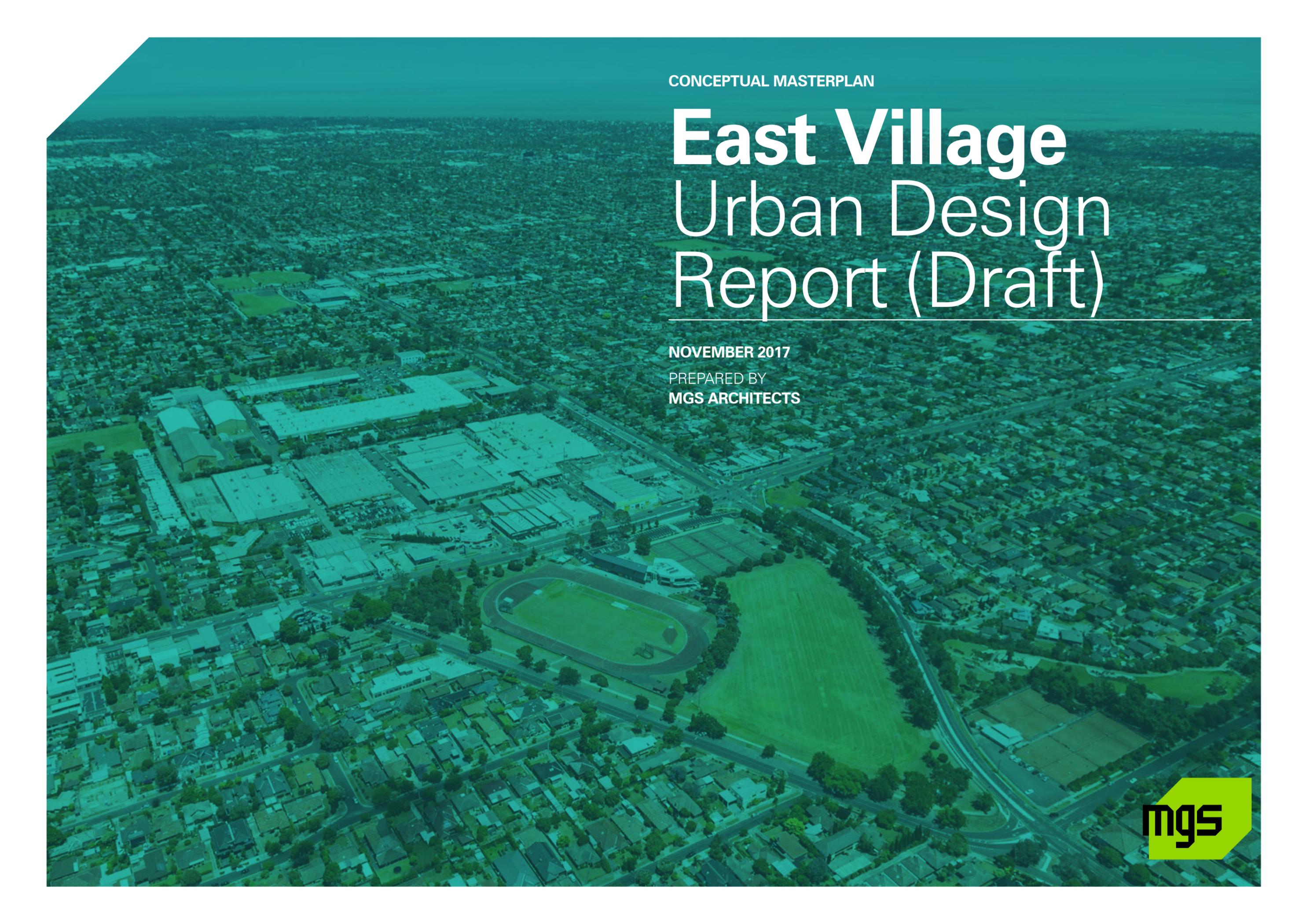


CONCEPTUAL MASTERPLAN

East Village Urban Design Report (Draft)

NOVEMBER 2017

PREPARED BY
MGS ARCHITECTS



mgs

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Description

Urban Design Report
East Village, East Boundary Road
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Client

The Gillon Group, Make Property Group
and Abacus Property Group

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1.0 Introduction

MGS Architects Pty. Ltd have been engaged by The Gillon Group, Make Property Group and Abacus Property Group to develop an Urban Design Report to inform the East Village development in Bentleigh East, Victoria. The purpose of the report is to;

Identify proximities and connections that can benefit the proposed user mix.

Identify appropriate design responses on North Road, East Boundary Road, as well as residential and parkland interfaces.

Identify appropriate design response for internal interfaces within the proposed development.

Indicate appropriate densities and building heights that are suitable for the outcome.

Outline opportunities for the precinct to become a local focus for 21st Century employment in addition to service based jobs meeting the needs of the local region.

Create opportunities for diverse local job options that cater to the current and future demands of the community and taps into the competitive and innovative capacity of Glen Eira.

Outline opportunities for diversification of the available housing in the region that is responsive to emerging needs and shortfalls and acknowledges the unique opportunities afforded by the site program and location.

Provide a diverse residential community through a range of housing types and tenures. This is to include townhouse and apartment accommodation for a range of household sizes, specialist accommodation for independent living and short term accommodation. It also incorporates affordable housing, key worker housing, student housing and older persons housing that would benefit from proximity to new enterprises and services.

Respond to the rapidly changing local context for employment arising from the closure of the motor vehicle industry that has underpinned the site's use for more than a quarter of a century. In a context of gentrification and aging of local community and shortfalls in affordable local housing choices alongside downsizing options; create opportunities for local services, local education, retail and jobs.

Provide placemaking guidance that enhances liveability, compliments adjoining formal and informal recreational areas and enables the collaborative economies underpinning the precinct to thrive.

Outline General Urban Design principles for future development of the subject site that also addresses the precinct's existing context.

This document is arranged in seven sections as per the following format

1.0 Introduction

2.0 Context

Summarises the relevant strategic, local and policy considerations pertaining to the subject site that can inform the initiatives proposed

3.0 Density and Builtform Analysis

Demonstrates examples of similar sites, their characteristics, constraints and outcomes

4.0 Interfaces

Analyses internal and external interfaces of the subject site to identify suitable design responses

5.0 Precincts and Mix

Identifies potential employment and dwelling distribution based on interfaces, typologies and densities

6.0 Innovation and Placemaking

Highlights opportunities that are relevant to placemaking in the subject site.

7.0 Urban Design Principles

Identifies general design principles that informs the site.

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Figure 1. East Village Location (Source:nearmap)

The subject site is located 13 km from Melbourne CBD in Bentleigh East within the Glen Eira City Council (GECC). It is bound by North Road to the north, East Boundary road to the west, residential parcels to the east and Virginia Park to the south. This is at similar distances from Melbourne as Camberwell to the east and Sunshine to the west. This 24ha land currently consists of Virginia Park Business Centre, the former Bosch Brakes Factory and a number of smaller industrial and residential parcels to its north on the North Road frontage. The three largest landholdings in the precinct are owned by The Gillon Group, Make Property Group and Abacus Property Group who seek to renew the site with a mix of uses that delivers employment, services, housing and infrastructure that will aid the Glen Eira community.

The Victorian Planning Authority and the Glen Eira City Council have worked with the community to develop a concept plan that includes inputs from the community. This former industrial site lies on the growth corridor of Melbourne's south and sits just outside the Monash National Employment and Innovation Cluster (MNEIC). Two bus services collectively provide a 12 minute service between the site and the MNEIC, with the arterial road network east west and north south from the site providing good road based access to this and other employment growth areas in the north and east. The subject site is 2km away from major rail and tram lines and is well serviced by bus services as earlier noted. The site is also located within 2km of the Caulfield Campus of Monash University and the emerging Melbourne Racing Club conferencing and entertainment precinct. The Caulfield campus has over 15,000 students with the Clayton campus nearly 30,000. Together they are anticipated to grow by over 30,000 students in the next 15 years.

Since the decline of industrial manufacturing and most particularly the car industry around which part of the site was configured, there is a potential for diversification. Although East Village is affected by the Minimal Change Area Policy, it is nominated as an employment hub within the Council's Municipal Strategic Statement. The draft Activity Centre, Housing and Local Economy Strategy has identified East Village as an Emerging Health, Education and Innovation precinct. This means that this urban renewal site is to

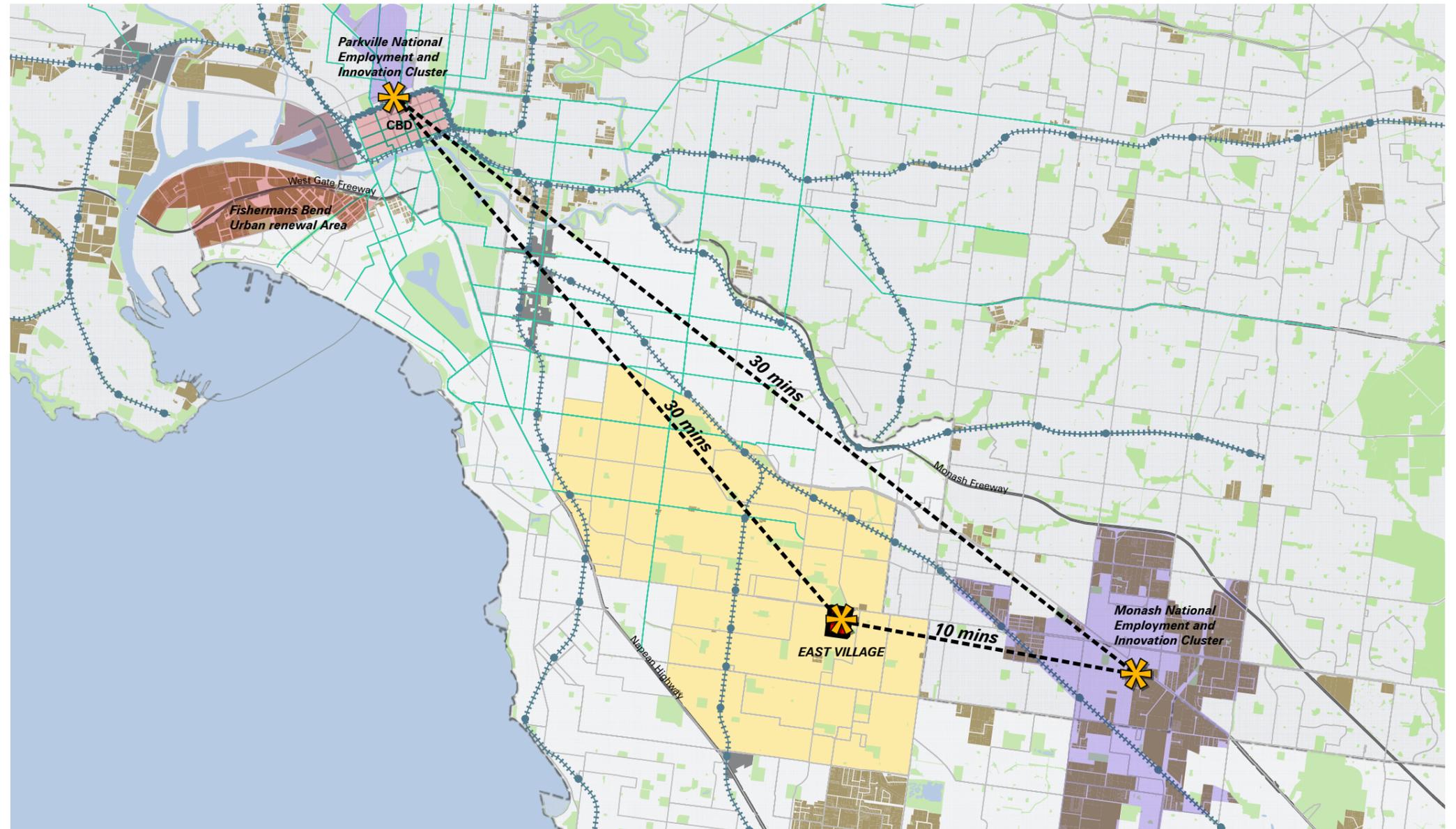


Figure 2. The Knowledge Triad

take advantage of its underutilised land that is close to jobs, services and public transport infrastructure, to provide new jobs, services and dwellings.

East Village owing to its proximity to Melbourne City and Monash's Knowledge Cluster sits strategically in the Knowledge Triangle between these locations that can potentially benefit in the development of this mixed use innovation precinct. In the following sections a deeper analysis of proximate uses, facilities and infrastructure will strengthen the housing, employment and innovation ambitions of the development.

Legend

- City of Glen Eira
- Industrial Area
- Major Activity Zone
- Melbourne CBD
- Fisherman's Bend Urban Renewal
- Employment and Innovation Cluster
- Docklands Urban Renewal
- Public Open Space
- Train Line
- Tram Line
- Bus Route
- Freeway or Highway

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2.1.1 Housing Anchors

According to *Victoria in Future 2016*, Melbourne's population is to increase from 4.5 million (2015) to 8 million (2051). Over the next 15 year period from 2016-2031, there is a requirement for an additional 12,500 dwellings in the City of Glen Eira (Demographic resources, idcommunity). The average household size is observed to be falling with an increase of Lone Person households and Couples with and without kids. These households make up 90% of the projected population and will drive the demand for housing in Glen Eira. This is in addition to specialist housing for large retirement age cohort, key workers and students needing housing near the University anchors to the north and east. This also means that there will be an increased demand for smaller lifted and secure housing options. Another aspect that influences dwelling typology is the increasing aging population in this region. It is estimated that by 2031, the estimated population aged above 65 years will increase by 41%. It is observed that currently there exists a deficiency of Independent Living Units that will grow by over 50% by 2031. Similarly there is a deficiency of aged care beds that is to grow to 2341 beds by 2031. The availability of affordable rental accommodation and short term accommodation is also low within the municipality (1.8% against the metro average of 7.6%) and is declining, making options for household formation more difficult.

Few locations in the municipality support lifted style mid rise accommodation . The southern section of the subject site with its existing C1 zone can allow shop-top accommodation as one option. With the goal of a 21st century creative and innovative economy co-location of accommodation and workplace is an essential ingredient as witnessed by the success of Cremorne and Collingwood locally and the benchmark examples of Brooklyn, Tribeca, Chelsea, Barcelona and Lyon internationally.

The inclusion of residential diversification within activity centres is already well established in Glen Eira as a means of ensuring the special character of established neighbourhoods is retained whilst enabling evidence based office space.

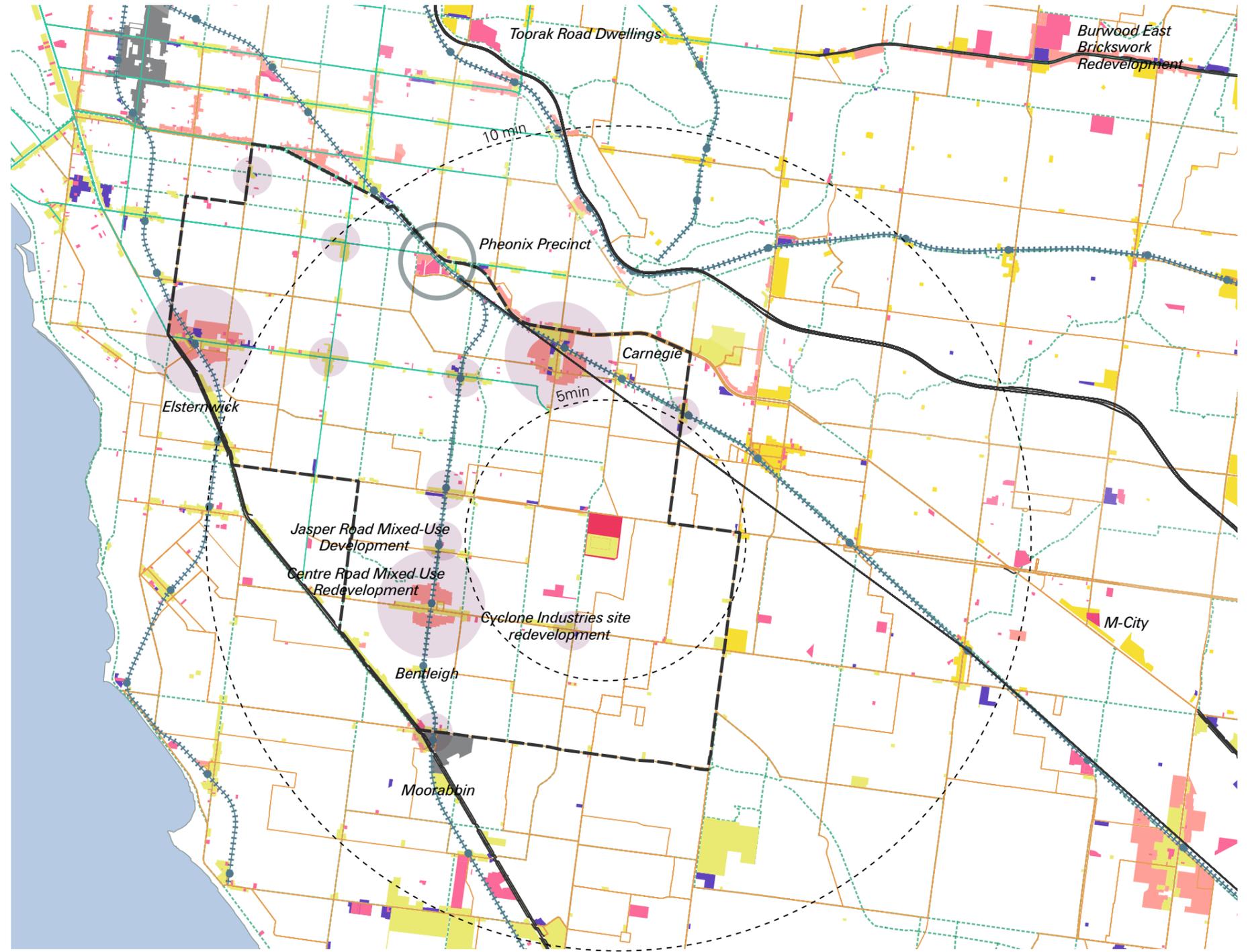


Figure 3. Housing Context

Legend

- East Village (Site)
- Glen Eira Council
- Residentially Zoned Land - Higher density
- Commercially Zoned Land
- Mixed Use Zone
- Proposed Major Activity Centre
- Existing Major Activity Zone
- Proposed/Ongoing Major Housing Developments
- Train Line
- Tram Line
- Bus Route
- Bike Lane
- Freeway or Highway



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2.1.2 Retail and Employment Anchors

The subject site has previously been identified as suitable for an activity centre role. This is in response to the existing gap in local retail services for the municipality with the extent of Centre Road village constrained and larger service centres at unworkable distances from established residential areas. Additionally, with its location on major north-south and east-west arterial roads with public transport services already embedded, the site is well located for the inclusion of service based enterprises as well as employment for the new generation of workplaces wanting active transport options for access to jobs.

Its location on a key road servicing Monash University and the NEIC to the east, Caulfield campus to the north and Metro stations to the north and west supports this increasingly diverse role of the precinct, creating an important node in the south of the municipality to compliment those already in place in the north.

