

# Knox Central Structure Plan

FINAL DRAFT VERSION 6 (FOR COUNCIL CONSIDERATION) OCTOBER 2017

*'Knox Central – Capital of the East'*



Document Register		
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# INTRODUCING KNOX CENTRAL

Knox Central is Knox City Council's (Council) largest activity centre and sits alongside the City's other major centres of Bayswater, Boronia and Rowville. Knox Central serves a broad cross-section of the community, both within Knox itself and across the eastern suburbs of Melbourne. It includes retail, residential, industrial, commercial, government-owned land and open space. Knox Central's location and boundary are shown in Figure 1.

Knox City Council has long had aspirations for Knox Central, with the *Knox Central Urban Design Framework 2005* providing high level directions for the activity centre over the last 10 years. It has taken some time to gather momentum, but it is considered that the time is now right for Council to turn its focus actively toward Knox Central for a number of reasons:

- *We have started to see tangible, visible changes in Knox Central. Developments such as Kubix, Knoxia and Villa Maria signal increased investment and development in the area.*
- *Demand for new types of housing in Knox is evident. While the main type of housing is still the detached family home, there has been a shift in housing types being built over the last five years.*
- *The market for higher density housing across outer suburban Melbourne has grown and this is increasingly the case in Knox. Knox Central is well-placed to respond this market shift, with large areas of underutilised land.*
- *In 2015, Council adopted the Knox Housing Strategy which designates Knox Central as an area that will accommodate higher density housing. Focusing higher density residential development in major centres, such as Knox Central, supports Council's desire to maintain the low scale character of Knox's suburban streets.*

- *Infrastructure has improved. Most notably, Eastlink better connects Knox with the broader Melbourne metropolitan area. This brings Knox residents closer to jobs in the city, and supports more opportunities for local employment.*
- *The approval of a significant expansion to Westfield Knox represents significant private sector investment in the activity centre.*

Council can improve outcomes and benefits for the community by timing and leveraging its own investment and focus to take advantage of this significant private and infrastructure investment. There is an opportunity to shape the future of the activity centre and to create a sense of place and a central focus for people in Knox and beyond.

Some of the outcomes Council wants to see for Knox Central are:

- *Improved civic and public spaces and places that allow for more active use by the community.*
- *A distinctive built and natural environment that creates a sense of arrival at 'Knox's CBD'.*
- *Rejuvenation of Lewis Park and Blind Creek. Open space becomes more precious as our suburbs become more intensely developed. 'Unlocking' green open spaces and better integrating them with their surrounds provides increasingly valuable access for the community.*
- *Increased private and public sector investment including increasingly diverse housing options and greater employment opportunities, along with transport infrastructure improvements such as the extension of the Route 75 Tram from Vermont South to Knox Central.*
- *Investment that provides maximum benefit to the community – particularly by making Knox Central more accessible, providing greater amenity, and a greater 'sense of place'.*

- *Greater opportunities for people to live in Knox Central, which is close to shops, transport, leisure activities and open space. In addition to its local amenity, Knox Central provides significant lifestyle opportunities through its proximity to the Dandenongs and easy access to both the Mornington Peninsula and the Yarra Valley.*

The strategic position of Knox Central and the high level direction for its role and function are still sound, but require some adjustment to reflect contemporary conditions.

The *Knox Central Structure Plan* (the Structure Plan) responds to current conditions and sets out Council's aspirations for Knox Central for the next 20 years.

The Structure Plan is an enabling document, which seeks to facilitate significant change in the Activity Centre that produces positive outcomes for Knox residents and the broader community.

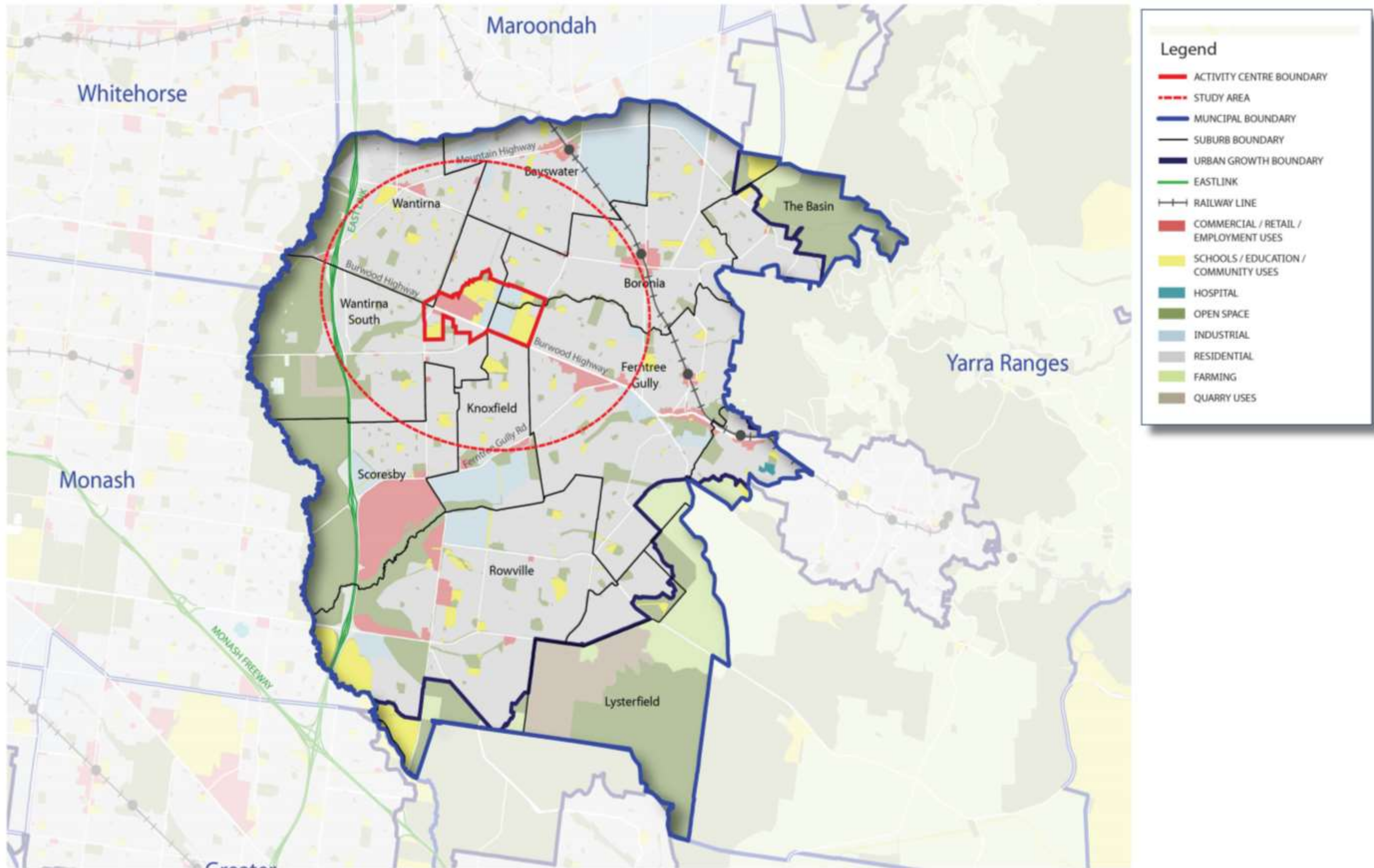


Figure 1 Knox Central Activity Centre in the Knox context - boundary shown in solid red outline

# THE SETTING

Knox Central is large in scale (approximately two kilometres east to west) with the central spine being Burwood Highway, generally between Stud Road and Scoresby Road. Knox Central is characterised by a broad mix of land uses and activities, which are shown in Figure 2.

Knox Central contains significant open space and natural assets and enjoys selected long range views to the Dandenong Ranges.

## Built Environment

Buildings within Knox Central are a mix of low scale buildings and more significant developments. Westfield Knox is a significant presence within the Activity Centre. At-grade carparks currently form a major part of the urban form of this site when viewed from the public realm.

In recent years, several large scale residential developments have occurred on Burwood Highway and Stud Road. Some of these developments could have made a more positive contribution to the public realm.

## Business Mix and Employment

Business in Knox Central is dominated by retail. However it also has a unique position within Melbourne's Eastern Region, encompassing a more significant manufacturing and wholesaling presence than other activity centres. Existing industry clusters in Knox Central include retail, entertainment and hospitality, automotive services, furniture and flooring manufacturers and wholesalers, higher value manufacturing and scientific services, indoor recreation and construction.

Knox Central, particularly Westfield Knox, is the focus of significant social interaction for people in Knox and the Eastern Region, and is the main location of Knox's 'night time economy'.

## Open Space and Recreation

Knox Central has several significant open space and recreational assets, including:

- Lewis Park
- Blind Creek Corridor
- Collier Reserve
- Gateshead Reserve
- Knox Community Garden

Lewis Park comprises three sporting ovals, a sporting pavilion, a playground, a small skate park and part of the Blind Creek Trail shared path.

## Natural Environment and Landscape

Knox Central has a significant role to play in terms of improving biodiversity outcomes, and the associated environmental and social benefits this brings. The Activity Centre forms part of a habitat corridor stretching from the Dandenong Ranges to the Dandenong Valley. Knox Central has a number of identified sites of biological significance associated with Lewis Park, the Blind Creek corridor and nearby areas.

Blind Creek and Lewis Park are significant water assets within the Activity Centre, but are currently underutilised. The Lewis Park retarding basin plays an important stormwater management role within the local and broader catchment area.

Knox Central offers long range views to the Dandenong Ranges from a number of vantage points.

## Access, Movement and Transport

The main roads within Knox Central, particularly Burwood Highway, represent significant barriers for pedestrians. However, the shared path network within Knox Central provides opportunities for walking and cycling off-road. The Blind Creek Trail runs the length of Knox Central and provides an east-west shared path through the activity centre.

Buses provide the sole form of public transport available within and to Knox Central. A significant bus interchange is located at Westfield Knox. The closest train stations are Bayswater, Boronia and Ringwood, which are linked by bus services to Knox Central.

Parking is not currently a significant issue in Knox Central. However, at-grade car parks are highly visible particularly from Burwood Highway. This results in a poor urban design outcome and compromised pedestrian amenity.

## Education Facilities

A unique aspect of Knox Central is the provision of quality education facilities with the confines of the centre, including the Wantirna South Primary School, St Andrews Christian College, Fairhills High School (including a 300 seat Performing Arts Theatre available to community groups), a Chinese language school, and the Knox Innovation, Opportunity and Sustainability Centre (KIOSC), which is based at Swinburne University..

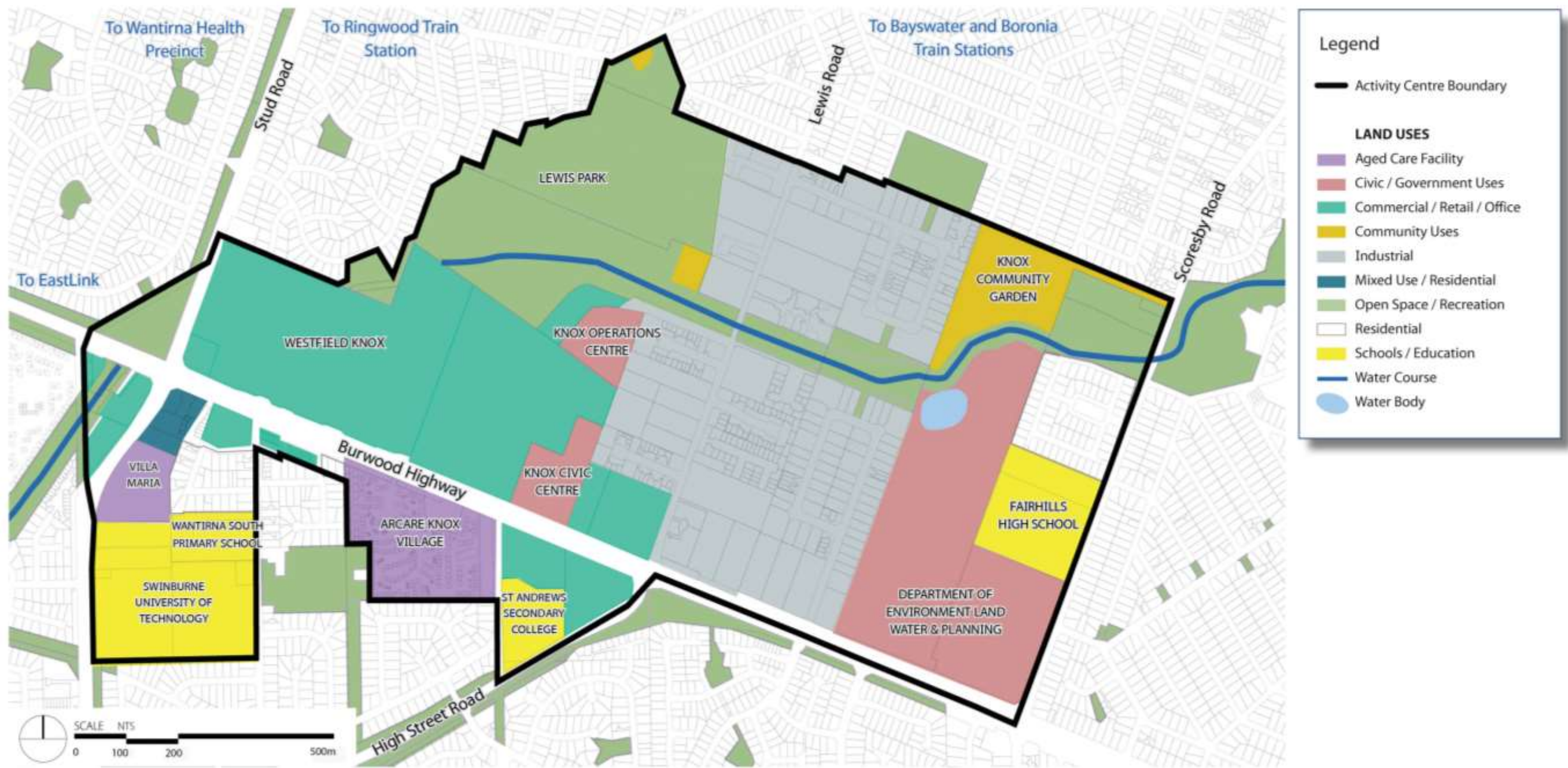


Figure 2 Knox Central Activity Centre - existing land uses



Figure 3 View looking east towards the Dandenong Ranges



# THE STRUCTURE PLAN

The Structure Plan sets the framework for future land use, development and improvements in the Knox Central Activity Centre, including recommendations for future built form. It is guided by a vision that aims to support the development of a vibrant and well serviced Knox Central, capturing the opportunities for business and growth while responding to the area's unique natural setting.

The Structure Plan is a strategic planning tool to manage, influence and facilitate change in the activity centre and to assist Council in decision making. It is an enabling document, which seeks to facilitate significant change within the Activity Centre in a way that produces positive outcomes for Knox and the broader community.

The Structure Plan:

- is informed by research and a contemporary evidence base;
- forms part of Council's strategic planning framework for the City, recognising Knox Central's role as an area of significant change and growth;
- provides a framework for guiding Council business, developing partnerships with major landholders and service providers (including state government agencies), activating and providing the certainty needed for ongoing improvements in Knox Central;
- directs investment to capture the unique opportunities presented by Knox Central's location and assets;
- provides certainty for the community, landowners and developers by guiding future improvements and development, including planning controls; and
- delivers the objectives and strategies, outlined as part of the Knox Community and Council Plan 2017-2021 at a local level.

The Structure Plan will be used by a range of stakeholders including:

## **Knox City Council**

- For informing changes to the Knox Planning Scheme, which will guide Council's assessment of planning permit applications in Knox Central;
- For identifying and prioritising future capital works projects for Knox Central;
- For identifying future programs and services required within Knox Central;
- For advocating and seeking funding for studies and projects within Knox Central.

## **Landowners / Residents / Business Operators / Traders**

- For guiding future improvements and/ or developments on private land;
- For identifying opportunities to actively participate in the future development and improvement of Knox Central.

**State Government Agencies** (e.g. Department of Environment, Land, Water and Planning (DELWP), Department of Economic Development, Jobs, Transport and Resources (DEDJTR) Melbourne Water, VicRoads, Public Transport Victoria)

- For guiding the management and improvements to state government owned assets and services.

## **Development of the Structure Plan**

The Structure Plan was informed by significant research and analysis, and the testing and development of various ideas and scenarios. Key inputs into the development of the Structure Plan include:

### **Review of Knox Central Urban Design Framework 2005**

The Knox Central Urban Design Framework (KCUDF) has been the planning framework for Knox Central since its adoption by Council in 2005. Although many of the directions and objectives of the KCUDF remain sound, they require updating and review. For this reason, the development of the Structure Plan took the KCUDF as its starting point. Analysis of the KCUDF forms a significant part of the *Knox Central Key Issues Background Report*.

### **Research**

Extensive analysis and research has been undertaken, commissioned over a number of years. Summary and analysis of the relevant background research, as well as research recently commissioned by Council, is contained in the Knox Central Key Issues Background Report.

### **Knox Central Key Issues Background Report**

This report identifies the key issues (opportunities and considerations) that need to be addressed through the development of a new structure plan.

The report also provides an analysis of the objectives and directions of the KCUDF, which is the launching pad for the development of the new Structure Plan.

## Key Stakeholders and State Agencies

An opportunity to comment on the content and currency of the Knox Central Urban Design Framework was extended to a range of stakeholders including: Bicycle Network Victoria; Environmental Protection Authority Victoria; Melbourne Water; Public Transport Victoria and VicRoads. Invitations were also extended to landowners of key sites to discuss their aspirations for their sites and understand future plans.

### Knox Central Advisory Committee (KCAC)

The Knox Central Advisory Committee (KCAC), comprising of Councillors and Council staff, have been working for a number of years to progress Council's vision for Knox Central. Consultation with KCAC was an important part of the development of the Structure Plan.

### Community Consultation

The draft Structure Plan (and proposed planning scheme amendment) were publicly exhibited in November to December 2016. This included direct notification of approximately 2,200 owners and occupiers in and around the Activity Centre. Around 100 people attended two drop-in sessions held at Council in late November. Council officers also held one on one meetings with various landowners and interested parties to discuss site specific issues.

This consultation informed the development of the final Structure Plan.

## Strategic Planning Framework

### Knox Community and Council Plan 2017 – 2021

The Knox Community and Council Plan 2017 – 2021 (the 'Community Plan') identifies the priorities of our community for the future and guides the decision making of Council and its partners, agencies and all stakeholders.

*The Community Plan is Knox's roadmap for the future.*

It describes the desired future state, what we are going to focus on for the next ten years and beyond, and what Knox City Council has committed to for the next four years to help get us there.

With the Community Council has identified eight key goals:

### Goal 1 – We value our natural and built environment

### Goal 2 – We have housing to meet our changing needs

### Goal 3 – We can move around easily

### Goal 4 – We are safe and secure

### Goal 5 – We have a strong regional economy, local employment and learning opportunities

### Goal 6 – We are healthy, happy and well

### Goal 7 – We are inclusive, feel a sense of belonging and value our identity

### Goal 8 – We have confidence in decision making

These eight goals (along with the five themes from Council's 2013-17 Council Plan) provided a framework for the development of the Knox Central Structure Plan, and the vision and strategic objectives contained in this report.

The Structure Plan aims to deliver the objectives and strategies contained in the Community Plan, at a local level.

## Opportunities and Considerations

Knox Central offers a number of opportunities and considerations that will influence its future planning and development.

The opportunities and considerations for Knox Central were determined based on extensive research and investigation, including desktop analysis, site visits, specialist reports, and engagement with Council staff. These are summarised in this section.

These opportunities and considerations have been aligned to the eight goals to assist Council in monitoring the community's wellbeing and achievement toward its broader vision for Knox.

## Goal 1 – We value our natural and built environment

- The extent of open space is a distinguishing feature of Knox Central when compared to similar activity centres.
- Parks, environmental reserves and creeks make a significant contribution to Knox Central, however are not a prominent part of the 'identity' of the activity centre and are largely hidden from view.
- Council is seeking to improve the health of waterways and streams through its Water Sensitive Urban Design (WSUD) and Stormwater Management Strategy. WSUD opportunities should be pursued in future development (public and private) across Knox Central.
- Knox Central has large areas of hard surfaces (car parks, industrial areas) and large areas of green, permeable surfaces. With the anticipated intensification of activity and increased residential densities, there is a need to mitigate the urban heat island effect.
- There is an opportunity to create a unique urban form for Burwood Highway, as the central boulevard of Knox Central. Many sites are underdeveloped and therefore have the potential, through development, to contribute to a strong sense of place and character.

## Goal 2 – We have housing to meet our changing needs

- A number of underutilised sites within Knox Central provide opportunities for greater residential intensification and mixed use development.

### **Goal 3 – We can move around easily**

- Knox Central is a 'car dominated' centre and the only form of public transport is the bus network. There are opportunities to encourage a shift from private vehicles to more sustainable modes of transport including walking, cycling and public transport by improving infrastructure and amenity within Knox Central and advocating to the State Government for public transport improvements.

### **Goal 4 – We are safe and secure**

- There are opportunities to improve the experience of pedestrians and encourage neighbourhood design that makes people feel safe both during the day and at night.

### **Goal 5 – We have a strong regional economy, local employment and learning opportunities**

- The mix of land uses, particularly the extent of industrial land within Knox Central, is unique. Commercial and industrial activities provide significant employment and economic activity within Knox Central.
- State Government planning policy encourages growth and development within activity centres, particularly those adjacent to public transport links such as Knox Central.
- Recent trends in consumer spending show a significant increase in hospitality spending.
- Due to its status within the metropolitan planning framework, Knox Central may not be the focus of significant State Government investment.

### **Goal 6 – We are healthy, happy and well**

- There are a small number of spaces for community groups to gather. There may be opportunities to create and improve access to spaces for community groups.
- Knox Central is a focal point for social engagement within Knox, particularly around Westfield Knox and Knox Ozone.

- A number of community facilities are located within Knox Central, including the Knox Library, the Knox Youth Information Centre and Headspace.
- Lewis Park provides significant recreational space, but is physically separated from the rest of Knox Central.

### **Goal 7 – We are inclusive, feel a sense of belonging and value our identity**

- As the location of the Knox Civic Centre, Knox Central provides a focus for civic engagement. There are opportunities to strengthen the 'civic presence' within Knox Central, particularly through better use of Council's land holdings.
- Council has a long held aspiration to develop a significant cultural facility within Knox Central.
- There is some public art located within the open space network. There are opportunities to upgrade and supplement existing public art in open space. There may be opportunities to foster public art within gathering spaces on private land, such as Westfield Knox.
- There are opportunities to expand the role of Knox Central in providing arts and cultural activities.

### **Goal 8 – We have confidence in decision making**

- Development of the Structure Plan (and supporting Planning Scheme Amendment) provided the community, including major landowners, with opportunities to provide input to their development and refinement.
- All decisions about the development of the Structure Plan were the subject of reports to Council.



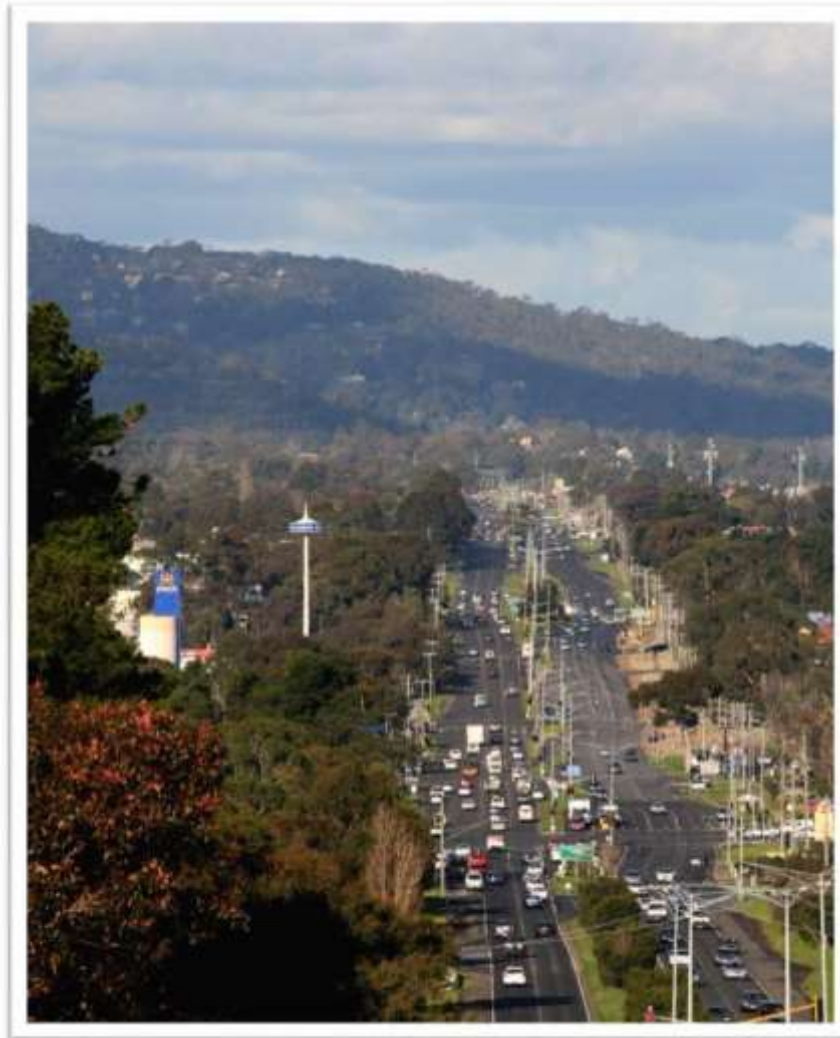
Figure 4 Aerial View of Lewis Park showing poor interfaces with surrounding land uses

# VISION AND STRATEGIC OBJECTIVES

## The Vision for Knox Central

The vision is an aspirational statement outlining the long term goal for Knox Central. The vision is important as it provides context for how Knox Central should look, feel and function as it transforms over the next 20 years.

The vision statement represents a contemporary take on Council's long held aspirations for Knox Central and is informed by analysis of key opportunities and challenges for Knox Central undertaken in 2015 and 2016.



## ***Knox Central – Capital of the East***

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

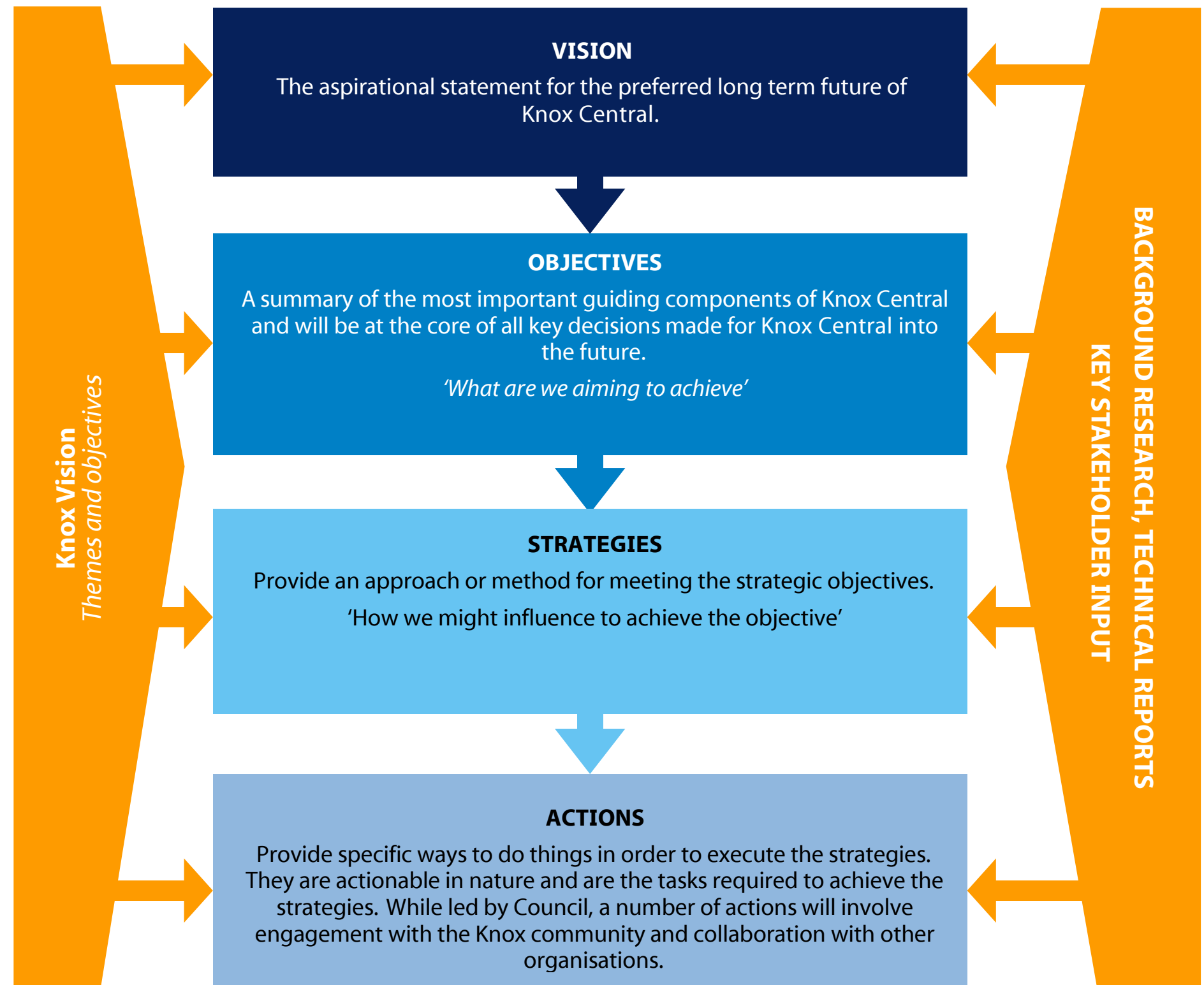
*It will be a busy and attractive urban centre which has a strong connection to the natural environment. It will provide a focus for public life, connecting people and communities, and will be an attractive place to live, work, and play.*

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

## Implementing the Vision

In order to achieve the vision for Knox Central, the Structure Plan provides a number of objectives, strategies and actions. They support the vision and provide more specific outcomes to be achieved for Knox Central.

The objectives for Knox Central are outlined on the next page. The supporting strategies and actions for each strategic objective are detailed in Section 4 of this Plan.



## Objectives

The Structure Plan provides a set of objectives for Knox Central. They aim to articulate the Knox Vision and Knox City Plan 2013-17 at a local level. The objectives were informed by background research and technical studies undertaken for the Structure Plan.

The objectives are a summary of the most important guiding components for Knox Central. They will be used to direct and assess all future planning and design outcomes within Knox Central so that future development is consistent with the Vision.

- 1. To enhance Knox Central's role as the civic and public heart of the municipality, where communities connect and congregate.*
- 2. 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.*
- 3. To establish Knox Central as a focal point of activity including employment, retail, community, entertainment and leisure activity.*
- 4. To capitalise on Knox Central's natural and environmental features to distinguish it from other activity centres.*
- 5. To facilitate an accessible and safe active and public transport network to and within Knox Central.*
- 6. To provide an efficient street network that connects key destinations including nodes of activity within Knox Central.*
- 7. To achieve high quality built form and public realm which defines Knox Central as a premier mixed use activity centre.*

# THE STRATEGIC RESPONSE

**OBJECTIVE 1** *To enhance Knox Central's role as the civic and public heart of the municipality, where communities connect and congregate.*

## CONTEXT AND KEY INFLUENCES

It has long been an aspiration of Knox City Council to develop a significant civic/community facility with a focus on arts and culture in Knox Central.

Council has significant landholdings with Knox Central, many of which are landlocked, fragmented and underutilised in terms of their potential value to the community. One example is Council's Operations Centre, currently located adjacent to Westfield Knox and Lewis Park. Council has recently acquired land in Knoxfield in order to more appropriately locate the Operations Centre in an industrial area, freeing up the Knox Central site for more valuable and accessible civic and community use. It also provides opportunities to create a vibrant interface to Lewis Park.

The Westfield redevelopment (scheduled to commence in 2018 at the time this Structure Plan was being drafted) includes the provision of a temporary tenancy for the Knox Library, close to Knox Ozone. It also includes the provision of a longer term tenancy for the Knox Library, within the redeveloped shopping centre.

## STRATEGIES

- Provide integrated civic/community facilities with related entertainment, leisure, recreation and business services around a central public space that integrates with Lewis Park.
- Improve pedestrian and vehicular links between Westfield Knox, Lewis Road and the balance of Knox Central to the east.
- Ensure the municipal/community uses within the civic/community precinct integrate with future expansion of shopping, business and residential uses on the Westfield Knox site.
- Create feature building forms within the civic precinct to complement future civic space.
- Provide civic buildings that improve physical and visual connections to Lewis Park, so that the outlook and connection to the park is a key feature of the civic/community precinct.
- Provide a highly accessible and visible civic precinct that is pedestrian friendly and a destination point with the Activity Centre.
- Facilitate accessible and safe pedestrian links between public transport nodes and civic/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 street link to join the future civic precinct to the road network.

## ACTIONS

- Continue investigations into the development of appropriate arts and cultural facilities in Knox, within the context of the South/Eastern region.
- Commence the acquisition of land to facilitate Lewis Park frontage and road links for the Civic/Community precinct.
- Develop a master plan for the future civic precinct and Council's land holdings, which includes:
  - Proposed road network and lot layout
  - Building envelopes
  - Indicative land uses
  - Pedestrian and cycle paths
  - Public/civic space
  - Connections to surrounding land uses including Lewis Park
- Following scoping and master planning, undertake the design process for the future civic buildings.
- Investigate innovative options for funding the future Civic Precinct (including public/private partnerships).
- Proceed with the relocation of the Knox City Council Operations Centre.



## **OBJECTIVE 2** 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.

### **CONTEXT AND KEY INFLUENCES**

#### **Housing Diversity and Choice**

The majority of dwellings in Knox are separate houses (86.5% of dwellings in Knox, according to the 2011 Census, compared to 71.1% for greater Melbourne).

It is expected that families with children will continue to be the dominant household type in Knox, however couple-only and one-person households are the fastest growing category. A greater diversity of housing types is needed in terms of size, type, affordability and accessibility to respond to the changing needs of Knox's population.

The *Knox Housing Strategy 2015* designates Knox Central as an 'activity area'. These are areas that will:

- see a greater change in housing styles than other areas in Knox;
- balance the retention of the green and leafy character, while allowing more intensive development;
- allow more people to live close to services that support their needs and lifestyle changes; and
- contribute to quality residential development that is both architecturally and functionally well designed and enhances the quality of living.

As housing affordability continues to be an issue, Council has forecast that an additional 860 social housing dwellings will be needed across Knox by 2036 to meet the requirements of the local community.

#### **Housing Demand and Supply**

There is expected to be demand for up to 2,400 additional apartments in Knox Central by 2035. Demand for townhouses can be considered as 'uncapped' (i.e. supply will be taken up by the market). The areas identified in this Structure Plan for residential and mixed use development are able to accommodate the anticipated demand for new dwellings within Knox Central (*Knox Central: Land Use, Economic and Property Analysis, 2015, (updated 2016), Geografia*).

Knox Central has several aged care facilities offering accommodation with a range of care. This forms an important part of the housing mix in Knox Central.

#### **Design Quality and Amenity**

*Better Apartments* design standards and implementation mechanisms prepared by the Department of Environment, Land, Water and Planning (DELWP) and the Office of the Victorian Government Architect (OVGA) were adopted in December 2016, and incorporated into the Knox Planning Scheme in March 2017. The Design Standards primarily focus on internal amenity concerns such as windows, storage, noise, natural ventilation and access to daylight.

The development of high quality architecture will be essential to ensure that change and growth in Knox Central makes a positive contribution to the community.

#### **STRATEGIES**

- Capitalise on sites that are capable of accommodating dwellings in Knox Central.
- Support development that demonstrates a high level of architectural merit and maximises land use and development potential of sites.
- Support diverse medium to high density housing choices in Knox Central in order to accommodate a changing and growing population.
- Support the development of a high amenity medium density neighbourhood in the northern

portion of the strategic redevelopment site (at the corner of Burwood Highway and Scoresby Road) integrated with the Blind Creek corridor, in accordance with the guidance provided in the Structure Plan.

- Support development that provides affordable housing options.
- Support development that provides flexible and accessible housing options, with a high level of internal and external amenity.
- Support integrated mixed use/ residential development within the Commercial Core precinct, particularly along the frontage to Lewis Park.

#### **ACTIONS**

- Work with the owner of the strategic redevelopment site to achieve positive neighbourhood outcomes including a contribution of at least 5 percent of the total housing allotments as social housing (contribution to include dwellings and land), in accordance with the *Knox Affordable Housing Action Plan*.
- Provide for social housing on Council-owned sites that are developed for housing, in accordance with the *Knox Affordable Housing Action Plan*.
- Include residential interfaces as a consideration of the Lewis Park Master Plan.

## **OBJECTIVE 3** To establish Knox Central as a focal point for activity including employment, education, retail, community, entertainment and leisure activity.

### **CONTEXT AND KEY INFLUENCES**

#### **Business Mix, Employment and Education**

Business in Knox Central is dominated by retail however it also has a unique position within Melbourne's Eastern Region, having a manufacturing and wholesaling presence in an activity centre context. However, there is not expected to be future demand for additional industrial and commercial floor space (*Knox Central: Land Use, Economic and Property Analysis, 2015, (updated 2016), Geografia, 2015*).

Existing industry clusters include retailing, entertainment and hospitality; car related services; furniture and flooring manufacturers and wholesalers; higher value manufacturing and scientific services; and construction.

Knox Central is well-served by educational facilities including primary, secondary and tertiary education.

The Fairhills High School has a 300 seat Performing Arts Theatre (available to community groups, a Chinese Language School and an international student population. Along with the Knox Innovation, Opportunity and Sustainability Centre (KIOSC), based at Swinburne University, these education facilities provide a unique opportunity for creating an interface between education, the community and the economic development of the region.

#### **Leisure and Entertainment**

Knox Ozone is the focus of Knox's 'night time economy' and is the location of social interaction for many Knox residents. However, there is a general lack of diversity in retail/hospitality/leisure spaces across Knox Central.

Lewis Park is a significant community asset which has biodiversity, water, recreational and community values.

#### **Community Facilities and Spaces**

Council has a long held aspiration to develop a significant cultural facility within Knox Central. Council has expressed its commitment to multi-purpose, co-located and integrated community facilities across

Knox.

There are a number of highly valued community groups located within Knox Central, including sporting clubs and the Knox Community Garden. Demand for community facilities, infrastructure and services will increase as the residential population within Knox Central increases. Council's land holdings within Knox Central may provide opportunities for the provision of additional community facilities.

### **STRATEGIES**

- Proactively plan for the community infrastructure needs of existing and future residents, particularly additional demand on services as a result of increased local population.
- 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 on-going use of the 'Community Gardens' site for appropriate community and complementary activities.
- Support higher density residential development, commercial, entertainment and leisure uses to activate interfaces to Lewis Park and Blind Creek.
- 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.
- Facilitate a shift from the industrial nature of the Lewis Road Mixed Use precinct to ground level commercial with upper level residential uses.
- 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 ground level commercial with upper level residential uses in the Burwood Highway South precinct.
- Support the provision a mixed use precinct, which includes local convenience retailing on the strategic redevelopment site.
- 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.

### **ACTIONS**

- Continue to develop the community facilities needs analysis for Knox Central, in accordance with Council's Community Facilities Planning Policy.
- Continue to work with Victoria Police and others to maximise public safety within Knox Central.
- Continue the Knox Liquor Accord to ensure a safe and sustainable night time economy at Knox Central.
- Ensure the ongoing management of the Community Gardens site encourages broad community participation and access.
- Continue to partner with and support KIOSC, as a means of building workforce skills for the future.

## OBJECTIVE 4 To capitalise on Knox Central's natural and environmental features to distinguish it from other activity centres.

### CONTEXT AND KEY INFLUENCES

The extent and proximity of open space within Knox Central is a key distinguishing feature of the activity centre, when compared to other activity centres in Melbourne. These areas of open space offer benefits associated with amenity, local identity, recreation, environmental values and health and wellbeing. However, there are barriers to these areas, with most adjoining land uses turning away from open space.

Knox Central has a significant role to play in terms of improving biodiversity outcomes, and the associated environmental and social benefits that this brings. Lewis Park and the Blind Creek Corridor form part of a habitat corridor from the Dandenong Ranges to the Dandenong Valley.

While in the very upper reaches of the catchment Blind Creek retains its natural channel, within Knox Central, it has been piped, realigned and channelled.

'Daylighting' is the term used to describe the process of redirecting a watercourse above ground, from an underground drainage system, and to restore it to its more natural state. This process need not be undertaken for the whole 'stretch' of creek but can be applied in specific locations identified as being appropriate for special treatments and where the greatest environmental benefit can be achieved.

The *Knox Community and Council Plan 2017 – 2021* recognises the numerous economic, environmental and social benefits provided by green spaces and trees. One of the strategies is to: 'create a greener city with more large trees, indigenous flora and fauna'.

### STRATEGIES

- Restore the environmental quality of Blind Creek through daylighting and revegetation in strategic locations, to optimise ecological and functional benefits of a natural waterway.
- Conserve the natural environmental qualities and vegetation character of Lewis Park, Blind Creek corridor and Collier Reserve.

- Improve the ecological function of parklands through natural revegetation and wetland formation.
- Establish the Blind Creek corridor as a key attraction for environmental education and community participation.
- Maximise opportunities for community interaction with the natural environment.
- Require development of the strategic redevelopment site to retain the biological values of the existing water body; facilitate integrated water management; and provide a high level of neighbourhood amenity.
- Establish a formal boulevard 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 addresses and allows for interaction to open space. Avoid development that fails to optimise interfaces to open spaces.

### ACTIONS

- In partnership with Melbourne Water, develop a masterplan for Lewis Park (and Blind Creek), which may include:
  - An updated storm water management plan for both Lewis Park and Blind Creek, incorporating a review of the Lewis Park retarding basin capacity and transferring capacity to other appropriate locations up and down stream.
  - Establishment of a Water Sensitive Urban Design (WSUD) network to manage stormwater quality and reuse in Lewis Park.
  - Adjustment of the retarding basin levy embankment to enable a residential/mixed use edge to Lewis Park.

- Identification of strategic locations for daylighting of Blind Creek.
- Identification of appropriate locations for additional pedestrian bridging points across Blind Creek.
- Identification of new and upgraded recreational needs.
- Identification of appropriate options for ambient lighting along Blind Creek to encourage safety, activity and events.
- Continue to work closely with the Friends of Blind Creek group and Knox Environment Society.
- Upgrade stormwater management infrastructure to contribute to the amenity and function of open space.
- Promote the *Gardens for Wildlife* program to businesses within the Lewis Park industrial area, body corporate of the new residential developments and residents of new dwellings.
- Encourage corporate environmental and social responsibility in the local business community by providing advice and links to government programs through the Business Visit Program.
- Continue to undertake street planting programs in line with the 'Street Tree Planting to High Profile Roads' framework, including Burwood Highway if the speed limit is reduced to 60km/h (see Objective 5).
- Determine funding options, including development contributions, to deliver and recover the costs associated with capital works improvements and upgrades to Lewis Park and Blind Creek.

# *Lewis Park and the Blind Creek Corridor*

*Lewis Park and the Blind Creek corridor form a significant part of Knox Central, providing an environmental 'spine' through the Activity Centre. Lewis Park, which is municipal open space, can be viewed through the 'lenses' of biodiversity, connection, culture, economy, leisure, people, play, sustainability and water. As well as being a major recreational facility, Lewis Park which is owned by Melbourne Water, plays a significant role as a retarding basin and is the location of significant vegetation.*

*While in the very upper reaches of its catchment Blind Creek retains its natural channel, by the time the creek reaches Knox Central, it has been piped, realigned and channeled. 'Daylighting', the process of redirecting a watercourse above ground and restoring it to its more natural state, would bring many benefits if undertaken for Blind Creek.*

*Many of the adjoining land uses turn their back on Lewis Park and Blind Creek. Future development adjoining open spaces provides an opportunity to open up this important community and natural asset. In particular, Council's future Civic and Community Precinct will provide a significant new presence to Lewis Park.*

*A master planning project for Lewis Park is on Council's forward program of works. The master plan will involve a substantial body of work undertaken in partnership with Melbourne Water, to balance community and environmental outcomes with the water management requirements of the site. Given the close relationship between Lewis Park and Blind Creek, the scope of the master plan could extend upstream towards Scoresby Road.*



Figure 5 Artist's Impression - future interface to Lewis Park

## OBJECTIVE 5 To facilitate an accessible and safe active and public transport network to and within Knox Central.

### KEY INFLUENCES

#### Public Transport

Knox Central is serviced solely by bus services, with Westfield shopping centre bus interchange hosting number of local and regional bus services. A number of the bus routes that access the Knox Central study area from local catchments have a very poor frequency and there are significant service gaps in surrounding neighbourhoods.

The extension of the Route 75 tram along Burwood Highway has long been a priority for Council and continues to be the focus of advocacy to the State Government. Recent modelling shows that while the tram route extension would only result in a small shift from car trips to public transport, it would result in a more significant shift from bus to tram usage. This is significant as trams are less susceptible to on-road delays, particularly where the tram line would be primarily off road (as it would be in this instance).

#### Active Transport

Burwood Highway is a significant barrier for pedestrians and cyclists, particularly due to short crossing times at signalised intersections. This is a particular concern given land uses south of Burwood Highway including aged care facilities and schools.

The active transport network primarily comprises shared paths and footpaths, with no on-road bicycle lanes. The Blind Creek trail is a significant part of the shared path network, providing the main east-west link through Knox Central. North-south shared paths are provided along Scoresby Road and Stud Road.

### STRATEGIES

- Prioritise pedestrian and cyclist movements and access to public transport.
- Improve pedestrian and cycle access and safety as identified in Figure 6 *Active Transport Actions*.
- Improve connectivity, amenity and safety for pedestrians and cyclists particularly to and within the commercial core; and in relation to Burwood Highway and Stud Road.
- Provide safe pedestrian and bicycle connections to and within open space (including Lewis Park, Collier Reserve, Gateshead Reserve and the Blind Creek corridor).
- Support development that enhances pedestrian and bicycle accessibility along the Blind Creek corridor.
- Improve access for people with limited mobility throughout Knox Central.
- Improve the public transport network to and within Knox Central, including service frequency and coverage.
- Support the extension of the route 75 tram along Burwood Highway.

### ACTIONS

- Continue to support the delivery of the 2015 *Integrated Transport Plan* drawing on information contained in the *Knox Central Integrated Transport Study* (Cardno 2016) as appropriate.
- Continue to advocate to Public Transport Victoria to extend the Route 75 tram to Knox Central.
- Advocate to Public Transport Victoria and VicRoads to improve bus priority measures.
- Advocate to Public Transport Victoria for bus frequency and coverage improvements on strategic routes, including connections to neighbouring Activity Centres including the Wantirna Health Precinct.
- Advocate to VicRoads to increase crossing times and automate pedestrian phases at identified signalised intersections on Burwood Highway.
- Implement the recommendations from the Principal Pedestrian Network (PPN) project and shared path audit within Knox Central.
- Encourage pedestrian connections between the commercial core and surrounding land uses to the north and east.

## Active Transport Actions

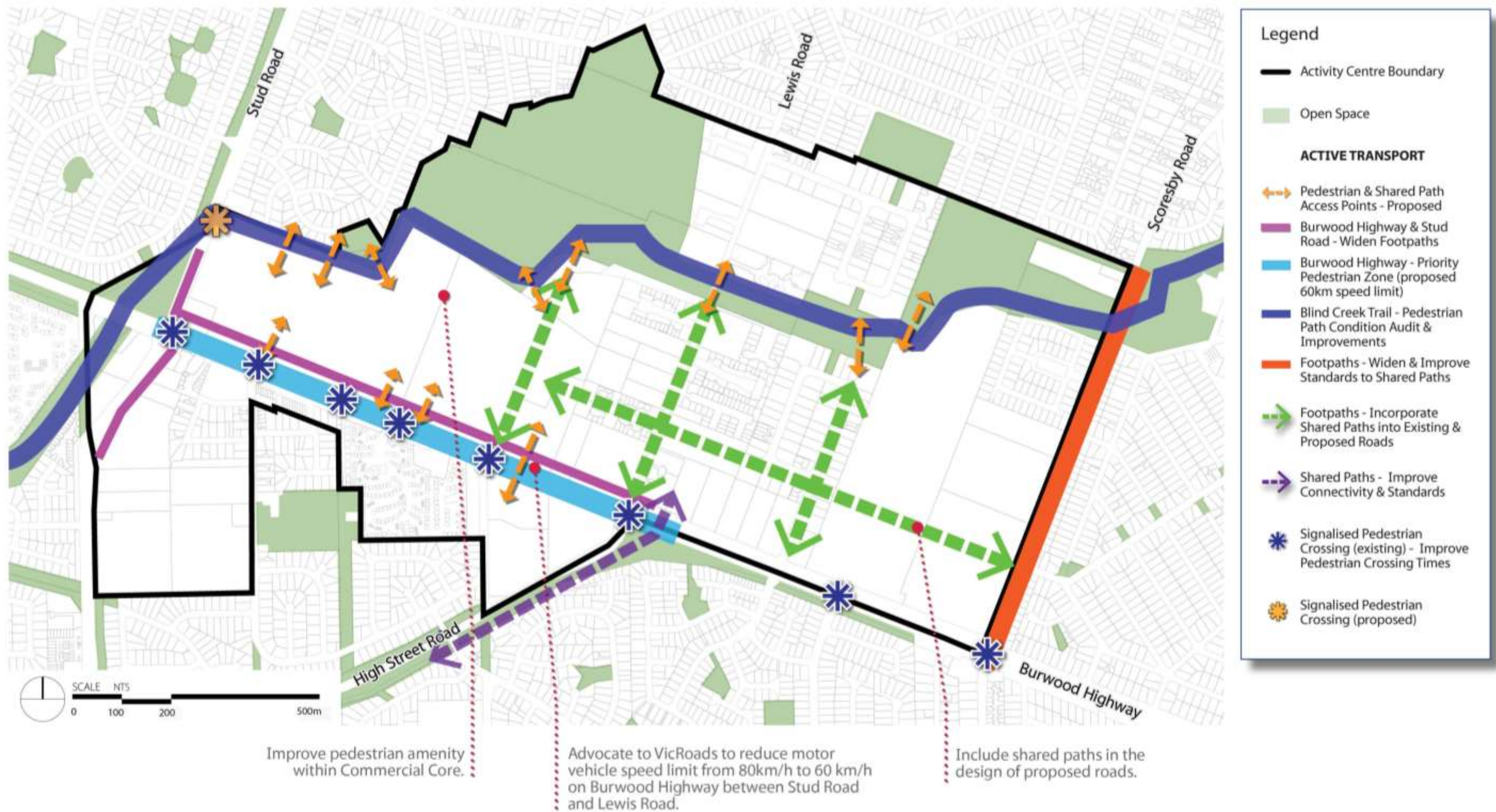


Figure 6 Active Transport Actions – see Objective 5 for a comprehensive list of actions

# Public Transport Actions

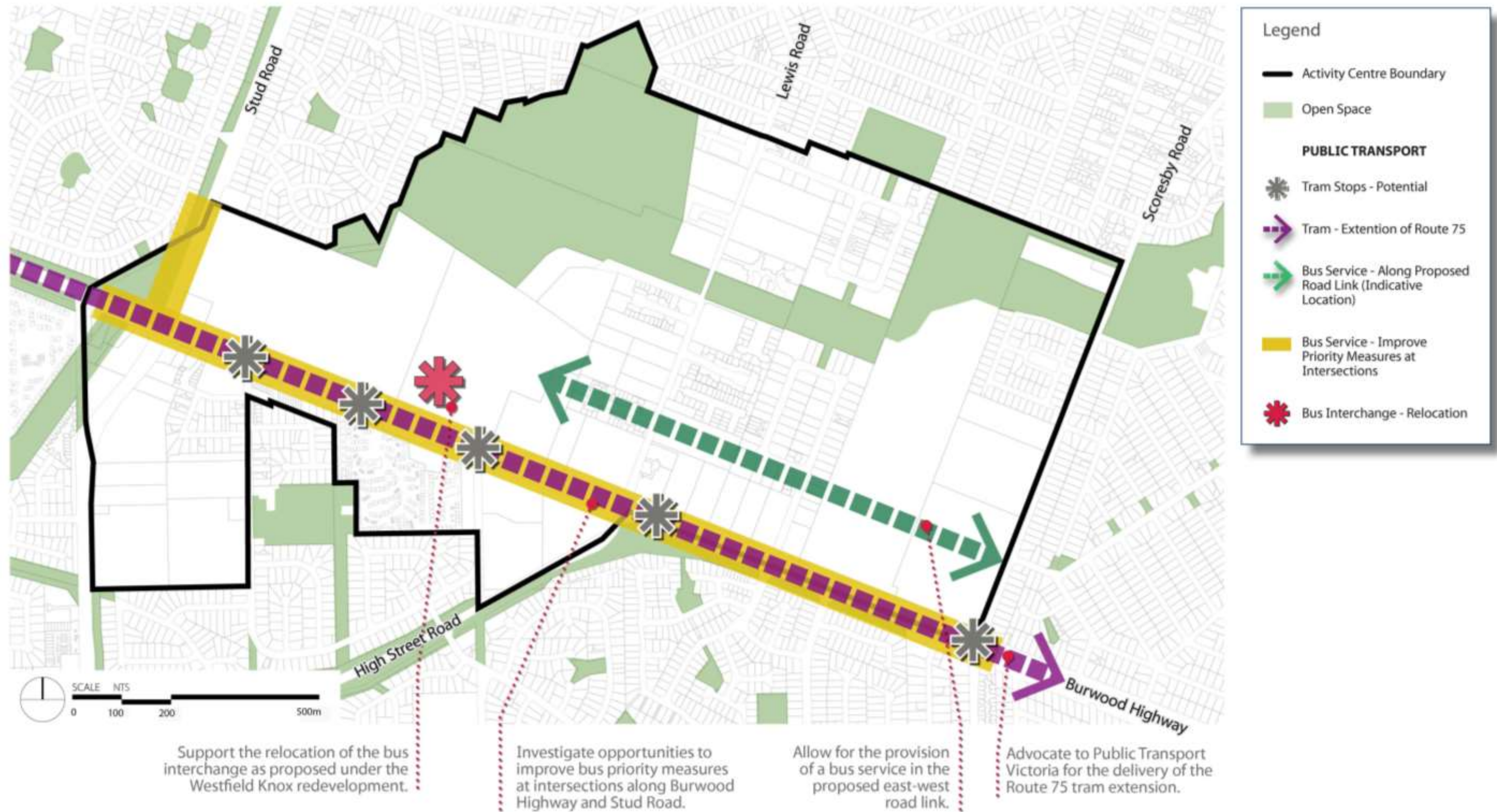


Figure 7 Public Transport Actions – see Objective 5 for a comprehensive list of actions





*Council will continue to advocate for the extension of the Route 75 Tram to Knox Central.*

Figure 8 Artist's Impression - Future Burwood Highway Conditions

## OBJECTIVE 6 To provide an efficient street network that connects key destinations including nodes of activity within Knox Central

There is currently poor connectivity between the various Knox Central precincts, with Burwood Highway being the only east-west thoroughfare.

### Road Network

There are a number of arterial roads in Knox Central including Burwood Highway, Stud Road, Scoresby Road and High Street Road. The main local roads are Lewis Road, Tyner Road and Parkhurst Drive.

The VicRoads *SmartRoads Road User Hierarchy* indicates that Burwood Highway and Stud Road are nominated as Bus Priority Routes, as well as Bicycle Priority Routes through Knox Central. Burwood Highway between the Tyner Road (loop) intersections is also a nominated Pedestrian Priority Route.

During peak hours there is significant queuing at the intersections on Burwood Highway within Knox Central. The Boronia Road / Lewis Road intersection to the north of Knox Central is over capacity during peak hours. Improvements to the internal road network will be needed in order to accommodate the future residential population of Knox Central, and to provide better connections within the precincts of Knox Central.

A number of opportunities for traffic management were identified in the *Knox Central Integrated Transport Study* (Cardno 2016). The two main road interventions are the opening up of access to the Civic Precinct unlocking underutilised Council land, and a new east-west road to link the future neighbourhood at the Development Site at the corner of Burwood Highway and Scoresby Road site with the core of activities to the west.

