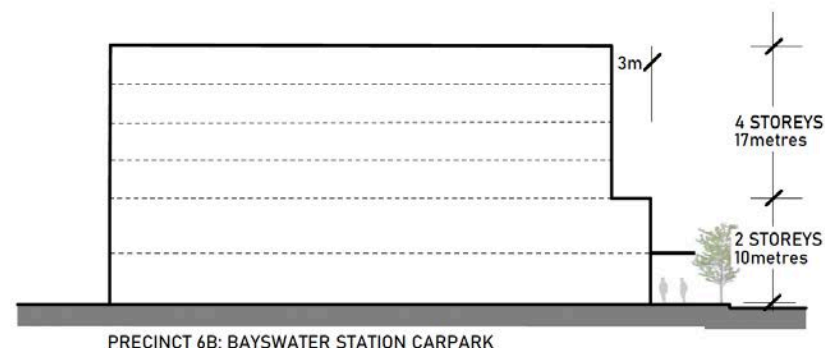


Figure 16: 3D model of precinct 6A built form requirements

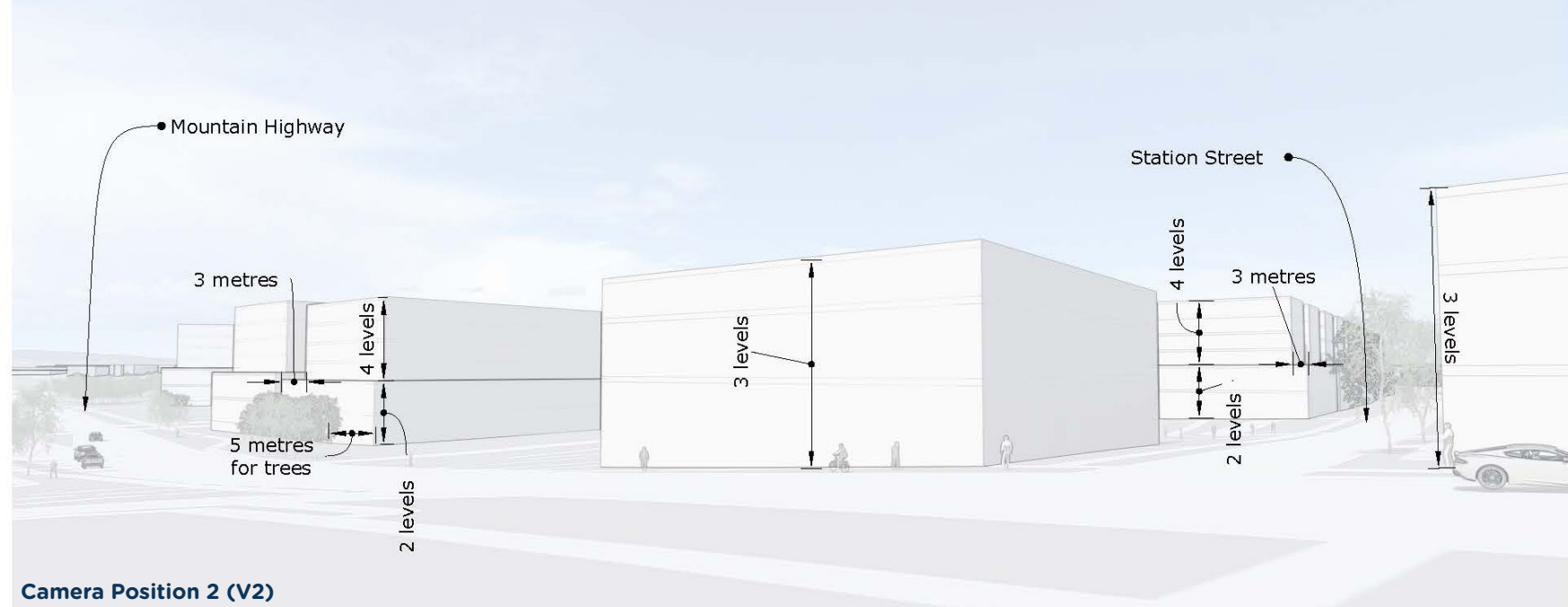
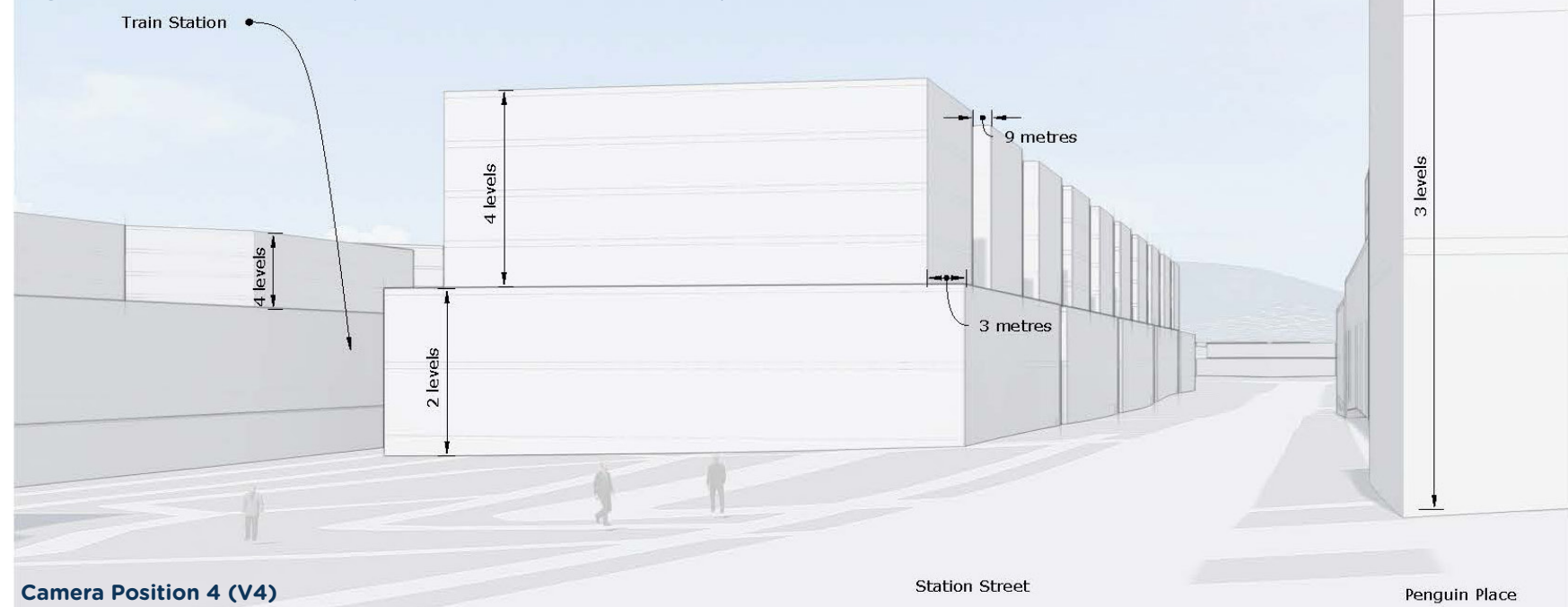


Figure 17: 3D model of precinct 6B built form requirements



5.3 Built Design Guidelines

New development in the Bayswater MAC is to demonstrate high quality architecture through:

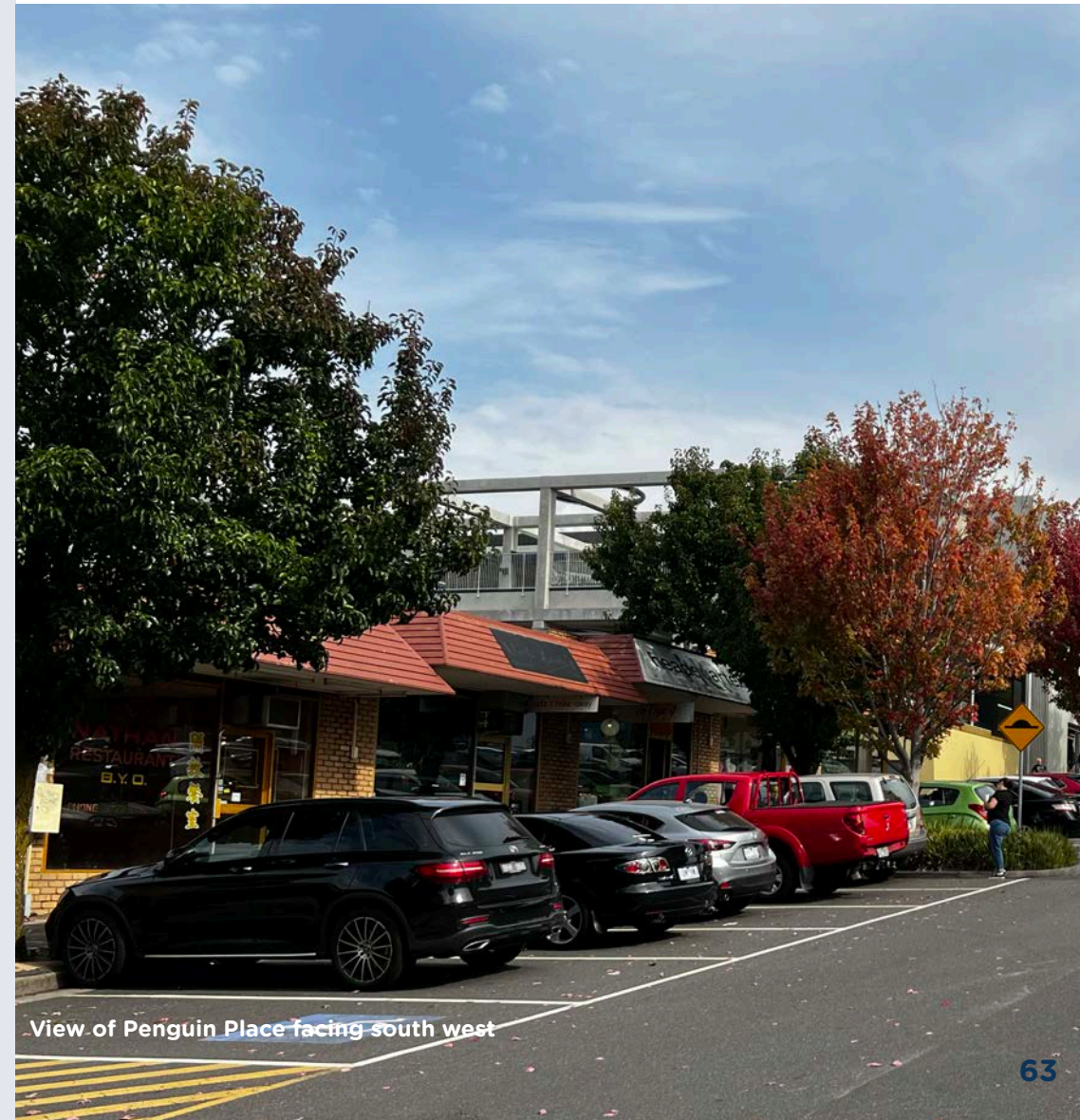
- A careful analysis of, and response to, the urban and landscape context.
- A building design derived from, and demonstrating, a clear concept based upon underlying principles.
- Overall built form displaying well considered building massing, scale, proportions, and structure integrated with the preferred future character of the area.
- Highly resolved interfaces with adjacent properties, streets and other public spaces limiting unwanted impacts on views, wind, overshadowing and public safety.
- External façade expression of well-coordinated design elements such as entries, windows, roofs and balconies that respond to, or reflect, the building's underlying form and structure.
- Design resolution of robust materials and the detailing of their junctions and interfaces.
- Excellent climate resilience, energy performance, and durability.
- Where appropriate, incorporation of a mix of uses that contribute to activation of adjacent public realm.
- Incorporation of locally appropriate landscaping.
- Integration of services, including roof top plant, to minimise their visual impact.

