

Appendix B – Summary of documents

The following draft documents for Amendment C149 are contained in Appendix B:

1. Clause 22.15 Knox Central Activity Centre local policy
2. Schedule 13 to the Design and Development Overlay
3. Schedule 2 to the Development Plan Overlay
4. Planning Scheme maps (4)
5. Explanatory Report

Amendment C149 will also comprise consequential changes to the Knox Planning Scheme such as:

- Replacing references to the *Knox Central Urban Design Framework* with *Knox Central Structure Plan*
- Changes to the contents page and list of maps
- Changes to the Municipal Strategic Statement to reflect the proposed ‘vision’ for Knox Central

22.15 KNOX CENTRAL ACTIVITY CENTREDD/MM/YYYY
Proposed C149

This policy applies to all planning applications within the Knox Central Activity Centre, defined by the boundary shown in Figure 1 to this Clause.

22.15-1 Policy Basis--/20--
C149

The Knox Central Activity Centre (**Knox Central**) is a regional retail, commercial and entertainment precinct for the municipality and the outer east with significant opportunities for commercial, mixed use and residential development.

Key issues for Knox Central include:

- Significant capacity for the provision of new higher density residential development and increased development intensity, to play a significant role in achieving housing diversity objectives for Knox.
- Opportunities to capitalise on the environmental and public open space attributes within Knox Central to create a distinctive sense of place.
- Opportunities to improve access to, and activation of, public open space areas, such as Lewis Park and the Blind Creek corridor.
- Opportunities to expand the variety of retail, commercial and recreational experiences to allow Knox Central to compete with other regional activity centres.
- Opportunities to facilitate a transition of under-utilised industrial areas to residential, high amenity industrial, and commercial uses.
- To integrate currently disjointed land uses and built form, and to improve interfaces with open space and the public realm.
- Opportunities to strengthen the civic and community presence in the Activity Centre.
- Opportunities to advocate for improved public transport options to, from and through Knox Central.
- Opportunities to transform the car-dominated appearance and poor presentation of built form along Burwood Highway and to create a distinctive tree-lined boulevard that marks the Knox Central.

22.15-2 Policy

Where a permit is required for the use and/or development of land, it is policy to:

- Support land use and development that is consistent with the Precinct Vision statements in Clause 22.15-3 and the objectives and strategies in Clause 22.15-4.

22.15-3 Knox Central Vision

Knox Central will be a vibrant modern mixed use activity centre that attracts residents, workers, and visitors from Melbourne's east. It will be the most well-known and popular destination in the east of Melbourne.

It will be a busy and attractive urban centre that has a strong connection to the natural environment. It will provide a focus for public life, connecting people and communities, and will be an attractive place to live, work and play.

Knox Central's physical form, encompassing a distinctive boulevard presence along Burwood Highway alongside the well-activated Blind Creek corridor, will provide a unique Activity Centre presence in Melbourne's eastern suburbs.

Precinct Vision Statements

The following vision statements apply to precincts as shown in *Clause 22.15-5 Precinct Plan*.

<p>Burwood Highway Corridor</p>	<p>The Burwood Highway Corridor overlaps with a number of precincts and will provide a distinctive, high quality and consistent built form. The Corridor will also provide a contemporary entrance to Knox Central, greater activation to the public realm, legible connections across Burwood Highway and development that strongly relates to the surrounding landscape character by delivering a tree-lined boulevard.</p>
<p>Commercial Core</p>	<p>The Commercial Core Precinct will provide a broad mix of land uses including residential, employment, business, entertainment, community and leisure activities. A reorientation of the built form within the Precinct will integrate with Lewis Park to the north and the Civic/Community and Lewis Road Mixed Use Precincts to the east.</p> <p>Land uses that facilitate active frontages Burwood Highway will interact with the street and make a positive contribution to the public realm. The interface with Lewis Park will be capitalised through the development of higher density residential development, which will provide passive surveillance of this open space.</p> <p>New development within the Commercial Core Precinct will improve permeability within the precinct and support pedestrian amenity and safety.</p>
<p>Civic/Community</p>	<p>The Civic/Community Precinct will provide opportunities for formal and informal gathering spaces through the development of integrated, multi-purpose civic facilities with related entertainment, leisure, recreation and commercial uses.</p> <p>The development and use of the land will integrate with the entertainment and leisure uses in the Commercial Core Precinct to the west and complement and integrate with the recreational use of Lewis Park and the Blind Creek Corridor.</p>
<p>Lewis Road Mixed Use</p>	<p>The Lewis Road Mixed Use Precinct will transition from the existing industrial character to a mixed use precinct, characterised by higher density residential development with vibrant commercial premises at ground floor.</p> <p>Consolidation of small lots will contribute to the achievement of desired built form outcomes. New residential development, as the ‘agent of change’, will be designed to address potential internal amenity impacts resulting from the existing commercial and industrial uses. During this transition, the continuation of commercial and industrial uses with existing uses rights will continue to be supported. However, new land uses which are likely to result in poor amenity outcomes for residential land uses within the precinct will be discouraged.</p>

<p>Burwood Highway South Mixed Use</p>	<p>The southern side of Burwood Highway will provide a mixed-use environment providing higher density residential development with commercial uses at ground floor. Commercial uses will be complementary to the activities within the Commercial Core and will provide active street frontages, particularly at ‘feature forms’ and corner sites. In areas where active frontages may not be as critical, ground floor frontages will provide transparency and surveillance opportunities, and contribute to pedestrian amenity.</p>
<p>Lewis Road Industry</p>	<p>This precinct will support commercial/industrial uses. In addition, the area will support opportunities for emerging industries and encourage a transition from traditional industrial uses to high amenity, high value employment uses over time. Non-industrial uses, such as indoor recreational facilities and places of assembly, are considered appropriate given the Precinct’s location within Knox Central . These types of uses will be supported in locations that minimise amenity impacts on adjoining and nearby land uses.</p> <p>Development will continue to be of a low scale industrial nature, with the exception of sites fronting Burwood Highway. Development fronting Burwood Highway will contribute to the creation and maintenance of a tree-lined boulevard, through the provision of a more intensive built form, consistent street setback and street wall heights and landscaping, including canopy trees.</p> <p>New uses and development will respond appropriately to the interface to existing and future residential, mixed use or public open space adjoining the precinct.</p>
<p>Strategic Redevelopment Site</p>	<p>The redevelopment of this underutilised site will provide a high amenity, medium density neighbourhood in the northern portion of the site, which will be well- integrated with the Blind Creek corridor.</p> <p>The neighbourhood will be supported by mixed use development to the Burwood Highway frontage and Scoresby Road corner which will provide a small amount of local convenience retail and support local employment opportunities. The on-going use of part of the site by government departments is supported.</p> <p>New public open space on the site will integrate with the Blind Creek corridor and contribute to the environmental, recreational and access functions of the Corridor.</p>
<p>Educational</p>	<p>These areas will support the ongoing operation and expansion of existing educational land uses.</p>
<p>Existing Residential</p>	<p>The low density character of the Wantirna Lea Estate will be retained. The White Road/Jackson Road precinct will be developed to achieve a medium density housing outcome.</p>

22.15-4 Objectives

Objective 1 – Civic/Community

To enhance Knox Central’s role as the civic and public heart of the municipality, where communities connect and congregate.

Strategies

- Provide integrated civic and community facilities with related entertainment, leisure,

recreation and business services around a central public space which integrates with Lewis Park.

- Improve pedestrian and vehicular links between the Commercial Core, Lewis Road and the balance of Knox Central to the east.
- Ensure the municipal and community uses within the Civic/Community Precinct integrate with future expansion of shopping, business and residential uses within the Commercial Core.
- Create feature building forms within the Civic/Community Precinct to complement future civic space.
- Provide civic buildings that improve physical and visual connections to Lewis Park, so that the outlook to and connection with the park is a key feature of the Precinct.
- Provide a highly accessible and visible Civic/Community Precinct that is pedestrian friendly.
- Facilitate accessible and safe pedestrian links between public transport nodes and civic and community facilities.
- Incorporate accessible ground level public spaces into the design of civic and related buildings.
- Support civic buildings to function as flexible and multi-purpose cultural/community facilities.
- Provide a new north-south street link to join the Civic/Community Precinct with underutilised sites to the south.

Objective 2 - Housing

To enable the development of high quality medium and higher density housing that responds to the housing needs of the Knox community, and supports the activity of the centre.

Strategies

- Optimise sites that are capable of accommodating additional dwellings in Knox Central.
- Support development that demonstrates a high standard of architectural merit and that optimises the land use and development potential of sites.
- Support a diverse range of medium to higher density housing choices in Knox Central to accommodate a changing and increasing population.
- Support the development of a high amenity, medium density neighbourhood in the northern portion of the Strategic Redevelopment Site Precinct that is integrated with the Blind Creek corridor, in accordance with the guidance provided in the Knox Central Structure Plan.
- Support development that provides affordable housing options.
- Support development that provides flexible and accessible housing options, with a high level of internal amenity.
- Support opportunities to integrate mixed use and residential development within the Commercial Core Precinct, particularly along the frontage with Lewis Park.
- Support the provision of aged care and supported residential accommodation.
- Support the provision of affordable and social housing stock within Knox Central, particularly as a proportion of redevelopment of Council-owned sites and of Strategic Investigation Sites as identified in Clause 21.05 'Housing'.
- To provide an orderly transition from an industrial area to a mixed use area (commercial and residential) within the Lewis Road Mixed Use Precinct.
- Facilitate a shift from the industrial nature of the Lewis Road Mixed Use Precinct to ground level commercial uses with upper level residential uses.