### Car parking

There are currently few issues associated with car parking within Knox Central. However, as the development and activity within Knox Central increases, parking demand will increase accordingly. A key consideration in the future will be to provide adequate parking whilst promoting sustainable means of transport.

### Road Safety

Statistics show that there is a high concentration of road accidents at intersections along Burwood Highway, including incidents involving pedestrians and cyclists, particularly between High Street Road and Stud Road.

### STRATEGIES

- Support new road links in accordance with Figure 9 *Road Network Actions*.
- Upgrade the road network to safely and effectively distribute traffic volumes across Knox Central.
- Provide north-south vehicular links to optimise access to the Civic/Community precinct, and support the efficient use of underutilised land.

### ACTIONS

- Continue to support the delivery of the 2015 *Integrated Transport Plan* drawing on information contained in the *Knox Central Integrated Transport Study* (Cardno 2016) as appropriate.
- Advocate to VicRoads for the signalisation of the Boronia Road/Lewis Road intersection
- Advocate to VicRoads to undertake intersection timing and phasing analysis at key intersections on Burwood Highway and Stud Road to identify improvements in the performance of the existing intersection arrangements.
- Support additional east-west road access within Knox Central.
- Support vehicular links between the Civic/Community precinct and the Commercial Core.
- Establish the design and function of the north-south road link as part of the master plan for the future Civic/Community precinct and nearby council land.
- Investigate the possible application of a Precinct Parking Plan for Knox Central to manage parking throughout Knox Central as development increases.

## Road Network Actions

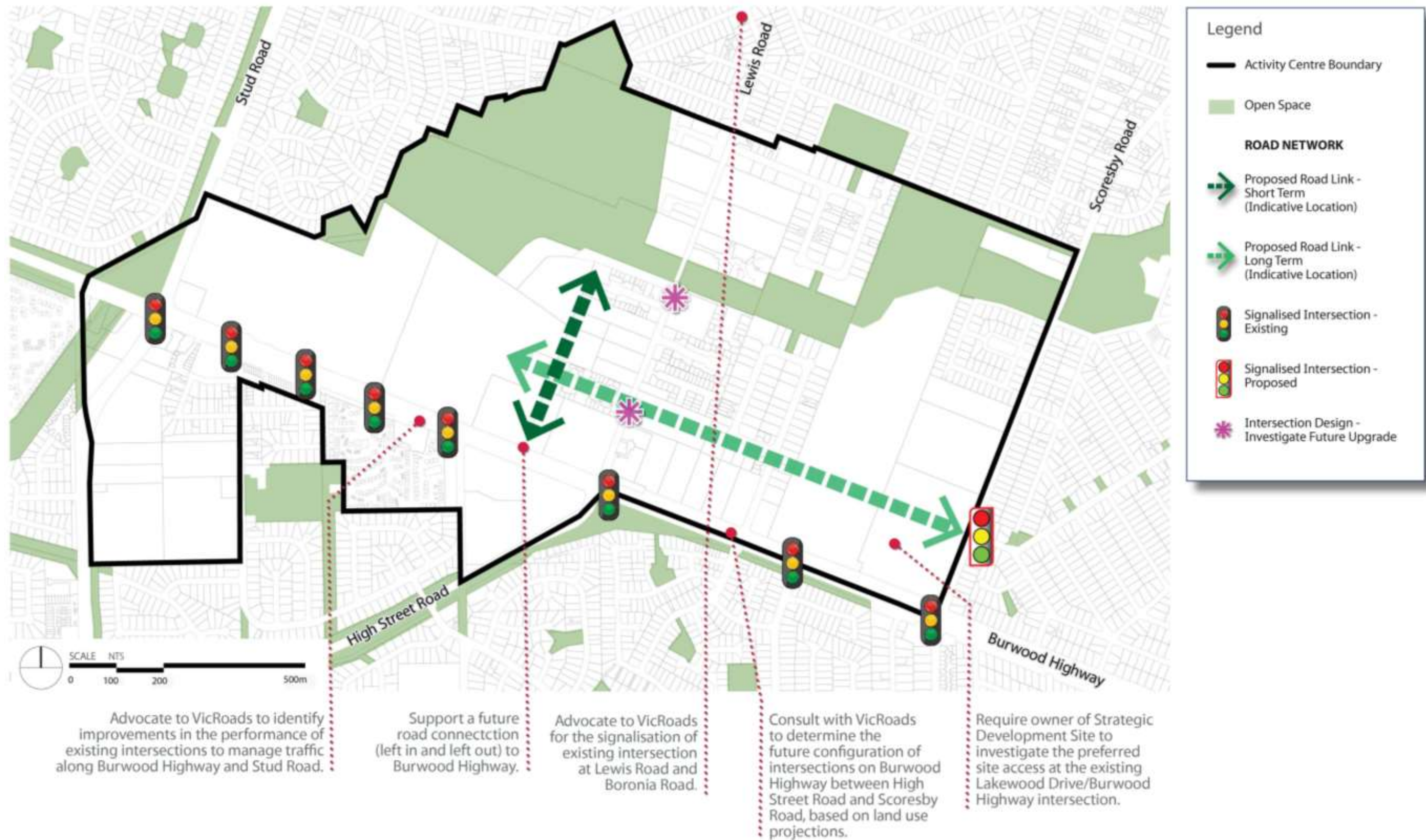


Figure 9 Road Network Actions – see Objective 6 for a comprehensive list of actions

## OBJECTIVE 7 To achieve high quality built form and public realm which defines Knox Central as a premier mixed use activity centre.

### KEY INFLUENCES

Buildings within Knox Central have been developed over many decades with the oldest building in the area, the Wantirna South Primary School, dating back to the 1940s. Incremental change, and a diversity of land uses within the activity centre, has contributed to a somewhat inconsistent built form character. This is exacerbated by the variations in the nature and width of the Burwood Highway road reserve.

The vision for Knox Central includes a built form that is more intensive than other areas in Knox. The intensification of buildings within Knox Central presents an opportunity to achieve well-designed buildings of architectural merit in a high profile location.

The creation of a consistent and strong built form presence along Burwood Highway, achieved by building setbacks and street wall heights, will be an important part of building Knox Central's sense of place. In order to achieve a uniform built form, street setbacks will need to vary in response to the nature of the road reserve. Street setbacks should also support the achievement of a distinctive boulevard character to Burwood Highway.

Good design should not only focus on the architectural style and form of a building, but also on the way the building presents and engages with the adjoining footpath at ground level. This is particularly the case on Burwood Highway in order to support a more pedestrian friendly streetscape.

In establishing a built form framework for Knox Central that provides a strong sense of place across the entire activity centre, the following influences were considered:

- the built form elements of the *Knox Central Urban Design Framework 2005*;
- forecasted demand for commercial and residential development (*Geografia, 2015*);

- the significant regional role of the Activity Centre;
- development potential and capacity of precincts (*Geografia, 2015*);
- impacts to amenity of adjoining areas and contribution to the public realm (*Hansen, 2016a & 2016b*);
- the context of Knox Central in relation to its significant natural features, open space and the Dandenong Ranges backdrop (*Hansen, 2016a*).

The future public realm within Knox Central will be influenced by a number of major capital works projects proposed in the Structure Plan including the extension of the Route 75 Tram, the construction of new roads, the Lewis Park Master Plan, and the development of new civic buildings and public spaces.

### STRATEGIES

- Support a 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 along Burwood Highway through the provision of consistent street wall heights and street setbacks which respond to the nature of the road reserve.
- Establish a distinctive boulevard 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.

- 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.
- Develop a streetscape master plan for Burwood Highway to transform the public realm into a formal landscaped boulevard.

## ACTIONS

- When the Route 75 Tram is extended to Knox, work with Public Transport Victoria and VicRoads, to ensure positive public realm outcomes, including landscaping and pedestrian amenity.
- Develop entry signage for Knox Central, in accordance with the June 2015 *Knox Activity Centre Entry Signage Design Framework*.
- Incorporate the public realm infrastructure project recommendations from this Structure Plan into the capital works program and determine the funding options to deliver and recover the costs associated with capital works project delivery.



Figure 10 Aerial photo showing Knox Central's built form

# *The Burwood Highway Corridor*

*Burwood Highway is the central spine of Knox Central. Much of its streetscape is currently characterised by car parking areas and low scale development, with a number of underutilised sites. The streetscape also has the benefit of mature trees in some locations and a wide road reserve affording long views to the east.*

*Recent development has started the move toward a more intense built form, however has not necessarily made a positive contribution to the public realm. Future development will support the creation of a treed boulevard framed by building podiums, consistent building setbacks and street wall heights and a high quality landscape outcome. Building heights beyond the podium level will be directed by architectural quality, impacts on adjoining sites and site capacity. The intense and consistent built form along Burwood Highway will mark the arrival to Knox Central. At ground floor, active frontages will support pedestrian activity and create a sense of place and interaction.*

*The introduction of the Route 75 tram to Knox Central will further enhance activity at street level, with pedestrian nodes forming around tram stops and intersections. Changes to traffic conditions and improvement of pedestrian amenity will make for an environment which is conducive to all forms of transport – tram, bus, car, bicycle and walking.*



Figure 11 Artist's Impression - Burwood Highway, entering Knox Central from Melbourne

# PRECINCT PLAN

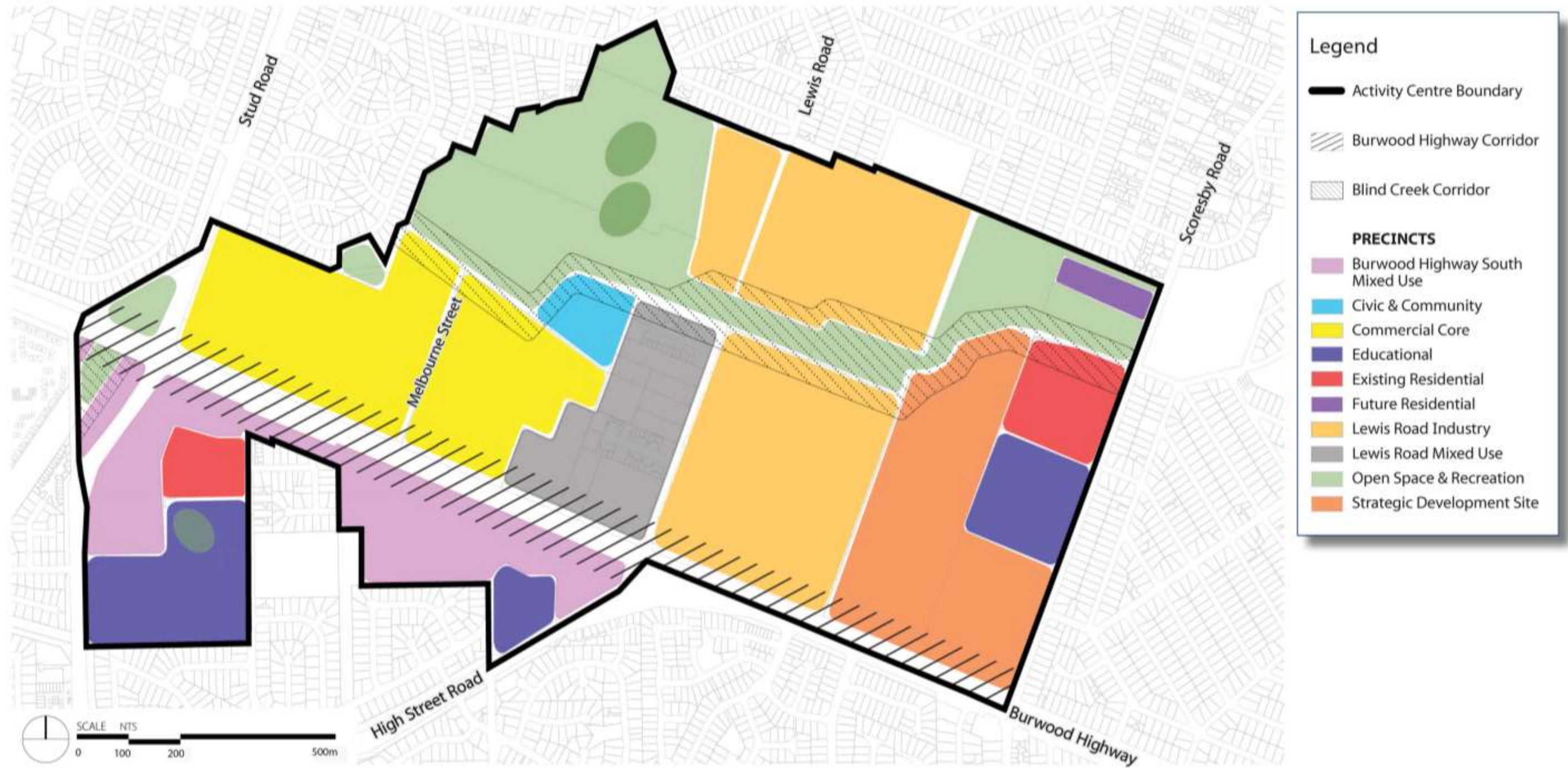


Figure 12 Activity Centre Precinct Plan



# PRECINCT OBJECTIVES AND VISION

## Burwood Highway Corridor

The Burwood Highway transects a number of precincts and will create a distinctive, high quality and consistent built form that provides: a contemporary entryway into Knox Central and surrounds, improved frontages to the public realm, legible connections across Burwood Highway and development that strongly relates to the surrounding landscape character, in the form of a treed boulevard.

## Commercial Core

The commercial core will provide a broad mix of land uses including employment, business, entertainment, residential, community and leisure activities. A reorientation of the built form within the precinct will provide integration with Lewis Park to the north and the civic and mixed use precincts to the east.

Land uses that facilitate active frontages to Burwood Highway will allow for interaction with the street and make a positive contribution to the public realm. The interface with Lewis Park will be activated and enhanced through higher density residential development, which will generate more usage and passive surveillance of the open space.

New development within the Commercial Core will improve permeability of the precinct and support pedestrian amenity and safety.

## Civic/Community

The precinct will provide opportunities for formal and informal gathering spaces through the development of integrated, multi-purpose civic facilities and related entertainment, leisure, recreation and commercial uses.

The development and use of the land will integrate with the entertainment and leisure uses in the Commercial Core to the west and compliment and integrate with the recreational use of Lewis Park and the Blind Creek Corridor to the north.

## Lewis Road Mixed Use

The Lewis Road mixed use area will see a transition from the existing industrial character to a mixed use precinct, characterised by higher density residential development incorporating vibrant commercial premises at ground floor.

During this transition, the continuation of commercial and industrial uses will be supported. New sensitive land uses will be required to address potential impacts to amenity resulting from existing commercial and industrial uses.

New land uses that are likely to result in poor amenity outcomes for residential land uses within the precinct are discouraged.

Given the fine grain subdivision pattern in some locations, consolidation of lots will be supported in order to achieve desired land use outcomes.

Appropriate site remediation measures will be required to be undertaken prior to the commencement of new sensitive land uses.

## Burwood Highway South Mixed Use

The southern side of Burwood Highway will provide a mixed-use environment with higher density residential development and commercial uses at ground floor. Commercial uses will be complementary to the activities within the commercial core and will activate street frontages, particularly in locations shown in Figure 14.

In areas other than high pedestrian nodes, where active frontage may not be critical, ground floor frontages will provide transparency and surveillance opportunities.

Development will provide a consistent built form character along Burwood Highway, through the use of front setbacks, street wall heights and landscaping. Development will contribute to an active, vibrant pedestrian environment.

## Educational precincts

These areas will support the ongoing operation and expansion of existing educational land uses.

## Open Space and Recreation

This precinct contains Lewis Park and part of the Blind Creek Trail which have wider social benefits for the Knox Community. The precinct also contains Collier and Gateshead Reserves which are local open spaces, the established Knox Community Gardens and a number of complementary recreation uses.

## Lewis Road Industry

This area will support the on-going viability of existing commercial/industrial uses. In addition, the area will support opportunities for emerging industry clusters 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 Activity Centre context of this industrial area. These types of uses are supported in locations that minimise amenity impacts on adjoining and nearby land uses.

Development will continue to be of a lower scale industrial nature. The exception is sites fronting Burwood Highway, which provide opportunities for a more intensive built form in line with the development vision for this central corridor.

## Strategic Development Site

The development of this underutilised site will provide a high amenity medium density neighbourhood in the northern portion of the site, which is well- integrated with the Blind Creek corridor.

The neighbourhood will be supported by a mixed use precinct 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 State Government (including for the use of emergency services) is supported.

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.

## Residential areas

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 scale, medium density housing outcome

## Future residential

This discrete precinct (adjacent to Blind Creek, and has interfaces with the Open Space and Recreation Precinct and an existing residential neighbourhood) may be developed for residential purposes.

Development must be sensitively integrated with the landscape setting and the existing residential neighbourhood.

# BUILT FORM GUIDELINES

## Overview

Built form guidelines have been prepared to support future development that contributes to the function of the activity centre, provides a high level of amenity for visitors, employees and residents, and set benchmarks in design quality. The guidelines will inform the development of planning controls to guide development in Knox Central.

## DESIGN ELEMENTS

### Building Design

The intensification of development within Knox Central presents an opportunity to achieve well-designed buildings of architectural merit in a high profile location. This design element provides guidance on façade articulation, architectural quality, street level interfaces, materials and colours, and environmentally sustainable design.

This element also addresses opportunities for designing buildings for universal access and opportunities to incorporate best practice Environmentally Sustainable Development in buildings and landscaping.

### Building Height

A key driver for determining building heights is the facilitation of more intensive activity across the breadth of Knox Central and while achieving a high level of pedestrian amenity and sense of place. Street wall heights are provided for Burwood Highway in order to facilitate a strong and consistent built form character along this key road. Building heights are addressed by precinct in the table below. It is important to note that the building heights referred to in Figure 14 are preferred heights, and are therefore discretionary requirements. They are not mandatory requirements, but guidelines for development and to aid Council in its decision making.

### Siting and Setbacks

This element addresses the desired setbacks and siting requirements for development within key areas of development in Knox Central.

The recommended setbacks for sites within the Burwood Highway corridor focus on achieving a unified street edge, encouraging street level activity and contributing to a high quality public realm.

The recommended setbacks allow for a treed boulevard outcome for the greater Burwood Highway corridor, while also supporting a greater intensity of activity and development. They are not mandatory requirements, but are guidelines for development, to support site responsive design and to aid Council in its decision making.

### Landscaping

This element provides guidance for landscaping around and within new Knox Central developments.

The guidelines aim to facilitate development that complements the existing landscape character of Burwood Highway and the significant vegetation concentrated around Lewis Park and the Blind Creek corridor. Landscaping within Burwood Highway and Stud Road setbacks will be required to maintain a planted setback that includes a continuous tree canopy and formal landscaping that reflects the role and context of Knox Central.

### Internal Amenity

This element provides guidance on the design of internal spaces within buildings. A key focus for this element is ensuring that access to sunlight and natural ventilation is maximised to provide high amenity spaces for occupants and reduce energy consumption.

Table 2 outlines the built form guidelines for Knox Central. Guidelines are provided for the whole activity centre. Additional requirements for each of the precincts are listed below the general guidelines.

### Services, Access and Car Parking

This element addresses the treatment of services, vehicle access and car parking in developments.

Pedestrian access is also addressed in this section with a focus on providing clearly defined access for people of all levels of mobility.

The guidelines focus on minimising the visibility of the servicing aspects of buildings i.e. air conditioning units, and waste storage. The guidelines also recommend reducing the visibility of car parking and vehicle access so that it does not dominate the streetscape.

*The built form framework for Knox Central provides for an urban form that supports development across the Activity Centre and responds to anticipated demand over the next twenty years.*

# BUILT FORM FRAMEWORK – PREFERRED BUILDING HEIGHTS



*The Knox Central Structure Plan is an enabling document that encourages an intensification of activity and development within the Activity Centre. The preferred building heights shown in Figure 13 seek to provide guidance to developers and the community on the likely future urban form of Knox Central. They are not intended to be prescriptive or mandatory heights. Rather, they represent a starting point for discussion between Council and landowners regarding the capacity of development sites. In considering the appropriate scale of development on individual sites, consideration will be given to the architectural quality of proposed buildings; the appropriate level of impacts on sensitive interfaces; the contribution the building makes to the public realm; and any constraints of the site. Developments that exceed the preferred building height must demonstrate that the design is of exceptional quality and would exceed the high design quality already expected within the Activity Centre. Development adjacent to a sensitive residential interface must also demonstrate that additional amenity impacts would not result from additional height.*

Figure 13 – Built Form Framework - Preferred Building Heights

# BUILT FORM FRAMEWORK – PREFERRED SETBACKS



Figure 14 Built Form Framework - Preferred Setbacks

## Burwood Highway preferred setbacks section diagrams

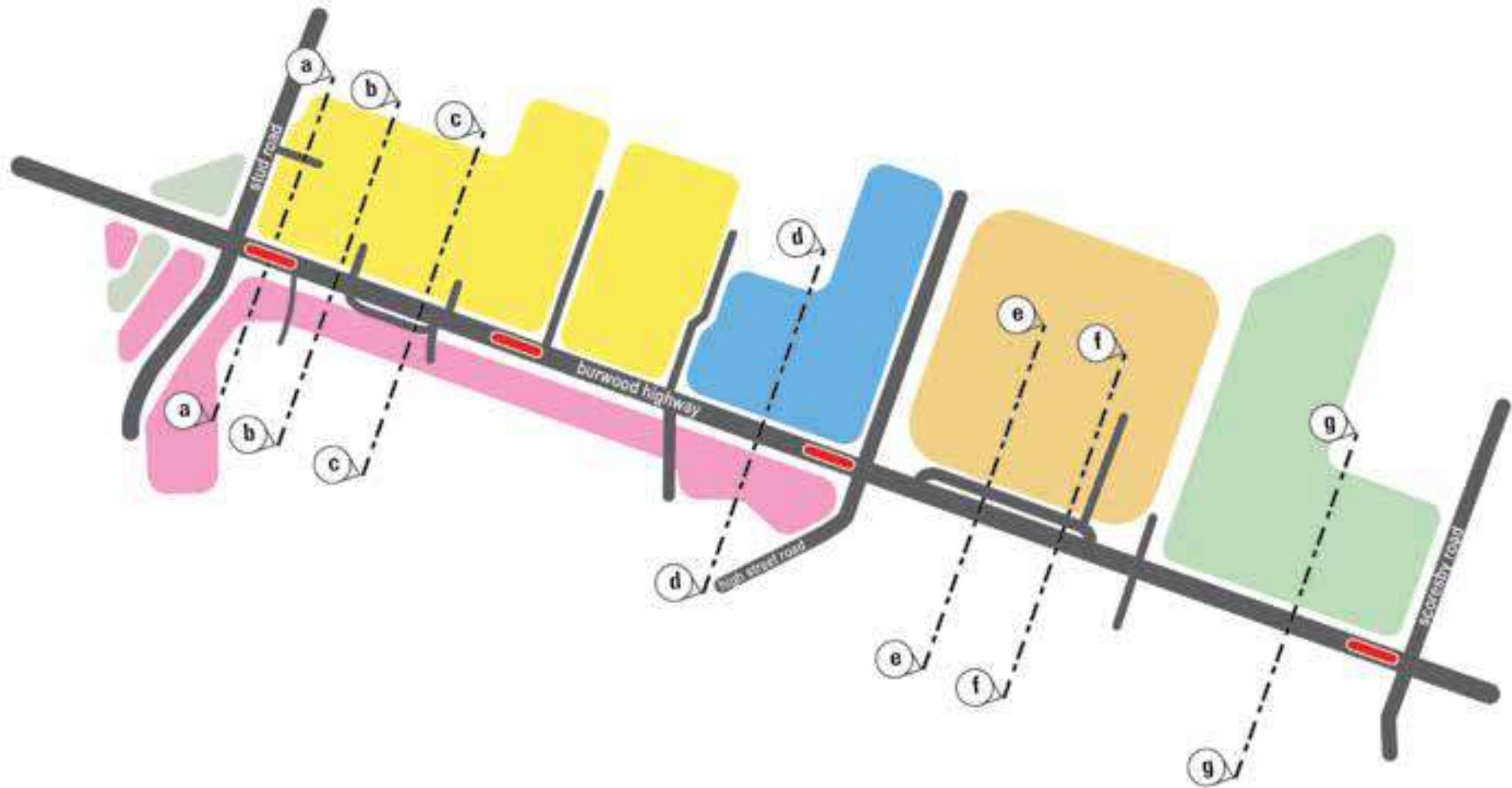


Figure 15 Section points (section diagrams on following pages)

*The setback sections on the following pages demonstrate a variety of conditions along Burwood Highway. In some locations, property boundaries are very close to the road; in others there are wide landscape reserves, service lanes and carparks separating buildings from the road. The setbacks proposed in the Structure Plan respond to these variations and seek to create a consistent built form outcome.*

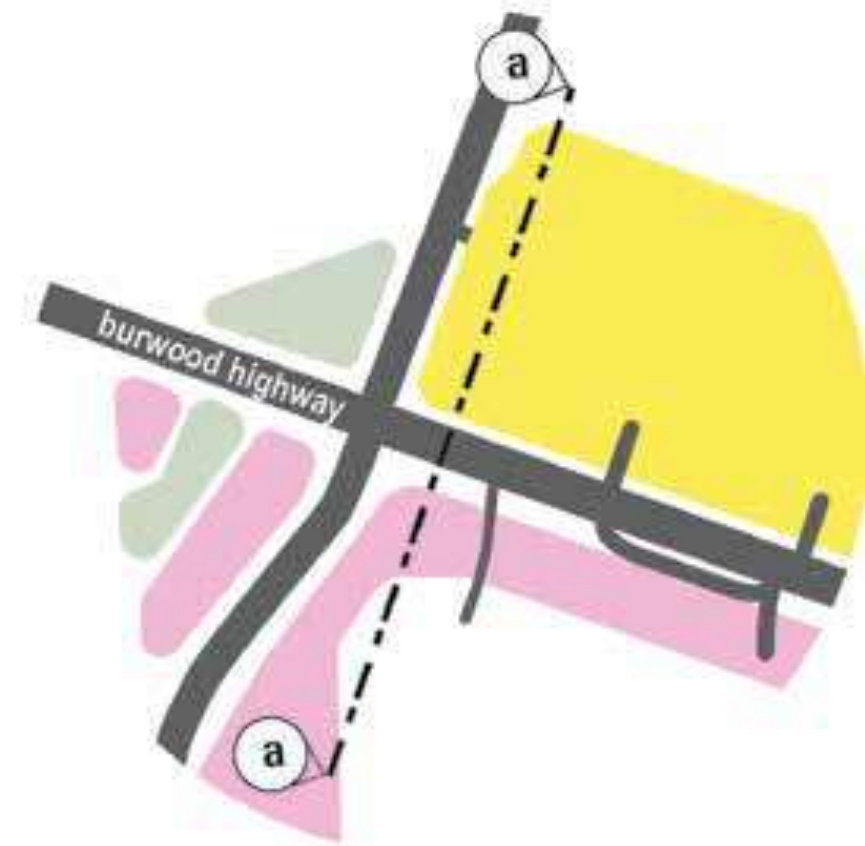
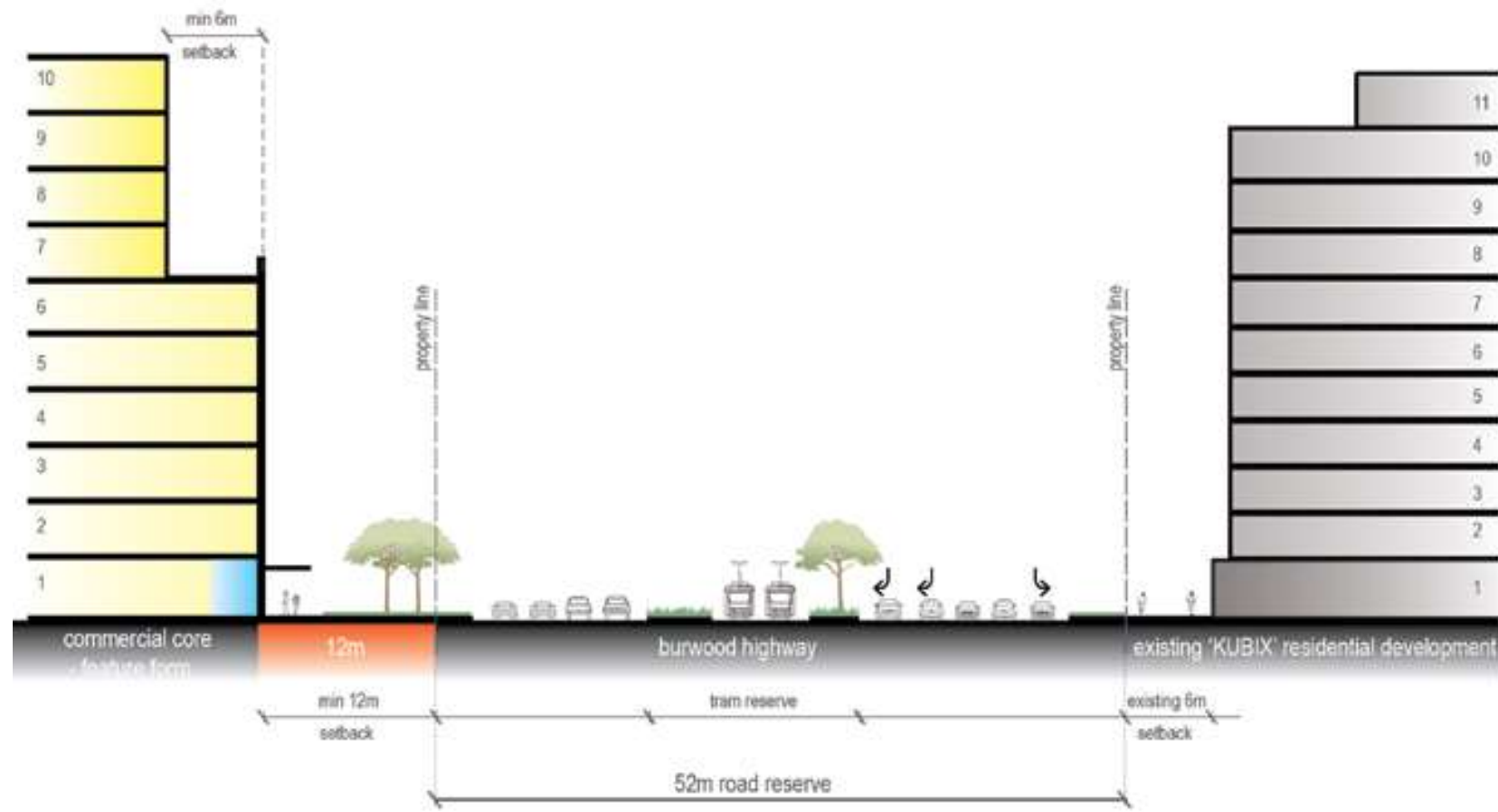


Figure 16 Section Diagram Commercial Core 'feature form' and Burwood Highway South Interface (existing Kubix building) (Section a)

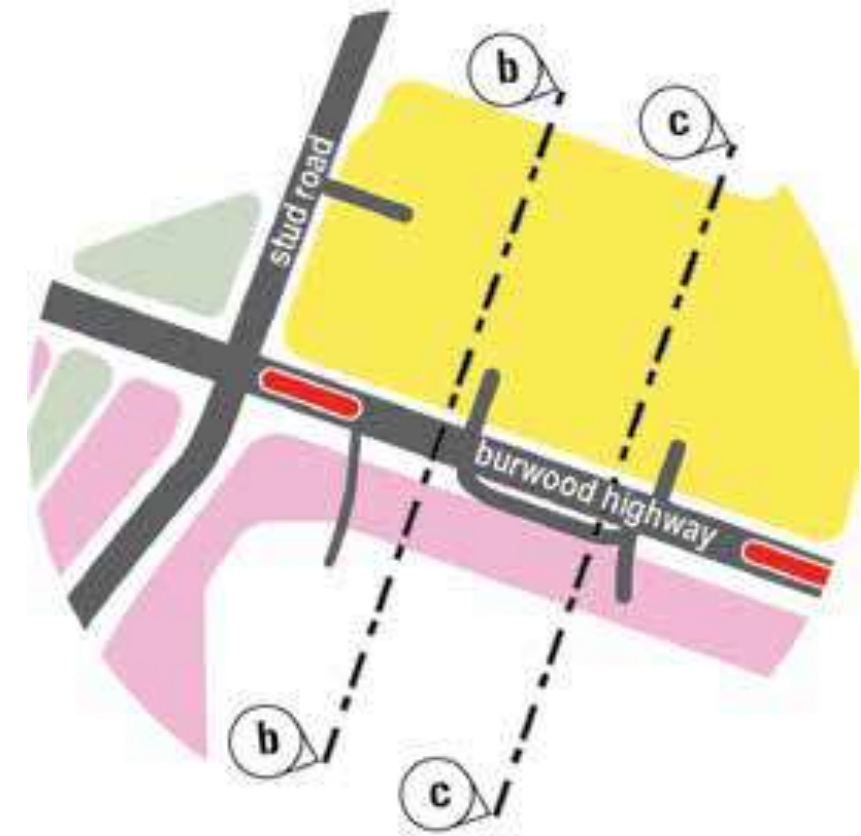
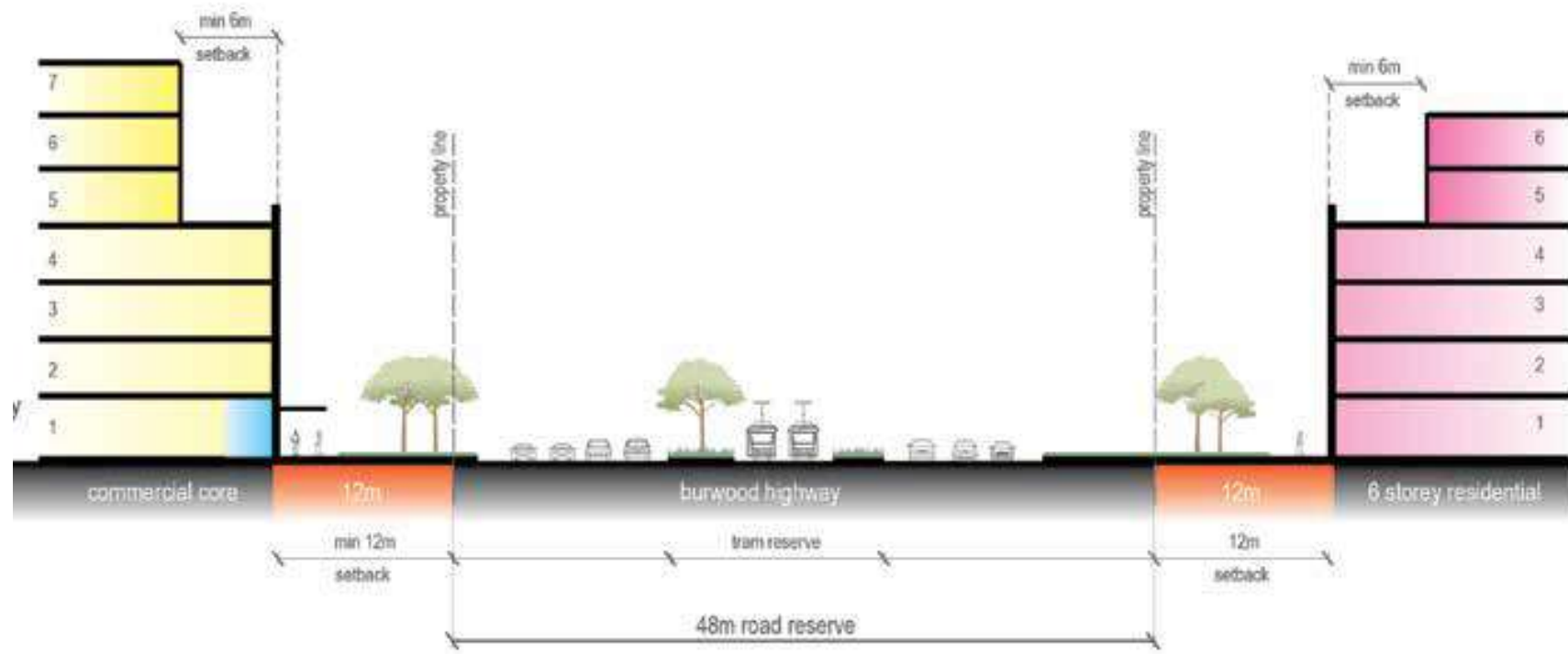


Figure 17 Section Diagram Commercial Core and Burwood Highway South Interface (Section b)

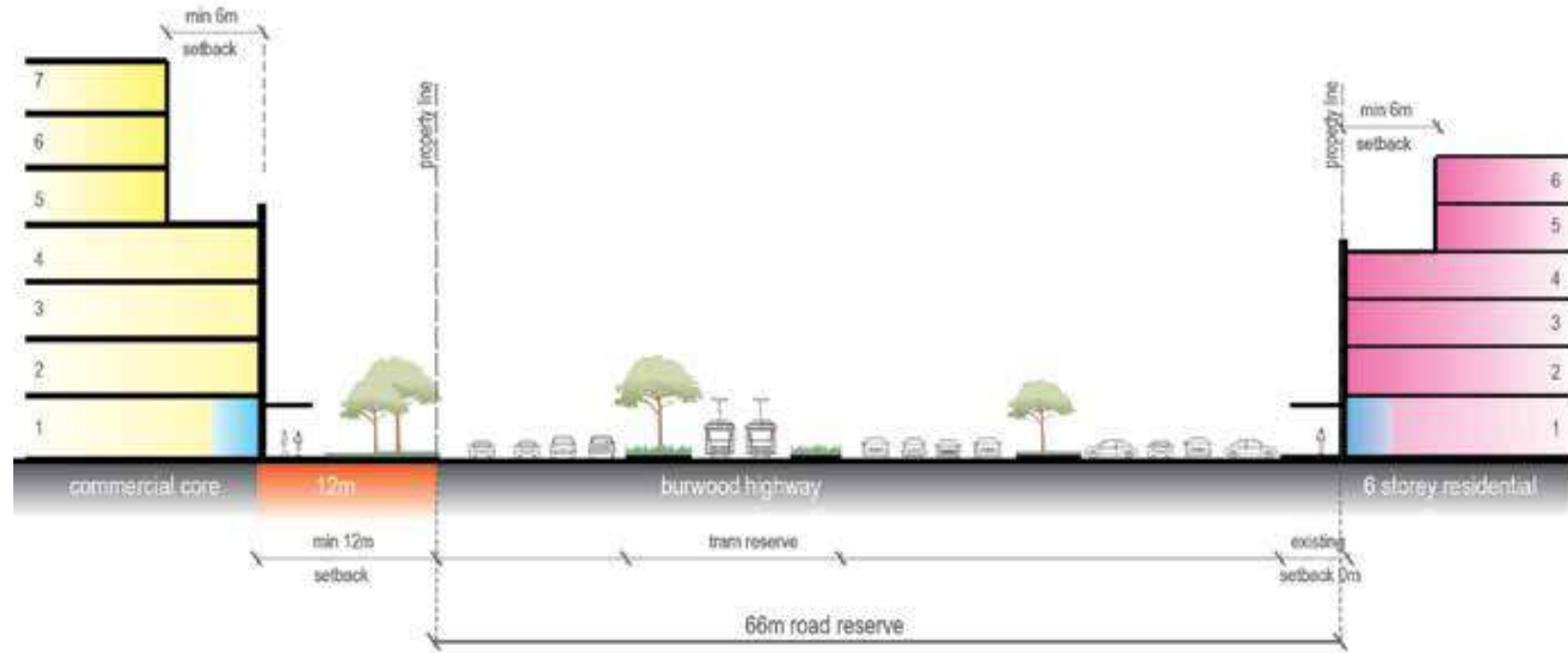


Figure 18 Section Diagram Commercial Core and Burwood Highway South Interface (Section c)



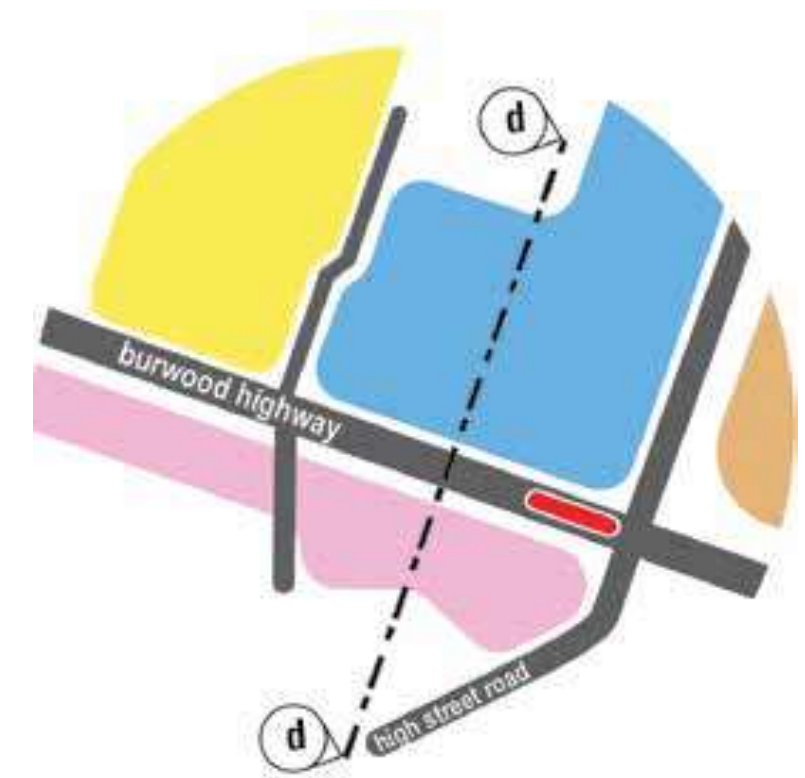
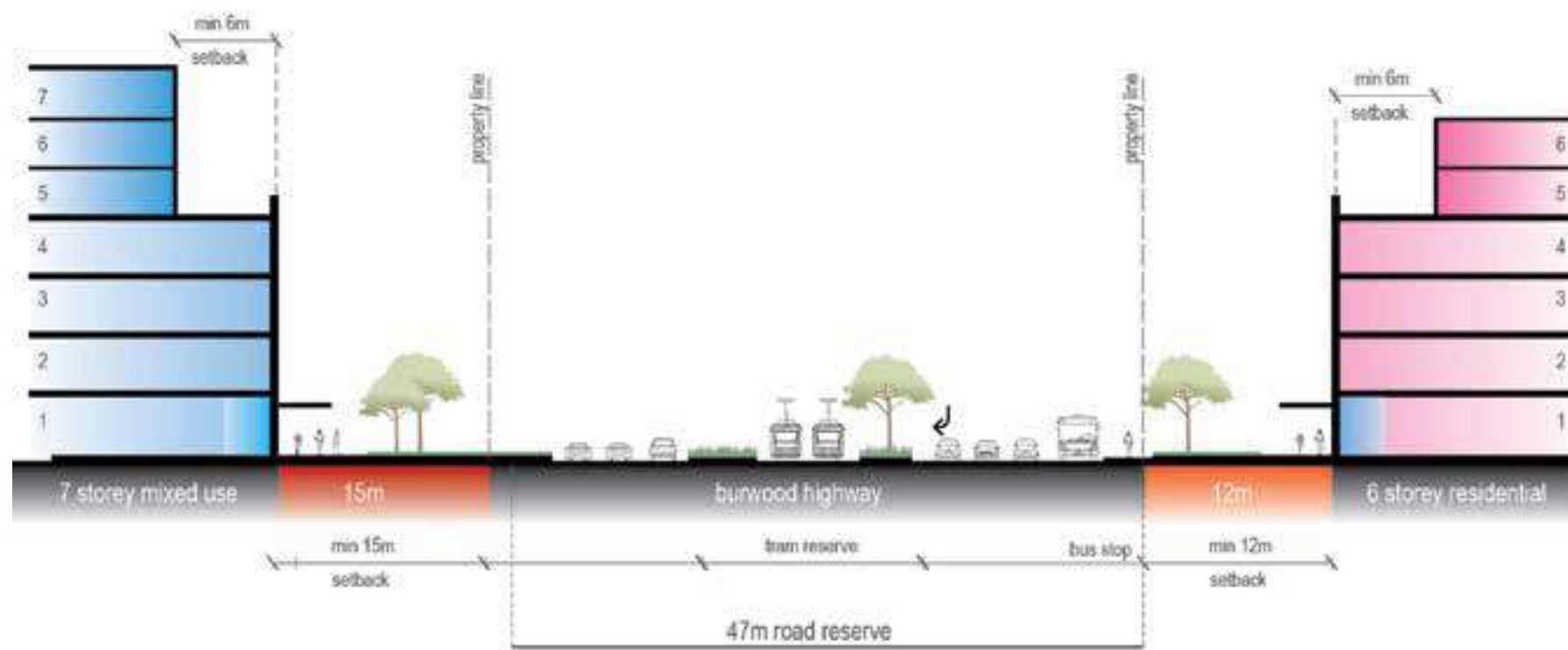


Figure 19 Section Diagram Lewis Road Mixed Use and Burwood Highway South Mixed Use (Section d)

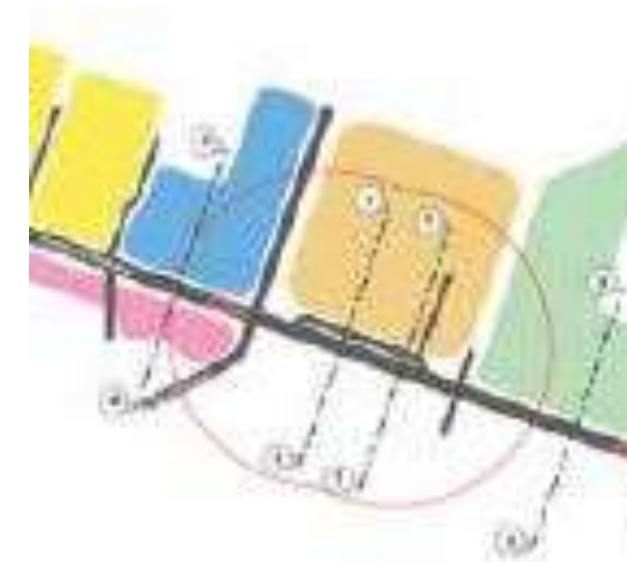
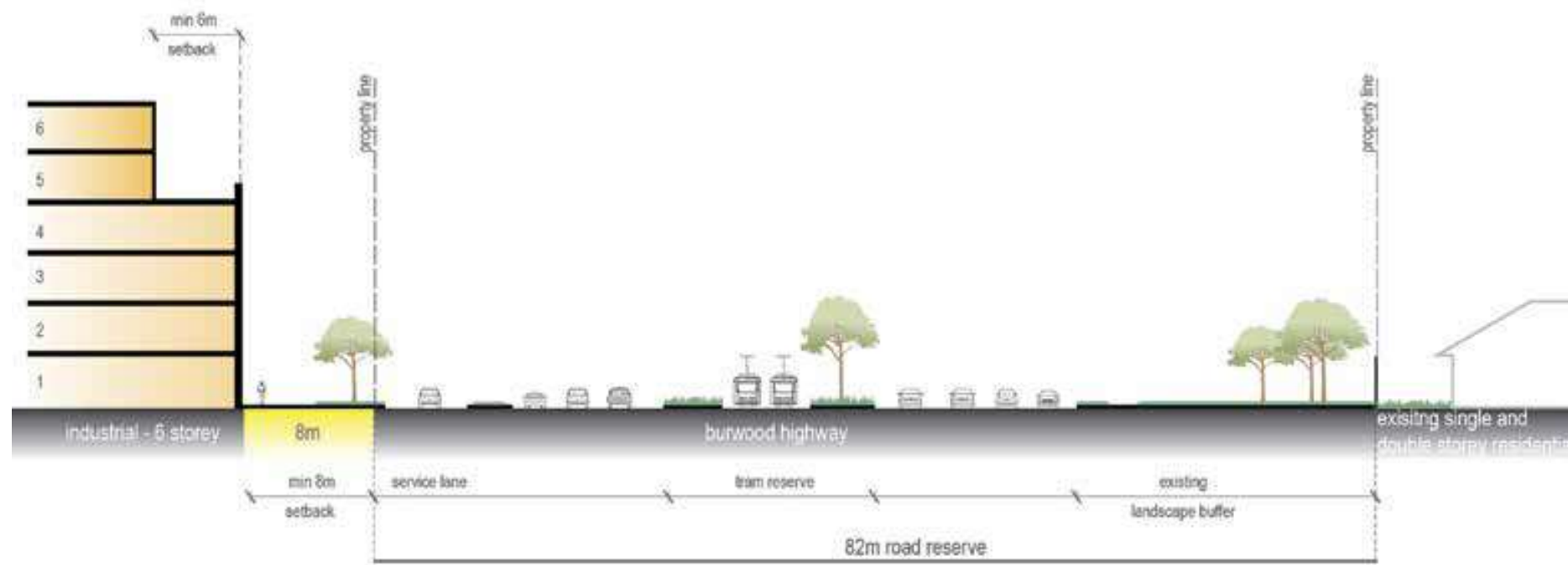


Figure 20 Section Diagram Lewis Road Industry Burwood Highway Interface (section e)

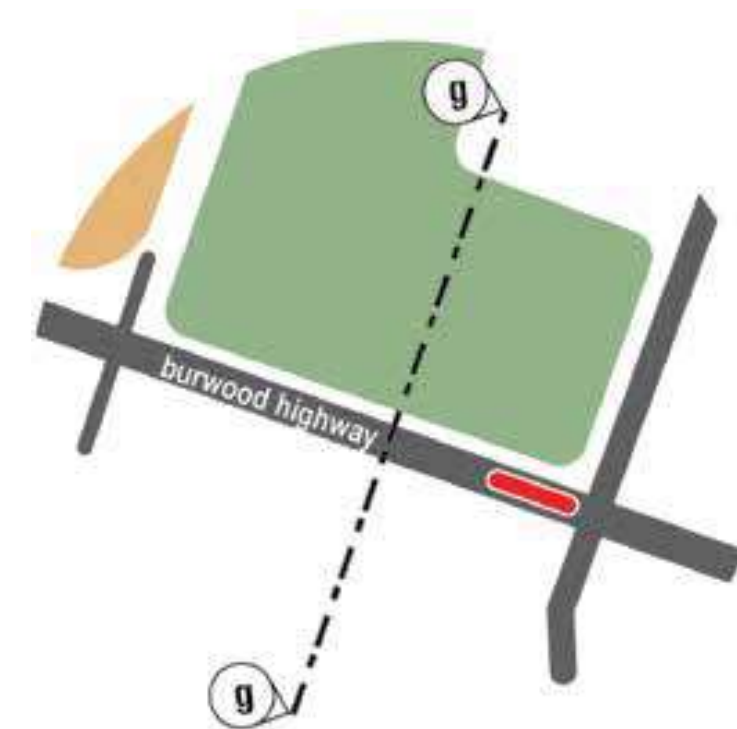
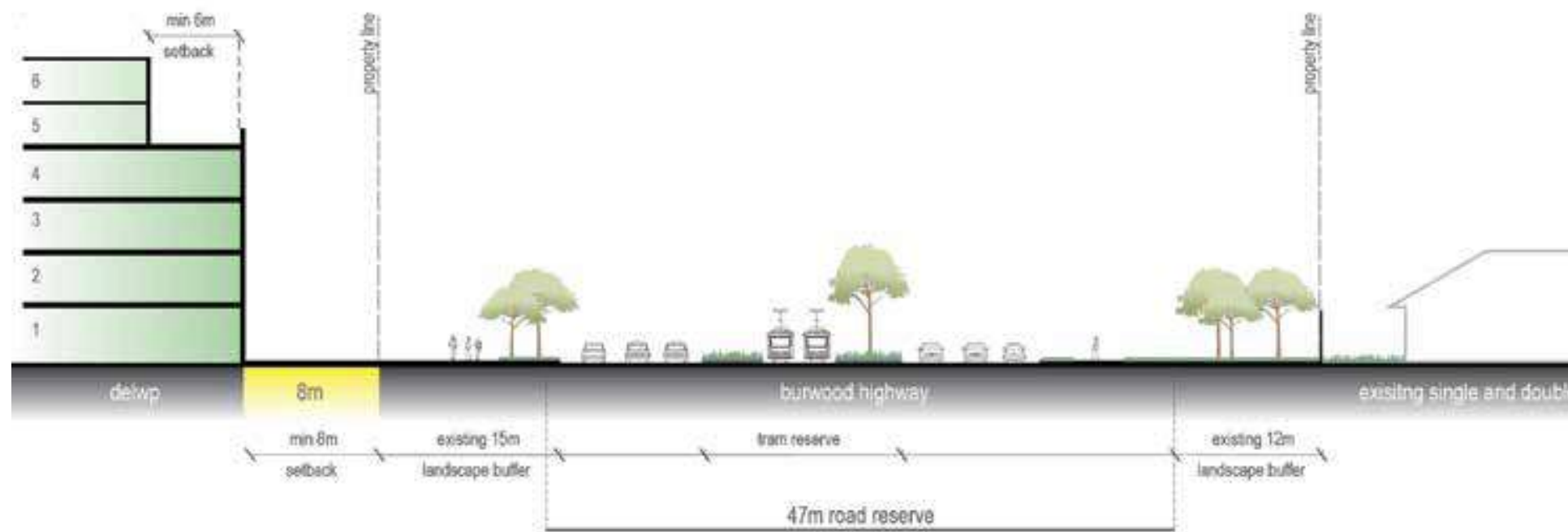


Figure 21 Section Diagram Strategic Development site (section g)

**Table 1 – Built Form Guidelines**

- **Design Objectives** - A statement of the desired outcome for the relevant design element.
- **Design response** - The preferred approaches for achieving the relevant design element objective(s). Other approaches for achieving the relevant objective(s) may be demonstrated to Council’s satisfaction.