When developing designs for new development, applicants should also respond to the relevant clauses within the Urban Design Guidelines for Victoria, particularly those dealing with buildings.

6. Development Framework

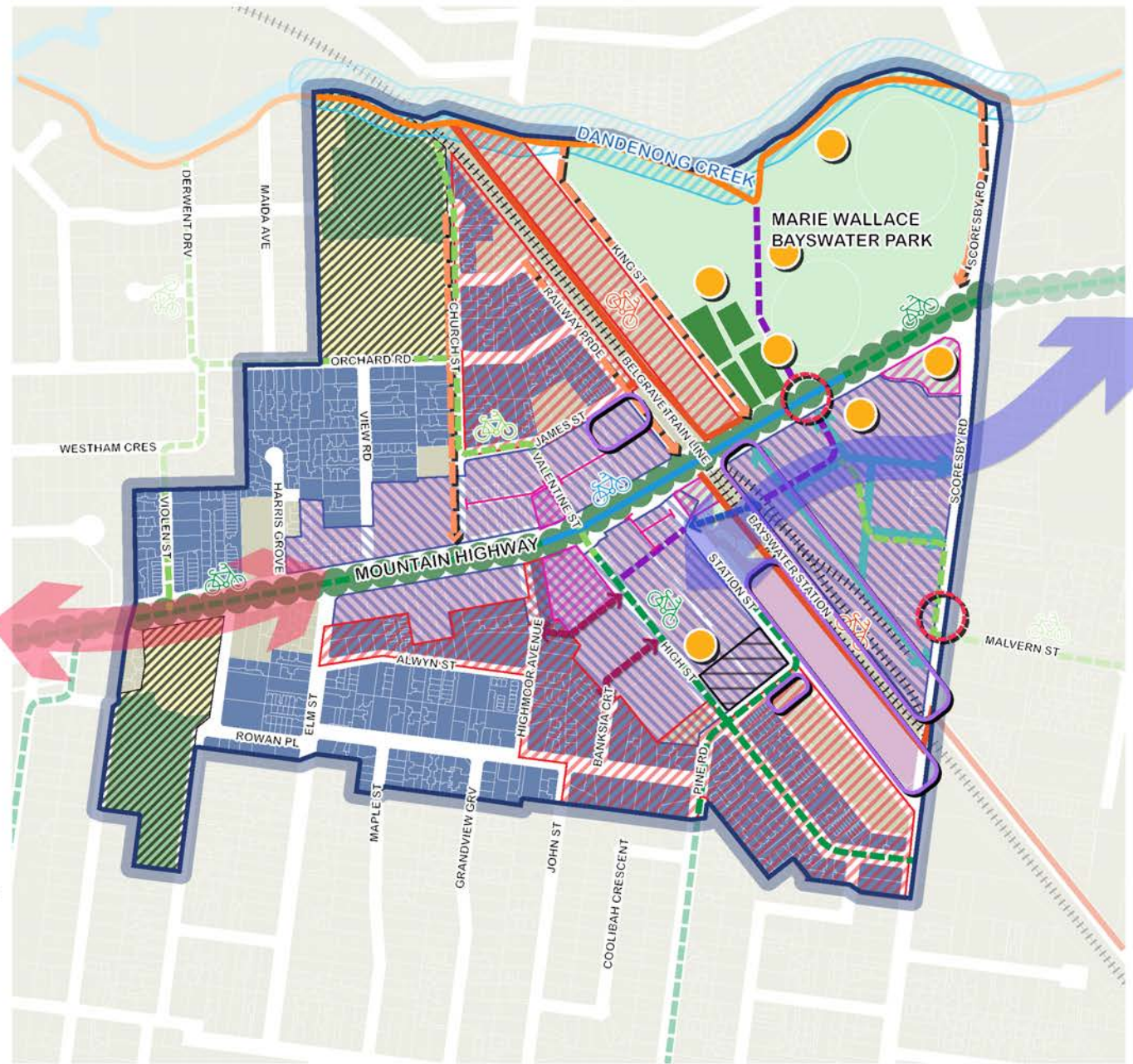
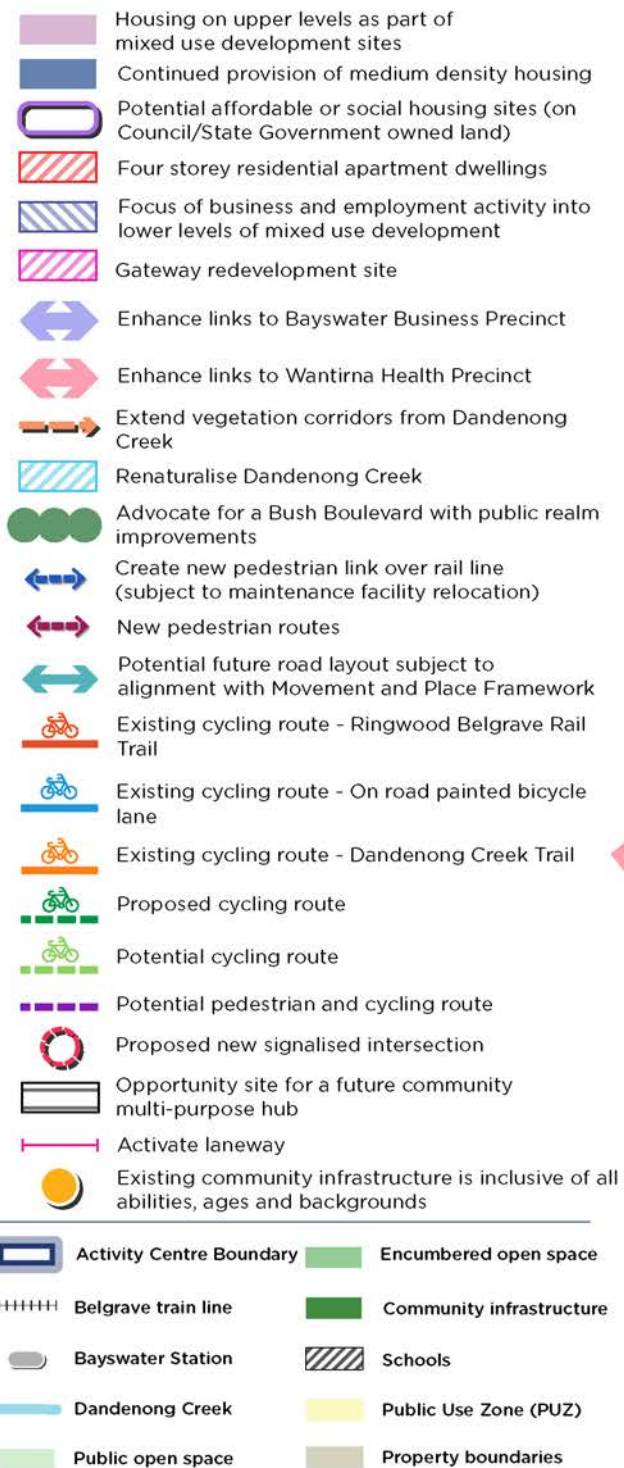
The development framework for the Bayswater MAC is shown at Figure 18. This includes the key initiatives for the Renewal Strategy.

A list of Big Move Projects is shown on page 65.