- To manage an orderly transition from an industrial to mixed use character within the Lewis Road Mixed Use Precinct by:
 - Applying an ‘agent of change’ principle so new residential development is responsible for mitigating the amenity impacts of the existing industrial uses within new dwellings.
 - Requiring a high level of internal amenity for new dwellings.
 - Requiring any expansion of an existing industrial use to take reasonable opportunities to further reduce noise below existing levels.

Objective 3 – Land Use Mix

To establish Knox Central as a focal point for activity including employment, education, retail, community, entertainment and leisure activities.

Strategies:

- Support higher density residential development, commercial, entertainment and leisure uses to activate interfaces with Lewis Park and the Blind Creek corridor as shown in Figure 1 to this clause.
- To discourage new development that represents an under development of land.
- Strengthen the role of the significant institutional uses by supporting the ongoing operation and upgrade of educational and aged care services.
- Support the establishment of an arts and culture hub in Knox Central.
- Support the role of Lewis Park as the primary regional open space within Knox, servicing the broader community.
- Support complementary recreational land uses near Lewis Park.
- Support the expansion of activity in the Commercial Core Precinct as the focus for major entertainment, hospitality, retail and leisure in Knox Central.
- Support small scale and complementary retail and hospitality operations outside of the commercial core in order to provide street level activity throughout Knox Central.
- Support local convenience retailing within the Strategic Redevelopment Site Precinct as part of its redevelopment.
- Support the role of Knox Ozone as the focus for Knox’s ‘night time economy’, while managing potential negative impacts such as those associated with excessive alcohol use.

Objective 4 – Environment and Open Space

To capitalise on Knox Central’s natural and environmental features to distinguish it from other activity centres.

Strategies:

- Require the development of the Strategic Redevelopment Site Precinct to retain and enhance the existing water body on site in order to facilitate integrated water management and to reinforce its ecological function and provide a high level of neighbourhood amenity.
- Establish a tree-lined boulevard along Burwood Highway which is a continuous planted setback with a tree canopy and formal landscaping.
- Support development that addresses and allows for high levels of interaction with open space. Avoid development that fails to optimise interfaces with open space.
- Support uses and development which complements and integrates with the Open Space and Recreation Precinct by providing passive surveillance, encouraging the use of these open spaces, and providing landscaping which supports the biological significance of these spaces.

- Maximise opportunities to capitalise on views to the Dandenong Ranges.

Objective 5 – Active and Public Transport

To facilitate an accessible and safe active and public transport network to and within Knox Central.

Strategies:

- Prioritise pedestrian and cyclist movements and access to public transport.
- Integrate development with future transport and street network links.
- Provide pedestrian connections between the Commercial Core Precinct and surrounding land uses to the north and east.
- Improve the pedestrian amenity, safety and connectivity throughout Knox Central, in particular:
 - along Burwood Highway and Stud Road;
 - to and within the Commercial Core Precinct.
- To support street level uses and development which activate the street frontage, particularly at areas of high pedestrian activity.
- Improve access for people with limited mobility throughout Knox Central.
- Support development that enhances pedestrian and bicycle accessibility of open space and recreation areas shown in Figure 1 to this clause.
- Support the development of a future tram reserve within the central median of Burwood Highway.
- Encourage development that supports sustainable transport and active travel options.

Objective 6 – Road Network

To provide an efficient street network that connects key destinations including nodes of activity within Knox Central.

Strategies:

- Upgrade the road network to distribute traffic volumes throughout Knox Central.
- Support additional east-west road access within Knox Central.
- Improve vehicular links between the Civic/Community Precinct and the Commercial Core Precinct.
- Provide north-south vehicular links to optimise access to and from the Civic/Community and support the efficient use of underutilised land.

Objective 7 – Built Form and Public Realm

To achieve high quality built form and public realm which defines Knox Central as a premier mixed use activity centre.

Strategies:

- Support built form that provides a higher intensity of land use and activity commensurate with the role of Knox Central as the major focal point of the municipality and a premier destination for the outer eastern region of Melbourne.
- Support the development of a strong built form presence to Burwood Highway through the provision of consistent street wall heights and street setbacks.
- Establish a consistent landscape character for Burwood Highway that is a continuous planted setback with a tree canopy and formal landscaping to reflect the role and context

of the activity centre and to support active and pedestrian-friendly street frontages and public spaces.

- Support development that demonstrates high levels of architectural merit.
- To discourage new development that represents an under development of land.
- Support the development of well-designed, high-quality and distinctive ‘feature forms’ along Burwood Highway.
- Support development that contributes to an active and pedestrian friendly public realm.
- Require development to be of the scale and design consistent with the objectives of the relevant precinct.
- Maximise views to the Dandenong Ranges from public areas within Knox Central.
- Support development that contributes to the activity, safety and amenity of the natural environment and open space.
- Support development adjoining the creek corridor that complements the natural setting.
- Support the provision of public art on public land and in communal and semi-public spaces on private land.
- Support advertising signage which achieves commercial objectives without creating visual clutter or having detrimental streetscape or amenity impacts.
- Support investment in the necessary infrastructure to ensure a high quality public realm as development intensity increases.
- Support the ongoing planting of appropriate tree species within the public realm, which contributes to local character, amenity and environmental outcomes.
- Maximise public safety in Knox Central through the incorporation of Crime Prevention through Environmental Design principles into design for the public and private realm.

22.15-5 Precinct Plan

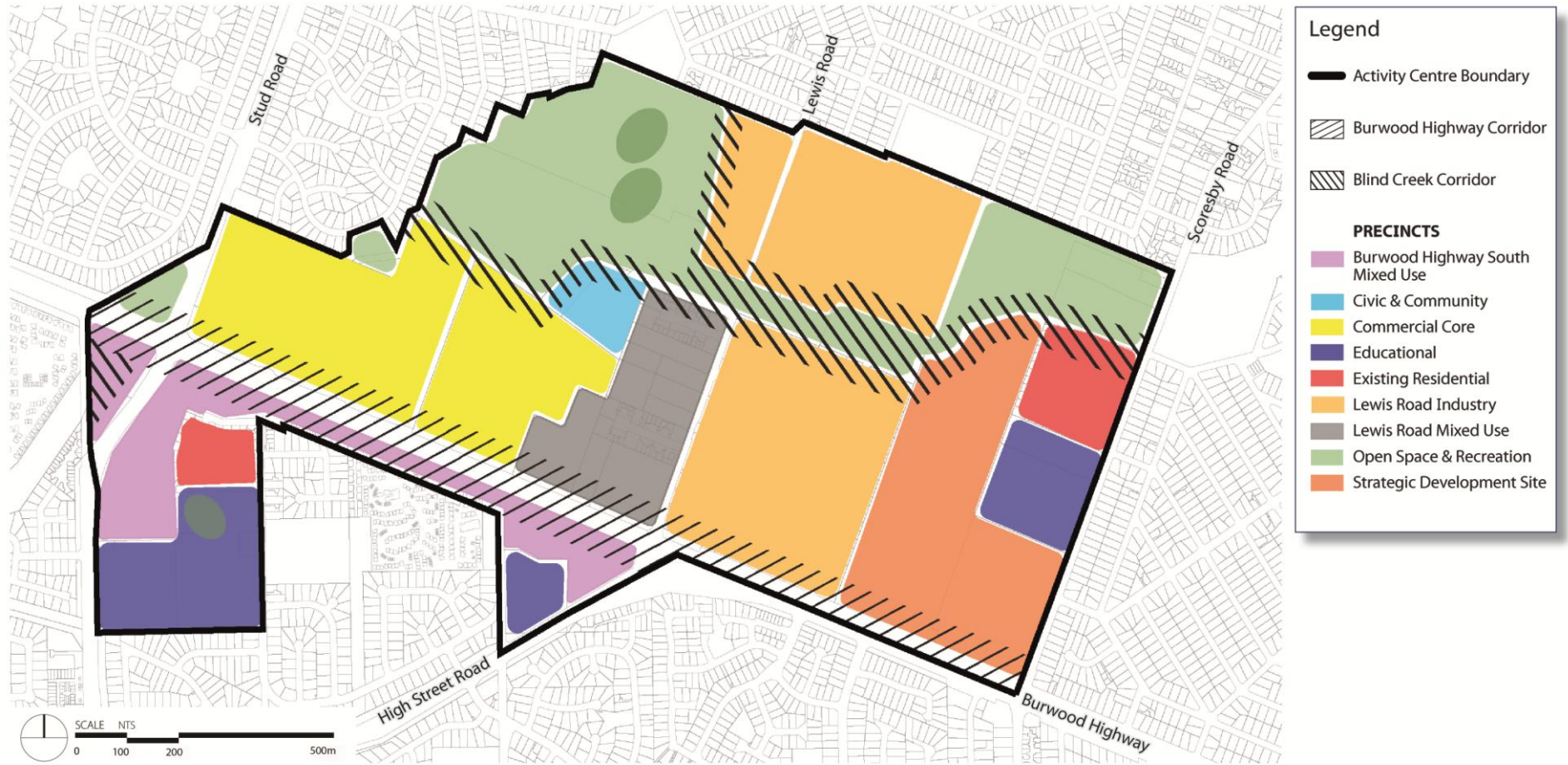


Figure 1: Knox Central Precinct Plan

22.15-7 Local Area Implementation

Policy Guidelines

- Facilitate development in the Knox Central Activity Centre in accordance with the *Knox Central Structure Plan, 2016*
- Review in 10 years from approval.