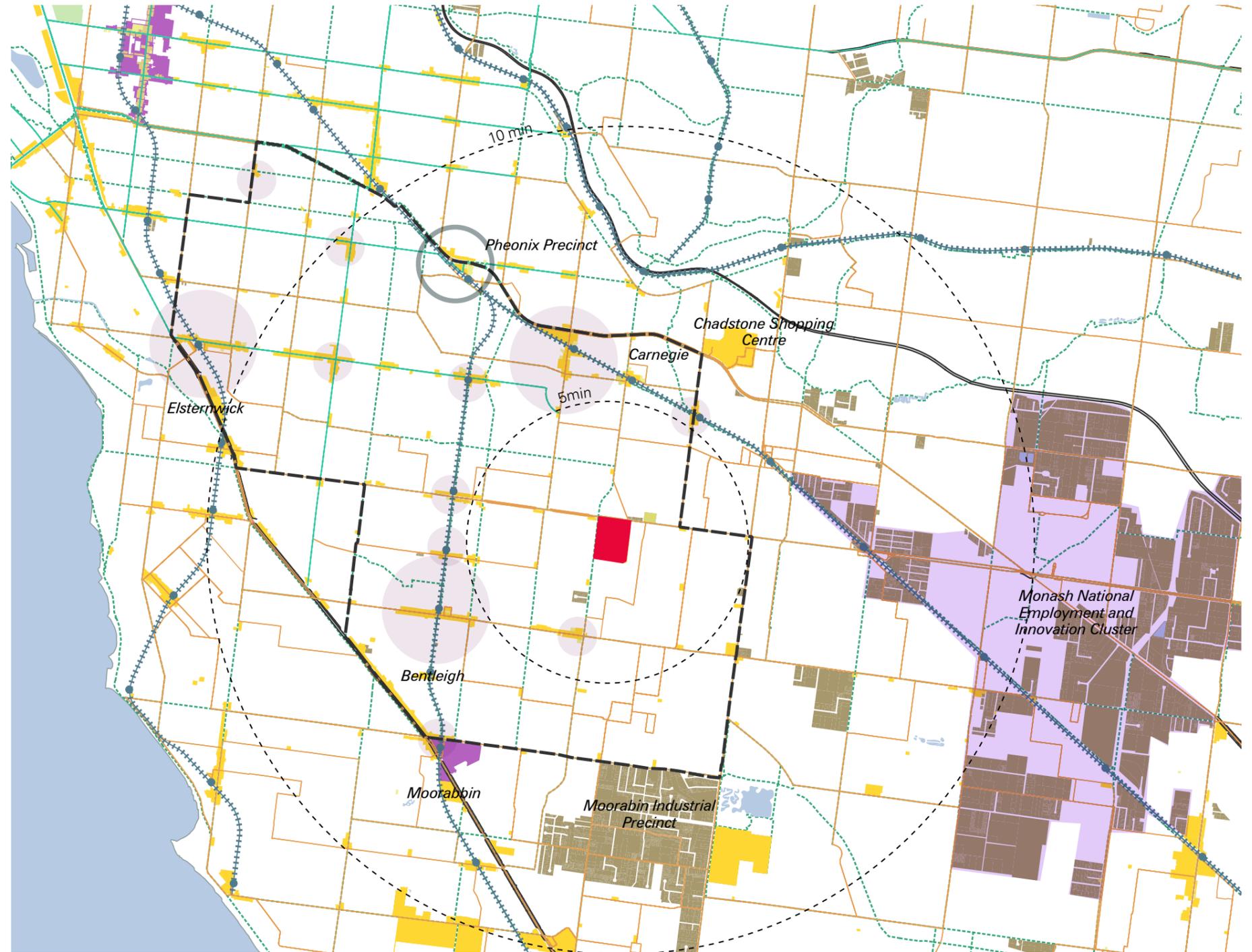


Figure 4. Housing Context

Legend

- East Village (Site)
- Glen Eira Council

- Existing Major Activity Zone
- Proposed Major Activity Zone
- Proposed Neighbourhood Activity Zone
- Commercially zoned land
- Industrial Zone

- ▨ Train Line
- Tram Line
- Bus Route
- ⋯ Bike Lane
- Freeway or Highway



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2.1.3 Education and Community Anchors

The area has, as a key regional anchor Monash University, Australia's largest and one of the World's top universities ranking 80th in recent QS rankings with McKinnon Secondary College similarly, frequently appearing amongst the highest performing schools in the state. To the south Homesglen Institute provides Caulfield Grammar vital re-skilling opportunities for a rapidly transforming workplace context for an advanced manufacture and service base.

Key health facilities such as Monash Health, Moorabbin Hospital and Kingston Centre are in a 10 minute radius from the subject site. Monash Health is one of the largest public health services in city, providing services and facilities to nearly one quarter of Melbourne's population. Moorabbin Hospital and Kingston Centre are integral entities of this health precinct.

Notable sporting facilities in close distances to the subject site are Duncan Mckinnon Reserve Athletics Track and Glen Eira Sports and Aquatic Centre.

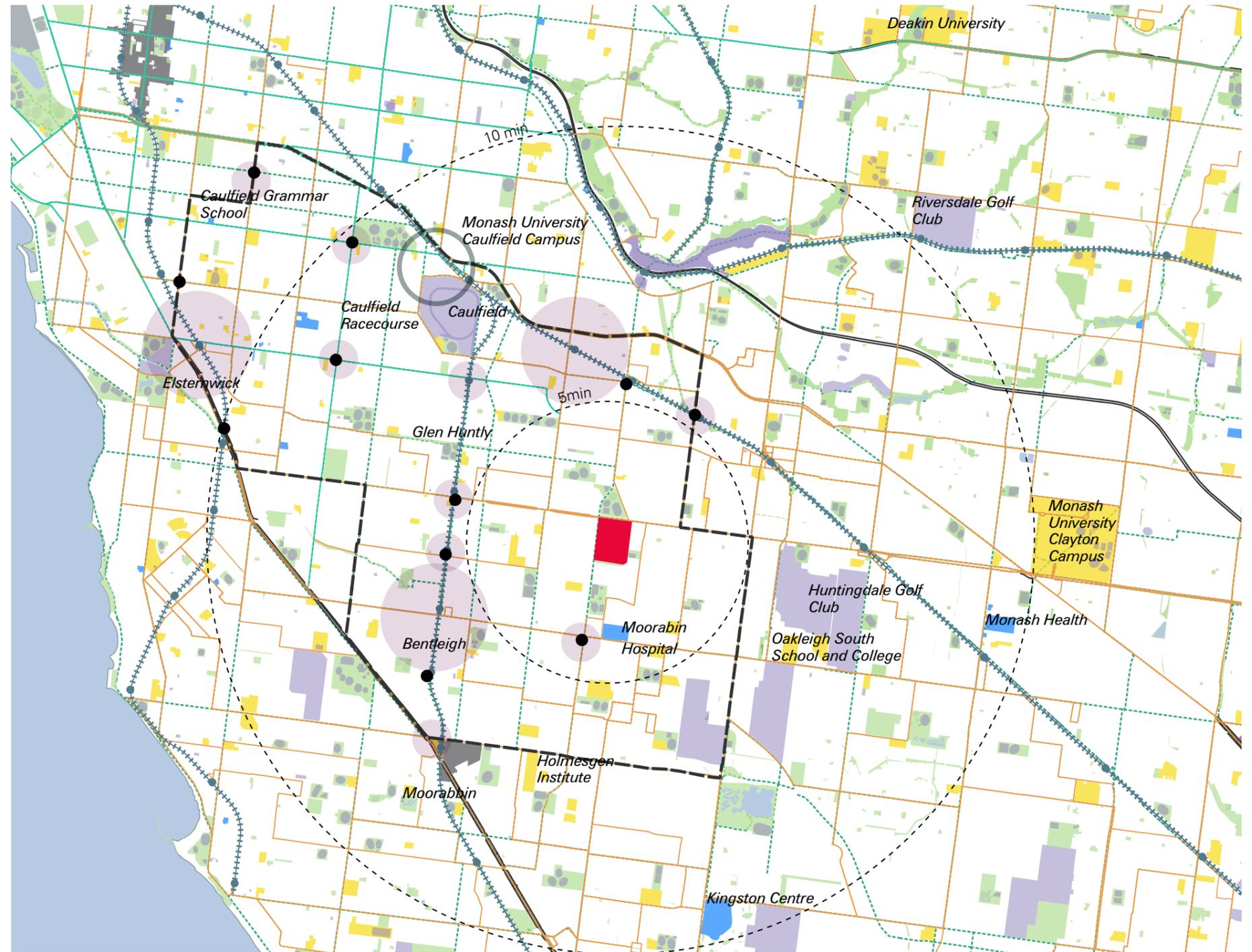
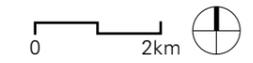


Figure 5. Education and Community Context

Legend

- East Village (Site)
- Glen Eira Council
- Existing Major Activity Zone
- Proposed Major Activity Centre
- Proposed Neighbourhood Centre
- Educational Institutions
- Medical Facilities
- Open Space
- Sports Facilities
- Train Line
- Tram Line
- Bus Route
- Bike Lane
- Freeway or Highway



The subject site is currently zoned Commercial 1 and 2 Zones and Industrial 1 Zone and is affected in parts by Development Plan Overlay (DPO), Environmental Audit Overlay (EAO) and Special Building Overlay (SBO). Commercial 1 Zone (C1Z) restricts some core retail uses. The DPO over the southern half of the site generally allows for an office park setting with free-standing buildings upto 10 storeys. The proposed rezoning will allow for a preferred maximum of 8 storeys potentially down to 3 and 4 storeys around the edges depending on the interface. The height of any building at the centre will be within or less than existing DPO controls and proposed preferred maximum heights in the northern half of the site where none currently exist.

The environmental repair of the site and the development of a high quality workplace and living domain that is suited to the changing enterprise and housing needs is the basis of the design response. Regional projects have indicated the demand for lifted accommodation for both work places, apartments, aged care, serviced and hotel accommodation and professional services.

The development of medium rise for this precinct meets the emerging characteristics sought by both commerce and housing providers and is consistent with the scale of development that aligns its status within the activity centres in Glen Eira and across Melbourne.

Glen Eira City Council is dominated by the Neighbourhood Residential Zone. These areas are predominantly characterised by single and double storey residential development and the extent of this zone limits the opportunities for increased residential densities and residential diversification to meet both affordability and housing choice aims. Growth targets for the municipality's population are in the order of 20% over the next decade. In this context, with only few pockets of opportunities for increased density, the subject site has a unique potential to strategically respond to both the goals of housing diversification and increase of jobs pertaining to population growth. Currently Bentleigh has no appropriately zoned land which allows for higher density housing excluding

the small footprint of the Centre Road shopping area. The subject site with its proximity to major regional recreational assets and its abutment to both arterial roads and immersion in a mixed use precinct, is ideally suited to higher density housing types that can better mediate with ongoing enterprise and new commercial activity.

Within the municipality taller built form has been supported in pockets such as Caulfield as a form that is able to realise the ambitions for economic development. In this instance, the approach ensures that the housing and jobs targets for the municipality's ambitions are addressed alongside the availability of services, professional capacity and open space diversity that meets the needs of a changing 21st century context.

The overarching framework for urban renewal and change is the Plan Melbourne Metropolitan strategy which establishes the ambition that the majority of Melbourne's growth in population should be within established areas of the city. The Draft Activity Centre, Housing and Local Economy Strategy have identified East Village as a Major Activity Centre with urban renewal opportunities. This indicates the centre's ability to provide access to a wide range of goods, services and activities including commercial, retail, entertainment and community facilities. These strategic locations are capable of taking advantage of their underutilised sites to provide jobs, amenities and dwellings considering their proximity to good public transport infrastructure and other services. The dwellings are to be focussed on single, family, aged care, short term and affordable households. The retail is to cater to a catchment between 800m and 2km and is to include a minimum of two supermarkets, fresh food, speciality retail, hospitality and entertainment.

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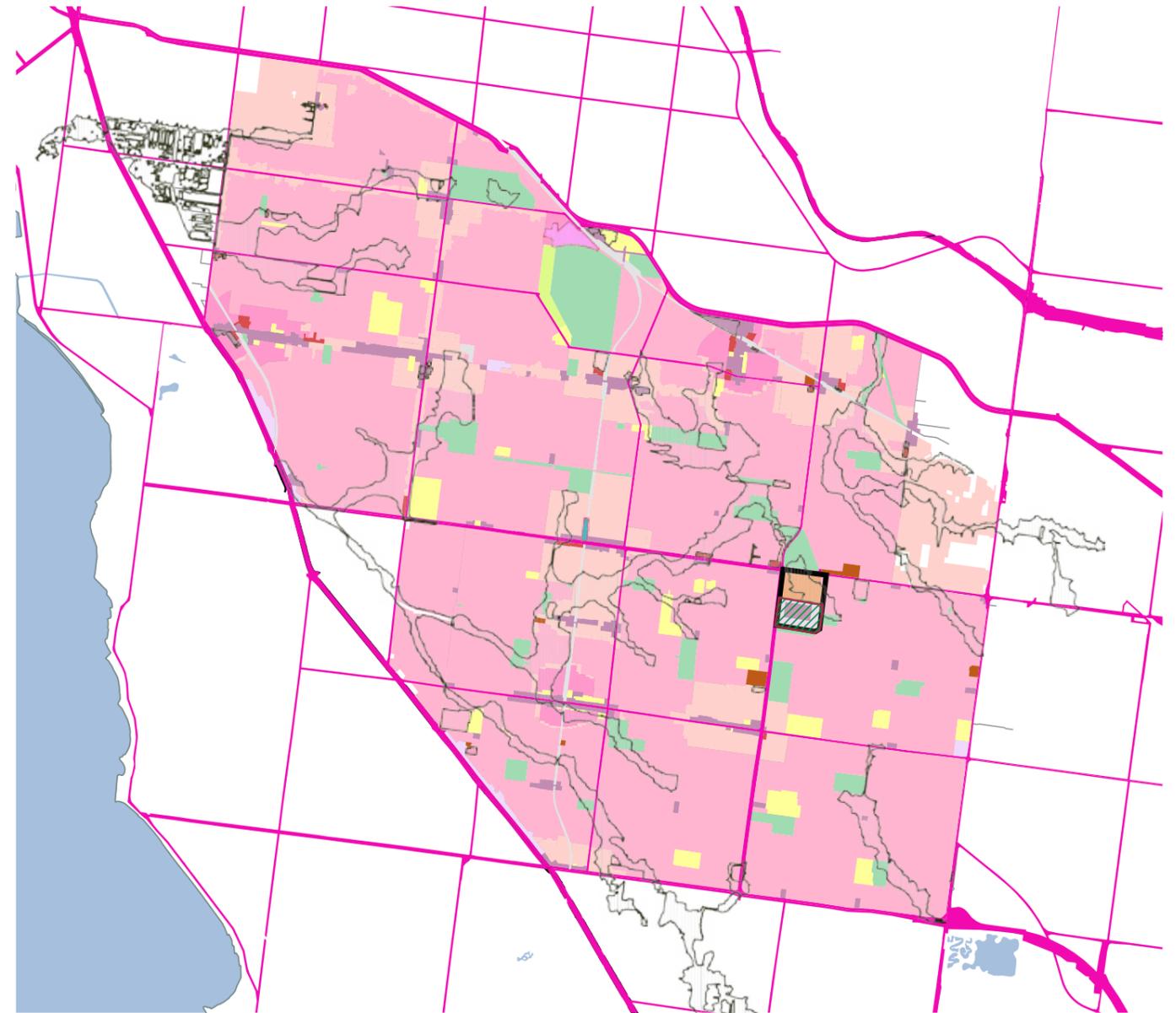


Figure 6. Zones and Overlays Map - (Source: Planning Schemes Online, 2017)

Legend

East Village (Site)	Residential	Public Land
ZONE	Mixed Use Zone (MUZ)	Public Conservation and Resource Zone (PCRZ)
Special Purpose	General Residential Zone 1 (GRZ1)	Public Park and Recreation Zone (PPRZ)
Capital City Zone	General Residential Zone 2 (GRZ2)	Public Use Zone (PUZ)
Commercial	General Residential Zone 3 (GRZ3)	Road Zone (RZ)
Commercial 1 Zone	Neighbourhood Residential Zone (NRZ)	OVERLAYS
Commercial 2 Zone	General Residential Zone (GRZ)	Development Plan Overlay (DPO)
Industrial	Residential Growth Zone (RGZ)	Environmental Audit Overlay (EAO)
Industrial 1 Zone (I1Z)		Special Building Overlay (SBO)
Industrial 2 Zone (I2Z)		
Industrial 3 Zone (I3Z)		

2.3

Context Local Context

The site has long been identified as an employment focus for the region. The site is the largest single continuous area of business and industrially zoned land in the City of Glen Eira. However, with changing employment patterns and associated changes in land requirements there is an opportunity to re-imagine the layout and role of the precinct to support new forms of employment in a mixed use context.

The subject site is currently occupied by a variety of industrial manufacturing, light industrial workshops and business services. The largest single use was the former PBR International, and now Bosch Chassis brakes International factory at 246 East Boundary Road, a manufacturer of automotive parts. The factory will be closing in the near future leaving a large area of land at the core of the site underutilised. Sitting adjacent to the site with a frontage to Griffith Avenue is an underused factory warehouse precinct. These two sites take up approximately one third of the site.

To the south of these industries is Virginia Park Business Centre. It contains multiple business and services in a business park setting, providing uses ranging from office administration to light manufacturing and warehousing to childcare and a swim school. This site was previously a single large factory and has had limited change to its layout despite multiple sub tenancies. Virginia Park Business Centre represents half of the overall precinct. Officeworks is the largest tenant with its regional headquarters.

The remaining area of the precinct consists of multiple smaller land titles between North Road and Griffith Avenue. It is held by multiple land owners and some sites are strata titled.

Site Photos



Figure 7. North Drive looking towards the east.



Figure 8. Virginia Reserve interfacing with adjoining residential developments



Figure 9. Site interface towards Childcare in the southeast



Figure 10. Griffith Avenue back of house interface of commercial properties in the north.



Figure 11. Virginia Business Park loading dock on Second Avenue, which is the existing intersection between North Drive and South Drive



Figure 12. Cobar Street leading to North Road with Commercial parcels towards the west and residential development towards the east



Figure 13. East Boundary Road towards the north with the subject side at the east and residential private properties to the west source: Google Earth, 2017



Figure 14. North Road towards the east with McKinnon Reserve at the north and commercial parcels to the south source: Google Earth, 2017



Figure 15. Dromana Avenue on the east of the subject consisting mainly of residential dwellings source: Google Earth, 2017

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This section aims to identify elements from best practice that are suitable for the East Village development. The following section describes the selection criteria and basis of comparison between different case study sites, their outcomes and characteristics. It then provides analysis and draws conclusions for various aspects of this development including heights and densities. The substantial size of the site is only approximately replicated in the large Caulfield Racecourse development with no other comparable developments. This affords unique opportunities to define a new character that can be ambitiously realised in its placemaking qualities.

Case studies have been identified according to their characteristics, scale, context and strategic attributes. To narrow down the study references an international precedent case study that showcased excellence in a similar context was nominated alongside three other Melbourne based redevelopment projects of similar scale and existing site conditions. The intended mix and diversity of each project was studied to determine their relevance. The following are other attributes that were analysed:

Locations with respect to proximities to the CBD or city centre and other anchor clusters

Site area and number of dwellings (no less than 400 dwellings and preferably over 1000 dwellings)

Proposed land use composition (residential, mixed use and commercial anchors, also ability to generate jobs)

Access to public transport (including walk distances from various services)

Proximity to activity centres

Inclusion of exemplary urban design principles and strategies

From this it was deduced that the most relevant case studies are:

- International: La Confluence, Lyons, France and Accordia, Cambridge
- Local: Alphington Paper Mill redevelopment, Melbourne, Bradmill Precinct, Yarraville and Caulfield Village, Caulfield

The following section provides an explanation of the key attributes of each study area, including analysis of densities approved or proposed.



Figure 16. Existing builtform heights of new developments within the City of Glen Eira

3.1 Case Study Analysis

Australia has few examples of enterprise precincts developed to meet the needs of the knowledge and creative economies of the 21st century but is faced with a need to develop these rapidly to transform both existing enterprise precincts and to re-purpose areas for urban renewal. The below examples draw on some recent approvals for benchmarking of best practice for medium rise urban renewal projects. Additionally, we have looked internationally to inform our development model because our businesses are now competing in many instances on digital platforms that are global.

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La Confluence, Lyon, France

Proposal

To build a smart and sustainable precinct that is integrated with the broader city through public transport and social diversity. It houses over 16,000 residents and will generate 25,000 jobs by 2025. The 4989 new dwellings includes social housing and an overall 54% of surface areas are to be dedicated to the service industries.

Area

150ha

Status

Ongoing – Start of Phase 2 in 2012

Proximities

The site sits between River Saone and Rhone within the region of Rhone-Alpes. It is located approximately 4kms from central Lyon with Light Rail and Metro running through the precinct linking it to other parts of the city.

Characteristics

The subject site which was formerly associated with industry and transport, interfaces with the two rivers to its south, east and west and medium to high density residential buildings to the north. Of the 150 ha, 70ha has been developed into lots and 35ha to public open spaces. Since any part of the project is less than 400m from water, flood risk is reduced by on-street parking, grass planted public spaces and through the use of canals.

Residential Density

33 dw/ha

Building Heights

5-10 storeys

Learning

By injection of new primary uses such as creative industries, retail, business, leisure, etc., the mixed use outcome increases the efficiency of land use. There needs to be specific architectural and planning approaches for housing start-ups and developing collaborative projects. Diversity should be extended to landuse as seen in La Confluence where 38% is residential, 27% are offices and 35% is planned for retail.



Figure 17. La Confluence Masterplan, Lyon



Figure 18. Le Cube Orange, La Confluence District



Figure 19. Residential buildings in quai Arles Dufour

Alphington Paper Mill Redevelopment, Melbourne

Proposal

To create a vibrant precinct that houses diverse communities

Area

16ha

Status

Ongoing

Proximities

The site is located 8km northeast of Melbourne CBD, on the northern bank of the Yarra River adjoining the corner of Heidelberg Road and Chandler Highway. It is approximately 1.5kms from Fairfield station and 850m from Alphington station, and is well connected to the bus network. The nearest Neighbourhood Activity Centres are Fairfield Village (1.5km), Alphington Village and the Darebin Enterprise Centre (700m) and Wilsmere Village (1.2km). Kew Junction (2.3km) is the nearest Major Activity Centre.