ALL PRECINCTS	
DESIGN OBJECTIVE	DESIGN RESPONSE
<b>BUILDING DESIGN</b>	
<ul style="list-style-type: none"> <li>• To provide a new built form that can accommodate a significantly higher intensity of land use and activity commensurate with the role of Knox Central.</li> <li>• To provide buildings that exhibit a high standard of architectural and urban design through the presentation of an integrated building form that has a sense of address, clearly articulated façades and are sensitively designed.</li> <li>• To provide buildings that have regard for adjoining sites, including their development potential, and the ability for future development to achieve reasonable amenity and design outcomes.</li> <li>• To provide opportunities for passive surveillance of the public realm.</li> <li>• To provide new building forms that are legible, attractive and representative of their function.</li> <li>• To contribute to sustainability outcomes, minimise resource use and contribute to the mitigation of the urban heat island effect.</li> <li>• To incorporate public art in to the design of buildings, development sites and activity centre precincts.</li> </ul>	<ul style="list-style-type: none"> <li>• Articulate form and façades through the use of different colours, materials, and the composition of rebates, openings and setbacks.</li> <li>• Design buildings on corner sites to actively address both frontages at street level.</li> <li>• The scale, massing and orientation of new development should allow for daylight and sunlight penetration to adjoining sites.</li> <li>• Provide balconies and ground level windows overlooking the street, driveways and/or any adjoining public open space to maximise passive surveillance.</li> <li>• Pedestrian entries should directly front, be visible and easily identifiable from the street; and other public areas; provide shelter, and a sense of address.</li> <li>• Incorporate Crime Prevention through Environmental Design (CPTED) principles.</li> <li>• Provide active frontages and contribute to attractive, pedestrian-friendly and visually pleasing streetscapes.</li> <li>• External walls which may be vulnerable to graffiti should incorporate vertical landscaping or other forms of graffiti control.</li> <li>• Siting of buildings should accommodate the retention and/or planting of canopy trees and established vegetation.</li> <li>• Incorporate water sensitive urban design (WSUD) including stormwater re-use.</li> <li>• Incorporate Ecologically Sustainable Development (ESD), including solar orientation and natural ventilation, use of sustainable materials, and energy efficiency.</li> </ul>
<b>LANDSCAPING</b>	
<ul style="list-style-type: none"> <li>• To achieve landscaping and planting that complements the vegetation character of Knox and key features unique to Knox Central, such as Blind Creek and Lewis Park.</li> <li>• To maintain a continuous setback along Burwood Highway, planted with canopy trees and formal landscaping to reflect the role and context of Knox Central and to support active and pedestrian-friendly street frontages and public spaces.</li> <li>• To improve the ecological integrity of the Blind Creek corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain and protect existing native vegetation.</li> <li>• Require Water Sensitive Urban Design for development.</li> <li>• Require development and subdivision applications include landscape concept plans.</li> <li>• Provide setbacks in accordance with Figure 16 to accommodate boulevard planting along Burwood Highway and Stud Road frontages.</li> </ul>
<b>SERVICES, ACCESS AND CARPARKING</b>	
<ul style="list-style-type: none"> <li>• To minimise the visual impact of car parking, services and access when viewed from the public realm.</li> <li>• To ensure buildings services are integrated into the design of new buildings.</li> <li>• To prioritise pedestrian movement and the walkability of Knox Central.</li> <li>• To minimise the impact of on-street car parking as a result of new development.</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian entries to buildings should be clearly visible and easily identifiable from the street.</li> <li>• Require pedestrian entries to be accessible for all abilities.</li> <li>• Ramps or stairs required to access a raised ground floor level must be incorporated into the building design and be provided within the property boundary.</li> <li>• Distinguish residential entries from retail and commercial entries.</li> </ul>

	<ul style="list-style-type: none"> <li>• Incorporate car parking and service infrastructure into building design, which is obscured from the public realm.</li> <li>• Provide appropriate waste storage, loading and recycling facilities that are screened from public view.</li> <li>• Provide convenient and safe car parking, in underground or concealed deck car parking.</li> <li>• Redevelopment of existing sites should incorporate the replacement of ground level car parking and upper (open) levels of decked car parks, with activity- generating uses such as commercial or residential.</li> <li>• Pedestrian entry points, access, paths and walkways should be prioritised to improve walkability and the pedestrian experience.</li> <li>• Car parking and bicycle parking is to be provided at the rates specified in Clause 52.06 of the Knox Planning Scheme.</li> <li>• Incorporate opportunities for sustainable transport options such as electric car charging points and car share spaces.</li> <li>• Basement car parks should be designed with the following considerations: <ul style="list-style-type: none"> <li>○ Provision of natural ventilation;</li> <li>○ Integration of ventilation grilles or security gates into the façade and landscape design and minimising visibility from the public realm; and</li> <li>○ Provision of security gates, concealing of service pipes and ducts, to improve the appearance of basement entries from the street.</li> </ul> </li> <li>• Loading and service areas should be located away from sensitive including residential interfaces.</li> <li>• Avoid stairs and ramps which extend into the footpath space or dominate the building frontage and setback.</li> <li>• Avoid locating air-conditioning units and other equipment within view of a primary active frontage street or residential areas. Wherever possible, incorporate these elements within the building envelope.</li> <li>• Avoid parking and vehicle entries that present as a dominant element when viewed from the public realm.</li> </ul>
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**INTERNAL AMENITY**

<ul style="list-style-type: none"> <li>• To achieve a high level of internal amenity in new buildings.</li> <li>• To minimise the impact of external noise sources on new residential development.</li> </ul>	<ul style="list-style-type: none"> <li>• Design internal spaces to be flexible and adaptable, in order to accommodate a variety of uses in response to changing needs.</li> <li>• Maximise sunlight and daylight access to the living spaces in dwellings, and communal and private open space.</li> <li>• Provide suitably located end of trip facilities including secure bicycle storage.</li> <li>• Provide an appropriate level of natural ventilation to all dwellings.</li> <li>• Orientate buildings, and position windows, awnings and shutters, to capture solar access in winter and provide appropriate shading in summer.</li> </ul>
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<b>BURWOOD HIGHWAY SOUTH</b>	
<b>DESIGN OBJECTIVE</b>	<b>DESIGN RESPONSE</b>
<b>BUILDING DESIGN</b>	
<ul style="list-style-type: none"> <li>To provide a building form that contributes to a distinctive sense of place.</li> <li>To provide a contemporary entryway into Knox Central and surrounds.</li> </ul>	<ul style="list-style-type: none"> <li>Provide active ground floor frontages in locations as shown in Figure 16.</li> <li>Building frontages to High Street Road should address the public realm through the use of windows, balconies and transparent fencing.</li> </ul>
<b>BUILDING HEIGHT</b>	
<ul style="list-style-type: none"> <li>To promote a more intense built form outcome on Burwood Highway.</li> <li>To provide development that is of an appropriate human scale, and provides a positive contribution to public realm and pedestrian amenity.</li> <li>To achieve a consistent built form which is punctuated with feature forms at selected locations.</li> </ul>	
<b>SITING AND SETBACKS</b>	
<ul style="list-style-type: none"> <li>To establish consistent street setbacks to the Burwood Highway frontage.</li> <li>To provide an appropriate interface and transition to surrounding sensitive residential areas.</li> <li>To provide appropriate street setbacks to side and secondary street frontages.</li> <li>To provide active ground floor frontages at key nodes of activity.</li> </ul>	<ul style="list-style-type: none"> <li>Where a development abuts an established residential area, it should respond to the objectives of Clause 55 of the Knox Planning Scheme with regard to overshadowing and overlooking and side and rear setbacks.</li> <li>Avoid car parking in front setbacks.</li> </ul>
<b>LANDSCAPING</b>	
<ul style="list-style-type: none"> <li>To maintain a continuous setback along Burwood Highway, planted with canopy trees and formal landscaping to reflect the role and context of Knox Central and to support active and pedestrian-friendly street frontages and public spaces.</li> </ul>	<ul style="list-style-type: none"> <li>Landscaping provided within front setbacks should include clear trunk canopy trees and formal landscaping.</li> <li>Landscaping within Burwood Highway setbacks should be planted with canopy trees at a minimum density of one canopy tree per 5 metres of the Burwood Highway boundary (excluding the width of one driveway). Each tree should 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.</li> </ul>

## COMMERCIAL CORE

### DESIGN OBJECTIVE

### DESIGN RESPONSE

#### BUILDING DESIGN

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• To create a new, active and varied urban frontage to Burwood Highway which contributes to the amenity of the streetscape.</li> <li>• To contribute to the activity, safety and amenity of open space.</li> <li>• To capitalise on the natural setting of Lewis Park and the views to the Dandenong Ranges.</li> <li>• To improve legibility, permeability and pedestrian level interfaces through the precinct.</li> <li>• To establish a built form and site layout which addresses and integrates with adjoining land use and development.</li> </ul> | <ul style="list-style-type: none"> <li>• Provide active frontages to the Lewis Park interface, including the provision of balconies, windows and private open space.</li> <li>• Provide clearly delineated internal and external pedestrian ways and streets.</li> <li>• Provide an internal street network that emphasises street level activity.</li> <li>• Incorporate awnings into façade design on internal pedestrian routes.</li> <li>• Provide active frontages to Burwood Highway, particularly at ‘feature forms’ and pedestrian nodes.</li> <li>• Clearly define building entries and provide ground and upper level active frontages.</li> <li>• 80% of the Burwood Highway frontage should comprise entries, display window, clear glazing, or other active interfaces.</li> <li>• The design and function of ‘feature forms’ should be well- integrated with the broader Commercial Core precinct.</li> <li>• Provide physical and visual connections to the civic/community and mixed use precincts to the north and east.</li> <li>• Provide physical and visual connections to Gateshead Park and the existing residential area to the north.</li> <li>• Incorporate Crime Prevention Through Environmental Design principles into the design of new public areas and pedestrian ways.</li> </ul> |
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#### BUILDING HEIGHT

- To promote a more intense built form outcome on Burwood Highway
- To provide development that is of an appropriate human scale, and provides a positive contribution to public realm and pedestrian amenity
- To achieve a consistent built form which is punctuated with feature forms at selected locations.
- To mark entries into the precinct and highlight intersecting streets.
- To provide an appropriate interface and transition to surrounding adjoining residential areas.

#### SITING AND SETBACKS

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| <ul style="list-style-type: none"> <li>• To maintain a continuous setback along Burwood Highway that is planted with a canopy trees and formal landscaping to reflect the role and context Knox Central and to support active and pedestrian-friendly street frontages and public spaces.</li> <li>• To provide an appropriate interface and transition to surrounding adjoining residential areas.</li> <li>• Provide ground floor setbacks that allow for active frontages, particularly at ‘feature forms’ and pedestrian nodes.</li> </ul> | <ul style="list-style-type: none"> <li>• Extend retail and related uses to the Burwood Highway and Stud Road frontages, over the existing decked car parking areas.</li> <li>• Create clear and legible punctuating points to Burwood Highway that mark entry to the precinct at feature form locations shown in Figure 15.</li> <li>• Establish viable centre entries to the north side of the shopping centre to provide interaction with Lewis Park and future residential development adjoining the park.</li> </ul> |
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#### LANDSCAPING

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|--|--|
| <ul style="list-style-type: none"> <li>• To achieve a high quality landscape setting, building on elements such as Lewis Park, the Blind Creek corridor, and the Dandenongs backdrop.</li> <li>• To maintain a continuous setback along Burwood Highway that is planted with a canopy trees and formal landscaping to reflect the role and context Knox Central and to support active and</li> </ul> | <ul style="list-style-type: none"> <li>• Provide landscaping, including canopy trees, within carparks and internal streets.</li> <li>• Provide canopy tree and formal planting in Burwood Highway and Stud Road setbacks.</li> </ul> |
|--|--|

<p>pedestrian-friendly street frontages and public spaces.</p> <ul style="list-style-type: none"> <li>• To minimise the impacts of the urban heat island effect.</li> </ul>	
<p><b>SERVICES, ACCESS AND CARPARKING</b></p>	
<ul style="list-style-type: none"> <li>• To achieve improved pedestrian safety and amenity within the carpark and internal street network.</li> <li>• To minimise the visual impact of car parking from the public realm.</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate undercroft/ basement parking to the periphery of centre with retail/ mixed use development above.</li> <li>• Multi-level car parking must be concealed and integrated into the built form</li> <li>• Include universal design principles to maximise amenity and safety for people with limited mobility.</li> </ul>

CIVIC/COMMUNITY	
DESIGN OBJECTIVE	DESIGN RESPONSE
<b>BUILDING DESIGN</b>	
<ul style="list-style-type: none"> <li>To provide new civic facilities to strengthen the physical heart of Knox Central.</li> <li>To provide adaptable and multi-purpose buildings that can respond to the needs of the community.</li> <li>To provide for buildings that physically and visually connect the civic role with adjoining retail, parkland and employment networks, and contribute to the activity, safety and amenity of the natural environment and open space corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Define a built form arrangement that improves physical and visual connections to Lewis Park.</li> <li>Form a series of related buildings that address one another and are similar in scale, form and massing.</li> <li>Building design respects the advantages and view opportunities of its proximity to Lewis Park.</li> <li>Building design provides for connections and synergies to adjoining land uses.</li> <li>Buildings are orientated to accommodate desire paths to and from the Commercial Core.</li> <li>Provide a new road to activate the civic precinct and provide a connection from Eastgate Court to the Commercial Core.</li> <li>Provide a highly accessible and visible civic precinct that is pedestrian friendly.</li> <li>Facilitate accessible and safe pedestrian links between public transport nodes and civic/community facilities.</li> <li>Incorporate accessible ground level public spaces into the design of civic and related buildings.</li> <li>Provide civic buildings that function as flexible and multi- purpose cultural/community facilities</li> </ul>
<b>BUILDING HEIGHT</b>	
<ul style="list-style-type: none"> <li>To establish a suite of civic and mixed use forms around a central public space.</li> <li>To support an increase in the scale of creekside development where integration of Lewis Park and the retail area occurs.</li> </ul>	
<b>SITING AND SETBACKS</b>	
<ul style="list-style-type: none"> <li>To establish a continuous setback that is complementary to the natural context of Lewis Park.</li> <li>To establish a public space which provides a pedestrian connection and views to Lewis Park.</li> <li>To maximise solar access to public space.</li> </ul>	<ul style="list-style-type: none"> <li>Require upper level setbacks which are visually recessive when viewed from the creek.</li> </ul>
<b>LANDSCAPING</b>	
<ul style="list-style-type: none"> <li>To provide landscaping that represents the important civic role of the precinct.</li> </ul>	<ul style="list-style-type: none"> <li>Provide formal landscaping that marks the approaches to the precinct and contributes to the function of public spaces.</li> </ul>



LEWIS ROAD MIXED USE	
DESIGN OBJECTIVE	DESIGN RESPONSE
<b>BUILDING DESIGN AND HEIGHT</b>	
<ul style="list-style-type: none"> <li>• To redevelop industrial building stock promoting a high level of presentation to the street frontage.</li> <li>• To create a new active interface facing the Blind Creek corridor that contributes to the activity, safety and amenity of the open space corridor.</li> <li>• To provide new residential development that is designed to mitigate the impact of existing industrial uses on the amenity of residents.</li> <li>• To provide development that makes a positive contribution to the public realm and pedestrian amenity.</li> <li>• To support a more intense built form outcome.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide articulation and visual interest to boundary walls that are visible to the public realm.</li> <li>• Incorporate noise attenuating measures into new residential development, including: <ul style="list-style-type: none"> <li>○ locating habitable rooms (particularly bedrooms) away from significant noise exposure by using spaces like walkways, laundries and storage as a buffer;</li> <li>○ noise-mitigating glazing, wall, ceiling and roof construction; and;</li> <li>○ using setbacks and acoustic fencing.</li> </ul> </li> <li>• Provide balconies and ground level windows overlooking the street, driveways and/or any adjoining public open space to maximise passive surveillance.</li> <li>• Avoid large building masses that dominate the streetscape.</li> <li>• Avoid blank unarticulated facades along street frontages.</li> <li>• Avoid sheer blank walls, including boundary walls that are visible from the public realm.</li> <li>• Incorporate appropriate and fit for purpose noise attenuation measures to dwellings and residential buildings, to the satisfaction of the responsible authority, where new dwellings are constructed within the Lewis Road Mixed Use Precinct.</li> </ul>
<b>SITING AND SETBACKS</b>	
<ul style="list-style-type: none"> <li>• To achieve active frontages and higher density residential development built to a sensitive human scale.</li> <li>• To create a new active interface facing the Blind Creek corridor.</li> <li>• To support active ground level frontages to new streets through the development of the Master Plan for the Civic Precinct.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a landscaped setback to Lewis Road and Bridgewood Court, including tree planting and permeable surfaces with the exception of driveways and pathways.</li> <li>• Provide active ground level frontages to Eastgate Court and Sherwood Court.</li> <li>• Support development to side and rear boundaries at ground floor/podium level, with upper level setbacks provided to support daylight access and ventilation of dwellings.</li> <li>• Provide dual aspects for properties on the north side of Sherwood Court, to encourage an activated interface to the Blind Creek corridor, while maintaining an active streetscape to Sherwood Court.</li> <li>• Avoid car parking in front setbacks.</li> </ul>

LEWIS ROAD INDUSTRIAL	
DESIGN OBJECTIVE	DESIGN RESPONSE
<b>BUILDING DESIGN AND HEIGHT</b>	
<ul style="list-style-type: none"> <li>To provide industrial development that is fit for purpose and representative of function.</li> <li>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.</li> <li>To provide for industrial development that is consistent with the prevailing built form of the precinct.</li> </ul>	<ul style="list-style-type: none"> <li>Development should be visually recessive when viewed from the Blind Creek corridor</li> <li>Development to the north side of Blind Creek should minimise overshadowing of the creek corridor</li> <li>Provide opportunities for passive surveillance from industrial development to open space.</li> <li>Avoid sheer walls, particularly to the street frontage.</li> </ul>
<b>SITING AND SETBACKS</b>	
<ul style="list-style-type: none"> <li>To provide street setbacks that contribute to a consistent street frontage.</li> <li>To provide opportunities to improve the streetscape and interface with open space through the provision of suitable landscaping.</li> <li>To minimise adverse effects on the visual amenity of nearby residential, mixed use areas or open space.</li> </ul>	<ul style="list-style-type: none"> <li>Front setbacks to other streets within the precinct should be in accordance with Clause 22.02 of the Knox Planning Scheme.</li> <li>Provide an appropriate interface and transition to surrounding sensitive areas.</li> <li>Avoid car parking in front setbacks.</li> </ul>
<b>LANDSCAPING</b>	
<ul style="list-style-type: none"> <li>To maintain a continuous setback along Burwood Highway that is planted with a canopy trees and formal landscaping to reflect the role and context Knox Central and to support active and pedestrian-friendly street frontages and public spaces.</li> </ul>	<ul style="list-style-type: none"> <li>Landscaping within Burwood Highway setbacks should be planted with canopy trees at a minimum density of one canopy tree per 5 metres of the Burwood Highway boundary (excluding the width of one driveway). Each tree should 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.</li> <li>Provide setbacks that accommodate landscaping along boundaries adjacent to open space.</li> </ul>

STRATEGIC DEVELOPMENT SITE	
DESIGN OBJECTIVE	DESIGN RESPONSE
<b>BUILDING DESIGN</b>	
<ul style="list-style-type: none"> <li>To encourage contemporary design and architecture that incorporates ESD principles and takes full advantage of surveillance opportunities and frontage to the Blind Creek corridor.</li> <li>To ensure site responsive design that makes the most of existing site features and topography.</li> <li>To establish a strong built form presence along the Burwood Highway frontage.</li> <li>To encourage medium density housing forms that capitalise on the setting and take full advantage of outlook and frontage onto the Blind Creek corridor and long range views.</li> <li>To achieve an interface between new development and the Blind Creek corridor that contributes to the activity, safety and amenity of the natural environment and open space corridor.</li> <li>Require new development to provide an appropriate interface and transition to surrounding sensitive residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>Provide a prominent, high quality built form and landscape response to 'mark' the corner of Burwood Highway and Scoresby Road.</li> <li>Create a gradual transition in built form scale and character from a robust Burwood Highway frontage to the naturalistic Blind Creek interface.</li> <li>Ensure an appropriate and sensitive built form response to the interfaces with Fairhills High School and the Wantirna Lea estate to the east.</li> <li>Development should incorporate active frontages at ground level across the entire site.</li> <li>Ensure development fronts onto public open space to enable passive surveillance.</li> <li>Development should provide appropriate interface treatments or buffers to retained Government land and industrial uses.</li> <li>Avoid development that is greater than two storeys adjacent to existing residential areas.</li> </ul>
<b>LANDSCAPING AND PUBLIC OPEN SPACE</b>	
<ul style="list-style-type: none"> <li>Require the development of the strategic redevelopment site at the corner of Burwood Highway and Scoresby Road to retain the biological values of the existing water body; facilitate integrated water management; and provide a high level of neighbourhood amenity</li> <li>To ensure that development provides open space that responds to the form of the site and addresses the needs of future residents.</li> <li>To ensure development of the site protects and enhances any remnant vegetation, particularly in the fringe areas of the existing water body.</li> <li>To mitigate any effects of development on the abutting Blind Creek.</li> </ul>	<ul style="list-style-type: none"> <li>The development should incorporate street tree planting in accordance with <i>Knox Green Streets Policy</i>.</li> <li>Provide a natural open space adjoining Blind Creek with facilities (e.g. park furniture).</li> <li>The development should provide a local public open space (local play space with community amenity e.g. park furniture) centrally to the precinct.</li> <li>To retain and enhance existing native vegetation, including canopy trees.</li> <li>Development should incorporate best practice stormwater management through the integration of water sensitive urban design (WSUD) principles.</li> </ul>
<b>SERVICES, ACCESS AND CARPARKING</b>	
<ul style="list-style-type: none"> <li>To improve access to the site.</li> <li>To enhance existing pedestrian crossings across Burwood Highway.</li> <li>To ensure safe and convenient access to a bus stop along Burwood Highway.</li> <li>To provide pedestrian and cycle links to the Blind Creek linear open space and shared trail.</li> </ul>	<ul style="list-style-type: none"> <li>Provide connections to the Blind Creek linear public open space and shared path.</li> <li>To provide a shared path along the length of the Burwood Highway frontage.</li> <li>Upgrade the existing bus stop on Scoresby Road.</li> </ul>
<b>SUBDIVISION LAYOUT</b>	
<ul style="list-style-type: none"> <li>The site incorporates a permeable street network that provides provision for future connections to adjoining areas.</li> </ul>	<ul style="list-style-type: none"> <li>Allow for future connections through to Parkhurst Drive in the road layout.</li> <li>Allow for future connections through the DELWP site to the signalised intersection on Burwood Highway in the road layout.</li> <li>Maximise walkability and pedestrian connections to the Blind Creek trail.</li> <li>Provide road frontage to public open space and ensure development fronts onto public open space to enable passive surveillance of public spaces in the road layout.</li> </ul>
<b>SIGNAGE</b>	

- Minimise the visual impact of signage to existing and future residential areas

- Signage for commercial premises within the mixed use precinct should be focused on the Burwood Highway frontage.

FUTURE RESIDENTIAL	
DESIGN OBJECTIVE	DESIGN RESPONSE
INTERFACES (WITH OPEN SPACE AND RECREATION PRECINCT AND ADJOINING EXISTING RESIDENTIAL)	
<ul style="list-style-type: none"> <li>• Development must be designed to integrate and be sympathetic to its surrounds.</li> <li>• To encourage greater utilisation of the abutting public open space on the northern 'bank' of the Blind Creek.</li> <li>• To achieve an interface between new development and the Blind Creek corridor that contributes to the activity, safety and amenity of the natural environment and open space corridor.</li> <li>• Landscaping and planting should complement the vegetation character of the adjoining Open Space and Recreation Precinct including the Blind Creek corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Maximise passive surveillance opportunities of the adjoining Open Space and Recreational Precinct.</li> <li>• Support development that responds sensitively to the precinct's unique and varied interfaces.</li> <li>• Support development that addresses and allows for high levels of interaction with the creek corridor.</li> <li>• Avoid continuous built form along the southern boundary adjoin the creek corridor.</li> <li>• Development should be ideally arranged in a campus format of buildings to ensure a sensitive integration within the landscape setting and existing low density residential hinterland.</li> <li>• Support built form that provides a low scale (2 to 3 storey) presentation to the creek corridor.</li> <li>• Support car access and storage that is not visible from the creek corridor.</li> <li>• Siting of buildings should ensure the retention of existing canopy trees and established vegetation.</li> <li>• Maximise views to the Dandenong Ranges from public areas.</li> </ul>

# IMPLEMENTATION

## Overview

Following adoption of the final Structure Plan, an Implementation Plan will be developed to inform the prioritisation of the actions contained in the Structure Plan. The *Knox Central Structure Plan – Implementation Plan* will:

- identify statutory and non-statutory deliverables;
- identify Council and non-council opportunities, including community and business based strategies;
- identify opportunities for partnership and investment;
- include staging and priorities, with opportunities for catalyst projects;
- provide clear performance indicators to measure the progress of the Implementation Program.

Implementation of the Structure Plan will require collaboration and support from a number of stakeholders. While Council will lead and manage the implementation process, input and management may be required from other stakeholders including State Government agencies, the private sector and the local community. These stakeholders may provide funding, own relevant sites or manage related infrastructure.

A significant role for Council will be as advocate and partner with key public landholders and government authorities.

## Changes to the Knox Planning Scheme

A key aspect of implementation of the Structure Plan is proposed changed to the Knox Planning Scheme. The proposed changes to the Knox Planning Scheme were exhibited as part of community consultation on the Structure Plan (via Amendment C149).

Amendment C149 seeks to implement the land use and development aspects of the Structure Plan into the Knox Planning Scheme. Included in this amendment

are: changes to the Municipal Strategic Statement, a new local planning policy, the application of a design and development overlay, and the rezoning of some land within the activity centre.

This amendment will be submitted to the Minister for Planning for approval following adoption of the Structure Plan.

## Management, Monitoring and Review

As part of the implementation process, Council will review, manage and measure the implementation of the Structure Plan. It is proposed that the review of the Structure Plan will occur every ten years, with a mid-point review every five years.

The review will analyse:

- The actions and projects that have been delivered or underway;
- The success of key actions and projects;
- The consistency of projects against the vision for Knox Central and the objectives of the Council Plan;
- Any obstructions preventing the successful implementation of the program.

This process will allow Council to measure the success of the implementation program; adjust the program as needed; and allocate future resources as necessary to ensure the vision for Knox Central can be achieved.

Advancement of actions in the *Knox Central Structure Plan – Implementation Plan* will require Council's continued and dedicated involvement and commitment through business and resource planning processes.



*Planning and Environment Act 1987*

**Panel Report**

**Knox Planning Scheme Amendment C149**

**Knox Central Structure Plan**

Front page

**19 July 2017**



*Planning and Environment Act 1987*

Panel Report pursuant to section 25 of the Act

Knox Planning Scheme Amendment C149

Knox Central Structure Plan

19 July 2017



Kathy Mitchell, Chair



Michael Ballock, Member

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## List of Abbreviations

Activity Centre	Knox Central Activity Centre
Amendment	Knox Planning Scheme Amendment C149
DDO	Design and Development Overlay
DEDJTR	Department of Economic Development, Jobs, Transport and Resources
DELWP	Department of Environment, Land, Water and Planning
DPO	Development Plan Overlay
FOLKS	Friends of Lake Knox Sanctuary
FTGLS	Fast Track Government Land Service
GRZ	General Residential Zone
KCUDF	Knox Central Urban Design Framework, 2005
LPPF	Local Planning Policy Framework
MSS	Municipal Strategic Statement
NRZ	Neighbourhood Residential Zone
PPN	Planning Practice Note
PTV	Public Transport Victoria
RGZ	Residential Growth Zone
SPPF	State Planning Policy Framework
Structure Plan	Knox Central Structure Plan, 2016

## Overview

### Amendment Summary

<b>The Amendment</b>	Knox Planning Scheme Amendment C149
<b>Common name</b>	Knox Central Structure Plan
<b>Brief description</b>	Implements the <i>Knox Central Structure Plan</i> 2016 into the Knox Planning Scheme, through the application of local policy, zones and overlays to the Knox Central Activity Centre
<b>Subject site</b>	Knox Central Activity Centre
<b>The Proponent</b>	Knox City Council
<b>Planning Authority</b>	Knox City Council
<b>Authorisation</b>	A03442 29 September 2016
<b>Exhibition</b>	7 November to 16 December 2016
<b>Submissions</b>	107 (listed in Appendix A)

### Panel Process

<b>The Panel</b>	Kathy Mitchell (Chair) and Michael Ballock, assisted by Andrea Harwood, Senior Project Manager
<b>Directions Hearing</b>	Knox City Council Offices: Thursday 27 April 2017
<b>Panel Hearing</b>	Knox City Council Offices: 2 June and 6 June 2017 Planning Panels Victoria: 5 June and 7 June 2017
<b>Site Inspections</b>	Unaccompanied, 25 May 2017
<b>Appearances</b>	See Appendix B
<b>Date of this Report</b>	19 July 2017

## Executive Summary

The Knox Central Activity Centre is the principle activity centre within the City of Knox, located approximately 26 kilometres to the east of Melbourne. Knox City Council has a strong history of strategic and activity centre planning, where the Council and the Victorian Government have long had aspirations for Knox Central through various strategic plans and frameworks.

Knox Planning Scheme Amendment C149 seeks to implement the *Knox Central Structure Plan 2016*.

The Amendment was exhibited from 7 October to 16 December 2016 and received 107 submissions. Key issues raised in submissions related to built form, the planning controls for the commercial core, traffic and parking, the boundary of the activity centre, the retention of a dam and a number of issues that focused on the detail of the controls proposed for specific sites.

Following exhibition, Council worked proactively with submitters, seeking to resolve issues and it made several changes to the exhibited Amendment documents to clarify its position. Following its meeting on 27 March 2017, Council requested a Panel to consider all submissions and Council's revised position.

Following the appointment of the Panel, a Directions Hearing and a four day Hearing, the Panel concludes that the Amendment is the culmination of a great deal of strategic work undertaken by the Council. The Panel commends Council for the work it has undertaken and its willingness to resolve the issues raised in submissions. Knox City Council has been bold and proactive in preparing the Structure Plan and the Amendment to provide strategic direction for this large and complex activity centre.

The Panel thanks all parties and submitters for their assistance during the Hearing and for the manner in which submissions and evidence were presented.

The Panel supports the process advocated by Council with regard to introducing the Structure Plan into the Knox Planning Scheme through changes to local policy, the introduction of Design and Development Overlay Schedule 13, further amendments to Development Plan Overlay Schedule 2 and some site and area specific rezonings. Given the extent of the Structure Plan area and the changes proposed, the Panel considers that issues raised in submissions to be quite confined and able to be reconciled.

Apart from minor changes, the three key areas where the Panel has not agreed with Council relates to:

- application of the Open Space and Recreation Precinct to privately owned land
- inclusion of a masterplan for a strategic development site in the Structure Plan
- application of both the Design and Development Overlay and Development Plan Overlay to the major land holding in the commercial core.

The Panel notes there is significant discussion in a number of Planning Scheme amendments about whether heights should be expressed as mandatory or preferred and in terms of metres or storeys.

With regard to Planning Practice Note 59, the Panel considers Council has correctly applied all heights as preferred. The Council has taken a visionary, but pragmatic approach to the future role of this Activity Centre. Council has recognised that there will be significant and ongoing growth in its municipality and that much of this growth can be catered for in the Knox Activity Centre. Likewise, Council has correctly applied all heights in metres, which the Panel endorses.

The Panel notes that the revised *Ministerial Direction on the Form and Content of Planning Schemes* was released in late May and the implications of this will require careful consideration as the Amendment progresses.

The Council has opted for a range of heights, varying generally between 12 and 34 metres, as well as proposing several key locations where preferred heights of up to 40 metres can be accommodated. The Panel supports this approach and endorses the strategic vision of Council. At the same time, the Panel considers Council has ensured it has provided a manageable but a broad ranging approach in that the defined Activity Centre is a large and diverse area. It contains a strong commercial core, an area of industry and mixed uses, there are numerous sites for significant redevelopment, including opportunities for medium to higher density residential development, and adequate areas for open space and recreation.

This approach could be seen as a model for other Councils in its approach to developing Activity Centres that will cater for significant change and growth going forward.

Based on the reasons set out in this Report, the Panel recommends:

**Overall Amendment C149:**

**Adopt Amendment C149 to the Knox Planning Scheme as exhibited, subject to the following modifications:**

1. **Review the provisions and schedules of the Amendment during finalisation of the Amendment to ensure they are consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* (May 2017).**
2. **Review all aspects of the Structure Plan and Amendment documents, including the Design and Development Overlay Schedule 13, Development Plan Overlay Schedule 2 and Clause 22.15 to ensure a high level of consistency once the recommendations are reconciled.**

**Knox Central Structure Plan**

3. **Replace the exhibited *Knox Central Structure Plan 2016* with the revised *Knox Central Structure Plan 2017* (Document 15), and:**
  - a) **amend the preferred Built Form Framework – Preferred Building Heights at Figure 14 to change the preferred heights from 24 metres on land to the north of Burwood Highway and west of Melbourne Street to 25 metres.**
  - b) **delete Figure 23 and all references to Figure 23 and any proposed masterplan from the revised *Knox Central Structure Plan*.**
  - c) **amend Figures 2, 7, 8, 10, 13, 14 and 15 of the Knox Central Structure Plan and Figure 1 of Clause 22.15-6 to remove the privately owned land at 256 and 258 Scoresby Road, Boronia from the *Open Space and Recreation Precinct*.**

- d) provide a new designation of *“future residential uses”* for the privately owned land at 256 and 258 Scoresby Road, Boronia at Figures 2, 7, 8, 10, 13, 14 and 15 of the Knox Central Structure Plan and Figure 1 of Clause 22.15-6.

#### Design and Development Overlay Schedule 13

4. Replace the exhibited Design and Development Overlay Schedule 13 with the revised Design and Development Overlay Schedule 13 (Document 38, Appendix D) and:
  - a) replace the word ‘must’ with ‘should’ to ensure that it is clear that it is a discretionary control.
  - b) delete application of Design and Development Overlay Schedule 13 from:
    - the land identified as the *Commercial Core* where Development Plan Overlay Schedule 2 will apply.
    - the land identified as the Strategic Development Site at 609 – 621 Burwood Highway, Knoxfield.

#### Development Plan Overlay Schedule 2

5. Replace the exhibited Development Plan Overlay Schedule 2 with the revised Development Plan Overlay Schedule 2 (Document 38 and Appendix E) and:
  - a) include a new dot point in Clause 3 to read *“provide details of vehicular and pedestrian access, the development impact on the surrounding road network and how the impact will be mitigated”*.

#### Clause 22.15

6. Replace the exhibited Clause 22.15 with the revised Clause 22.15 (Document 38 and Appendix F) and:
  - a) delete the second sentence from the Precinct Vision Statement at Clause 22.15-3 (Open Space and Recreation) that reads *“This includes the provision of private facilities for sporting/leisure and recreation purposes”*.
  - b) delete the first dot point *“include retention of the biological values of the existing water body”* under Strategies ‘Development of the Strategic Development Site must:’ in Objective 4.



# 1 Introduction

## 1.1 The Amendment

Amendment C149 to the Knox Planning Scheme (the Amendment) applies to land within the Knox Central Activity Centre (the Activity Centre) as defined by the *Knox Central Structure Plan 2016* (the Structure Plan). The Activity Centre is located approximately 26 kilometres east of Melbourne's CBD. It is large in size, being approximately two kilometres in length, framed by Stud Road to the west and Scoresby Road to the east. Burwood Highway is the central road spine within the Activity Centre, along with Blind Creek that forms an extensive east-west open space corridor.

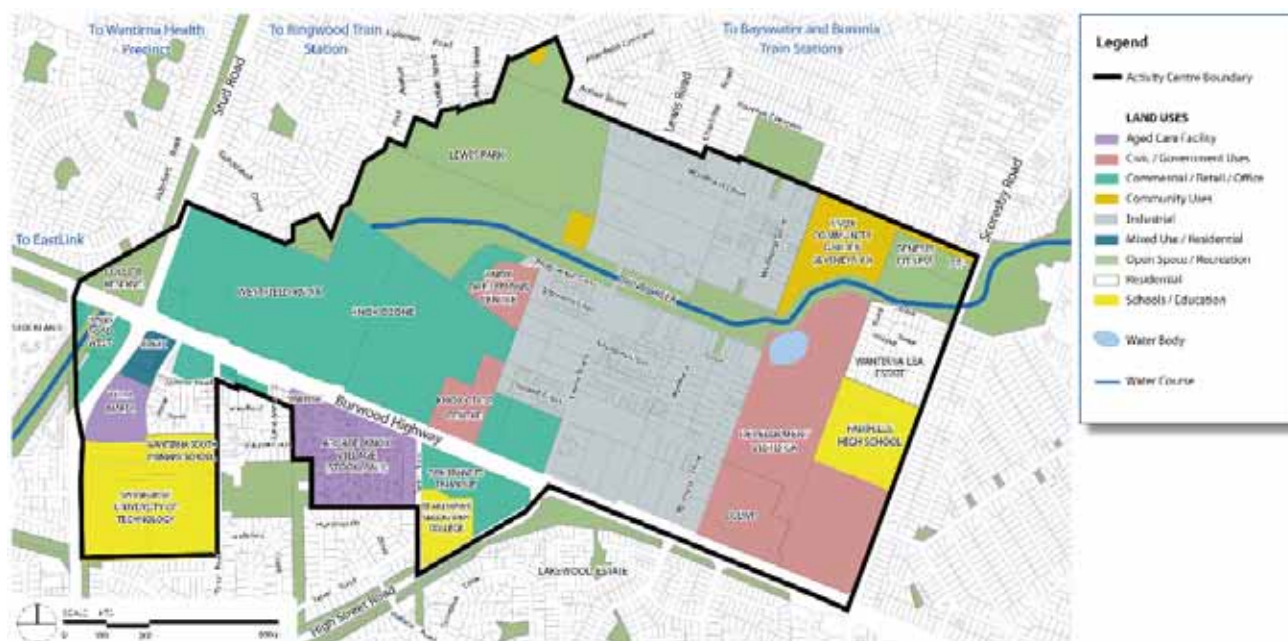


Figure 1 - Knox Central Activity Centre Area (as amended)

Knox Central is Knox City Council's largest Activity Centre and comprises a wide range of land uses including retail, office, commercial industrial, residential, education, civic and open space and recreation.

The Amendment was prepared by Knox City Council as Planning Authority, which as exhibited, proposes the following changes to the Knox Planning Scheme:

### **Local Planning Policy:**

- replace Clause 22.04 Knox Central Principal Activity Centre with a new Clause 22.15 Knox Central Activity Centre Local Policy
- amend the Municipal Strategic Statement (MSS) 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 to Clause 21.09
- amend the Schedule to Clause 81.01 (Incorporated Document) to delete the *Knox Central – Rembrandts Triangle and Stud Road West Precincts Plan 2010*

**Zones:**

- rezone land located on the western side of Lewis Road, between Bridgewood Court to the north and Burwood Highway to the south from Industrial 1 Zone to Mixed Use Zone
- rezone the following land from Priority Development Zone to Mixed Use Zone at:
  - 382-384 Burwood Highway, Wantirna South
  - 344-350 Stud Road, Wantirna South
  - land bound by Burwood Highway, High Street Road and Tyner Road, Wantirna South
- delete the Priority Development Zone Schedule 1 from the Scheme

**Overlays:**

- 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
- apply a new Design and Development Overlay Schedule 13 (DDO13) to guide development on land within the Activity Centre
- amend Schedule 2 to the Development Plan Overlay (DPO2) which applies to the ‘Commercial Core’ precinct as identified in the *Knox Central Structure Plan 2016*.

The zones and overlays proposed by the Amendment are shown in Figures 2, 3, 4 and 5. No changes are proposed to the map of the existing DPO2 which is shown in Figure 6, although there are significant changes proposed to the provisions of the Overlay.



Figure 2 - Mixed Use Zone, Wantirna South

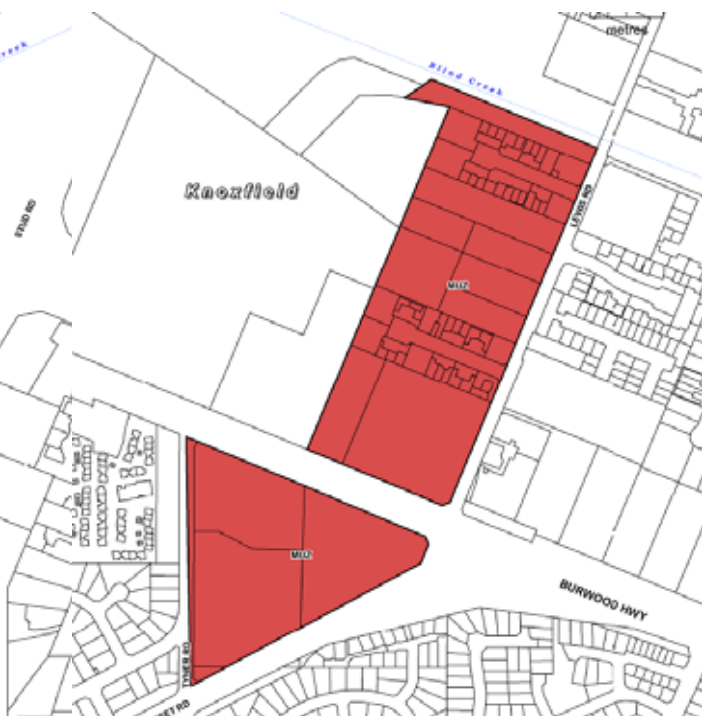


Figure 3 - Mixed Use Zone, Knoxfield

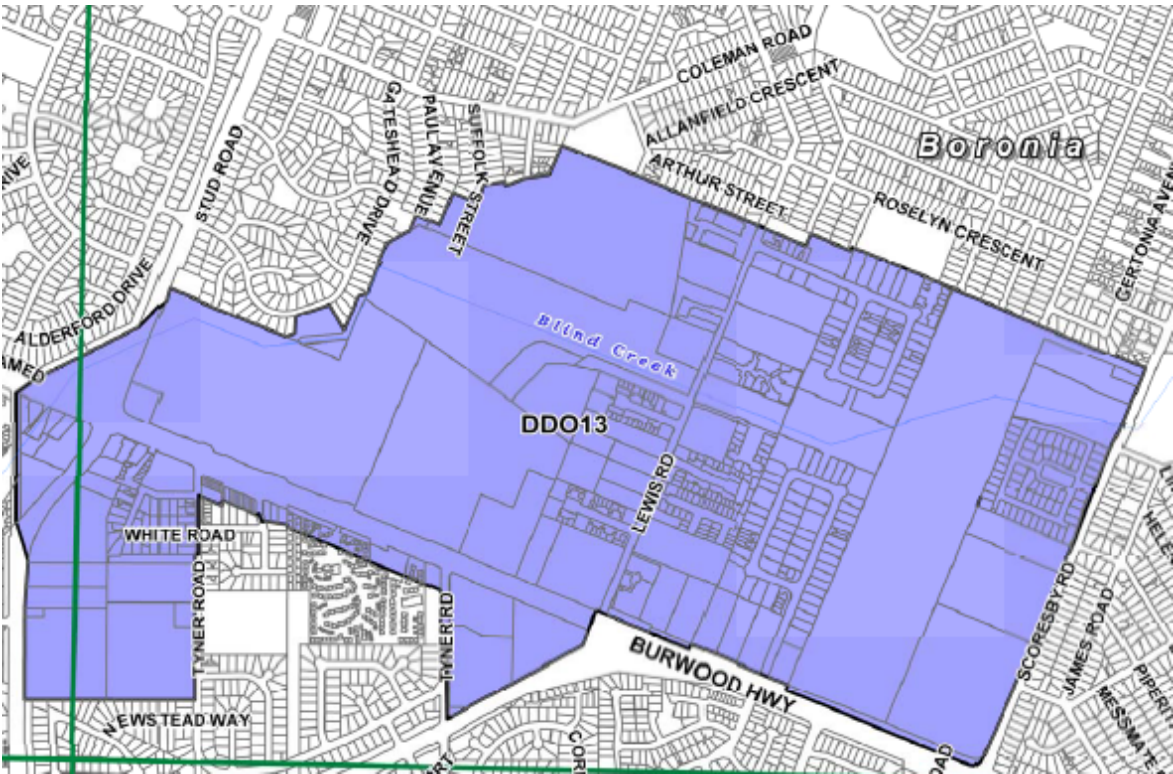


Figure 4 - Design and Development Overlay Schedule 13

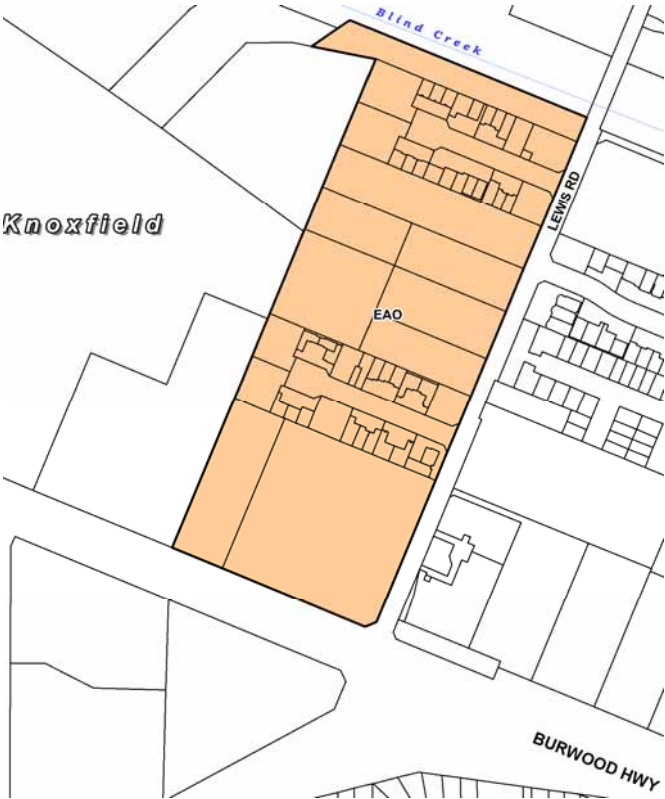


Figure 5 - Environmental Audit Overlay

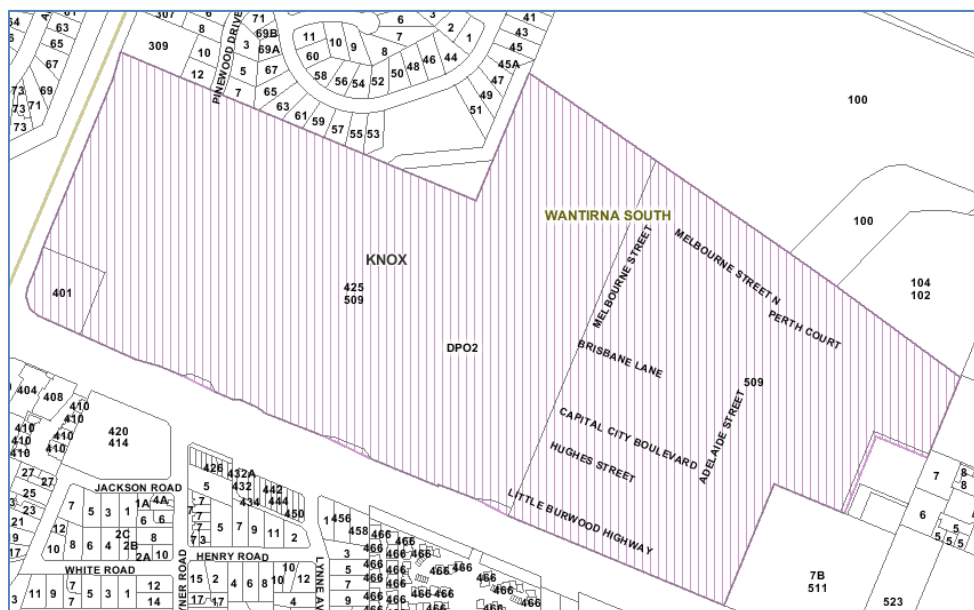


Figure 6 - Development Plan Overlay Schedule 2

## 1.2 The Knox Central Structure Plan 2016

The Structure Plan provides a vision that is supported by objectives and actions to guide the development of the Activity Centre over the next 20 years. The Structure Plan includes guidance for changes to land use, built form (including building heights), transport networks and public spaces that seek to achieve positive economic, environmental and social outcomes.

Council anticipates that the Structure Plan will provide an enabling planning framework to support the intensification of activity and development within Knox Central.

The vision set out in the Structure Plan envisages that Knox Central will become the 'Capital of the East' and states that:

*Knox Central will be a vibrant modern mixed-use activity centre that attracts residents, workers and visitors from across 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 which 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 and Lewis Park, will provide a unique Activity Centre presence in Melbourne's eastern suburbs.*

The Structure Plan has the following seven objectives:

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

2. *To enable the development of high quality medium density housing that responds to the housing needs of the Knox community, and supports the activity of the centre.*
3. *To establish Knox Central as a focal point for activity including employment, education, retail, community, entertainment and leisure activity.*
4. *To capitalise on Knox Central's natural and environmental features to distinguish it from other activity centres.*
5. *To facilitate an accessible and safe active and public transport network to and within Knox Central.*
6. *To provide an efficient street network that connects key destinations including nodes of activity within Knox Central.*
7. *To achieve high quality built form and public realm which defines Knox Central as a premier mixed use activity centre.*

The objectives are underpinned by a series of strategies and actions to articulate and implement the Knox Vision at the local level.

### **1.3 Panel process**

Council resolved to seek authorisation for the Amendment from the Minister for Planning on 13 September 2016, which was received on 29 September 2016 (A03342). While no conditions were placed on the authorisation, Council was requested to consider minor editorial and formatting advice.

The Amendment was placed on public exhibition between 7 November and 16 December 2016 and attracted 106 in-time submissions (refer to Appendix A). A late submission was received from the Eastern Football League on 10 April 2017, which was referred to the Panel on 20 April 2017.

At its meeting of 27 March 2017, Council made some further changes to aspects of the Amendment and resolved to refer the submissions and its recommended changes to a Panel. As a result, a Panel to consider the Amendment was appointed under delegation from the Minister for Planning on 5 April 2017 and comprised Kathy Mitchell (Chair) and Michael Ballock. The Panel was assisted by Andrea Harwood, Senior Project Manager of Planning Panels Victoria.

A Directions Hearing was held in relation to the Amendment on 27 April 2017 at the offices of Knox City Council.

On 25 May 2017, the Panel undertook an unaccompanied inspection of the Activity Centre and its surrounds. Council, at the Panel's request, prepared a walking and driving outline of sites and areas to be inspected based on issues raised in submissions and by further requests from submitters. The Panel inspected each of the precincts within and areas abutting the Activity Centre and specifically (but not exclusively) included the areas noted in (the Council prepared) Document 2. Some of these included:

- Westfield Shopping Centre

- various retirement villages
- Lewis Park and the Blind Creek corridor
- Genesis Gym and headquarters of the Eastern Football League
- community garden and surrounds
- area known as the 'strategic development site' (including the dam and surrounds)
- Wantirna Lea estate
- sites and surrounds of various schools and Swinburne University
- area known as 'Rembrandts Triangle'
- Lewis Road and surrounds
- residential areas abutting High Street, noting in particular vistas to the Dandenong Ranges
- critical intersection and main roads.

The Panel revisited some sites and areas during the course of as well as after the hearing process. It makes the observation that having a good understanding of the subject land and its surrounds provided excellent context to deliberating on the submissions and evidence and in finalising its conclusions and recommendations.

The Panel met in the Council offices on 2 and 6 June 2017 and at Planning Panels Victoria on 5 and 7 June 2017 to hear submissions and evidence about the Amendment. Those in attendance at the Panel Hearing are listed in Appendix B.

#### **1.4 Panel's Directions**

In its letter to parties dated 1 May 2017, the Panel directed that Council address the following issues through its Part B submission:

- an update of any issues regarding Amendment C150 (the MSS review) and its consideration by Council
- further review and discussion at the Hearing of how the Structure Plan as a reference document, the DDO and the DPO will work together and on a without prejudice basis, the Panel questioned the need for the DPO for the Westfield land (in conjunction with the DDO)
- further information on how Council addressed the submission and recommendations of Melbourne Water; the CFA; the Department of Economic Development, Jobs, Transport and Resources (DEDJTR); and Department of Environment, Land, Water and Planning (DELWP)
- clarification of issues raised by DELWP in its submission where it referred to "*a number of large trees located at the rear of the DELWP site ... that should be protected where possible as part of any redevelopment in the area*"
- whether there had been any further resolution or studies with regard to retaining or removing the waterbody on the nominated strategic development site
- any further information including timeframes about the proposed Master Plan for Lewis Park and Blind Creek and how this would fit into the planning controls.

Council responded to these issues through its submissions.

The Panel noted at the Directions Hearing that it would take the revised Council version (27 March 2017) of the Amendment as its starting point when considering the further

submissions and evidence to the Amendment. In this regard, this was confirmed in Council's Part A submission (19 May 2017). The recommended amendments by Council included changes to Clause 22.15, DDO13, DPO2 and the Structure Plan.

For the reasons noted in this report, the Panel adopts the version submitted by Council on 27 March 2017, subject to further modifications.

Panel recommendation

- adopt Amendment C149 to the Knox Planning Scheme subject to further modifications.

## **1.5 Background to the Amendment**

The *Knox Central Urban Design Framework 2005* (KCUDF) provided background for preparation of the Structure Plan. The KCUDF was adopted by Council in 2005 and has provided high level direction for the Activity Centre over the last decade. The objectives of the KCUDF are embedded in the Knox Planning Scheme in the form of local policy at Clause 22.04. However, Council noted it is now the time for a further review and update.

Council commissioned a number of studies in order to build upon the body of existing strategic work and to test the directions of the KCUDF in the context of contemporary economic and demographic conditions. The key findings of the studies were summarised in the *Knox Structure Plan Key Issues Background Report 2016*.

Council officers undertook work internally to align the directions of the draft Structure Plan with the relevant objectives of Council plans and policies adopted in recent years. This was assisted by the following background studies commissioned by Council to further inform the development of the draft Structure Plan:

- *Knox Central Land Use, Economic and Property Analysis 2015* (updated August 2016), Geografia
- *Knox Central Integrated Transport Study 2016*, Cardno
- *Burwood Highway Design Guidelines 2016*, Hansen Partnership
- *Knox Central Views and Vistas Study 2016*, Hansen Partnership.

The Structure Plan brings the key findings from these studies into the one document.

## **1.6 Summary of issues raised in submissions**

The Panel was referred 107 submissions (as well as two petitions) from Council as follows:

- 41 from residents/local landowners
- 10 from Government, referral agencies, schools and community organisations
- 12 from major land owners
- 44 proforma submissions under the banner of 'Save Lake Knox'

The key issues raised in the submissions are briefly summarised as follows:

### **(i) Planning Authority**

- format and wording of DDO13
- relationship between DPO2 and DDO13
- provisions of Clause 22.15.

**(ii) Relevant agencies**

- inclusion of a masterplan for the strategic development site in the Structure Plan
- provisions in proposed Clause 22.15 relating to a proposed masterplan for this site
- loss of trees and views
- lack of VicRoads and PTV involvement in the Integrated Transport Study
- advocating State transport authorities to extend the Burwood Highway tram line to Knox.

**(iii) Individual submitters or groups of submitters**

- heights of buildings allowed by the amendment
- building setbacks
- retention of the waterbody (dam) on the strategic development site
- increased traffic and parking availability as a result of the development encouraged in the Activity Centre
- changes to the boundaries to include additional sites within the Activity Centre
- future development of the Westfield centre and the controls that apply to the land
- privately owned land included in the open space and recreation precinct
- provisions of proposed Clause 22.15 that relate to specific sites.

## **1.7 Issues dealt with in this report**

The Panel considered all written submissions made in response to the exhibition of the Amendment, as well as further submissions, evidence and other material presented to it during the Hearing and its observations from site inspections. The Panel has reviewed a large volume of material in relation to this Amendment.

All submissions and evidence has been considered by the Panel in reaching its conclusions, (regardless of whether they are specifically mentioned in the report), which deals with the issues under the following headings:

- planning context
- form of the Amendment
- threshold issues
- site specific issues.

While the recommendations of the Panel are articulated in the relevant chapters of this report, these are grouped and consolidated in Chapter 6 and included in the Executive Summary.



## 2 Planning context

Council provided a response to the Strategic Assessment Guidelines as part of the Explanatory Report and its Part A submission. The Panel has reviewed Council's response and the policy context of the Amendment and has made a brief appraisal of the relevant zone and overlay controls and other relevant planning strategies.

### 2.1 Policy framework

The relevant State and local policy that the Panel has had regard to includes:

#### (i) State Planning Policy Framework

- Clause 11.03-2: Activity Centre Planning
- Clause 12.04-2: Landscapes
- Clause 15.01-1: Urban Design
- Clause 15.01-2: Urban Design Principles
- Clause 16.01-2: Housing
- Clause 17.01-1: Economic Development
- Clause 18: Transport

#### (ii) Local Planning Policy Framework

- Clause 21.03: Vision and Strategic Land Use Framework
- Clause 21.04: Urban Design
- Clause 21.05: Housing
- Clause 21.07: Economic Development
- Clause 21.08: Infrastructure

### 2.2 Planning strategies or policies

#### (i) *Plan Melbourne 2017-2050*

*Plan Melbourne 2017 – 2050 Metropolitan Planning Strategy 2017* DELWP (commonly known as *Plan Melbourne 2017*) was introduced into the State Planning Policy Framework (SPPF) of all planning schemes on 31 March 2017. The Explanatory Report, prepared prior to the release of *Plan Melbourne 2017* provides a response to the most relevant aspects of its predecessor, *Plan Melbourne 2014*.

Going forward and consistent with *Plan Melbourne 2017*, Wantirna South - Knox Central is identified as a Major Activity Centre and the Amendment implements the following Directions:

- Direction 1.2: improve access to jobs across Melbourne and closer to where people live
- Direction 2.2: deliver more housing closer to jobs and public transport
- Direction 5.1: create a city of 20-minute neighbourhoods.

**(ii) Knox Housing Strategy 2015**

The *Knox Housing Strategy 2015* sets out “*Council’s plan for managing residential development to respond to the current and future needs of the Knox Community*”. The Strategy aims to “*balance the changing housing needs of our current and future residents with the important aspects of Knox that should be retained and enhanced*”.

The Housing Strategy states that Knox’s population will grow from 154,623 people in 2011 to 177,588 people in 2031, an increase of 22,964 people. The rate of new household growth is expected to be 21.5 per cent (from 56,112 households in 2011 to 68,154 households in 2031), an increase of 12,041 new households.