Application of zones and overlays

- Apply the Design and Development Overlay – Schedule 13 to all land within the Knox Central Activity Centre as shown in *Clause 22.15-4 Precinct Plan*.
- Apply the Mixed Use Zone to the Lewis Road Mixed Use and Burwood Highway South Mixed Used precincts as shown in *Clause 22.15-4 Precinct Plan*, to achieve higher density residential development and active commercial ground floor frontages.
- Apply the Environmental Audit Overlay to the Lewis Road Mixed Use Precinct as shown in *Clause 22.15-4 Precinct Plan*, to ensure that appropriate site remediation measures are undertaken prior to the commencement of sensitive land uses.
- Retain the Industrial 1 Zone to the Lewis Road Industry Precinct as shown in *Clause 22.15-4 Precinct Plan*.
- Amend Development Plan Overlay – Schedule 2 which applies to the Commercial Core Precinct as shown in *Clause 22.15-4 Precinct Plan* to implement the objectives of the *Knox Central Structure Plan*.
- Apply the Development Plan Overlay as part of the future rezoning of the strategic development site as shown in *Clause 22.15-4 Precinct Plan* from Public Use Zone.

Reference documents

Knox Central Structure Plan, Knox City Council, 2016

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C149**SCHEDULE 13 TO THE DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DDO13**.**KNOX CENTRAL ACTIVITY CENTRE****1.0 Design objectives**--/20--
C--**General**

- To provide new built form that can accommodate a significantly higher intensity of land use and activity commensurate with the role of Knox Central.
- To provide buildings that exhibit a high standard of architectural and urban design through the presentation of integrated building forms that have a sense of address, clearly articulated façades and sensitively designed building form.
- To provide buildings that have regard for adjoining sites, including impacts on sensitive interfaces, the development potential of adjoining sites and the ability for future development to achieve reasonable amenity and design outcomes.
- To provide passive surveillance of the public realm.
- To ensure that the interface between new development and the Blind Creek corridor contributes to the activity, safety and amenity of the natural environment and open space corridor.
- To achieve landscaping and planting that complements the vegetation character of Knox and complements key features unique to Knox Central, such as Blind Creek and Lewis Park.
- To provide new building forms that are legible, attractive and representative of function.
- To provide new development which is environmentally sustainable and mitigates the urban heat island effect.
- To incorporate public art in to the design of buildings, development sites and precincts.
- To achieve a continuous boulevard streetscape along Burwood Highway that is planted with canopy trees and formal landscaping to reflect the role and context Knox Central.
- To support active and pedestrian-friendly street frontages and public spaces.
- To minimise the visual impact of car parking, services and access when viewed from the public realm.
- To prioritise pedestrian movement and the walkability of Knox Central.
- To provide an appropriate response to sensitive residential interfaces.
- To contribute to the activity, safety and amenity of open space.

Burwood Highway Corridor

- To promote a more intense built form outcome on Burwood Highway that contributes to a distinctive sense of place.
- To provide a contemporary entry into Knox Central.
- To provide development that is of a human scale, and provides a positive contribution to public realm and pedestrian amenity.

- To achieve a consistent built form that is punctuated with feature forms as shown in Figure 2 to this clause.
- To establish a continuous setback along Burwood Highway that is planted with canopy trees and formal landscaping to reflect the role and context Knox Central.
- To support active and pedestrian-friendly street frontages and public spaces.
- To provide ground floor setbacks that allow for active frontages, particularly at 'feature forms'.
- To create a boulevard within the Burwood Highway Corridor which provides a continuous, consistent and landscaped setback, intense and prominent urban form, and a high level of presentation to Burwood Highway.
- Encourage high quality, robust and contemporary development, with larger intensive nodes at key intersections and feature forms at identified key intersections such as Stud Road, Lewis Street/High Street Road, and at Scoresby Road.

Lewis Road Mixed Use Precinct

- To transform the existing industrial building stock into a high quality and attractive mixed use area.
- To create an active interface facing the Blind Creek corridor that contributes to the activity, safety and amenity of the open space corridor.
- To provide new residential development that is designed to mitigate the impact of existing industrial uses on the amenity of residents.
- To provide development that makes a positive contribution to the public realm and pedestrian amenity.
- To support a built form outcome that is higher than the existing industrial buildings.
- To achieve active frontages and higher density residential development built to a sensitive human scale.
- To support active ground level frontages to new streets through the development of the Master Plan for the Civic Precinct.
- To ensure that the new residential development is designed to minimise the impact of external noise sources on residents.
- To encourage the consolidation of smaller lots to optimise the redevelopment potential of the precinct.

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Buildings and works

A permit is required to construct a fence within a setback of a building along Burwood Highway, High Street Road or Stud Road.

Permit exemptions

A permit is not required for:

- The installation of an automatic teller machine.
- An alteration to an existing building façade provided:
 - The alteration does not include the installation of an external roller shutter.
 - At least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing.
 - An awning that projects over a road if it is authorised by the relevant public land manager.
- To extend an existing single dwelling on a lot or construct buildings and works ancillary to a single dwelling on a lot.

- Within the Industrial 1 Zone:
 - A building or works which rearrange, alter or renew plant if the area or height of the plant is not increased.
 - A building or works which are used for informal outdoor recreation.
 - A rainwater tank with a capacity of more than 4500 litres if the following requirements are met:
 - The rainwater tank is not located within the building's setback from a street (other than a lane).
 - The rainwater tank is no higher than the existing building on the site.
 - The rainwater tank is not located in an area that is provided for car parking, loading, unloading or accessway.

Building design requirements – all precincts

The following requirements apply to all precincts:

- Articulate form and façades through the use of different colours, materials, and the composition of rebates, openings and setbacks.
- A building on a corner site must actively address both frontages at street level.
- Balconies and ground level windows must be provided overlooking the street, driveways and/or any adjoining public open space to maximise passive surveillance.
- Residential entries must be distinguished from retail and commercial entries.
- Car parking must be underground or concealed so that it is integrated into the overall built form.
- Buildings must avoid large, unbroken expanses of walls to the public realm or oblique side views.

Burwood Highway Corridor

The following requirements apply to land within the Burwood Highway Corridor as identified in Figure 1 to this schedule:

- Development must have a frontage to Burwood Highway.
- Buildings must be setback in accordance with Table 2 to provide a substantial area for landscaping in order to contribute to the boulevard character of the Burwood Highway.
- Fencing within a setback to Burwood Highway must be substantially transparent and constructed of high quality materials.
- At-grade car parking must not be visible from Burwood Highway.
- Setbacks to Burwood Highway must be:
 - planted with canopy trees at a minimum density of one canopy tree for each 5 metres of the Burwood Highway boundary (excluding the width of driveways). Each tree must be surrounded by 20 square metres of permeable surface with a minimum radius of 3 metres. Up to 50 per cent of the permeable surface may be shared with another tree.
 - Formally landscaped at the understorey level to support active building frontages and maximise passive surveillance.

For development within the Commercial Core Precinct with a frontage to Burwood Highway, 80% of the Burwood Highway façade must comprise entries, display windows, clear glazing, or other active interfaces to create visual interest and to allow views between the shopping centre and public realm.

Lewis Road Mixed Use

The following requirements apply to land in the Lewis Road Mixed Use Precinct:

- An active building façade must be provided to Eastgate Court, Sherwood Court and Bridgewood Courts.
- Development must provide landscaping within front setbacks to Lewis Road.
- Design of residential development must include acoustic attenuation measures that will reduce internal noise levels with windows closed from any existing industrial use.

Building Height

A building must not exceed the heights shown in Figure 2.

Siting and setbacks

A building must comply with the street setbacks, street wall heights and upper level setbacks specified in Table 2 and Table 3.

Table 2 Setbacks and Street Wall Heights– Burwood Highway Corridor

Setback or Interface	Requirement
Street setback – Commercial Core	12m
Street Setback – Burwood Highway South	Sites between Tyner Road and Lynne Avenue (Commercial 1 Zone) – zero setback All other sites - 12m
Street Setback – Lewis Road Mixed Use	15m
Street Setback – Lewis Road Industry	8m
Street Setback - Strategic Redevelopment Site	8m
Street wall height (Feature form locations as shown in Figure 2)	24m (6 storeys)
Street wall height (All other forms)	16m (4 storeys)
Upper Level Setback (above street wall podium)	6 metres

Table 3 - Other setbacks

Precinct	Street setback to	Street setback to	Setback to
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	Lewis Road	High Street Road	Eastgate Court, Sherwood Court and Bridgewood Court
Lewis Road Mixed Use	6m	n/a	Zero
Burwood Highway South Mixed Use	n/a	6m	n/a

3.0 Decision guidelines

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Before deciding on an application, the responsible authority must consider:

- The objectives and strategies of Clause 22.15 'Knox Central Activity Centre'.
- Whether the design objectives contained in this schedule are satisfied.
- Whether development contributes to a continuous and consistent built form outcome on Burwood Highway, through the use of building setbacks and street wall heights that are consistent with this schedule.
- Whether development demonstrates a high level of architectural quality and makes a positive contribution to the public realm.
- Whether development contributes to the pedestrian amenity of Burwood Highway.
- Whether development is designed and sited to maximise retention of canopy trees, where possible.
- Whether landscaping within front setbacks in the Burwood Highway Corridor:
 - Contributes to a consistent boulevard landscape theme; and
 - Supports active frontages and pedestrian amenity.
- Whether development within the Commercial Core:
 - Provides active frontages to Burwood Highway, that contribute to an attractive, pedestrian-friendly and visually pleasing streetscape;
 - Provides vertical articulation to visually break up the appearance of building frontages to Burwood Highway; and
 - Incorporates glazing in the Burwood Highway facade to allow views between the shopping centre and public realm.
- Whether any building that exceeds the required height limit:
 - Demonstrates that the design is of exceptional quality and would exceed the high design quality already expected within the centre; and
 - Does not create any additional impacts on the amenity of sensitive residential interfaces (as shown in Figure 2) as a result of additional height.
- Whether development within the Lewis Road Mixed Use Precinct:
 - Contributes to the orderly transition from industrial to mixed use residential area;
 - Is designed and constructed to include acoustic attenuation measures that will reduce noise levels from any existing industrial use to below the noise limits specified in State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N1); and
 - Will have an unreasonable effect on existing uses.