Characteristics

The formerly industrial site interfaces with main road commercial (Heidelberg Road) to the north, Park landscape to the east, arterial road to the west and river landscape to the south. The site is introduced with 7 new precincts with diverse housing options that suit each precinct character. This is in response to the changing household sizes and includes 5% of affordable housing. Adaptive reuse of heritage buildings alongside ambitious targets for environmental performance are some of the highlights of this project.

Residential Density

156 dw/ha

Building Heights

2-14 storeys

Learning

Utilise existing features as opportunities to build narrative for placemaking and identity. Although predominantly low scale residential in character, the diversity and mix is achieved and treatment of interfaces are sensitive to the context. The site mix includes around 20% of non residential uses and 80% of residential uses.



Figure 20. Alphington Paper Mill Masterplan



Figure 21. Alphington Paper Mill redevelopment visualisation

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Bradmill Precinct

Proposal

To redevelop the former mill precinct with 1500 new dwellings and a Neighbourhood Activity Centre of 6,040 sqm.

Area

23.6ha

Status

Ongoing

Proximities

The site is located in the suburb of Yarraville in the municipality of Maribyrnong. It is approximately 8kms from Melbourne CBD and the nearest Principal Activity Centre is at Footscray (4kms). It is well connected to bus network with the closest station being 2.3kms away.

Characteristics

The site interfaces with the Westgate Freeway to the south, Newport Goods rail line to the west, Geelong road to the north and Stony Creek to the east. The proposal seeks to increase housing diversity and establish a neighbourhood activity centre that can cater to the new precinct and the adjoining population catchments as well.

Residential Density

64 dw/ha

Building Heights

2-6 storeys

Learning

Interfaces have been sensitively developed to suit the precinct. The rail line interface proposal includes landscaping followed by a road frontage.

The site mix includes around 3% of non residential uses and 97% of residential uses.



Figure 22. Bradmill Masterplan



Figure 23. Urban Design Principles and Interface Guidelines

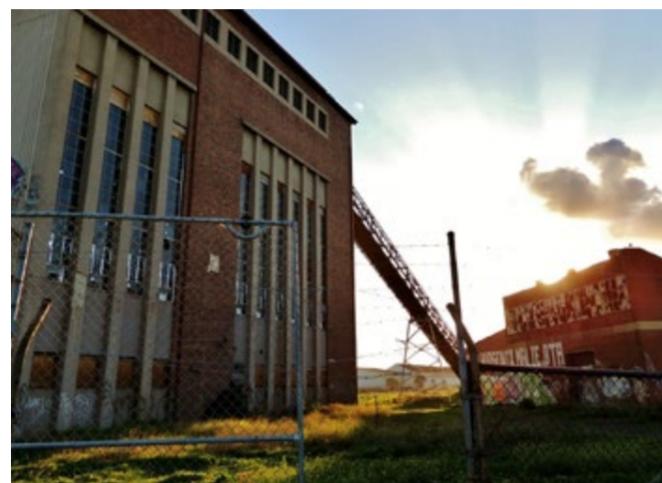


Figure 24. Existing buildings

Caulfield Village, Caulfield

Proposal

To develop a precinct that will contain 1200 dwellings, 1500 sqm of retail floor space and 20,000 sqm of commercial office space.

Area

5ha

Status

Precinct 1- complete, Precinct 2 - planning in progress

Proximities

The site is located 8.5km southeast of Melbourne CBD, 600m from Caulfield Station and is an important development for the Caulfield Major Activity Centre. This MRC land is immediately to the north of Caulfield Racecourse and is well connected by established tram lines and retail, commercial and educational facilities to the east and Dandenong Road in its north east connects the area to the outer suburbs and the CBD.

Characteristics

The site interfaces Normanby Road to the north east, Caulfield Racecourse along Station Street to the south and Kambrook Road which is residential to the west. The proposal includes high quality pedestrian amenities, Village Square and new shared paths. Integrated landscaping, affordable housing and ESD initiatives are other characteristics of this development.

Residential Density

79.4 dw/ha

Building Heights

5-14 storeys

Learning

Creating a high level of pedestrian amenity and connectivity through the development is seen as a pivotal move in site planning to attract the right mix and diversity into the site.

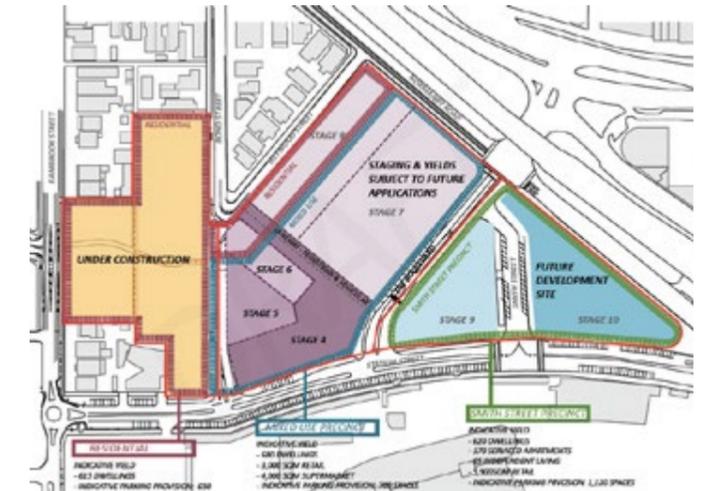


Figure 25. Caulfield Staging Plan



Figure 26. Masterplan

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Findings

To provide a clear connection between the case study analysis and future development for East Village, it is pivotal to compare the key attributes of each case study. It is imperative for a development of this scale and typology to understand from best practices the key aspects of good mixed use precincts.

Proximity to Activity Centres and public transport is a key consideration for achieving higher densities. There is a heavy reliance on bus services to access these developments over trains and trams. As a result it can be said that higher densities can be achieved at pockets which are well connected by all three modes of transport. In cases where Activity Centres are considerably distant to the development site, additionally including commercial and retail spaces in the site help support the respective densities. This is also seen as employment opportunities for the economic development of the precinct.

Housing diversity is seen as an important attribute in all projects studied and inclusion of affordable housing is not uncommon. It is understood that by providing diverse housing opportunities various communities can be attracted to the development site. Similarly, there is a strong employment focus in La Confluence and Alphington Paper Mill developments. Bradmill and Caulfield Village only provide a local town centre for the precinct. La confluence supports innovation through reserving land for service industries in its planning.

Interfaces are seen to influence development heights with residential frontages generating lower built form heights. It is observed in Bradmill and Alphington that higher densities are focussed towards the centre of the site which provides retail and commercial facilities. With respect to this analysis East Village has incorporated the essential elements from these prospective precincts to achieve a successful outcome.

Strategic Attributes	East Village	La Confluence	Alphington Paper Mill Redevelopment	Bradmill Precinct	Caulfield Village
Location	Bentleigh East, Melbourne	Lyon, France	Alphington, Melbourne	Yarraville, Melbourne	Caulfield, Melbourne
Site Area	24ha	150ha	16ha	23.6ha	5ha
Proximity to CBD	14km	3km from central Lyon	8km	8km	8.5km
Train	< 2km Murrumbeena Station (North) Ormond Station (West) McKinnon Station (West)	400m (Perrache Station)	850m (Alphington Station)	2.8km (Spotswood Station)	600m (Caulfield Station)
Bus	100m (2min)	-	100m (2min)	400m (5min)	100m (2min)
Tram	-	200m (2min)	-	-	200m (2min)
Activity Centre	Moorabbin Major Activity Centre (4km)	Lyon central (3km)	Kew Junction (2.3km)	Footscray Principal Activity Centre (4km)	Caulfield Major Activity Centre (600m)
Building Heights	3-8 Storeys 6-8 storeys towards the centre of the development with 3 storey townhouse or medium density interfaces towards residential frontages on the east	5-10 Storeys Commercial buildings at the centre of the site expected to be higher.	8-14 Storeys 6-8 storeys towards main street with 14 storeyed landmark building. 3 storeys towards Yarra River interface to allow for views and reduce overshadowing.	2-6 Storeys 1-2 storeys fronting existing residential areas with a height transition of 2-4 storeys moving into the site. Around the Activity centre a higher density of 6 storeys is proposed.	5-14 Storeys Proposed 4 towers have heights of 9, 5 and 7 storeys with individual entries to ground level apartments.

Figure 27. Comparative Analysis

Height and Builtform Analysis

The scale and character of the proposed new Major Activity Centre appropriately requires clear justification. As noted in Plan Melbourne, Melbourne is going through substantial change both in population and in the nature of work. For many years the City of Glen Eira has seen low retention rates for work relative to its population.

Unusually relative to other urban renewal areas part of the site has already been the subject of planning scheme changes to partially implement objectives for a Major Activity Centre role. The existing scheme defines large areas in the southern half of the site for Commercial 1 and Commercial 2 zones of 8-10 levels and 3 to 4 commercial levels respectively. The northern part of the site is an industrial one with no

height restrictions and with a history of some built form of substantial scale unlike the southern precinct where eastern tobacco sheds are the equivalent of 4-5 contemporary levels at close proximity to the adjoining parklands and residential communities.



Figure 28. Existing Building Heights



Figure 29. Existing DPO Height Limit

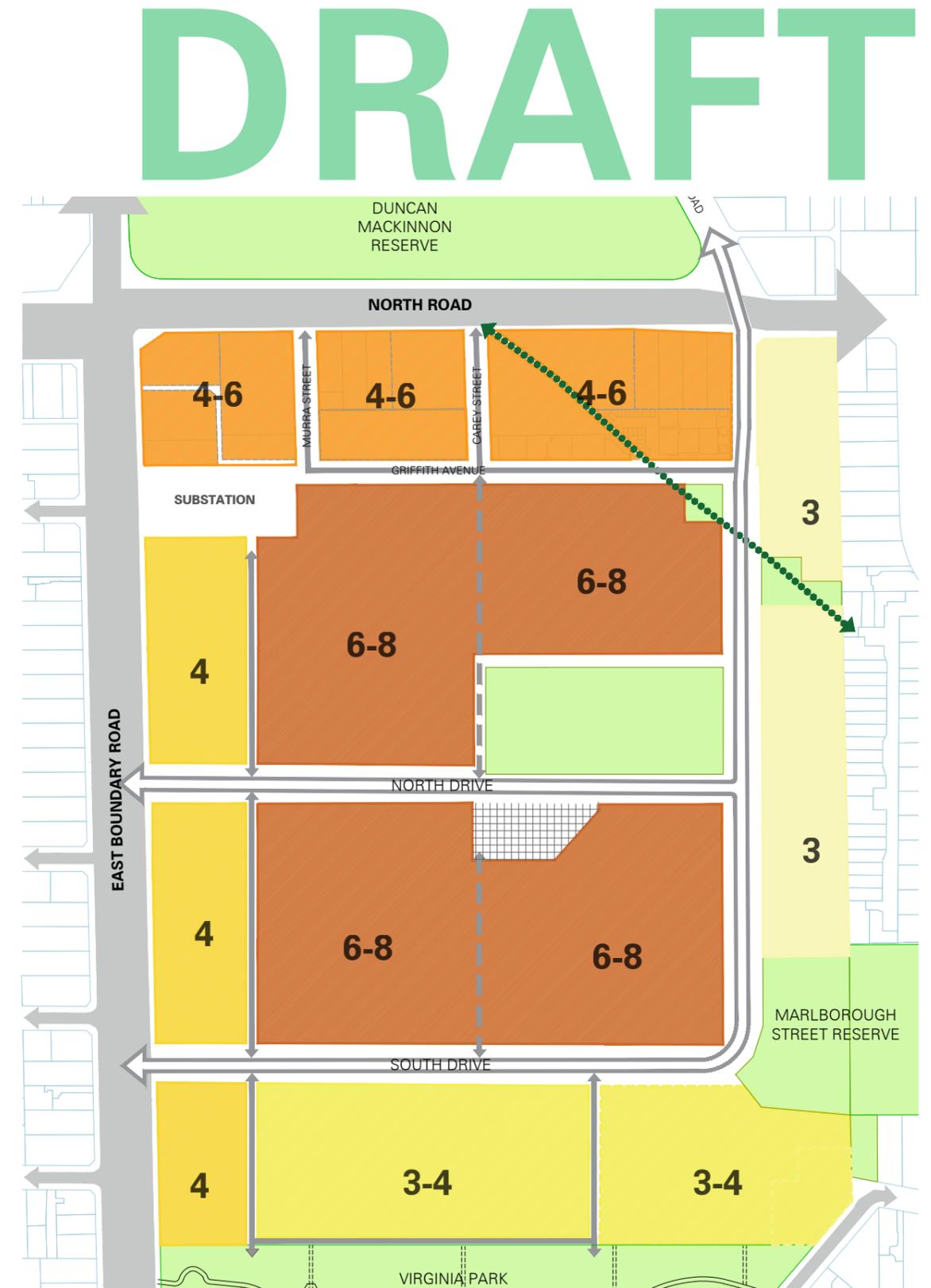
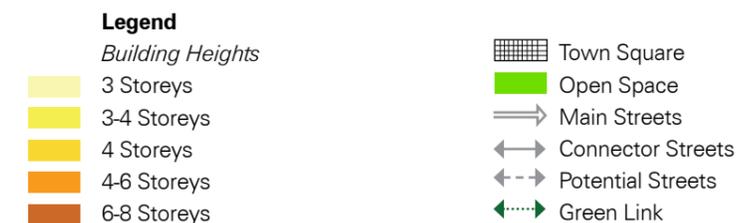


Figure 30. Proposed Building Heights Map (Indicative)



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Elsewhere in Middle Melbourne the middle ring is seeing substantial change with development in Activity Centres such as Box Hill exceeding 30 levels in some instances whilst in other locations such as Glen Waverley Footscray and Moonee Ponds, development in excess of 20 levels has been supported through recent approvals.

In areas such as Kew, similar mid rise 7 to 12 level development has been supported as appropriate within Major Activity Centre contexts. Within the southern and eastern corridors we have similarly seen substantial development scale supported in and around Southland Shopping Centre, Moorabbin, Sandringham, Mentone, Elsternwick, Carnegie, and Caulfield, all seen populating the area with development of up to 6 to 8 levels as seen in the examples.

MAC MAJOR ACTIVITY CENTRE



7 LEVELS - GLENFERRIE ROAD
The Barrett Apartments are a 7 level mixed use development with commercial and retail tenancies at ground floor and residential above.



5 LEVELS - NORTH ESSENDON
BRICKMAKER'S ARMS
5 level redevelopment for apartments.



7 LEVELS - KEW



5 LEVELS - SANDRINGHAM
Comparitvely limited public transport access

Figure 31. Major Activity Centre Comparison

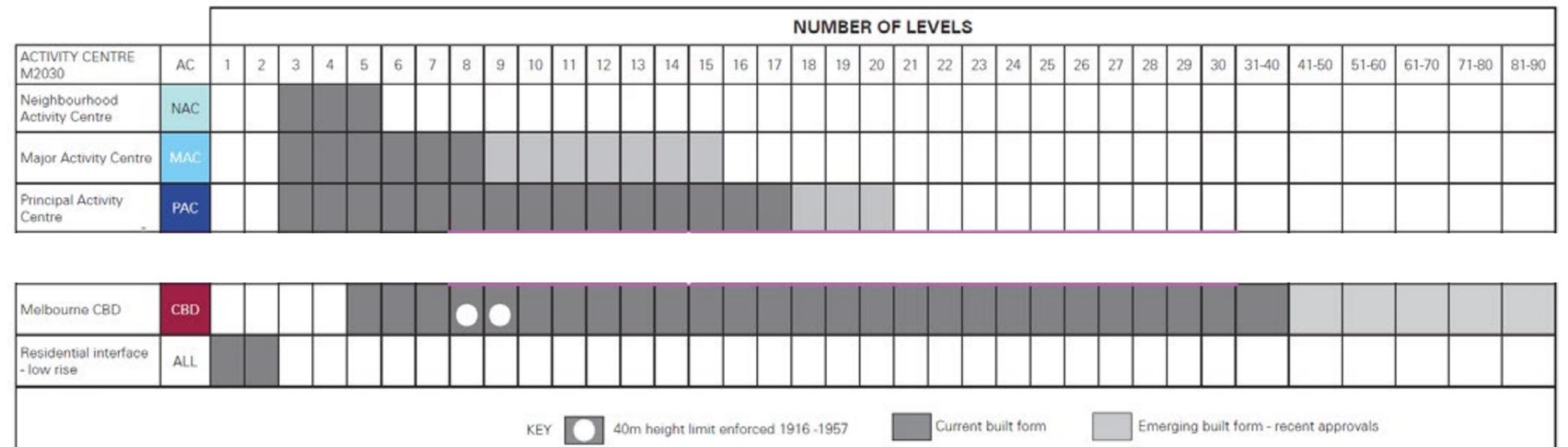


Figure 32. Activity Centre and Builtform Study, MGS Architects, 2011

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Other developments that have been recently approved in Glen Eira City Council.