**(iii) Knox Open Space Plan 2012-2022**

The *Knox Open Space Plan 2012-2022* “*will guide how open space is used and developed in the future*”. It contains four key strategic directions aimed at achieving the overall vision for open space in Knox, including to “*create healthy creek corridors that people love*”.

Blind Creek is identified one of Knox’s key open spaces and as a creek corridor surrounded by a flood zone.

**2.3 Planning scheme provisions**

A purpose common in the relevant zones and overlays is:

*To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*

**(i) Zones**

The Amendment proposes to rezone land in parts of the Activity Centre from the Industrial 1 and Priority Development Zones to the Mixed Use Zone, the purposes of which are to:

- *provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality*
- *provide for housing at higher densities*
- *encourage development that responds to the existing or preferred neighbourhood character of the area*
- *facilitate the use, development and redevelopment of land in accordance with the objectives specified in the schedule to the zone.*

**(ii) Overlays**

The Amendment proposes to apply DDO13 to land over the whole of the Activity Centre (see Figure 4) to identify areas which are affected by specific requirements relating to the design and built form of new development.

The Amendment proposes to apply Environmental Audit Overlay to land in part of the Activity Centre (see Figure 5) to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

## 2.4 Relevant Knox Planning Scheme Amendments

Amendment C150 to the Knox Planning Scheme proposes to implement the findings of the *Knox Planning Scheme Review Report 2015* and make significant structural changes to the Knox Planning Scheme. The Amendment was exhibited between August and September 2016 and received 16 submissions.

An independent panel process considered the submissions to the Amendment in April 2017 and recommended the amended be adopted as exhibited, subject to changes.

Amendment C150 was adopted by Council on 22 May 2017 and forwarded to the Minister for Planning for approval. Council advised that Amendment C149 is generally consistent with Amendment C150. In its closing, Council advised that Amendment C150 does not have a direct impact on this Amendment.

## 2.5 Ministerial Directions and Planning Practice Notes

### (i) Ministerial Directions

#### **Ministerial Direction No 11 - Strategic Assessment of Amendments**

The Amendment is consistent with Ministerial Direction 11 (Strategic Assessment of Amendments) and Planning Practice Note 46 (Strategic Assessment Guidelines).

#### **The Form and Content of Planning Schemes (s7(5))**

The Panel notes that a new version of the *Ministerial Direction on the Form and Content of Planning Schemes* under section 7(5) of the *Planning and Environment Act 1987* was released on 24 May 2017. Neither the Council or the Panel has undertaken a full review of the Amendment in accordance with the revised Direction. This should be undertaken by Council in conjunction with DELWP following consideration of the recommendations of the Panel.

For example, the new Direction notes that for DDO's, there should be a maximum of five objectives. DDO13 has numerous objectives, both general and area (precinct) specific. These will need to be reviewed and rationalised prior to the Amendment being finalised.

### (ii) Planning Practice Notes

Council provided a detailed review of the relevant Planning Practice Notes (PPN) in Appendix 7 of its Part B submission, which the Panel endorses and adopts. The Panel has highlighted those of particular relevance in light of the submissions made.

#### **Incorporated and Reference Documents – (PPN13) June 2015**

This PPN states:

*Reference documents provide background information to assist in understanding the context within which a particular policy or provision has been framed. They are not listed in Clause 81.01 or schedule. Different types of documents may perform this role. They may be wide-ranging in their content and contain information not directly relevant to specific decisions under the planning scheme.*

### **Structure Planning for Activity Centres (PPN58) June 2015**

PPN58 guides councils on the activity centre structure planning process. It covers the reasons for structure planning in activity centres the policy context, and possible inputs and outputs of the process.

### **Height and setback controls for activity centres (PPN60) June 2015**

PPN60 provides guidance on applying height and setback provisions for activity centres. It states that height and setback provisions must be based on the outcomes of strategic research that includes a built form analysis that is consistent with State policy. In relation to discretionary controls, it states:

*The application of discretionary controls, combined with clear design objectives is the preferred form of height and setback controls. Discretionary controls are more likely to facilitate appropriate built form outcomes than mandatory controls by providing more flexibility to accommodate contextual variations and innovative design.*

Additionally, the Panel has reviewed PPN59 – the role of mandatory provisions in planning schemes - which notes that planning schemes are predominantly performance based that provides for flexibility in approaches or variations to achieve required outcomes. In its opinion, the Panel considers that Council has correctly applied preferred heights and setbacks across all areas of the Activity Centre, in conjunction with DDO13. Council has not proposed that any of the controls should be mandatory, even though some submitters suggested all heights should be mandatory as the recommended heights would result in over-development of the Activity Centre.

## **2.6 Discussion and recommendations**

The Panel considers the Amendment implements the objectives and strategies of the *Knox Central Structure Plan 2016* and that it has considerable support through the State and Local Planning Policy Frameworks. Specifically, the Amendment is consistent with many objectives and directions in *Plan Melbourne 2017*. The Amendment aligns with PPN59 and PPN60 because it applies discretionary (preferred) provisions with clear design objectives.

The Structure Plan forms a solid foundation for implementing changes to the Knox Planning Scheme to improve its strategic direction, policy implementation and overall operation.

While some submissions opposed aspects of the Amendment, few directly questioned the Amendment's strategic intent or basis.

The Panel concludes that the Amendment is supported by and implements, the relevant sections of the State and Local Planning Policy Framework. It is consistent with the relevant Ministerial Directions and PPN. The Amendment is well founded and strategically justified and should proceed subject to addressing the more specific issues raised in submissions and evidence as discussed in the following chapters.

The Panel recommends:

- review the provisions and schedules of the Amendment during finalisation of the Amendment to ensure they are consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* (May 2017).

## 3 Form of the Amendment

### 3.1 Overview

This chapter discusses issues concerning the built form provisions of the Amendment. Chapter 5 takes this further and discusses whether the proposed heights and setbacks are appropriate for specific precincts and locations.

The Structure Plan sets out the built form and urban design vision that seeks to intensify development within the key precincts. The Structure Plan includes design objectives and responses for all precincts as well as guidelines specific to individual precincts. With respect to building heights, the Structure Plan states:

*A key driver for determining building heights is the facilitation of more intensive activity across the breadth of Knox Central and while achieving a high level of pedestrian amenity and sense of place. Street wall heights are provided for Burwood Highway, to facilitate a strong and consistent built form character for this key road.*

The Structure Plan notes that both the building heights and setbacks are discretionary to provide guidance for Council to assist in its decision making.

The DDO13 preferred building heights are consistent with the indicative building heights in the Structure Plan. Table 1 provides a summary of the range of post exhibition DDO13 preferred building heights and setbacks for each precinct.

Table 1 Modified post exhibition DDO13 building heights and setbacks

Precinct	Building height (m)	Front setback (where required)	Proposed street setback (where required)
Burwood Highway South, Mixed Use	12-34	12m, 4 storey street wall height	
Civic/Community	20	N/A	
Commercial Core	12-28	12m, 4 storey street wall height, active ground floor	
West of Melbourne Street			
Lewis Road Mixed Use	20-28	15m, 4 storey street wall height	6m along Lewis Road, active ground floor at Burwood Hwy corner
Lewis Road Industry	12-24	8m, 4 storey street wall height	Active ground floor at Burwood Hwy corner
Existing Residential	9-13.5		
Strategic redevelopment site	12-24	8m, 4 storey street wall height	

Open Space and Recreation	12
Education	12-28

Notes: GL: Ground Level

### (i) Issue

The issue is whether the built form provisions proposed by the Amendment are appropriate for the Activity Centre, implement the objectives of the Structure Plan and consistent with State policy and *Plan Melbourne 2017*.

### (ii) Submissions

A number of submissions raised concerns about the proposed extent of development within the Activity Centre. While the concerns were primarily focussed with development along Burwood Highway, there were submissions about the building heights proposed in several precincts. In general, these submissions argued that intensive development was out of character with Knox and was inappropriate in the Activity Centre.

Some submissions from Gateshead Drive residents requested specific changes, particularly in relation to areas identified as a 'sensitive residential interface' because it abuts part of the commercial core of the Activity Centre. In response Council agreed to amend the exhibited Structure Plan to designate the eastern section of Gateshead Drive, north west of Lewis Park as a sensitive residential interface.

The owners of the property at 1 Jackson Road Wantirna South submitted that the proposed 12 metre height for the site was inconsistent with the recently applied and amended Residential Growth Zone (RGZ) which has a height of 13.5 metres. Council informed the Panel that it supported this submission and the preferred height limit for properties in White, Jackson and Tyner Roads within the RGZ should be set at 13.5 metres. For similar reasons, Council submitted that the preferred height for the Wantirna Lea estate, which is in the General Residential Zone (GRZ), should be increased from 8 to 9 metres.

Council submitted that the building heights had been developed through the Structure Plan process which was informed by the background report and *Knox Central Views and Vistas Study 2016* study. The Structure Plan stipulated discretionary building heights and setbacks. The controls proposed in the DDO13 and in Clause 22.15 are, likewise, discretionary that can be varied with a permit, if justified.

With respect to building setbacks, Council advised its position:

*... that these requirements remain unchanged (with the continued ability for Council to consider a request to vary them via a permit). This is to support the delivery of a consistent and well-defined urban corridor, characterised by landscaping along Burwood Highway.*

### (iii) Discussion

The Activity Centre has long been identified in State and local policy as an Activity Centre where growth should be encouraged. The built form proposals in the Structure Plan represent a marked increase in building height from those contained in the KCUDF.

Council has identified the Activity Centre as the focus for growth and the intensification of activities within its municipality. As a result, much of the remainder of the municipality is likely to retain its lower density character as it will not be the major focus for growth. In this respect, Council has demonstrated leadership in identifying the Activity Centre as the clear focus for significant growth and in preparing the Amendment to facilitate that change and growth.

The proposed heights have origin in the *Knox Central Views and Vistas Study 2016* which identified the Dandenong Ranges as “a valued characteristic of the City of Knox’s image and identity”. The methodology for the study was explained as follows:

*This document assesses the potential impact of future built form within the Knox Central Activity Centre, from key vantage points to determine preferred maximum building heights that will not erode or undermine the publicly accessible views and vistas towards and of the Dandenong Ranges.*

The study included recommendations for preferred building heights which were largely adopted in the Structure Plan. As part of its site inspections, the Panel extensively reviewed and walked the areas where submissions were made about the potential impacts of heights and loss of views to the Dandenong Ranges. It found that even with increased height, there would be little impact on existing residents. The increase in height along Burwood Highway and High Street Road meets high level policy objectives and is a worthy outcome and in the context of the Activity Centre and adjacent landholdings, would have minimal impact in this regard.

The Panel is satisfied that this is an appropriate basis from which to establish preferred building heights. A critical consideration is that the recommended heights are discretionary and may be varied, subject to meeting design objectives, building design requirements and the decision guidelines. The Built Form Framework in the Structure Plan importantly, provides guidance as to the circumstances in which a variation to the preferred heights could be reasonably considered.

The building setback requirements result from the urban design analysis undertaken as part of the *Burwood Highway Design Guidelines 2016*. The key recommendations of this study were:

- *A heightened sense of address to the Knox Central Activity Centre and surrounds through consistency and high quality architectural forms*
- *Increased density through the introduction of a 6 storey prevailing building scale along Burwood Highway with recessive upper levels and punctuations of higher forms at corners/key sites and building height stepped-down to the rear to protect sensitive interfaces*
- *A green boulevard with the landscape character reflected in the public and private spaces where appropriate*
- *Frontages configured to orient development towards Burwood Highway and provide activation and surveillance of the street.*

These recommendations have been largely incorporated into the Structure Plan and inform the built form design objectives and design response.

The Panel is satisfied that the built form provisions in the Structure Plan are consistent with the requirements of PPN58 and will assist in influencing and facilitating change, as well as intensifying activity within the Activity Centre. Implementation of these provisions through DDO13 and DPO2 is discussed in more detail in the following chapters.

Council proposed a number of changes to the exhibited Structure Plan following the consideration of submissions. These changes are listed in Document 10 (which was submitted at the Panel Hearing) and given effect in Document 15. These changes represent the outcomes of further discussion between Council and submitters and are generally supported by the Panel.

#### **(iv) Conclusions and recommendations**

The Panel concludes:

- the Structure Plan provides an appropriate strategic basis for the built form controls proposed in Amendment C149
- the changes to the exhibited Structure Plan are reasonable and appropriate
- the revised Structure Plan (Document 15) should be approved in place of the exhibited document.

The Panel recommends:

- replace the exhibited *Knox Central Structure Plan 2016* with the revised *Knox Central Structure Plan 2017* (Document 15) subject to further modifications.

### **3.2 Design and Development Overlay Schedule 13**

#### **(i) Issue**

The issue is whether the provisions of DDO13 are appropriate to guide future development opportunities in the Activity Centre and given that Council has proposed all height and setbacks are to be preferred, whether the correct terminology is 'must' or 'should' in the control provisions.

#### **(ii) Submissions**

A number of submissions observed that the built form controls in the Structure Plan were discretionary. However, the wording of the exhibited DDO13 used the word 'must' when specifying preferred building heights, setbacks and other provisions. Some of these submissions requested that the word 'must' be replaced with 'should' to ensure it was clear that the heights and other requirements were discretionary.

Council's submission contained a considered analysis of the relationship between the DDO and the Schedule, which concluded that the use of the word 'must' was appropriate in establishing a discretionary control. Nevertheless, it was ultimately Council's recommendation that the word 'must' be replaced with 'should'.

The Panel raised this issue at the Hearing and invited the Council to respond. The Council informed the Panel that it maintained its revised position of using 'should' in referring to building height controls in the DDO13.



Villa Maria submitted that the drafting of the DDO13 controls was confusing. It advised its site has a current planning permit which allows a height of 26.3 metres which is at variance to the 24 metre height proposed in the Amendment. In response to concerns about the DDO13 provisions, the Council advised the Panel that:

*Following a review of section 2.0 Buildings & works Council has adopted some additional changes to the 'building design requirements — all precincts'. These changes were recommended as a number of these requirements are best managed via the relevant design objective, the requirement is not appropriate across all precincts, or the requirement needed to be modified.*

The Council submitted that the following requirements should be deleted from DDO13:

- *Balconies and ground level windows must be provided overlooking the street, driveways*
- *Car parking must be underground or concealed so that it is integrated into the overall built form.*

The Council further recommended the replacement of 'must' with 'should' in the following requirement:

*Buildings should avoid large, unbroken expanses of walls to the public realm or oblique side views.*

At the Hearing, Council provided the Panel with a revised version of the DDO13 (Document 19) which incorporated the relevant Council changes. This was followed by Council's final position expressed on the overlay through Document 38 and included as Appendix D.

### **(iii) Discussion**

The Panel notes that the recommended replacement of 'must' with 'should' applied only to the height and setback controls. However, the word 'must' is used in several instances in the DDO13 other than when dealing with heights and setbacks. For example, under Building design requirements – all precincts, one of the provisions states:

- *A building on a corner site must actively address both frontages at street level.*

Nevertheless, whether the proposed requirements of the DDO13 should be discretionary is not at issue. The Structure Plan and Amendment documents nominated the controls as discretionary. Council has supported this approach. The question is then whether the appropriate word for the controls in DDO13 is 'must' or 'should'.

Council referred to this in its Part B submission where it stated:

*As was recently discussed at the Panel hearing for Knox Planning Scheme Amendment C141 Clause 43.02-2 specifies that a permit may be granted to construct a building or to carry out works which are not in accordance with any design and development requirement unless the schedule to this zone specifies otherwise. It is the use of these underlined words that creates a mandatory provision, not the creation of the requirement. The often-used words that create the mandatory requirement are 'a permit cannot be granted to vary this requirement'.*

*The use of the word 'must' of itself does not create mandatory provisions in a schedule. It only creates the requirement.*

*Council submits that this form of drafting, by using the word 'must', is necessary in order to create a requirement in the schedule. Alternative forms of drafting, such as replacing the word 'must' with the word 'should' (which is often suggested), would change the nature of the provision from a requirement to merely something that is a consideration. A matter that 'should' be done is not a requirement — it is more of a consideration or a guideline. As a permit is required to vary any requirement, it is important that compliance with the 'requirement' is generally ascertainable.*

The Panel understands this view. If the word 'must' was replaced with 'should', as recommended by Council and other submitters, the concern may well be that a permit cannot be granted to vary a preferred height requirement in Schedule 13, because there is no requirement. This outcome would be contrary to the intent of the Structure Plan, the controls, the Council and the Panel. In addition, there is the question whether the use of 'should' instead of 'must' ought to be applied elsewhere in the DDO13 and not only to heights and setbacks.

However, the intent of the Amendment, the Structure Plan and indeed of the Council's recommended change is that the preferred heights should be discretionary. The Panel accepts and agrees with this position. It is a position supported by PPN59 and PPN60, both of which recommend the use of discretionary height and setback controls in activity centres. PPN60 states:

*The application of discretionary controls, combined with clear design objectives is the preferred form of height and setback controls.*

The Panel is mindful of the *Ministerial Direction on the Form and Content of Planning Schemes* which directs that planning schemes and amendments must be written in plain English. The document *Using Victoria's Planning System 2015* considers plain English in chapter 9 and states:

*Criteria or standards are expressed using 'should' where they are not mandatory and 'must' where they are.*

As a consequence, the Panel accepts that the word 'should' ought to be used in the requirements of the DDO13. For consistency, all occurrences of the word 'must' in the DDO13 ought to be replaced by 'should'.

Nevertheless, there appears to be some confusion over the proper use of 'should' and 'must' in the DDO and this is a matter that is best resolved with the assistance of DELWP. If DELWP advises that the word 'must' needs to be used to create a requirement that can be varied by a permit in a DDO Schedule, then 'must' ought to replace 'should' in Document 38, otherwise 'should' remains the appropriate word.

The Panel accepts the other changes to the DDO13 proposed by Council as a clarification of the controls. The Panel notes that the heights proposed for the Villa Maria site are discretionary and consequently the permit that has been granted is not inconsistent with the Amendment and what it is seeking to achieve.

#### **(iv) Conclusions and recommendations**

The Panel concludes:

- the revised DDO13 (Document 38) is an appropriate control and effectively implements the provisions of the Structure Plan
- the use of the word 'should' is appropriate and provides the ability for Council to issue a permit to vary the DDO13 requirements, unless Council is advised otherwise by DELWP
- the use of the either 'should' or 'must' if advised by DELWP ought be applied consistently throughout the DDO13.

The Panel recommends:

- replace the exhibited Design and Development Overlay Schedule 13 with the revised Design and Development Overlay Schedule 13 (Document 38 and Appendix D)
- replace the word 'must' with 'should' to ensure that it is clear that it is a discretionary control.

### **3.3 Development Plan Overlay Schedule 2**

The issue is whether the provisions of the DPO2 are appropriate. However, this is dealt with more extensively in Chapter 5.3, as it principally relates to the application of both the DPO2 and the DDO13 over the Westfield land in the commercial core.

The Panel recommends:

- Replace the exhibited DPO2 with the revised DPO2 (Document 38 and Appendix E).

### **3.4 Local Policy**

#### **(i) Issue**

The issue is whether the proposed changes to the local policy at Clauses 21.09 and the new 22.15 are appropriate. The Amendment:

- replaces references in the MSS to the KCUDF with the *Knox Central Structure Plan 2016*
- includes the *Knox Central Structure Plan 2016* as a reference document in Clause 21.09
- replaces Clause 22.04 Knox Central Principal Activity Centre Local Policy with Clause 22.15 Knox Central Activity Centre Local Policy.

#### **(ii) Submissions**

Council advised that Amendment C150, which was its recent review of the MSS, proposed to "*substantially restructure and update existing local content*". However, Amendment C150 does not "*remove any key policy directions*". As mentioned, Amendment C150 was adopted by Council on 22 May 2017 and forwarded to the Minister for Planning for approval.

Council advised that Amendment C150 consolidated area based local policies into a new clause. The policies were not reviewed and the consolidation was policy neutral. The

Council submitted that “... *the relevant content from Amendment C149 will need to be 'translated' into the new MSS structure proposed as part of Amendment C150*”.

Council provided the Panel with a copy of the translated local policy content of Amendment C149 into the format of Amendment C150.

### **(iii) Discussion**

Some submissions raised site specific issues with the content of the exhibited Clause 22.15 (further discussed Chapter 5, which deals with specific sites). That aside, the Panel acknowledges the importance of local policy in providing direction for the discretion provided in the relevant zones and overlays.

In the Panel’s view, the proposed changes to the local policy have a sound basis in the Structure Plan. Clause 22.15 incorporates some of the provisions and recommendations of the Structure Plan, which is included as a reference document.

The Panel supports that the drafting of the local policy should follow the format developed in Amendment C150. However, that can only occur once Amendment C150 has been approved and incorporated into the Knox Planning Scheme. There may be consequential changes to the local policy provisions as a result of the resolution of Amendment C150.

Post exhibition and in response to changes made to the DPO during the course of the Hearing, Council proposed further amendments to Clause 22.15. Subject to the discussion and conclusions in Chapter 5 these changes are acceptable and have been incorporated into the version submitted to the Panel as Document 34, and then updated as Document 38.

### **(iv) Conclusions and recommendations**

The Panel concludes:

- subject to the changes discussed in Chapter 5, the proposed local policy changes in Amendment C149 are appropriate and should be adopted
- the revised Clause 22.15 (Document 38) is an appropriate control and effectively implements the provisions of the Structure Plan.

The Panel recommends:

- replace the exhibited Clause 22.15 with the revised Clause 22.15 (Document 38 and Appendix F).

## **3.5 Rezoning proposals**

### **(i) Issue**

The issue is whether the proposed rezonings are appropriate.

Amendment C149 proposes to:

- rezone land on the western side of Lewis Road, between Bridgewood Court to the north and Burwood Highway to the south from Industrial 1 Zone to Mixed Use Zone
- rezone the following land from Priority Development Zone to Mixed Use Zone:
  - 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.

## **(ii) Submissions**

Four submissions were received which supported the proposed rezoning of the land on the west side of Lewis Road to Mixed Use Zone. The Structure Plan identified this rezoning as one of the strategies to establish Knox Central as a focal point for activity.

The Council acknowledged that the transition from an industrial to mixed use precinct will require careful management.

With respect to the deletion of the Priority Development Zone, St Andrews Christian College submitted that the proposals for the 'Rembrandts Triangle' were not inconsistent with the use of their land. Council advised that a meeting had been held with St Andrews to explain the operation of the proposed controls.

## **(iii) Discussion**

With respect to the Lewis Road Precinct, the Structure Plan states:

*The Lewis Road mixed use area will see a transition from the existing industrial character to a mixed use precinct, characterised by high density residential development with vibrant commercial premises at ground floor.*

In the Panel's view, the proposed rezoning will facilitate the transition envisaged. In addition, the inclusion of the Environmental Audit Overlay is an appropriate precautionary measure to ensure the former industrial land west of Lewis Road is in a suitable condition to accommodate mixed uses.

The Panel considers the Mixed Use Zone for both the Lewis Road and sites south of Burwood Road provides the flexibility appropriate for an Activity Centre, it encourages residential development and allows for some commercial uses where appropriate.

Further, the Panel accepts that the Priority Development Zone is now somewhat redundant and the Mixed Use Zone provides for a wider range of uses that will be compatible with the strategic vision for the Activity Centre.

## **(iv) Conclusions**

The Panel concludes:

- the proposed rezonings are appropriate.

## **3.6 Structure Plan**

### **(i) Issue**

The issue is whether the Structure Plan is consistent with PPN58.

**(ii) Submissions**

Council submitted that the broad directions of the KCUDF were sound, the Structure Plan built on these directions and refined others to achieve the *Vision and Objectives for the Activity Centre*.

Council added that the Structure Plan provided the basis for Amendment C149 to implement the objectives and strategies of the Structure Plan through the application of local policy, zones and overlays.

**(iii) Discussion**

As Council submitted, the Structure Plan establishes the basis for Amendment C149. PPN58 provides guidance for councils on the development of structure plans, as well as the reasons for preparing a structure plan.

The background to the preparation of the Structure Plan is adequately outlined in the Council's Part A submission (Document 3). The Panel is satisfied that the preparation and development of the Structure Plan is consistent with PPN58 except for the definition of the Activity Centre boundary. As noted in Chapter 4.1, identification of the boundary was not detailed as part of the Structure Plan.

Once Council has reviewed the Panel report and finalised its position, it should review the Structure Plan to ensure it is consistent with the final outcomes of this process. The Panel has not undertaken a word by word detailed review of the Structure Plan, nor should it, but it will need to be reviewed and updated to ensure it supports and is supported by, the final form of the planning scheme provisions. The Panel notes that given the very large geographic area of the Structure Plan and its surrounds, there were very few submissions that questioned the veracity of the Structure Plan process and the key outcomes. Council is to be commended on this.

**(iv) Conclusions and recommendations**

The Panel concludes:

- subject to the more specific recommendations later in this report, the Knox Central Structure Plan is consistent with the provisions of PPN58.

The Panel recommends:

- review all aspects of the Structure Plan and Amendment documents, including the Design and Development Overlay Schedule 13 and Development Plan Overlay Schedule 2 and Clause 22.15 to ensure a high level of consistency once the recommendations are reconciled.

## 4 Threshold issues

### 4.1 Activity Centre boundaries

#### (i) Issue

The issue is whether the boundaries identified in the Structure Plan are appropriate and whether the boundary should be amended to include additional sites.

PPN58 provides criteria for considering the potential location of an activity centre boundary and for setting a boundary.

#### (ii) Submissions

Submissions from the following parties sought changes to the identified Activity Centre boundary:

- Stockland
- Knox City Tennis Club
- Professor Yoland Lim Health Care
- Barry Chi Tang.

#### ***Stockland***

Through its original submission, Stockland sought a change to the Activity Centre boundary to include two of its retirement village sites, these being Knox Village at 466 Burwood Highway Wantirna South and Wantirna Village at 2 Old Stud Road, Wantirna South. Stockland submitted that:

*... there is strong policy and guidance support for the inclusion of both retirement villages, in their entirety, within the Activity Centre boundary and subject to the new controls proposed under Amendment C149.*

At the Hearing, Stockland advised the Panel that it no longer wished to pursue the inclusion of Wantirna Village within the boundary of the Activity Centre.

Council submitted that following the exhibition of the Amendment and as a result of further discussion with Stockland, agreement had been reached to include the Knox Village site in the Activity Centre and to include the site within DDO13 with the preferred heights as proposed by Stockland. These height controls being:

- 18 metre preferred building height in the core of the site and at the eastern interface
- 12 metre preferred building height along the western and southern residential interfaces.

Stockland submitted that the building heights were appropriate because:

- *The proposed building heights conservatively draw on the building heights applied to other large development sites to the south of Burwood Road, which include heights of up to 28m.*
- *The site is large, and in the context of high density development, can accommodate higher built form centrally within the site.*

- *Lower heights of 12m are nominated to site residential interfaces, consistent with the approach set out the Housing Strategy (paragraph 21 of this submission). This creates an appropriate transition down in height in order to provide appropriate amenity for adjacent sites. Further, the height is in order of the building heights indicated under the Residential Growth Zone (RGZ1), that is 13.5m.*

Council submitted that the southern boundary of the Knox Village site should be annotated as a ‘sensitive residential interface’.

Stockland submitted that the inclusion of the Knox Village was strategically justified because it was consistent with PPN58 because the site was:

- highly walkable and located at the heart of the Activity Centre
- a strategic redevelopment site
- a contribution to land supply for long term housing needs.

Stockland added that the use of the word ‘must’ in the setback and street wall height controls in the DDO13 meant that the requirements were mandatory. This was at odds with the Structure Plan which envisioned discretionary controls. This issue is discussed in Chapter 3.2.

Stockland questioned whether the ground floor level active frontage requirements in the Burwood Highway South Mixed Use precinct of Clause 22.15 could be achieved with a retirement village as exists on the site.

Council in response, submitted that it did not support any change to the proposed Vision Statement in Clause 22.15-3 for the Burwood Highway South Mixed Use precinct and argued:

*It is not the expectation that every site will provide a mix of uses — rather the precinct as a whole.*

Council added that the Vision Statement for the precinct, particularly the last sentence adequately dealt with sites such as Wantirna Village.

### ***Knox City Tennis Club***

The Knox City Tennis Club sought to be included within the Activity Centre. The site is on Council owned land and Council advised the Panel that following exhibition, it had agreed to this submission.

### ***Professor Yoland Lim Health Care***

Dr Lim, on behalf of Professor Yoland Lim Health Care, the owner of 309 Stud Road, Wantirna South, submitted that this property should be included in the Activity Centre. Dr Lim added that the practice had attracted local and international visitors and tourists. The submission noted that the site is “*directly adjacent*” to the proposed Activity Centre and holds a “*prominent position on Stud Road*”.

Council advised that it did not support the inclusion of the site in the Activity Centre and informed the Panel that the site was included as an ‘Activity Area’ as part of the 2015 Knox Housing Strategy. Council added:



*The current planning scheme and the Knox Housing Strategy provide clear guidance for the future of this site. The site is located within a Residential Growth Zone and has considerable development potential.*

**Barry Chi Tang**

Mr Tang submitted that the Activity Centre should be increased in area to reduce the density and intensity of traffic and congestion within the Centre. Mr Tang did not recommend a size or area he considered appropriate to deal with this issue.

Council submitted that it did not support changes to the Activity Centre boundary to manage traffic and congestion.

**(iii) Discussion**

In its opening on Day 1 of the Hearing, the Panel sought clarification on how the boundaries of the Structure Plan area were defined.

The Structure Plan does not contain any discussion on how the Activity Centre boundary was derived. The Knox Central Activity Centre boundary, while not defined in the Structure Plan, is included in Clause 22.15 and Figure 1 of DDO13. The Structure Plan refers to the KCUDF which provided “*high level directions for the activity centre for the past 10 years*”. The exhibited Structure Plan adopts the Activity Centre boundary used in the KCUDF which describes Knox Central as including:

- *Knox City/ Knox Ozone Shopping Centre*
- *City of Knox Municipal Offices, Library and Operations Centre*
- *Lewis Park and the Blind Creek Reserve*
- *Institute of Horticultural Development (IHD), Knoxfield Campus*
- *Fairhills High School*
- *Rembrandts Entertainment Complex*
- *Swinburne University of Technology, Wantirna Campus*
- *Villa Maria Society*
- *Broad areas of commercial, industrial and other uses.*

It adds that:

*The boundaries of the area are somewhat flexible. They are provided as a guide to define a core ‘area of interest’ around key commercial, civic and recreational facilities.*

The KCUDF was adopted in 2005 and PPN58 was published in June 2015. The Practice Note has introduced more rigour into the process of setting an activity centre boundary. The development of the Activity Centre boundary precedes PPN58 by a considerable time as it was effectively identified before the development of PPN58.

Nevertheless, the Panel is satisfied that the Activity Centre boundary as shown in the Structure Plan and through Clause 22.15 and DDO13 and defined in the KCUDF satisfies the criteria set out in PPN58. As a result, the Activity Centre area is large and contains the essential elements identified in PPN58 which include:

- sufficient commercial land for a 30-year horizon

- residential areas
- key public land uses
- public open space areas.

### ***Stockland***

The Knox Village is a large site in single ownership and part of the site is included in the Activity Centre. In the Panel's view, it makes sense to include the whole site within the Activity Centre because of its proximity to the commercial core. The current use and any future development of the site would have a strong functional relationship with the Activity Centre.

The proposed vision for Burwood Highway South Mixed Use Precinct provides policy guidance for the future development of the precinct. The Panel supports the Council's submission that the last sentence of that Vision provides sufficient flexibility to deal with a variety of circumstances including active frontages. In the Panel's opinion, no further change is needed.

### ***Knox City Tennis Club***

The Knox City Tennis Club abuts Lewis Park and has a strong functional relationship to that open space complex. In the Panel's opinion, this is a logical inclusion.

### ***Professor Yoland Lim Health Care***

The Panel does not see any justification for the inclusion of the property at 309 Stud Road, Wantirna South within the Activity Centre. The site is part of the strip along Stud Road designated as an Activity Area in the Knox Housing Strategy which encourages more intensive forms of residential development.

### ***Barry Chi Tang***

There is no justification to expand the boundary beyond what is identified in the Structure Plan, which, as the Panel has previously commented on, is already very extensive.

## **(iv) Conclusions**

The Panel concludes:

- the Activity Centre boundary is appropriate, subject to the inclusion of Knox Village and Knox City Tennis Club
- DDO13 should apply to the Knox Village and the Knox City Tennis Club
- the proposed 18 metre preferred height for Knox Village is appropriate with southern and western boundaries of the Knox Village being notated as 'Sensitive Residential Interface' with a 12 metre preferred height as shown in Figure 2 of the revised DDO13 (Document 38)
- no further changes to the Activity Centre boundary are supported
- these changes have been incorporated in DDO13 (Document 38), Clause 22.15 (Document 38) and the revised Structure Plan (Document 15).

## 4.2 Transport

### (i) Issue

The issue is whether the objectives, strategies and actions in the Structure Plan are an appropriate response to the likely transport needs and related issues in and for the Activity Centre.

### (ii) Submissions

Some submissions expressed concern that development of the Activity Centre would result in increased traffic and congestion and parking pressure.

Council submitted that the *Knox Central Integrated Transport Study 2016* (the Integrated Transport Study) was commissioned to understand the potential traffic and parking impacts in Knox Central. Council advised that the Integrated Transport Study concluded that there is considerable provision for on and off-street parking. It recommended that parking provision for new development should be in accordance with statutory requirements. The Integrated Transport Study further concluded that there is a need to improve pedestrian and cyclist safety, as well as the introduction of new road links.

DEDJTR - Transport expressed concern that Public Transport Victoria (PTV) and VicRoads were not involved in the preparation of the Integrated Transport Study and there was no agreement on the methodology and assumptions of the study. Concern was expressed how the transport infrastructure would be funded. Under these circumstances, DEDJTR submitted that the Amendment was premature.

Council advised that it met with PTV and VicRoads to address the concerns expressed and, as a result, made the following changes to the Structure Plan:

- *Updated the actions in objectives 5 and 6 to:*
  - *Place greater emphasis on the municipal Integrated Transport Plan*
  - *Remove the actions already contained in the Integrated Transport Plan*
- *Changing 'lobby' to 'advocate'*
- *Being clear that Council would continue to liaise with VicRoads.*

Council added that it had commenced work on a municipal wide Development Contributions Plan expected to be implemented in 2017/2018.

Council informed the Panel that as a result, two supplementary submissions were received from VicRoads which proposed minor revisions and additions to DPO2 including:

- *a requirement for a Transport Impact Assessment report that assesses the development impact on the arterial road network*
- *a requirement for a future development plan to provide details of vehicular and pedestrian access, the development impact on the surrounding road network and how the impact will be mitigated.*

Council recommended inclusion of these changes in DPO2. Council further proposed a change in the objective dealing with the tram reserve in Objective 5 of Clause 22.15 to read:

*Support the development of a future tram reserve Burwood Highway.*

This change was included in the revised Clause 22.15 (Document 38). The Panel notes that any future tram reservation is not part of consideration of this Amendment.

### **(iii) Discussion**

The changes to the Structure Plan were incorporated by Council into Document 15. The Panel accepts these changes as proposed by VicRoads and agreed by Council, are appropriate in dealing with the issues raised in the submissions.

For similar reasons, the Panel supports the changes recommended to Clause 22.15 (Document 38) as well as DPO2 (Document 38), noting there is further discussion of the DPO in Chapter 5.3. The Panel notes that the second dot point recommended by VicRoads and agreed by Council was not included in this revision.

The Panel understands Council's desire to provide for a future tram link to the Activity Centre and notes that this issue and the route is yet to be resolved.

Notwithstanding, the Panel has some concerns about the proposed short and long term road links shown on Figure 10 of the Structure Plan. In the Panel's view, Council does not appear to have a clear vision or program for achieving either of these two links. The Panel's concern is that in the absence of a definitive program for implementing these links, the opportunity may be lost. The Panel acknowledges that Council is in the process of developing a municipal wide Development Contributions Plan. However, the projects that can be included in a Development Contributions Plan require definition and detail. From this perspective, Council needs to undertake more work to develop a program of acquiring and developing these two links.

### **(iv) Conclusions**

The Panel concludes:

- the changes proposed to the Structure Plan, DPO2 and Clause 22.15 are appropriate
- more work is needed on how Council will identify and acquire short and long term road links shown on Figure 10 of the Structure Plan
- while it is not a matter before the Panel, any opportunity to increase public transport in the Activity Centre should be rigorously pursued
- there be a new requirement to provide details of vehicular and pedestrian access, the development impact on the surrounding road network and how the impact will be mitigated in Clause 3 of the revised DPO2.

## 5 Site specific issues

Submissions were received about site specific issues that require resolution through this Amendment process, these being:

- strategic development site at Knoxfield
- Scoresby Road, Boronia
- Scentre Group/Westfield
- Hillsong Church/Grange Developments.

### 5.1 Strategic development site – 609-621 Burwood Highway, Knoxfield

#### (i) Issue

The issue is the level of planning control through this Amendment that should apply to the strategic development site at 609-621 Burwood Highway, Knoxfield.

#### (ii) Submissions

The area referred to as the strategic development site is located on the north west corner of the Burwood Highway and Scoresby Road and is known as 609-621 Burwood Highway, Knoxfield. The offices of DELWP abut this site to the west and these two parcels of land were previously used as the Institute of Horticultural Development under DELWP and its predecessors. The site extends to the Blind Creek corridor in the north and includes a large dam adjacent to the creek. Development Victoria (formerly Places Victoria) advised that it is the “*intending purchaser*” of the land.

Council submitted that it supported development of the site because it had previously been identified as a ‘*strategic development site*’ in the *Knox Housing Strategy 2015*. Amendment C149 does not propose to rezone the site as this will be undertaken through the Fast Track Government Land Service (FTGLS) process. Council took the view that the Structure Plan should provide the basis for its submission to and consideration by the FTGLS and submitted its revised position:

*... is for the section in the Structure Plan that considers this site include the Objectives, Strategies and Actions that specifically relate to the development of this site. This will provide a consolidated point of reference for Council's position on this site.*

Figure 14 of the exhibited Structure Plan contained a masterplan for future development of the site. Council advised that the post exhibition changes proposed to the Structure Plan renumbered Figure 14 to Figure 23 and removed the residential designation on the eastern boundary of the site, abutting the Wantirna Lea Estate and the on-site dam.

Council advised that over half the submissions received to this Amendment related to the dam located at the northern end of the site, with others concerned about new residential development abutting Wantirna Lea.

After the submission period, Council commissioned a preliminary ecological assessment of the floodplain and associated dam within the site. Council advised that the exhibited Structure Plan supported retention of the dam. However, as a result of the work undertaken

by Council and further internal consultation, Council revised its position to seek an outcome that retained the ecological values of the waterbody without stipulating a method to achieve this end. Council advised its amended opinion is that the following provision in the exhibited Clause 22.15 Objective 4:

*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.*

be replaced with:

*Development of the Strategic Development Site must:*

- include retention of the biological values of the existing water body*
- facilitate integrated water management*
- provide a high level of neighbourhood amenity.*

Development Victoria made a submission and supported the high-level objectives of the site for development of the land as a high amenity, medium density neighbourhood.

Development Victoria informed the Panel of its intention to purchase the land from the Department of Treasury and Finance, the authority for the sale of surplus government land in Victoria. It agreed with Council that the land is proposed to be considered for rezoning through proposed Amendment C160.

Development Victoria raised concerns that aspects of the Amendment were premature and ad hoc and these could be remedied by changes to the exhibited documents. Development Victoria noted that a number of studies had identified the site's potential for future development, including:

- *Knox Central Urban Design Framework 2005*
- *Knox Central Views and Vistas Study 2016*
- *Burwood Highway Design Guidelines 2016*
- *Knox Housing Strategy 2015*
- *Knox Central: Land Use, Economic & Property Analysis 2015, updated 2016*
- *Key Issues Background Report: Knox Central Structure Plan 2016.*

It argued that more detailed work was required to develop a stormwater management strategy for the subject land and its catchment, as well as an assessment of the structural capacity and function of the dam in flood mitigation and water storage. In support of this view, Development Victoria provided four preliminary assessments that had been commissioned for the land, including biodiversity, traffic impact, geotechnical and engineering reviews. The Panel has not reviewed these documents in any detail.

Development Victoria submitted that this work and other studies will form the basis of the future development of the strategic development site to fully exploit the opportunities of the site and to manage the constraints.

Development Victoria concluded that the reference to retention of the existing dam in Clause 22.15-4 was premature and it should be removed. Likewise, it argued the masterplan included in the exhibited Structure Plan at Figure 14 (which would become a reference

document), should be removed. Development Victoria added that it did not have input into preparing this exhibited masterplan, nor was it not sanctioned or approved by its organisation. It argued that the masterplan was already subject to ad hoc changes, as evidenced by the alterations adopted by Council post exhibition.

Development Victoria outlined the issues associated with maintaining the dam on site, noting that *“better environmental outcomes could be achieved through the removal of this dam and construction of water bird habitat in the adjacent areas”*.

The majority of submissions for this Amendment were received from Friends of Lake Knox Sanctuary (FOLKS) as well as individual submissions that raised concerns about future development of this site. The submissions primarily raised concern about the future of the waterbody on this site and any proposed development adjacent to the Wantirna Lea estate on its eastern abuttal.

The FOLKS submission outlined five areas of concern:

- *site is of Biological significance – development will damage fragile habitat for fauna and flora*
- *water inundation and flood retarding issues*
- *lack of adequate environmental buffer zone*
- *increased traffic without adequate public and alternative transport options*
- *inconsistent with Knox Council’s own C149 Plan and earlier 2004 Future plan for Knox Central Urban Design Framework to improve biodiversity, and associated environmental benefits.*

Dr Glazebrook on behalf of FOLKS outlined the group’s 2030 vision for a ‘Lake Knox Sanctuary’, the name of the dam conceived by the local interested community (but not sanctioned by the owners of the land). Dr Glazebrook submitted that the dam provided *“a rare opportunity for people and nature to live in harmony”*. He added that the dam was an unpolished gem that could provide habitat and a place for families as well as education. He opined this vision had extensive community support in that almost every household in Wantirna Lea was party to the overarching submission as well as a petition.

Melbourne Water advised that Blind Creek provides an important stormwater function and offered support for the objectives of the Structure Plan. With respect to the strategic development site, the submission of Melbourne Water informed the Panel that the northern end of the property would be subject to flooding in a 1 in 100-year event. The submission concluded that:

*Melbourne Water would require submission of 2-Dimensional Tuflow modelling demonstrating no impact on the Blind Creek floodplain; as well as the submission of volume calculation showing no loss of floodplain storage. Melbourne Water cannot make a considered assessment of the masterplan layout without the submission of this information.*

DELWP submitted that the dotted line designated as a *“... line of entry”* on the masterplan was not supported because the land was to be retained by it. In addition, a strand of large trees on the boundary within the Development Victoria site should be protected and that building heights should be restricted to maintain views. Council provided further

correspondence from DELWP (Document 13) which clarified that DELWP requested that the protection of the trees be “*considered as part of any future development*”.

### **(iii) Discussion**

As part of its inspections, the Panel visited the subject land and its surrounds, walked through the site from the DELWP facility and around parts of the dam. The Panel noted the extensive fencing around the site and that the site including the dam, did not allow for any public access.

There is no dispute amongst the parties or the Panel that the site at 609-621 Burwood Highway, Knoxfield is appropriately designated as a strategic development site. The land has been identified for several years as a development site and this has been acknowledged in many studies and documents, including the KCUDF and the *Knox Housing Strategy 2015*.

The Structure Plan, as exhibited, supports the retention of the water body. Objective 4 of Clause 22.15-4 as exhibited, requires retention of the dam as part of any development of the strategic redevelopment site to facilitate water management and reinforce its ecological and amenity values. Post exhibition, Council sought to change this provision to retention of biological values, facilitation of water management and provision of neighbourhood amenity. Council also sought to amend the exhibited masterplan in the Structure Plan to remove the residential designation abutting the Wantirna Lea Estate.

The Panel supports Development Victoria’s view that the inclusion of a masterplan in the Structure Plan is premature. As discussed, Council submitted a revised version of the Structure Plan (Version 5, 27 March 2017, Document 15). In the Panel’s opinion, the Structure Plan should provide broad guidance about the future development of the site, which Version 5 does in Objectives 2, 3 and 4 and Table 3. However, the inclusion of the masterplan for the strategic development site as Figure 23 in the revised Structure Plan is, in the Panel’s opinion, premature. This plan has not been informed by any of the detailed studies and background investigations necessary to underpin the development of the land (including from relevant authorities such as Melbourne Water) and it has not been authorised by Development Victoria.

This view is supported by the Melbourne Water submission which identified further work is needed before an assessment for the development of a masterplan could be made. In the Panel’s opinion, it is premature to require retention of a water body in an exact location in the absence of this work.

The Panel notes that the dam is on publicly owned land, but it does not have public access. Development Victoria made it clear that it intends to provide a water feature to provide for drainage of the site, as well as for amenity purposes. However, the work to assess the need for and the design and ultimate location of this water feature is yet to be undertaken.

Amendment C149 does not propose to rezone this site. This will occur through the proposed Amendment C160, which will take this matter forward through the FTGLS process. The Panel considers Amendment C160 could consider a Development Plan Overlay for the land and for similar reasons outlined in Chapter 5.3, it considers DDO13 should be removed from the land, with any subsequent DPO including the relevant provisions of DDO13.



The Panel acknowledges that Council wishes to provide strong direction for the future development of the site. However, the inclusion of a masterplan in the Structure Plan is premature and unnecessarily restrictive. This masterplan may represent the Council's adopted position, but it does not need to sit within the Structure Plan at this stage.

The protection of trees on the site is a matter best dealt with following a detailed assessment of the land. Development Victoria made the comment that if DELWP wished to retain the trees, it could have retained that part of the land holding. The background work for the Structure Plan has adequately addressed the issue of views in the Activity Centre.

The Panel agrees that the first dot point in the Strategies of Objective 4 in Clause 22.15-4 should be replaced and agrees with Development Victoria that the words "*include retention of the biological values of the existing water body*" lack sufficient direction to be useful.

#### **(iv) Conclusions and recommendations**

The Panel concludes:

- the strategic development site is an important opportunity to provide additional residential development in the Activity Centre
- the inclusion of a masterplan for the strategic redevelopment site at 609-621 Burwood Highway Knoxfield in the Structure Plan is premature and should be deleted, as well as all references to the masterplan in the Structure Plan
- the full extent of opportunities for development of this site will only be realised once all the planning and other studies have been undertaken
- the dam that currently acts as a drainage facility may need to be relocated in another location on site, once all the appropriate engineering assessments have been undertaken
- Clause 22.15-4 should be amended as proposed by Council, but with the removal of the first requirement.

The Panel recommends:

- delete Figure 23 and all references to Figure 23 and any proposed masterplan from the revised *Knox Central Structure Plan 2017*
- delete the first dot point "*include retention of the biological values of the existing water body*" under Strategies "*Development of the Strategic Development Site must:*" in Objective 4 of the revised Clause 22.15-4
- delete the application of Design and Development Overlay 13 from the land identified as the Strategic Development Site at 609 – 621 Burwood Highway, Knoxfield.

## **5.2 256 and 258 Scoresby Road, Boronia**

### **(i) Issue**

The issue is whether the proposed designation of the land at 256 and 258 Scoresby Road Boronia in the Open Space and Recreation Precinct and the built form provisions for these sites are appropriate.

**(ii) Evidence and submissions**

The property at 258 Scoresby Road is occupied by a large single storey gym, swimming pool and associated facilities with a large rear at-grade car park. The site at 256 Scoresby Road is occupied by the headquarters of the Eastern Football League which has a front at-grade carpark. Both properties have access from Scoresby Road only.

Council acknowledged that the two Scoresby Road sites were included in a Medium Density Residential Area with a low scale (1-2 storeys) built form in the KCUDF. The KCUDF in Figure 28 identified the land in a Special Use Zone Schedule 1, which was not proposed for potential rezoning.

However, Council argued development of the Structure Plan resulted in some departures from directions in the KCUDF. Council referred to the minutes of the Council meeting of 13 September 2016 which resolved to seek authorisation for Amendment C149 and stated, with respect to including these sites in the Open Space and Recreation Precinct, that:

*This departs from the guidance provided in the Knox Central Urban Design Framework in that residential development along the northern border of the Activity Centre would no longer be supported.*

Knox Central Development Pty Ltd (previously referred as the APBG Group) submitted that the inclusion of its land at 258 Scoresby Road as part of an Open Space and Recreation Precinct in the Structure Plan and Clause 22.15 was inconsistent with the underlying zoning and ownership of the land. In addition, it argued the provisions of the DDO13 require further clarity in that the preferred building heights are discretionary and can be exceeded.

It was the fundamental submission of Mr Canavan that Council did not provide any legitimate strategic basis to depart from the findings of the 2005 KCUDF and that the current proposal, was in effect, using policy to burden land with a defacto public use.

Mr Canavan noted that the relationship between his client's land and the abutting public open space, in particular the gardens and the vineyard is an asset, however the proximity to public open space is not a reason to override the reality of the land being in private ownership. He recommended that his clients land be identified as future residential and be designated as a second strategic development site in the Structure Plan and that the relationship of this land with the existing residential area across Blind Creek be acknowledged.

Mr McGurn was called by Knox Central Development as an expert in planning and stated that the inclusion of private land in an Open Space and Recreation Precinct was problematic and inappropriate. He added that the combination of the proposed policy and the existing Special Use Zone Schedule 1 would result in a highly restrictive planning framework and stated that:

*As a general principle, it is entirely reasonable for an Activity Centre to have an Open Space and Recreation "Precinct".*

*There is a fundamental change and restriction in the development opportunities for the subject land between the Knox Urban Design Framework*

*and the Structure Plan but a lack of detail regarding justification for this change.*

*It is unreasonable that private land holdings should be restricted to quasi-public purposes.*

In relation to the proposed 12 metre preferred height for the precinct, Mr McGurn stated that he could not *“find any specific justification to establish the height limit now proposed for the subject land”*.

Mr Sheppard was called by Knox Central Development as an expert in urban design and advised the Panel that he supported the objectives and requirements of DDO13. He contended there is scope for development on the site to exceed the 12 metre limit without impacting on nearby residences. He added that if growth is directed to the Activity Centre, it is important that such potential be identified in the DDO13. He added that the building height provision uses the word ‘must’ which ought to be replaced with ‘should’. He recommended that there should be:

*... clear guidance about the outcomes sought for the subject land (e.g.: include it within the 'Strategic Redevelopment Site' precinct).*

The Eastern Football League submitted that the Amendment would result in a local policy and planning framework that does not support any use in the Special Use Zone Schedule 1. The Eastern Football League is the owner of 256 Scoresby Road Boronia and uses the property as the administrative headquarters of the League, a use which it submitted, is inconsistent with the designation of the property in the Open Space and Recreation Precinct. The Eastern Football League added that there was no clear justification for the 12 metre height limit and that DDO13 should be clear that this a preferred and not mandatory requirement.

Following the original submission by Knox Central Development, Council acknowledged that that the Open Space and Recreation Precinct did not include a Precinct Vision Statement. It proposed that the following be included in the Structure Plan and Clause 22.15 to address this:

*This precinct will continue to provide significant open space and areas for recreation. This includes the provision of private facilities for sporting/leisure and recreation purposes.*

Council submitted that the two Scoresby Road sites were *“deliberately included”* within the Open Space and Recreation Precinct and stated the sites have:

*... a Special Use Zone that is consistent with the future and Council’s intended future use for this site. The purpose of the zone recognises the use of private facilities including community, sporting leisure, recreation, education and religious facilities, and the consideration of flood risk in future development (which also applies to this site).*

*The preferred height of 12m is considered appropriate for this site, within the Open Space and Recreation Precinct; it’s the preferred future land uses; and the context of this site - located on the edge of the Activity Centre, with*

*adjoining land uses being open space, community gardens and residential land within a 'Knox Neighbourhood setting'.*

### **(iii) Discussion**

One of the consistent themes in the evidence of Messrs McGurn and Sheppard and the submissions by Knox Central Development and the Eastern Football League was that the precinct designation and the proposed vision effectively limit privately owned land for public uses. The Eastern Football League argued that the existing use of the site by the Eastern Football League was not supported by the precinct designation or vision. This is of concern to the Panel.

The Panel accepts that over time, priorities in planning for activity centres will evolve and change. Consequently, it is reasonable that not all of the principles of the KCUDF would be translated into the Structure Plan, especially given that the KCUDF was prepared in 2005. In addition, the Panel notes that the area designated as Medium Density Residential in the KCUDF includes the Community Gardens which was recommended to be zoned to residential and is now proposed as part of the Open Space and Recreation Precinct. However, that land is owned by Council.

The Panel supports the submission of Knox Central Development that the basis for including these properties in the Open Space and Recreation Precinct appears to have originated from the *Knox Central: Land use, Economic & Property Analysis 2015* report which identified these two sites as “*public land and open space*” in the specific adjustments recommended in Table 17.

However, the Panel further notes that this report, in Figure 42, identifies these sites as locations suitable for residential development and that the population structure of Knox, and development of retirement and aged care facilities represent key market opportunities for Knox Central. It is understood by the Panel that application has been made by Knox Central Development for an aged care development on its land.

Amendment C149 has not proposed any changes to the zoning of the land from Special Use Zone Schedule 1, the purposes of which include:

- *To recognise the use of private facilities including community, sporting leisure, recreation, education and religious facilities.*
- *To ensure that flood risk is taken into consideration for use or development of facilities on or near land subject to flooding.*

The table of uses in Sections 1 and 2 allows a number of sport and recreation related uses in addition to some residential and other uses. However, the range is limited and any use not listed falls into Section 3, making it prohibited. The use of 258 Scoresby Road for a gymnasium would appear to be one for which a permit can be granted and consistent with the purpose of the zone. If the Panel accepts the Eastern Football League’s submission that the use of 256 Scoresby Road is not defined by any use in Clause 74, then it is likely that the use is prohibited and non-conforming.

The Open Space and Recreation Precinct also applies to nearby land, including the Community Gardens, the Blind Creek corridor and Lewis Park, all of which are in a Public Use Zone or Urban Floodway Zone and in public ownership. There is an extensive area and

corridor of open space in the Activity Centre which would be largely unaffected if these two lots were not to be included as part of the broader Open Space and Recreation Precinct. Through the submissions of Mr Canavan, the Panel requested a plan from Council showing land ownership in the Open Space and Recreation Precinct (Document 37). This plan confirms that apart from the land at 256 and 258 Scoresby Road, all other land in this precinct is in public ownership.

The two Scoresby Road properties and an area of passive open space, owned by Council, between Blind Creek and the Genesis site are in the Special Use Zone. In the Panel's view, there is a disconnect between the zones, land ownership and the proposed vision for the precinct.

For these reasons and, given the nature of the ownership and zoning of the land at 256 and 258 Scoresby Road, the Panel does not support the inclusion of these properties in the Open Space and Recreation Precinct. However, the Panel is of the opinion that, given the heights in the DDO13 are discretionary, the preferred height for the two Scoresby Road properties are appropriate as exhibited.

With regard to the request that the land be designated as a second strategic development site, the Panel is not in a position to accede to that. Such an outcome would be premature in the absence of supporting information and a full strategic review. However, given the proponent for this land indicated it was pursuing aged care accommodation, the Panel consider a designation of 'future residential' to be appropriate. Given that the adjacent Wantirna Lea Estate was formerly Special Use Zone and is now GRZ2, it may be appropriate for the privately owned land to be considered as RGZ for future planning purposes.

As a final comment, the Panel considers any development on these sites should be designed to take advantage of its location in an area that will be surrounded by generous open space. Any new buildings, which will be in an open garden setting, must be designed to integrate and be sympathetic to its surrounds, unlike the existing buildings on site.

#### **(iv) Conclusions and recommendations**

The Panel concludes:

- given the nature of the ownership and zoning of the land at 256 and 258 Scoresby Road Boronia, these properties should be excluded from the Open Space and Recreation Precinct
- the proposed vision statement for the Open Space and Recreation Precinct is appropriate on the basis that 256 and 258 Scoresby Road Boronia are not included in the precinct
- the preferred height of 12 metres for the two Scoresby Road properties is appropriate given the abutting General Residential Zone Schedule 5 to the north has a mandatory height of 9 metres.