Application Requirements

All applications for buildings and works must be accompanied by the following information, to the satisfaction of the Responsible Authority:

- A Landscape Concept Plan
- A Traffic Management Plan
- An Acoustic Report to demonstrate that new residential development or other sensitive uses have provided high levels of noise attenuation with regard to existing noise sources in the surrounding area.
- A Green Travel Plan which demonstrate opportunities to promote sustainable transport options, such as electric car charging points and car share spaces.

4.0 Reference Documents

Knox Central Structure Plan (2016)

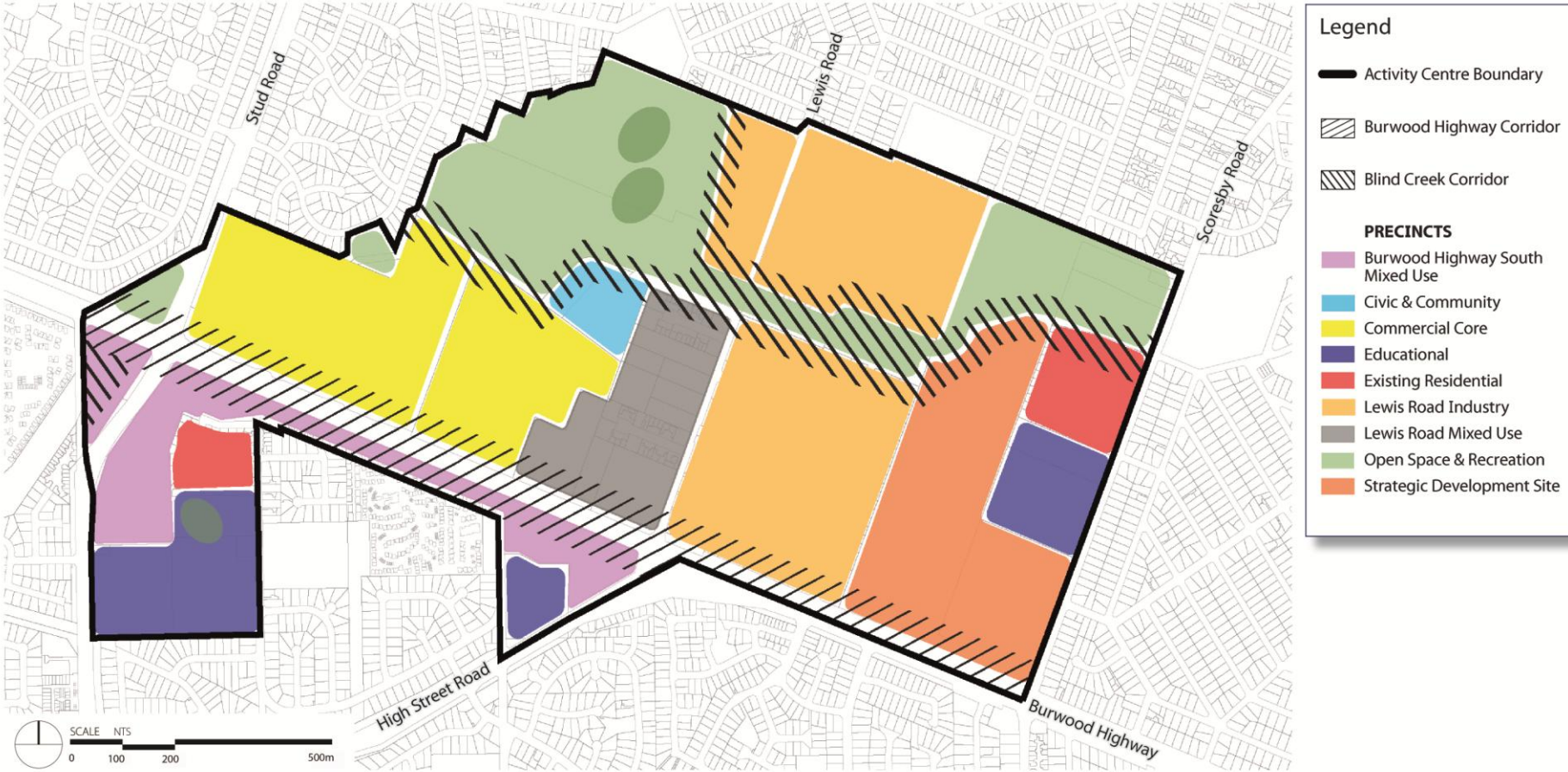


Figure 1 Precinct plan

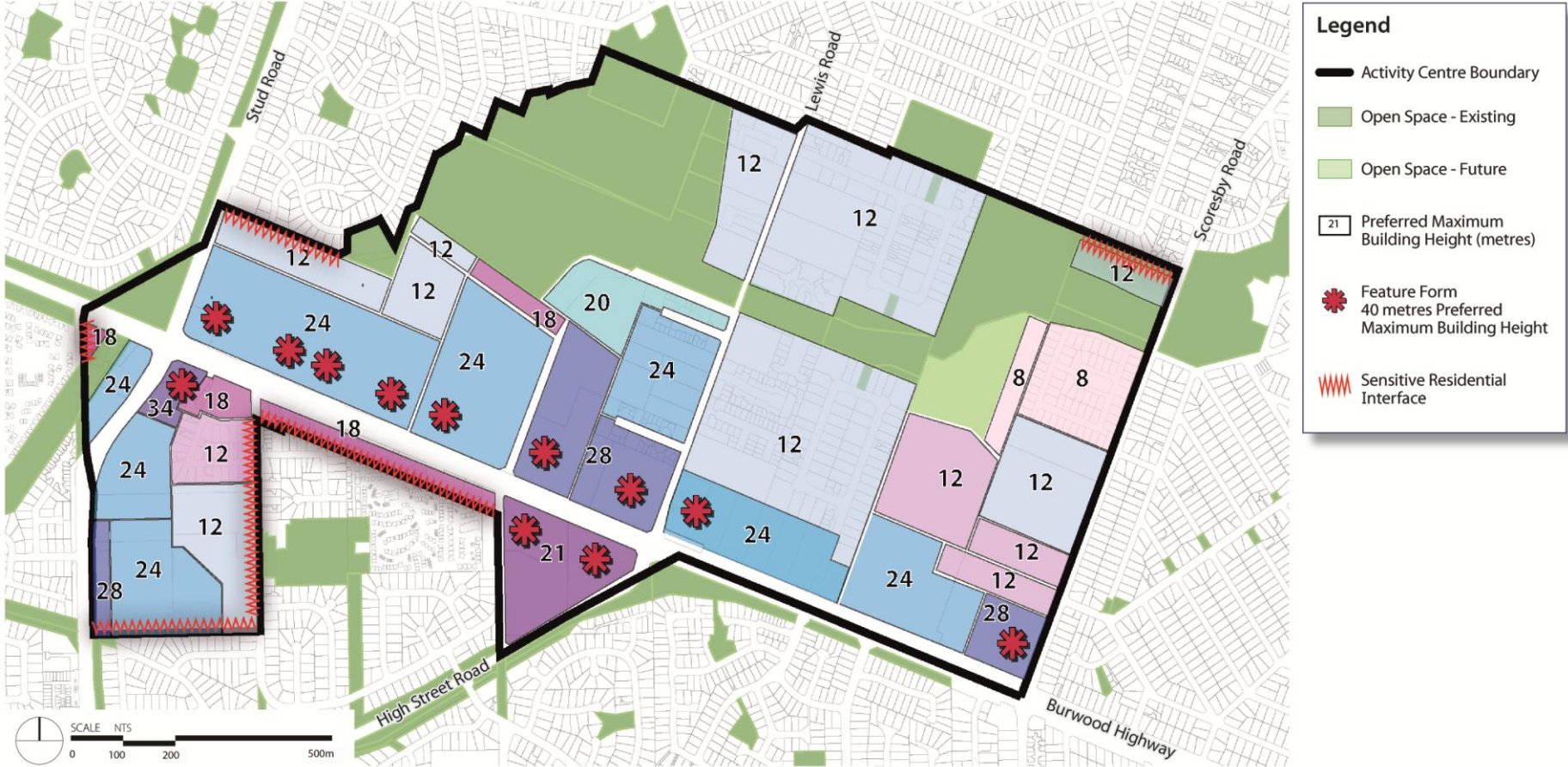


Figure 2 Built form framework plan

19/01/2006
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SCHEDULE 2 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as DPO2

KNOX CENTRAL COMMERCIAL CORE PRECINCT (Westfield Knox)

~~KNOX CITY/TOWERPOINT SHOPPING CENTRE~~

1.0 Requirement before a permit is granted

19/01/2006
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 Proposed
 C149

~~A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority if the proposal will not result in the leasable floor area for shop exceeding 86,500 square metres.~~

A permit may be granted before a development plan has been prepared to the satisfaction of the Responsible Authority for the following:

- Advertising signs, except of a Major promotional sign, sky sign or an electronic sign.
- Changes of use to existing tenancies, including permissions under clauses 52.06 and 52.27.
- Minor buildings and works.
- Amendments to existing planning permits and endorsed plans.
- Subdivision of land.
- Minor alterations to the facade of buildings, including canopies and entry and exit points.
- Use and development of the land for temporary uses.
- Internal changes of use and internal floor space reconfiguration.
- Minor works to car parking areas.
- Minor landscape works.
- Upgrading of essential services, including roof plant, waste management facilities and other ongoing maintenance works.

Before granting a permit the Responsible Authority must be satisfied that the permit will not prejudice the future use and development of the land as contemplated by this Overlay.