Figure 12 13 - 15 Gordon St



Figure 13 18 Mc Combie Street



Figure 14 2 Gordon



Figure 15 5 Nepean Highway



Figure 16 242 Glen Huntly Road



Figure 17 28 Star



Figure 18 174 Hotham Street

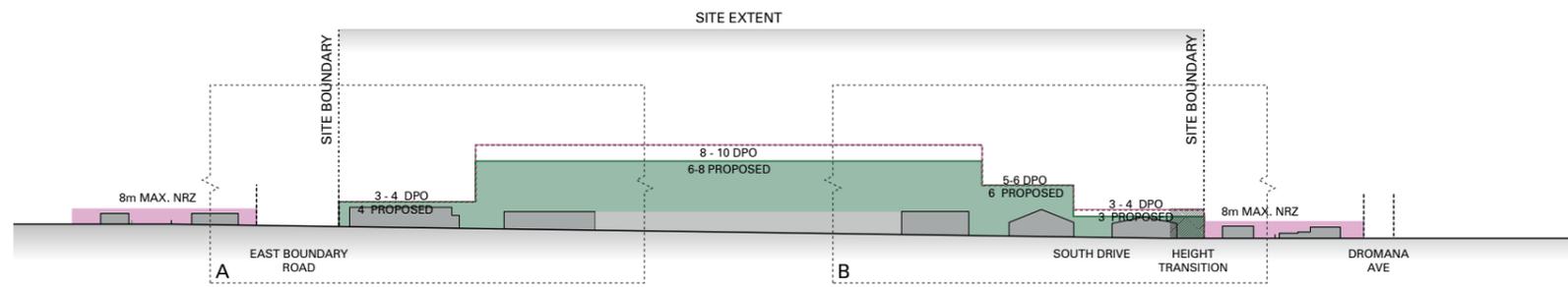


Figure 19 2 - 8 Beavis Street



Figure 20 483 - 493 Glen Huntly

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SECTION AA

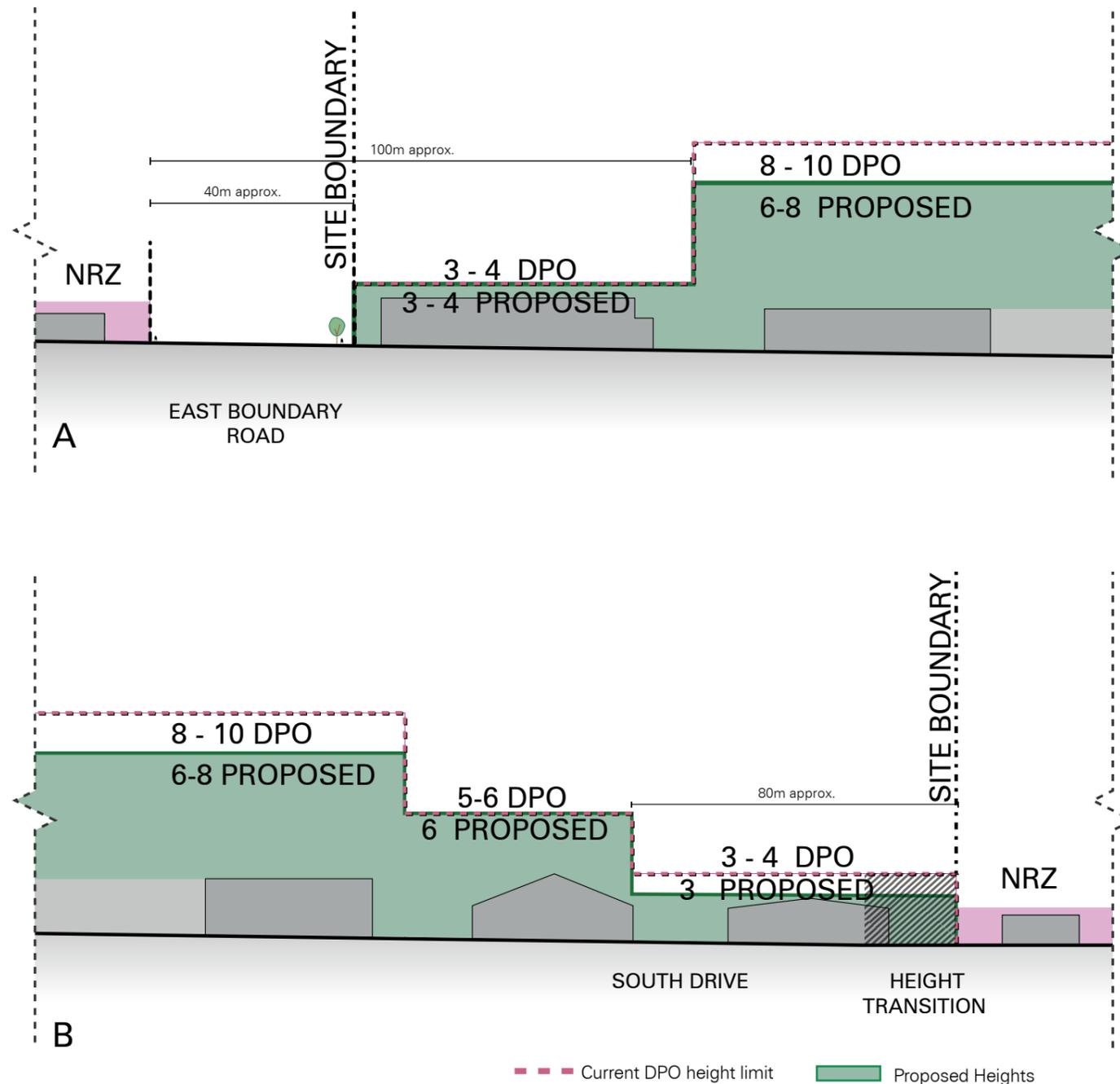


Figure 33. Heights in section

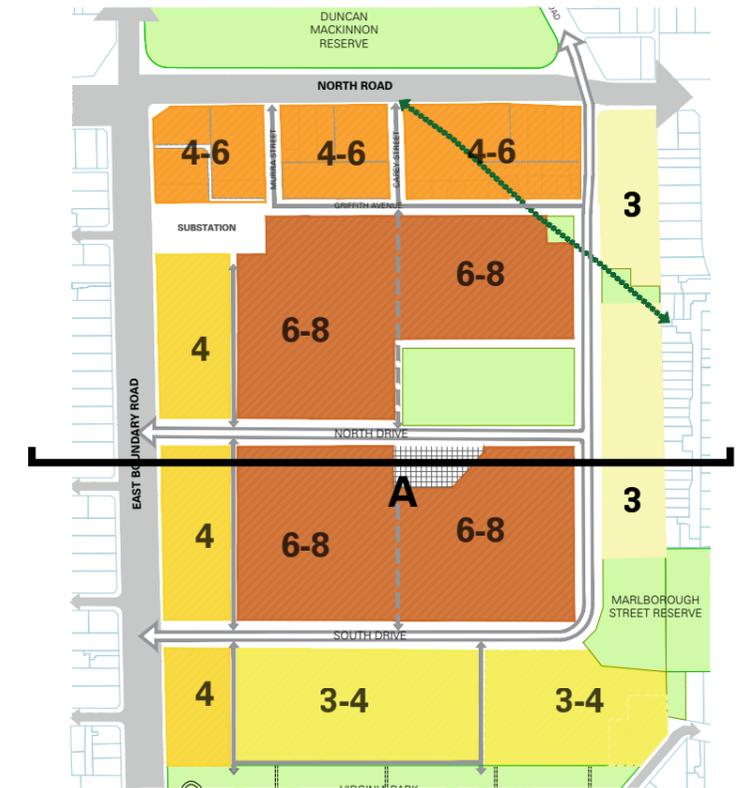
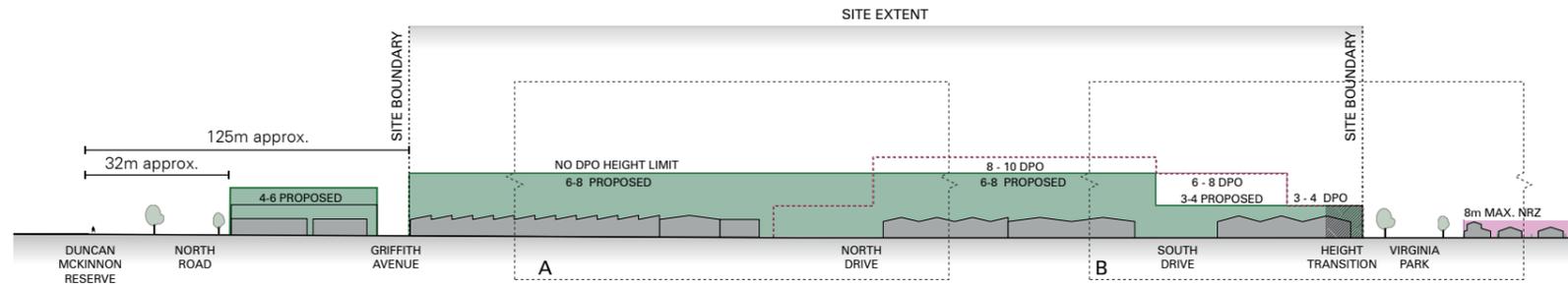


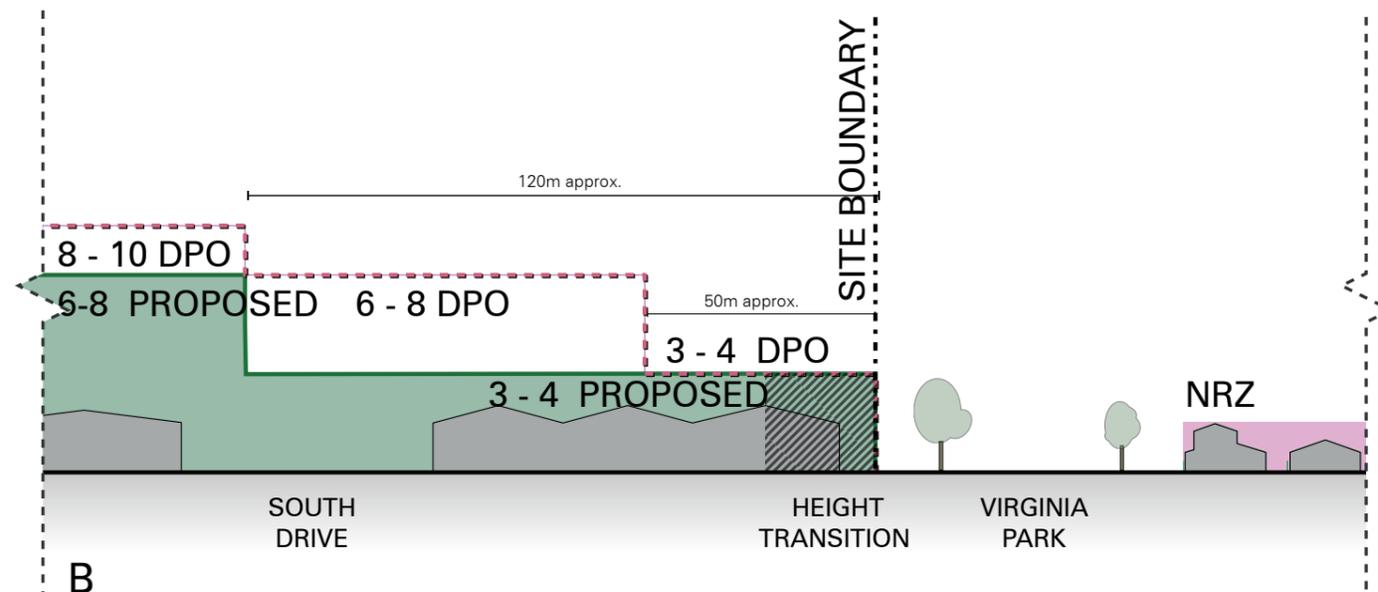
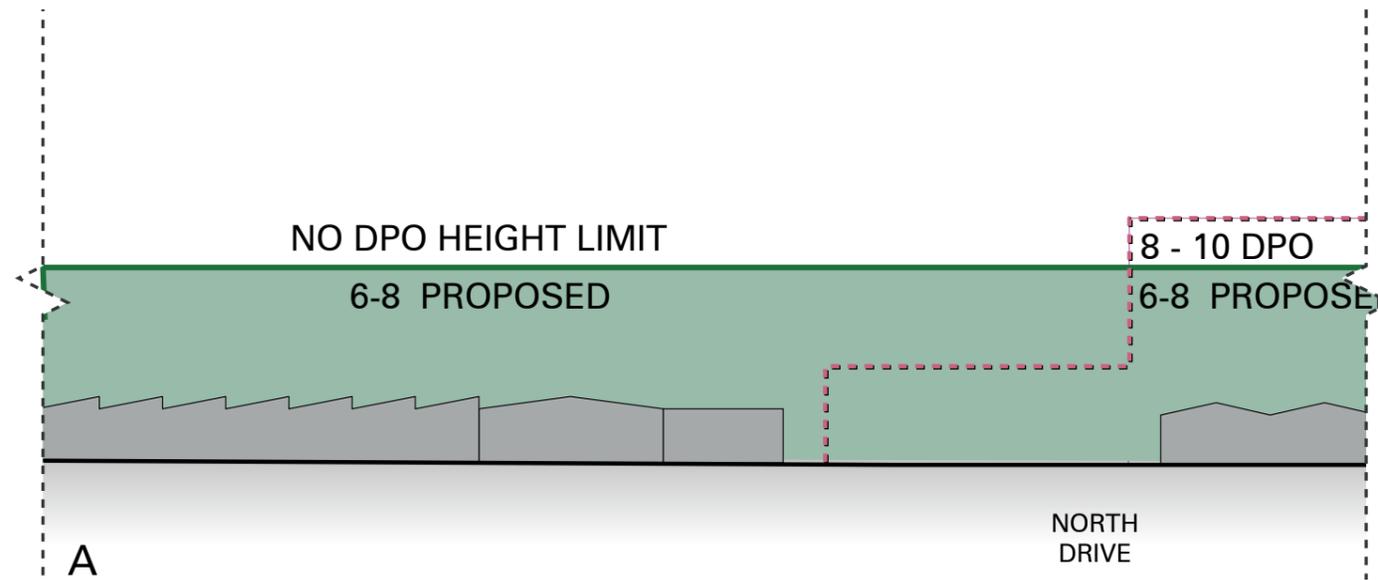
Figure 34. Building Heights Map (Indicative)

At the western interface abutting East Boundary Road, the closest 8 storeyed building is approximately 100m away from the residential areas zoned as NRZ. This suggests that the visibility from the footpath west of East Boundary Road is limited and within the DPO regulations.

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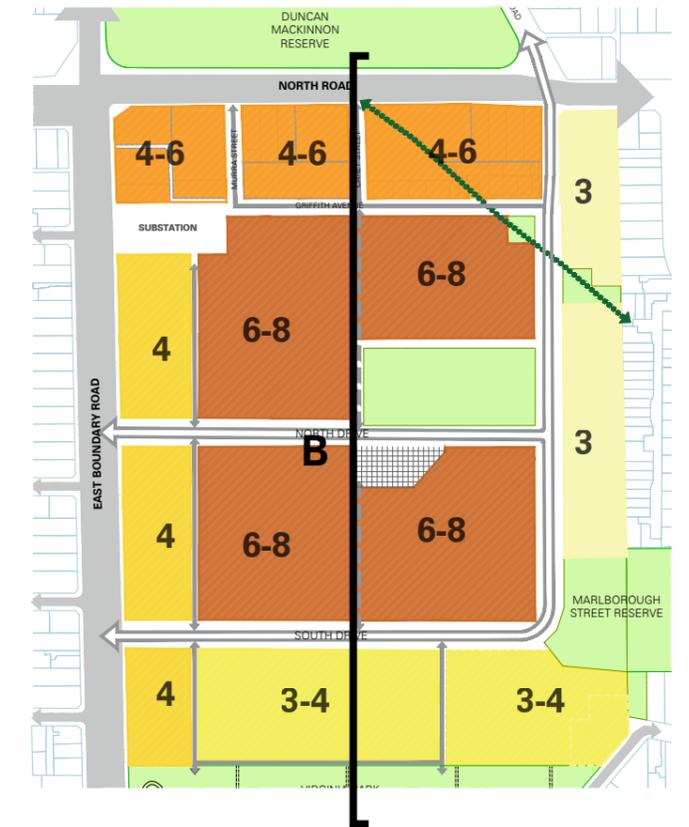


SECTION BB



--- Current DPO height limit Proposed Heights

Figure 35. Heights in section



Legend

Building Heights

- 3 Storeys
- 3-4 Storeys
- 4 Storeys
- 4-6 Storeys
- 6-8 Storeys

- Town Square
- Open Space
- Main Streets
- Connector Streets
- Potential Streets
- Green Link

Figure 36. Building Heights Map (Indicative)

On the south-side of Virginia Park the existing DPO allows for a visibility of 50m approximately of the closest 8 storeyed building. The proposed is approximately 120m away. Similarly, along North Road the closest 8 storey building is 125m away from the northern footpath.

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Solar studies have been undertaken to test building envelopes and assess overshadowing of public open space and major pedestrian routes.

For the purpose of this study, footpaths/cycle paths on the southern sides of North Drive and South Drive have been considered.

The adjacent diagrams indicate the maximum overshadowing potential of the developed sites at 11am and 2pm on September 22.

It is to be noted that the equinox shadows cast slightly over the pedestrian paths on North Drive and the bike path on South Drive up until 11am. Beyond 11am these paths receive full sunlight for the practical remainder of the day.

Currently, there appears to be no specific policy relating to the acceptable threshold of solar amenity for public realm within the Glen Eira City Council. However, for reference, the City of Melbourne Planning Scheme Clause 22.02 stipulates controls that are useful references. The clause requires that developments should not unreasonably reduce the amenity of public spaces by casting additional shadows on any public space, public parks and gardens, public squares, major pedestrian routes including streets and lanes, open spaces associated with a place of worship and privately owned plazas accessible to the public between 11.00 am and 2.00 pm on 22 September.

The following principles can be applied to develop appropriate built form response that does not cast unreasonable overshadowing on public spaces.

- Ensure major pedestrian routes, streets, public space, public squares, privately owned plazas, open spaces associated with places of worship receive sunlight between 11.00am and 2.00pm at the equinoxes.
- Ensure that at least two thirds of the open spaces receive sunlight between 11.00am and 2.00 pm at the equinoxes and one third receives sunlight between 11.00am and 2.00pm at the winter solstices.



11am on 22nd September (equinox)



2pm on 22nd September (equinox)

4.1 External Interfaces

East Village has varied external interfaces; some that are sensitive and must be well considered for the development of the site to successfully integrate with the place, whilst others have an opportunity to establish an appropriate boulevard response to the adjoining arterial roads and new internal street network. The north and west of the site interfaces with busy regional arterial roads whilst the south interfaces with local parkland and the east with a mix of parkland and residential neighbourhoods. The existing design response has typically little engagement at street level and poor placemaking generally. The positive attribute of the precinct more generally as seen from East Boundary road is the tree canopy presence and medium rise buildings. To the west of East Boundary Road are residential neighbourhoods with a landscape setback towards the four laned arterial road typically with private backyards towards private residences. The road zone is particularly wide with the central median largely given over to parking and slip lane areas. An opportunity exists to create an attractive tree lined boulevard quality to this interface through the re-purposing of the central median subject to VicRoads and the presentation of typically 4-6 level commercial buildings positioned within a landscape setting to this interface. Some modest opportunities for greater height accommodation may be appropriate at key gateways to the precinct with signalised intersection entries subject to design quality. This could be by means of marking these significant places and entrances that are a result of multiple street frontages and provide for enhanced exposure of particular enterprises of importance. The southern and eastern interfaces are sensitive ones with frontages to public open spaces and local residential backyards requiring contextually appropriate buffering responses. The interfaces to much of the east share their interface with residential areas comprising of back fences with no opportunity for pedestrian access or engagement.

The following are indicative street sections that illustrate the interface treatment that responds to the existing context. The overarching strategy is to enable the interface response to engage appropriately and sensitively to the context and neighbouring interface character

- Legend**
- ■ ■ Main Road Interface
 - ■ ■ Connector Road Interface
 - ■ ■ Open Space Interface
 - ■ ■ Residential Interface
 - * Gateway Sites
 - ▨ Commercial Use
 - ▨ Retail Use
 - ▨ Mixed Use
 - ▨ Residential Use
 - ▨ Community Use
 - ■ ■ Public Open Space
 - ➔ Indicative Link Road

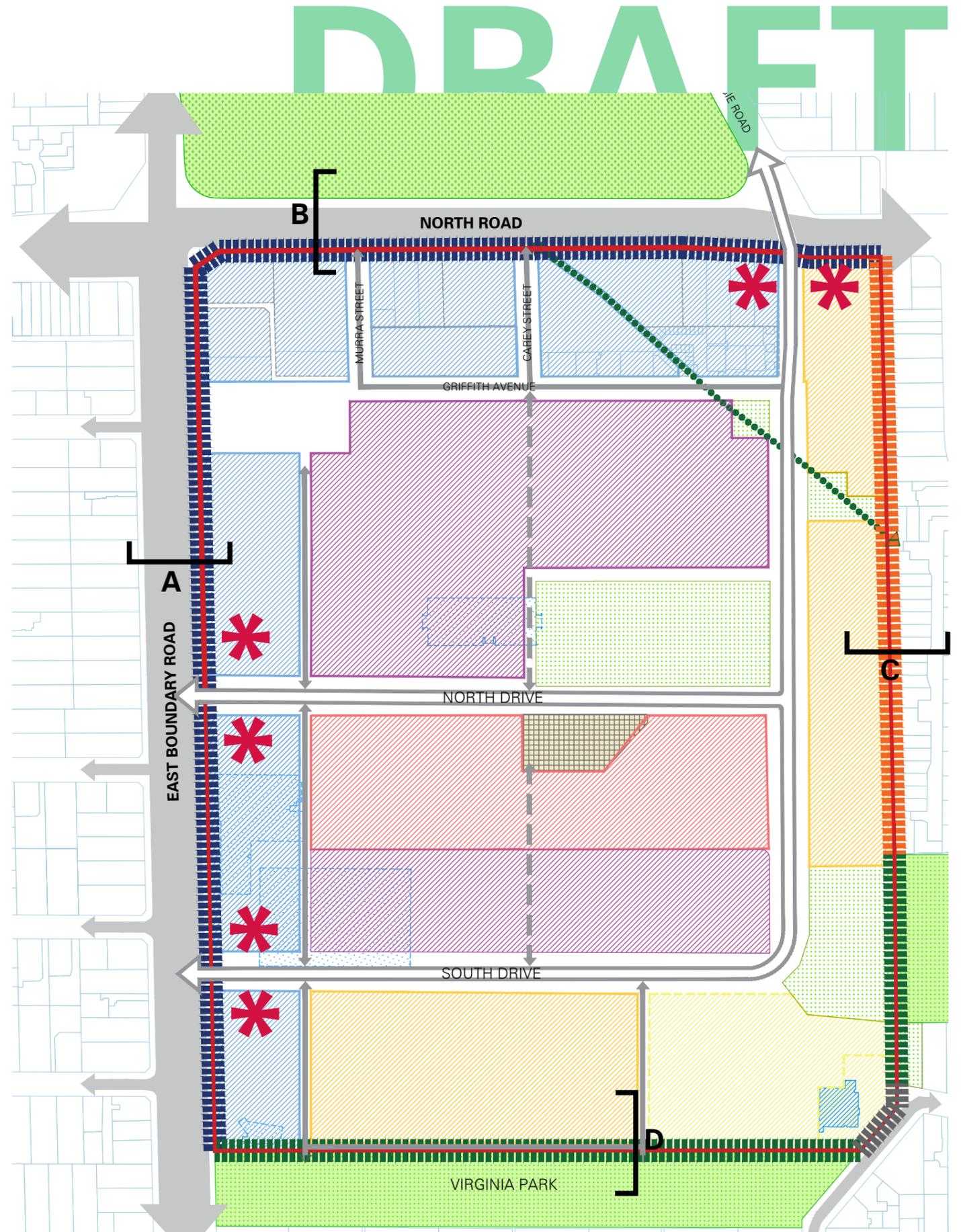
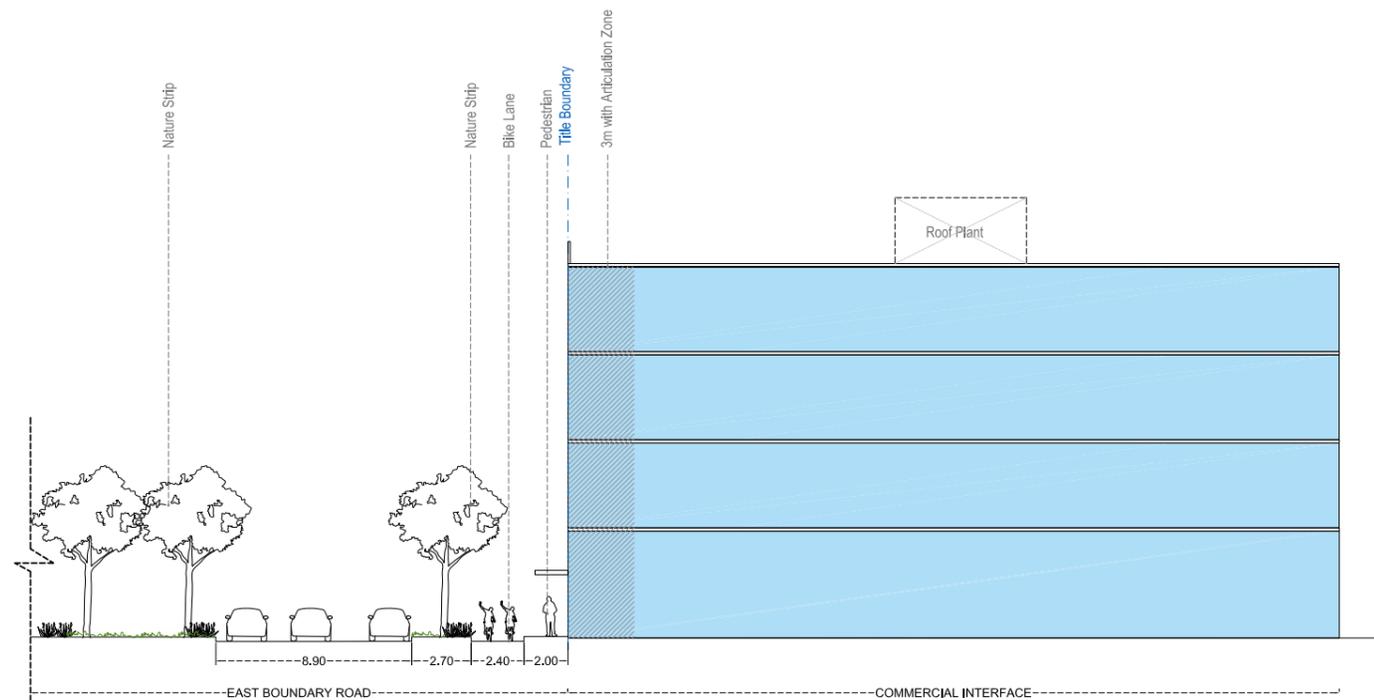