The Panel recommends:

- amend Figures 2, 7, 8, 10, 13, 14 and 15 of the Knox Central Structure Plan and Figure 1 of Clause 22.15-6 to remove the privately owned land at 256 and 258 Scoresby Road Boronia from the *Open Space and Recreation Precinct* designation

- Delete the second sentence from the Precinct Vision Statement at Clause 22.15-3 (Open Space and Recreation) that reads “This includes the provision of private facilities for *sporting/leisure and recreation purposes*”.
- provide a new designation of “future residential uses” for the privately owned land at 256 and 258 Scoresby Road Boronia at Figures 2, 7, 8, 10, 13, 14 and 15 of the Knox Central Structure Plan and Figure 1 of Clause 22.15-6.
- delete the second sentence from the Precinct Vision Statement at Clause 22.15-3 (Open Space and Recreation) that reads “*This includes the provision of private facilities for sporting/leisure and recreation purposes*”.

### **5.3 Scentre Group/Westfield**

#### **(i) Issue**

The issue is whether both the revised DPO2 and the new DDO13 are appropriate controls for the land occupied by the Scentre Group for the Westfield land, which is wholly located in the Commercial Core Precinct.

#### **(ii) Evidence and submissions**

Currently there is an existing DPO2 for the site, this is proposed to be amended and retained and in addition, the provisions of the new DDO13 are proposed to apply to the site. At the Directions Hearing, the Panel raised the issue of whether both the DDO2 and the DPO13 were required for the site.

The Scentre Group, the owner of the Westfield site, submitted that it had concerns with the following requirements for the development plan in Clause 3 of the DPO:

- *Significant reduction of ground level car parking within the centre*
- *Active frontages being provided to Burwood Highway, which may comprise entries, shop fronts, display windows, clear glazing or other engaging interfaces (Site interfaces)*
- *Active frontages being provided to Burwood Highway and Stud Road to incorporate glazing allowing views between the shopping centre and public realm (Site Interfaces)*
- *Large areas of at-grade car parking to be avoided (Car parking areas).*

Scentre submitted that application of both DDO13 and DPO2 to its site unnecessarily complicated the planning controls for the land and duplicated the objectives and guidelines of the Structure Plan. With respect to the DDO13, the Scentre Group submitted that the word ‘must’ ought to be replaced by ‘should’ and that the building heights were unreasonably restrictive for a high order activity centre. In addition, it raised concerns about how active frontages, balconies and ground level windows and concealed parking, as well as avoiding large unbroken walls to the public realm, could be achieved in a car dependant, mall based retail centre.

The Scentre Group submitted that there was no strategic basis for the preferred height of 24 metres in the precinct west of Melbourne Street. Retail developments such as Westfield are developed “*with floor to ceiling envelopes (allowing for services) in 5m increments*”.

Consequently a 25 metre preferred height would be more appropriate to the manner in which the precinct will develop.

The Scentre Group added that on the west side of Melbourne Street, there was considerably more development opportunity which should be enabled in the Activity Centre where intensive development is encouraged. The Panel was informed that Council was currently considering a revised Development Plan as part of the current planning permit application (which is based on a plan 'conditionally approved' in November 2014) and a request to amend the existing planning permit. At the Hearing, the Scentre Group did not make any further submissions on the content of DPO2.

Council submitted that because the Amendment "*seeks a number of specific built form outcomes*", the application of DDO13 and DPO2, were the appropriate tools to achieve this end. In addition, because of the size of Knox Westfield it is important that "*planning permits for the Westfield site are underpinned by a strategic framework — in the form a development plan*".

Both Council and the Scentre Group informed the Panel that they had a close working relationship and following the exhibition of the Amendment, had worked together to revise the exhibited DPO2.

At the Hearing, Council submitted a revised version of DPO2 (Document 18) which included post-exhibition changes agreed with the Scentre Group. These changes involved:

- restructuring the DPO to reduce the layering of controls
- changes to reduce duplication and improve clarity
- clarification that building heights are preferred and not mandatory.

Council submitted that the post exhibition revisions to DDO13 (Document 19) and DPO2 (Document 18) had addressed most of the Scentre Group concerns. However, the issues of active interfaces to Burwood Highway and the approach to height controls remained unresolved.

### **(iii) Discussion**

The Scentre Group is the only landowner affected by DPO2 and it appears that post exhibition, Council and the Scentre Group reached agreement on a revised format of the overlay. The Panel generally supports this agreement as embodied in Document 18. However, the relationship between DPO2 and DDO13 and the over layering of controls remains an issue for the Panel.

The Panel issued a specific Direction about this matter as follows:

*At the Hearing, Council must address the following issues through its 'Part B Submission':*

*Further review and discussion at the hearing of how the Structure Plan as a reference document, the Design and Development Overlay and the Development Plan Overlay will all work together. On a without prejudice basis, the Panel questions the need for the Development Plan Overlay.*

In response, the Council in its Part B submission stated:

*Council believes the application of the DDO is necessary to support the intent of Amendment C149 and is the logical choice as a tool that is 'principally intended to implement requirements based on a demonstrated need to control built form and the built environment' (page 19 of 'Using Victoria's Planning System'). Amendment C149 seeks a number of specific built form outcomes — with an emphasis on Burwood Highway as the central spine of Knox Central.*

*Equally given the size and significance of Knox Westfield Council believes it is important that planning permits for the Westfield site are underpinned by a strategic framework — in the form a development plan.*

Westfield Knox, as the main retail and service area, is the core of the Activity Centre. State planning policy encourages and directs the expansion of activities into these centres which are anchored by their commercial core. As such the Westfield Knox site is at the core of this focus for change and at the core of development in the Activity Centre.

The role of the Structure Plan is usefully defined in Planning Practice Note 58 – Structure Planning for Activity Centres:

*Structure plans help give effect to State planning policy by managing and facilitating major changes to land uses, the built form and public spaces located within activity centres.*

In the Knox context, the implementation of the Structure Plan through the controls in the planning scheme by the Amendment should equally facilitate change in land uses and built form. In the Panel's view, the existing DPO2 is in need of the review undertaken as part of the Amendment. From this perspective, the Panel supports the proposed changes to DPO2.

However, the additional application of DDO13 to the Westfield site unnecessarily complicates and duplicates the planning controls over the site and may not have the impact of facilitating major development. In the Panel's view, a more structured and revised DPO2 can accommodate the built form outcomes sought by the Structure Plan and currently included in DDO13, in addition to providing the strategic framework for the consideration of planning permits. In response to a concern raised by Council that the DDO controls the height, Mr Bisset noted heights could be provided in local policy and have the same effect as a DDO. At the Hearing, Mr Bisset urged that the DPO "do all the work" with regard to the appropriate planning control for the site and that the DPO, in conjunction with the DDO provides a "layer of complication".

With regard to increasing the preferred heights to 25 metres along Burwood Highway west of Melbourne Street, the Panel can see merit in this slight change. While the preferred height of 24 metres will allow for increase if strategically justified, the addition of one metre will assist the Scentre Group in future planning permit applications, and on balance the Panel supports this reasonable request.

The Panel asked Council and the representatives of the Scentre Group to provide an agreed version of the DPO2 that included the changes previously accepted and the relevant requirements of DDO13 as they apply to the Westfield site. The revised schedule to the DPO2 was provided to the Panel as Document 33, and then post hearing, as Document 38.



The Panel accepts this most recent schedule as an appropriate revision of the DPO2 which includes the relevant elements of the DDO13.

The Panel further notes that in support of Council's desire to bring public transport to Knox, the Scentre Group has provided an allocation of land through an 11.5 metre setback off Burwood Highway for possible extension of the tram line.

#### **(iv) Conclusions and recommendations**

The Panel concludes:

- DPO2 is an appropriate mechanism to guide the future development of the Knox Activity Centre Commercial Core precinct
- application of DDO13 and DPO2 results in unnecessary duplication of planning controls over the land
- the revised DPO2 (Document 38) provides an appropriate single level of control for the Westfield site.

The Panel recommends:

- amend Design and Development Overlay Schedule 13:
  - delete the area identified as the Commercial Core where Development Plan Overlay Schedule 2 will apply
  - amend the preferred Built Form Framework – Preferred Building Heights at Figure 14 to change the preferred heights from 24 metres on land to the north of Burwood Highway and west of Melbourne Street to 25 metres
- include a new dot point in Clause 3 of Development Plan Overlay Schedule 2 to read *“provide details of vehicular and pedestrian access, the development impact on the surrounding road network and how the impact will be mitigated”*.

## **5.4 Other issues**

### **(i) Hillsong Church**

Hillsong Church advised the Panel that it had recently acquired the land at 557 Burwood Highway, Knoxfield which is located immediately east of Lewis Road, as its new premises. The Amendment does not propose to change the existing Industrial 1 Zone. However, the site is located within 100 metres of the proposed Lewis Road Mixed Use Precinct. Access to the site would be predominantly from Lewis Road, although there is limited access from Burwood Highway.

Hillsong Church submitted that further clarification could be provided in the DDO13 by including a reference to commercial uses in addition to industrial uses in the provisions relating to the amenity of the Lewis Road Mixed Use Precinct.

The Panel noted during its site inspections that there is a new light industrial development adjacent to the site and it is located in an area where there will be significant new activity.

Council submitted that the noise attenuation measures in the DDO13 decision guidelines were adequate. Council added that the EPA regulations would ensure that existing operations can continue.

The Panel accepts Council's submission and notes the vision statements in Clause 22.15-3 in both the Lewis Road Mixed Use and Lewis Road Industry precincts provides appropriate policy direction. The location of the site on Burwood Highway and adjacent to Lewis Road will result in ambient noise levels in any event and the Panel makes the observation that this Structure Plan process has been ongoing for several years now, where change has been foreshadowed.

The Panel is satisfied the provisions of DDO13 are adequate to support a wide and diverse range of uses, including Hillsong Church and its activities, and concludes that no further changes are necessary.

## **(ii) Grange Developments**

Grange Development Consulting, the owners of 108 Lewis Road, Wantirna South advised that the site is located within the proposed Lewis Road Mixed Use precinct and subject to the proposed DDO13 which specifies a preferred height of 24 metres for the site.

Grange Development Consulting submitted that there is scope and justification for a higher preferred building height without unreasonable impacts. The site at 108 Lewis Road was one of a limited number of large unencumbered sites in the precinct and should be allowed to develop to its full potential.

Grange Development Consulting argued that the *Knox Central Views and Vistas Study 2016* did not fully justify the height on the site and that there is scope for a building of at least 28 metres on the site. Grange Development Consulting requested that the word "maximum" be removed from the 'preferred height' description in DDO13.

Council submitted that there was no need to increase the preferred height limit because they are discretionary. Council advised that the *Geografia Knox Central Land Use, Economic and Property Analysis 2015* stated that:

*There is expected to be demand for up to 2,400 additional apartments across Knox Central by 2035. There is expected to be sufficient land to supply for at least 4,000 apartments in the Activity Centre by 2035, easily fulfilling demand.*

Under these circumstances Council did not support increasing the preferred height.

The Panel acknowledges that the preferred height is a guide and that in the right circumstances a permit may be issued for a higher development. The Panel accepts that the work undertaken in the *Knox Central Views and Vistas Study 2016* provides a logical and reasonable method to arrive at these preferred heights. In these circumstances, the owner of a property can seek a permit for a higher development on the basis that it can be justified not only with respect to the impact on views, but also in terms of other amenity issues such as parking, traffic, over shadowing and design.

In the Panel's opinion, the heights for the Lewis Road Mixed Use precinct provide an appropriate and discretionary threshold that can be tested in the detailed consideration of a planning permit.

The Panel concludes that no further changes are necessary.

## 6 Consolidated recommendations

The consolidated recommendations of the Panel are as follows:

### Overall Amendment C149:

Adopt Amendment C149 to the Knox Planning Scheme as exhibited, subject to the following modifications:

1. Review the provisions and schedules of the Amendment during finalisation of the Amendment to ensure they are consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* (May 2017).
2. Review all aspects of the Structure Plan and Amendment documents, including the Design and Development Overlay Schedule 13, Development Plan Overlay Schedule 2 and Clause 22.15 to ensure a high level of consistency once the recommendations are reconciled.

### Knox Central Structure Plan:

3. Replace the exhibited *Knox Central Structure Plan 2016* with the revised *Knox Central Structure Plan 2017* (Document 15), and:
  - a) amend the preferred Built Form Framework – Preferred Building Heights at Figure 14 to change the preferred heights from 24 metres on land to the north of Burwood Highway and west of Melbourne Street to 25 metres.
  - b) delete Figure 23 and all references to Figure 23 and any proposed masterplan from the revised *Knox Central Structure Plan*.
  - c) amend Figures 2, 7, 8, 10, 13, 14 and 15 of the Knox Central Structure Plan and Figure 1 of Clause 22.15-6 to remove the privately owned land at 256 and 258 Scoresby Road, Boronia from the *Open Space and Recreation Precinct*.
  - d) provide a new designation of “*future residential uses*” for the privately owned land at 256 and 258 Scoresby Road, Boronia at Figures 2, 7, 8, 10, 13, 14 and 15 of the Knox Central Structure Plan and Figure 1 of Clause 22.15-6.

### Design and Development Overlay Schedule 13:

4. Replace the exhibited Design and Development Overlay Schedule 13 with the revised Design and Development Overlay Schedule 13 (Document 38, Appendix D) and:
  - a) replace the word ‘must’ with ‘should’ to ensure that it is clear that it is a discretionary control.
  - b) delete application of Design and Development Overlay Schedule 13 from:
    - the land identified as the *Commercial Core* where Development Plan Overlay Schedule 2 will apply.
    - the land identified as the Strategic Development Site at 609 – 621 Burwood Highway, Knoxfield.

**Development Plan Overlay Schedule 2:**

5. Replace the exhibited Development Plan Overlay Schedule 2 with the revised Development Plan Overlay Schedule 2 (Document 38 and Appendix E) and:
  - a) include a new dot point in Clause 3 to read *“provide details of vehicular and pedestrian access, the development impact on the surrounding road network and how the impact will be mitigated”*.

**Clause 22.15:**

6. Replace the exhibited Clause 22.15 with the revised Clause 22.15 (Document 38 and Appendix F) and:
  - a) delete the second sentence from the Precinct Vision Statement at Clause 22.15-3 (Open Space and Recreation) that reads *“This includes the provision of private facilities for sporting/leisure and recreation purposes”*.
  - b) delete the first dot point *“include retention of the biological values of the existing water body”* under Strategies ‘Development of the Strategic Development Site must:’ in Objective 4.

## Appendix A Submitters to the Amendment

No.	Submitter
1	Rachel and David Leiper
2	Paul Hiluta
3	Susan Vukovic
4	Sam Peluso
5	David and Lynette Fairey
6	David Fairey
7	Rachel Littlechild
8	Karen Phillips
9	Justin Lim
10	Heather Gascoigne
11	Darren and Michelle Woodward
12	Gary Leech
13	Fairhills High School
14	Rosemary Gibson
15	Shalpoil Nominees Pty Ltd
16	John and Janette Gonsal
17	Charles and Margaret Gibson
18	Judith Lesley
19	Westfield Knox (Scentre Group)
20	Mike Barry
21	Pamela Hutchinson
22a and b	Michael Muscat
23	AVC Communications
24	Pat Brown
25	Robert Wiseman
26a and b	Mary Wiseman
27	Margaret Hayward
28	Mark Glazebrook
29	Daniel Hayward
30	Aleisha Harris
31	Mark McCarter
32	Sam Palma

33	Glynn Ward
34	David Connors
35	Peter Tesdorf
36	Environment Protection Authority Victoria
37	Reuben Vogt
38	Peter Hood
39	Simone Adams
40	Debra Robbins
41	258 Scoresby Road Boronia, APBG Project (also known as Knox Central Development Pty Ltd)
42	Peter Hassett
43	Mike Smith (Knox Community Gardens)
44	Chi Tang Barry
45	Jesse Hayward
46	Caitlin Barry
47	Stephen Raymond
48	Tony Beaton
49	Jacqui Raymond
50	Hillsong Church
51	Villa Maria
52	Alan Joyce
53	Alene Elliott
54	Amitoj Singh
55	Anh Ta
56	Anthony Rizzo
57	Ashley Norton
58	Brian Elliott
59	Bryan Gaylard
60	Chantelle Godressi
61	Denis Martin
62	Dillon Chua
63	Dina Bhudia
64	Emma McGrath
65	Ethan Chua
66	Heinz Jaeschke
67	Ivneet Kaur

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68	Jam Jun Lai
69	Jenny Clifton
70	Ken McBride
71	Kenis Chu
72	Kiran Bhudia
73	Lephu Ta
74	Linda Gaylard
75	Luke Rozutcis
76a and b	Maureen Barry
77	Mica Huynh
78	Muoi Ta
79	Peter Rafferty
80	Rick Chua
81	Rita Surijati
82	Robbie Russo
83	Robert Ayres
84	Rob Bell
85	Robert Godressi
86	Rongfa Zhao
87	Rosie Ayres
88	Susanna Koo
89	Tahnee Parry
90	Valerie Parry
91	Ye Ping Jin
92a and b	Friends of Lake Knox Sanctuary
93	Andrew Fischer
94	Yang Jin
95	David Leiper
96	Rachel Leiper
97	Tom Hamilton
98a, b, c	Department of Economic Development, Jobs, Transport and Resources
99	Trevor Holland
100	Country Fire Authority
101	Paul Laspagis
102	Emile Kyriacou

103	Knox Village and Wantirna Village (Stockland)
104	Richard Wilkinson
105	Michael Prior
106	James Dibble (Grange Development Consulting)
107	Eastern Football League



## Appendix B Parties to the Panel Hearing

Submitter	Represented by
Knox City Council	Nicole Vickridge, Coordinator Strategic Planning, Knox City Council, with Rachel Reed
Development Victoria	Michael Collie of Collie Pty Ltd
Hillsong Church	Andrea Pagliaro of Urbis
Stockland	Daniel Milentijevic of Stockland and Sarah Macklin of Urbis
Scentre Group	Phil Bisset of Minter Ellison Lawyers
Friends of Lake Knox Sanctuary	Mark Glazebrook
Knox Community Gardens Society Inc	Susan Laukins
Eastern Football League	Andrew Crack of Andrew Crack and Associates
Knox Central Development Pty Ltd	Christopher Canavan QC with Barnaby Chessell, instructed by James Fielding of Macpherson & Kelly Lawyers, with evidence from: <ul style="list-style-type: none"> <li>- Stuart McGurn of Urbis in planning</li> <li>- Mark Sheppard of DLA in urban design</li> </ul>
Grange Development Consulting	Andrea Pagliaro of Urbis

## Appendix C Document list

No.	Date	Description	Tabled by
1	4/05/17	Street Map	Knox City Council
2	11/05/17	Map of places of interest for Panel site inspections	Knox City Council
3	19/05/17	Knox City Council Part A submission	Knox City Council
4	19/05/17	Folder of background reports	Knox City Council
5	23/05/17	Evidence of Stuart McGurn	Knox Central Developments
6	23/05/17	Evidence of Mark Sheppard	Knox Central Developments
7	02/06/17	Knox City Council Part B Submission	Nicole Vickridge
8	02/06/17	Appendices to Council's Part B Submission	Nicole Vickridge
9	02/06/17	Schedule 2 to DPO	Nicole Vickridge
10	02/06/17	Appendix 3	Nicole Vickridge
11	02/06/17	Schedule 13 to DDO	Nicole Vickridge
12	02/06/17	Correspondence between Council and PTV	Nicole Vickridge
13	02/06/17	Correspondence between Council and DELWP	Nicole Vickridge
14	02/06/17	Submissions 98A, 98B, 98C	Nicole Vickridge
15	02/06/17	Revised Knox Structure Plan Version 5 27/3/17	Nicole Vickridge
16	05/06/17	Submission for Development Victoria	Michael Collie
17	05/06/17	Bundle of documents (4) background reports and assessment for 609-621 Burwood Highway, Knoxfield	Michael Collie
18	05/06/17	Clean version of DPO (Doc 9)	Nicole Vickridge
19	05/06/17	Clean version of DDO (Doc 11)	Nicole Vickridge
20	05/06/17	41B submission from APB Group	Nicole Vickridge
21	05/06/17	Residential Policy map	Nicole Vickridge
22	05/06/17	Submission for Hillsong Church	Andrea Pagliaro
23	05/06/17	Plan of Hillsong Church site	Andrea Pagliaro
24	05/06/17	Submission for Stockland	Sarah Macklin
25	05/06/17	Submission for Scentre Group	Phil Bisset
26	06/06/17	Submission for Friends of Knox Lake Sanctuary	Mark Glazebrook
27	06/06/17	Submission for Eastern Football League	Andrew Crack
28	06/06/17	Knox Planning Scheme Special Use Zone Schedule 1	Andrew Crack
29	06/06/17	Extract from Knox Open Space Plan – open space	Andrew Crack
30	06/06/17	Extract from Knox Open Space Plan - underserved areas	Andrew Crack
31	07/06/17	Submission for Knox Central Developments Pty Ltd	Chris Canavan

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No.	Date	Description	Tabled by
32	07/06/17	258 Scoresby Road, Boronia sight lines diagram	Mark Sheppard
33	07/06/17	Revised DPO2	Nicole Vickridge
34	07/06/17	Revised Clause 22.15	Nicole Vickridge
35	07/06/17	Table of heights and setbacks	Nicole Vickridge
36	07/06/17	Submission for Grange Development Consulting	Andrea Pagliaro
37	16/06/17	Map of land ownership in the Open Space and Recreation Precinct	Knox City Council
38	16/06/17	Final revision of DDO13, DPO2 and Clause 22.15	Knox City Council

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## Appendix D Panel recommended version of Design and Development Overlay Schedule 13

### SCHEDULE 13 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

DD/MM/YYYY

Proposed C149

Shown on the planning scheme map as **DDO13**.

#### KNOX CENTRAL ACTIVITY CENTRE

##### 1.0 Design objectives

DD/MM/YYYY

Proposed C149

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 commercial and 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.

## **2.0 Buildings and works**

DD/MM/YYYY  
Proposed C149

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~~ should actively address both frontages at street level.
- Residential entries ~~must~~ should be distinguished from retail and commercial entries.
- Buildings should avoid large, unbroken expanses of walls to the public realm or oblique side views.

#### **Building design requirements - Burwood Highway**

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

- Development ~~must~~ should have a frontage to Burwood Highway.
- Buildings ~~must~~ should 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~~ should be substantially transparent and constructed of high quality materials.
- At-grade car parking ~~must~~ should not be visible from Burwood Highway.
- Setbacks to Burwood Highway ~~must~~ should 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~~ should 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.

### Building design requirements - Lewis Road Mixed Use

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

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

### Building Height

- A building should not exceed the heights shown in Figure 2.

### Siting and setbacks

A building ~~must~~ should 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 Lewis Road	Street setback to High Street Road	Setback to Eastgate Court, Sherwood Court and Bridgewood Court
Lewis Road Mixed	6m	n/a	Zero

Use			
Burwood Highway South Mixed Use	n/a	6m	n/a

### 3.0 Decision guidelines

DD/MM/YYYY  
Proposed C149

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.
- Any approved Development Plan for the Commercial Core.
- 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 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, as appropriate 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

DD/MM/YYYY

*Knox Central Structure Plan, Knox City Council, 2017*

Proposed C149

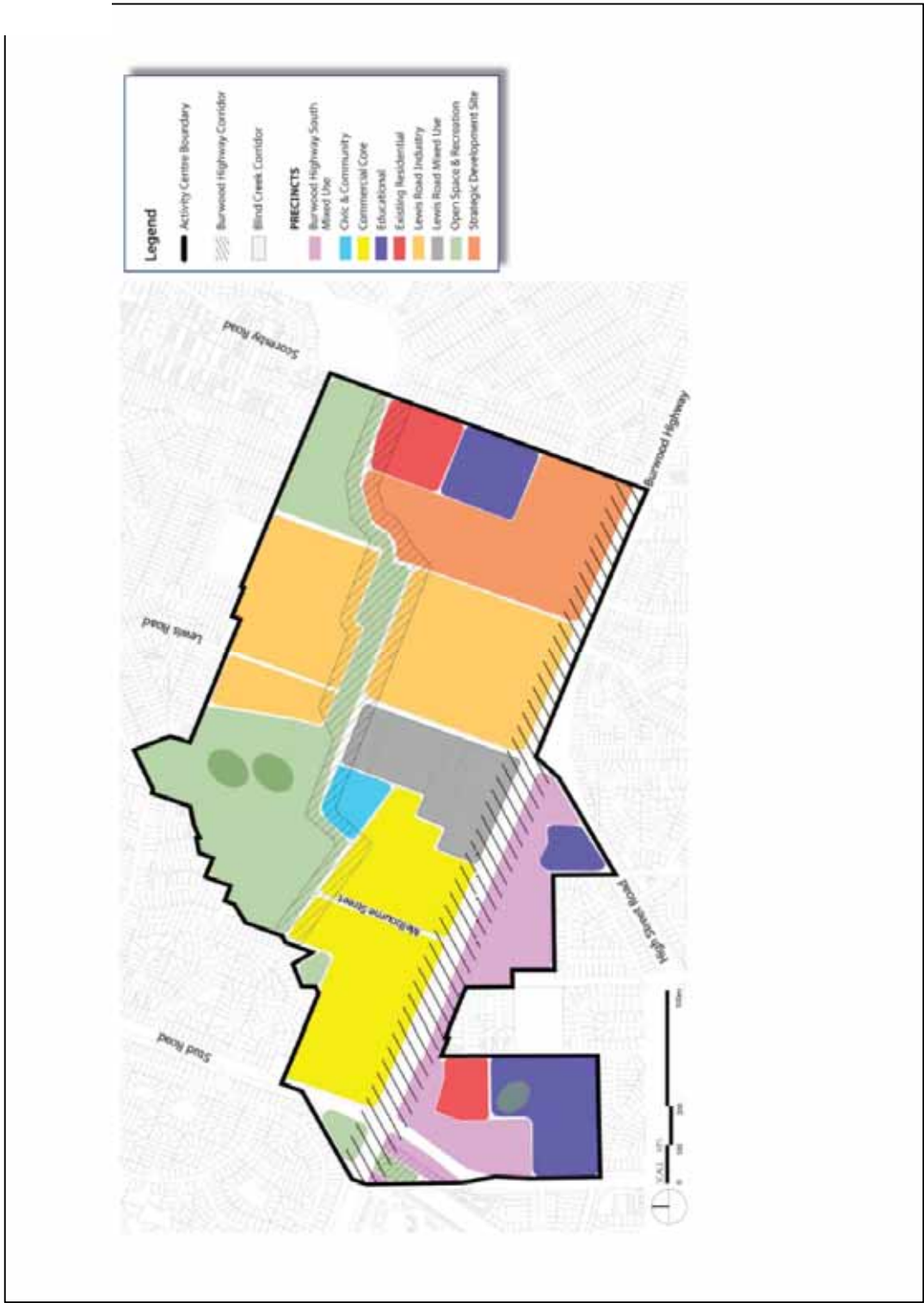


Figure 1: Knox Central Precinct Plan

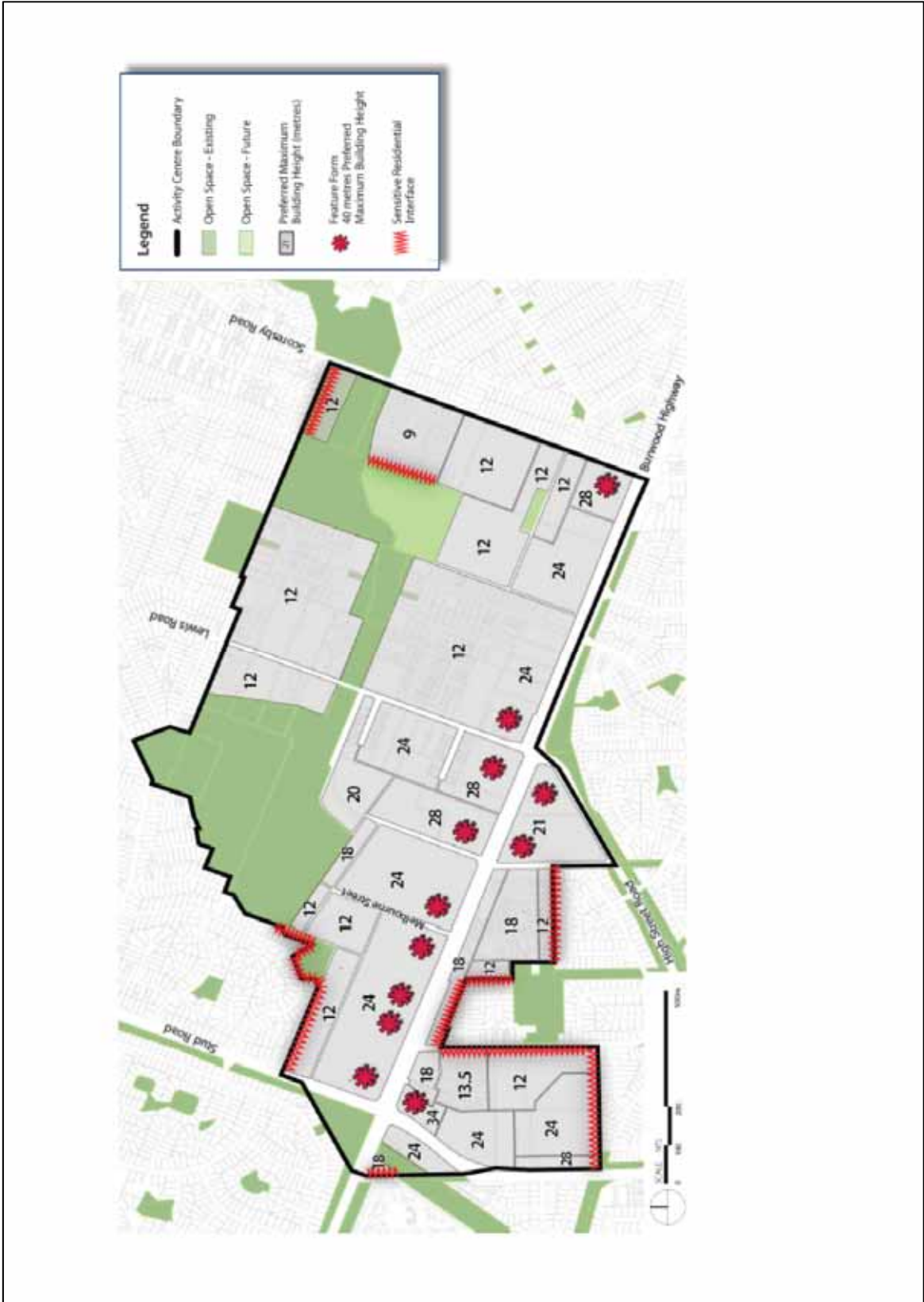


Figure 2: Knox Central Built Form Framework Plan

## Appendix E Panel recommended version of Development Plan Overlay Schedule 2

### SCHEDULE 2 TO THE DEVELOPMENT PLAN OVERLAY

19/01/2006  
Proposed

Shown on the planning scheme map as DPO2

### KNOX CENTRAL COMMERCIAL CORE PRECINCT

#### 1.0 Requirement before a permit is granted

19/01/2006  
Proposed  
C149

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

- Advertising signs.
- 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

19/01/2006  
Proposed  
C149

##### Bus Interchange

Prior to the granting of a permit for a development that will interfere with or obstruct the use of the Bus Interchange, the owner of the land must make arrangements for the alteration or relocation of the Bus Interchange to the satisfaction of Public Transport Victoria and the Responsible Authority.

These arrangements must be secured via an agreement between the owner of the land and the Responsible Authority under Section 173 of the *Planning and Environment Act 1987* or through a condition on the relevant permit, to the satisfaction of the Responsible Authority and provide:

- 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.
- For the timing for the completion of the bus interchange.
- Details of the size and nature of the bus interchange facility to the satisfaction of the Responsible Authority.
- That the owner bears all of the 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.

### **Library**

Prior to the approval of any Development Plan or variation to an approved Development Plan, arrangements for the design and construction of the library must be secured, via an agreement between the owner and the Responsible Authority under Section 173 of the *Planning and Environment Act 1987* or any other commercial agreement that secures the delivery of the library in accordance with the terms of this clause to the satisfaction of the Responsible Authority. Any such agreement must require 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 responds to the *Knox Central Structure Plan (2017)* and 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 Transport Impact Assessment report that assesses the development impact on the arterial road network and provides details of roadworks that are required to mitigate the adverse impact, to the satisfaction of VicRoads.
- 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.
- An Acoustic Report that identifies the impact of existing and potential noise impacts on any sensitive uses proposed
- A Services and Engineering Infrastructure Report

- Development staging plan
- Details of:
  - Improved access within to and from the site, including pedestrian, cycle, motor vehicle and public transport access.
  - How existing and future residential amenity will be protected through the design of car parking, loading bays and services areas.
  - How conflicts will be minimised between delivery vehicles and pedestrian, cycle, motor vehicle and public transport access.
  - Awnings to be incorporated into façade design on pedestrian routes within the site.

In addition to the above requirements, an application for a planning permit for the development of the land that exceeds the preferred building heights shown in the *Knox Central Structure Plan* (2017) must be accompanied by the following, as appropriate, to the satisfaction of the Responsible Authority:

- Urban Context report. The urban context report must:
  - Explain the key planning, design and contextual considerations and influence on the proposed buildings and works.
  - Describe the existing urban context of the area in which the proposed buildings and works are to be located.
  - Identify the key opportunities and constraints supporting the design response.
  - Explain the effect of the proposed buildings and works, including on: microclimate, including sunlight, daylight and wind impacts on streets and other public spaces, vistas.
- Shadow diagrams at the equinox between 11am and 2pm demonstrating that the proposed development will not cast unreasonable shadows to adjacent properties or the public realm
- Wind analysis report for a building with a total building height in excess of 40 metres. The wind analysis report must:
  - Explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all façades, or half the total height of the building, whichever is greater.
  - At a minimum, model the wind effects of the proposed development and its surrounding buildings (existing and proposed) using wind tunnel testing.
  - Identify the principal role of each portion of the publicly accessible areas for sitting, standing or walking purposes.
  - Not rely on street trees or any other element such as screens, within public areas for wind mitigation.

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

- Construction Management Plan.
- 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.

### 3.0 Requirements for development plan

19/01/2006  
Proposed  
C149

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:

- Provide for future use and development in accordance with the *Knox Central Structure Plan (2017)*, the vision, objectives and strategies of Clause 22.15 Knox Central Activity Centre, and the State and Local Planning Policy Framework.

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

- The proposed use and development of each part of the land to which the plan applies.
- Building footprints and heights.
- The continuation and intensification of the use of land west of Melbourne Street for a retail centre and other complementary land uses.
- Where there are opportunities for more intensive development and higher built form outcomes to the east of Melbourne Street, which may significantly exceed the preferred heights in the *Knox Structure Plan (2017)*.
- The location and size of an expanded or relocated public library in a visually prominent and highly accessible location.
- 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.
- Setbacks of buildings to property boundaries, including setbacks to the Burwood Highway frontage that are generally in accordance with the *Knox Central Structure Plan (2017)*.
- Areas designated for landscaping, including:
  - canopy trees and formal planting to be provided within Burwood Highway and Stud Road frontages.
  - canopy trees, within car parks and internal streets.
  - appropriate landscaping along the interfaces with residential areas to protect residential amenity.
- Interface treatments to surrounding sites and the public realm.
- Building entries to be clearly defined.

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*;
- Lewis Park, Gateshead Park and the existing residential area to the north.
- Acknowledgement of the residential and public open spaces to the north, and the need for building heights to be generally in accordance with the *Knox Central Structure Plan (2017)* and achieve an acceptable height transition at these interfaces.
- New development to activate Lewis Park, preferably through higher density residential development.
- Pedestrian entry points being created to the north to encourage interaction with Lewis Park and future residential development adjoining the park.
- 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.

- Active frontages being provided to Burwood Highway, which may comprise entries, shop fronts, display windows, clear glazing, or other engaging interfaces and/or the use of materials, lighting, advertising or architectural treatments to achieve an engaging interface.
- Vertical articulation of buildings to visually break up the appearance of building frontages along Burwood Highway and Stud Road.
- Details of improved access within and to and from the site, including pedestrian, cycle, motor vehicle and public transport access.
- [Provide details of vehicular and pedestrian access, the development impact on the surrounding road network and how the impact will be mitigated.](#)
- A clearly delineated internal and external network of pedestrian and shared paths that provide a high level of accessibility throughout the site.
- An internal street network that emphasises and is conducive to street level activity.
- Multi-level car parking concealed and integrated into the built form, where practicable.
- Details of proposed staging and anticipated timing of development.

#### **4.0 Decision Guidelines**

When considering the approval of a Development Plan, or amendment to an existing Development Plan, the Responsible Authority should consider (as appropriate):

- Whether any building that exceeds the preferred heights in the *Knox Central Structure Plan* (2017) demonstrates:
  - Architectural and design quality
  - How the development plan contributes to the vision and achieves the urban design objectives and outcomes for Knox Central
  - Contribution to pedestrian amenity and safety
  - Proximity to residential and open space interfaces
  - The proposal's contribution to employment generation

#### **5.0 Reference Documents**

19/01/2006  
Proposed  
C149

*Knox Central Structure Plan* (2017)

## Appendix F Panel recommended version of Clause 22.15

### 22.15 Knox Central Activity Centre

DD/MM/YYYY

Proposed C149

#### 22.01-1 Policy Basis

DD/MM/YYYY

Proposed 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

DD/MM/YYYY

Proposed C149

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

DD/MM/YYYY

Proposed C149

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.

<b>Burwood Highway Corridor</b>	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.
<b>Commercial Core</b>	<p>The Commercial Core Precinct will provide a broad mix of land uses including residential, employment, business, entertainment, community and leisure activities. Land to the east of Melbourne Street will support more intensive development and higher built form outcomes to deliver a range of uses into the Commercial Core including retail, high density residential development, office and medical facilities. In this part of the Commercial Core, the expectation is that preferred heights specified in the <i>Knox Central Structure Plan, Knox City Council, 2017</i>, will be significantly exceeded.</p> <p>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>
<b>Civic/Community</b>	<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>
<b>Lewis Road Mixed Use</b>	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>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>
<b>Burwood Highway South Mixed Use</b>	<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>
<b>Lewis Road Industry</b>	<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>
<b>Strategic Development Site</b>	<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>

<b>Educational</b>	These areas will support the ongoing operation and expansion of existing educational land uses.
<b>Existing Residential</b>	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.
<b>Open Space and Recreation</b>	This precinct will continue to provide significant open space and areas for recreation. <del>This includes the provision of private facilities for sporting / leisure and recreation purposes.</del>

#### 22.15-4 Objectives

DD/MM/YYYY

Proposed C149

##### 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 Development 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 land and the strategic development site.
- Support the provision of affordable and social housing stock within Knox Central, particularly as a proportion of redevelopment of Council-owned land and the strategic development site..
- 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.
- Support higher density residential development, commercial, entertainment and leisure uses in the Commercial Core to the east of Melbourne Street.
- 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 Development 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:

- Development of the Strategic Development Site must:
  - ~~include retention of the biological values of the existing water body;~~
  - facilitate integrated water management; ~~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 along 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 Local Area Implementation

DD/MM/YYYY  
Proposed C149

#### Policy Guidelines

- Facilitate development in the Knox Central Activity Centre in accordance with the *Knox Central Structure Plan, Knox City Council, 2017*

#### 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 22.15-6 Precinct Plan, except for land covered by the Development Plan Overlay – Schedule 2
- Apply the Mixed Use Zone to the Lewis Road Mixed Use and Burwood Highway South Mixed Used precincts as shown in Clause 22.15-6 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 22.15-6 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 22.15-6 Precinct Plan.
- Amend Development Plan Overlay – Schedule 2 which applies to the Commercial Core Precinct as shown in Clause 22.15-6 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.

#### Reference documents

*Knox Central Structure Plan, Knox City Council, 2017*

22.15-6 Precinct Plan

DD/MM/YYYY  
Proposed C149

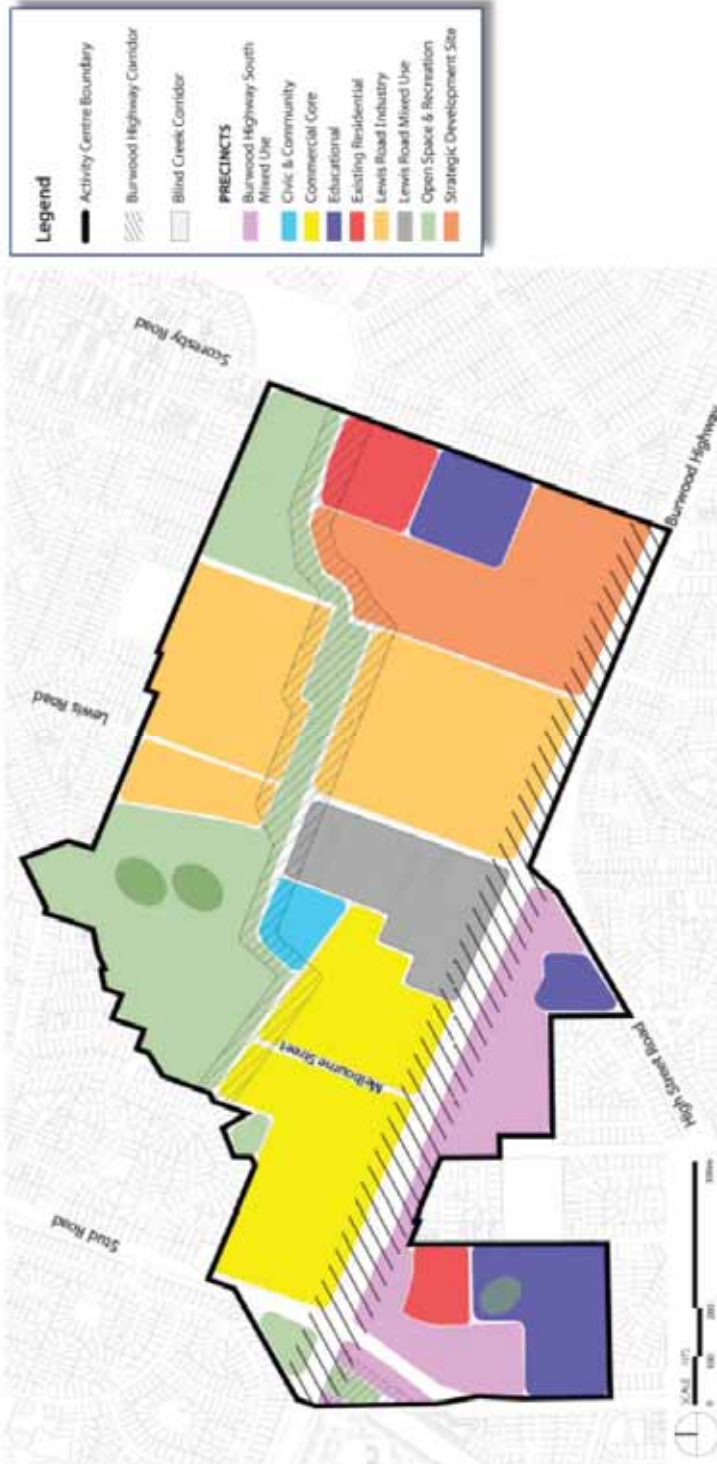


Figure 1: Knox Central Precinct Plan



## Appendix C: Recommended responses to the C149 Panel Report

Panel Recommendation	Recommended Response
<p>1. <i>Review the provisions and schedules of the Amendment during finalisation of the Amendment to ensure they are consistent with the Ministerial Direction on the Form and Content of Planning Schemes (May 2017).</i></p>	<p><b>Accept</b></p> <p>This recommendation has resulted in redrafting DPO2 and DDO13 to ensure they are consistent with the Direction. The redrafting has not changed the intent of these controls.</p> <p>These revisions have been subject to (external) peer review.</p>
<p>2. <i>Review all aspects of the Structure Plan and Amendment documents, including the Design and Development Overlay Schedule 13, Development Plan Overlay Schedule 2 and Clause 22.15 to ensure a high level of consistency once the recommendations are reconciled.</i></p>	<p><b>Accept</b></p> <p>This recommendation is reflected in the documentation presented to Council on 9<sup>th</sup> October 2017.</p>
<p><i>Knox Central Structure Plan:</i></p> <p>3. <i>Replace the exhibited Knox Central Structure Plan 2016 with the revised Knox Central Structure Plan 2017 (Document 15), and:</i></p> <ul style="list-style-type: none"> <li><i>a) amend the preferred Built Form Framework – Preferred Building Heights at Figure 14 to change the preferred heights from 24 metres on land to the north of Burwood Highway and west of Melbourne Street to 25 metres.</i></li> <li><i>b) delete Figure 23 and all references to Figure 23 and any proposed masterplan from the revised Knox Central Structure Plan.</i></li> <li><i>c) amend Figures 2, 7, 8, 10, 13, 14 and 15 of the Knox Central Structure Plan and Figure 1 of Clause 22.15-6 to remove the privately owned land at 256 and 258</i></li> </ul>	<p><b>Accept</b></p> <p>The starting point for version 6 of the Knox Central Structure Plan (as presented to Council on 9<sup>th</sup> October 2017) was the revised <i>Knox Central Structure Plan 2017</i> (which was endorsed by Council as version 5 on 27 March 2017).</p> <p>3 b) Figure 23 (the Master Plan for the Strategic Development Site on the corner of Burwood Highway and Scoresby Road) will no longer be included within the Structure Plan. <i>However</i> it will continue to inform Council’s position for the future rezoning of this site.</p>

Panel Recommendation	Recommended Response
<p><i>Scoresby Road, Boronia from the Open Space and Recreation Precinct.</i></p> <p>d) <i>provide a new designation of “future residential uses” for the privately owned land at 256 and 258 Scoresby Road, Boronia at Figures 2, 7, 8, 10, 13, 14 and 15 of the Knox Central Structure Plan and Figure 1 of Clause 22.15-6.</i></p>	
<p><i>Design and Development Overlay Schedule 13:</i></p> <p>4. <i>Replace the exhibited Design and Development Overlay Schedule 13 with the revised Design and Development Overlay Schedule 13 (Document 38, Appendix D) and:</i></p> <p>a) <i>replace the word ‘must’ with ‘should’ to ensure that it is clear that it is a discretionary control.</i></p> <p>b) <i>delete application of Design and Development Overlay Schedule 13 from:</i></p> <ul style="list-style-type: none"> <li>• <i>the land identified as the Commercial Core where Development Plan Overlay Schedule 2 will apply.</i></li> <li>• <i>the land identified as the Strategic Development Site at 609 – 621 Burwood Highway, Knoxfield.</i></li> </ul>	<p><b>Accept – in part</b></p> <p>4. The starting point for DDO13 – as presented to Council for adoption on 9<sup>th</sup> October 2017 was the post exhibition version (as endorsed by Council on 27 March 2017) – panel document 38.</p> <p>NOTE: DDO13 has since been amended to ensure it is consistent with <i>Ministerial Direction on the Form and Content of Planning Schemes (May 2017)</i>.</p> <p>4 a) Accept in part. The recommendation for references to ‘must’ and ‘should’ remain consistent with Council’s post exhibition position; that is preferred heights provide guidance and ‘should’ be met; while setbacks ‘must’ be met (however remain discretionary as they could be varied subject to a planning permit).</p> <p>4 b) Accept the deletion of DDO13 from land identified as the Commercial Core where Development Plan Overlay Schedule 2 will apply.</p> <p>4 b) Do not accept the deletion of DDO13 from the land identified as the Strategic Development Site at 609 – 621 Burwood Highway, Knoxfield.</p>

Panel Recommendation	Recommended Response
<p><i>Development Plan Overlay Schedule 2:</i></p> <p>5. <i>Replace the exhibited Development Plan Overlay Schedule 2 with the revised Development Plan Overlay Schedule 2 (Document 38 and Appendix E) and:</i></p> <p><i>a) include a new dot point in Clause 3 to read “provide details of vehicular and pedestrian access, the development impact on the surrounding road network and how the impact will be mitigated”.</i></p>	<p><b>Accept</b></p> <p>5. The starting point for DPO2 – as presented to Council for adoption on 9<sup>th</sup> October 2017 was the post exhibition version (as endorsed by Council on 27 March 2017) – panel document 38.</p> <p>NOTE: DPO2 has since been amended to ensure it is consistent with <i>Ministerial Direction on the Form and Content of Planning Schemes (May 2017)</i>.</p> <p>5 a) Accept.</p>
<p><i>Clause 22.15:</i></p> <p>6. <i>Replace the exhibited Clause 22.15 with the revised Clause 22.15 (Document 38 and Appendix F) and:</i></p> <p><i>a) delete the second sentence from the Precinct Vision Statement at Clause 22.15-3 (Open Space and Recreation) that reads “This includes the provision of private facilities for sporting/leisure and recreation purposes”.</i></p> <p><i>b) delete the first dot point “include retention of the biological values of the existing water body” under Strategies ‘Development of the Strategic Development Site must:’ in Objective 4.</i></p>	<p><b>Accept – in part</b></p> <p>6. The starting point for clause 22.15 – as presented to Council for adoption on 9<sup>th</sup> October 2017 was the post exhibition version (as endorsed by Council on 27 March 2017) – panel document 38.</p> <p>6 a) Accept</p> <p>6 b) Do not accept.</p>

## **APPENDIX D: Amendment C149 to the Knox Planning Scheme**

*Revised Planning Scheme Amendment Documentation for Adoption by Council*

(09 October 2017)

### **Information**

- Knox C149 Explanatory Report
- Knox C149 Instruction sheet

### **Clauses**

- Knox C149 21.01
- Knox C149 21.02
- Knox C149 21.04
- Knox C149 21.05
- Knox C149 21.06
- Knox C149 21.07
- Knox C149 21.08
- Knox C149 21.09
- Knox C149 2.15
- Knox C149 43.02 (schedule 13)
- Knox C149 43.04 (schedule 2)
- Knox C149 61.03 (schedule)
- Knox C149 81.01 (schedule)

### **Map sheets**

- Knox C149 Zone maps 1 and 2 (2 maps)
- Knox C149 EAO Map 2
- Knox C149 DDO Maps 1 and 2

## 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.

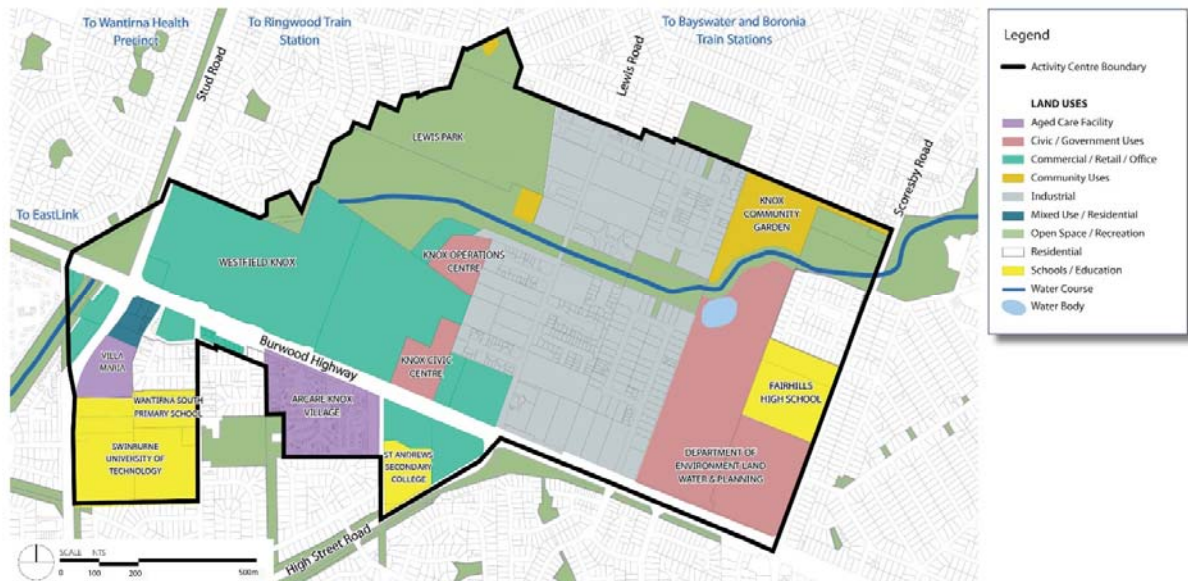
The Amendment has been made at the request of Knox City Council.

#### 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 2017*, 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 (DPO13), which guides development on land within the Activity Centre (excluding the Commercial Core as identified in the *Knox Central Structure Plan 2017*).
- Amend Schedule 2 to the Development Plan Overlay (DDO2), which applies to the 'Commercial Core' precinct as identified in the *Knox Central Structure Plan 2017*.
- 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 2017* as a reference document at Clause 21.09.
- Delete the Priority Development Zone (PDZ) and Schedule (PDZ1) from the Knox Planning Scheme.
- Amend the Schedule to Clause 81.01 (Incorporated Documents) to delete the *Knox Central – Rembrants Triangle and Stud Road West Precincts Plan – August 2010*.

## 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 2017*:

- 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 2017*.

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

- To provide for the fair, orderly, economic and sustainable use, and development of land;*
- 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 2017*.

Implementation of the *Knox Central Structure Plan 2017* 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 the *Knox Community and Council Plan (2017 – 2021)*, in the local context of the Knox Central Activity Centre. The Plan 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* 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 2017*.

#### **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 2017* 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.

*Planning and Environment Act 1987*

**KNOX PLANNING SCHEME**

**AMENDMENT C149**

**INSTRUCTION SHEET**

The planning authority for this amendment is the Knox City Council.

The Knox Planning Scheme is amended as follows:

**Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of 4 attached map sheets.

**Zoning Maps**

1. Amend Planning Scheme Map Nos 1 and 2 in the manner shown on the 2 attached maps marked "Knox Planning Scheme, Amendment C149".

**Overlay Maps**

2. Amend Planning Scheme Map No 2DDO in the manner shown on the attached map marked "Knox Planning Scheme, Amendment C149".
3. Insert new Planning Scheme Map No 2EAO in the manner shown on the attached map marked "Knox Planning Scheme, Amendment C149".
4. Insert new Planning Scheme Map No 1DDO in the manner shown on the attached maps marked "Knox Planning Scheme, Amendment C149".

**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

5. In Local Planning Policy Framework – replace Clause 21.01 with a new Clause 21.01 in the form of the attached document.
6. In Local Planning Policy Framework – replace Clause 21.02 with a new Clause 21.02 in the form of the attached document.
7. In Local Planning Policy Framework – replace Clause 21.04 with a new Clause 21.04 in the form of the attached document.
8. In Local Planning Policy Framework – replace Clause 21.05 with a new Clause 21.05 in the form of the attached document.
9. In Local Planning Policy Framework – replace Clause 21.06 with a new Clause 21.06 in the form of the attached document.
10. In Local Planning Policy Framework – replace Clause 21.07 with a new Clause 21.07 in the form of the attached document.
11. In Local Planning Policy Framework – replace Clause 21.08 with a new Clause 21.08 in the form of the attached document.
12. In Local Planning Policy Framework – replace Clause 21.09 with a new Clause 21.09 in the form of the attached document.
13. In Local Planning Policy Framework – delete Clause 22.04.
14. In Local Planning Policy Framework – insert a new Clause 22.15 in the form of the attached document.

15. In Zones - delete Clause 37.06.
16. In Zones - delete the Schedule to Clause 37.06.
17. In Overlays – Clause 43.02, insert a new Schedule 13 in the form of the attached document.
18. In Overlays – Clause 43.04, replace Schedule 2 with a new Schedule 2 in the form of the attached document.
19. In General Provisions – Clause 61.03, replace the schedule with a new Schedule in the form of the attached document.
20. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document

## 21.01 MUNICIPAL PROFILE

17/03/2016  
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C149

### 21.01-1 Introduction

08/07/2010  
C70

Located in the eastern region of metropolitan Melbourne, 25 km east of Melbourne GPO, the City of Knox covers a geographical area of 114 sq. km and contains the suburbs of Bayswater, Boronia, Ferntree Gully, Knoxfield, Lysterfield (part of), Rowville, Sassafras (part of), Scoresby, The Basin, Upper Ferntree Gully, Wantirna and Wantirna South. The municipalities of Monash, Whitehorse and Greater Dandenong to the west, Maroondah to the north, Yarra Ranges to the east and Casey to the south, bound the City of Knox.

The City of Knox is situated between the Dandenong Creek Valley and the Dandenong Ranges foothills. The Dandenong Ranges provide outstanding views across the municipality, and are recognised as a regionally significant environmental and landscape feature that provides a significant backdrop to metropolitan Melbourne.