2.0 Conditions and requirements for permits

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Bus Interchange

Prior to the granting of a permit for a development that increases the total leasable floor area by 10,000 square metres above that existing at the approval date of this clause, an agreement between the owner of the land and the Responsible Authority under Section 173 of the Planning and Environment Act 1987 must be entered into to the satisfaction of the Responsible Authority which requires that the owner:

- Designs and constructs a bus interchange in a highly accessible location and with a layout as agreed by Public Transport Victoria (or equivalent) and the Responsible Authority.
- The timing for the completion the bus interchange.
- Details of the size and nature of the bus interchange facility to the satisfaction of the Responsible Authority.
- Bears the all costs associated with the design and construction of the bus interchange.

The cost of preparing, negotiating and registering of the Section 173 agreement are to be borne by the owner. If a satisfactory bus interchange has already been delivered through agreement between the Responsible Authority and the relevant landowner, this requirement becomes redundant.

Library

Prior to the granting of a permit for a development that increases the leasable floor area by 10,000 square metres above that existing at the approval date of this clause, an agreement between the owner of the land and the Responsible Authority under Section 173 of the Planning and Environment Act 1987 must be entered into to the satisfaction of the Responsible Authority which requires that the owner provides:

- A fully functional public library with at least 2000 m2 of floor space.
- The exact location of the library to the satisfaction of the Responsible Authority, including any agreed interim facility if required in the opinion of the Responsible Authority.
- The timing of the provision of the library, and any agreed interim facility if required to the satisfaction of the Responsible Authority.
- Details of the nature of the library and associated amenities to be delivered.

The cost of preparing, negotiating and registering of the Section 173 agreement are to be borne by the owner. If a satisfactory replacement library has already been delivered through agreement between the Responsible Authority and the relevant landowner, this requirement becomes redundant.

Permit Application Requirements

An application for a planning permit for use or development of the land must be accompanied by the following, as appropriate, to the satisfaction of the Responsible Authority:

- A Town Planning Report that, amongst other things, assesses how the planning permit application is generally in accordance with the approved Development Plan.
- A Landscape Plan, detailing existing vegetation; proposed retention and removal of vegetation; new planting / landscape works; and any fencing or acoustic treatments required within the landscape areas of the site.
- An Arborist Report, detailing the safe useful life expectancy for trees to be retained or removed, and impacts arising from the proposed development, including management arrangements.
- A Traffic and Car Parking Management Plan.
- A Pedestrian and Cycle Movement Plan.
- A Sustainability Design Assessment.
- A Waste Management Plan.
- A written response stating how the proposed design responds to Safety by Design principles to prevent hazards and unsafe space for the community.
- A Disability Access Audit Report, prepared by a suitably qualified and registered disability auditor, assessing the access requirements for disabled persons.

A planning permit must include conditions requiring the following, as appropriate, to the satisfaction of the Responsible Authority:

- Construction Management Plan.
- Green Travel Plan
- Shopping Centre Management Plan

- [An Acoustic Report, to be provided within 3 months of the commencement of the use.](#)
- [Conditions which give effect to the vision, objectives and outcomes identified in the approved Development Plan.](#)
- [Any conditions required by VicRoads, Melbourne Water and Public Transport Victoria](#)

A permit granted must provide for:

Traffic and car parking

- Traffic management and traffic control works considered necessary, in adjoining or nearby roads, as a result of the proposed development or the stage of the development shown on the approved Development Plan.
- The completion of traffic works in phase with the staging of buildings and works.
- The location of the bus interchange.
- Car parking in the ratio of 6.6 spaces to each 100 square metres of leasable floor area for a shop (other than restricted retail premises) and 1.5 to 3.5 spaces to each 100 square metres of leasable floor area (as required by the responsible authority) for other uses. The responsible authority may reduce or waive these requirements. The provision of 1,690 car parking spaces for Towerpoint is satisfactory for the use of all buildings existing on the Towerpoint site as at 1 August 1997 in accordance with Plan Ref. No 97/293 dated August 1997.

Management

- General amenity provisions.
- Operational matters relating to such things as control of nuisance, waste collection, vehicle loading and unloading times, management and maintenance of car parking areas and trolley control.

~~Landscaping~~

- ~~▪ Landscaped buffer strips along the boundaries of the land.~~
- ~~▪ The location, layout and planting details of landscaped areas.~~

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Requirements for development plan

~~The development plan must provide for:~~

- ~~▪ A three dimensional building envelope showing RL levels.~~
- ~~▪ Building setbacks from the boundaries of the land.~~
- ~~▪ Appropriate landscape buffer strips along the Stud Road and Burwood Highway boundaries and interfaces with residential areas.~~
- ~~▪ Vehicle access to and from the land.~~

~~The development plan may only be amended with the consent of the owners of the land.~~

[A Development Plan may be prepared in stages provided the Responsible Authority is satisfied that preparing a development plan will not prejudice the future use and development of the land as contemplated by this Overlay.](#)

[An approved Development Plan may be amended to the satisfaction of the Responsible Authority.](#)

[A Development Plan must include the following vision and objectives for the future use and development of the site:](#)

- To provide for future use and development in accordance with the Knox Central Structure Plan, the vision, objectives and strategies of *Clause 22.15 Knox Central Activity Centre*, and the State and Local Planning Policy Framework.
- To create a new, active and varied built form to Burwood Highway to contribute to the amenity of the streetscape.
- To promote a more intense built form outcome on Burwood Highway.
- To improve the activity, safety and amenity of Lewis Park.
- To capitalise on the natural setting of Lewis Park and the views to the Dandenong Ranges.
- To achieve improved pedestrian safety and amenity within the car parking areas and internal street network.
- To improve legibility, permeability and pedestrian level interfaces throughout the site.
- To minimise the visual impact of car parking from the public realm.
- To establish a built form and site layout which addresses and integrates with adjoining land use and development.
- To provide an appropriate interface and transition to surrounding adjoining residential areas.
- To achieve a high quality landscape setting, building on elements such as Lewis Park, the Blind Creek corridor, and the backdrop of the Dandenongs.
- To contribute to sustainability outcomes, and mitigating the urban heat island effect and minimising the use of resources.

The development plan must show, to the satisfaction of the Responsible Authority:

- How the land use and development objectives for the site, having regard to the vision, objectives and strategies contained in the Knox Central Structure Plan will be implemented.
- The proposed use and development of each part of the land to which the plan applies.
- Building footprints and heights.
- Setbacks of buildings to property boundaries.
- How existing and future residential amenity will be protected through the design of car parking, loading bays and service areas.
- Improved access within and to and from the site, including pedestrian, cycle, motor vehicle and public transport access.
- The provision of a bus interchange in a highly accessible location and with an area as agreed by Public Transport Victoria (or equivalent) and the Responsible Authority.
- How conflicts will be minimised between delivery vehicles and pedestrian, cycle, motor vehicle and public transport access.
- Areas designated for landscaping.
- Integration of best practice Water Sensitive Urban Design and Environmental Sustainable Design principles.
- Integration of best practice Crime Prevention Through Environment Design Principles.
- The location and size of an expanded or relocated public library in a visually prominent and highly accessible location.
- Interface treatments to surrounding sites and the public realm.
- Appropriate landscape areas along the Stud Road and Burwood Highway boundaries and along the interfaces with residential areas to protect residential amenity.
- Details of proposed staging and anticipated timing of development.
- Significant reduction of ground level car parking within the centre.

The development plan must include design criteria that establish a framework to the satisfaction of the Responsible Authority within which future planning permit applications must be assessed and which require at least the following:

Urban design

- Extending the retail and related uses to the Burwood Highway and Stud Road frontages
- A high standard of architectural quality and urban design.
- A more intense built form along Burwood Highway including clear and legible feature forms to punctuate the Burwood Highway frontage at entry points into the site and at street intersections. The design and function of 'feature forms' should be well-integrated with the broader Commercial Core Precinct.
- Vertical articulation of buildings to visually break up the appearance of building frontages along Burwood Highway and Stud Road.
- Crime Prevention Through Environmental Design principles being incorporated into the design of buildings, and public areas.
- Water Sensitive Urban Design principles and Ecological Sustainable Design principles being incorporated into new development.

Site Interfaces

- Physical and visual connections being provided to:
 - the Civic/Community and Mixed Use Precincts to the north and east, as shown in *Clause 22.15-4 Precinct Plan*; and
 - Gateshead Park and the existing residential area to the north.
- New development to activate Lewis Park, preferably through higher density residential development with balconies, windows and private open space.
- Pedestrian entry points being created to the north to encourage interaction with Lewis Park and future residential development adjoining the park.
- Active frontages being provided to Burwood Highway, which may comprise entries, shop fronts, display windows, clear glazing, or other engaging interfaces.
- Active frontages being provided to Burwood Highway and Stud Road to incorporate glazing allowing views between the shopping centre and public realm.

Pedestrian network

- A clearly delineated internal and external network of pedestrian and shared paths.
- An internal street network that emphasises and is conducive to street level activity.
- Awnings to be incorporated into façade design on pedestrian routes within the site.
- Building entries to be clearly defined and ground and upper level frontages to be active.
- Upgrades to existing pedestrian infrastructure that provide a high level of accessibility throughout the site.