Figure 37. External Interface Map

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East Village's commercial interface along North Road currently includes a 32m (approx.) road reserve and low scale 1-2 storeyed commercial buildings with an average setback of 7m. Along East Boundary Road a similar scale of buildings can be observed. The East Boundary Road reserve is 40m (approx.) wide with a central core of parallel and angled parking facilities.



SECTION A

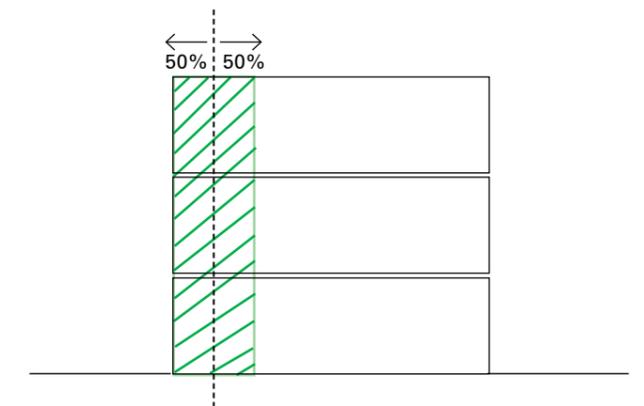


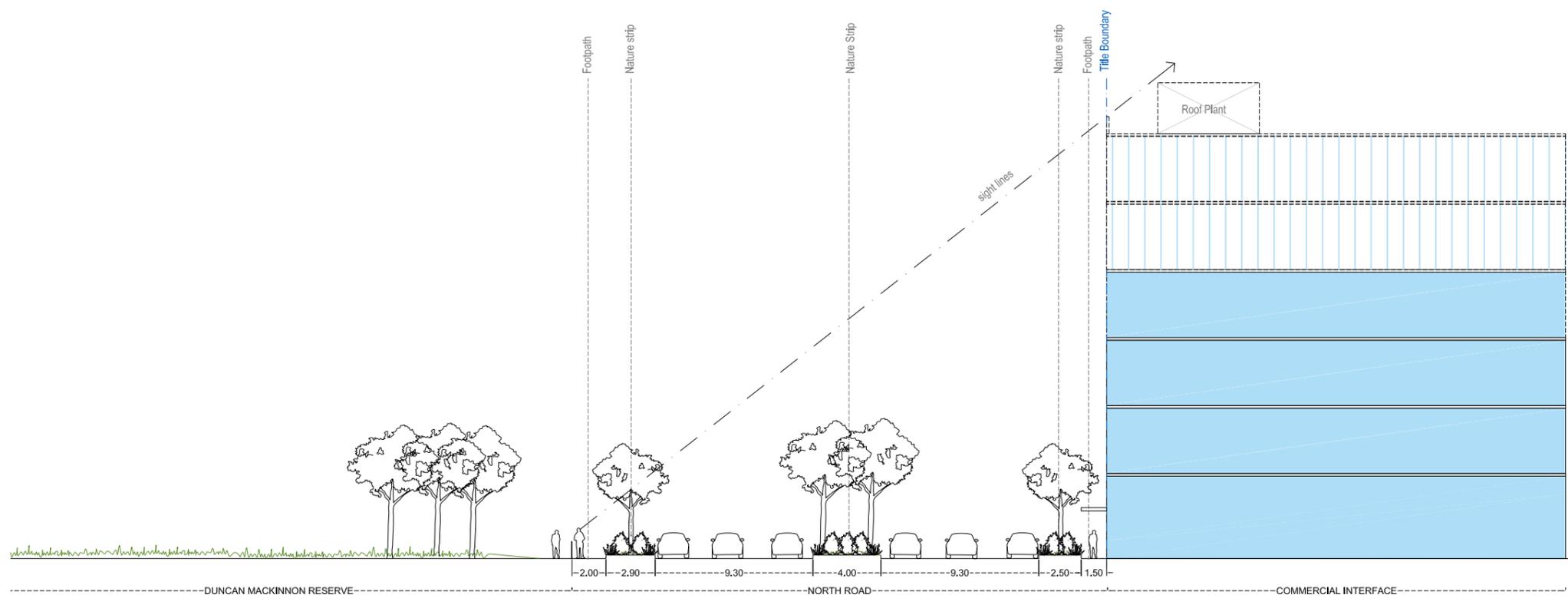
Figure 38. Articulation Zone

The proposed design response earmarks opportunities for an Articulation Zone in the interface of built form to street interfaces. The zone encourages greater modelling of facades to provide for entrance indent zones and piazzas to compliment projecting bay elements to provide an enhanced engagement with the street adding visual interest whilst also ensuring an continuous uninterrupted streetwall presence is avoided. The zone allows for 50 % of the built form to project beyond the centre of the Articulation Zone for the facade width and height with an equal amount balancing which as an indent is to be subtracted. To develop an appropriate interface response, it is important to apply the following design principles:

- The commercial development along East Boundary Road can potentially be built up to 4-6 commercial storeys but must ensure roof plant and other roof treatments are hidden from sightlines across the road and integrated within development.
- Builtform to be built to the edge of the title boundary owing to its open space interface and location on a major arterial road of an Activity Zone where commercial activity is desirable at ground level.

Legend

- Residential Use
- Commercial Use
- Mixed Use (Retail/Commercial)



SECTION B

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The eastern interface is typically two level row houses and sideages of existing dwellings. The proposal provides for a preferred 3 level townhouse form providing a transition from this adjoining neighbouring development to the residential core. This replaces built form of existing industry in excess of these heights in these adjacencies. These preferred heights are those that would typically be seen in a General Residential Zone (GRZ) with the inclusion of generous setbacks provide for profiles exceeding the standard required for resCode compliance.

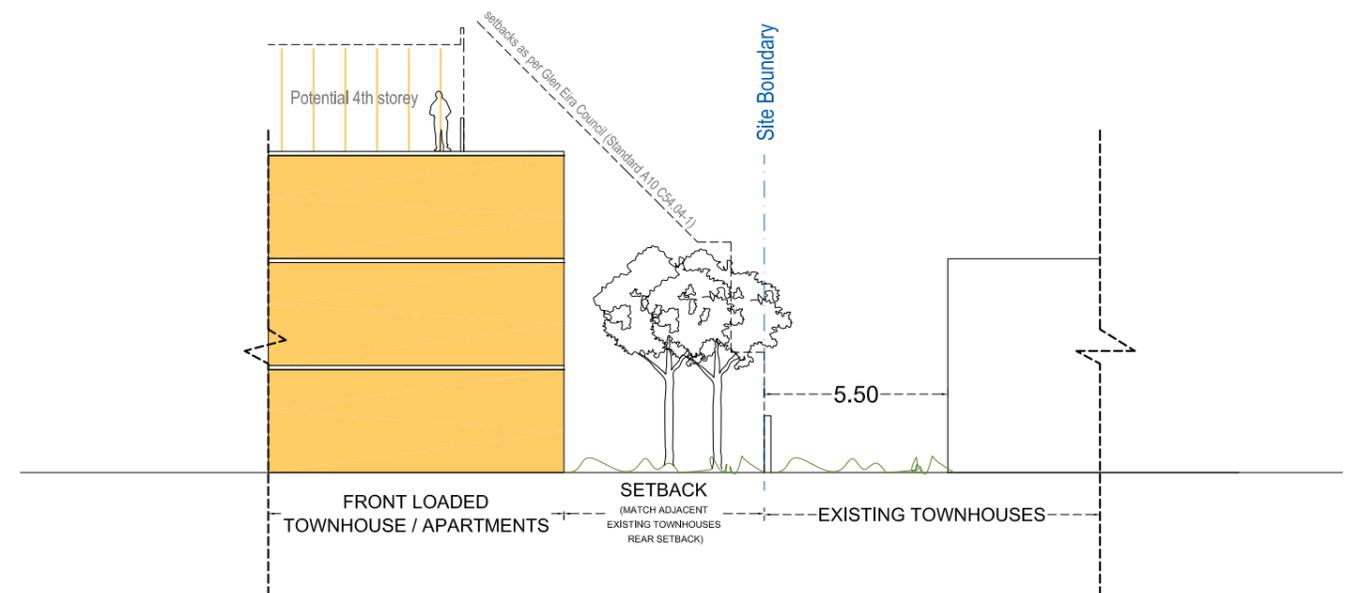
Marlborough Street Reserve frontage is to ensure that there is no additional overshadowing of parkland between 10 am and 2pm at the equinox by incorporating the appropriate builtform heights. The residential interface towards the east of the site consists of 2 and 3 storey townhouse style developments with a setback minimum of 5m to new built form ensuring a minimum of 9m between habitable room windows. The plan provides alternative options for rear laneway buffering and backyard buffering dependent on the preferred development option.

To develop an appropriate interface response, it is important to apply the following design principles:

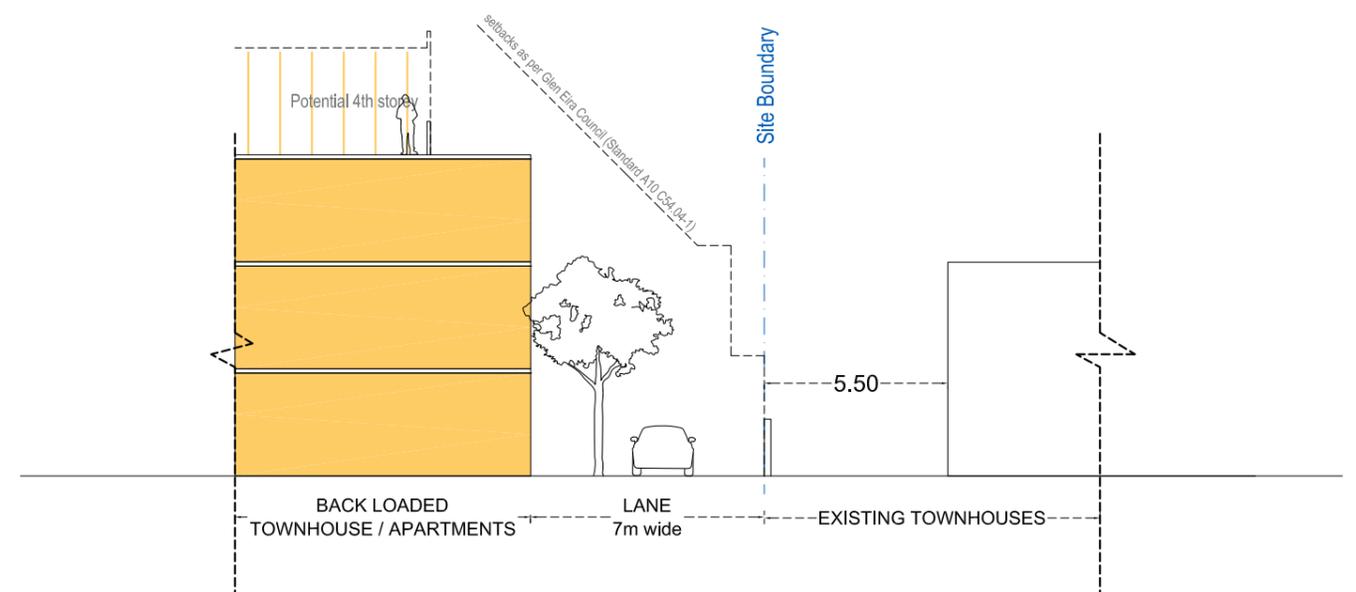
- New development can also increase setbacks to the site boundary by incorporating a laneway for rear loaded Townhouses or apartments
- Developments to consist of built form with a preferred maximum height of 3 storeys at the easternmost interface to correlate to the residential interface abutting the site.

Legend

- Residential Use
- Commercial Use
- Mixed Use (Retail/Commercial)

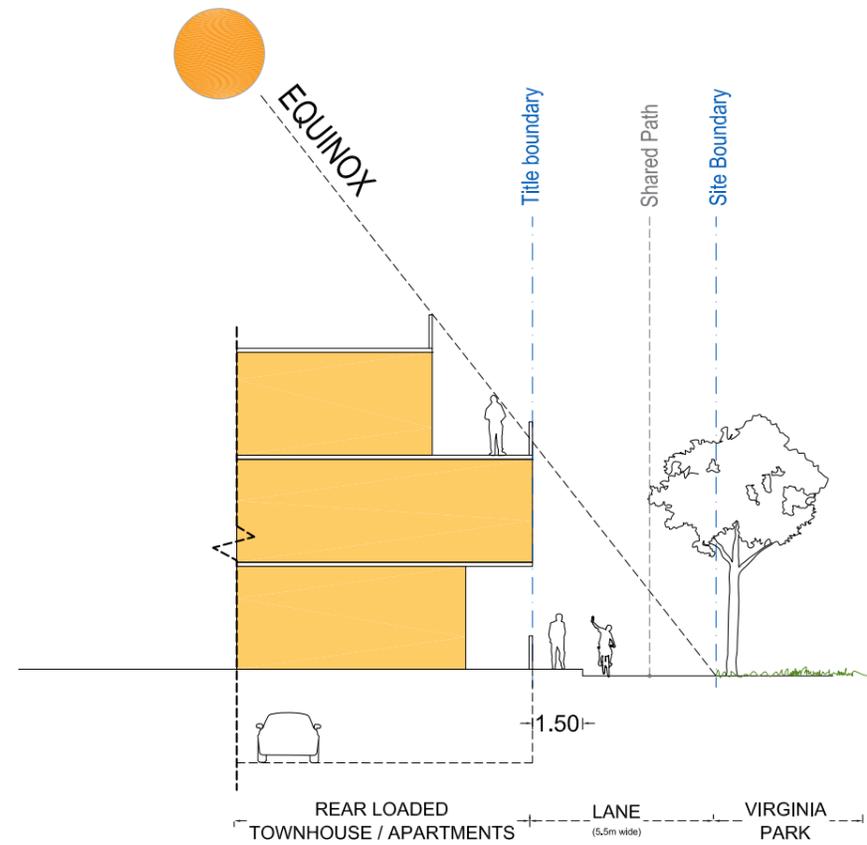


SECTION C - OPTION 1

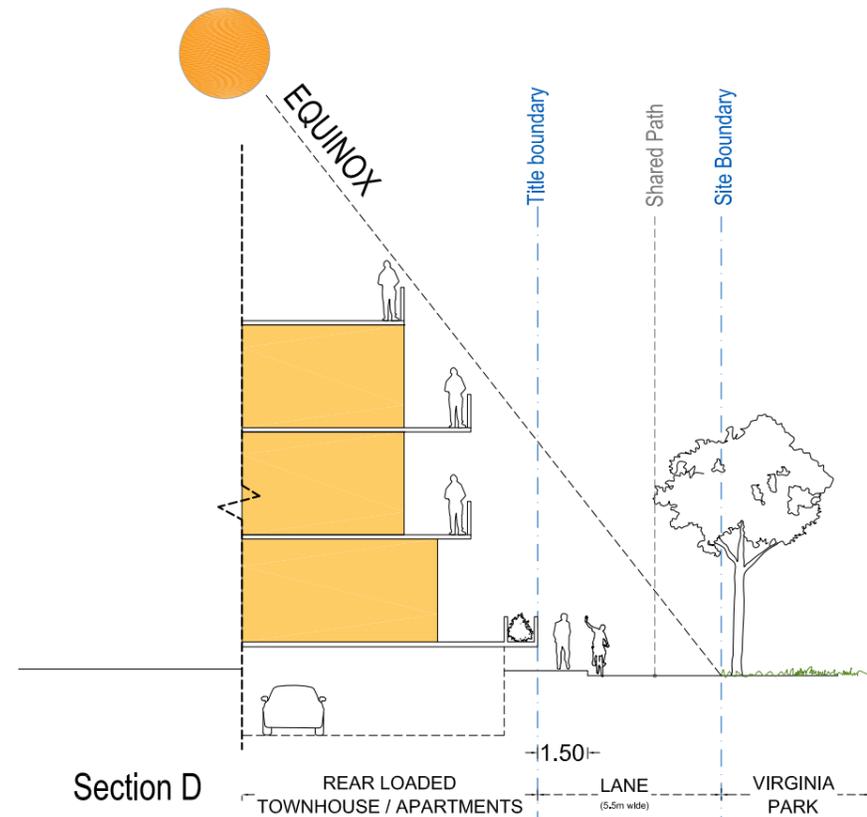


SECTION C - OPTION 2

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SECTION D - OPTION 1



Section D

SECTION D - OPTION 2

The Virginia Park interface will see predominantly residential development as a part of the East Village Plan. Setbacks will incorporate east west walking and one way vehicle networks as shown on the plan. These setbacks in combination with the maximum number of storeys proposed will ensure no additional overshadowing of the Virginia Park parklands occurs between 10 am and 2pm at the equinox.

To develop an appropriate interface response, it is important to apply the following design principles:

- Provide a varied 3 and 4 level profile for the interfaces with Virginia Park
- Within the Articulation Zone, a setback zone can be elevated or set back into the title boundary to allow for the surveillance of public realm and privacy of residents.

Legend

- Residential Use
- Commercial Use
- Mixed Use (Retail/Commercial)

4.2 Internal Interfaces

Development located to the north of the site towards North Road will continue to provide a significant employment focus. To the south of Griffith Avenue, higher density commercial larger and smaller tenancies in new and re-purposed buildings could be developed in conjunction with higher density apartment and specialist residential accommodation as core anchoring development types creating a genuinely mixed use enterprise precinct. These uses with complimentary retail, community and service focussed enterprises, activate and engage the edges of the proposed new Town Park ensuring a synergistic and collaborative place at the centre of the precinct. The south of retail core will provide for medium density housing and a new school and park interconnecting Virginia Park and Marlborough Street Reserve. The central core of the site is to provide commercial and retail development opportunities particularly south of the North Drive. The core anchors of this proposal are employment, school and diverse housing.