The City of Knox has emerged from a period of high growth to a time of maturity and consolidation. Most of Knox is now fully developed and as an outer ring suburban municipality is renowned for its residential lifestyle, employment opportunities, social and recreational attributes.

The following sections provide overviews of Knox under the headings of **Regional Context**, **Settlement** and **Knox Community Profile**.

### 21.01-2 Regional context

08/07/2010  
C70  
Proposed  
C149

A series of key regional land use and development issues effect the land use and development planning for Knox. In particular:-

**Regional Housing:** In 2004 the Eastern Region of metropolitan Melbourne was forecast to grow by an additional 108,000 people and 90,000 new households by 2031. (Department of Planning and Community Development). As an initiative of *Melbourne 2030*, the Eastern Regional Housing Working Group prepared a Regional Housing Statement for the purpose of managing housing needs across the Eastern Region. The City of Knox is a member council of the Eastern Region and will continue to play an important role in housing provision over the next 25 years by providing a diversity of housing to meet the needs of the existing Knox community and the 2004 forecast growth of 12,000 persons and 15,000 new households.

**Social and Public Housing:** The Eastern Metropolitan Region (as defined by Department of Human Services, Office of Housing) currently has the lowest level of public housing stock of any region in Victoria, 1.8% compared with the State average of 4.1%. The Eastern Region also has the lowest level of affordable private rental properties in the State.

**Regional Economy:** The City of Knox currently plays an important role in the economic prosperity of Melbourne's south-east with a strong business base and reputation as a high employment generator. This role will be further strengthened through the development of the Scoresby-Rowville Employment Precinct as a national business attractor and creator of employment opportunities for local communities. The Knox Central ~~Principal~~ Activity Centre will also continue to provide a regional retail, entertainment, recreational and civic focus for Knox and focal point for Melbourne's outer east. The City of Knox will play an important partnership role in delivering the initiatives of the *Regional Economic Strategy for Melbourne's South East*.

**Regional Open Space:** The City of Knox contains and is surrounded by large quantities of high quality regional public open space and significant waterways that provide recreational, open space and environmental benefits for the broader community. The City is nestled at the foot of the Dandenong Ranges and the Lysterfield Hills that provide environmental, landscape and recreational interest of regional significance.

The Dandenong Valley Regional Parklands is another significant regional public open space area that provides a green wedge and gateway between Knox and the rest of metropolitan Melbourne.

**Environment & Topographical Form:** The City of Knox is set in a distinct location in metropolitan Melbourne with many sensitive and significant environmental and topographical features. The City is sited on land undulating gently among creek valleys, between the Dandenong Creek valley that provides a distinct landscape break in the easterly spread of the suburbs and the Dandenong Ranges Lysterfield foothills that form part of Melbourne's urban growth boundary. The foothills provide a scenic backdrop to Knox and across much of metropolitan Melbourne; they are a major defining element for the character and image of Knox. There is a predominance of regionally threatened vegetation types among the remaining native vegetation in Knox, as is there a high number of sites of state significance. Like other parts of the metropolitan area, key environmental issues within Knox impacting on quality of life include air quality and greenhouse gas emissions, waste management, energy efficiency, noise, water conservation and quality, catchment management, loss of habitat and loss of biodiversity.

**Movement and Infrastructure:** As part of the broader metropolitan region, the regional road network traversing Knox plays an important role in providing accessibility for employment and community activity. EastLink is important in facilitating an integrated transport system for commuters from the south-east sourcing employment in the Scoresby-Rowville Employment Precinct and other parts of Knox. Similarly, extending the public transport grid across Knox for the local community will increase public transport accessibility from the east. The City of Knox is advocating for an extension of the light rail to the Knox Central ~~Principal~~ Activity Centre and a heavy rail extension to Rowville.

**City of Knox Image:** Closely tied to the above contextual issues, the concept of 'image' is central to the City's economy, residential, recreational and environmental attraction. Within the regional context, image relates to how people from outside the area perceive the City of Knox. The City of Knox needs to reinforce its image and character to differentiate Knox from other outer metropolitan municipalities. Many urban design challenges and opportunities exist in improving the image of Knox. The City is provided with significant opportunity to more clearly reinforce its image by lifting the design standards of the built form, by strengthening the identifiable landscape characteristics particularly along transport corridors and creeks, facilitating lively activity centres for community focus, protecting the leafy, green environment and improving the character and amenity of residential communities.

### 21.01-3 Settlement

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C149

The Wurundjeri people and Bunnerong people of the Kulin Nation are acknowledged as traditional custodians of the land on which the City of Knox is located.

Since European settlement, the City of Knox experienced a distinctive settlement pattern that culminates today in contrasting demographic and natural features between the suburbs. The suburbs of Bayswater, Boronia, Ferntree Gully and Upper Ferntree Gully were originally developed around the railway stations along the Belgrave Line and are generally located within the foothills of the Dandenong Ranges, with the exception of Bayswater.

Development then spreads in a westward direction towards the Dandenong Creek Valley. More recently, urban development has been concentrated south of Burwood Highway around Rowville, Knoxfield, Lysterfield and Scoresby. Today, there are few opportunities left for green field broad hectare development in the City of Knox although infill residential and commercial development is increasing. Pressure for residential development in the foothills areas and beyond the urban growth boundary will need to be carefully managed to protect the environmental, landscape and visual amenity qualities of these areas. Urban consolidation objectives must not outweigh the environmental and landscape objectives for the foothills.

Parts of Knox are at risk from bushfire. Accordingly, development should be designed and located to minimise the risk to life and property from bushfire and should be avoided in areas where development may compromise human life or valuable ecological assets.

Knox Central ~~Principal~~ Activity Centre provides a regional retail, commercial and entertainment focus for the municipality and the outer east with significant opportunities for mixed use and residential development. Bayswater, Boronia, and Stud Park shopping centres are major activity centres that are a focus for investment and change in retail, office, service and residential activities for the Knox community.

**21.01-4 Knox Community Profile**08/07/2010  
C70

Knox will face challenges posed by changes in demographic trends, housing growth, community aspirations, increased demand for social services, business investment, pressure on the natural environment, and achieving long-term sustainability.

Over the next 25 years, there will be a substantial change in the population characteristics of the Knox community. Settlement pattern is the primary driver of these changes coupled with national trends of ageing and increasing lone households. Changes to the population profile will have significant implications for housing, the local economy, service provision and social activities within Knox. In particular, the need for diversity of housing and social service provision as the community matures.

Over the rapid growth phase of the last 30 years Knox has been an attractive and affordable location for young families to establish their homes. These families have been supported by the provision of services and facilities aimed at catering for family needs and requirements. This current level of infrastructure and service provision coupled with the lifestyle attributes that are abundant within the area makes the City of Knox a great place for families within all phases of the life cycle to locate.

Based on the 2006 census figures, the City of Knox population grew from 150,157 in 2001 to 152,388 in 2006. By 2031 the population is expected to increase to 162,228 persons using the Department of Planning and Community Development forecast figures, which formed part of Knox's Housing Statement. These forecasts, which were formulated prior to the 2006 census details were released, are based on migration patterns, births and deaths, and national trends of ageing. Based on Council's own population predictions undertaken after the 2006 census, Knox's population may reach 170,333 persons.

The age groups that will experience the most significant change from 2001 to 2031 are those over 55 years, currently representing nearly a third of Knox's population (28.5%, Melbourne Statistical Division 23.1%) and the 0-14 year age group (20%, MSD 18.8%). The number of persons in the age groups of 55 years and over is expected to increase to around 35.6% of the population over the next 25 years as the Knox community matures, while the number of children in the 0-11 age group is expected to decrease substantially.

The cultural diversity of the population of Knox is increasing. In 2006 the percentage of people born overseas (25% of the Knox population) increased from 2001, as did the percentage of those from a non-English speaking background (16.8%). Such changes will have broad influences on community and cultural services required.

Knox is also experiencing an increase in the number of persons with disabilities. In 2006 nearly 1 in five people (19.2%) of the Knox population had a disability of some type, which is a significant increase from the 1998 ABS survey estimate of 12.8%. This increase, while below the state average (was 18% now 21%), is consistent with the general prevalence of disability as people age and the ageing trend occurring in Knox. Planning and design of physical and social infrastructure will need to respond appropriately to ensure that access to the build environment and appropriate housing is improved.

The Knox Housing Statement (based on 2001 census figures) projected for 2031 that the total population of Knox would increase by around 12,000 persons from 2001 levels and household numbers would exponentially increase by over 15,000. Much of the household growth is being generated by the existing community of Knox as children mature creating households of their own, separation of existing couples and death of partners.

Future household composition will change, as couple families with dependents will no longer dominate the household composition of the Knox community, currently representing 43.7% of all Knox households. Household size will reduce and the number of couples without dependents and lone households will increase notably over the next 25 years.

**21.02**

17/03/2016  
 C434  
 Proposed  
 C149

**KEY INFLUENCES**

The following themes cover the key land use and development planning considerations for the municipality and as such are reflected throughout the Local Planning Policy Framework.

- Urban Design
- Housing
- Environment
- Economic Development
- Infrastructure

The following key influences form the basis for the subsequent objectives, strategies and means of implementation in Clauses 21.04 - 21.08.

**21.02-1**

17/03/2016  
 C131

**Urban Design**

The key influences on **Urban Design** within the City of Knox include:

- The need to foster an understanding of what is good quality urban design and the benefits within Knox with the development industry and community.
- The short term and supply driven approach of the development industry, focusing on individual dwelling/tenancy design and compliance with minimum standards, as opposed to the contextual understandings and the benefits of the creation of place, social interaction to which their developments contribute.
- The need for a level of commitment and innovation in development approaches to ecologically sustainable development and safer design principles, through the use of new technologies, materials, detailed siting and design.
- The need for urban design to better respond to the needs of pedestrians and cyclists and move away from a car based urban form.
- The need for urban design to better respond to the accessibility and visitability needs of the community.
- Neighbourhood character and environmental values can be impacted upon through poorly designed inappropriate development.
- The implementation of the Knox Urban Design Framework 2020 (2003) which provides a 'whole of city' perspective including a clear understanding of the shared design outcomes for the city; better interface between private and public spaces and better use of Knox's competitive strengths to promote the local economy and enhance its environmental qualities.
- The implementation of the *Knox Housing Strategy 2015* and *Residential Design Guidelines* and Residential Development and Neighbourhood Character Local Policy which outlines preferred future character, preferred housing types, design objectives and design guidelines for development within residential areas.

**21.02-2**

17/03/2016  
 C131

**Housing**

The key influences on **Housing** within the City of Knox include:

- The supply of greenfield broad hectare land supply has been largely exhausted.
- The need to direct a significant amount of housing into Activity Areas, Local Living areas and some Strategic Investigation Sites.
- Urban consolidation imperatives that will not outweigh the need for protecting the landscape and environmental sensitivities of the Dandenong Foothills and Sites of Biological Significance.



- The changing demographic profile with increasing numbers of older persons and couple, lone and older households that will create demand for different forms and types of housing.
- Mixed community perceptions of medium density and higher density development.
- The influence of the development industry in providing housing diversity.
- The failure to adequately anticipate and provide for the changing needs of the community that will lead to gaps in the provision of public transport, social services, physical infrastructure and diversity of housing form.
- The challenge to encourage new residential development to contribute to both broader strategic and detailed ecologically sustainable design techniques.
- The challenge to encourage new residential development to contribute accessible housing.
- A perceived limited commitment to sustainable architectural quality and urban design aesthetics in new residential design by the development industry.
- Maintaining and enhancing the liveability attributes of Knox, particularly the 'green and leafy' image.
- The need for new housing to be sited, designed, constructed and managed so as to minimise risk to life and property from bushfire and avoided where it may compromise human life or valuable ecological assets.

### 21.02-3 Environment

28/03/2013  
C110

The key influences on **Environment** within the City of Knox include:

- Loss of remnant vegetation, tree canopy and natural habitat areas.
- Habitat fragmentation.
- Environmental weeds and the change in vegetation structure and species diversity due to weed invasion.
- Loss of native fauna and predation of native fauna by feral and domestic animals.
- Changes to drainage patterns and intensity.
- Water quality in streams and waterways.
- The need to promote sustainability and increasing community awareness and participation in sustainability and environmental programs.
- Consolidating and improving the Dandenong Valley Parklands.
- Minimising development and promoting sensitive design in the Foothills areas that enhances the landscape and environmental significance of this area.
- Using landscaping treatments to link the landscape qualities of the hills with the suburbs.
- Minimising the risk and impact from bushfire on private and public land through appropriate vegetation management.
- The need to continue to identify and protect Aboriginal cultural heritage values.

### 21.02-4 Economic Development

08/07/2010  
C70  
Proposed  
C149

The key influences on **Business and Employment** within the City of Knox include:

- The ability for Knox to maintain and enhance its image as a high quality, attractive business location.
- The need for enhanced transport infrastructure servicing, local, regional and wider markets.
- The availability of a range of industrial sites and premises for sale or lease.
- Access to a skilled workforce and to educational establishments.

- Clear and consistent development guidelines that are not overly restrictive or prescriptive.
- Work in partnership in implementing the initiatives in the *Regional Economic Strategy for Melbourne's South East 2003-2030* (2003).

The key influences on **Activity Centres** within City of Knox include:

- Implementation of Council's Place Management program and structure planning to improve centre vitality by focussing on development of centres as community hubs.
- Ability of centres to offer a mixed range of commercial, residential and community based activities.
- Improvements to pedestrian links and pathways within centres.
- Enhancement of shopping environments in older centres through traffic management and urban design initiatives.
- Ability to increase land utilisation within certain centres and capacity to reduce the geographic spread of certain centres.
- Location of bulk retailing, wholesale sales outlets and showrooms in or in proximity to Principal and Major Activity Centres.
- Quality of urban design in both the public and private domain, including the ability to encourage high quality built form that adds to the vibrancy of the centres.
- Ability to encourage higher density residential development in activity centres.
- Ability to consolidate fragmented land holdings that inhibit redevelopment and change within activity centres.

The key influences on **Industry/Commerce Precincts** within City of Knox include:

- Enhancement of precincts to maintain their attractiveness to business.
- Consolidation and redevelopment of underutilised sites within the Bayswater precinct.
- The ongoing partnership with City of Maroondah and Yarra Ranges Shire for the future development of the Bayswater/Bayswater North Industrial area.
- The introduction of a greater mix of uses to support ~~a greater intensity of activity new employment~~ and improved streetscapes in the Knox Central ~~Principal~~ Activity Centre precinct.
- Enhanced accessibility and marketability introduced with the construction of EastLink.
- The establishment of the Scoresby-Rowville Employment Precinct as an emerging Specialised Activity Centre supporting "knowledge based" industry and industry clusters.
- Establishment of a Neighbourhood Activity Centre within the Scoresby-Rowville Employment Precinct.

## 21.02-5 Infrastructure

08/07/2010  
C70

The key influences on **Infrastructure** within the City of Knox include:

- Accessibility to and better use of improved public transport facilities.
- Facilitating and encouraging transport choice throughout the municipality.
- Optimising the use of existing infrastructure and ability to upgrade infrastructure.
- Making better use of transport corridor reserves.
- The high rate of private car usage and the lack of real alternative transport modes.
- Influencing the detailed design, materials and form of infrastructure such as roads and drainage so that they contribute to a sense of place and identity within Knox and facilitate better environmental outcomes.
- The need for new and improved infrastructure in and around activity centres to serve new development, including residential.

- The provision and timely delivery of infrastructure for the Scoresby-Rowville Employment Precinct.
- Changing community perception, engagement and ownership of public spaces to foster social interaction.
- Providing infrastructure that supports the development of social capital, connection and social interaction.
- The capacity for the upgrading of ageing social infrastructure and supply of new social infrastructure.
- Providing for the upgrading and additional installation of infrastructure that supports the capacity of fire services to safely and effectively respond to and suppress fires.

**21.04**

17/03/2016  
C13+  
Proposed  
C149

**URBAN DESIGN****21.04-1****Urban Design Overview**

28/03/2013  
C110

The Urban Design theme relates to the design of the built environment and supports the land use themes described under Housing, Environment, Economic Development and Infrastructure. The key Urban Design themes are shown on the Urban Design Strategic Framework Plan included in this Clause.

**Urban Form**

The *Knox Urban Design Framework 2020* (2003) provides a point of reference through a 'whole of city' vision and framework. This Framework embodies community values, whilst being based within a thorough contextual understanding of Knox's landscape, population, economic, housing, environmental, and transport characteristics. The six urban design elements identified within the Knox Urban Design Framework include:

- The Dandenong Creek Valley;
- The Edge of the Suburbs;
- Creek Corridors;
- Activity Centres and Working Environments;
- Transport Corridors; and
- Residential Environments.

Through the six design elements, there are many opportunities to enhance Knox's social, economic and environmental resources. There is potential for Knox's activity centres to accommodate more mixed uses, in a way that contributes to the economic and cultural vitality of the centres. The distinctive landscape setting of Knox and in particular its closeness to the Dandenong Ranges provides long term potential for attracting growing numbers of tourists, visitors, businesses and residents to the municipality. Further, the City's future urban form will need to play a much stronger role in developing and presenting its preferred green, leafy image to the outside world.

**Ecologically Sustainable Design**

More responsive urban development patterns and built form can lead to greater sustainable outcomes. The way that land use and development is managed will be important in achieving long-term sustainability goals for Knox. The spatial form of land development of Knox over the last three decades has given rise to a low-density form of urban development that has led to a dependence on cars for mobility. This has led to increasing usage of resources, air pollution and reduced amenity levels for Knox residents.

Sustainable urban design outcomes are a central concern to Knox, both in the way land use is managed and in the built form. Sustainable land use is critical in achieving long term environmental sustainability goals underpinning the basis for directing and locating different types of activities to preferred locations. The built form can be a major contributor to long-term sustainability objectives through the use of ecologically sustainable design (ESD) principles.

Key urban design and built environment challenges facing Knox, contained within the *2008/2018 Sustainable Environment Strategy* (2008), include:

- *Declining biodiversity in Knox*: Threats to Knox's biodiversity include direct destruction and modification of habitat for residential and commercial land uses, weeds and alteration of vegetation structure, pollution and siltation of waterways and drainage lines, and fragmentation of remnant vegetation.
- *Water (Conservation and Quality)*: In addition to broader issues of water consumption and conservation, the pollution of creeks and waterways through urban stormwater runoff, silting from building sites and impermeable surfaces increasing stormwater discharge present challenges.

- *Waste:* Building materials being used that have a high environmental impact over their lifecycle.
- *Integrated Transport:* The current spatial arrangement of buildings, roads and the urban structure of Knox do not support sustainable living. A major challenge will be providing and supporting an integrated and sustainable transport system that provides realistic transport choices.
- *Climate change:* With a change of climatic conditions there is a need that building design and infrastructure adapt appropriately to these changes.
- *Sustainable Planning and Development:* Planning and development that occurs without giving the necessary consideration to such matters as managing population growth, encouraging sustainable development and influencing the urban form so that Knox itself becomes more sustainable is a major threat to the municipality achieving its long-term sustainability objectives. The challenge will involve such matters as defining the preferred urban character of Knox; considering sustainability in all developments; creating a city where people can live, work and recreate locally; considering the implications of climate change on the built form of Knox; and, encouraging, attracting and retaining sustainable businesses in Knox.

There are some areas in Knox identified as being susceptible to bushfire risk that also have vegetation particularly important for biological and landscape purposes. Protection of this vegetation because of its significance may limit development potential. Development in these areas must be designed to minimise bushfire risk.

Water Sensitive Urban Design (WSUD) aims to optimise and integrate urban planning with the management of the urban water systems. WSUD incorporates water related social and ecological objectives into designs that optimise the urban water balance and improve the quality of stormwater entering waterways. It is the intent of WSUD to encourage innovation in technology and practices for implementation in managing water systems.

Given the interrelated nature and application of urban design and ESD principles within land use planning and development, reference is made to the above six urban design elements, within the following Clauses that address Housing, Environment, Economic Development and Infrastructure themes.

### **Public Realm**

The public realm is also recognised as an important contributor to the local character and image of Knox and can contribute to enhancing the image of Knox through installation of art and vegetation planting programs.

## **21.04-2 Urban Design Objectives and Strategies**

28/03/2013  
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### **Objective 1 (Urban Form)**

To ensure that all development responds positively to the existing patterns of urban form and character, the landscape qualities, historic and cultural elements and social dimensions and aspirations of the Knox community.

#### **Strategies**

- Require that development applications commence with a contextual understanding of local area characteristics based on context analysis to inform design proposals.
- Require that development proposals consider and address perceived constraints and improve the quality of the urban environment, not only within the site, but as it interfaces with the wider area.
- Encourage the articulation and use of building materials to present an appropriate scale and detail to the street frontage and local context of the area.
- Ensure development is reflective of, respects and builds upon the valued characteristics and cultural aspects of the local environment.
- Encourage appropriate new development to illustrate flexible and adaptable building forms that can accommodate a variety of uses through a building's lifespan and reflect the changing community's needs.

- Encourage the provision of public art in public spaces in nodes of activity, activity centres and along major road networks including EastLink.
- Encourage planning of new development to provide opportunities for the expression of visual art.
- Encourage development to be designed for visitability by all members of the community.
- Encourage opportunities for social interaction at interfaces between the public and private areas, spaces and facilities within multi storey residential and mixed use developments.
- Use local indigenous species when undertaking planting on publicly owned or managed land (i.e. roadsides, along creeks, in parks/reserves/gardens).

**Objective 2 (Urban Form)**

To reinforce the structure and image of Knox as an attractive place to live, do business, recreate and as a tourist attraction.

**Strategies**

- Protect and enhance the aesthetic, environmental and landscape values and vistas of the Dandenong Foothills, Dandenong Creek Valley, local and national parklands.
- Limit urban development within the Dandenong Foothills, Dandenong Creek Valley, local and national parklands.
- Strengthen the identifiable landscape characteristics of the city, particularly along transport corridors and creeks.
- Ensure planning for new development provides accessible, linked open space and protects natural values.
- Encourage innovative and architecturally designed development that incorporates sustainable values and principles inherent in the City’s image, at identified points of entry into the city, and adjacent to intersections near or within major activity centres and working environments.
- Require new residential development along public spaces and creek corridors to front those public areas.
- Require new commercial and industrial development along public spaces and creek corridors to front those public areas or to provide high quality facades with integrated landscaping that provides visual interest and where possible provides passive surveillance of public spaces.
- Ensure that at industrial, business and residential interfaces, residential amenity is protected.

**Objective 3 (Urban Form)**

To ensure that the declared arterial network of transport and movement corridors makes a positive contribution to Knox’s image.

**Strategies**

- Provide a strong landscape character with attractive tree lined avenues, bush landscapes and urban design treatments.
- Encourage development along road corridors that emphasise views to the Dandenong Ranges, provides opportunities for passive surveillance to the road frontage and incorporates landscaping that will contribute to the “bush boulevard” character.
- Incorporate informal and intermittent extensive native canopy tree planting.
- Establish contiguous roadside pedestrian networks.
- Relate the landscape of declared arterial roads to the topographic and landscape character of the area through which they pass.
- Maintain a consistent planting type within single landscape character areas.
- Ensure that advertising signage makes a positive contribution to the landscape theme of transport corridors, and does not detract from views.

- Ensure future residential development provides a sense of address to declared arterial roads, creek corridors and pedestrian pathways.
- Transform the east-west declared arterial roads and Stud Road into “bush boulevards” with extensive native planting as a way of expressing the landscape transition between the edge of the suburbs and the Dandenong Foothills.
- Improve the avenue planting of roads such as Kelletts, Napoleon, Lysterfield, Albert, Miller, Liverpool and Scoresby Roads by introducing greater consistency of siting, spacing and species selection of vegetation, and greater continuity of treatment.
- Achieve consistency and continuity of tree size, species and spacing by reviewing the physical route characteristics and traffic patterns of complete corridors.
- Implement consistent planting to help diminish the dominance of the built form and power lines.

**Objective 4 (Urban Form)**

To enhance and protect the landscape qualities of the Dandenong Creek Valley.

**Strategies**

- Minimise the visual dominance of development.
- Ensure an appropriate design response for signage, buildings and structures, and screen unattractive buildings and developments through planting.
- Protect the landscape quality and role of the Dandenong Creek Valley as a wide, green pastoral break separating Knox from the suburban character of the balance of the eastern suburbs of Melbourne.
- Protect the rural views along the floodplain of the Dandenong Creek that identify the remnant grazing and horticultural landscapes that once separated Melbourne from the Dandenong Ranges.

**Objective 5 (Urban Form)**

To enrich the distinct topographic and landscape qualities and characteristics of Knox.

**Strategies**

- Ensure that future planning and development works creatively with Knox’s unique natural and man made characteristics, in particular, landform and landscape, ecology, orientation, and climatic conditions.
- Enable stormwater runoff and drainage to form key environmental features within the urban environment.

**Objective 6 (Fire safe development for buildings)**

To ensure that new development makes a positive contribution to fire safety in Knox.

**Strategies**

- Require all development to meet the requirements of the relevant fire authority in respect to firefighting water supply and emergency vehicle access.

**Objective 7 (Fire safe development in areas of bushfire risk)**

To ensure that new development responds to bushfire risk.

**Strategies**

- Require all development proposals in areas which are of high bushfire risk to be sited, designed, constructed and managed to meet the requirements of the relevant fire authority in respect to minimising the impact of ember attack, radiant heat and direct flame contact from a bushfire.
- Limit further subdivision and rezoning of land for urban purposes where there is a high risk of bushfire.
- Limit development where the extent of vegetation removal that would be required for bushfire management would adversely impact on environmental or significant landscape values.

**Objective 8 (Ecologically Sustainable Design)**

To ensure that new development makes a positive contribution to sustainability and the urban fabric of Knox.

**Strategies**

- Ensure that the design of new development is of a high standard and incorporates passive solar design, energy and water conservation, building materials conservation and waste minimisation.
- Consolidate urban development around nodes of activity and public transport to reduce the level of car dependency and increase pedestrian activity.
- Ensure that new development incorporates Ecologically Sustainable Design (ESD) principles, Safer Design Principles and Crime Prevention Through Environmental Design (CPTED).
- Encourage best practice approaches to water conservation and management techniques within new development.
- Incorporate water sensitive urban design principles and techniques within new development.
- Encourage and incorporate where reasonably practical, the use of technologies and practices, which recycle water, minimise water consumption and utilise stormwater.
- Encourage opportunities for on-site treatment and reuse of grey water.
- Promote the installation of water tanks and water saving devices in all new buildings, conversion of existing buildings, and where appropriate renovations and building extensions.
- Encourage new development to sensitively site and design plumbing and servicing equipment to be as visually unobtrusive as possible.
- Require development proposals to address how their design enables flexibility for future uses, to address changing market or social dimensions of Knox.

**21.04-3 Urban Design Implementation**

17/03/2016  
C434  
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These strategies will be implemented by:

**Using zones, overlays, policy and the exercise of discretion**

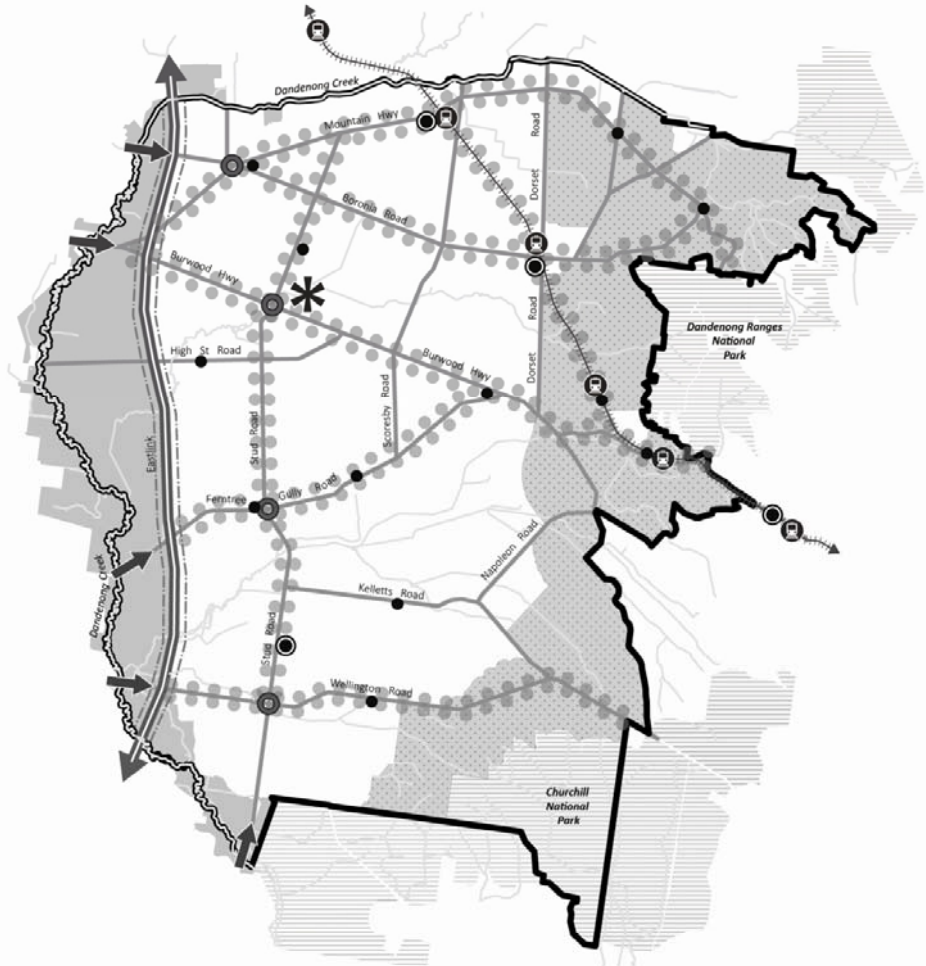
- Applying appropriate zones and overlays.
- Applying the *Dandenong Foothills* local policy at Clause 22.01.
- Applying the *Industrial and Restricted Retail Sales Area Design* local policy at Clause 22.02.
- Applying the *Knox Central ~~Principal~~ Activity Centre* local policy at Clause 22.1504.
- Applying the *Neighbourhood Character* local policy at Clause 22.07.
- Applying the *Scoresby-Rowville Employment Precinct* local policy at Clause 22.08
- Applying the *Knox Urban Design Framework 2020* (2003).
- Applying the *Knox City Council: 2008/2018 Sustainable Environment Strategy* (2008).
- Adopt the principles of integrated fire management planning to inform land use planning and development in areas of bushfire risk.

**Undertaking further strategic work**

- Prepare a road corridor master plan for the declared arterial road network in the City.
- Continue to develop structure plans for all activity centres.
- Prepare an Urban Design Guidelines local policy for incorporation into the planning scheme.



URBAN DESIGN FRAMEWORK



LEGEND

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li> RAIL CORRIDOR / TRAIN STATION</li> <li> MUNICIPAL BOUNDARY</li> <li> DECLARED ARTERIAL ROAD</li> <li> EASTLINK</li> <li> MINIMISE NEGATIVE IMPACTS AND MAXIMISE OPPORTUNITIES FOR IMPROVEMENT TO THE CREEK VALLEY</li> <li> GATEWAY ENTRY: ENHANCE LANDSCAPE QUALITIES</li> <li> LANDSCAPE LINK ALONG ROAD &amp; RAIL CORRIDORS</li> <li> CREEK CORRIDORS: COMPLETE NETWORK OF NATURAL LANDSCAPES, OPEN SPACES AND RESIDENTIAL ADDRESSES</li> </ul> | <ul style="list-style-type: none"> <li> PROMINENT KEYSTONE BUILDING FORMAT GATEWAY INTERSECTIONS</li> <li> FOOTHILLS: PROTECT AND ENHANCE THE LANDSCAPE SETTING AND ICONIC SIGNIFICANCE OF THE DANDENONG RANGES FOOTHILLS</li> <li> HIERARCHY OF ACTIVITY CENTRES:             <ul style="list-style-type: none"> <li> PRINCIPAL</li> <li> MAJOR</li> <li> NEIGHBOURHOOD</li> </ul> </li> <li> CONSOLIDATE AND IMPROVE OPEN SPACE RESOURCE OF THE DANDENONG CREEK VALLEY</li> <li> NATIONAL PARKS</li> </ul> |
|---|--|



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## HOUSING

### 21.05-1

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#### Housing Overview

The Housing theme implements the *Knox Housing Strategy 2015*. The preferred locations for different types of housing are shown on the Residential Policy Map included in this Clause.

#### Key Influences

The *Knox Housing Strategy 2015* has been developed to respond to the following key issues:

- The predominant household within the City of Knox comprises families with children and this has remained fairly constant in recent times. However, household composition is changing and becoming more diverse, with modest increases in lone person and couples without children households.
- The Knox population is ageing, with one in four residents aged over 55 in 2011. The municipality has the opportunity to encourage 'ageing in place' through continued support of aged care facilities and social housing, and an increase in smaller dwellings
- The availability of land within the municipality is limited, resulting in increasing pressure for infill development within established suburbs.
- Single dwellings on large blocks remain the dominant form of housing. In recent times, there has been an increase in the number of villa units, townhouses and apartment buildings in the municipality, to respond to the community's demand for different types of housing.
- There is an undersupply of affordable housing within the City of Knox, which has contributed to high levels of mortgage stress within some parts of the municipality.
- Bushfire risk is a significant issue in parts of Knox, particularly in the foothills of the Dandenong Ranges and Lysterfield. Consideration to bushfire issues is required in the planning, siting and design of housing in these areas.

#### Knox Housing Strategy 2015

In managing the City of Knox's current and future housing needs, Council supports a scaled approach to residential development. This scaled approach recognises that some parts of the City will need to accommodate change, due to population growth and the community's changing household needs. In other areas, there will be limited change in order to enhance Knox's green and leafy character and protect areas of environmental significance.

A third of the municipality is located within the Dandenong Foothills and is recognised as having a strong environmental character, with limited capacity for new residential development due to the topography, flora and fauna values and in some parts, the risk of bushfire. Other areas of the municipality also contain significant indigenous flora and fauna species that have been identified as Sites of Biological Significance. The scaled approach to residential development seeks to direct growth out of these significant areas and towards the City's activity areas and other locations well located to public transport, shopping, employment and community services.

The *Knox Housing Strategy 2015* identifies four distinct residential areas that support the scaled approach to residential development. Within each area, a different level of change is anticipated to respond to the City's current and future housing needs. The vision for each of these areas is:

<b>Bush Suburban</b>	Bush Suburban Areas includes two distinct areas: the Dandenong Foothills and the Sites of Biological Significance. These areas have distinctive and significant biological values. Limited and low scale residential development is anticipated in these areas in order to protect the environmental and biological qualities that make these areas distinct.
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<b>Knox Neighbourhood Areas</b>	Knox Neighbourhood Areas represent the majority of Knox's residential areas and have a sense of spaciousness within the public and private realm. These areas will continue to be low-scale neighbourhoods, characterised by detached dwellings with large backyards which contribute to the area's green and leafy character.
<b>Local Living Areas</b>	Local Living Areas are focused around the larger local villages of Wantirna Mall, Studfield, Scoresby Village and Mountain Gate. These areas are within walking distance of local shops and have good access to public transport. Medium scale residential development that contributes to the green and leafy character of the area is encouraged within these areas.
<b>Activity Areas</b>	Knox's Activity Centres contain a range of shops, services and employment and have good access to a range of public transport options. A greater range and increased densities of residential development are encouraged within these areas.

Each of these areas will develop a distinct neighbourhood character that will contribute to the liveability, high amenity and environmental values of the municipality. Development in residential areas will need to respond positively to the desired future character of the local area and take account of the particular built form and natural environmental elements that make up the neighbourhood character of Knox. The strong landscape character is the unifying element of the neighbourhood character of Knox.

The Foothills area and many Activity Centres in Knox are subject to separate guidance based on Structure Plans and Urban Design Frameworks. In addition there are a number of sites where site specific guidance has been prepared and applied in the form of Development Plan Overlays or Design and Development Overlays.

The intent of the *Development in Residential Areas and Neighbourhood Character Policy* (Clause 22.07) is to ensure that residential development provides an appropriate design response that complements and respects the preferred housing types of each area.

#### **Strategic Investigation Sites**

Strategic Investigation Sites are generally sites that are not currently used for residential purposes, such as quarries, schools and golf courses. They are sites where the current land use is likely to change in a short to mid-term timeframe, and *could* be suitable for future residential development (either entirely or in part). Strategic Investigation Sites are indicated in Map 1 to this Clause and Map 1 to Clause 21.07 Economic Development. Strategic guidance for these sites is provided in the *Knox Housing Strategy 2015*.

## **21.05-2 Housing Objectives and Strategies**

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### **Objective 1**

To support residential development in accordance with the *Knox Housing Strategy 2015*, which identifies a scaled approach to residential development.

#### **Strategies**

- Support residential development that is consistent with preferred dwelling typologies for each area.
- Direct growth away from Bush Suburban and Knox Neighbourhood areas.
- Direct housing growth toward Local Living and Activity Areas.

### **Objective 2**

To support a diversity of housing choice in appropriate locations.

#### **Strategies**

- Encourage a diversity of housing styles, types, forms and sizes to cater for the changing needs of the community.
- Encourage developments of three or more dwellings in Activity Areas and Local Living areas to include a mix of dwelling sizes (including 1 and 2 bedroom dwellings), to respond to a shortfall in the number of smaller sized dwellings within the municipality.
- Increase the supply of social housing.
- Discourage the intensification of urban development in areas that are susceptible to bushfire events, particularly in the foothills of the Dandenong Ranges and Lysterfield.
- Discourage the development of villa units, townhouses and apartments in Bush Suburban areas.
- Discourage the development of townhouses and apartments in Knox Neighbourhood areas.
- Limit further subdivision and rezoning of land for urban purposes where there is a high risk of bushfire.
- In areas which are of high bushfire risk buildings are to be sited, designed, constructed and managed to meet the requirements of the relevant fire authority in respect to minimising the impact of ember attack, radiant heat and direct flame contact from a bushfire.

### **Objective 3**

To ensure the quality of housing design in Knox is improved to better respond to neighbourhood identity and to create a stronger sense of place.

#### **Strategies**

- Ensure that residential development enhances the City's "green and leafy" image.
- Support development that makes a positive contribution to the preferred future character of the area.
- Ensure the height of new housing development in the Dandenong Foothills is below the dominant tree canopy height.
- Require that housing in association with neighbourhood centres in the Dandenong Foothills demonstrate a positive contribution to local character.
- Support development that is innovative, environmentally sustainable, accessible and site responsive.

### **Objective 4**

To protect and enhance the landscape and environmental values of natural areas of significance within the municipality.

#### **Strategies**

- Recognise that the environment and landscape significance of the Dandenong Foothills outweighs the need for urban consolidation in the Foothills.
- Direct significant growth in housing stock to locations outside of the Bush Suburban areas to ensure the protection of the sensitive biological, environmental and landscape qualities of these areas.
- Require new housing development to preserve natural landscape features and create habitat.
- Ensure that development retains indigenous vegetation in areas that have been identified as Sites of Biological Significance.

### **Objective 5**

To ensure that residential development better responds to the community's current and future needs, and allows people to 'age-in-place'.

### Strategies

- Support the provision of a diverse range of housing, including smaller scale dwellings, consistent with Map 1 at this clause.
- Support the development of new residential aged care facilities, except in Bush Suburban areas.
- Support the diversification of existing aged care facilities to provide a range of housing and care levels on-site.

### 21.05-3 Housing Implementation

17/03/2016  
C434  
Proposed  
C149

These strategies will be implemented by:

#### Using zones, overlays, policies and the exercise of discretion

- Applying the Neighbourhood Residential Zone – Schedule 1 to the Bush Suburban - Dandenong Foothills Area.
- Applying the Neighbourhood Residential Zone – Schedule 2 to the Other Bush Suburban Areas.
- Applying the General Residential Zone – Schedule 2 to Knox Neighbourhood Areas.
- Applying the General Residential Zone – Schedule 3 to Local Living Areas.
- Applying the Residential Growth Zone – Schedule 1 to Activity Areas, where no other guidance applies.
- Applying the General Residential Zone – Schedule 4 and the Residential Growth Zone – Schedule 2 to Bayswater and Boronia Major Activity Centres.
- Applying the Commercial 1 Zone within activity centres to encourage higher density development, including residential uses.
- Applying the *Dandenong Foothills* local policy at Clause 22.01.
- Applying the *Knox Central ~~Principal~~ Activity Centre* local policy at Clause 22.1504.
- Applying the *Development in Residential Areas and Neighbourhood Character* local policy at Clause 22.07.
- Applying the *Ferntree Gully Village* local policy at Clause 22.11.
- Applying the *Residential Land Use and Development within the Commercial 1 Zone* local policy at Clause 22.12.
- Applying the *Rowville Plan* at local policy Clause 22.13.
- Applying the *Knox Urban Design Framework 2020 (2003)*.
- Applying the *Bayswater Major Activity Centre including Key Redevelopment Sites* local policy at Clause 22.05.
- Applying the *Boronia Activity Centre* local policy at Clause 22.06.
- Applying the *Rowville Activity Area* local policy at Clause 22.13.
- Applying any structure plan that has been completed for an activity centre in the assessment of residential development proposals within the study area.
- Applying the *Dandenong Foothills overlays* to the *Dandenong Foothills Policy Area*.
- Applying appropriate planning controls to *Strategic Investigation Sites* identified in the *Knox Housing Strategy 2015*.
- Applying a *Development Contributions Plan* as required.

- Applying a Bushfire Management Overlay to areas identified as being of high bushfire risk.

#### **Undertaking further strategic work**

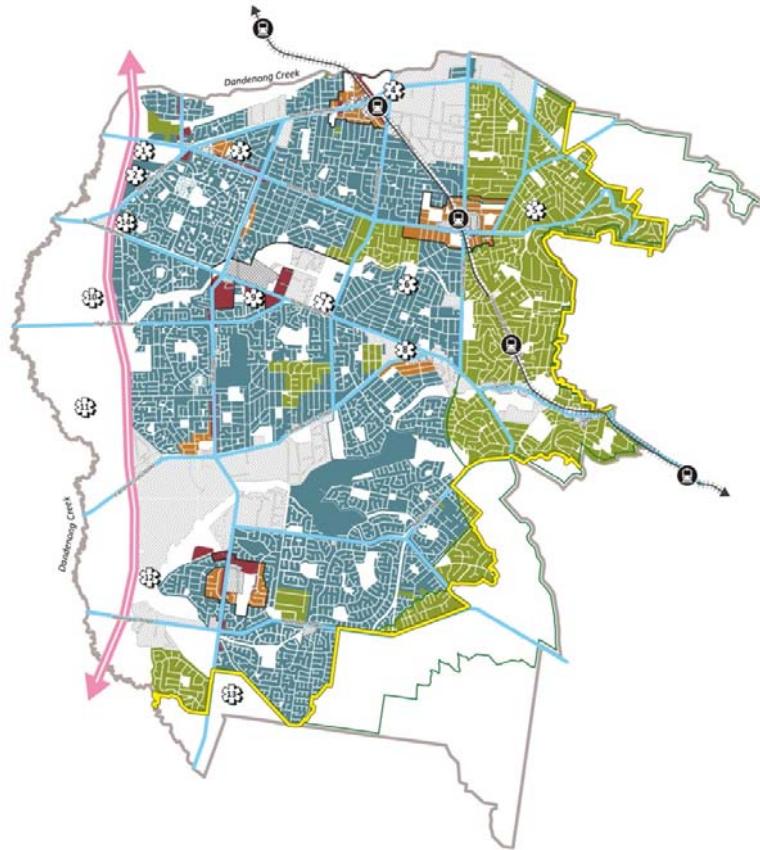
- Investigate the application of Development Contribution Plan Overlays for activity centres and strategic redevelopment sites to contribute to service and infrastructure improvements needed to support increases in population resulting from development.
- Prepare and implement Structure Plans and built form guidance for smaller Activity Centres in the Dandenong Foothills and centres that do not currently have locally specific guidance.
- Review the Boronia Structure Plan (Boronia ‘Your Place, Your Life, Our Future’ Structure Plan 2006).
- Amend the Knox Planning Scheme to include an *Environmental Sustainable Design Policy*, to ensure the consideration of Environmentally Sustainable Design (ESD) principles in the design stage of residential development.

#### **Undertaking other actions**

- Monitor the implementation of the *Knox Housing Strategy 2015* on an annual basis; to ensure that planning policies are meeting the housing needs of the Knox community.
- Implement the Knox Affordable Housing Action Plan.
- Encourage the provision of affordable housing for all types of households through development of partnerships with community housing providers and/or through an advocacy role.
- Partner with State Government to pilot any appropriate sustainability initiatives.
- Advocate to the State and Commonwealth governments for service and infrastructure improvements, particularly in Activity Areas and Local Living Areas.
- Direct more Council services and infrastructure improvements to Activity Areas and Local Living areas.
- Investigate the application of Development Contribution Plan (DCP) Overlays that require the planning permit applicant to contribute towards the cost of service and infrastructure improvements needed to support the additional population resulting from a development.
- Implement Place Program initiatives in various locations across the municipality to enable these locations to continue to play the important role they have for people to live, work and play locally.
- Continue to implement adopted Structure Plans for Activity Areas.
- Continue to implement economic development initiatives to ensure Knox’s strategic employment areas grow and prosper to support the current and future communities of Knox.
- Implement other key Council strategies and plans such as the *Knox Liveable Streets Plan 2012-2022* and *Open Space Plan 2012-2022* to ensure that improvements to streets and open space support Knox residents, particularly in Activity Areas and Local Living areas.
- Work with land owners of Strategic Investigation Sites and the surrounding communities during future strategic planning process and any associated rezoning process to ensure that future residential (and non-residential) development reflects the guidance provided in the *Knox Housing Strategy 2015*.
- Develop publications to provide further advice and direction to permit applicants on specific aspects of design such as accessible and sustainable design and quality architectural design.

- Work with the design and development industry to build knowledge and expertise in quality design.
- Obtain expert design advice on proposals during the early stages of the planning permit application process to improve the quality of design.

HOUSING FRAMEWORK



LEGEND

- MUNICIPAL BOUNDARY
- ⊕ RAIL CORRIDOR / TRAIN STATION
- DECLARED ARTERIAL ROAD
- EASTLINK
- URBAN GROWTH BOUNDARY
- ACTIVITY AREA
- LOCAL LIVING
- KNOX NEIGHBOURHOOD
- BUSH SUBURBAN
- NON-RESIDENTIALLY ZONED LAND (EG PARKS, SCHOOLS, QUARRIES)
- DANDENONG FOOTHILLS: LIMITED HOUSING OPPORTUNITIES
- ACTIVITY CENTRE BOUNDARY
- ▨ MIXED USE AREAS (RETAIL/COMMERCIAL/RESIDENTIAL)
- ▨ COMMERCIAL/INDUSTRIAL AREAS

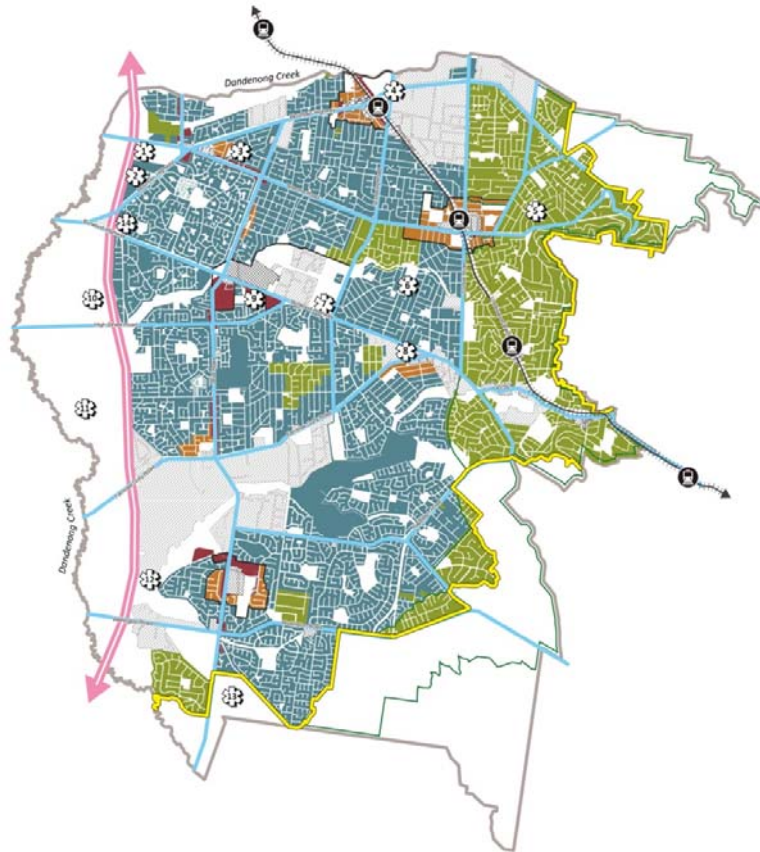
STRATEGIC INVESTIGATION SITES\*

- 1 & 2 Wantirna Health Precinct (706, 750-750A and 760 Boronia Road; and 203 and 251 Mountain Highway, Wantirna)
- 3 Wantirna Heights School
- 4 Bayswater Triangle (bound by Scoresby Road, Mountain Highway and Station Street)
- 5 Boronia Heights College
- 6 Norvel Road Quarry, Ferntree Gully
- 7 DPI Site (609-621 Burwood Highway, Knoxfield)
- 8 Mountain Gate Triangle
- 9 Knox Village Retirement Village (Burwood Highway)
- 10 Jenkins Orchard (1201-1211 High Street Road and Lot 12 Pumps Road, Wantirna South)
- 11 Boral Quarry (191 George Street, Wantirna South)
- 12 Kingston Links Golf Club
- 13 Waverley Golf Club (land adjoining sites on Stud Road) Review UGB and future development options
- 14 Camel Corner (land known as part of 23 Burwood Highway; 55 Burwood Highway; 56 Mountain Highway and unreserved Crown Land (Parcel 196) Wantirna)

\* See also Clause 21.07 Economic Framework Map



HOUSING FRAMEWORK



LEGEND

- MUNICIPAL BOUNDARY
- 🚂 RAIL CORRIDOR / TRAIN STATION
- DECLARED ARTERIAL ROAD
- EASTLINK
- URBAN GROWTH BOUNDARY
- ACTIVITY AREA
- LOCAL LIVING
- KNOX NEIGHBOURHOOD
- BUSH SUBURBAN

- NON-RESIDENTIALLY ZONED LAND (EG PARKS, SCHOOLS, QUARRIES)
- DANDENONG FOOTHILLS: LIMITED HOUSING OPPORTUNITIES
- ACTIVITY CENTRE BOUNDARY
- ▨ MIXED USE AREAS (RETAIL/COMMERCIAL/RESIDENTIAL)
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STRATEGIC INVESTIGATION SITES\*

- 1 & 2 Wantirna Health Precinct (706, 750-750A and 760 Boronia Road, and 203 and 251 Mountain Highway, Wantirna)
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- 6 Norvel Road Quarry, Ferntree Gully
- 7 DPI Site (609-621 Burwood Highway, Knoxfield)
- 8 Mountain Gate Triangle
- 9 Knox Village Retirement Village (Burwood Highway)
- 10 Jenkins Orchard (1201-1211 High Street Road and Lot 12 Pumps Road, Wantirna South)
- 11 Boral Quarry (191 George Street, Wantirna South)
- 12 Kingston Links Golf Club
- 13 Waverley Golf Club (and adjoining sites on Stud Road)
- 14 Camel Corner (land known as part of 25 Burwood Highway, 55 Burwood Highway, 56 Mountain Highway and unreserved Crown Land (Parcel 196) Wantirna)

\* See also Clause 21.07 Economic Framework Map

**21.06**

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**ENVIRONMENT****21.06-1****Environment Overview**

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 C93

The Environment theme relates to the natural environment and cultural heritage. The key Environment themes are shown on the Environmental & Landscape Strategic Framework Plan included in this Clause.

**Natural Environment**

Knox has many environmentally significant areas including the foothills of the Dandenong Ranges, Dandenong Creek Valley, Corhanwarrabul and Monbulk creeks, and Lysterfield and Churchill National Parks. While all of these natural features provide attractive and distinctive landscape settings, the full potential of some of these resources is either not realised or at risk of being degraded through the loss of vegetation and poorly designed housing development. Opportunities exist for new development to respond creatively and positively to existing open space and waterways through siting and design and contribute to sustainability through the incorporation of building design elements that reduce reliance on non-renewable natural resources.

Knox spans two biogeographical regions, or 'bioregions': the 'Gippsland Plain' and the 'Highlands Southern Fall'. The Gippsland Plain is characterised by low-lying, near-coastal environments with predominantly woodland vegetation. The 'Highlands Southern Fall' is characterised by more hilly areas of higher rainfall, dominated by tall forests except on terrain that is particularly exposed to the elements. In Knox, the transition is determined by geology, with lightly undulating terrain of sedimentary origin in the Gippsland Plain bioregion and hilly terrain of volcanic origin in the Highlands Southern Fall.

Approximately 100 square kilometres of Knox once supported nine or ten Ecological Vegetation Classes (EVCs) that are now listed as Endangered, at the national or bioregional scale. This represents 88% of the whole municipality. Vulnerable EVCs account for much of the remaining 12% of Knox. Consequently, most occurrences of native vegetation in Knox represent an endangered or vulnerable EVC. The main reason for these EVCs being listed as endangered or vulnerable is due to extensive clearing and fragmentation, leaving only a tiny proportion of their original extent. They are not adequately reserved in parks to give confidence in their medium to long-term survival. They can ill afford any further losses, even in the case of rather small or degraded examples that are scattered all around Knox.

*Victoria's Native Vegetation - a Framework for Action* adopts the principle that remnants of threatened or rare EVCs (Endangered, Vulnerable, Depleted) can be of high or very high conservation significance, and therefore the sites in which they occur are deemed to be of at least 'State' significance according to the Department of Sustainability and Environment. The primary policy goal of the Framework is a reversal across the entire landscape of the long-term decline in the extent and quality of Native Vegetation leading to a Net Gain. This is to be achieved through the three-step approach of avoid, minimise and offset, with an emphasis on avoiding the removal of native vegetation where possible.

**Sites of Biological Significance**

Knox has many sites of biological significance, including sites of National, State, Regional and Local Significance. The sites contain native vegetation, creeks, water bodies, and floodplains. Native vegetation can be significant for its own intrinsic value, or for its role in providing fauna habitat or ecological corridors. Conservation of native flora in Knox is at a critical stage, and this has grave implications for native fauna. It is still realistic to aim to maintain the existence of every indigenous plant species presently in the municipality, but it appears that more than a quarter (and perhaps as much as half) of these species could be lost within one or two decades if no preventative action is taken. (In this clause, the term 'indigenous' refers to species that are native to Knox.)

The conservation status of plant species in Knox should be taken into consideration when assessing proposals for subdivision, works or land development that may adversely affect

indigenous vegetation. Whenever possible, any actions that may compromise a species that is considered Critically Endangered, Endangered or Vulnerable in Knox should be compensated by actions that cause a net increase in the security of that species, e.g. by propagation, improved protection and removal of threats like environmental weeds. Preventing extinctions of plant species from Knox requires retention and protection of the native vegetation that forms their habitat. This is also critical for conservation of native fauna and for biodiversity generally.

*Sites of Biological Significance in Knox – 2<sup>nd</sup> Edition, 2010* identifies Knox’s sites of greatest biological significance and identifies ways of protecting, enhancing and monitoring these. Each site was considered in the context of its level of biological significance, threats, planning status (e.g.zoning), aquatic influences and other factors.

### **Dandenong Foothills**

The most significant landscape characteristic of Knox is its appearance as a suburban area set in a larger natural and rural landscape. The eastern side of Knox forms an important edge to Melbourne’s expanding suburbs and it is here that the continuous built form of the suburbs meets the vegetated hillsides of the Dandenong Ranges, stopping among the folds of the Lysterfield Valley.

The Dandenong Ranges National Park, Churchill National Park and the Lysterfield Quarries provide hard edges to the suburbs.

The Lysterfield Valley is classified by the National Trust as “an attractive pastoral landscape which forms part of a ‘green wedge’ between the suburban areas of Rowville and Dandenong North, and the urbanised Ferntree Gully-Belgrave ridge of the Dandenongs”. It is considered to form a ‘gateway’ to the Dandenongs, and provide an important buffer between urban and rural areas.