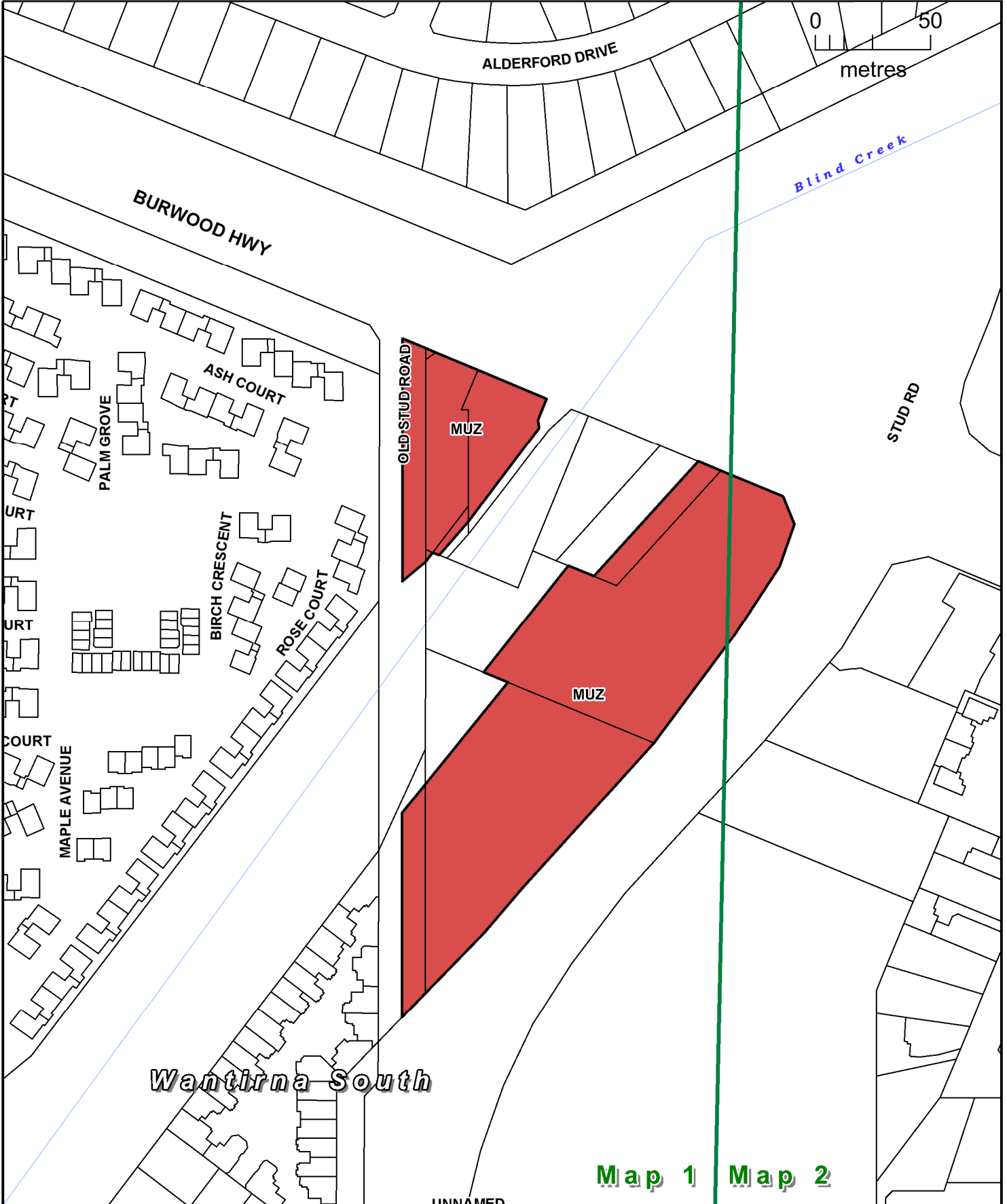
Car parking areas

- Multi-level car parking to be concealed and integrated into the built form.
- Universal design principles to maximise amenity and safety for people with limited mobility.
- Large areas of at-grade car parking to be avoided.
- Landscaping, including canopy trees, within car parks and internal streets.

Landscaping

- Canopy trees and formal planting to be provided within Burwood Highway and Stud Road frontages.

KNOX PLANNING SCHEME



LEGEND

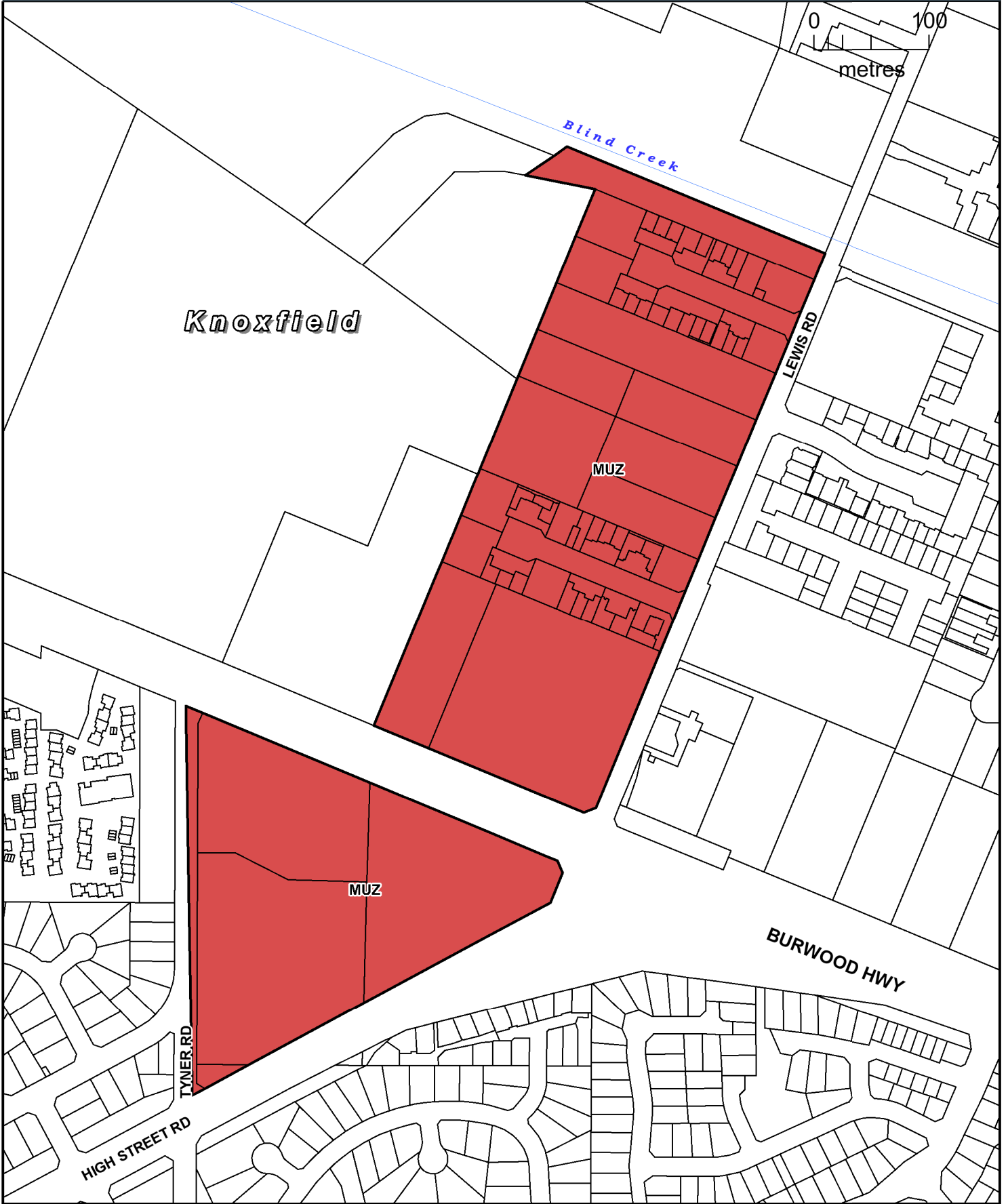
MUZ MIXED USE ZONE

Part of Planning Scheme Maps 1 & 2

AMENDMENT C149



KNOX PLANNING SCHEME



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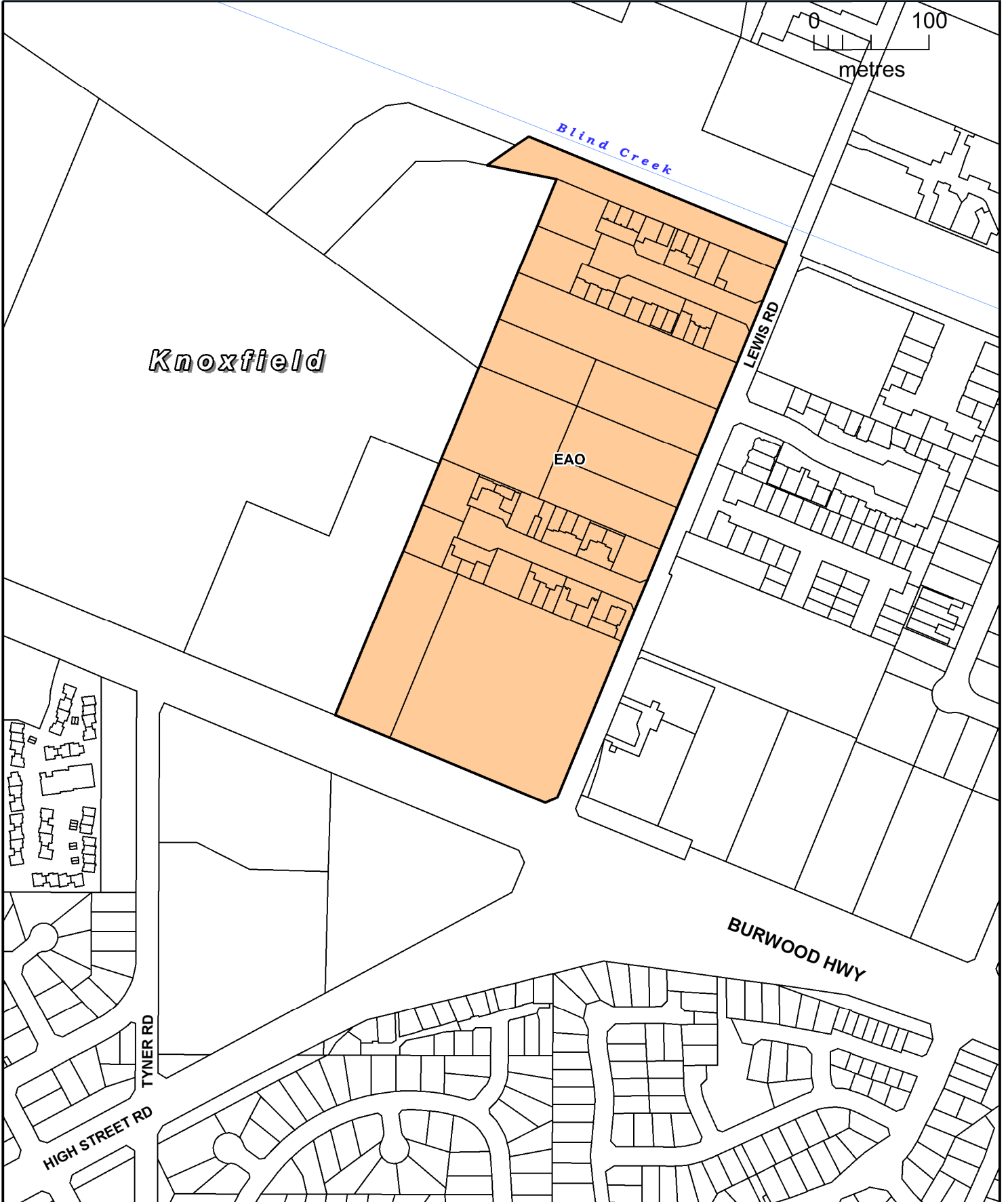
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Part of Planning Scheme Map 2