In the higher intensity core neighbourhood areas of 8 storeys, local street networks have to be designed sensitively. Minimum setbacks are proposed for mixed use frontages with residential frontage typically incorporating 2m setbacks to allow for landscape threshold. Mixed use frontages with retail or commercial lower floor functions are to be inset on the ground floor by 3m to allow for covered pedestrian zones. Where residential interfaces are located on the primary roads at ground floor level, a 1m (approx.) elevation is encouraged to provide for high quality internal amenity whilst preserving street surveillance.

The following are indicative street sections that illustrate the interface treatment that responds to proposed precinct functions. The overarching strategy is to enable the frontages to engage appropriately with adjoining interfaces and the public realm creating a high quality pedestrian and resident experience.

- Legend**
- Commercial Interface
 - Retail Interface
 - Mixed Use Interface
 - Residential Interface
 - Community Interface
 - Green Interface
 - Passive Interface
 - Commercial Use
 - Retail Use
 - Mixed Use
 - Residential Use
 - Community Use
 - Public Open Space

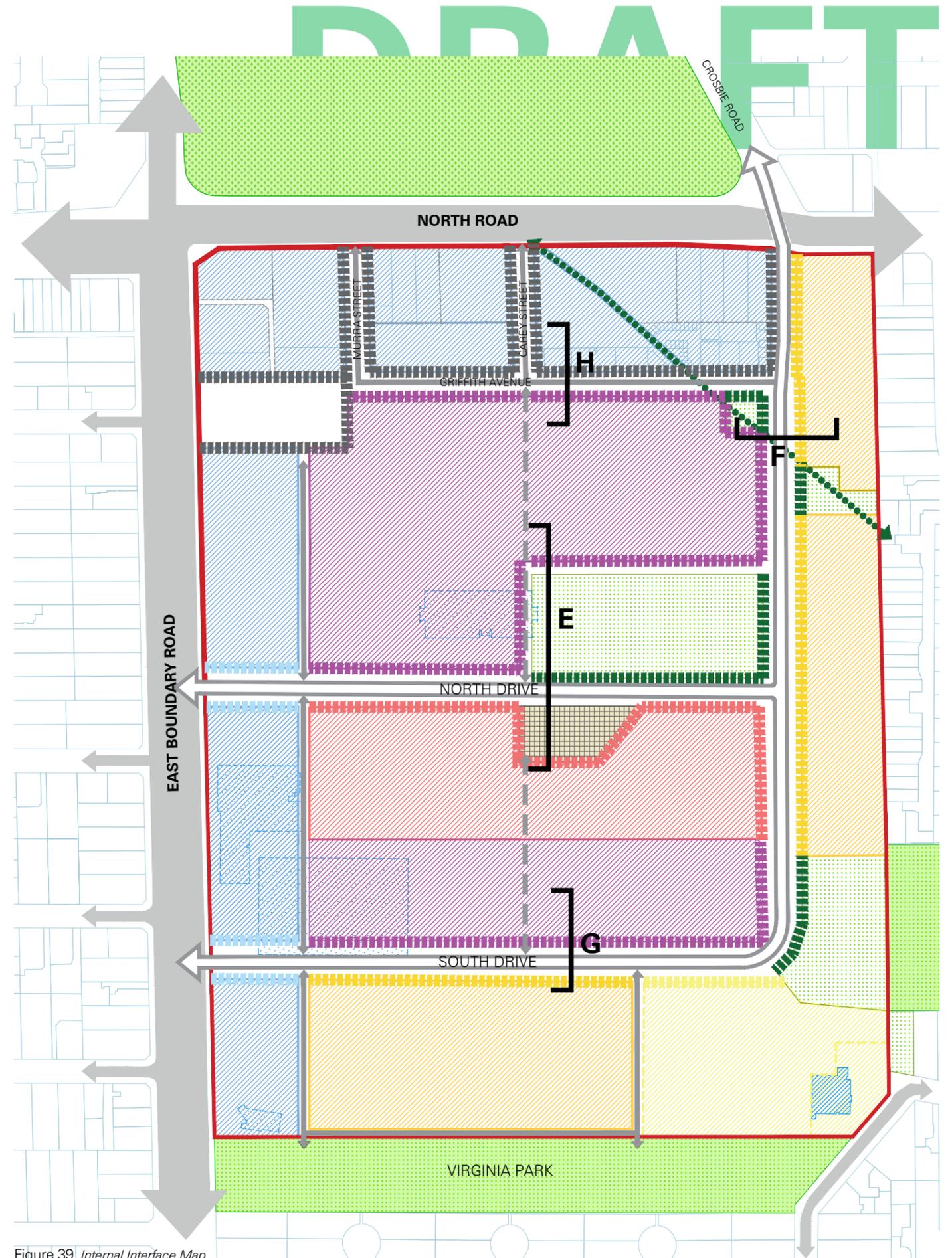


Figure 39. Internal Interface Map

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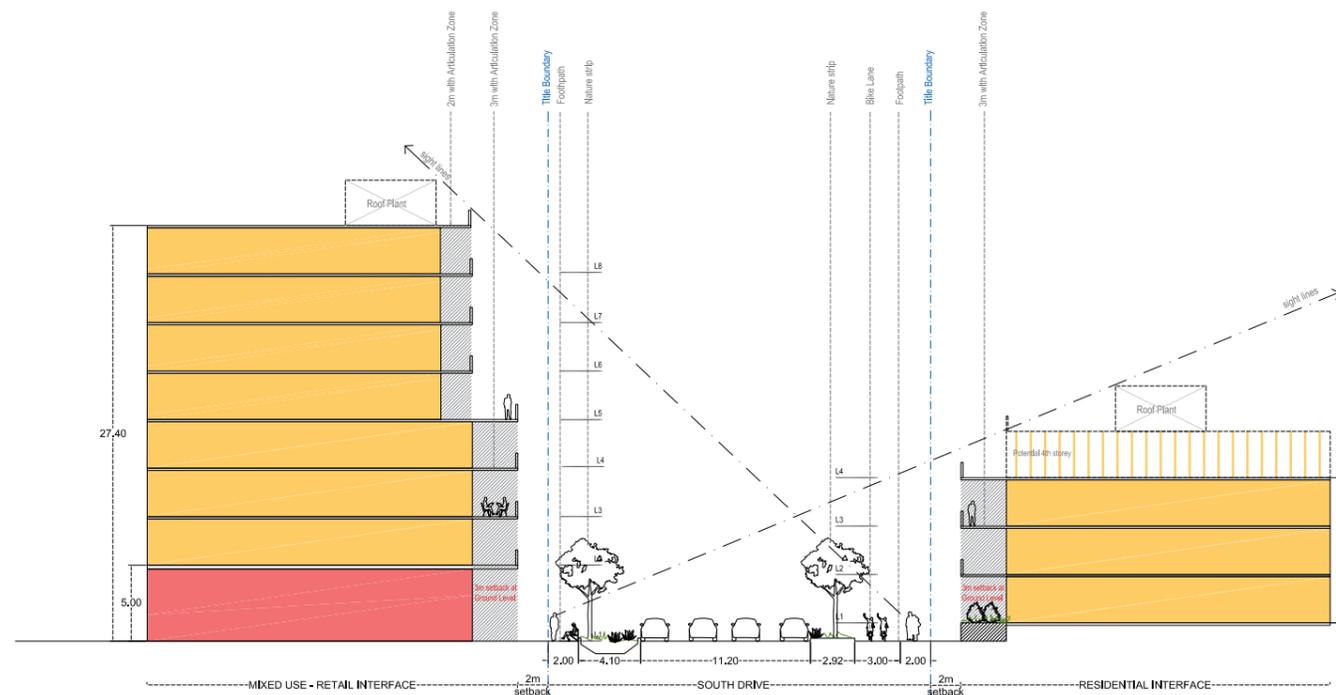
SECTION E

Development along the town square and primary road network will potentially be mixed-use with lower levels providing retail facilities and enterprises to activate the public realm. The public open spaces are to be multifunctional supporting both the resident needs and the alignment of the spaces with functionality and identity supportive of the innovation core goals of the precinct. North Drive and South Drive are designed to accommodate 11.40m of road pavement with tree lined edges.

South Drive consists of a 3m bike lane that is grade separated and landscape buffered from the road reserve. South Drive typically incorporates a 2m setback from the title boundary to accommodate a landscape threshold into development. The design response seeks to encourage a high level of activation and visual interest in the podium and upper levels of the development interfaces with the Town Park and main North and South roads.

To achieve these said objectives the following strategies are applied:

- Provide 3m with Articulation Zone for the first 4 levels and 2m Articulation Zone thereafter for the floors above.
- Ensure public open spaces are bound by shared paths or streets that define the public realm and improves its access.
- Ensure roof plant and other roof treatments are hidden from sightlines across the road.
- Develop an interface and built form response that retains sunlight to the key public spaces and southern footpaths at the equinox between 10am and 2pm to places including Virginia Park the proposed Town Park and Town Square , South Road south footpath and North road south footpath.



SECTION F

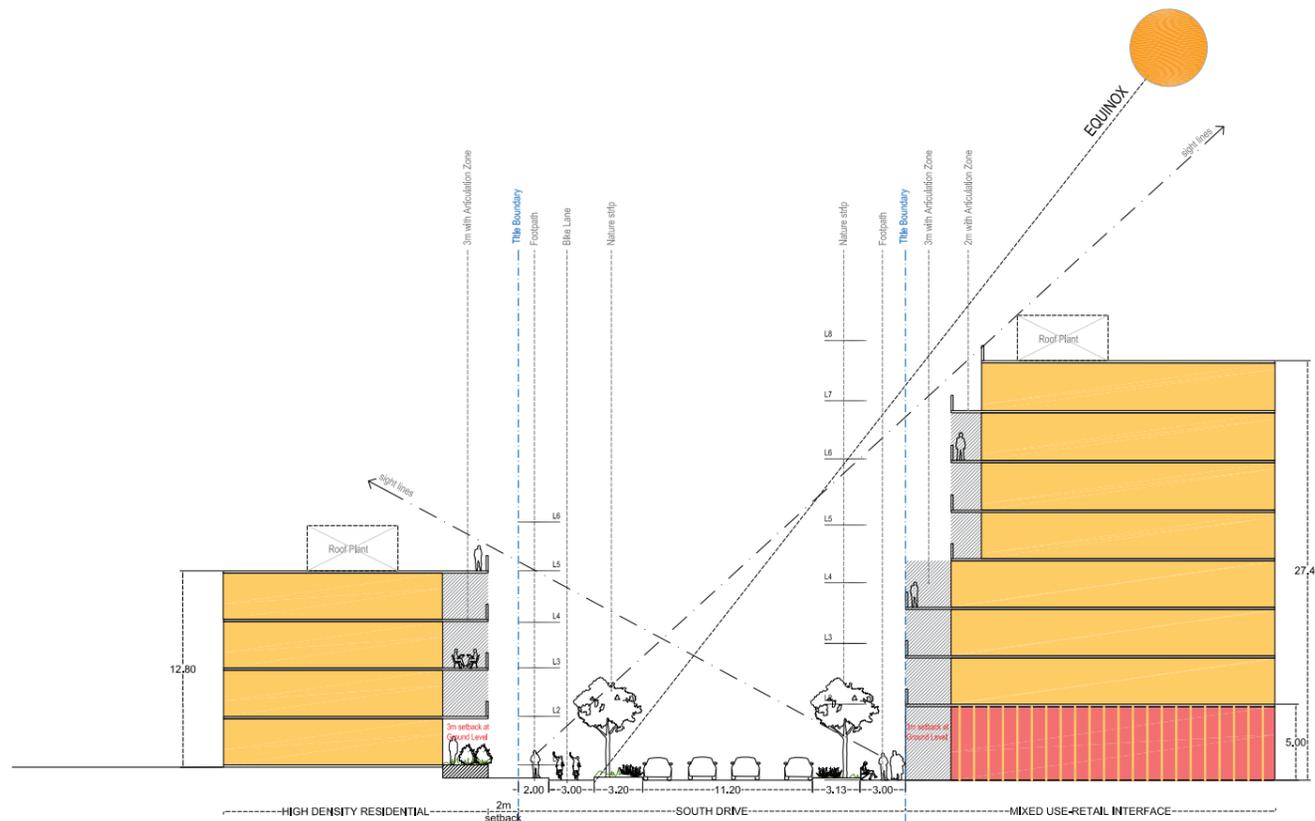
Legend

- Residential Use
- Commercial Use
- Mixed Use (Retail/Commercial)

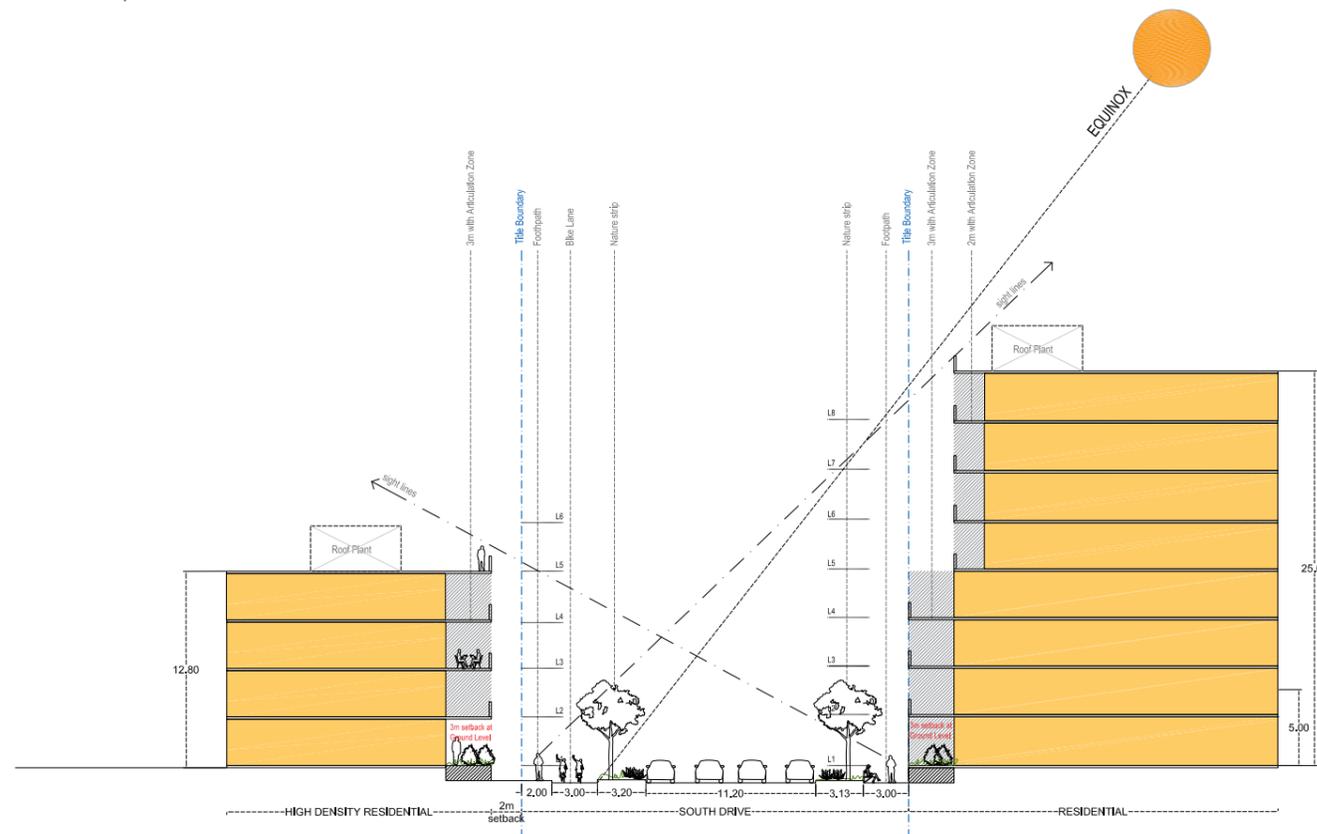
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To provide site specific responses, interfaces are encouraged to provide facade articulation that addresses the context and programme intended. These allow the following design principles to be applied:-

- Provide 3m articulation zone for the first 4 levels and 2m articulation zone thereafter for the floors above. From a midpoint of this zone, the design response should be able to provide equal proportions of indented and projecting. This outcome could enable a street grain to be established.
- Avoid unreasonable overshadowing of public spaces and south footpaths of east west streets.
- Ensure roof plant and other roof treatments are hidden from sightlines across the road.



SECTION G - Option 1

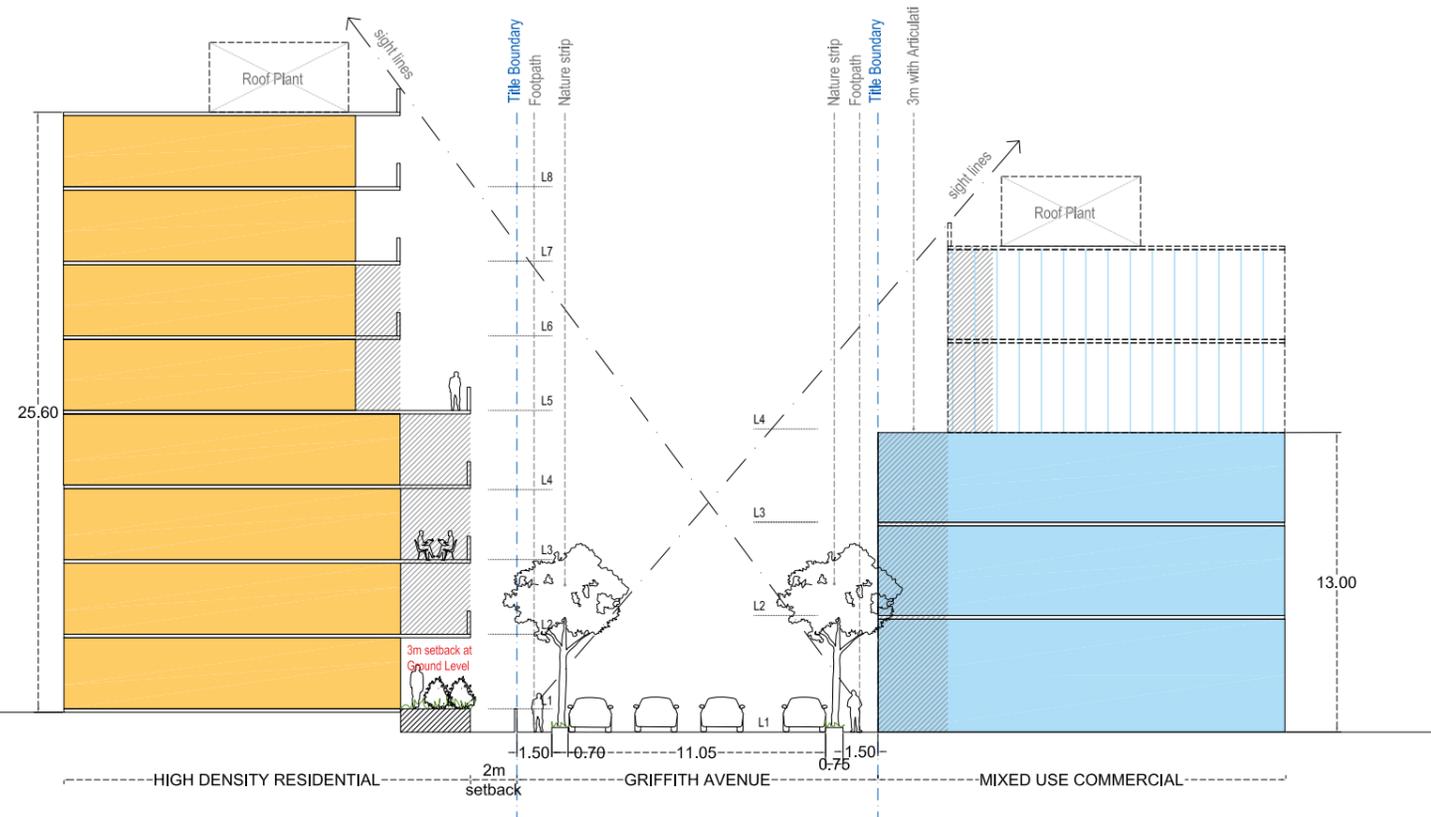


SECTION G - Option 2

Legend

- Residential Use
- Commercial Use
- Mixed Use (Retail/Commercial)

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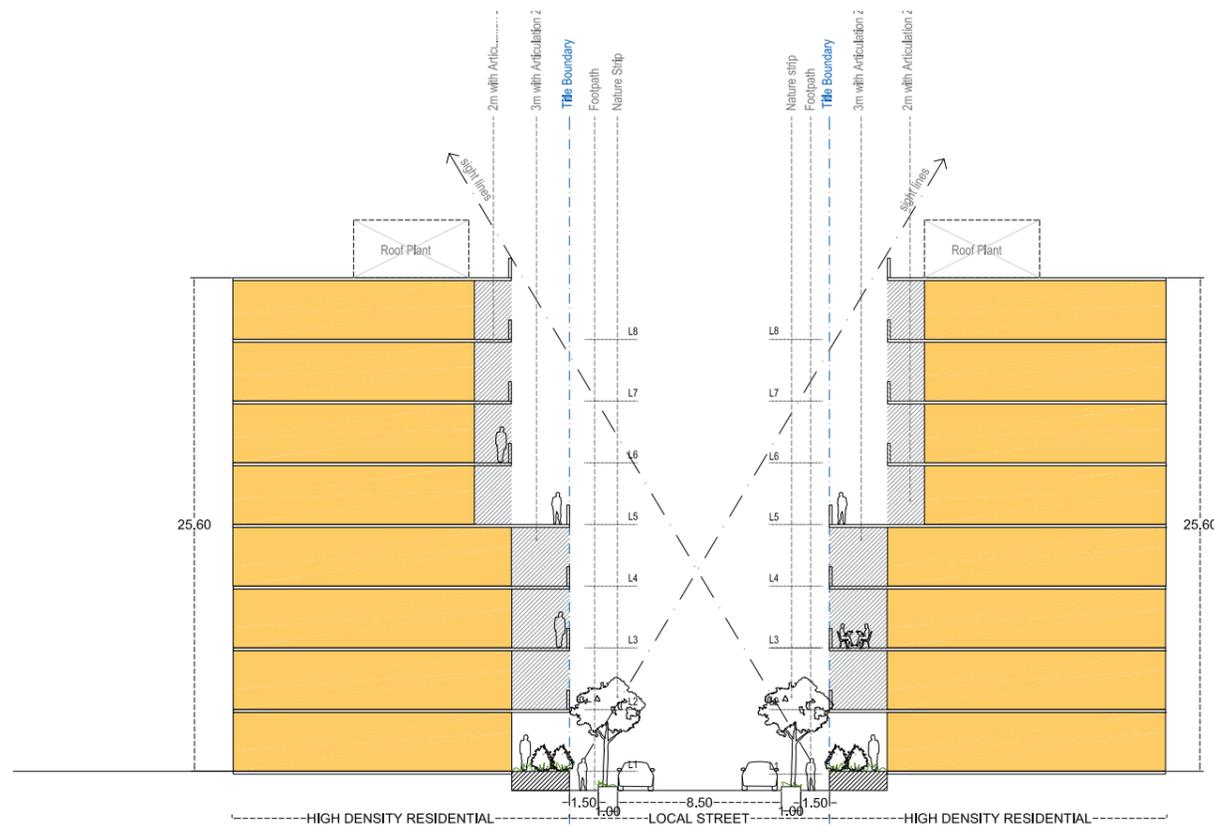


Griffith Avenue is characterised by interfaces that require reverse amenity obligations to be carried by the new development so as to ensure the reasonable operations of existing businesses to the north are not unreasonably curtailed. Additionally, proposed commercial floors must be setback by 3m from the title boundary beyond 3 storeys.