Views of the Dandenong Ranges and their foothills are valued highly by the Knox community, also forming a backdrop to countless views across the eastern suburbs of Melbourne, including long range views from the Melbourne central business district. The important characteristic of the hills in these views is their heavily vegetated, apparently natural environment. Only occasional clearings or roofs interrupt the dominating tree canopy. Maintaining this balance of tree cover and development is a matter of metropolitan significance and an essential consideration in determining future land use and development within this sensitive area. The intent of the *Dandenong Foothills* local planning policy (Clause 22.01) is to ensure that development within the area is limited and managed so that it complements and respects the landscape features most valued by the wider community and protects the sensitive ecological balance.

Within the Dandenong Foothills area there are a number of sites of biological significance, including the Dandenong Ranges Buffer area, as identified within the *Sites of Biological Significance in Knox – 2<sup>nd</sup> Edition, 2010*. Indigenous vegetation in these locations is important on both a landscape and biological basis.

The interface between urban development and the Dandenong Ranges and national parks in Lysterfield are particularly susceptible to bushfire events. Land use and development planning in these areas must recognise and minimise the level of fire risk to life, property and the environment. This planning must prioritise the protection of human life and, where appropriate, apply the precautionary principle in decision-making. Within these areas, particular consideration must be given to the appropriateness of new development and the impact on significant vegetation.

### **Urban Edge and Urban Growth Boundary (UGB)**

The application of the UGB assists in maintaining an urban edge that reflects the significance, on a metropolitan level, of the rural valleys and landscapes along the eastern edge of the City.

The landscape areas adjacent to the UGB are described as:

- Lysterfield Valley and Lysterfield Hills Rural Landscape;
- Dandenong Foothills: Lower Slope and Valley Area;
- Dandenong Foothills: Foothills Backdrop and Ridgeline Area;

- The Basin Rural Landscape; and
- Lysterfield Urban/Rural Transition and Lysterfield Valley Contributory Area.

These areas are shown in the Plan to Clause 22.01.

The *Knox Urban Design Framework 2020* (2003) examines ‘The Edge of the Suburbs’, seeking a clear, attractive and stable interface between urban development and the rural hinterland, with the slopes of the foothills continuing to be dominated by close canopy native vegetation. The *Knox Urban Design Framework* has defined the ‘urban edge’ by examining landscape qualities and development patterns. The ‘urban edge’ is treated as a:

- transitional area where impacts of development due to factors other than location relative to a boundary are of concern, and area specific development controls can be defined that will be effective in protecting landscape values;
- contributory area where areas adjacent to a boundary are largely developed, and aspects of development should be retained or enhanced to reflect or support guidelines for the adjacent boundary or transition area; or
- simple contour line where the impact of development above this line would impact on landscape values of a ridge and rural valley.

### **Dandenong Creek Valley**

The Dandenong Creek Valley extends across the western side of Knox, setting the City apart from adjoining suburbs and creating a unique sense of entry. The semi-rural landscape of the creek valley forms the basis of a linear park network stretching across the south eastern suburbs from Frankston to the north-west tip of Knox. This park network is of metropolitan significance because of its size and continuity, and extensive user catchment. EastLink is situated along the eastern edge of the system, between the creek and residential areas. As a consequence of EastLink there is a major opportunity to consolidate the many disjointed component parklands and reserves, to rehabilitate and develop the landscape and to maximise access.

### **Creek Corridors and Waterways**

Knox is traversed by a series of small creeks, generally running east to west, whose corridors present opportunities for an important system of public space. These corridors include drainage easements, floodways, parks and other public reserves. Because of the large land areas involved, their relatively uninterrupted extent through the municipality, and their natural state, these spaces have the potential to contribute much more effectively to the Knox’s landscape and recreation resources. These corridors present opportunities to create highly valued and amenable open space networks of walking and cycling paths, public spaces, landscape and ecological corridors. There is further scope to improve perceptions of safety and surveillance, whilst providing a creek front address, by reorientating development to provide a sense of address and take advantage of the future potential outlook over the creek and open space environments. Additional challenges include improving water quality in creeks through best practice stormwater management and Water Sensitive Urban Design.

## Cultural Heritage

Local heritage is an integral part of the evolution of land use in Knox. The *City of Knox Heritage Study* (1993) has been adopted to provide protection of the known heritage sites in the municipality. The challenge is to retain and promote the upkeep of these in a way that is sympathetic to their heritage values. Viable uses need to be retained or identified to help preserve these sites. Development of these sites and nearby land will need to consider potential impacts on the heritage values of these sites. Planning and development approvals within the municipality must acknowledge the importance of identified heritage sites and promote their protection and enhancement. The *City of Knox Heritage Study* identifies and provides context on sites listed for special consideration.

## Aboriginal Cultural Heritage

Aboriginal cultural heritage is an important part of Knox's history and contemporary life. Due to Knox's history of land development and use, there are relatively few known Aboriginal heritage places in the municipality. Those that remain include scarred trees, artefact (stone) scatters and historical places. The challenge is to manage and protect what remains and to be aware of the potential to identify further Aboriginal heritage values through changing land-uses and development. If development is proposed to occur close to these heritage places, consideration will need to be given to the potential impact on these heritage values at all stages of the planning and development process.

## Sustainability

Many global environmental issues affect Knox at the local scale. These issues include air quality; greenhouse gas emissions and energy efficiency; noise; water quality and catchment management; land development and the loss of habitat and biodiversity; and industrial and household wastes. Through responsible planning these issues can be better managed and improved. *The Knox 2008/2018 Sustainable Environment Strategy* provides a framework for Council and the community to move towards sustainability.

Knox aims to foster sustainable design that:

- Moves towards the elimination of the use of non-renewable resources (such as fossil fuel based energy, mains water and materials)
- Moves towards the elimination of solid waste production
- Moves towards the elimination of air, soil and water pollution
- Creates healthy indoor environments
- Protects and enhances natural eco-systems and cycles.

## 21.06-2 Environment Objectives and Strategies

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[Proposed](#)  
[C149](#)

### Objective 1 (Natural Environment)

To ensure the ongoing conservation of all existing native flora and fauna species.

### Strategies

- Increase connectivity between areas of indigenous vegetation.
- Ensure the retention and management of indigenous vegetation for its habitat, ecological and intrinsic values, particularly along creek valleys and linear reserves; in the vicinity of the Dandenong Ranges National Park and other parks and reserves; and in recognised sites of biological significance.
- Ensure that indigenous vegetation remain as one of the most significant environmental and visual characteristics of Knox and continue to provide natural habitats for local flora and fauna.

- Incorporate the planting of indigenous vegetation within development proposals to extend and continue vegetative corridors and linkages, while ensuring that such plantings do not increase or introduce the risk of bushfire.
- Maximise the geographical link between unavoidable losses of native vegetation with offsets located as close as practicable to the local catchment and plant/animal population area impacted.
- Limit development where the extent of vegetation removal that would be required for bushfire management would adversely impact on environment or significant landscape values.

### **Objective 2 (Natural Environment)**

To control and manage pest plants and animals.

#### **Strategies**

- Manage the threat of environmental weeds and identify environmental weeds for control or elimination, particularly at bushland reserves, roadside planting reserves, recognised sites of biological significance and sites adjoining these.

### **Objective 3 (Dandenong Foothills)**

To protect the landscape and environmental significance of the Dandenong Foothills.

#### **Strategies**

- Create an attractive and stable interface between urban and non-urban areas in The Basin, and from Glenfern Road to Churchill National Park.
- Maximise public access to and benefits from parks, bushland and rural spaces.
- Protect rural environments from intrusions of suburban development beyond the Urban Growth Boundary.
- Maintain an urban edge that reflects the significance, on a metropolitan level, of the rural valleys and landscapes along the eastern edge of Knox.
- Ensure that development maintains the character of the area as a natural bush environment dominated by indigenous vegetation where the treed slopes rise above the suburbs.
- Develop a quality interface across the suburban/rural edge of the municipality along the urban edge boundary.
- Limit development within the Dandenong Foothills Area that may compromise its landscape and environmental significance.
- Protect landscape and environmentally significant vegetation from development or works that is likely to compromise its long-term conservation.
- Ensure that development in high bushfire risk areas is appropriately sited to protect and minimise the removal of landscape and environmentally significant vegetation.
- Encourage management of landscapes to protect their qualities over the long term.

### **Objective 4 (Dandenong Creek Valley)**

To protect and improve the Dandenong Creek Valley as a natural landscape and open space area.

#### **Strategies**

- Consolidate the area as a major open space resource.

- Minimise the visual dominance of development, integrate development with the landscape, and protect environmental values in areas that cannot be acquired as parkland.
- Minimise the negative impacts of major infrastructure including EastLink, other roads and high voltage transmission facilities.
- Protect indigenous vegetation and encourage the planting of indigenous vegetation wherever possible to protect and improve water quality of the creek.
- Realise appropriate opportunities for social interaction.
- Reveal the cultural heritage of the area.

### **Objective 5 (Creek Corridors and Waterways)**

To protect and enhance creeks and waterways as key public, landscape and environmental assets.

#### **Strategies**

- Develop and enhance the creek corridor system as a network of paths, public open space, and natural systems with a sense of address.
- Encourage interaction of public and private realms along creek corridors and waterways.
- Encourage creek corridors to be actively used as public spaces, enhancing their role as places for social, recreational and community activities.
- Re-create habitats for wildlife in association with creek corridors and waterways recognising the aesthetic and biological values of wildlife.
- Use the visibility of water to enhance perception and experience of the natural cycles of the landscape.
- Restore and enhance the creeks as corridors of native bushland through Knox to complement its setting between the foothills and Dandenong Creek Valley.
- Improve the interface of development with the creek corridors and parks, and increase the concentration of adjoining development in key locations.
- Ensure that best practice environmental management is used in the design, construction and operation of drainage systems to reduce impacts on surface waters and ground water.
- Refer to directions in the Port Phillip and Westernport Regional River Health Strategy (2007).
- Implement the *Knox Central Structure Plan (2017~~2016~~date)* *Urban Design Framework* particularly with regard to the Lewis parklands and Blind Creek precincts.

### **Objective 6 (Creek Corridors and Waterways)**

To reduce the impact of urban stormwater run-off on creeks, rivers, bays and other receiving waters and their surrounds, both within and outside the City.

#### **Strategies**

- Ensure use and development complies with Council's adopted strategies for managing stormwater, water quality and water use and the *Urban Stormwater Best Practice Environmental Management Guidelines* (1999).
- Encourage new residential developments to contribute to 'no net increase' in the rate, volume and pollutant load of stormwater entering the municipal drainage system, creeks, rivers and other waterways.
- Ensure new development contributes to the ongoing improvement of stormwater management and the quality of stormwater runoff, and reduces pollution in local waterways.

- Encourage preparation of Site Stormwater Management Plans for sites larger than one hectare and sites where a Stormwater Management Plan is necessary to achieve stormwater management objectives.
- Ensure all new developments and redevelopments minimise the amount of impervious surfaces on a site.

### **Objective 7 (Creek Corridors and Waterways)**

To ensure that development responds to drainage and flood constraints.

#### **Strategies**

- Ensure all proposals accord with the capacity of available infrastructure to accommodate changes in run-off and/or contribute to the improvement of infrastructure off-site where this is appropriate.
- Encourage new development to manage overland flow.

### **Objective 8 (Cultural Heritage)**

To protect and enhance places of cultural heritage.

#### **Strategies**

- Promote the protection, retention, restoration, conservation and viable use of heritage places.
- Encourage the preparation of management plans for heritage places on private land.
- Facilitate uses which acknowledge the importance of identified heritage places within a current day context.

### **Objective 9 (Aboriginal Cultural Heritage)**

To protect and enhance places of Aboriginal cultural heritage.

#### **Strategies**

- Promote the identification, protection and management of Aboriginal cultural heritage.

### **Objective 10 (Sustainability)**

To reduce energy usage in all developments and contribute to a reduction in greenhouse gas emissions, and encourage reduced water usage and reduced usage of non-renewable natural resources in residential and non-residential development.

#### **Strategies**

- Encourage the provision of energy efficient devices and practices and the use of alternative energy sources in the development and redevelopment of premises across the municipality.
- Encourage the retention of buildings or parts of buildings that have efficient recycling potential and can be adapted to a variety of uses.
- Encourage resource efficient design, construction techniques and use of materials that minimises environmental impacts.
- Promote the opportunities for new development to be more environmentally sustainable through the use of industry sustainable design standards and environmental assessment tools.



- Encourage the provision of water and energy saving devices in the development and redevelopment of premises across the municipality.
- Encourage innovative landscape design that minimises water consumption and maximises biodiversity, including greater use of indigenous and drought tolerant plant species, recycled landscaping materials and water re-use and recycling.
- Encourage the design of new development to facilitate sustainable transport modes through improving conditions for walking and cycling and connectivity to public transport.

### 21.06-3 Environment Implementation

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These strategies will be implemented by:

#### Using zones, overlays, policies and the exercise of discretion

- Applying appropriate zones and overlays, including the application of the Environmental Significance Overlay and Vegetation Protection Overlay as appropriate for Sites of Biological Significance.
- Applying the *Dandenong Foothills* local policy at Clause 22.01.
- Applying the *Neighbourhood Character* local policy at Clause 22.07.
- Applying the *Scoresby-Rowville Employment Precinct* local policy at Clause 22.08.
- Ensuring use and development is consistent with park management plans.
- Requesting Property Management Plans for retained vegetation where development/subdivision occurs as appropriate.
- Ensuring planning applications on land identified as being of biological significance and sites adjoining, acknowledge the importance of the site and any potential for incompatibility of use, including fire hazard and environmental matters such as the introduction of environmental weeds or spread of *phythopthera cinnamoni* (*cinnamoni fungus*).
- Requesting, where appropriate, that planning applications for use or development in, or adjoining, parks and adjoining waterways provide information which identifies any potential vegetation, habitat, air, water and soil quality impacts on the park or waterway.
- Considering park management plans when assessing transport proposals in the vicinity of public parks.
- Requiring proponents to identify and address the environmental impacts of proposals and to consider the three-step approach of the *Native Vegetation Framework* (avoid, minimise, offset).
- Implementing the native vegetation and restoration priorities defined in the *Port Phillip and Western Port Native Vegetation Plan* (2006).
- Ensuring planning applications on sites listed in the schedule to the Heritage Overlay acknowledge the importance of the site.
- Ensuring advertising signs located on land listed in the schedule to the Heritage Overlay are designed and sited to complement the heritage values of the listed property.
- Considering any management plans for the heritage place.
- Applying the Knox City Council: 2008/2018 Sustainable Environment Strategy (2008).
- Using Knox's Stormwater Drainage Strategy, Stormwater Quality Management Plan and Water Sensitive Urban Design Guidelines to ensure development addresses issues of stormwater quantity, stormwater quality and Water Sensitive Urban Design.
- Utilising best practice industry sustainable design standards and environmental assessment tools in the assessment of planning applications.

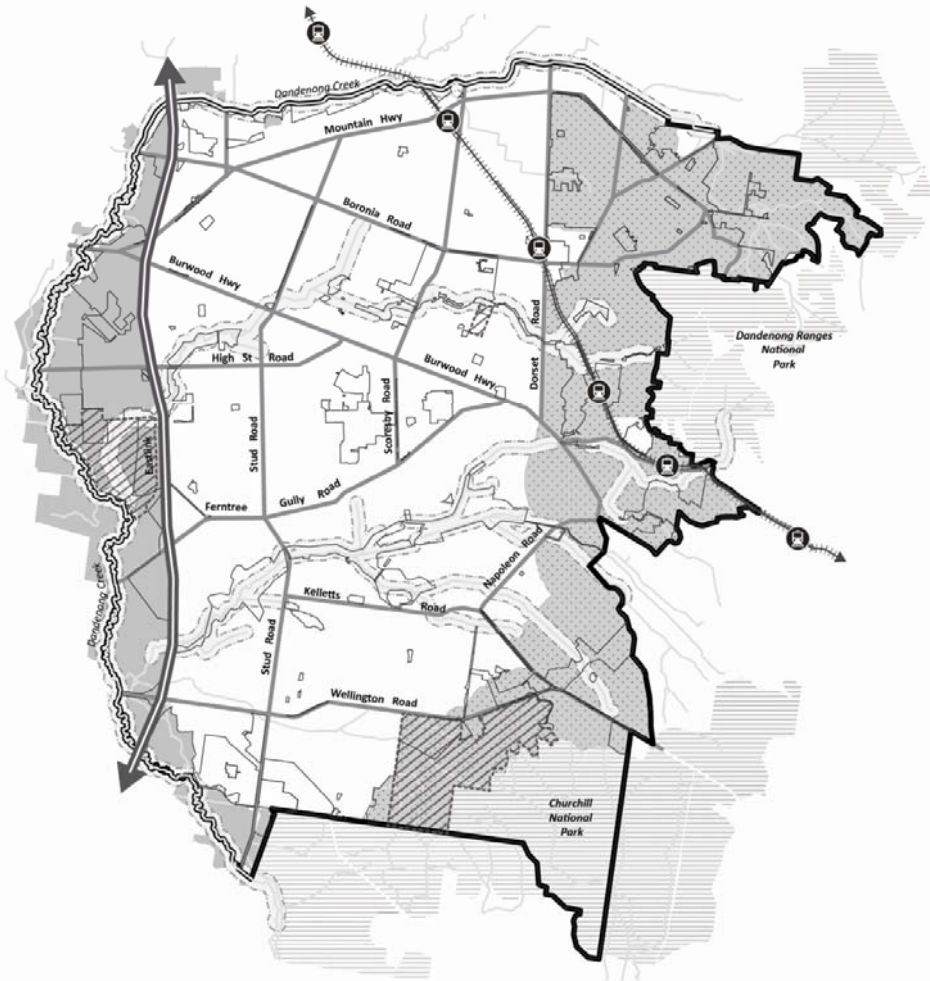
### Undertaking further strategic work

- Review the zoning in the area surrounding the Dandenong Valley Parklands to ensure consistency with objectives for development of the park.
- Review and implement the recommendations of the *Knox Significant Vegetation Study (2003)* and the *Sites of Biological Significance in Knox – 2nd Edition, 2010*.
- Review the *City of Knox Heritage Study (1993)*.
- Undertake an Aboriginal Cultural Heritage Study.
- Work with power supply agencies to develop complementary design standards for fencing and other treatments around their infrastructure to minimise visual impact.
- Implement the *Knox Central [Structure Plan \(2017\)](#)* ~~(2017)~~ ~~(2016 date)~~ *Urban Design Framework*, particularly with regards to the Lewis Parklands and Blind Creek precincts.












### Undertaking other actions

- Improve the amenity of public spaces to encourage their use.
- Develop and improve the parks and public spaces along the creek corridors and waterways to accommodate a variety of recreational and social activities for the surrounding neighbourhoods.
- Design parks with an understanding of recreational needs.
- Consulting with the relevant fire authority in the early stages of the planning process where relevant.
- Consolidate and improve the Dandenong Valley Park for recreational activities and its natural landscape characteristics.
- Work with the State Government and its agencies to acquire, lease or license land and rationalise existing crown land reserves within the Dandenong Creek Valley, so as to extend existing park areas and provide a consistent set of principles and priorities to co-ordinate the activities of all private and government interests.
- Liaise with Parks Victoria in developing and implementing a development strategy and master plan for the Dandenong Valley Parklands (metropolitan park). Taking into account interface issues between parkland and urban development (e.g. protection from fire hazards, control of pest plants and animals).
- Liaise with Monash, Whitehorse and Greater Dandenong councils regarding development adjoining the Dandenong Creek Valley and existing and proposed planning controls.
- [In partnership with Melbourne Water, develop a master plan for Lewis Park and the Blind Creek Corridor.](#)

ENVIRONMENTAL AND LANDSCAPE FRAMEWORK



LEGEND

-  MUNICIPAL BOUNDARY
-  RAIL CORRIDOR/TRAIN STATION
-  DECLARED ARTERIAL ROAD
-  EASTLINK
-  QUARRY: FUTURE REMEDIATION
-  NATIONAL PARK
-  ENHANCED CREEK CORRIDOR AND OPEN SPACE NETWORK
-  DANDENONG CREEK VALLEY: CONSOLIDATE AND IMPROVE RECREATIONAL AND LANDSCAPE CHARACTERISTICS
-  CREEK
-  SITES OF BIOLOGICAL SIGNIFICANCE
-  DANDENONG FOOTHILLS: PROTECT LANDSCAPE AND ENVIRONMENTAL SIGNIFICANCE



## 21.07 ECONOMIC DEVELOPMENT

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### 21.07-1 Economic Development Overview

17/03/2016

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The Economic Development theme relates to industrial, commercial and retailing activity. The key Economic Development themes are shown on the Economic Development Strategic Framework Plan included in this Clause.

#### **Economic Activity**

The Knox economy is comprised of a diverse range of activities. Major employment sectors are manufacturing, wholesale business services and retail sectors. Manufacturing is the leader in terms of monetary output (25.9% of all industry output). The next biggest industry sector is wholesale trade (12.6%) followed by property and business services (8.5%) and retail trade (7%). In proportional terms, Knox is better represented than Victoria generally in manufacturing, wholesale, property and business services and retail. With gross annual production in excess of \$6.0 Billion Knox is a major contributor to the regional and broader Melbourne economies. Knox is home to many large national and multinational companies and with much of its output being exported, the local economy is heavily dependent upon its transportation networks. Knox presently has over 14,300 businesses, employing in excess of 84,000 persons, of which around 40% are Knox residents. With a total resident workforce of over 87,000 persons the majority of these must travel to workplaces in other municipalities. This highlights the need for an efficient transport system.

Strengthening the City's image as a high quality business address by encouraging good design and meeting the increasingly high amenity expectations of many businesses will contribute significantly to the economic development of Knox. Opportunities exist to further improve the appearance of gateways and major strategic sites, along rail and road corridors and by augmenting views to the Dandenong Ranges and Lysterfield Valley.

#### **Industry/Commerce**

Knox has a mix of new and older industrial employment precincts. In older industrial areas the appearance and poor structure of local streets result in a low profile and unfavourable image. Along declared arterial roads the unattractive frontages of these precincts also detracts from the image of their surrounding neighbourhoods. In newer areas, development often features extra and more attractive landscape settings. However, in both old and new areas the provision for pedestrian access is typically less than satisfactory. There is also a need for better connectivity between industrial precincts and local activity centres. Important to the image of Knox will be improvements to the way in which development is designed and responds to the local setting.

Substantial portions of industrial and commercial zoned land in Knox are under-utilised. As greenfield sites are limited it is important that better use be made of land in the older established precincts. There is an opportunity to redevelop under-utilised sites and groups of sites in these areas enabling them to contribute more positively to the Knox economy.

There is a small amount of primary industry in Knox that is restricted to a relatively few economically viable sites. For those extractive industry sites which are economically viable, it is important to enable their ongoing use. For other sites which are nearing the end of their productive life, these should become available for alternative uses in the short to medium term.

#### **Scoresby-Rowville Employment Precinct**

In line with global economic change, Knox is experiencing increasing demand for quality employment precincts providing a high level of amenity and lifestyle options. In Knox this has been particularly noticeable in Scoresby and Rowville. The Scoresby-Rowville Employment Precinct is an emerging Specialised Activity Centre, with an attractive landscaped setting, it is structured to meet these demands and become a centre for new industry and employment growth.

The Scoresby-Rowville Employment Precinct, located north-west of Rowville on land bounded by Stud, Wellington and Ferntree Gully Roads and EastLink, is an area where high amenity 'production economy' related activities are being encouraged to locate and develop. The Precinct will perform a "specialist activity centre" role for the outer east and focus on research and development, industry/technology and warehousing/distribution and office uses.

### Activity Centres

The *Knox 2025 Vision* describes activity centres as having a unique and valued identity and image which will continue to develop their uniqueness as community hubs and provide enhanced amenity for residents and businesses. A hierarchy of activity centres is encouraged which allows for a balanced approach to urban development with a mix of housing densities sited in appropriate locations. An increased proportion of population and business growth is directed to principal and major activity centres and major transport routes.

Knox's activity centres are increasingly becoming the hubs for community life and offer or have potential to offer a range of retail, commercial, recreational, residential and social activities and services that encourage a greater sense of place, history, pride and connectedness. Not all centres offer the same opportunities and benefits, but together they form a hierarchy of viable and accessible centres that underpin the community and contribute to Knox's identity, culture, diversity and image.

Over the next three years, structure planning for the principal and major activity centres will continue being undertaken to determine their future development potential for retail, commercial, medium and higher density development based on the centre's role and local context in Knox.

Some centres lack vitality because of poor mix of activities and services and poor urban design in the public and private domain. A central challenge to activity centres within Knox, is the increasing pressure for non-centre based retailing activity and the fragmented land holdings within most activity centres that inhibits redevelopment. All new retail development should be located within identified activity centres. Restricted retail sales should also be located in activity centres (Principal and Major Activity Centres) or along the identified Burwood Highway strip (as shown on the Industrial & Restricted Retail Sales plan included in Clause 22.02).

A further challenge is the increasing volume and speed of traffic on declared arterial roads that fragment many of the older activity centres making them less pleasant community environments. Within Knox numerous car dependent developments have created urban environments that offer poor amenity for pedestrians, even within the innermost areas of activity centres.

#### *Melbourne 2030*

The State Government's metropolitan strategy *Melbourne 2030* defines activity centres within Knox into three categories: Knox Central Principal Activity Centre; Major Activity Centres; and Neighbourhood Centres. The location and hierarchy of Knox's activity centres is shown in the Overall Strategic Framework Plan at Clause 21.03.

In line with these hierarchical categories, the role of reinforcing each activity centre is of equal importance and the key characteristics and challenges for these centres are discussed below.

#### Knox Central ~~Principal~~ Activity Centre

The Knox Central ~~Principal~~ 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.

The vision for the Knox Central Principal Activity Centre is to create [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, and a well-activated Blind Creek corridor, will provide a unique Activity Centre presence in Melbourne's eastern suburbs.

~~a cohesive physically, economically, socially and culturally vibrant centre that will become the pre-eminent centre and focal point of regional activity in Knox. The Precinct will be a modern mixed-use activity centre, with a shift in its role and form brought about by focusing on the highest quality urban design (including Ecologically Sustainable Design principles) and the broadest possible range of activities in a physically, economically, socially and culturally cohesive vital and vibrant place.~~

Significant opportunities exist to achieve integration with existing and proposed public transport, furthering transit oriented development objectives at the local and broader level through the implementation of *Plan Melbourne Melbourne 2030* transport initiatives.

The Knox Central ~~Principal~~ Activity Centre local policy at Clause 22.04 applies to this centre. The purpose of the policy is to guide and direct future land use and development within the ~~Precinct~~ activity centre.

#### Major Activity Centres

Bayswater, Boronia, and Rowville (Stud Park) Activity Centres are Major Activity Centres that will serve a smaller catchment than the principal activity centre and provide scope for investment and change in retail, office, service and residential activities.

Key issues in Main Activity Centres are:

- The need to preserve the primary function of commercial land and encourage higher density residential development to locate above active commercial ground uses within the centre. Medium density residential development is to be located around the periphery of the centre to provide greater opportunities for people to live within the centre.
- Retail uses are to be consolidated within the retail core of the centre.
- Redevelopment of underutilised land or inappropriately used sites to provide a land use mix that contributes to a revitalised centre.
- Need to provide a range of uses and services within the centre that meet the needs of the growing community
- Increase the scale and level of activity within the centre, while ensuring views of the Dandenong Ranges are protected and enhanced.
- Need to provide a high amenity for pedestrians with buildings designed to provide high quality architecturally designed facades, active frontages at ground level and weather protection.
- Prioritise pedestrian movements to make it easier and safer for people to travel to and within the centre
- Improve the interface between development and adjoining streets, open space and public spaces.
- Improve the public realm to encourage people to meet formally and causally in an attractive and safe environment.
- Need to provide accessible community services.

Council has adopted structure plans for the Bayswater, Boronia and Rowville (Stud Park) Activity Centres, and the local policies for these centres at Clause 22 give effect to these structure plans.

#### Neighbourhood Activity Centres

Wantirna Mall, Mountain Gate, Studfield and Scoresby Village will provide retail and commercial activities that serve the day to day needs of the local community while providing opportunities for residential development.

Commercial areas in the Foothills will need to positively respond to the landscape and environmental sensitivities of the area.

Council has adopted a structure plan for Ferntree Gully Village. The *Ferntree Gully Village Centre Structure Plan* (June 2014) sets the direction for the future use and development of Ferntree Gully Village. The Plan facilitates the consolidation of retail and commercial activity, and community services into accessible areas, encourages shop-top housing, and ensures development remains at a low-scale to protect key views to the Dandenong Foothills and to retain an open, rural character.

The Ferntree Gully Village Local Policy at Clause 22.11 applies to that Centre.

Development within The Orchards neighbourhood centre (located within the Dandenong Creek Valley) will need to positively respond to the landscape sensitivities of the adjacent Dandenong Valley Parklands.

#### All other commercial areas

Other commercial areas within Knox (other than those described above) have an important role to play in serving the retail and commercial needs of their local neighbourhoods. There is limited opportunity for increased residential development within these areas.

#### Place Management

Knox City Council has adopted a ‘place management’ model of managing its activity centres. This model seeks to respond to all elements of an activity centre and its user communities, focusing not only on the physical and economic determinants of a centre but the importance of social and recreational attributes in defining place for user communities.

#### **Non-residential uses in residential areas.**

A number of non-residential uses are recognised as being appropriate uses in residential areas including medical centres, veterinary centres, display homes, convenience shops and child minding centres. Some of these uses locate in residential areas due to proximity to a major facility such as an educational institution or hospital. The improper design or location of these facilities in a residential environment can, however, negatively impact on the residential amenity of an area.

The establishment of non-residential uses in residential areas on the periphery of activity centres and major facilities provides the opportunity for a buffer between business and residential uses. It minimises intrusion of non-residential uses into local residential streets. Non-residential uses which operate until late at night should be located to minimise intrusion into residential areas where late night commercial activity does not currently exist.

## **21.07-2 Economic Development Objectives and Strategies**

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C149

### **Objective 1 (Economic Activity)**

To promote sustainable economic development.

#### **Strategies**

- Ensure that new subdivision is designed to ensure that it is functional and provides appropriately for the needs of industry and commerce.
- Encourage restricted retail to locate in designated highway locations and discourage out of centre development.
- Discourage restricted retail sales and other non-industrial related activities from locating in Industrial 1 zoned areas to ensure sufficient land for industrial and production economy related uses.
- Encourage appropriate home-based business.
- Provide for development that supports and accommodates emerging business trends that contribute to economic development in Knox.
- Encourage the formation of industry clusters and networks.

- Encourage infill development of vacant commercial and industrial sites and innovative development of car parks, to create pedestrian interest and active frontages onto local streets around activity centres.
- Consolidate retail activities into areas close to railway stations and other transport nodes, especially along streets with potential for improved pedestrian amenity.
- Encourage industrial development with compact internal arrangements that provide for efficient land use and quality public circulation spaces.
- Encourage industrial and retail development that facilitates the use of public transport by employees and visitors.

### **Objective 2 (Economic Activity)**

To ensure that the image and character of Knox remain as an attractive place to do business.

#### **Strategies**

- Encourage development that is designed and located to contribute to the vitality and vibrancy of activity centres, and provides a focus for community activity, interaction and commercial activity.
- Encourage active street frontages and public spaces within commercial areas to promote pedestrian activity and enable social interaction.
- Encourage the built form and character of development, including landscape treatments, to respond to the width of declared arterial roads, highways and traffic volume.
- Encourage buildings to be orientated in such a way that presents a positive and lively image of urban activity.
- Ensure that industrial and commercial development positively responds to and protects the amenity of adjoining land uses, particularly residential.
- Maintain and enhance a high standard of visual amenity in industrial, business and restricted retail sales areas.
- Minimise signage clutter.
- Encourage industrial development that provides for perimeters along declared arterial road frontages defined by prestige facilities and well-planted setbacks.

### **Objective 3 (Economic Activity)**

To increase tourism and visitor numbers in the municipality.

#### **Strategies**

- Support the development of new tourism enterprises throughout the municipality in appropriate locations.

### **Objective 4 (Industry/Commerce Precincts)**

To support and encourage business retention, growth and employment opportunities within the Bayswater Industrial Precinct and other industrial areas.

#### **Strategies**

- Support manufacturing and industry in the Bayswater Industrial Precinct.
- Promote development of high amenity industrial estates.
- Avoid further fragmentation of industrial sites and buildings.
- Minimise the potential for inter-business and inter-land use conflicts.
- Improve the appearance and image of the area, gateways and declared arterial roads.



- Provide for better use of smaller vacant factories and under-utilised sites by facilitating site consolidation and redevelopment.
- Retain for a mix of industry uses and development discouraging non-industrial uses.

### **Objective 5 (Industry/Commerce Precincts)**

To recognise and support the role of the Scoresby-Rowville Employment Precinct as an emerging Specialised Activity Centre.

#### **Strategies**

- Develop the Scoresby-Rowville Employment Precinct as a regional employment and national and international business attractor for technologically advanced industry.
- Encourage development of the precinct with a focus on hi-tech and bio-tech industries.

### **Objective 6 (Activity Centres)**

To ensure a hierarchy of viable, accessible activity centres with a greater range of complementary activities for domestic, business, leisure and social life with improved public transport services.

#### **Strategies**

- Reinforce the role of the Knox Central ~~Principal~~ 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 ~~Principal~~ Activity Centre local policy, [zones and overlays](#) to ensure that development is consistent with the *Knox Central Structure Plan (20172016date) Urban Design Framework*.
- Support consolidation, investment and change in retail, office, service and increased residential activities within Major Activity Centres.
- Implement the *Bayswater 2020: Bayswater Activity Centre Structure Plan (2005)* to encourage sustainable development of the activity centre to meet the needs of the local community, encourage high quality built form and enhanced public spaces.
- Implement the *Rowville Plan (2015)* to ensure that the future development of the Stud Park Shopping Centre is undertaken in a comprehensive, integrated and well-planned manner and protects the amenity of nearby residential areas.
- Ensure that future development at Boronia Activity Centre provides a civic space or town square as the focus for development.
- Ensure that future development at Boronia Activity Centre provides pedestrian accessways between the Boronia Railway Station and Boronia Road.
- Support appropriate development in larger Neighbourhood Centres, including Wantirna Mall, Mountain Gate, Scoresby Village and Studfield that is well designed and respects and complements the local character, including height.
- Support appropriate development in Neighbourhood Centres in the Dandenong Foothills (Alchester Village, The Basin, Ferntree Gully and Upper Ferntree Gully) that responds positively to the landscape and environmental sensitivities of the area and is well designed and respects and complements the local character, including height.
- Implement the *Ferntree Gully Village Structure Plan (June 2014)* to consolidate the retail, commercial and community uses, promote shop-top and medium density housing, and protect the key views and the open, rural character of the Dandenong Foothills.
- Ensure that development and use in shopping centres is appropriate to the role and function of the centre.
- Direct large entertainment, comparison or convenience retail uses serving a regional catchment into principle and major centres.

- Direct Restricted Retail Sales to the preferred locations along Burwood Hwy and prevent the spread of retail uses outside of activity centre locations.
- Increase population density in and around activity centres to increase accessibility, demand for goods and services and promotion of community interaction.
- Encourage developers of land for residential and commercial activities to make a development contribution for the provision of social and other infrastructure improvements.
- Consolidate development and promote mixed uses and higher density housing in activity centres consistent with structure plans.
- Ensure future development is well integrated with its surrounds.

### **Objective 7 (Activity Centres)**

Encourage development of more viable mixes of land uses within activity centres.

#### **Strategies**

- Concentrate retail outlets into prominent sites.
- Locate social infrastructure where they are connected to pedestrian, cycle and public transport routes that link them to their local user base.
- Redevelop under-utilised car parks for other uses that will enhance the vitality of activity centres, especially higher density housing.
- Redevelop properties that have poorly orientated frontages.

### **Objective 8 (Activity Centres)**

To ensure activity centres are attractive and safe settings for pedestrians and make shops and services more accessible for local residents and workers.

#### **Strategies**

- Ensure new development promotes an integrated movement system that assists the economic vitality and development of activity centres.
- Improve the attractiveness of streets and other public spaces in and around activity centres.
- Enhance walking and bicycle routes between activity centres and surrounding neighbourhoods.
- Provide opportunities for passive surveillance through permeable building forms and active street frontages adjacent to pedestrian pathways.
- Ensure that the built form incorporates crime prevention design principles.
- Ensure that built form allows for access to all.
- Provide for attractive public realm opportunities within each activity centre identified through the structure planning process.

### **Objective 9 (Non residential uses in residential areas)**

To allow non-residential uses in residential areas which provide services to the community without significant detriment to residential amenity.

#### **Strategies**

- Locate non-residential uses on declared arterial, link or collector roads carrying a minimum of 3,000 vehicles per day on the periphery of retail activity centres or major community facilities.

- Locate uses which intend to be open late at night near other compatible late night uses.
- New development is to be similar in character, size, setback and height to the development in the surrounding neighbourhood.
- New development is to harmonise with the surrounding area through its use of materials, colours and landscaping.
- Limit signage to identification purposes and traffic management only.
- Support the expansion of existing non-residential activities so long as amenity is not detrimentally affected.
- Design developments to minimise any intrusion to residential amenity in terms of overlooking, overshadowing and excessive noise.

### 21.07-3 Economic Development Implementation

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These strategies will be implemented by:

#### Using zones, overlays, policies and the exercise of discretion

- Applying appropriate zones and overlays
- Applying Development Contribution Plan Overlay as required.
- Ensuring that development is consistent with the *Knox Urban Design Framework 2020* (2003)
- Apply Design and Development Overlay 8 to protect and enhance the landscape settings and village character of the Ferntree Gully Village Activity Centre.
- In the Ferntree Gully Village Activity Centre, rezone peripheral commercial land east and west of the retail core to Mixed Use Zone to encourage community services and office use with residential development above.
- In the Ferntree Gully Village Activity Centre, rezone land within the station reserve and east of the railway to Commercial 1 Zone to encourage commercial uses.
- In the Ferntree Gully Village Activity Centre, rezone peripheral land to General Residential Zone to encourage residential development.
- Applying the Industrial and Restricted Retail Sales Area Design local policy at Clause 22.02.
- Assessing whether the development is innovative and best practice in sustainable design in accordance with Clause 21.04.
- Applying the Bayswater/Bayswater North Industrial Area Strategy (2003).
- Applying the *Scoresby Rowville Employment Precinct* local policy at Clause 22.08.
- Applying the *Knox Central ~~Principal~~ Activity Centre* local policy at Clause 22.1504.
- Supporting development and land use in the Knox Central ~~Principal~~ Activity Centre that is consistent with the *Knox Central ~~Structure Plan (20172016date) Urban Design Framework (2005)~~*.
- Applying the Bayswater Activity Centre local policy at Clause 22.05.
- Supporting development and land use in the Bayswater Activity Centre that is consistent with the *Bayswater 2020: Bayswater Activity Centre Structure Plan* (2005).
- Applying Clause 22.11 Ferntree Gully Village Local Policy.
- Supporting development and land use in the Ferntree Gully Village that is consistent with the *Ferntree Gully Village Structure Plan* (June 2014).
- Applying the *Boronia Activity Centre* local policy at Clause 22.06.
- Supporting development and land use in the Boronia Activity Centre that is consistent with the *Boronia Structure Plan* (2006) and addendum dated March 2012.
- Applying the *Rowville (Stud Park) Activity Centre* local policy at Clause 22.13.

- Supporting development and land use in the Rowville (Stud Park) Activity Centre that is consistent with the *Rowville Plan* (2015).
- Supporting development and land use in the Ferntree Gully Village that is consistent with the *Ferntree Gully Village Structure Plan* (June 2014).
- Applying the Residential Land Use and Development within the Commercial 1 Zone local policy at Clause 22.12.

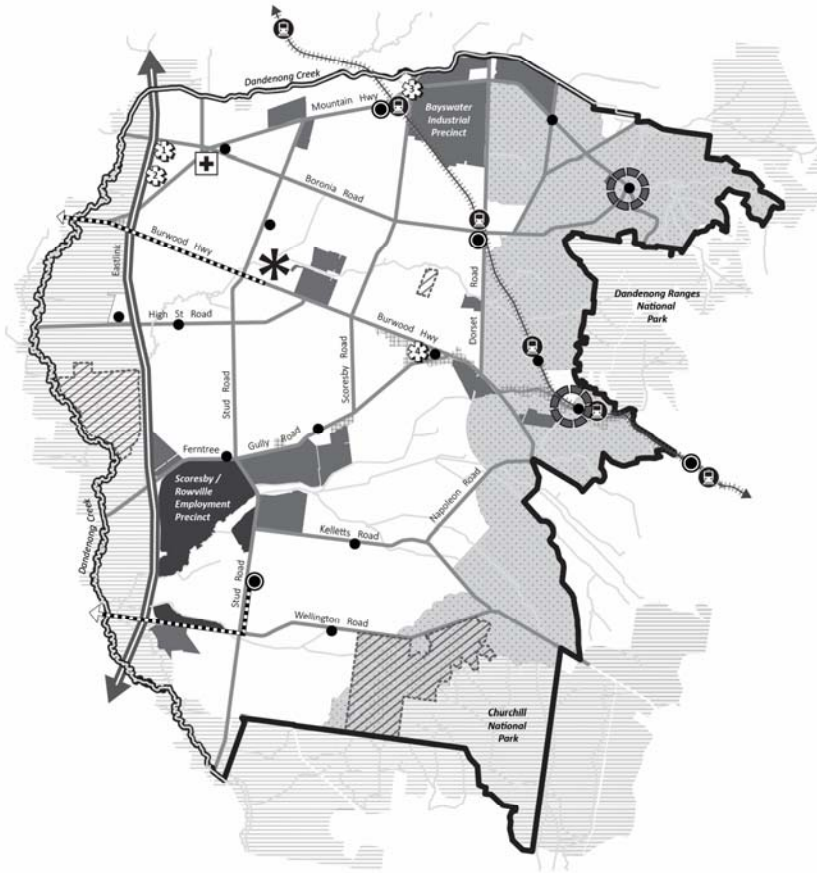
### Undertaking further strategic work

- Prepare Development Contribution plans.
- Undertake an assessment of future retail needs in Knox.
- Prepare a structure plan for Burwood Highway retail land.
- Prepare structure plans for Alchester Village, The Basin and Upper Ferntree Gully Activity Centres.
- Prepare Urban Design Guidelines and local policy.
- Implement the *Knox Central Urban ~~Structure Plan (2017-2016date)~~ Design Framework* for the Knox Central ~~Prineipal~~ Activity Centre.
- As specified in the *Bayswater 2020: Bayswater Activity Centre Structure Plan* (2005) and addendum dated March 2012, in partnership with the Department of Infrastructure undertake a regional strategic transport analysis, including the role, nature and function of Mountain Highway.
- As specified in the *Bayswater 2020: Bayswater Activity Centre Structure Plan* (2005) and addendum dated March 2012, following the completion of the strategic analysis of the regional transport system, prepare an Urban Design Strategy/Master Plan for Mountain Highway addressing landscape, urban design, access and improved pedestrian and cycle facilities.

### Undertaking other actions

- Undertake an economic analysis to determine the future potential for a medical precinct in Wantirna.
- Promote the Scoresby-Rowville Employment Precinct.
- Promote the tourism potential of regional and local parklands.
- Promote and implement the Knox Economic Development Strategy 2008-2018 (2008).
- Contribute to the development of high technology and knowledge based industries within Knox.
- Continue to implement the *Place Management Program* for identified activity centres.
- Continue to work in partnership with Maroondah and Yarra Ranges to consider the recommendations of the *Bayswater / Bayswater North Industrial Area Strategy* (2003).
- Continue to implement the initiatives of the *Regional Economic Strategy for Melbourne's South East 2009-2030* (2009) with member councils of the region.
- Analyse infrastructure requirements for hi-tech and bio-tech or newly emerging technologies.
- Liaise with VicRoads to obtain approvals for proposals within the Boronia Structure Plan (2006) where these proposals directly affect declared arterial roads.
- Work with landowners of Strategic Investigation Sites and the surrounding communities during future strategic planning processes and any associated rezoning process to ensure that future residential (and non-residential) development reflects the *Knox Housing Strategy 2015*.

ECONOMIC FRAMEWORK



LEGEND

- RAIL CORRIDOR / TRAIN STATION
- MUNICIPAL BOUNDARY
- DECLARED ARTERIAL ROAD
- EASTLINK
- EMERGING SPECIALISED ACTIVITY CENTRE: SCORESBY / ROWVILLE EMPLOYMENT PRECINCT
- INDUSTRIAL AREAS: MAJOR SOURCE OF LOCAL EMPLOYMENT
- QUARRY: FUTURE REMEDIATION
- MEDICAL PRECINCT: ECONOMIC ANALYSIS TO DETERMINE FUTURE POTENTIAL MEDICAL PRECINCT

- HIERARCHY OF ACTIVITY CENTRES
  - PRINCIPAL
  - MAJOR
  - NEIGHBOURHOOD
  - UPPER FERNTREE GULLY AND THE BASIN: DEMARCATÉ GATEWAY TO TOURIST ACTIVITY WITHIN THE DANDENONG RANGES
- REGIONAL TOURISM AND RECREATION WITHIN THE DANDENONG CREEK VALLEY / THE DANDENONG RANGES AND CHURCHILL NATIONAL PARKS
- DANDENONG FOOTHILLS: SIGNIFICANT ENVIRONMENTAL LANDSCAPE

- HIGHWAY RETAIL
- FUTURE BURWOOD HIGHWAY TRAM / ROWVILLE TRAIN (BEING ADVOCATED)
- STRATEGIC INVESTIGATION SITES\*
  - 1&2 Wantirna Health Precinct: 706, 750-750A, and 760 Boronia Road; and 203 and 251 Mountain Highway, Wantirna
  - 3 Bayswater Triangle
  - 4 Mountain Gate Triangle

\* See also Clause 21.05 Housing Framework Map



## 21.08 INFRASTRUCTURE

17/03/2016  
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Proposed  
C149

### 21.08-1 Infrastructure Overview

08/07/2010  
C70

The Infrastructure theme relates to the provision of physical and social services. The key Infrastructure themes are shown on the Infrastructure & Movement Strategic Framework Plan included in this Clause.

#### **Providing and Maintaining Infrastructure**

Much of the infrastructure in Knox is now in need of significant maintenance, replacement or upgrading, particularly in the more established areas, placing stress on the resources of Council. New urban development must be adequately serviced so as not to have a detrimental effect upon the environment. Contributions from developers and servicing agencies will be essential in the provision of new infrastructure and the upgrading of existing infrastructure. Poor quality infrastructure, particularly drainage and sewerage can lead to water quality problems downstream, whilst congested road systems impact on greenhouse gas emissions.

#### **Integrated Transport**

Current travel behaviour in Knox is strongly linked to a 'car culture'. While many of Knox's older suburbs initially grew around the rail corridor and associated bus routes, more recent urban development has favoured car oriented mobility. The layout of the suburbs, activity centres and streets actively encourage car use, whilst perceptions of mobility are generally linked to car ownership.

The road network system, which since 2008 included Eastlink, is important particularly as a key regional freight and commuter link for private and public transport. The regional road network is vital to the Knox's economic vitality and image. The linkages that the major arterial road network provides are important in increasing accessibility for residents and employment opportunities from a regional and local basis.

Traffic volumes in Knox have generally grown faster than infrastructure development can sustain, particularly on the main road network. This has led to congestion and contributed to road accidents. Although Eastlink has assisted with this, there are other roads within Knox with high traffic volumes.

There is minimal fixed public transport infrastructure in Knox, with the Belgrave train line providing the only heavy rail corridor. Complementing the rail service is a bus network providing wider access to schools, shopping centres and working environments throughout Knox. The bus network continues to grow with new routes recently established in Rowville and Lysterfield. For some bus routes, dedicated bus lanes will assist by giving buses priority over other vehicles as a transport option.

*Melbourne 2030* identifies Burwood Highway, Wellington Road (west of Stud Road), Stud Road and EastLink as part of the Principal Public Transport Network. *Melbourne 2030* also details the development of a Metropolitan Tram Plan which would provide for a selective expansion of the tram network, including the extension from Burwood East to Vermont South (in operation from mid 2005), and later to Knox. The State Government's "*Linking Melbourne Metropolitan Transport Plan*" (2004) included the initiative of the smart bus along Wellington and Stud Roads which is operational.

In addition to advocating the extension of the tram network along Burwood Highway, the City of Knox through its *Knox Integrated Transport Plan* (2004) seeks other investigation and advocacy programs to promote delivery of dedicated public transport services to improve the public transport grid across Knox for the local community. Advocacy currently includes advocating for an extension to the heavy rail along Wellington Road and part of Stud Road to the Stud Park Activity Centre.

Green Travel Plans that aim to change the travel habits of commuters, assisting in reducing greenhouse emissions and creating a safer, more socially and environmentally friendly environment and lifestyle should be used more widely.

### **Open Space and Recreation**

Knox has over 500 areas of open space and several major regional parks along its borders, and provides approximately 15.3 hectares of open space per 1,000 people compared to a metropolitan average of 9.3 hectares per 1,000 people. Many open space sites are connected by one of the most extensive shared pathway systems in Australia. This open space network makes an important contribution to the character of Knox and the outdoor lifestyle of residents, and assists in protecting important bushland and remnant indigenous vegetation.

The changing demographic profile across Knox communities suggests that recreation provision in the future will need to be more diverse and offer greater opportunities for passive and active recreation pursuits and to promote social interaction as both the number of older people and the range of cultural backgrounds increases.

Knox's *Recreation Plan 2004-2013* (2004) provides a framework of initiatives that will be responsive to current and future recreation needs of the Knox Community.

### **Community Health and Wellbeing**

Planning for land use and development should positively influence the health and wellbeing of the Knox community by facilitating outcomes that will lead to increased levels of social connectedness and cohesion.

Residents, visitors, workers, children and teenagers require a range of services and facilities. Easy access to facilities and services, including frequent and reliable public transport, is essential in making Knox more attractive for families in different lifecycle stages. These services include families' and children's health services, library and other information services, community support and recreation services, education and employment services, shopping precincts, and services for people with disabilities and cultural specific services.

Like new housing, new health and community facilities should ideally be located close to existing public transport networks and hubs of activity that provide essential goods and services. The establishment of a medical precinct near the new Wantirna Health centre (opened in 2007) will provide a clustering of like services for the convenience of users.

## **21.08-2 Infrastructure Objectives and Strategies**

08/07/2010  
C70

### **Objective 1 (Providing and Maintaining Infrastructure)**

To ensure that the provision of new infrastructure is designed to contribute positively to the urban fabric and fulfil the needs of its intended life.

#### **Strategies**

- Provide opportunity for development without impacting on the efficiency of existing infrastructure.
- Provide for the maintenance of existing infrastructure to an appropriate standard while development continues.
- Adopt good design principles and recognise relevant standards.

### **Objective 2 (Providing and Maintaining Infrastructure)**

To ensure that residents have improved access to services, facilities and public transport.

#### **Strategies**

- Support new housing in locations that have existing access to frequent and reliable public transport facilities and services.
- Require Social Impact Assessments (where a need has been identified) for key strategic redevelopment sites or larger residential developments to identify the level of physical and social infrastructure required to be provided.
- Increase population in and around activity centres, community infrastructure and public transport nodes to provide increased demand for services and increased accessibility.
- Require a contribution (where a need has been identified) to physical and community infrastructure through the application of Development Contributions Plans.
- Encourage the co-location of community facilities.

**Objective 3 (Integrated Transport)**

To provide a safe integrated movement system that increases levels of accessibility, use and transport choice for all members of the community.

**Strategies**

- Improve connectivity between new and existing residential areas to existing transport networks.
- Ensure the maintenance and upgrade of transport infrastructure to meet existing and future transport needs of the community.
- Encourage increased housing densities along the principal public transport network and in activity centres.
- Enhance walking and bicycle routes between activity centres and surrounding neighbourhoods.
- Develop the pedestrian network in a manner that makes walking a viable transport choice.
- Reduce car parking requirements as appropriate in activity centres and along the Principle Public Transport Network where public transport services provide a real alternative to car use.
- Integrate walking and cycle paths with local street systems.
- Develop spaces and facilities that support use of the walking network and create interest and points of interaction through landscaping, links to shops, park benches, views and public art.
- Integrate public transport facilities in the redevelopment of shopping centres.
- Require new development to provide footpaths and/ or cycle paths where appropriate to complement the existing path network.
- Encourage shared pedestrian and bike path networks.
- Ensure that new development improves the safety, connectivity and accessibility of pedestrian, shared path and bicycle networks.

**Objective 4 (Open Space and Recreation)**

To provide accessible, linked open space areas.

**Strategies**

- Implement improvements to local and neighbourhood parks and creek corridors including planting and improved pathways and facilities.
- Use indigenous species (of local provenance) when undertaking planting on publicly owned or managed land (eg roadsides, along creeks, in parks/reserves/gardens, etc).
- Improve access to and the quality of open space in deficient areas and upgrade the appearance of community outdoor areas.
- Require a public open space contribution for subdivisions.
- Ensure planning for new development provides accessible, linked open space and protects natural values.

**Objective 5 (Community Health and Wellbeing)**

To ensure that social infrastructure is accessible and meets the existing and future needs of the community.

**Strategies**

- Encourage community facilities to be co-located and multi purpose to service a range of activities.
- Encourage community facilities providing essential services such as education, employment, healthy food options and health care to be visible, accessible and located near nodes of activity and public transport routes as appropriate.
- Encourage key development proposals to consider providing active, secure and safe public realm opportunities.



- Provide or support the provision of social infrastructure that supports individuals and families throughout their life cycle.
- Encourage the design of development (where appropriate) to be flexible and adaptable to accommodate a variety of uses through the building lifespan to accommodate the needs of a changing community.

### 21.08-3 Infrastructure Implementation

17/03/2016  
C434  
Proposed  
C149

These strategies will be implemented by:

#### Using zones, overlays, policies and the exercise of discretion.

- Applying the *Knox Central ~~Principal~~ Activity Centre* local policy at Clause 22.1504.
- Applying the *Scoresby-Rowville Employment Precinct* local policy at Clause 22.08.
- Applying the Residential Development and Neighbourhood Character local policy at Clause 22.07.
- Requiring a public open space contribution for subdivision to be utilised in accordance with the *Knox Open Space Plan 2004-2014* (2004).
- Implement the objectives of the *Knox Integrated Transport Plan* (2004).
- Achieving greater connectivity by different modes of transport.
- Ensuring land use and development responds to the social needs of the community.
- Ensuring that new development interacts with the public realm, including waterways and open space areas.
- Considering the impact of new development on existing physical infrastructure.
- Applying the Special Building Overlay in areas identified as subject to flooding from the local drainage system and Melbourne Water assets in the design storm event.

#### Undertaking further strategic work

- Continue to establish management plans for key recreational facilities.
- Implement the *City of Knox Stormwater Drainage Strategy 2005*.

#### Undertaking other actions

##### Providing and Maintaining Infrastructure

- Provide guidance on appropriate design and construction standards relating to the provision of infrastructure and subdivision.
- Work with the Country Fire Authority to determine and plan for the need for firefighting infrastructure.

##### Integrated Transport

- Negotiate with VicRoads to improve pedestrian crossing facilities of declared arterial roads through installation of new pedestrian signals and improved signal phasing.
- Develop and implement a program of streetscape works to improve general amenity for pedestrians in conjunction with the Place Management Program for activity centres.
- Work with State Government and public transport companies to enhance transport infrastructure and service delivery.
- Provide appropriate reference documents and guidelines for developers that outline requirements relating to integrated transport objectives and strategies for City of Knox.
- Ensure that no future transport project is delivered without an examination of complementary transport opportunities.
- Advocate to VicRoads for the ~~Encourage~~ the extension of the Route 75 tram “light” rail along Burwood Highway to Knox Central Activity Centre and transport interchanges at key locations.
- Encourage the provision of the Rowville heavy rail extension.
- Encourage the extension and frequency of bus services in residential neighbourhoods.

- Establish priorities for upgrading transport infrastructure and identify sources of funding.
- Advocate for improved public transport infrastructure and services to coincide with housing provision.