View of Penguin Place facing south west

Figure 18: Bayswater MAC Development Framework



DEVELOPMENT FRAMEWORK PLAN



Top 10 Big Move Projects for Bayswater

Investigate a new
Community Hub



Improve access and
business synergies
between the BBP and
the centre



Develop a niche
and night time
economy



Increase the
number of people
living in the centre



Improve pedestrian and
cycling networks along
Mountain Highway
(see page 44 and 45)



Facilitate renewal
of Bayswater
Triangle



Revitalise and
activate Penguin
Place and Macauley
Place

(see page 30 and 31)



Deliver increased tree
canopy cover and
greening throughout the
centre



Activate and renew
public spaces



Improve links between
Marie Wallace Bayswater
Park and the centre



7. Renewal Strategy Implementation

Implementing the Bayswater Renewal Strategy will require a range of statutory and non-statutory implementation measures to ensure that the vision is realised and the centre is renewed and revitalised.

7.1 Statutory Implementation

To give greater certainty to the implementation of the vision for the centre, it is necessary to ensure key elements are included in the Knox Planning Scheme.

The vision and objectives should be embedded in local policy integrated into the Planning Policy Framework (PPF). This could be through the local planning policy at Clause 11.03-1L to complement Clause 11.03-1S and Clause 11.03-1R. This will confirm that the activity centre boundary remains as existing and new strategies to guide redevelopment including the retention of commercial uses on ground levels of commercial and mixed use zones throughout the centre. Updates will also be made to the Municipal Planning Strategy (MPS) to reflect the Renewal Strategy. The BRS should be included as a policy document in the local planning policy and as a background document at Clause 72.08.

Activity Centre Building Heights

Building heights are denoted as storeys with a corresponding figure in metres. For commercial or mixed use development they assume 4 to 4.5 metre ground floor heights (which includes sub floor areas to accommodate utility services) to accommodate a range of non-residential uses. For residential development they assume 3 metre floor heights (plus sub floor areas to accommodate utility services). Various typologies of development have been drawn to show floor level height within a building's overall height.

Building heights and setbacks have been developed to guide the future built form of the activity centre as shown in the Development Framework Plan in Figure 18. These should be read in conjunction

with the precinct requirements and guidelines.

Land Rezoning and Overlay Changes

Land is proposed to be rezoned as shown in Figures 19 and 20 below as follows:

- Apply the Residential Growth Zone (RGZ) to land surrounding the commercial core of the activity centre (Commercial 1 and Mixed Use):
 - Bounded by Church St, Railway Parade and James Street.
 - On the north side of Alwyn Street between Elm Street and Highmoor Avenue.
 - On the north side of Myrtle Street between Highmoor Avenue and Pine Road.
 - On the south side of Myrtle Street between John Street and Pine Road.
 - On the north and south sides of High Street between Pine Road and Scoresby Road.
- Remove the Design and Development Overlay Schedule 6 from land zoned GRZ4 and incorporate maximum building heights of 3 and 4 storeys and other built form requirements into the GRZ4 and RGZ2 schedules respectively.
- Replace the Design and Development Overlay Schedule 6 with a new schedule to reflect the precinct objectives and built form controls outlined in the Strategy to C1Z, MUZ and RGZ land.
- Remove the Design and Development Overlay Schedule 6 from land zoned TRZ, PUZ2 and PPRZ due to the section 16 Order which exempts planning schemes from affecting Crown land and not applying it to GRZ land.
- Apply a DPO to Precinct 2 to guide integrated use and development of the precinct.
- Apply the Mixed Use Zone (MUZ) and an Environmental Audit Overlay (EAO) to existing Industrial 1 Zone land along Scoresby Road to better reflect its restricted retailing use and potential to provide for mixed use development as part of an integrated triangle precinct.

- Investigate applying a Special Use Zone (SUZ) to the KCAC site and surrounding PPRZ land to facilitate integrated redevelopment.

7.2 Non-Statutory Implementation

The Renewal Strategy identifies a wide range of non-statutory implementation actions necessary to deliver the vision for the activity centre. A key action will be to implement a series of public realm improvements to enhance the image and place qualities of the centre. These will provide the platform for renewal of the retail and commercial activities and enhancement of the liveability of the centre, with Council having a key role.

Initiatives are required to improve the amenity of the activity centre to address many access, connectivity and safety issues including streetscape master planning, tree plantings and improved crossings. These are subject to investment by Council in conjunction with stakeholders such as the Department of Transport and Planning as key partners.

The delivery of the potential Community Hub subject to future commitments and funding over the coming decade will also provide a strong renewal stimulus. Council investment has the potential to create a community focal point, attracting people to the centre who can then use the retail, commercial and community facilities the centre has to offer.

There are a range of community advocacy roles that Council needs to lead, particularly in relation to reducing the barrier effect of Mountain Highway and Scoresby Road which are both managed by the State. Bus services from, and to, and the region should be reviewed and better coordinated at the transport interchange at Bayswater Station.

There are several capital works improvements that Council and State Government Agencies can make to the pedestrian and cycling environment to strengthen links throughout the activity centre and increase the number of people who walk and cycle to the centre.

Council and the State Government can also lead and/or support many actions around physical, social and community infrastructure investment, for place making and other economic development initiatives to support the activity centre's renewal.

Statutory and non-statutory initiatives are outlined in more detail in the Action Implementation Plan along with recommendations on timing, partners and priority in Appendix 2.

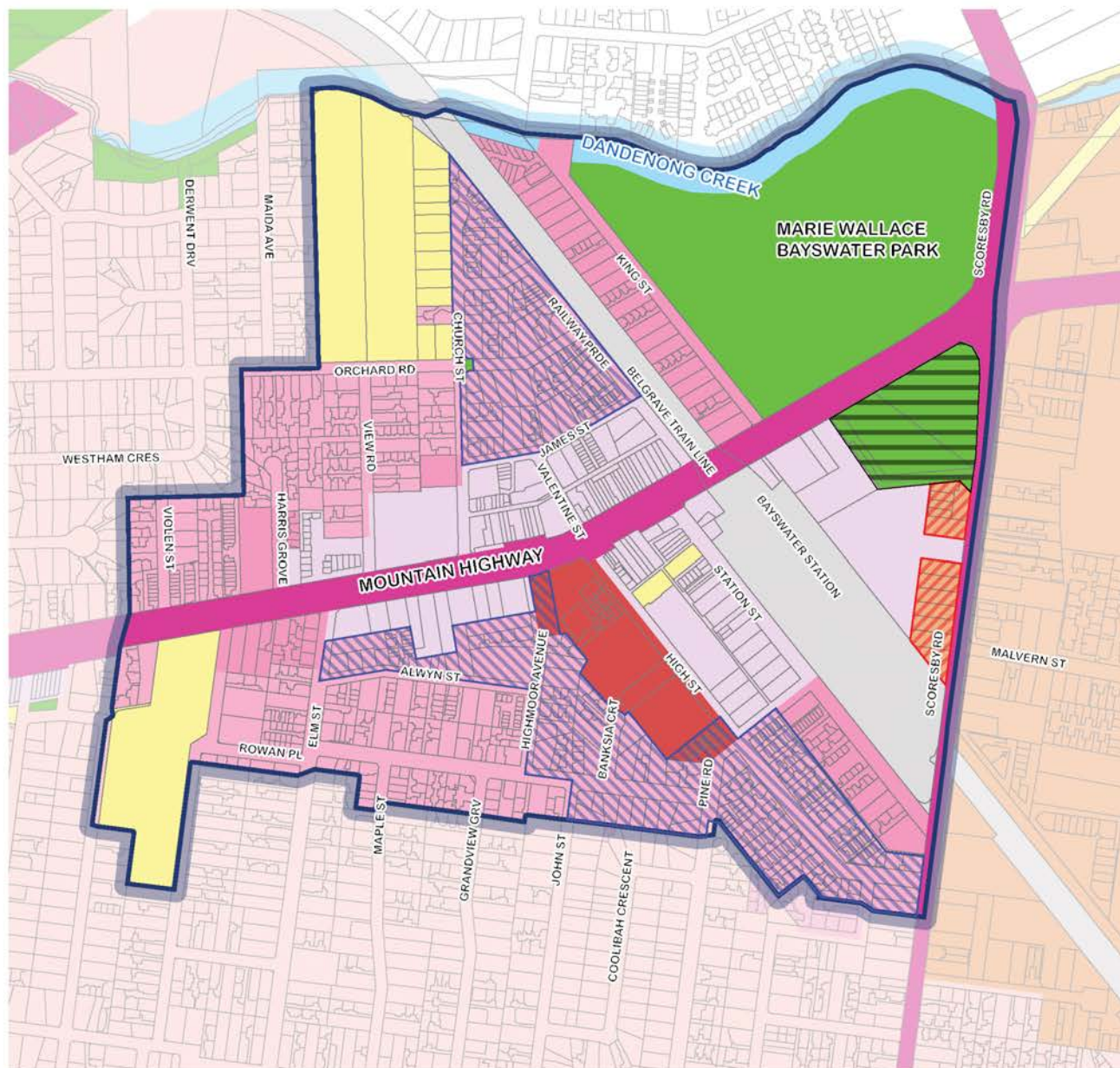


View of Station Street from Bayswater Station

Figure 19: Proposed Changes to Zoning

- Commercial 1 Zone
- General Residential Zone
- Industrial 1 Zone
- Mixed Use Zone
- Neighbourhood Residential Zone
- Public Park and Recreation Zone
- Public Conservation and Resource Zone
- Public Use Zone
- Residential Growth Zone
- Transport Zone 1
- Transport Zone 2
- Urban Flood
- Rezone as RGZ
- Rezone as MUZ
- Rezone as SUZ (investigate)