To develop appropriate interface response, apply the following design principles

- Provide 3m with articulation zone for the first 4 levels and 2m articulation zone thereafter for the floors above.
- Avoid overshadowing of public spaces and determine setbacks accordingly
- Ensure roof plant and other roof treatments are hidden from sightlines across the road.

SECTION H



INTERNAL STREET SECTION OPTION

Legend

- Residential Use
- Commercial Use
- Mixed Use (Retail/Commercial)

5.0 Precincts and Mix

The site has been divided into six different precincts to provide for diverse development outcomes with distinct individual character that is sensitive to its surrounding context.

Precinct	Residential Uses	Non-residential Uses
1 INNOVATION PRECINCT	-	Medical Centre, well being, research, general commercial, associated minor retail uses
2 EAST VILLAGE TOWN CENTRE	Apartments (potentially including some affordable dwellings)	Commercial, retail (shopping and hospitality), public car parking
3 VIRGINIA PARK NEIGHBOURHOOD	Town houses/apartments	Commercial, education/community/childcare)
4 MARLBOROUGH STREET RESERVE NEIGHBOURHOOD	Town houses	Community (education, childcare)
5 & 6 LIFESTYLE PRECINCT	Apartments (including some affordable dwellings) Retirement (independent) living, aged care (potentially including some not for profit/affordable)	
7 NORTHERN PRECINCT		Small retail, showroom, general commercial

Legend

Precincts

- East Village Town Centre
- Innovation Precinct
- Lifestyle Precinct
- Marlborough Street Reserve Neighbourhood
- Virginia Park Neighbourhood
- Small Enterprise Precinct/ Northern Precinct

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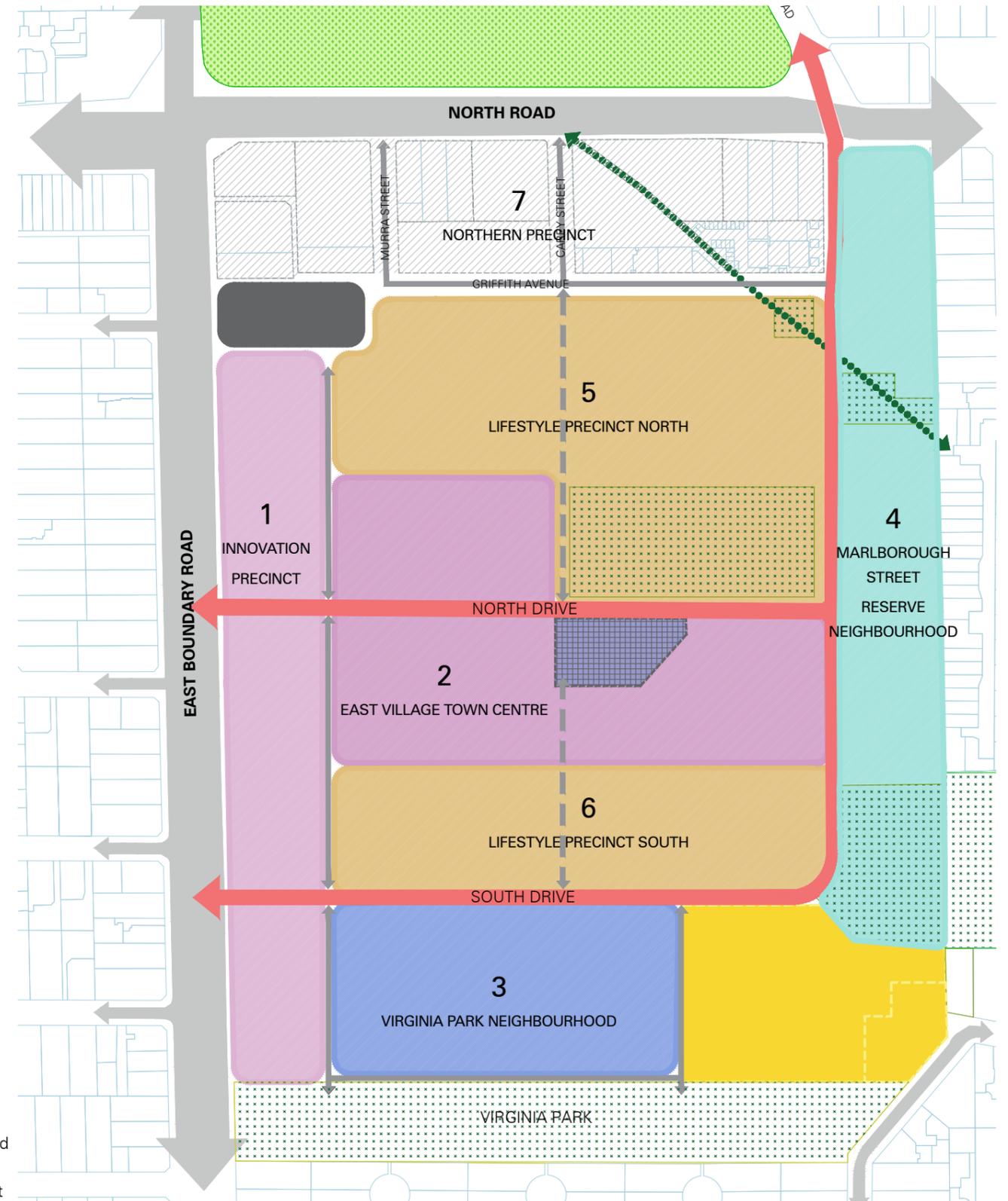


Figure 40. Precincts Map

5.1 Employment Mix

Vision

To provide for resilient employment opportunities that can adapt and evolve with the changing economy that focuses on enhancing the creative and innovative capacity of the Glen Eira Council.

With the strengthening of the digital economy in the recent years, new and innovative methods of conducting businesses are created on a daily basis. The shift has led to a diverse range of employment choices that require physical experiences. In this context, co-working spaces, creative labs, recreational spaces have become nodes of activity and innovation leading to vibrant precincts that are well services and well placed within the community.

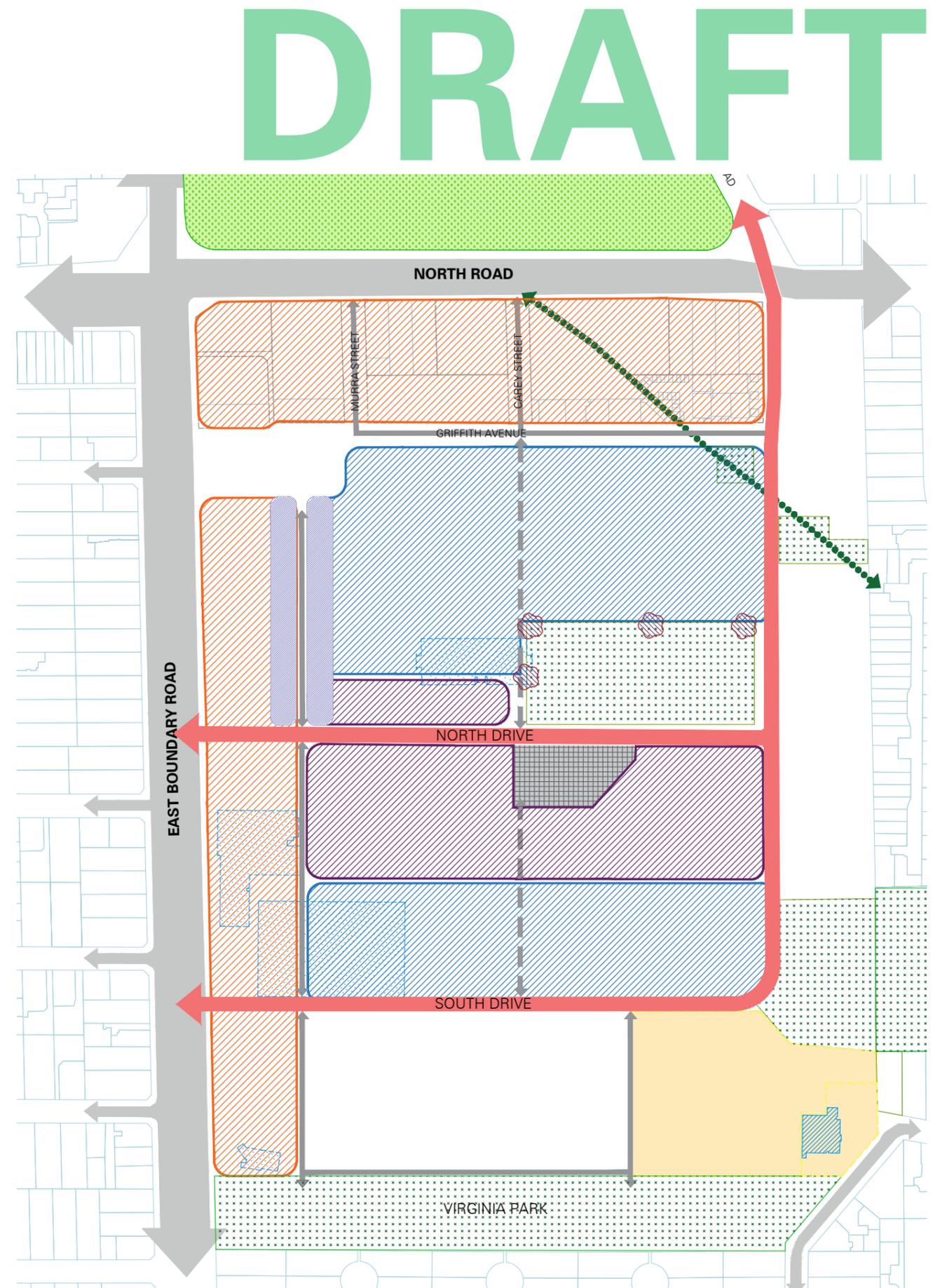
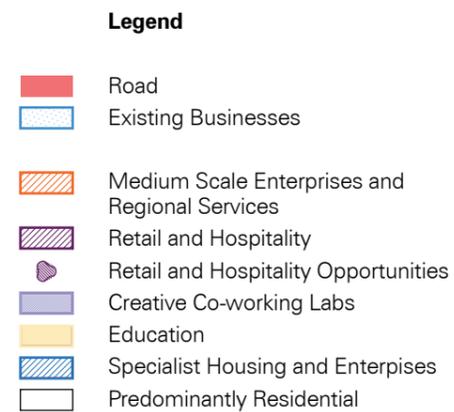


Figure 41. Employment Mix

5.2 Housing Mix

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Vision

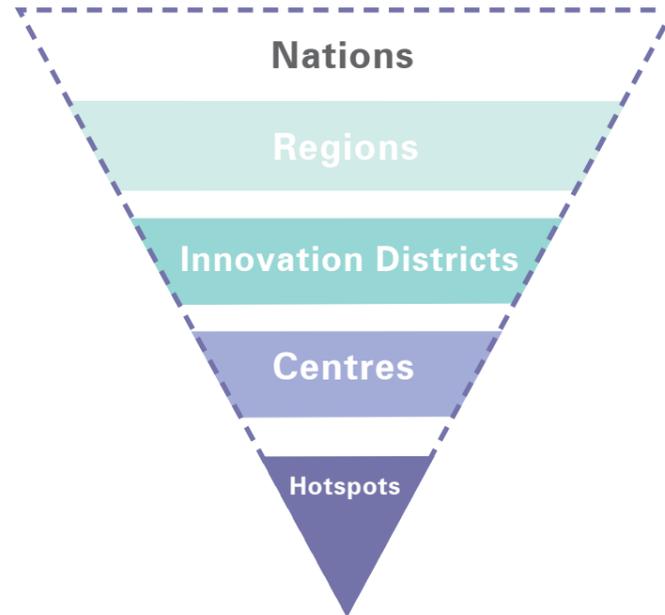
To provide a diverse residential community that focusses on specialist housing, key worker housing and affordable housing for the City of Glen Eira and those seeking to work in enterprise. It will accommodate dwelling options for the aging population as well as supply affordable housing opportunities, thereby providing for future community needs.

This vision is reflective of the draft Glen Eira City Council Community Plan 2017-2021 which puts emphasis on diverse housing stock that includes social and affordable housing and aged living opportunities.

		Dwelling Typology			
		Apartments	Town Houses	Aged Care	Retirement Living Apartments
PRECINCTS	1 INNOVATION PRECINCT				
	2 EAST VILLAGE TOWN CENTRE	■			
	3 VIRGINIA PARK NEIGHBOURHOOD	■	■		
	4 MARLBOROUGH STREET RESERVE NEIGHBOURHOOD		■		
	5 LIFESTYLE PRECINCT	■		■	■
	NORTHERN PRECINCT				
TOTAL		75 - 78%	7- 12%	9 - 10%	4 - 5%

Innovation precincts are defined as developments that consist of anchor institutions or organisations that cluster and share strong relationships with start-ups, businesses, incubators and accelerators (Wagner, Andes, Davies, Storing & Vey, 2017). They are compact, public transport oriented, easily walkable and offer good social mix with housing, offices and retail as well as a strong sense of place and community. The success of these centres depend primarily on proximities to other similar centres as well as clustering and agglomeration of diverse knowledge based organisations that can induce cross-fertilisation of ideas between workers and companies. Most innovation regions are now transforming from their introverted and isolated nature to an extroverted and accessible one which encourages collaboration and reflects cross sector nature of innovation amongst industries that are both similar and dissimilar. There is an emphasis on the sense of “localness” and its uniqueness that can contribute to the personality of the locale and experience that young knowledge or creative workers require. These aspects influence planning processes and principles in these special regions and its governance strategies.

Knowledge based urban development benefit largely from diversity and desire for exchange of ideas, with this respect placemaking is considered as a fundamental strategy to draw the necessary mix and anchors for these development clusters to thrive. It can be observed in developments such as Kelvin Grove Urban Village, Brisbane that creative class of knowledge workers demand good public realm design that can contribute to the diversity and vibrancy of the place. Placemaking is pivotal to retaining skilled workers as quality and ambience of a place are linked to creativity and innovation. The lack of strong social fabric and vital public amenities often hinder the advancement of these precincts thereby necessitating placemaking that is grounded within the community. Some of the key moves for good public space design should be around introduction of anchor projects and main street network development that is highly permeable and encourages good connectivity within and outside the region.



Source: Hierarchy, Innovation Districts Opinion Paper, 2017

The key drivers for Innovation districts

Anchors

Initiates economic development and growth. They could be drivers or cultivators of economic assets and creates and supports an environment for collaboration and innovation.

Testbeds

The development acts as a testbed for emerging technology and progress is gained from the constraints within the site or project.

Partnerships

By attracting multiple institutes and adding to the mix a flexible domain can be created that caters to all which feeds on collaborations amongst industries.

Network

A symbiotic ecology of overlapping small and large scale industries of similar and dissimilar fields

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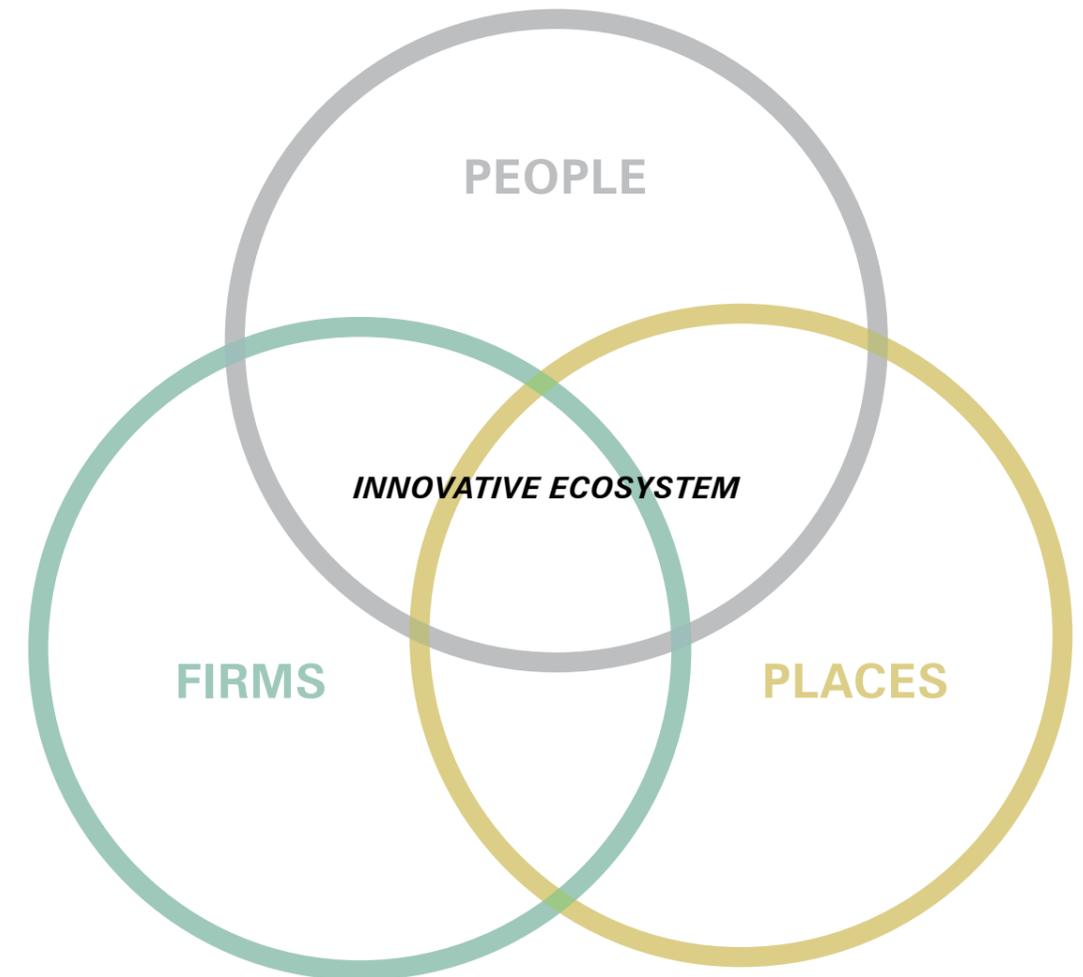