AMENDMENT C149



KNOX PLANNING SCHEME

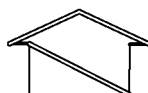


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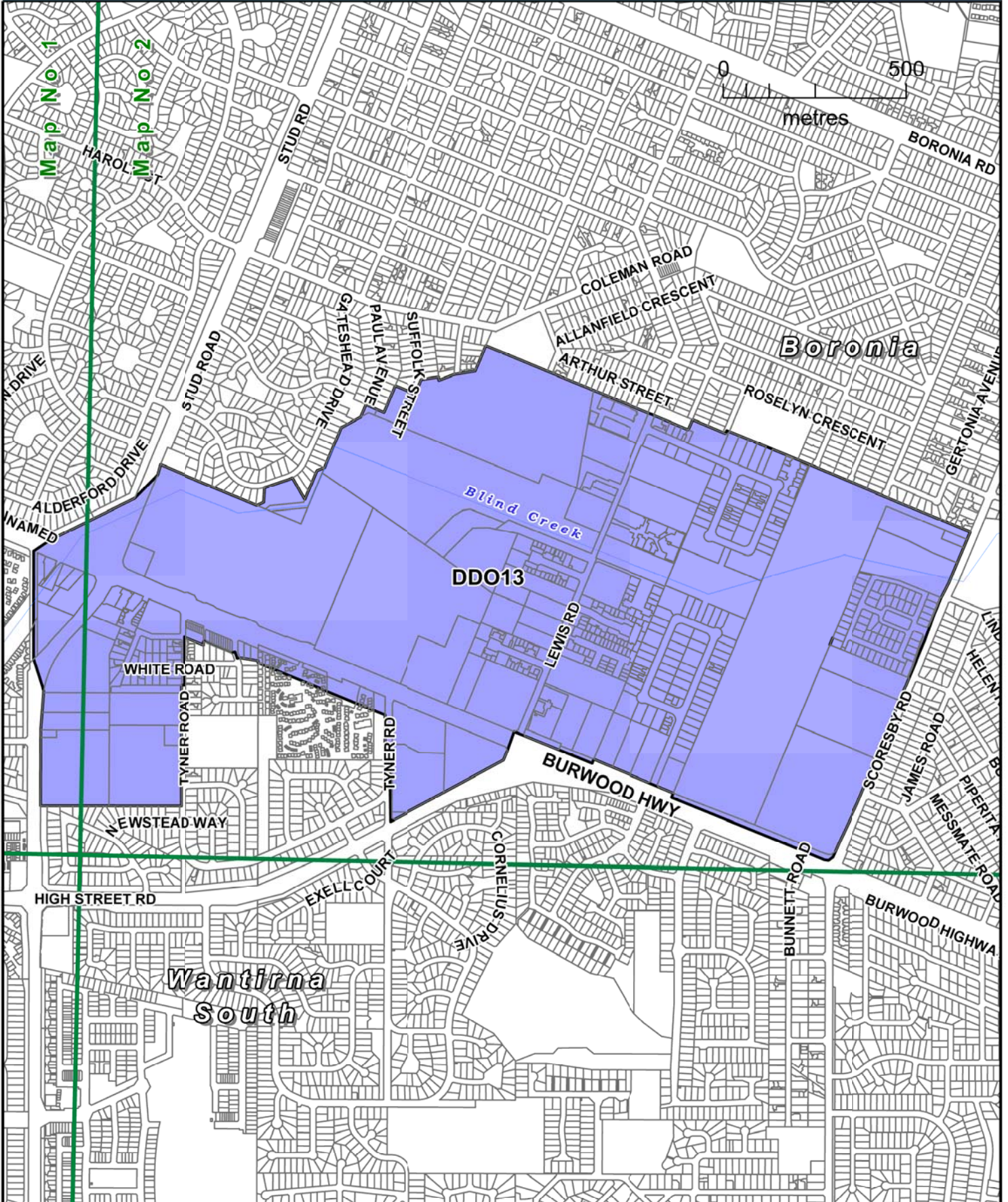
 ENVIRONMENTAL AUDIT OVERLAY

Part of Planning Scheme Map 2EAO

AMENDMENT C149



KNOX PLANNING SCHEME



LEGEND

DDO13 DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 13

Part of Planning Scheme Map 1DDO & 2DDO

AMENDMENT C149



KNOX PLANNING SCHEME

AMENDMENT C149

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Knox City Council which is the planning authority for this amendment.

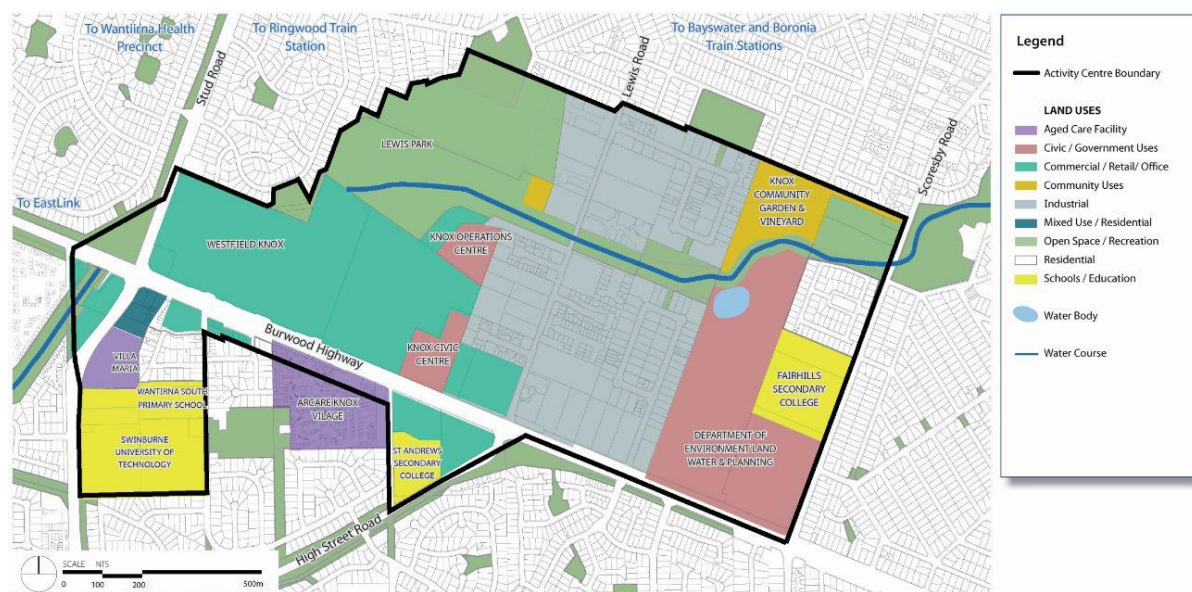
The Amendment has been made at the request of Knox City Council.

Land affected by the Amendment

The amendment applies to land within the Knox Central Activity Centre (see Figure 1).

The Knox Central Activity Centre includes land generally along Burwood Highway from Stud Road to Scoresby Road, land along Blind Creek from Knox City to Scoresby Road, and land on the east side of Stud Road south of Burwood Highway (up to and including Swinburne University of Technology).

Figure 1: Knox Central Activity Centre



What the amendment does

The Amendment implements the objectives and strategies of the *Knox Central Structure Plan 2016*, through the application of local policy, zones and overlays.

Specifically, the Amendment proposes to:

- Replace Clause 22.04 Knox Central Principal Activity Centre Local Policy with Clause 22.15 Knox Central Activity Centre Local Policy
- Rezone the following land from Industrial 1 Zone to Mixed Use Zone (Amends Planning Scheme Map 2):
 - Land on the western side of Lewis Road, between Bridgewood Court to the north and Burwood Highway to the south. The area is bound by Commercial 1 Zone and Public Use Zoned land to the west.