- Activity Centre Boundary
- Property boundaries



PROPOSED CHANGES TO ZONING

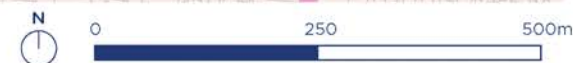
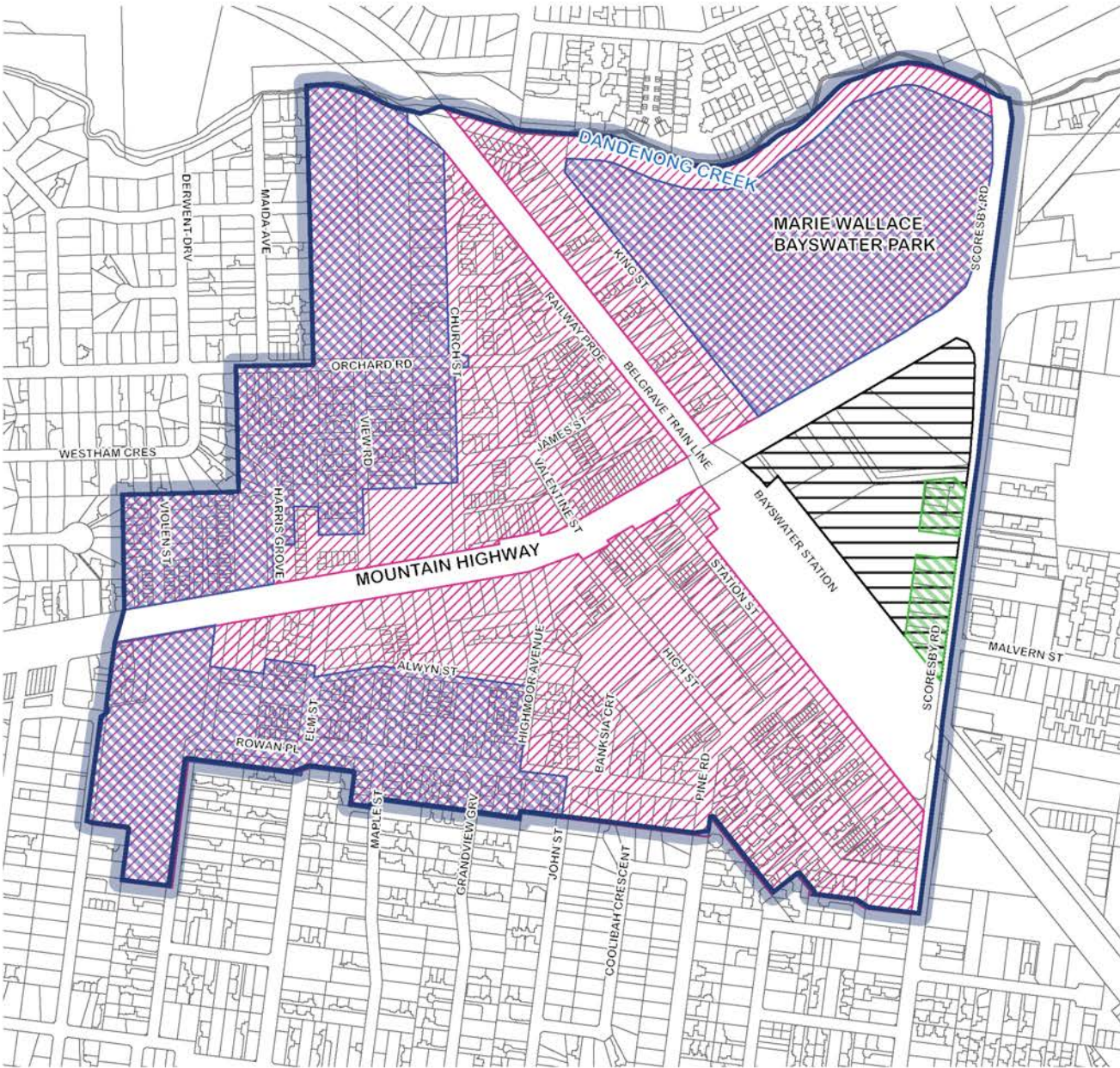


Figure 20: Proposed Changes to Overlays

- Revise Design and Development Overlay
- Apply Development Plan Overlay or Design and Development Overlay
- Remove Design and Development Overlay 6
- Apply Environmental Audit Overlay

- Activity Centre Boundary
- Belgrave train line
- Bayswater station
- Dandenong Creek
- Public open space
- Encumbered open space
- Community infrastructure
- Property boundaries



PROPOSED CHANGES TO OVERLAYS



8. Monitoring and Review

A progress report on the implementation of the Bayswater MAC Renewal Strategy will be provided by Knox City Council every five years. This will commence from when the Renewal Strategy is adopted. This process will enable Council to measure progress, ensure an appropriate application of resources and the delivery of key priority projects. Council will use the five yearly progress report to adjust the implementation program to ensure that the Renewal Strategy is achieving the vision.

The Renewal Strategy review cycle is every ten years, to ensure that it remains relevant and consistent with Council's strategic policies, MPS and the Council Plan, and to identify any changes required to respond to new trends, policies, the metropolitan strategy or changing circumstances. This review will enable Council to prepare for the subsequent Renewal Strategy period.

The Renewal Strategy developed for Bayswater will make a strong local contribution to the delivery of Council's Community Plan 2021-2031 for the municipality. The Renewal Strategy can assist by encouraging and supporting business to come to Bayswater and grow, planning for different types of housing, encouraging more people walking and cycling, helping to mitigate environmental impacts, and strengthen community resilience and wellbeing.



Appendix 1 - Movement and Place Framework

The Victorian Movement and Place Framework is an evolutionary development of the SmartRoads network operating plan that better reflects multi-modal movement and the diversity of land uses and transport customers in Victoria.

It is a strategic approach to better describe, plan and manage the street environments that support successful journeys and create great places in the road corridor. By providing network classifications for various modes, with meaningful objectives,

performance indicators and performance targets, suitable changes to the road network can be suggested to meet aspirational goals.

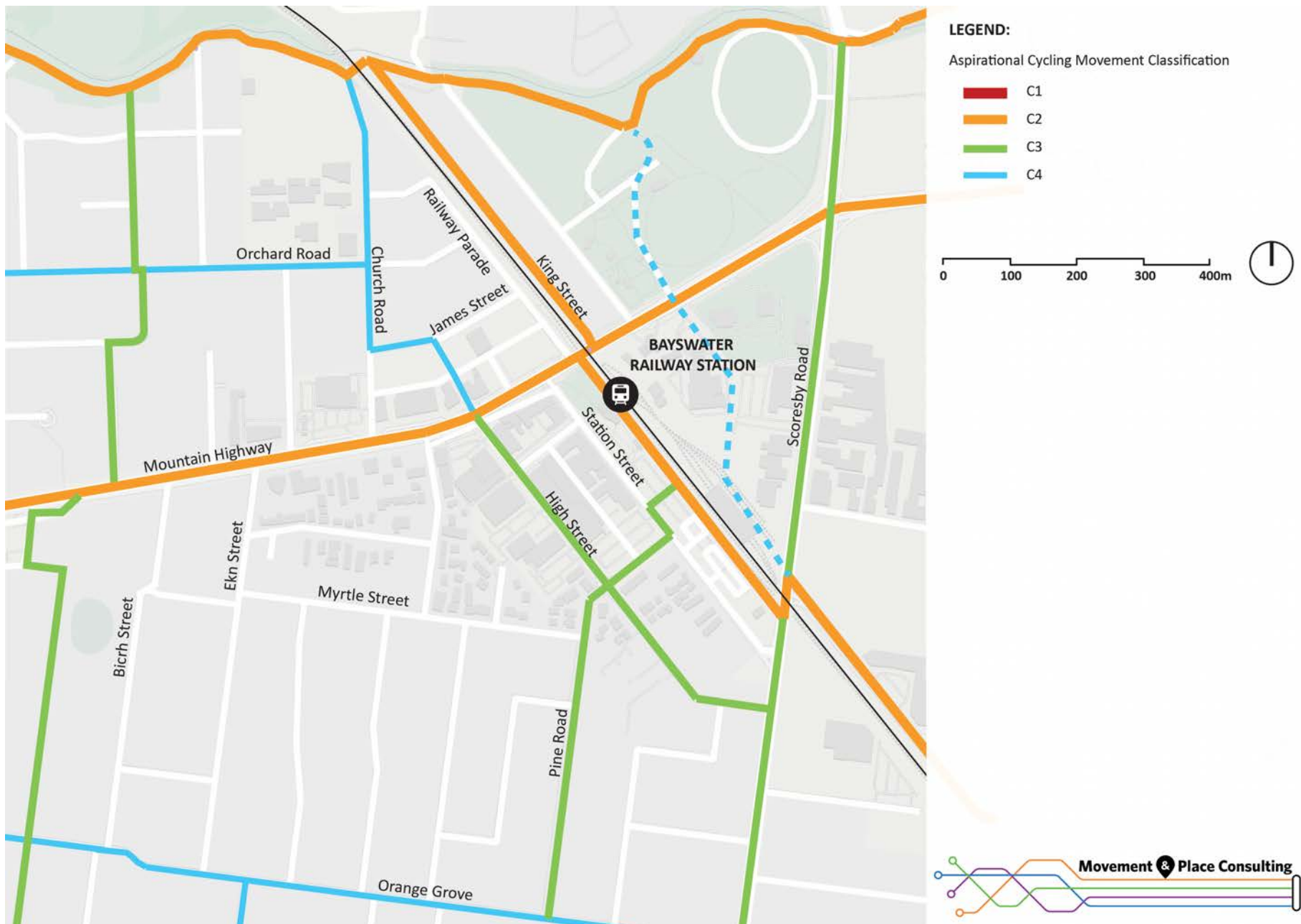
Ultimately, the aspirational classification of roads within Bayswater presented provide evidence for the expected modal priority of those roads. With many road users competing for space within Bayswater the Movement and Place Framework helps validate providing space for the appropriate users.

