

Urban Design Framework

Moorabbin Activity Centre Western Precinct

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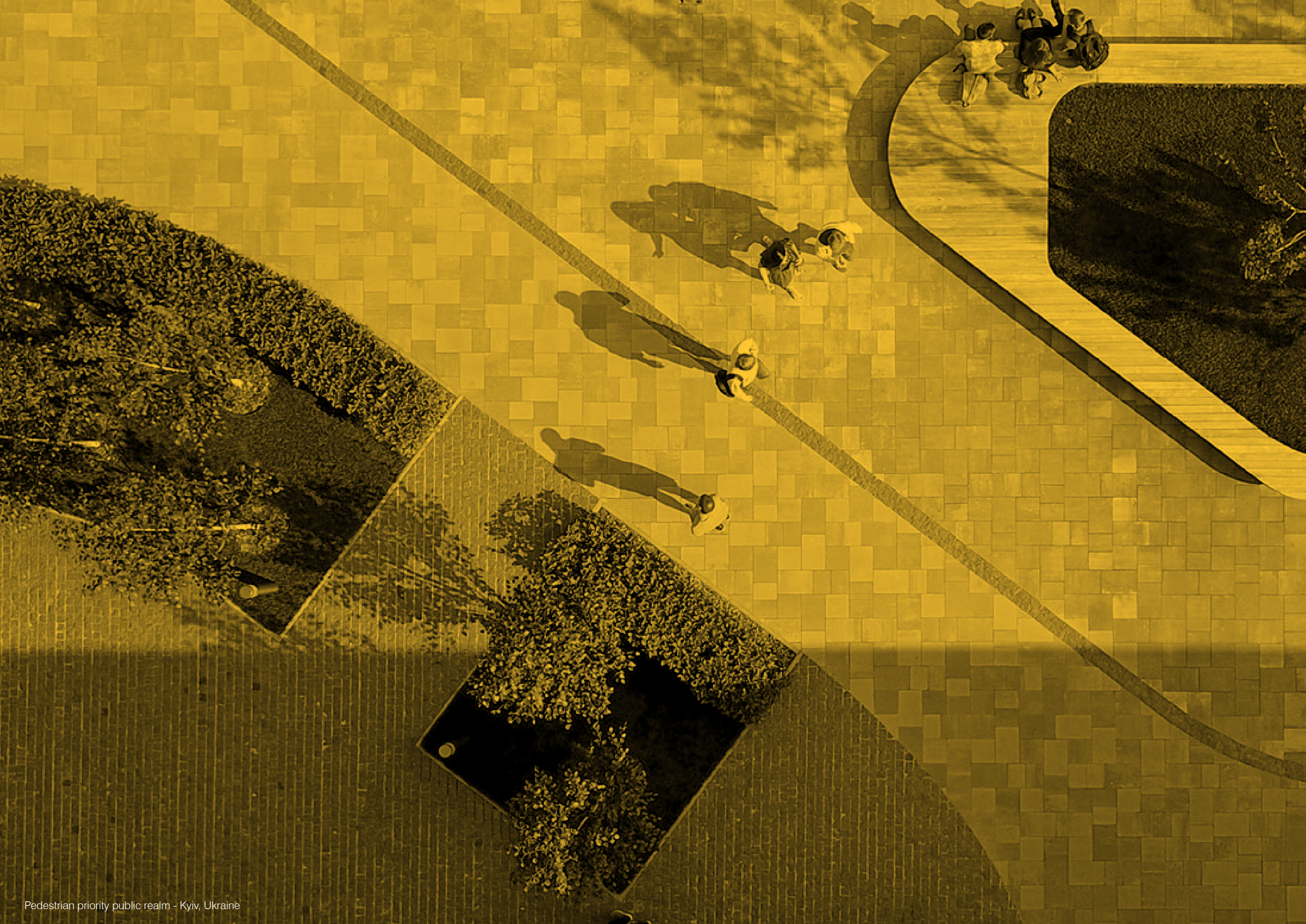
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01 Introduction + Background

This chapter provides an overview of the project's background and process.

A more comprehensive overview of this Chapter's material can be found in the Background Report (June 2019).

Introduction + Background

1.1 Introduction

Architectus together with One Mile Grid (transport planners) and DARMS Property (economic advisors) have been engaged by Kingston City Council to develop an Urban Design Framework for the Moorabbin Activity Centre’s Western Precinct (hereby referred to as the Precinct).

In 2011, Council adopted the Moorabbin Structure Plan, setting a vision to ‘actively engage to bring Moorabbin to life by complementing its strong cultural role with a living population that calls it home’. The structure plan recognised the potential to consolidate land within its western precinct to facilitate significant redevelopment opportunities, potentially inclusive of hotel / convention facilities, landmark buildings and strong forms to strengthen the entrance to the activity centre.