- Rezone the following land from Priority Development Zone to Mixed Use Zone (Amends Planning Scheme Maps 1 and 2):
 - Land bound by Burwood Highway, High Street Road and Tyner Road, Wantirna South
 - 382-384 Burwood Highway, Wantirna South
 - 344-350 Stud Road, Wantirna South
- Apply the Environmental Audit Overlay to:
 - Land on the western side of Lewis Road, between Bridgewood Court to the north and Burwood Highway to the south. The area is bound by Commercial 1 Zone and Public Use Zoned land to the west.
- Introduce a new Design and Development Overlay Schedule 13 (DDO13), which guides development on land within the Activity Centre.
- Amend Schedule 2 to the Development Plan Overlay, which applies to the 'Commercial Core' precinct as identified in the *Knox Central Structure Plan 2016*.
- Amend the Municipal Strategic Statement: to reflect the vision for the Activity Centre, including replacing references to the *Knox Central Urban Design Framework 2005* with *Knox Central Structure Plan 2016* as a reference document at Clause 21.
- Delete the Priority Development Zone from the Knox Planning Scheme.

Strategic assessment of the Amendment

Why is the Amendment required?

The amendment is required in order to implement into the Knox Planning Scheme the relevant objectives and strategies of the *Knox Central Structure Plan 2016*:

- Clause 22.15 will provide an updated and contemporary vision for Knox's premier activity centre, in line with Local and State Planning Policy.
- Schedule 13 to the Design and Development Overlay will facilitate development that is commensurate with the role of the activity centre, and will encourage a high level architectural design and contribution to the public realm.
- Rezoning of sites to the Mixed Use Zone will support the diversification of uses within the activity centre and support the development of higher density residential development.
- Amendments to Schedule 2 to the Development Plan Overlay will support the achievement of the objectives of the Structure Plan within the Commercial Core of the Activity Centre.

How does the Amendment implement the objectives of planning in Victoria?

The amendment is consistent with the objectives of planning in Victoria, as set out in the *Planning and Environment Act 1987*. In particular, it provides for the orderly, economic and sustainable use and development of an identified activity centre. It enables the creation of efficient and safe living and working areas and facilitates development to achieve these outcomes. It enables the provision of additional housing consistent with sound strategic planning while preserving areas of significance within the municipality. The amendment supports the vision of Knox Central as articulated in the *Knox Central Structure Plan 2016*.

The Amendment assists in the implementation of the following objectives set out at Section 4(1) of the *Planning and Environment Act 1987*:

- a) *To provide for the fair, orderly, economic and sustainable use, and development of land;*
- b) *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;*

- c) *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;*
- e) *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community;*
- f) *To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c) and (e);*
- g) *To balance the present and future interests of all Victorians.*

The amendment implements the above objectives by providing clear strategic direction for future land use and development in the Knox Central Activity Centre.

How does the Amendment address any environmental, social and economic effects?

The Amendment is expected to deliver positive environmental, social and economic outcomes by implementing the objectives of the *Knox Central Structure Plan 2016*.

Implementation of the *Knox Central Structure Plan 2016* will contribute to integrated development of a mix of uses, avoiding ad hoc development. It will provide new focus for public life, provide opportunities for a variety new uses, and encourage high quality urban design and development. Greater certainty will be provided for the local community, developers/investors and traders.

Potential benefits to the community include realisation of opportunities for the Blind Creek corridor and Lewis Park, improvements to the movement network and facilitation of a civic/community precinct.

The Amendment will achieve economic benefits associated with improving strategic direction for future land use and development within Knox Central, supporting an increase in activity with the Activity Centre, and reinforcing the importance of Knox's valued environmental and landscape features.

The Amendment support the provision of a mix of housing types, to respond the current and future housing needs of the Knox community.

The *Knox Central Structure* seeks to implement the objectives of Council's *Integrated City Strategy and Implementation Plan 2015-2017*, in the local context of the Knox Central Activity Centre. The *Integrated City Strategy* utilises the 'quadruple-bottom-line' approach, to consider environmental, social, natural and economic environments in Council's decision-making framework.

Does the Amendment address relevant bushfire risk?

The Amendment will not increase bushfire risk. It supports the local and State planning policy objectives in relation to bushfire risk by:

- Supporting significantly increased residential development in a location that is not subject to bushfire risk.
- Relieving pressure for intensification of urban development in areas that are susceptible to bushfire events.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The Amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the *Planning and Environment Act 1987*.

The Amendment is consistent with Minister's Direction 11 – Strategic Assessment of Amendments under Section 12(2) of the Act. The requirements of this Direction have been followed in the course of preparing this Amendment and are embodied within this report.

The Amendment is consistent with Minister's Direction 9 – Metropolitan Planning Strategy under Section 12(2) of the Act, by implementing the following *Plan Melbourne 2014* objectives and outcomes at the municipal level:

- Objective 1: Delivering jobs and investment – create a city structure that drives productivity, supports investment through certainty and creates more jobs.
- Objective 2 - Housing choice and affordability – provide a diversity of housing in defined locations that caters for different households and is close to jobs and services.
- Objective 3: A more connected Melbourne: Provide an integrated transport system connecting people to jobs and services and goods to market.
- Objective 4: Liveable communities and neighbourhoods – create healthy and active neighbourhoods and maintain Melbourne's identity as one of the world's most liveable cities.
- Objective 5: Environment and energy – protect our natural assets and better plan our water, energy and waste management to create a more sustainable city.
- Objective 7: Implementation – delivering better governance: achieve clear results through better governance, planning, regulation and funding options.

The Amendment satisfies Ministerial Direction No. 1 on Potentially Contaminated Land by applying the Environmental Audit Overlay to potentially contaminated sites that would allow for sensitive uses once the Amendment is approved.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

The proposed amendment supports the following policies within the State Planning Policy Framework:

Clause 11.01-2 Activity Centre Planning – it will support the concentration of major retail, residential, commercial, entertainment and cultural developments into the Knox Central Activity Centre.

Clause 12.04-2 Landscapes – it seeks to enhance the landscaped setting that contributes to the existing character of the Activity Centre, building on elements such as Lewis Park, the Blind Creek corridor and the Dandenong Ranges backdrop.

Clause 15.01-1 Urban design and Clause 15.01-2 Urban design principles – it seeks to create a vibrant activity centre environment with a sense of place and identity, with improved safety, accessibility and environmental sustainability.

Clause 16.01-2 Housing – it supports the development of new housing within the activity centre that offers good access to services and transport.

Clause 17.01-1 Economic Development – it supports the intensification of retail, entertainment and other commercial uses in Knox's premier activity centre.

Clause 18 Transport – it seeks to support a safe and sustainable transport system by integrating land-use and transport.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The Amendment supports the implementation of the Planning Policy Framework (LPPF) in the following manner:

Municipal Strategic Statement (MSS)

The MSS supports the Knox Central Activity Centre as a regional retail, commercial and entertainment focus for the municipality and the outer east with significant opportunities for mixed use and residential development.

Specific references to “applying the Knox Central Principal Activity Centre local policy” can be found within Clauses 21.04 (Urban Design), 21.05 (Housing), 21.07 (Economic Development) and 21.08 (Infrastructure).

Clause 21.07 (Economic Development) describes the Knox Central Activity Centre as follows:

“The Knox Central Activity Centre is the principal activity centre for Knox serving as the civic, retail, commercial and entertainment focus for the municipality. The Centre performs a regional role for the outer east and will see significant investment and growth over the next 25 years as a retail centre of regional significance that is a thriving, lively focal point for the outer eastern suburbs. The Precinct includes land along Burwood Highway from Stud Road to Scoresby Road, areas south of Blind Creek and also includes Lewis Park, the adjacent retarding basin and the Swinburne University of Technology.”

Clause 21.07 further states that “*significant opportunities exist to achieve integration with existing and proposed public transport, furthering transit oriented development objectives at the local and broader level*”.

A specific strategy at Clause 21.07-2 (Objective 6) is to: “*reinforce the role of the Knox Central Activity Centre as a regional activity centre serving as the civic, retail, commercial, cultural and entertainment focus for the municipality and the region by using the Knox Central Activity Centre local policy to ensure that development is consistent with the Knox Central Urban Design Framework.*”

Local Planning Policy

The amendment will replace Clause 22.04 (interim policy) with a permanent new local policy that seeks to implement the objectives and strategies of the MSS in Knox Central by implementing the *Knox Central Structure Plan 2016*.

Does the Amendment make proper use of the Victoria Planning Provisions?

The Amendment makes proper use of the Victoria Planning Provisions through the selection of appropriate planning tools to achieve guidance for future land use and development outcomes within Knox Central. The Amendment makes changes to the MSS, local planning policy framework, zone and overlay schedules and map changes to achieve the strategic vision for Knox Central.

How does the Amendment address the views of any relevant agency?

The views of relevant agencies will be sought during the public exhibition process.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The increase in land use activity and development supported by the *Knox Central Structure Plan 2016* and Amendment C149 is likely to have an impact on the transport system. The amendment includes objectives relating to active, public and road transport. The achievement of these objectives will support the objectives of the *Transport Integration Act 2010*:

- social and economic inclusion (s. 8)
- economic prosperity (s. 9)
- environmental sustainability (s. 10)
- integration of transport and land use (s. 11)
- efficiency, coordination and reliability (s. 12)

- safety and health and wellbeing (s. 13).

The Amendment complies with the principles set out in the *Transport Integration Act 2010*.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The Amendment will not result in any significant impact on the resources and administrative costs of Council.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Knox City Council, Civic Centre

511 Burwood Highway, Wantirna South

Operating hours: Monday, Wednesday, Thursday and Friday: 8.30am-5:00pm; Tuesday: 8.30am-8:00pm

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.

Submissions

Any person who may be affected by the Amendment may make a submission to the planning authority. A submission must be sent to Knox City Council by:

Email: psamendments@knox.vic.gov.au

Attention: Submission to Amendment C149

OR by post (no stamp required):

City Futures, Knox City Council

Reply Paid 70243

WANTIRNA SOUTH VIC 3152