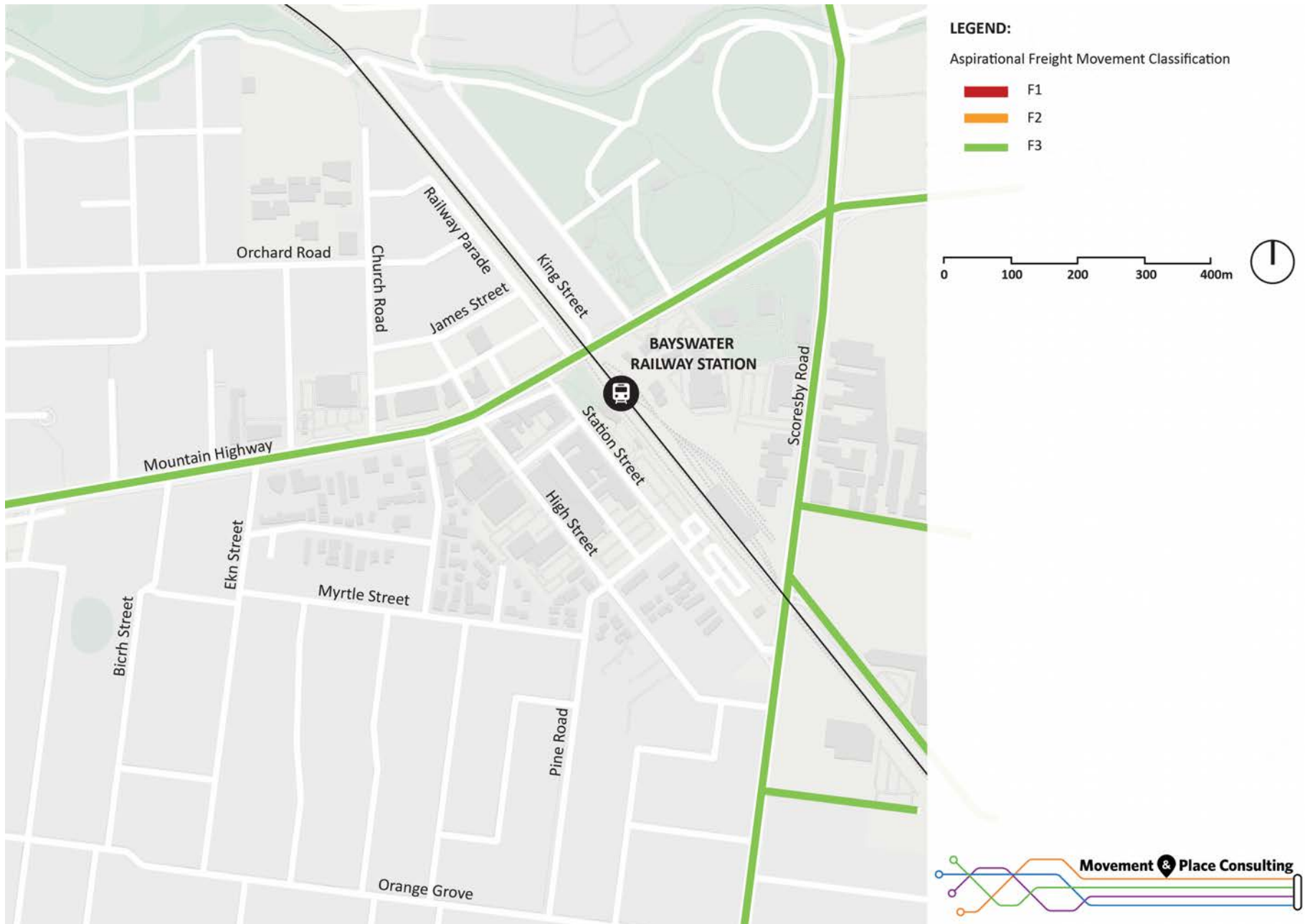
A summary of the Victorian Movement and Place Framework classifications and their respective definitions can be seen in the table below:

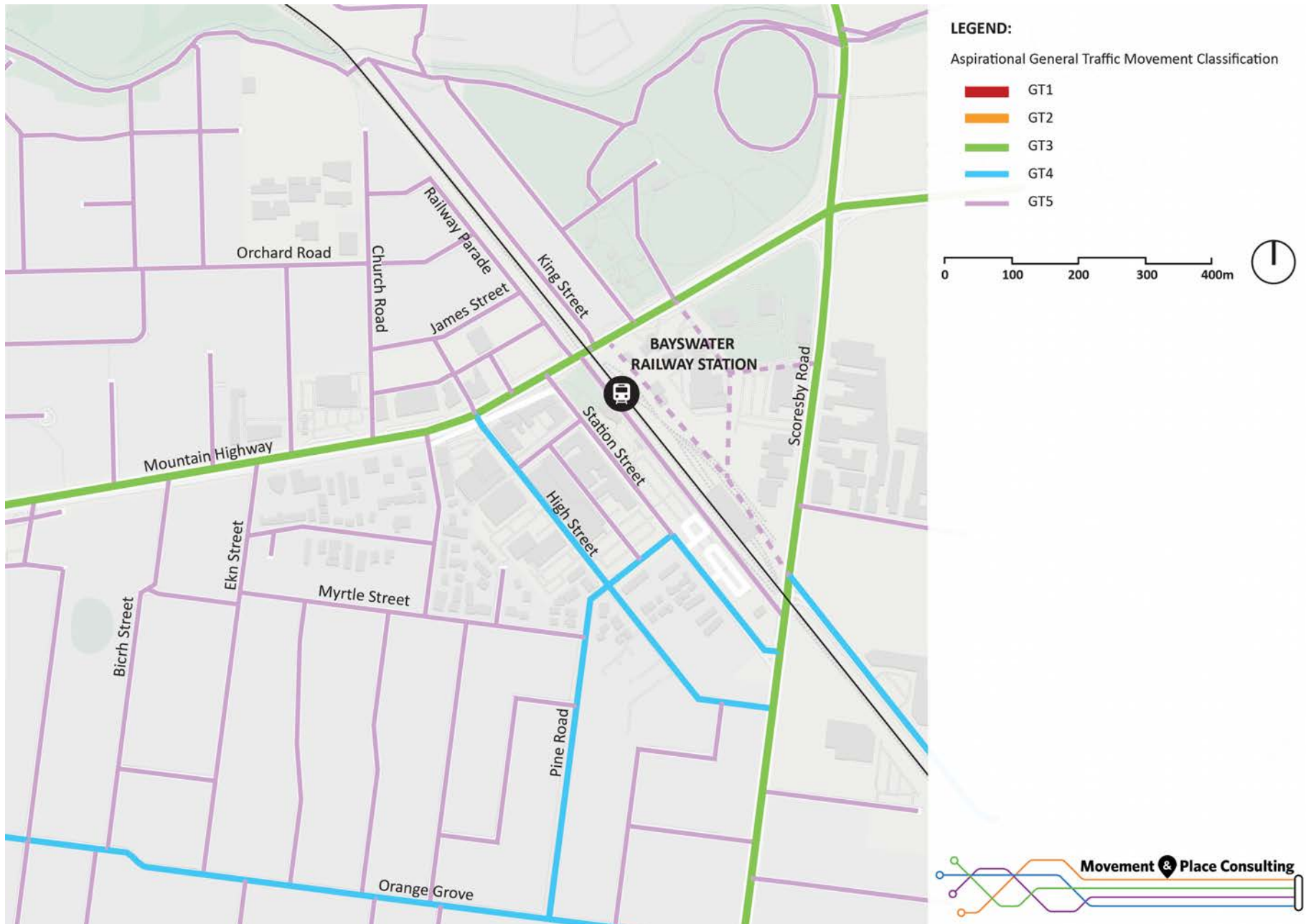
Definitions					
Classification	1 (High Significance)	2	3	4	5 (Low Significance)
M (Movement)	Mass movement of people and/or goods on routes with a State or National level movement function or primary access to a State level place.	Significant movement of people and/or goods on routes connecting across multiple municipalities or primary access to Regional level places.	Moderate movement of people and/or goods on routes connecting municipalities or primary access to Municipal level places.	Movement of people and/or goods within a municipality	Local movement
P (Place)	Place of State or National significance	Place of Regional significance	Place of Municipal significance	Place of Neighbourhood importance	Place of Local importance
B (Bus)	Mass movement of people providing high frequency access to a high-level places. e.g. Segments with 12+ Scheduled services per hour at peak times in each direction.	Significant movement of people at moderate frequency e.g. Segments with 6-11 Scheduled services per hour at peak times in each direction.	Movement of people at lower frequency that provides primarily provides access to lower order places. e.g. Segments with 4-5 scheduled services in peak times in each direction.	Movement of people at low / irregular frequency that provides access to lower order places. e.g Segments with ≤ 3 scheduled services in peak times in each direction.	-
C (Cycling)	Routes attracting highest number of cyclists that are the most important in providing access to destinations and for cycling as transportation.	Routes for cyclists that provide access to destinations and support cycling as transportation. (e.g. Principal Bicycle Network)	Local Trip Cycling Route – routes attracting cyclists for short trips to local destinations.	-	-