Then in 2015, Schedule 3 of the Activity Centre Zone was introduced into the Planning Scheme implementing the objectives of the Structure Plan. Objectives within the Precinct refer to encouraging land consolidation, landmark commercial buildings along Nepean Highway, sympathetic responses to heritage and residential areas as well as enhancing connections to the retail core and Moorabin Railway Station.

Moorabbin is home to a diverse multicultural community and this urban design framework has the potential to provide a place for new development and opportunities to come together.

This document is the second step in the design and testing process for the site. The first step was completion of a Background Report which was driven by research and a thorough understanding of current and future community needs, market trends, demographics, and urban design and city-shaping practices. The second step is now this Urban Design Framework ready for Council to endorse and incorporate within the Planning Scheme, via a Planning Scheme Amendment.

1.2 Project Aims and Objectives

The purpose of this piece of work is to provide:

- A set of urban design parameters to guide future built form outcomes for the integrated development of identified strategic redevelopment sites; and
- Strategic objectives and requirements for the precinct, taking into consideration the key objectives under the Activity Centre Zone; the Moorabbin Activity Centre Structure Plan (2011) and opportunities for delivery of infrastructure and services for community benefit.

The Aims of this document are intended to build upon the objectives of the Moorabbin Structure Plan and Activity Centre Zone controls, providing more specific direction for the renewal of the precinct through focused direction on:

- Precinct layout, having consideration of current land ownership patterns and consolidation opportunities;
- Enhancing pedestrian connectivity from the west to the retail core of the activity centre;
- Access and movement opportunities, prioritising pedestrian movements and active transport;
- Arrangement of built form and height having regard to landmark opportunities and sensitive interfaces;
- Concepts for key development opportunities within the precinct (e.g. landmark sites / responding to heritage);
- A set of principles to guide consideration of net community benefit within any future redevelopment;
- Requirements to guide the application of discretion and uplift;
- Best practice urban design strategies to manage car parking, loading and service requirements;
- Open space, landscape and public realm improvement opportunities; and
- Consideration of a preferred land use mix and structure within the precinct including any community or religious facilities noting the Structure Plan specifically states “explore with operators of the existing community / religious facilities in the precinct and key land holders how consolidation of the land could be achieved without compromising the future viability of the services”.

1.3 Project Process

This report has been prepared by Architectus, the lead consultant for this Project, with inputs from our sub-consultant team. The report has been informed by extensive investigation, reviews and analysis, and a comprehensive process of Council, stakeholder and community engagement.

Consultant Team

- Architectus — background research, analysis, stakeholder engagement, urban design concepts and testing;
- One Mile Grid — traffic and transport planning; and
- DARMS Property — economic and market advice.

Working Process

The project process for Stage 02 is summarised as follows:

- Finalisation of the Background Report
- UDF Framework approach
- Concept testing and spatial modelling
- Traffic, transport and access requirements
- Economic feasibility assessment
- Development Guidelines
- Implementation Plan

Engagement

This work has also been informed by five (5) one-on-one stakeholder meetings held in Council’s offices across November 2018, which invited land owners to identify issues, priorities and opportunities for their land holding and the Precinct overall.

This work has also considered the views of the community, sought through the community consultation process conducted by Council in March 2019.

1.4 Structure of this Report

This Urban Design Framework Report is structured across four (4) chapters, as outlined below.

Introduction and Background

Summarises the site and strategic analysis and context from the Background Report.

Vision and Principles

The vision statement expresses the aspirations for the Precinct over the next 20 years. To help achieve the Vision, a series of Design Principles is provided.

Framework Approach and Design Guidelines

The Framework Approach advocates for place based built form, public realm and circulation improvements needed to achieve the agreed vision and principles.

The Design Guidelines detail a written and graphic explanation of what is intended by the framework drawings. The guidelines focus on place and their connections, with direction on local attractors (covering commercial, educational and community buildings, parks and new developments) and on circulation systems (covering pedestrian, bike and public transport networks).

Implementation Plan

The Implementation Plan outlines the order which actions detailed in the framework need to occur to implement the vision for the Precinct. The implementation of this UDF will require execution by a range of stakeholders including Council, state government authorities, private industry, developers, and local residents.



Figure 01: Precinct Location Plan

Introduction + Background

1.5 Precinct Condition

The Precinct is approximately 17,005m² or 1.7ha and is bounded by the Nepean Highway to the north/east, Exley Drive to the south and the Frankston Railway Corridor to the west.

The Precinct has a topographic fall of 5m from the Nepean Highway to the south west corner.