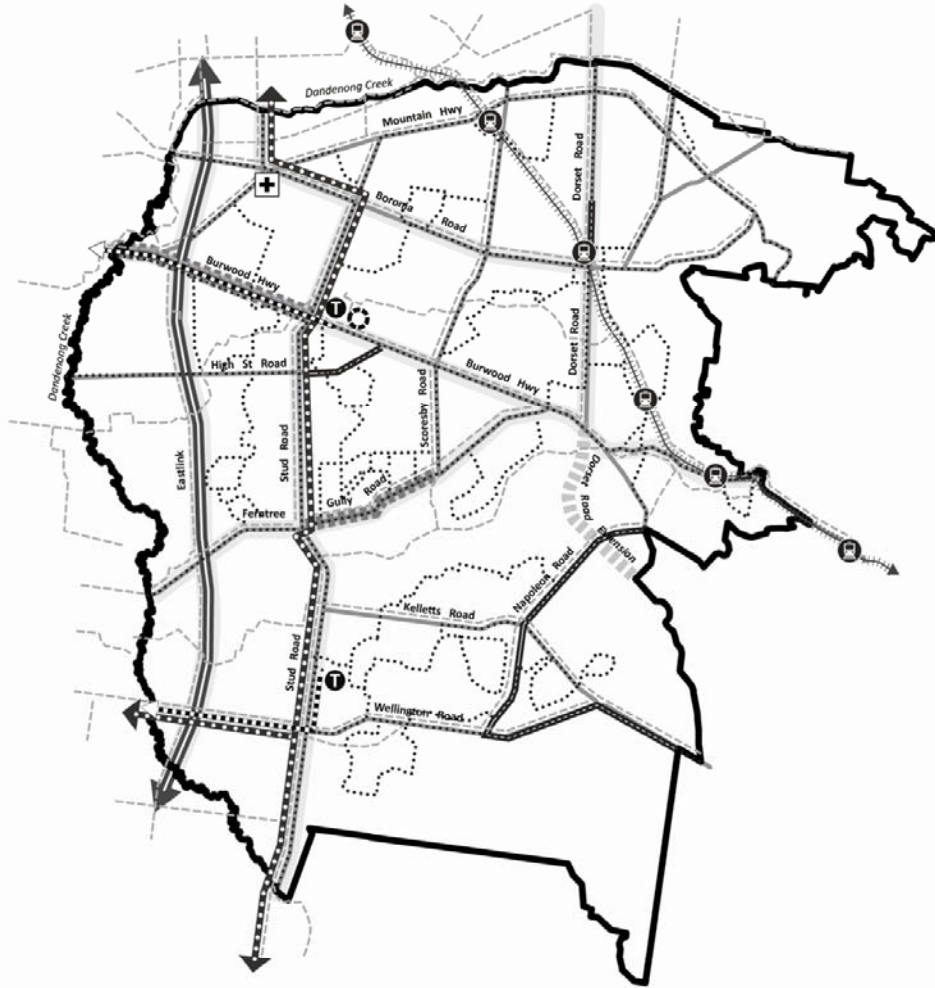
#### Open Space and Recreation

- Work with the Department of Sustainability and Environment and Parks Victoria to coordinate the provision of trails.
- Work with community organisation in the management of open space and recreation areas.
- Actively manage bushland reserves and other indigenous vegetation to protect important values for the long-term future.
- Explore the opportunities for government, private sector and community agency involvement in the provision of facilities and infrastructure to meet the current and future needs of the community.
- Improve the amenity, accessibility and opportunities in public open spaces through open space planning.
- Continue to prioritise projects for capital works program and partnership initiatives.
- Provide a wide range of active and passive recreation and leisure pursuits that are affordable and accessible to all members of the community.
- In partnership with Melbourne Water, develop a master plan for Lewis Park and the Blind Creek corridor

#### Community Health and Wellbeing

- Collaborate with private and public sectors to develop a broader range of community health and wellbeing services or initiatives.
- Support the initiatives and policy objectives of the *Community Health and Well-Being Strategy 2003-2006* (2003) and the *Knox Affordable Housing Action Plan 2007-2012* (2007).
- Continually monitor and research the needs of the local community to ensure that planning meets current and forecast community needs.
- Work with State and Federal Government agencies, non-government organisations to plan and determine the need for social infrastructure.
- Work with State and Federal agencies to develop social infrastructure into areas of community focus and activity.

INFRASTRUCTURE AND MOVEMENT FRAMEWORK



LEGEND

- |   |  |
|---|--|
|  MUNICIPAL BOUNDARY                                    |  BIKE PATH                                    |
|  RAIL CORRIDOR / TRAIN STATION                         |  CIVIC PRECINCT                               |
|  PRINCIPAL PUBLIC TRANSPORT NETWORK                    |  MEDICAL PRECINCT                             |
|  DECLARED ARTERIAL ROAD                                |  SMART BUS                                    |
|  EASTLINK  |  FUTURE BURWOOD HIGHWAY TRAM / ROWVILLE TRAIN |
|  FUTURE DORSET ROAD EXTENSION                          |  BUS ROUTE                                    |
|  FUTURE MAJOR ROAD IMPROVEMENT AND DUPLICATION PROJECT |  TRANSPORT INTERCHANGE                        |
|  FUTURE MAJOR ROAD WIDENING / ADDED LANES              |  |



## 22 LOCAL PLANNING POLICIES

DD/MM/YYYY  
Proposed C149

### 22.15 Knox Central Activity Centre

DD/MM/YYYY  
Proposed C149

#### 22.01-1 Policy Basis

DD/MM/YYYY  
Proposed 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

DD/MM/YYYY  
Proposed C149

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

DD/MM/YYYY  
Proposed C149

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><b>Burwood Highway Corridor</b></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><b>Commercial Core</b></p>	<p>The Commercial Core Precinct will provide a broad mix of land uses including residential, employment, business, entertainment, community and leisure activities. <a href="#">Land to the east of Melbourne Street will support more intensive development and higher built form outcomes to deliver a range of uses in the Commercial Core including retail, high density residential development, office and medical facilities. In this part of the Commercial Core, the expectation is that preferred heights specified in the Knox Central Structure Plan, Knox City Council, 2017, could be significantly exceeded.</a></p> <p>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><b>Civic/Community</b></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><b>Lewis Road Mixed Use</b></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><b>Burwood Highway South Mixed Use</b></p>	<p>The southern side of Burwood Highway will provide a mixed-use environment <a href="#">providing-with</a> 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</p>

	will provide transparency and surveillance opportunities, and contribute to pedestrian amenity.
<b>Lewis Road Industry</b>	<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. <del>The exception is , with the exception of</del> 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>
<b>Strategic Redevelopment Site</b>	<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 <a href="#">State Government departments (including for the use of emergency services)</a> 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>
<b>Educational</b>	These areas will support the ongoing operation and expansion of existing educational land uses.
<b>Existing Residential</b>	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.
<b><u>Future Residential</u></b>	<p><a href="#">This discrete precinct (adjacent to Blind Creek, and has interfaces with the Open Space and Recreation Precinct and an existing residential neighbourhood) may be developed for residential purposes.</a></p> <p><a href="#">Development must be sensitively integrated with the landscape setting and the existing residential neighbourhood.</a></p>
<b><u>Open Space and Recreation</u></b>	<a href="#">This precinct will continue to provide significant open space and areas for recreation. This includes the provision of private facilities for sporting / leisure and recreation purposes.</a>

**22.15-4 Objectives**

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**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 ~~Red~~Development 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 ~~landsites and the strategic development site. of Strategic Investigation Sites as identified in Clause 21.05 'Housing'.~~
- Support the provision of affordable and social housing stock within Knox Central, particularly as a proportion of redevelopment of Council-owned land and the strategic development site..

- 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.
- Support higher density residential development, commercial, entertainment and leisure uses in the Commercial Core to the east of Melbourne Street.
- 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 ~~Red~~Development 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. Development of the Strategic Development Site must:



- include retention of the biological values of the existing water body;
  - facilitate integrated water management; 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 [the Open Space and Recreation Precinct \(including the Blind Creek corridor\)](#)~~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.
  - [Support landscaping that complements the vegetation character of the Open Space and Recreation Precinct \(including the Blind Creek corridor\), in adjoining precincts.](#)
  - 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 ~~along~~ 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 Local Area Implementation

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### Policy Guidelines

- Facilitate development in the Knox Central Activity Centre in accordance with the *Knox Central Structure Plan, Knox City Council, 2017-2016 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 22.15-6 Precinct Plan, expect for land covered by the Development Plan Overlay – Schedule 2-
- Apply Amend-Development Plan Overlay – Schedule 2 which applies to the Commercial Core Precinct as shown in Clause 22.15-6 Precinct Plan to implement the objectives of the Knox Central Structure Plan.
- Apply the Mixed Use Zone to the Lewis Road Mixed Use and Burwood Highway South Mixed Used precincts as shown in Clause 22.15-6 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 22.15-6 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 22.15-6 Precinct Plan.
- ~~Amend Development Plan Overlay – Schedule 2 which applies to the Commercial Core Precinct as shown in Clause 22.15-6 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 22.15-6 Precinct Plan from Public Use Zone.~~

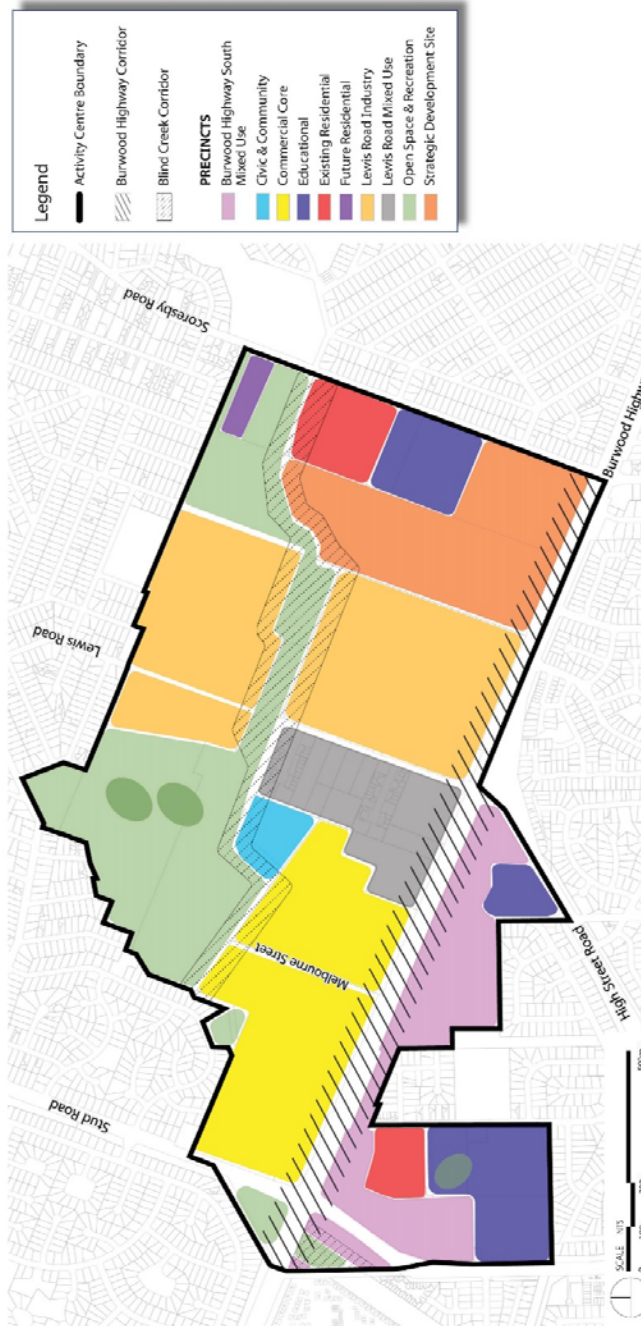
### Reference documents

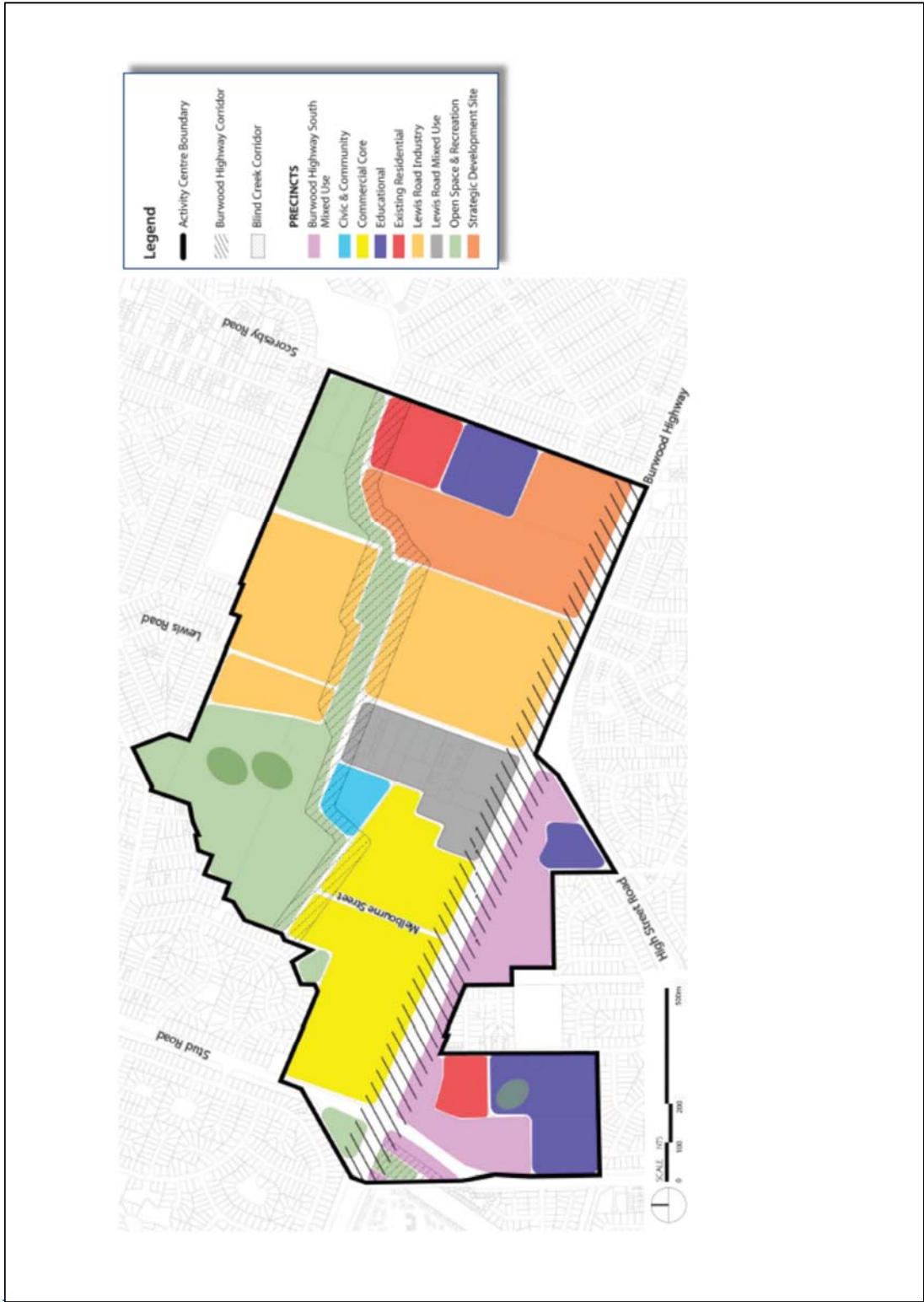
*Knox Central Structure Plan, Knox City Council, 2017-2016*

22.15-6 Precinct Plan

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Figure 1: Knox Central Precinct Plan





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Proposed C149**SCHEDULE 13 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DDO13**.**KNOX CENTRAL ACTIVITY CENTRE****1.0 Design objectives**DD/MM/YYYY  
Proposed C149**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 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 achieve a continuous boulevard streetscape along Burwood Highway that is planted with canopy trees and formal landscaping and provides an intense and prominent urban form to reflect the role and context of Knox Central.
- To transform the Lewis Road precinct into a high quality, attractive mixed use area that achieves higher density residential development at a sensitive human scale.
- 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 and is integrated with development.
- ~~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 (excluding where the DPO2 applies)**

- 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 commercial and 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~~The extension of 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 precinctsPermit requirements**

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

~~all precincts~~All Precincts:

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

- ~~————— Buildings should not exceed the heights shown in Figure 2.~~
- ~~————— A building must comply with the street setbacks, street wall heights and upper level setbacks specified in Table 2 and Table 3.~~
- 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 should ~~must~~ avoid large, unbroken expanses of walls to the public realm or oblique side views.

**Building design requirements – Burwood Highway Corridor (excluding where the DPO applies)**

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

- Development must have an active frontage to Burwood Highway.



- Buildings must be setback in accordance with Table 2 to provide a substantial continuous 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.~~

**Building design requirements – Land within DPO2**

- ~~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.~~
- ~~Setbacks to Burwood Highway and Stud Road must be:
 
  - ~~planted with canopy trees at a minimum density of one canopy tree for each 5 metres of the road 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 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.~~
- ~~For development with a frontage to Burwood Highway, active frontages should be provided, as practicable, which may comprise entries, shop fronts, display windows, clear glazing or other engaging interfaces and/or the use of materials, lighting, advertising or architectural treatments to achieve an engaging interface~~

**Building design requirements – 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 commercial and industrial use.

**Building Height**

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

A permit may be granted for a development which exceeds the preferred building heights shown in Figure 2 provided that it is generally in accordance with an approved Development Plan for the Commercial Core.

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 Lewis Road	Street setback to High Street Road	Setback to 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** Subdivision  
DD/MM/YYYY  
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None specified.

**4.0** Advertising signs  
DD/MM/YYYY  
Proposed C149  
None specified.

**53.0****Decision guidelines**DD/MM/YYYY  
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~~Before deciding on an application, the responsible authority must consider:~~The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate by the responsible authority:

- 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 an 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-land~~ (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~~ manage 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, as appropriate to the satisfaction of the Responsible Authority:

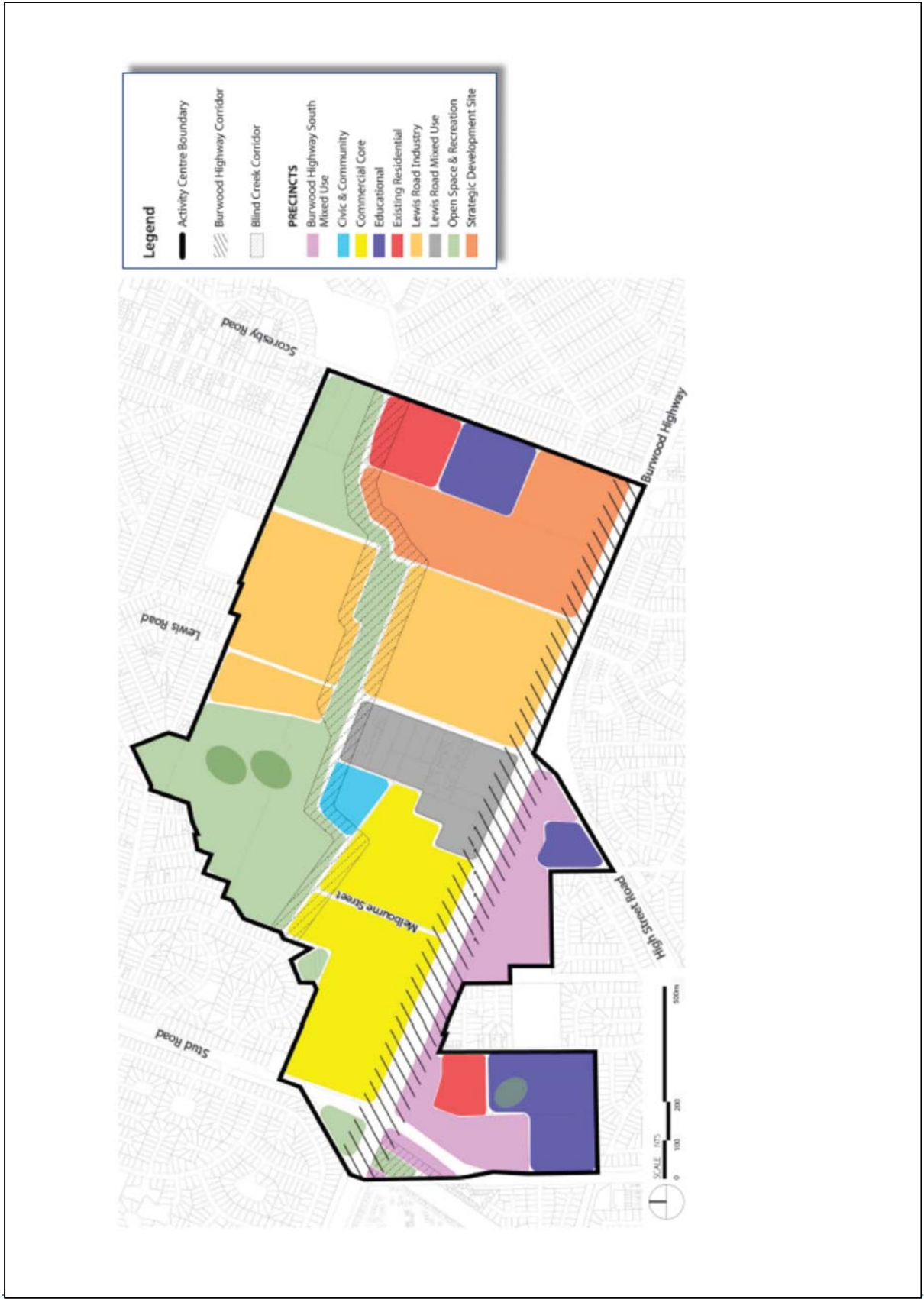
- A Landscape Concept Plan
- A Traffic Management Plan
- An Acoustic Report ~~that~~ demonstrates that new residential development or other sensitive uses have provided high-appropriate levels of noise attenuation with regard to existing noise sources in the surrounding area.

- 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

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*Knox Central Structure Plan (2016) Knox Central Structure Plan, Knox City Council, 2017*



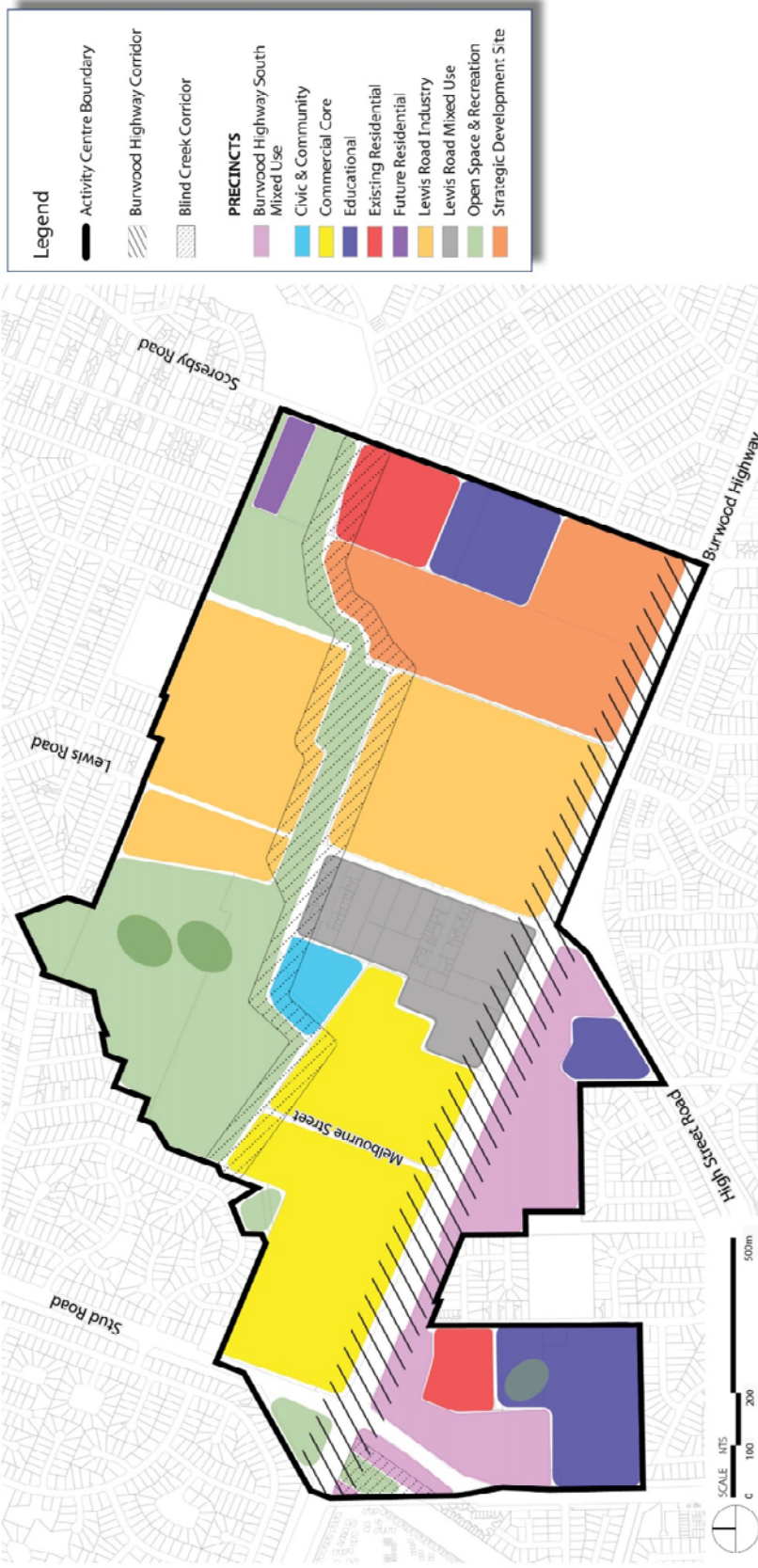
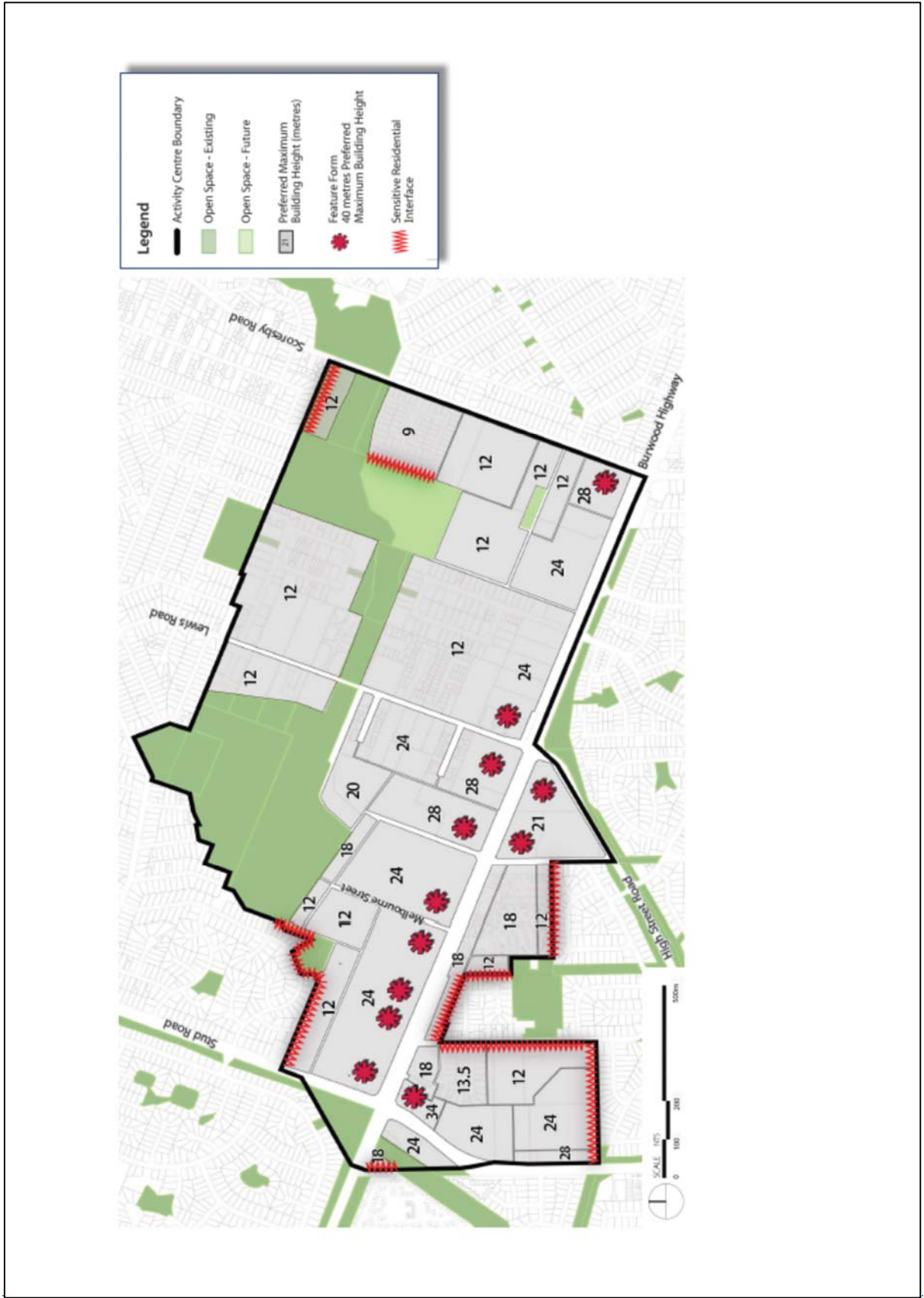


Figure 1: Knox Central Precinct Plan



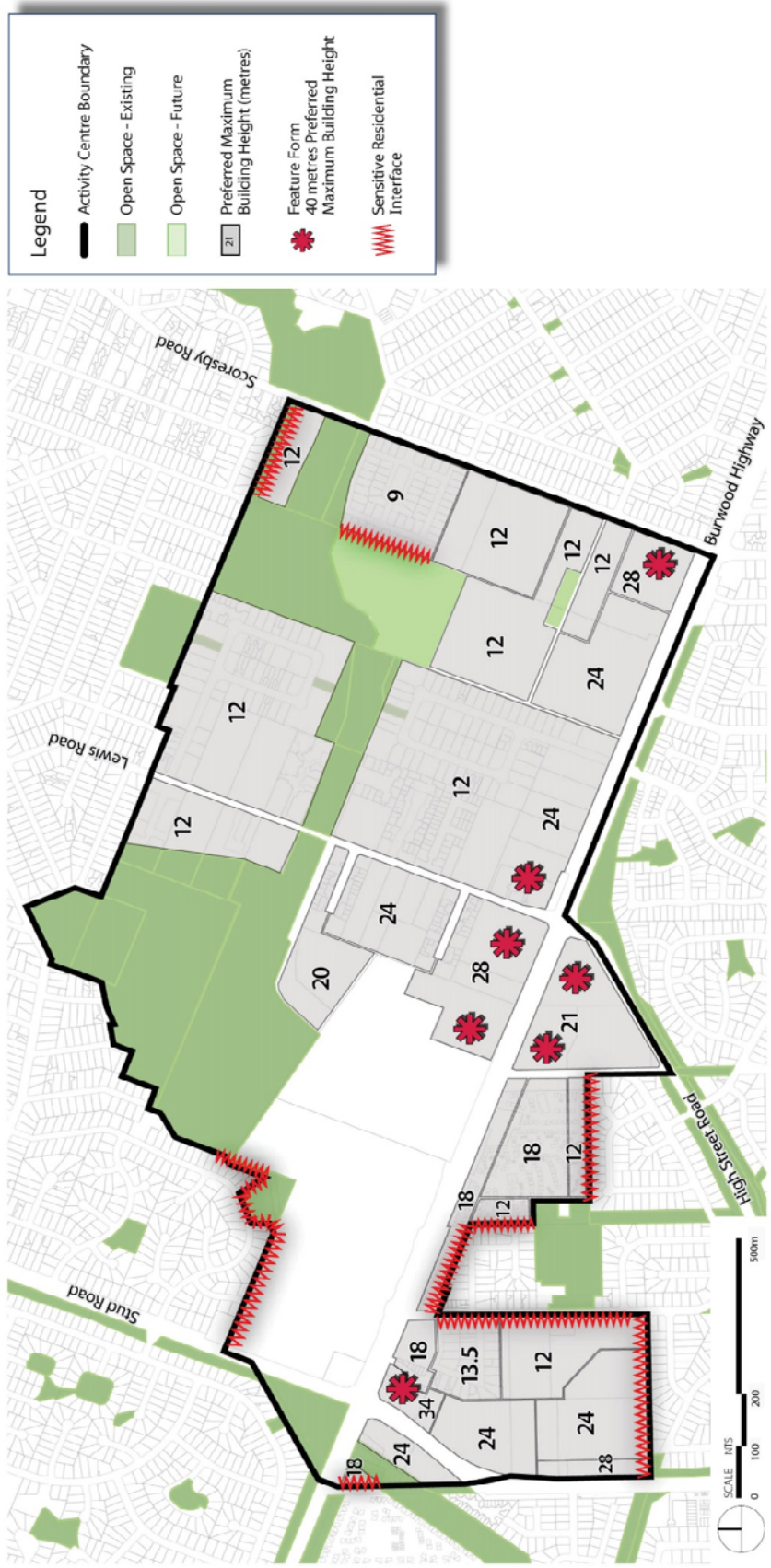


Figure 2: Knox Central Built Form Framework Plan



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C149**SCHEDULE 2 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as DPO2

**KNOX CENTRAL COMMERCIAL CORE PRECINCT****1.0 Requirement before a permit is granted**19/01/2006  
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A permit may be granted before a development plan has been prepared to the satisfaction of the Responsible Authority for the following:

- Advertising signs.
- 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**19/01/2006  
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[The following conditions and/or requirements apply to permits:](#)

**Bus Interchange**

Prior to the granting of a permit for a development that will interfere with or obstruct the use of the Bus Interchange, the owner of the land must make arrangements for the alteration or relocation of the Bus Interchange to the satisfaction of Public Transport Victoria and the Responsible Authority.

These arrangements must be secured via an agreement between the owner of the land and the Responsible Authority under Section 173 of the *Planning and Environment Act 1987* or through a condition on the relevant permit, to the satisfaction of the Responsible Authority and provide:

- 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.
- For the timing for the completion of the bus interchange.
- Details of the size and nature of the bus interchange facility to the satisfaction of the Responsible Authority.
- That the owner bears all of the 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.

## Library

Prior to the approval of any Development Plan or variation to an approved Development Plan, arrangements for the design and construction of the library must be secured, via an agreement between the owner and the Responsible Authority under Section 173 of the *Planning and Environment Act 1987* or any other commercial agreement that secures the delivery of the library in accordance with the terms of this clause to the satisfaction of the Responsible Authority. Any such agreement must require 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 responds to the *Knox Central Structure Plan (2017)* and 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 Transport Impact Assessment report that assesses the development impact on the arterial road network and provides details of roadworks that are required to mitigate the adverse impact, to the satisfaction of VicRoads.
- 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.
- An Acoustic Report that identifies the impact of existing and potential noise impacts on any sensitive uses proposed
- A Services and Engineering Infrastructure Report
- Development staging plan
- Details of:
  - Improved access within to and from the site, including pedestrian, cycle, motor vehicle and public transport access.

- How existing and future residential amenity will be protected through the design of car parking, loading bays and services areas.
- How conflicts will be minimised between delivery vehicles and pedestrian, cycle, motor vehicle and public transport access.
- Awnings to be incorporated into façade design on pedestrian routes within the site.

In addition to the above requirements, an application for a planning permit for the development of the land that exceeds the preferred building heights shown in the *Knox Central Structure Plan (2017)* must be accompanied by the following, as appropriate, to the satisfaction of the Responsible Authority:

- Urban Context report. The urban context report must:
  - Explain the key planning, design and contextual considerations and influence on the proposed buildings and works.
  - Describe the existing urban context of the area in which the proposed buildings and works are to be located.
  - Identify the key opportunities and constraints supporting the design response.
  - Explain the effect of the proposed buildings and works, including on: microclimate, including sunlight, daylight and wind impacts on streets and other public spaces, vistas.
- Shadow diagrams at the equinox between 11am and 2pm demonstrating that the proposed development will not cast unreasonable shadows to adjacent properties or the public realm
- Wind analysis report for a building with a total building height in excess of 40 metres. The wind analysis report must:
  - Explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all façades, or half the total height of the building, whichever is greater.
  - At a minimum, model the wind effects of the proposed development and its surrounding buildings (existing and proposed) using wind tunnel testing.
  - Identify the principal role of each portion of the publicly accessible areas for sitting, standing or walking purposes.
  - Not rely on street trees or any other element such as screens, within public areas for wind mitigation.

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

- Construction Management Plan.
- 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.

### 3.0

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#### Requirements for development plan

~~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 requirements](#):

- A report and/or plan information that outlines that the Provide for future use and development is in accordance with the Knox Central Structure Plan (2017), the vision, objectives and, strategies and requirements of Clause 22.15 Knox Central Activity Centre, and the State and Local Planning Policy Frameworks.

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

- Concept Plans and Design Guidelines for the land which shows:
  - The proposed use and development of each part of the land to which the plan applies.
  - Building footprints and heights.
  - The continuation and intensification of the use of land west of Melbourne Street for a retail centre and other complementary land uses.
  - Where there are opportunities for more intensive development and higher built form outcomes to the east of Melbourne Street, which may significantly exceed the preferred heights in the Knox Structure Plan (2017).
  - The location and size of an expanded or relocated public library in a visually prominent and highly accessible location.
  - 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.
  - Setbacks of buildings to property boundaries, including setbacks to the Burwood Highway frontage that are generally in accordance with the Knox Central Structure Plan (2017).
  - Areas designated for landscaping, including:
    - canopy trees and formal planting to be provided within Burwood Highway and Stud Road frontages.
    - canopy trees, within car parks and internal streets.
    - appropriate landscaping along the interfaces with residential areas to protect residential amenity.
  - Interface treatments to surrounding sites and the public realm.
  - Building entries to be clearly defined.
  - 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;
    - Lewis Park, Gateshead Park and the existing residential area to the north.
  - Acknowledgement of the residential and public open spaces to the north, and the need for building heights to be generally in accordance with the Knox Central Structure Plan (2017) and achieve an acceptable height transition at these interfaces.
  - New development to activate Lewis Park, preferably through higher density residential development.
  - Pedestrian entry points being created to the north to encourage interaction with Lewis Park and future residential development adjoining the park.
  - 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.
  - Active frontages being provided to Burwood Highway, which may comprise entries, shop fronts, display windows, clear glazing, or other engaging interfaces and/or the use of materials, lighting, advertising or architectural treatments to achieve an engaging interface.

- Vertical articulation of buildings to visually break up the appearance of building frontages along Burwood Highway and Stud Road.
- Details of improved access within and to and from the site, including pedestrian, cycle, motor vehicle and public transport access.
- Details of vehicular and pedestrian access, the development impact on the surrounding road network and how the impact will be mitigated.
- A clearly delineated internal and external network of pedestrian and shared paths that provide a high level of accessibility throughout the site.
- An internal street network that emphasises and is conducive to street level activity.
- Multi-level car parking concealed and integrated into the built form, where practicable.
- Details of proposed staging and anticipated timing of development.

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.

#### **4.0 — Decision Guidelines**

~~When considering the approval of a Development Plan, or amendment to an existing Development Plan, the Responsible Authority should consider (as appropriate):~~

- ~~▪ Whether any building that exceeds the preferred heights in the *Knox Central Structure Plan (2017)* demonstrates:
  - ~~▪ Architectural and design quality~~
  - ~~▪ How the development plan contributes to the vision and achieves the urban design objectives and outcomes for Knox Central~~
  - ~~▪ Contribution to pedestrian amenity and safety~~
  - ~~▪ Proximity to residential and open space interfaces~~
  - ~~▪ The proposal's contribution to employment generation~~~~

#### **5.0 — Reference Documents**

19/01/2006  
Proposed  
G149

~~*Knox Central Structure Plan (2017)*~~

17/03/2016  
C134  
Proposed  
C149

## SCHEDULE TO CLAUSE 61.03

### Maps comprising part of this scheme

Zoning and overlay maps:

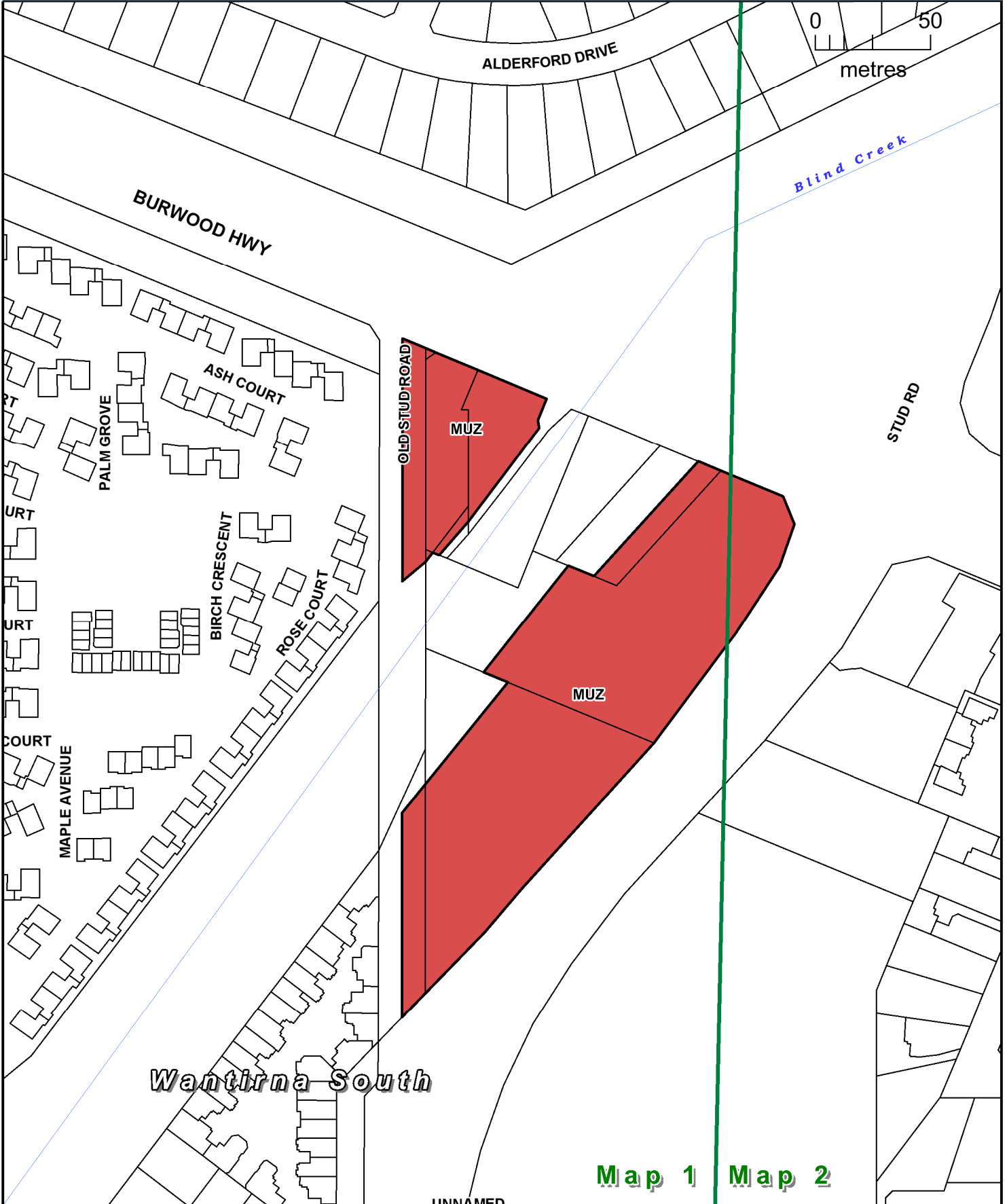
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- 10, 10DDO, 10DPO, 10ESO2, 10HO, 10PAO, 10SLO, 10VPO4, 10WMO

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 C147 Proposed  
 C149

**SCHEDULE TO CLAUSE 81.01**

Name of document	Introduced by:
<del>Knox Central—Rembrandts Triangle and Stud Road West Precincts Plan—August 2010</del>	<del>C104</del>
Level Crossing Removal Project – Mountain Highway and Scoresby Road, Bayswater Incorporated Document, December 2015	C147
Proposed Knox Driving Range, April 2004	C39
Restructure Plan 1, November 1999	NPS1
Restructure Plan 3, November 1999	NPS1
Site Specific Control - 27 Reservoir Crescent, Rowville July 2011 Incorporated document	C99
Site Specific Control – 33-35 Napoleon Road, Lysterfield (Lot 1, TP 760282), August 2014	C134
Site Specific Control – Lot 3 LP 42250 Wellington Road, Rowville, 11 March 2011	C87
Site Specific Control – Section of Napoleon Road, Lysterfield, January 2013	C110
Waterford Valley Comprehensive Development Plan, Drawing No. 30015698/101 (A), prepared by Aspect Landscape Consultants Pty Ltd, August 1999	NPS1
Woolworths Oxygen, Knoxfield, February 2011	C107

# KNOX PLANNING SCHEME



## LEGEND

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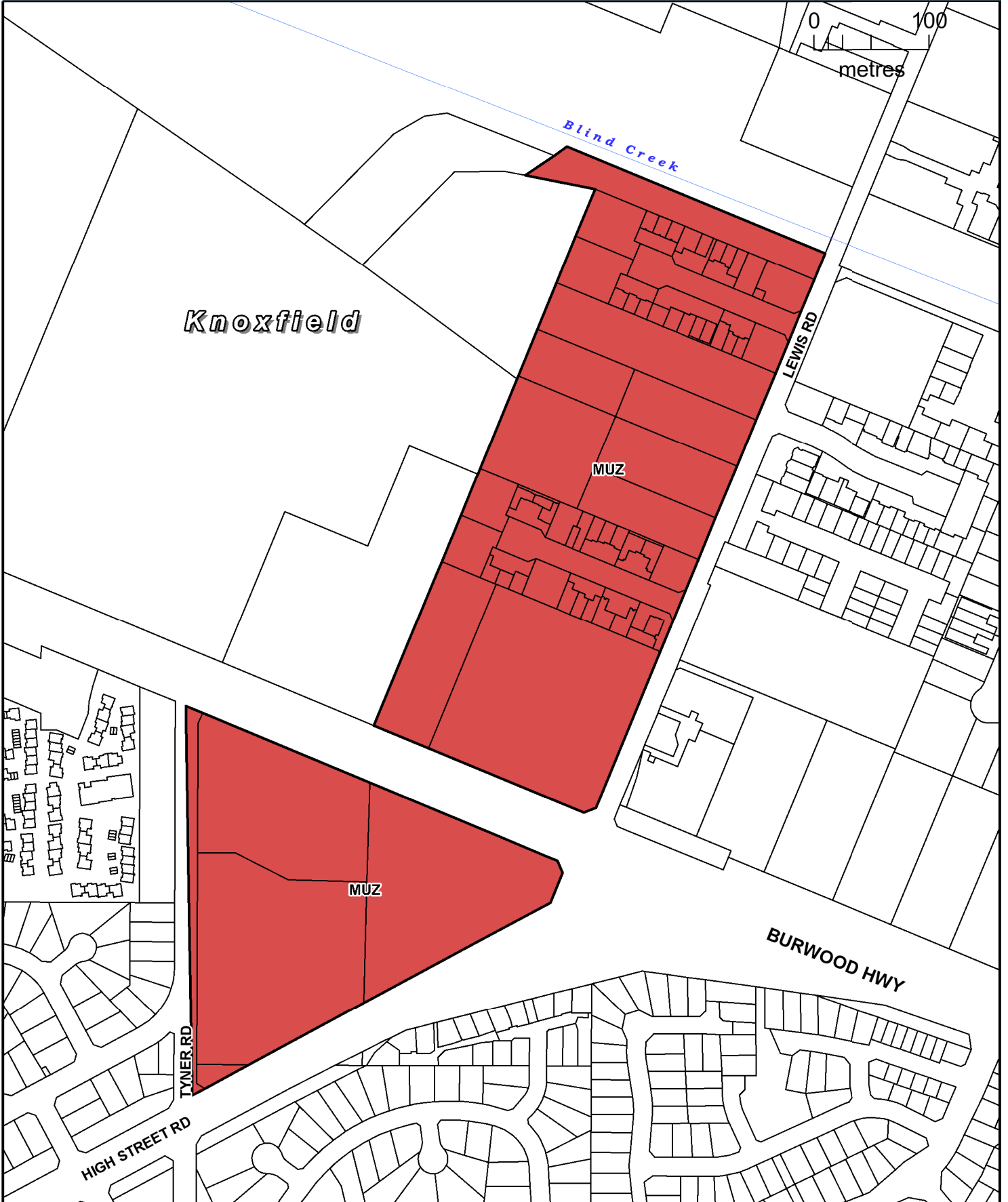
Part of Planning Scheme Maps 1 & 2

# AMENDMENT C149





# KNOX PLANNING SCHEME



## LEGEND

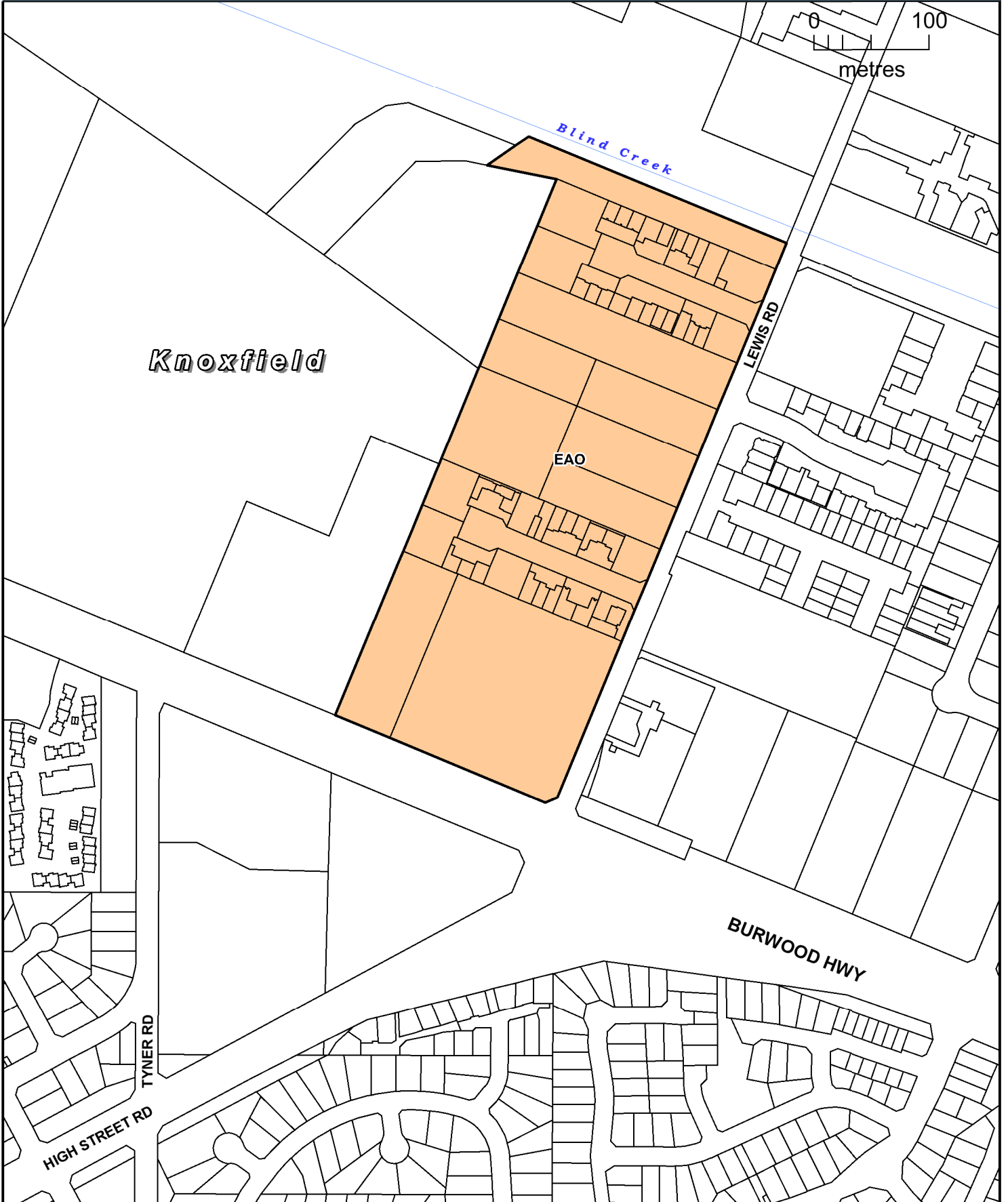
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Part of Planning Scheme Map 2

# AMENDMENT C149



# KNOX PLANNING SCHEME

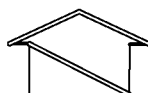


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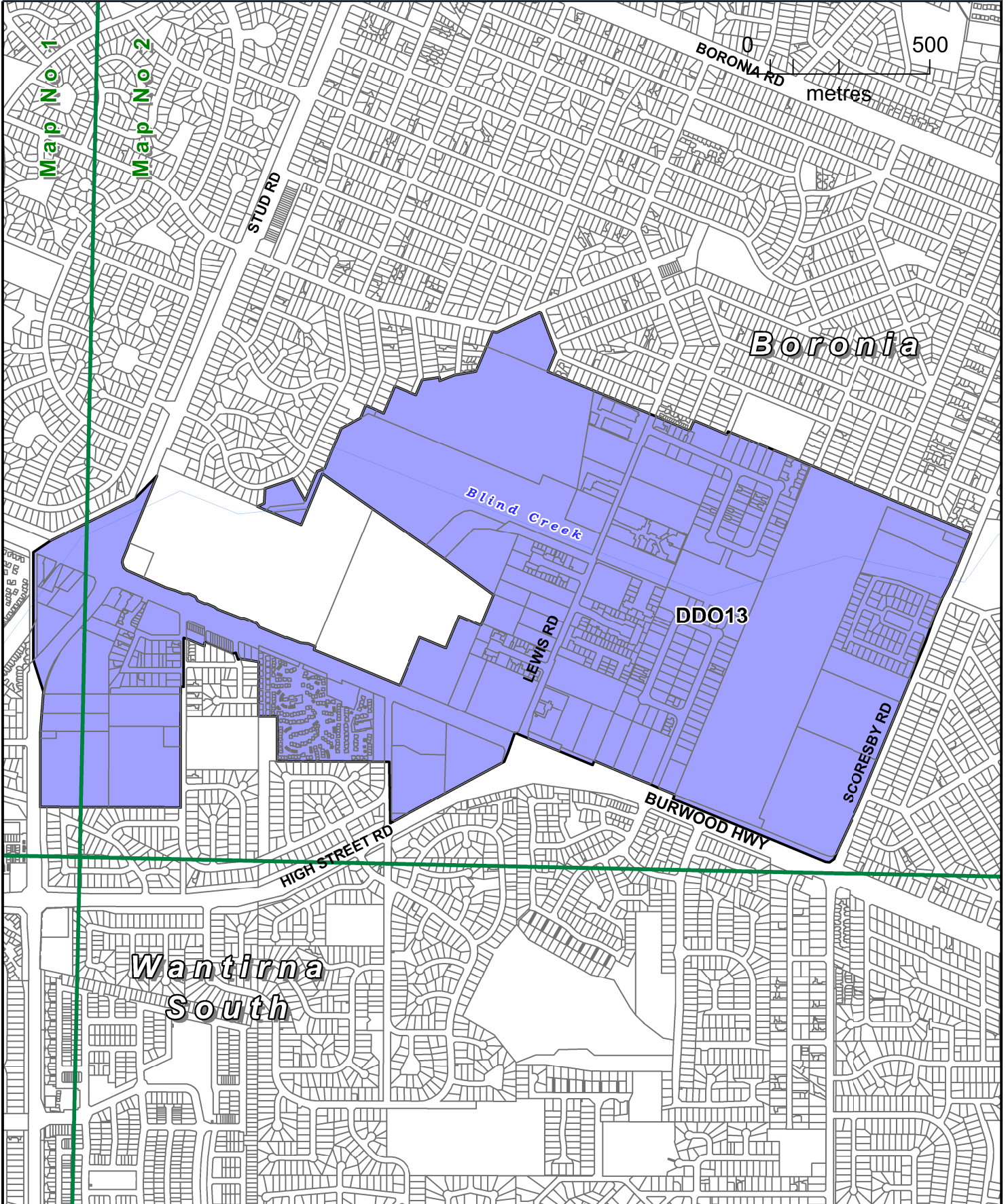
 ENVIRONMENTAL AUDIT OVERLAY

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