Figure 42. Interdependencies of Innovative Ecosystems

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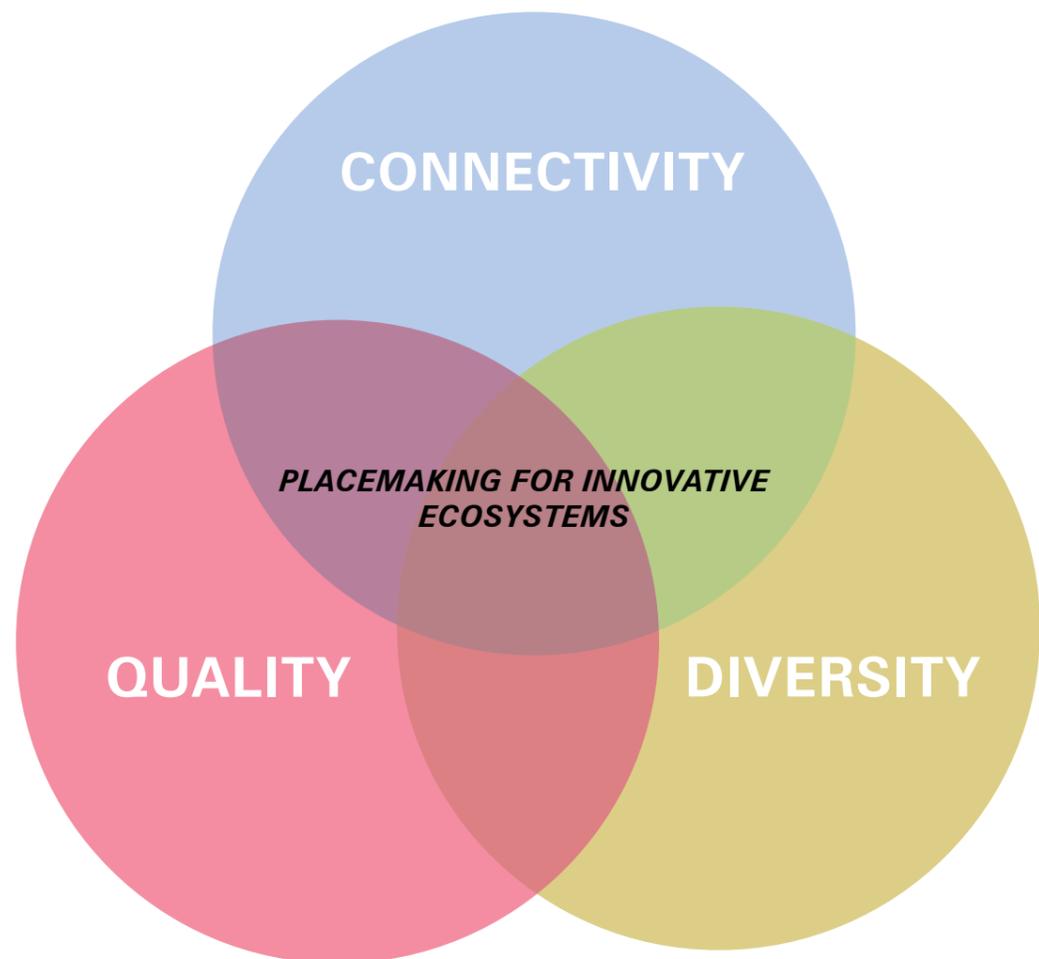


Figure 43. Interdependencies of Placemaking for Innovative Ecosystems



Figure 44. 22@ Barcelona, Spain

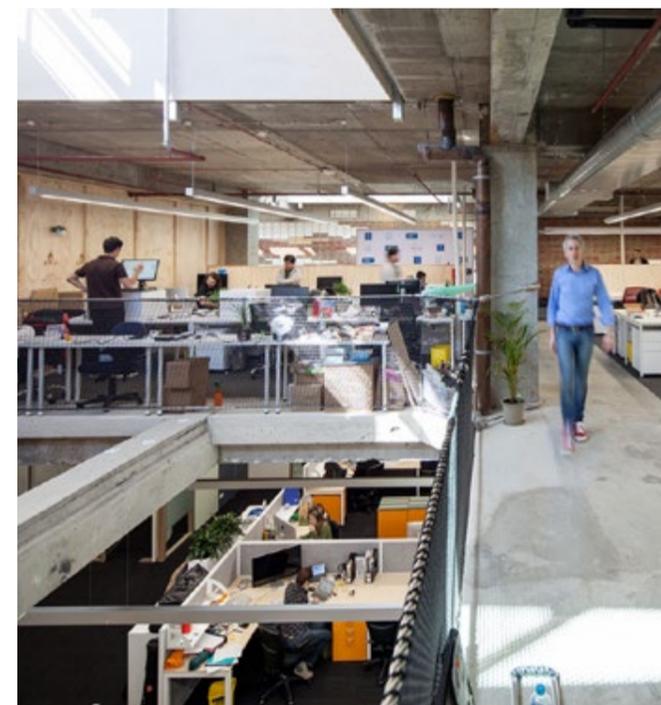
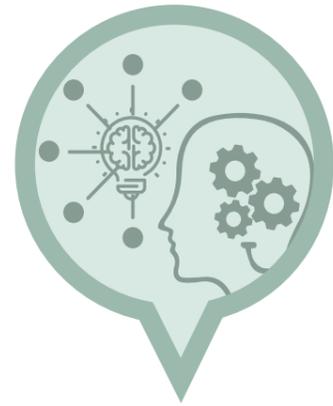


Figure 45. Exhibition Space in Carlton Connect, University of Melbourne, Australia



Figure 46. Oklahoma City Innovation District, United States of America



Creative and Innovative Culture

The Bentleigh East Village will be configured as a creative environment for convergence and clustering of synergistic enterprises and places. The concentration of these sectors will drive the growth through leverage of regional economic strengths in advanced manufacture, knowledge, education and training and health. The aim of the precinct must be to connect small and medium sized enterprises to each other in multiple ways including digital, physical and social networks to build capacity for collaborative, research, entrepreneurship, and economic and jobs development. Multifunctional public spaces can cater to diverse needs of the users, reinforce the shared values and also help build the local economy. The existing large volume spaces will be leveraged initially to enable flexible occupation for a range of initiatives. Knowledge based institutions will be attracted further through early investment in infrastructure allowing for high speed data supplemented by the investment of shared spaces with smart technology enabling their use as an extension for the workplace.



Proximities and Connections

A technologically and physically well connected precinct will attract firms, workers and residents. Investment in high quality active transit facilities through the precinct connecting to regional networks together with improvements to the capacity and quality of bus stops and end of travel facilities will establish a high benchmark of quality for this node aligned with the preferences of a 21st century innovation economy. It will have high quality, low speed walkable streets, vibrant public spaces and a strong sharing economy

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Diversity and Mix

Eclectic mix of larger and smaller firms that can contribute to innovative growth will be facilitated through flexibly configured new green buildings supplemented by the short to medium term adaptive reuse of existing industrial character aligned with the innovation agenda in its volume, column free nature and abundant light. The incorporation of a “mash” of education, health, small and medium sized enterprises and short term , resident and specialist residential housing will enrich this underlying character investing it with a resilience and heart and enabling optimal leverage of facilities to maximise their contribution to ongoing social interaction, training, prototyping and wellbeing.

Principles of placemaking in East Village

The applicant could demonstrate in the planning submissions how the proposed land use mix, arrangement and interface responses enables activation of important areas between the developments and facilitates opportunities for collaboration and informal interaction.

The Project could incorporate a Activity Centre Management Plan that is renewed every 5 years and is supported by a special rate scheme developed in conjunction with the council to ensure that the underlying social and economic support for the precinct’s innovation goals are enabled.



Showcase Innovation

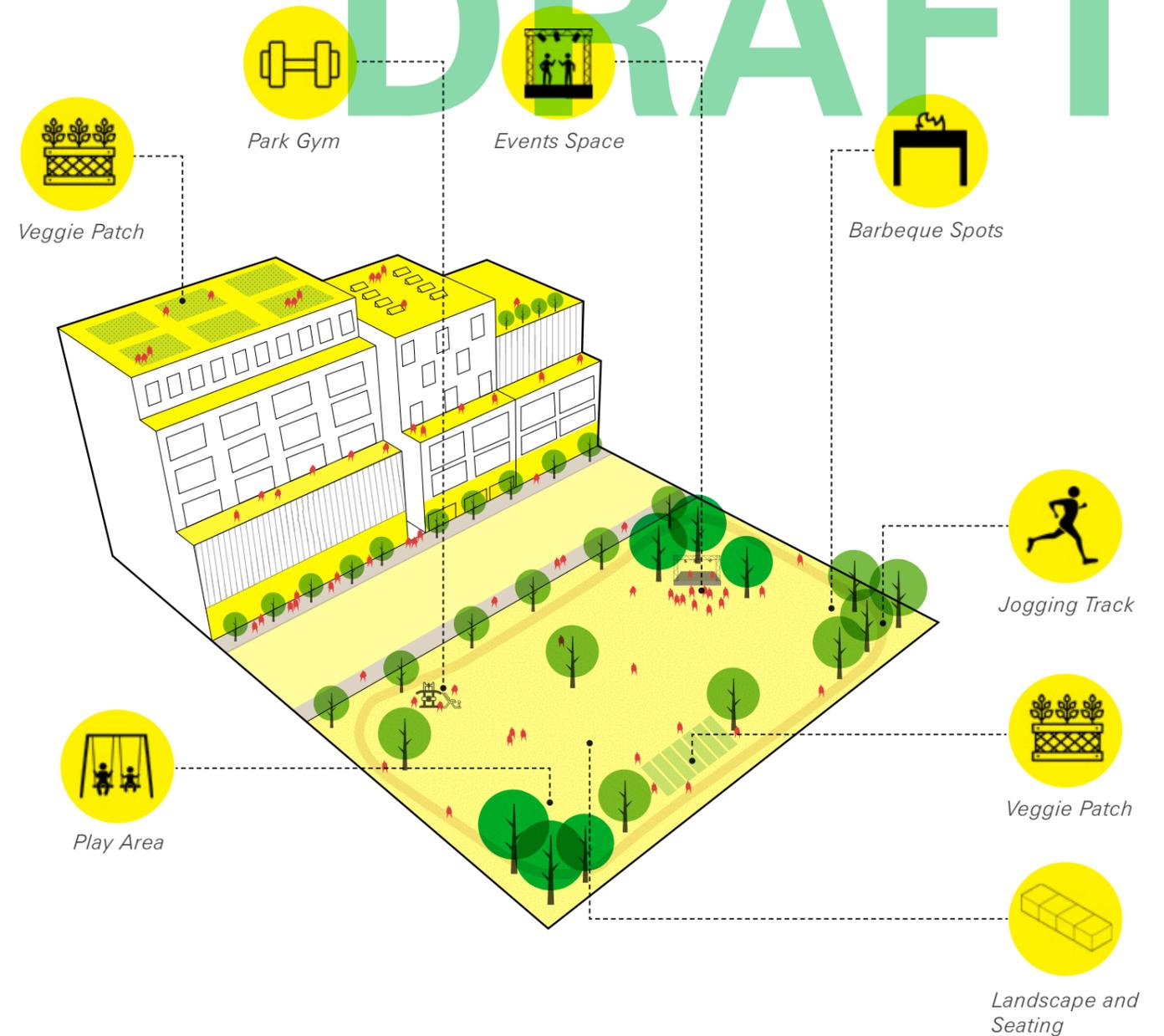
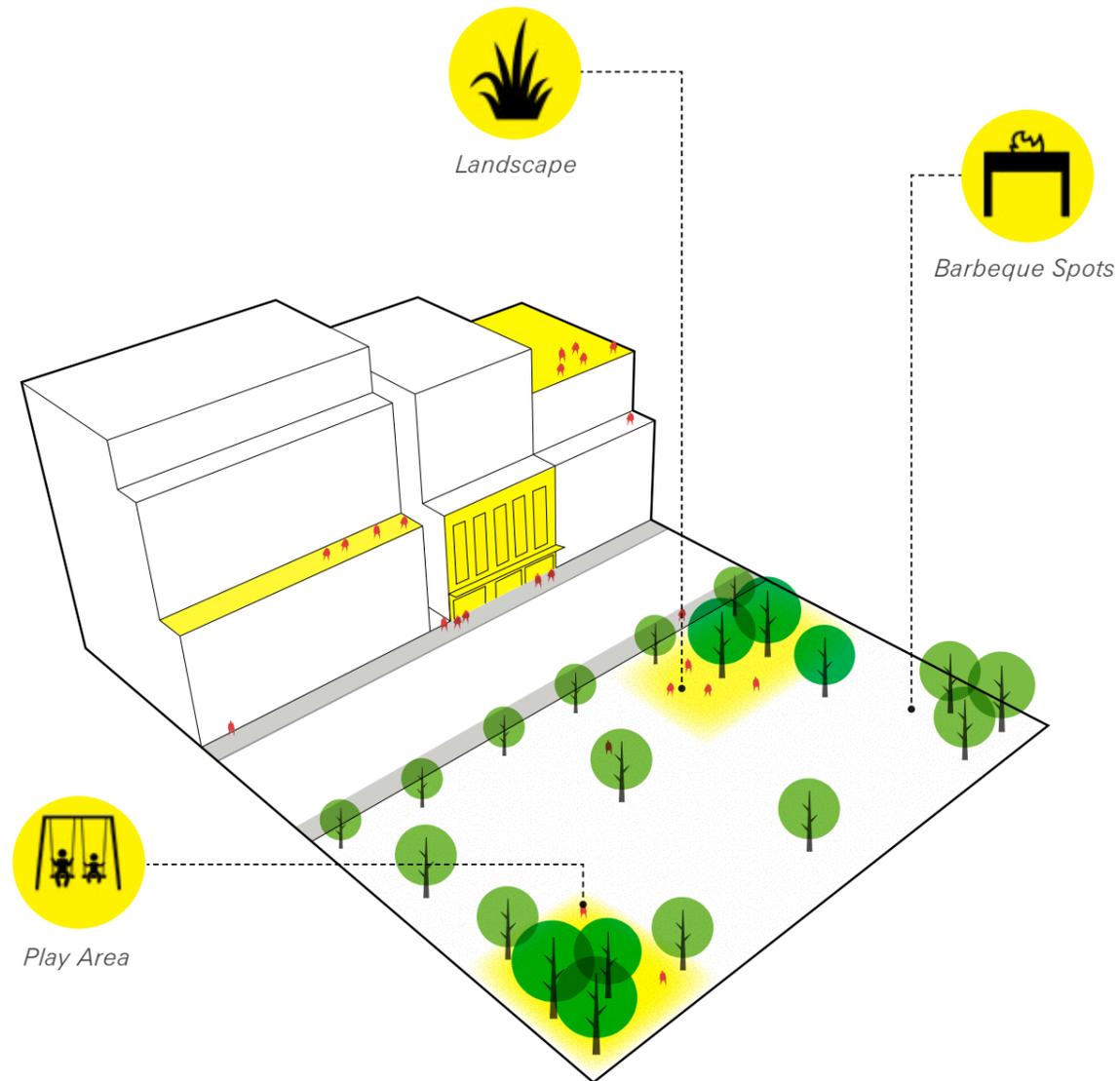
Built form that interacts with the public realm is powerful in kindling curiosity in prospective innovators and could potentially encourage conversations between people of different sectors and attract investors and recruits into the area. Public spaces take shape of test beds in these cases and make way for symposiums, events and other innovation related activities. Transparent ground level interfaces are hence the new enterprises and institutions will be required to engage with the public realm to showcase the innovative activities.



Shared Spaces and Places

Programming both internal and external spaces that support growth of skills, development of networks and boosts firms are paramount for a strong district. Creation of hotspots across East Village will provide a base for social interactions between the inmates, workers and visitors that will further enhance collaboration, information sharing and inspiration. These locations will be identified, protected and promoted and invested with infrastructure to support this mission.

DRAFT



Existing (community oriented enterprises)

Currently the public realm lacks continuity and amenity with car parking and access roads combining with enclosed and introverted campus forms that diminish opportunities for outside activity and interaction between buildings. The enclosure of the site and fencing to adjoining parks diminishes further the interconnectivity of the community across the neighbourhood.

Proposed (example scenario)

Physical landscape can act as a living laboratory for creativity, wellbeing, engagement, innovation and invention. To facilitate collaboration and connectivity the public realm must be programmed to cater to diverse needs. Additionally the creation of collaborative spaces between enterprises as part of this bigger activity centre will also enhance opportunities for partnership that should be encouraged. In the scenario illustrated above, the central focus is around programming to facilitate social interactions such that hot spots can be enabled in diverse settings. Rooftops, intermediate shared terraces, laneways, streets, piazzas and open spaces are with lower level interfacing uses, programmed around seeking to build a place with deep experiences for users and occupants, rather than simply individual projects. These locations should be developed as living labs that are the culmination of all systems that exist within this innovative ecosystem.

This section seeks to outline the general urban design principles for East Village development

Place and Character

To create a unique, engaging and vibrant precinct that supports diversity and density whilst retaining its localness and responding to the needs of the community.

Directions

Introduce a new Town Square as the social focal point and community heart and social focal point. Position the anchor node such that it is at proximate distances to amenities that can contribute to its vitality and visual focus for the Bentleigh East development.

Provide for an extension of the Marlborough Street Reserve into the development.

Provide for a new public school education focus at the interface between the Marlborough Street Reserve and Virginia Park. The school should be configured to enable extended hour utilisation consistent with the state government requirement that schools should form the core of Community hubs and should engage with adjoining open spaces.

Maintain views to important public amenities for easy user flow and align buildings accordingly.

Create land parcels that allow for good visual and pedestrian permeability and accessibility between buildings

Create memorable, safe and inviting places by encouraging built form interfaces to allow for high quality urban design responses.

Create a series of places that support the collaborative, recreational and social needs of an innovation economy including the investment of areas with good Wi-Fi technology and interconnectivity with workplace and hospitality areas.

Provide generous provision of shade canopy along key streets and walking networks within the site and at its edges

Ensure new development is configured to create a diverse vibrant medium rise village character that is configured to create synergies with adjoining parks streets spaces and development,

Create high quality places that facilitate a range of events, activities and diverse use by both residents and workers of all ages.

Streetscape and Environment

To establish high quality streets and landscapes that are interconnected to the existing open space and future community facilities.

Directions

Provide legible and clear network of connections through East Village

Incorporate swales and Water Sensitive Initiatives along major internal landscaped transit corridors.

Establish a coherent street hierarchy with distinctive design for each that contributes to easy wayfinding.

Link public open spaces with high quality street landscape corridors.

Maintain and enhance existing landscape interface towards East Boundary Road.

Maintain the building height and width of street proportions such that there is enhanced user experience.

Ensure building setbacks such that overshadowing of public open spaces is limited.

Design flexible street structures that can aid future land uses and building types.

Interface and Transitions

To establish site interfaces that are sensitive to its adjoining land uses and supports the necessary outcomes of the project.

Directions

Locate lower rise finer grain housing towards adjoining residential interfaces and away from main road frontages

Utilise higher intensity housing, specialist housing and mixed use development as a transition between the employment core and surrounding residential and public open spaces.

Focus employment growth along major streets, external arterial roads, enterprise laneways and highly accessible frontages

Plan for phased integration of anchor employment uses within the precinct.

Require reverse amenity provisions for new more sensitive development interfacing with existing enterprises so that these enterprises are not unreasonably compromised in their operation whilst ensuring new residential occupations deliver a high quality of amenity.

Programme and Land Use

To provide for a range of uses that allow for more intensive employment as well as residential opportunities

Directions

Introduce new workplaces, retail services and local services that support both the local needs of existing and new community of the neighbourhood.

Provide new workplaces that support the start-up, growth and collaboration between enterprises within the precinct and more broadly with regional partners. Introduce a variety of housing typologies ranging from medium density townhouses to apartment and shop top housing, catering for young professional, families and retirees and specialist housing for short term accommodation, community housing providers and aged care.

Where applicable provide shared infrastructure for education, training, prototyping and exhibition

Introduce high quality and well programmed public open spaces that aid in collaboration and innovation

Establish diversity in open space typologies that can cater to different needs of the community.

Access and Movement

To efficiently link East Village to its proximate complimentary services and promote accessibility and permeability through the site.

Directions

Provide a legible and highly permeable movement network that connects existing pedestrian and cycle links external to the site.

Enhance Marlborough Street Reserve and Virginia Park by opening up and interconnecting the site and pedestrian movement networks of the site at these interfaces

Allocate space to create a community focussed connection between the two reserves.

Utilise and upgrade established streets and connect through the site to establish a legible hierarchy of streets, to provide access into and through the precinct

Signalise intersections to improve capacity and pedestrian connectivity