Tree cover across the Precinct is varied. Trees are found at the rear edge of 956 Nepean Highway on Ewar Street and further along this edge at the car-park servicing 944-954 Nepean Highway.

Building fabric across the Precinct is unexceptional, varied in styles, and with a very high level of inactive building edges, which do not contribute positively to the site's public realm. However, the existing bowls building (Image 02 - right) is subject to a heritage overlay that recommends the retention of its front facade features.

Uses across the Precinct are varied and range from entertainment, place of worship, child care and light industrial.



Figure 02: Precinct Features Plan



Figure 03: Existing Precinct Condition

Introduction + Background

1.6 Land Ownership Structure

The Precinct comprises eight land holdings of different sizes and shapes and three distinct interface conditions - highway, local street and railway corridor.

Although parcels B and F make up more than half of the Precinct's area, the break-up of land parcels amongst various owners poses constraints for the overall redevelopment of the Precinct. Subdivision and consolidation to achieve best-outcome development proposals may be required.

Considering size, shape and interfaces, the existing parcels can be categorised as follows:

Highest Development Potential

- B1: Land holding B is the largest holding within the Precinct and is divided into two distinct parcels, B1 and B2. With 88 metres of continuous highway interface, parcel B1 can accommodate large scale development, including functional residential and commercial floor plates. Although the facade of the existing bowls building should be retained, the proximity of the facade to the lots front boundary doesn't create major development constraints.
- F: Located at the Precinct's most prominent corner and owned by the City of Kingston, parcel F presents 245 metres of continuous highway/street interface. Its "L" shape condition enables functional residential floor plates along Ewar Street and substantial residential and commercial development on the corner of Nepean Highway and Exley Drive.

Medium Development Potential

- C and D: Identical in size, shape and interface, these rectangular land parcels with approximately 36 metres of highway interface each can accommodate efficient built form of various scales. Consolidation between them may lead to economically viable developments of larger scale.
- G and H: Similar in size, shape and interface, these parcels are located at the only pedestrian connection between the precinct and the existing low-scale residential area to the west. Medium-scale development is likely to occur, but there are limitations for development of higher scale.

Lower Development Potential

- A: The triangular shape, small size and railway interface of this parcel create multiple constraints for efficient development. Consolidation with parcel B1 can lead to more functional development outcomes, creating a gateway opportunity for the Precinct.
- B2: Similar to parcel A, but located at a local street, development potential within parcel B2 is limited. Given its central location, this site may lend itself more productively to the Precinct as a public open space.
- E: Although its rectangular shape allows efficient built form outcomes, the small size of the parcel is a constraint for economically viable larger scale development. Consolidation with adjacent parcels may lead to more efficient outcomes.

Note: Parcels C and H are under same ownership.