Definitions					
Classification	1 (High Significance)	2	3	4	5 (Low Significance)
C (Cycling) Cont.	(e.g. Strategic Cycling Corridors)				
F (Freight)	Mass movement of goods at high speed. e.g. Freeways on the PFN	Routes that facilitate significant movement of goods where higher speeds are not achievable due to a constrained operating environment e.g. Major arterial roads on the PFN	Freight access routes where provision for freight vehicles is important however freight is not a priority movement e.g. Rest of arterial road network		
GT (General Traffic)	Mass movement of people at high speeds on routes with a State or National level movement significance function. E.g. Metropolitan Freeways, Rural High Speed Highways	Significant movement of people at moderate speed on routes connecting across multiple municipalities.	Moderate movement of people on routes connecting municipalities.	Movement of people at lower speed within a municipality or providing access to places.	Local movement at low speed.
W (Walking)	Route providing access to P1-P2 Places or I1 interchanges (1.2km)	Routes providing access to P3 Places I2 interchanges (0.8km)	Routes providing access to P4 Places or I3 interchanges (0.4km)		

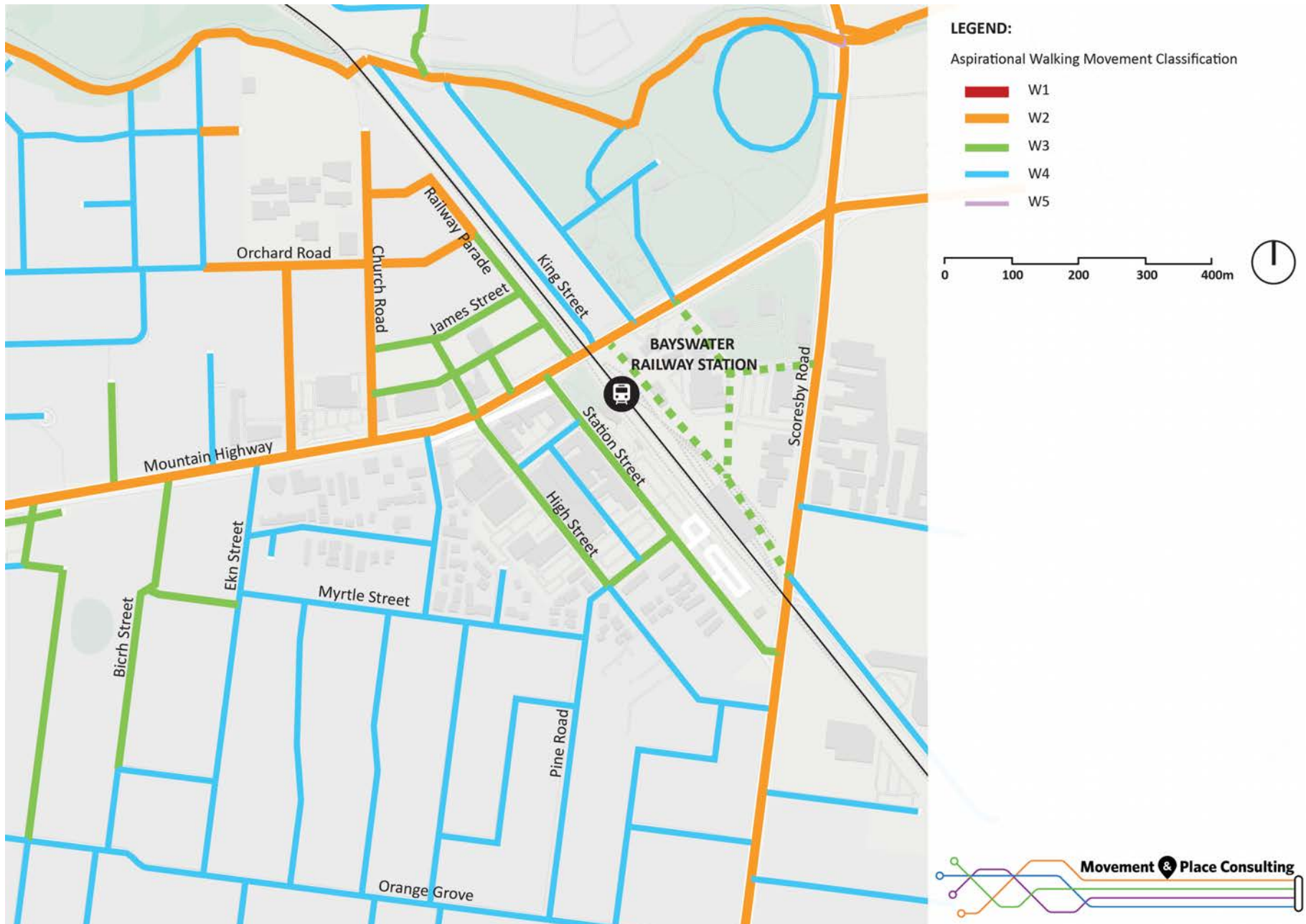












Appendix 2 - Action Implementation Plan

Short Term Actions - These actions are key actions for the Strategy and are to be implemented in the first 10 years.

Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A1	Investigate changes to the Knox Planning Scheme to introduce affordable housing initiatives into planning in line with strategies within the Knox Social and Affordable Housing Strategy and Action Plan 2023-2027.	Bayswater Planning Scheme Amendment (Bayswater PSA) \$80K	Council (City Strategy and Planning)	Investigate and implement	Council (Community Wellbeing, Statutory Planning)
A2	Investigate a demonstration project using Council owned land in partnership with a Social Housing Provider to deliver affordable or social housing.	\$20K	Council (Community Wellbeing)	Investigate	Social housing providers
A3	Advocate to responsible agencies of surplus government land in the centre, such as VicTrack, to redevelop land which incorporates affordable or social housing, maximising the benefits of public transport and opportunity to increase housing diversity.	Existing operational budget	Council (Community Wellbeing, City Futures, Property Services)	Advocate	VicTrack and landowners of surplus government land
A4	Encourage additional people living in the centre to support local businesses and the night economy by increasing building height controls to accommodate increased supply of housing.	Bayswater PSA	Council (City Strategy and Planning)	Investigate and implement	Council (Statutory Planning)
A5	Explore planning options for lower car parking rates in developments within the Bayswater Activity Centre.	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory Planning and Traffic and Transport)
A8	Undertake changes to the KPS to facilitate mixed use development, including office spaces.	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory Planning)
A9	Explore appropriate planning controls which encourages commercial land uses such as offices, gyms at second level and above in Precincts 1 and 2.	Bayswater PSA	Council (City Strategy and Planning)	Investigate and Implement	Council (Statutory Planning)
A10	Facilitate larger format retailing and service industries in the redevelopment of the Bayswater Triangle site with residential uses in upper floors through the KPS.	Bayswater PSA	Council (City Strategy and Planning)	Investigate and Implement	Council (Statutory Planning)
A11	Support the increase of outdoor dining and pedestrian space along High Street, Mountain Highway, Station Street and Macauley and Penguin Place capitalising on wide open footpaths and passing foot traffic by using techniques such as street furniture, kerb outstands and temporary dispensation of street trading permits subject to the outcomes of Council's Outdoor Dining Framework.	To be determined as projects are identified i.e. Street furniture (urban design/ infrastructure), changes to kerb outstands and dispensation of street trading permits.	Council (Economic Development and Local Laws)	Investigate and Implement	Other Council teams as required

Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A12	Curate an activation program that highlights local businesses and encourages people to experience what the centre has to offer undertaken in conjunction with the pedestrianising of Macauley Place.	0.2 - 0.4 Eft per year for a Placemaker/ Event officer (subject to level and number of activations). Up to \$600K over the 15 year Strategy period to operate the activation program	Council (Economic development and Active and creative communities)	Investigate and Implement	Traders
A13	Undertake further research to understand business-to-business spending in the area and how the centre can capitalise on synergies with the BBP (such as professional services, accommodation and hospitality).	\$40K once off fee to conduct research	Council (Economic Development)	Implement	Traders
A22	Investigate changes to the KPS to encourage opportunities for new and existing buildings to increase greening, including green roofs and vertical gardens using the Green Factor tool where appropriate.	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory Planning and Sustainable Futures)
A28	Prepare and implement built form controls for the centre that give effect to the urban design guidelines in section 5 of the Strategy.	Bayswater PSA	Council (City Strategy and Planning)	Investigate and Implement	Council (Statutory planning)
A31	Incorporate cultural activities, including the addition of temporary and permanent arts experiences in retail outlets, as well as in public spaces, including laneway rejuvenations in accordance with A45 Placemaking Strategy.	Estimate up to \$50K per annum for event subject to number of events held (dependent on how many Cultural Activities and Arts Experiences are run) Consideration to annual renewal budget being increased if new permanent artworks are installed	Council (Active and Creative Communities)	Ongoing	-
A34	Explore planning controls that encourage development at first floor and above to provide active interfaces with public spaces such as Penguin Place and Macauley Place.	Bayswater PSA	Council (City Strategy and Planning)	Investigate	Council (Statutory planning)
A35	Prepare a streetscape masterplan for High Street, Penguin Place, Macauley Place and Mountain Highway to: <ul style="list-style-type: none"> have a greater focus on pedestrian access and amenities including outdoor dining, street life and greening. create a high-quality retail environment over the short to medium term through a consistent 	Approximately \$200K subject to detailed costing analysis	Council (Open Space)	Implement	Other Council teams as required

Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A35 cont.	<ul style="list-style-type: none"> approach to materials, finishes and detailing. reinforce and concentrate the centre's environmental and cultural identity. extend a consistent palette of streetscape materials, finishes and detailing into surrounding precincts to better unite and integrate the centre. 		Council (Economic development and Active and creative communities)	Investigate and Implement	Traders
A36	Program Penguin Place and Macauley Place as locations for community events, markets, and pop-up events to encourage people to visit Bayswater.	<p>0.4 Eft per year for a Placemaker/Event officer (subject to level and number of activations)</p> <p>Up to \$1.2m over the 15 year Strategy period to operate the activation program in addition to Eft subject size of activation program</p> <p>Up to \$300K over the 15 year Strategy period (based on 1 market and 1 pop up event annually).</p>	Council (Active Creative Communities, Economic Development)	Implement	Council (Community Laws, Health, Traffic and Transport, Community Wellbeing)
A41	<p>Implement the Urban Design Guidelines (see section 5 of the Strategy) to deliver high quality places to support the social, cultural and environmental wellbeing of the community by providing guidance, complementing the Urban Design Guidelines for Victoria and CPTED Guidelines, on issues such as:</p> <ul style="list-style-type: none"> The movement network. Streets and public spaces. Buildings and objects in the public realm. 	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory planning)
A42	Investigate criteria that can be considered for buildings that exceed preferred maximum building heights, such as land consolidation, where demonstrable public, social, sustainability and environmental benefits and design excellence can be delivered as well as the protection of viewlines and streetscapes.	Bayswater PSA	Council (City Strategy and Planning)	Investigate	Council (Statutory planning)
A44	Investigate opportunities to reflect First Nations history through art, planting and story-telling in urban spaces as set out in the Knox Reconciliation Action Plan (2023-2025).	Prior to any work - partner with Traditional Owners consultation approx. \$1k	Council (Community Wellbeing)	Investigate	Council (Active and Creative Communities)

Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A44 cont.		<p>per session – work will be guided by advice.</p> <p>Commissioning First nations artist for murals approx. approx. \$20k</p> <p>Story telling \$1k per session.</p>			
A45	Develop a Placemaking Strategy for the centre including a program of arts and cultural activities focusing on activating public spaces.	\$40K for consultant to create a plan through consulting with Council, community and best practice with the outcome for a 10 year Placemaking Strategy	Council (Active and Creative Communities)	Investigate and Implement	-
A49	Explore implementing temporary pop-up urban design installations to test place-making ideas before permanent installation as set out in A45 Placemaking Strategy.	\$100K over two years to test out the ideas in the plan before finalising the plan and moving onto subsequent action items	Council (Active and creative communities)	Investigate and Implement	Council (Traffic and transport, Open Space and Economic Development)
A61	Require any new residential car parking areas to provide electrical conduits to enable easy future provision of Electric Vehicle charging infrastructure in line with 'Elevating ESD Targets'.	Bayswater PSA	Council (City Strategy and Planning)	Implement	Council (Statutory planning, Sustainable Futures, Traffic and Transport)
A63	Work to transform the Bayswater Library to service the needs of the community with flexible multi use spaces integrated with other community uses.	\$500K	Council (Community wellbeing)	Implement	-

Long Term Actions - These are actions which are to be implemented over the life of the Strategy and are mostly subject to additional funding which cannot be budgeted or scoped until implementation. These actions may be prioritised should the focus be critical or funding becomes available.

Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A15	Re-naturalise and revegetate Dandenong Creek and to improve stormwater quality and link fragmented habitats to support biodiversity outcomes.	To be determined as project are identified	Council (Biodiversity)	Ongoing	Melbourne Water
A17	Work with Melbourne Water and other partners to deliver initiatives identified in the 'Enhancing our Dandenong Creek Interactive Map'.	To be determined as project are identified	Council (Biodiversity)	Implement	Melbourne Water
A20	Extend vegetated corridors and wildlife habitats from Dandenong Creek into residential areas and the core of the centre.	To be determined as project are identified	Council (Biodiversity, Open Space and Urban Forest)	Investigate and implement	Other Council teams as required
A23	Improve the water quality entering the Dandenong Creek within the activity centre and adjacent BBP through techniques such as smart monitoring of drains.	To be determined as project are identified	Council (Stormwater)	Implement	Council (Sustainable Futures and Biodiversity)
A29	Facilitate housing and employment through redevelopment opportunities identified in the centre over the longer term.	Bayswater PSA	Council (City Strategy and Planning and Statutory Planning)	Implement	Other Council teams as required
A37	Work with VicTrack to activate the open space on the corner of Mountain Highway and Station Street as part of creating a chain of public spaces across the centre, to enhance the image and identity of the centre and improve the centre's legibility.	Existing operational budget	Council (Open Space)	Implement	-
A39	Commission an updated Thematic Environmental History and Heritage Gaps study to address known and likely gaps in the Schedule to the Heritage Overlay in order to protect sites of post contact heritage significance.	\$100-150K	Council (City Strategy and Planning)	Investigate	Council (Statutory Planning)
A40	Undertake a heritage assessment of the eight potential heritage places identified in the Bayswater MAC to determine proposed changes to the KPS.	\$6K plus \$3.5K per site, Total \$34K	Council (City Strategy and Planning)	Investigate	Council (Statutory Planning)
A46	Advocate for the creation of a Bush Boulevard along Mountain Highway with consistent and generous landscaping treatments and building setbacks capitalising on opportunities for reduced road space and greater public space adjacent to the road (Refer to Mountain Highway Design Concept Figure 10).	Unable to cost	Council (Traffic and Transport, and Parks).	Advocate	Other Council teams as required and DTP
A50	Improve wayfinding and signage throughout the centre focusing on clear direction between key attractors and community facilities.	Wayfinding Strategy and Guidelines \$60K	Council (Traffic and transport)	Implement	-

Action #	Action	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A50 cont.		Signage messaging, refinement of locations and fabricators package. \$60k Fabrication and installation \$ 300K (80x sign in various forms)			
A57	Improve pedestrian movement and safety in the centre through redesign of roadways, new or modified signals and crossings, with convenient sequencing and generous crossing times, and enhancement to the amenity of streets including: <ul style="list-style-type: none"> A high level of pedestrian priority in Macaulay Place and Penguin Place. Along both sides of High Street with more active street frontages and fewer driveway crossovers. Across Mountain Highway from the centre's core to Marie Wallace Bayswater Reserve. 	Unable to cost without more specific information	Council (Traffic and transport and City Strategy and Planning)	Implement	DTP
A59	Investigate creating larger shared parking facilities at the edges of the MAC to enable repurposing Council managed car parks in the core areas for other uses such as public space, retailing, food and drink premises, office and housing.	Unable to cost without more specific information	Council (Traffic and Transport)	Investigate	Council (City Strategy and Planning)
A60	Investigate car share parking spaces to service providers seeking to establish in the MAC.	Unable to cost without more specific information	Council (Traffic and Transport)	Investigate	Council (Sustainable Futures)
A62	Explore developing a new multipurpose hub including spaces for a dedicated youth space, a gallery/ exhibition space, a community garden and shed, a social enterprise café/ restaurant and spaces for community health and other support services.	\$200K would need to be allocated to enable high level concept plan options (3 options) to be developed with associated cost reports	Council (Major initiatives)	Investigate	Council (Community wellbeing)

Ongoing Actions - These actions are part of ongoing operational activity and are mostly funded and actioned within existing budgets and resources unless otherwise specified. Generally implemented as part of current service function however these actions will inform the focus of the operational activity.

Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A6	Work with traders to identify a niche, or brand that will attract complementary viable businesses and customers to support a night economy in line with the adopted Retail Activation Strategy.	Ongoing	Ongoing operational activity and subject to funding	Existing operational budget and \$20K for research, engagement, branding, and promotion of MAC over the course of the strategy.	Council (Economic Development)	Investigate and Implement	Council (Communications)
A7	Facilitate connections and networking opportunities between landowners, traders and the BBP to discuss mutual business opportunities.	Short Term	Ongoing operational activity	Existing operational budget	Council (Economic development)	Implement	Traders and landowners
A14	Explore options to facilitate investment attraction for the centre and the BBP.	Ongoing	Ongoing operational activity and subject to funding	\$30K for communications platform to highlight the Bayswater MAC to potential investors	Council (Economic Development)	Investigate and Implement	Council (BBP Coordinator, Communications and Engagement)
A16	Encourage the retention and planting of additional canopy cover and urban heat mitigation on private lots and railway land through community education and advocacy.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Sustainable Futures)	Advocate	VicTrack
A18	Deliver increased canopy cover over pedestrian routes to create cooler pedestrian connections, greater landscaping and amenity benefits within the centre.	Ongoing	Ongoing operational activity	Existing operational budget (Street tree replacement program)	Council (Urban Forest and Habitat)	Implement	-
A19	Advocate for increased canopy cover in the Bush Boulevard along Mountain Highway.	Ongoing	Ongoing operational activity	Existing operational budget	Council (City Strategy and Planning)	Advocate	Council (Statutory Planning), Department of Transport and Planning
A21	Continue to implement Water Sensitive Urban Design (WSUD) initiatives in line with Council plans and strategies in the centre.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Stormwater)	Implement	Council (Operations and Major Initiatives Unit)
A24	Implement guidelines for alternatives to commonly used materials such as concrete, asphalt and stormwater and sewerage pipes as set out in Council's Sustainable Building and Infrastructure Policy for guidance when undertaking Council projects.	Ongoing	Ongoing operational activity	To be determined as project are identified	Council (Sustainable futures)	Ongoing	Council (Sustainable Futures)

Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A25	Support waste management outcomes consistent with Knox's Future waste management initiatives.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Waste)	Ongoing	Other Council teams as required
A26	Support the provision of additional Electric Vehicle (EV) charging stations in public spaces.	Short term	Ongoing operational activity	No cost to Council	Council (Sustainable Futures)	Implement	Council (statutory planning)
A27	Ensure that flooding around Scoresby Road and any climate change impacts are adequately addressed through updated floodway management controls.	Ongoing and Current project	Ongoing operational activity and current Special Building Overlay amendment	Existing operational budget	Council (Stormwater and City Strategy and Planning)	Ongoing	Council (Statutory Planning)
A30	Ensure redevelopment opportunities address new public spaces in the centre.	Ongoing	Ongoing operational activity	Bayswater PSA	Council (City Strategy and Planning and Statutory Planning)	Implement	Other Council teams as required
A32	Deliver additional greening throughout the centre to support identity, improve micro-climate, shade and amenity including planting canopy trees in road medians and carparking areas.	Ongoing	Subject to funding	To be determined as project are identified	Council (Community Infrastructure and Urban Forest and Habitat)	Implement	Council (Sustainable Futures)
A33	Utilise climate resilient plant species in landscaping to enhance the sense that Bayswater is a place where the 'urban meets the bush'.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Sustainable Futures) Biodiversity	Implement	Council (Sustainable Futures)
A38	Improve access to open spaces adjacent to the activity centre boundary and enhance existing open spaces to ensure their use is maximised.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Open space)	Implement	-
A43	Develop good quality, safe travel paths for pedestrians and cyclists to schools and into the core of the centre where facilities such as public transport are available.	Ongoing	Ongoing operational activity	To be determined as project are identified	Council (Traffic and transport)	Implement	-
A47	Investigate gaps in safety through a survey of unsafe spaces, including laneways, to inform improvements to enhance their role as important pedestrian links within the centre.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Community Wellbeing)	Investigate	Council (Open space and Traffic and transport)

Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A48	Investigate a range of public spaces with integrated landscape qualities throughout the centre for diverse needs and groups including children and senior citizens.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Open space)	Investigate	Council (Community Wellbeing)
A51	Advocate to the Department of Transport and Planning (DTP) to introduce new signalised pedestrian crossings to make accessing the MAC easier as shown in Figure 9.	Medium Term	Ongoing operational activity	Existing operational budget for advocacy only. Costs will be incurred for any additional officer/ consultant to investigate and provide scoping plans for DTP.	Council (Traffic and transport)	Advocate	DTP
A52	Advocate to DTP to facilitate a pedestrian overpass to be constructed into the triangle site as part of any redevelopment of the Train Maintenance Facility, if relocated.	Long Term	Ongoing operational activity	Existing operational budget for advocacy only. Costs will be incurred for any additional officer/ consultant to investigate and provide scoping plans for DTP.	Council (Traffic and Transport)	Advocate	DTP
A53	Advocate to limit left and right turn lanes and right hand turns, reduce the number of lanes, minimise the distance required for pedestrians to cross the road through lane reduction and kerb outstands and provide physical barriers to improve safety and minimise crossing distances.	Long Term	Ongoing operational activity	Cannot be costed without specific information on locations. Costs will be incurred for any additional officer/ consultant to investigate and provide scoping plans for DTP.	Council (Traffic and Transport)	Advocate	DTP
A54	Advocate for the fully protected bike lanes to be changed to a shared path on the north side of Mountain Highway.	Long Term	Ongoing operational activity	Existing operational budget for advocacy only. Further investigation is required to determine if there is sufficient space available for a shared path on the north side of Mountain Hwy. Costs will be incurred for any additional officer/ consultant to investigate	Council (Traffic and Transport)	Advocate	DTP

Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
				and provide scoping plans for DTP.			
A55	<p>Advocate to DTP to improve bus services to and through Bayswater, timetable integration and upgrades to infrastructure, including:</p> <ul style="list-style-type: none"> Increasing bus services to a minimum of every 20 minutes. Elevating Route 664 to SmartBus standards. Restructuring bus routes through the centre and rationalizing the bus interchange at Bayswater Station to an on-road facility on Station Street to improve existing operations and public realm amenity. Implementing high quality passenger facilities at the new bus interchange. Reconsidering route configuration and improving service catchment and mode share to improve links to key areas including the Wantirna Health Precinct and the Bayswater Business Precinct. Removing Route 745 and replacing it with an appropriate route that meets community needs. Extending Route 755 along Mountain Highway to Vermont South. Realigning Route 664 to continue along Scoresby Road south of Station Street Bayswater to better connect with employment areas on Burwood Highway. Implementing bus passenger information displays in key public areas such as Penguin Place. 	Long Term	Ongoing operational activity	<p>Existing operational budget for advocacy only.</p> <p>Costs will be incurred for any additional officer/ consultant to investigate and provide scoping plans for DTP.</p>	Council (Traffic and transport)	Advocate	DTP
A56	<p>Advocate to the DTP for improved train service provision, timetable integration and upgrades to infrastructure including:</p> <ul style="list-style-type: none"> Increasing train services to run every 15 minutes or less. Implementing train passenger information displays in key public areas such as Penguin Place. 	Ongoing	Ongoing operational activity	<p>Existing operational budget for advocacy only.</p> <p>Costs will be incurred for any additional officer/ consultant.</p>	Council (Traffic and transport)	Advocate	DTP

Action #	Action	Timing	Resourcing	Estimated cost	Lead agency/ Responsibility	Council role	Groups involved
A58	Advocate to the DTP to reduce the speed limit along Mountain Highway to align with the preferred Movement and Place Framework for Bayswater (see Appendix 1).	Long Term	Ongoing operational activity	Existing operational budget for advocacy only. Costs will be incurred for any additional officer/ consultant.	Council (Traffic and transport)	Advocate	DTP
A64	Improve safety and perceptions of safety by promoting more street activity and open spaces in partnership with local traders.	Ongoing	Ongoing operational activity	Existing operational budget	Council (Community wellbeing)	Implement	Council (Economic development)
A65	Support the re-naming of streets, parks, public buildings and community infrastructure in the public realm, art and landscaping works, and the management of creeks, drainage and wetlands in conjunction with the Traditional Owners.	Ongoing	Ongoing operational activity	Consultation with Traditional Owners approx. \$1k per session - 1 hour. Approx. \$2k per word in traditional language.	Council (Community wellbeing)	Implement	Council (Active and creative communities)

Appendix 3 - Glossary

Activity centres	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Green Factor Tool	The Green Factor Tool is a green infrastructure assessment tool designed by City of Melbourne and developed to help with designing and constructing new buildings and significant alterations and additions that are environmentally friendly and include green infrastructure.
Affordable housing	Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.
Climate change	A long-term change of the earth's temperature and weather patterns, generally attributed directly or indirectly to human activities such as fossil fuel combustion and vegetation clearing and burning.
Commercial floorspace	Floorspace used by retail, accommodation, food and other industries, and business service industries.
Commercial land	Land used for commercial purposes including land used for business service; retail, accommodation, food and other industries.
Eastern Region	Includes the municipalities of Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges.
Employment land	Land that is generally zoned or otherwise identified for either industrial or commercial purposes. It generally allows for a range of manufacturing industries, the storage and distribution of goods, retail, office, business, entertainment and other associated uses.

Environmentally sustainable development	An approach to development that seeks to meet the needs of the present without compromising the ability of future generations to meet their own needs. It has economic, social and environmental dimensions.
Evapotranspiration	The process whereby water is transferred into the atmosphere from the land via evaporation from the soil and transpiration from plants.
Health precincts	Locations to cluster synergistic health services to improve access to integrated service provision, improve outcomes, develop the health workforce and deliver economic benefits such as innovation and job creation.
Housing density	The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare. It is based on the following sub-categories: - Low density: 8-20 dwellings per hectare. - Medium density: 21-80 dwellings per hectare. - High density: 80+ dwellings per hectare.
Industrial land	Areas that are zoned for industrial purposes in the Knox Planning Scheme including the Industrial 1 and 3 Zones and Commercial 2 Zone.
Integrated water management	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Major activity centres	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger sub-regional catchments. Plan Melbourne identifies 121 major activity centres.
Melbourne Central Business District (CBD)	Melbourne's original 'Hoddle Grid' street layout bounded by the Yarra River, Spring Street, La Trobe Street and Spencer Street, as well as the triangular area to the north bounded by Victoria, Peel and La Trobe streets.
Metropolitan Melbourne	The 31 municipalities that make up metropolitan Melbourne, plus part of Mitchell Shire within the urban growth boundary.

Neighbourhood activity centres	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.
Plan Melbourne	A long-term plan to accommodate Melbourne's future growth in population and employment between 2017 and 2051.
Principal Public Transport Network (PPTN)	A statutory land-use planning tool that supports integrated land-use and transport planning by providing certainty to land-use planners and developers around locations that are and will be served by high-quality public transport.
Public housing	Long-term rental housing that is owned by the government. Its purpose is to accommodate very low to moderate income households that are most in need.
Public realm	Comprises spaces and places that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.
Renewal Strategy	A Renewal Strategy is similar to a structure plan with its purpose and function being to plan for the future of a centre by protecting its distinctive positive elements and building on its opportunities. A Renewal Strategy seeks to address new challenges such as population growth and changes to the community profile by balancing economic, social and environmental issues. It is focused on a "place" with its own intrinsic characteristics and strengths, aiming to enliven a centre and reduce the need to travel.
Social housing	A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.

Songline	Songlines are the Aboriginal walking routes that crossed the country, linking important sites and locations. Before colonisation they were maintained by regular use, burning off and clearing.
State-significant industrial precincts	Strategically located land available for major industrial development linked to the Principal Freight Network and transport gateways.
Structure Plan	A plan developed for an activity centre based on a shared vision which identifies the type and scope of change projected within the activity centre over time and manages, influences and facilitates change within the activity centre.
Urban Design Guidelines for Victoria	Guidelines which support state agencies, local government and the urban development sector to deliver, functional and enjoyable places for people to live, work, and spend leisure time. The guidelines aim to create neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity. These places may be urban areas in metropolitan Melbourne and in regional cities and towns.
Urban heat-island (UHI) effect	When the built environment absorbs, traps, and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
Urban Services	Diverse areas that support an increasing variety of specialised activities for household service needs.