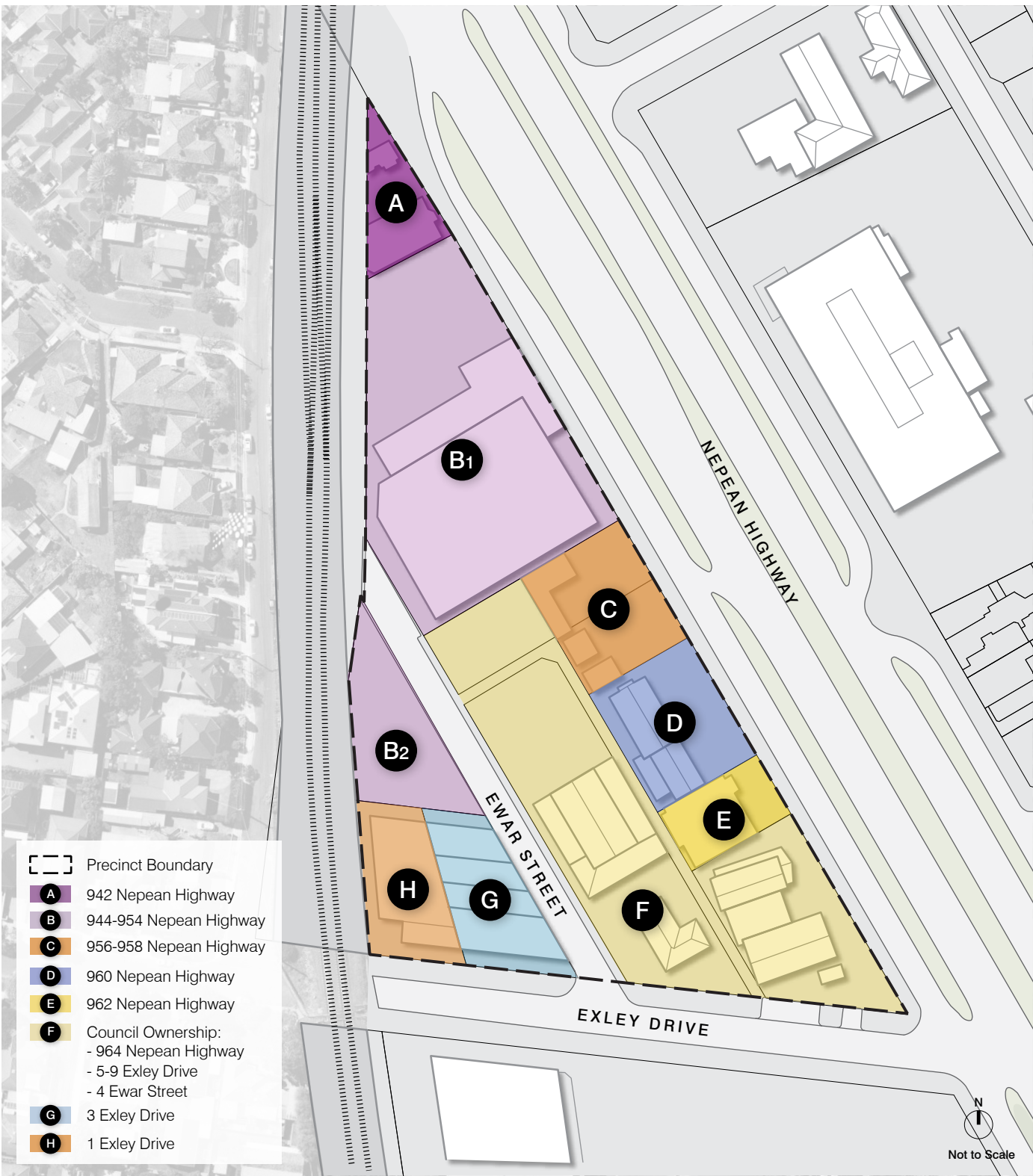


Figure 04: Land Ownership Structure

Introduction + Background

1.7 Precinct Constraints

1. The railway corridor forms a physical barrier along the western edge of the Precinct.
2. Nepean Highway acts as a physical barrier to pedestrian movement along the eastern edge of the Precinct.
3. High traffic volume at the intersection of the railway corridor and Nepean Highway has a negative amenity impact on the Precinct.
4. Noise pollution from high-speed movement along the railway corridor and Nepean Highway has a negative amenity impact on the Precinct.
5. Multiple vehicular access points along the Nepean Highway interface result in a dominance of vehicle movement around the Precinct.
6. Topographic fall across the Precinct, most notably at the northern part and across the bowls site may create development constraints.
7. Distinct mix in the existing urban fabric within the Precinct, most of which is aged and of poor quality.
8. The heritage control over the bowls building requires careful mitigation and design resolution.
9. Lack of formal east-west connection across the Precinct.
10. The Precinct is dominated by recessed and inactive edges.
11. Lack of prominent built form and landmark features.
12. Poor pedestrian connection into the Precinct with inadequate public realm opportunities.



Figure 05: Precinct Constraints

Introduction + Background

1.8 Precinct Opportunities

1. Encourage a mixed-use Precinct with increased residential density.
2. Opportunity to provide higher density with limited off-site amenity impacts, as Nepean Highway and the railway corridor provide a buffer between the Precinct and surrounding areas.
3. Good exposure to Nepean Highway provides opportunities for development of larger scale within the Precinct.
4. Non-sensitive uses south of the Precinct don't pose constraints for development of higher scale.
5. City of Bayside's adopted 5-storey buildings set a precedent for more dense built form outcomes.
6. Locate landmark built form at the Precinct's northern and southern corners for high visibility and reinforced physical connection to the main Activity Centre.
7. Enhance pedestrian movement from the core of the main Activity Centre to the Precinct via Station Street.
8. Provide new traffic intersection and improve vehicular and pedestrian access at the Exley Drive and Nepean Highway intersection.
9. Enhance public realm, landscape and pedestrian experience along Nepean Highway to reinforce the connection of the Precinct with the main Activity Centre.
10. Enhance and reinforce the existing pedestrian connection over the railway corridor on Exley Drive.
11. Provide new high-quality built form frontages to create continuous street edges and encourage pedestrian activity within and around the Precinct.
12. Consolidate vehicular movement and access points across Precinct.
13. Deliver a public open space in a central location within the Precinct, protected from overshadowing and with a sense of openness..
14. Reinforce and celebrate the existing heritage building.
15. Depending on current railway infrastructure projects at the intersection of the railway corridor and Nepean Highway, opportunities to create small public space at the northern corner of the Precinct.

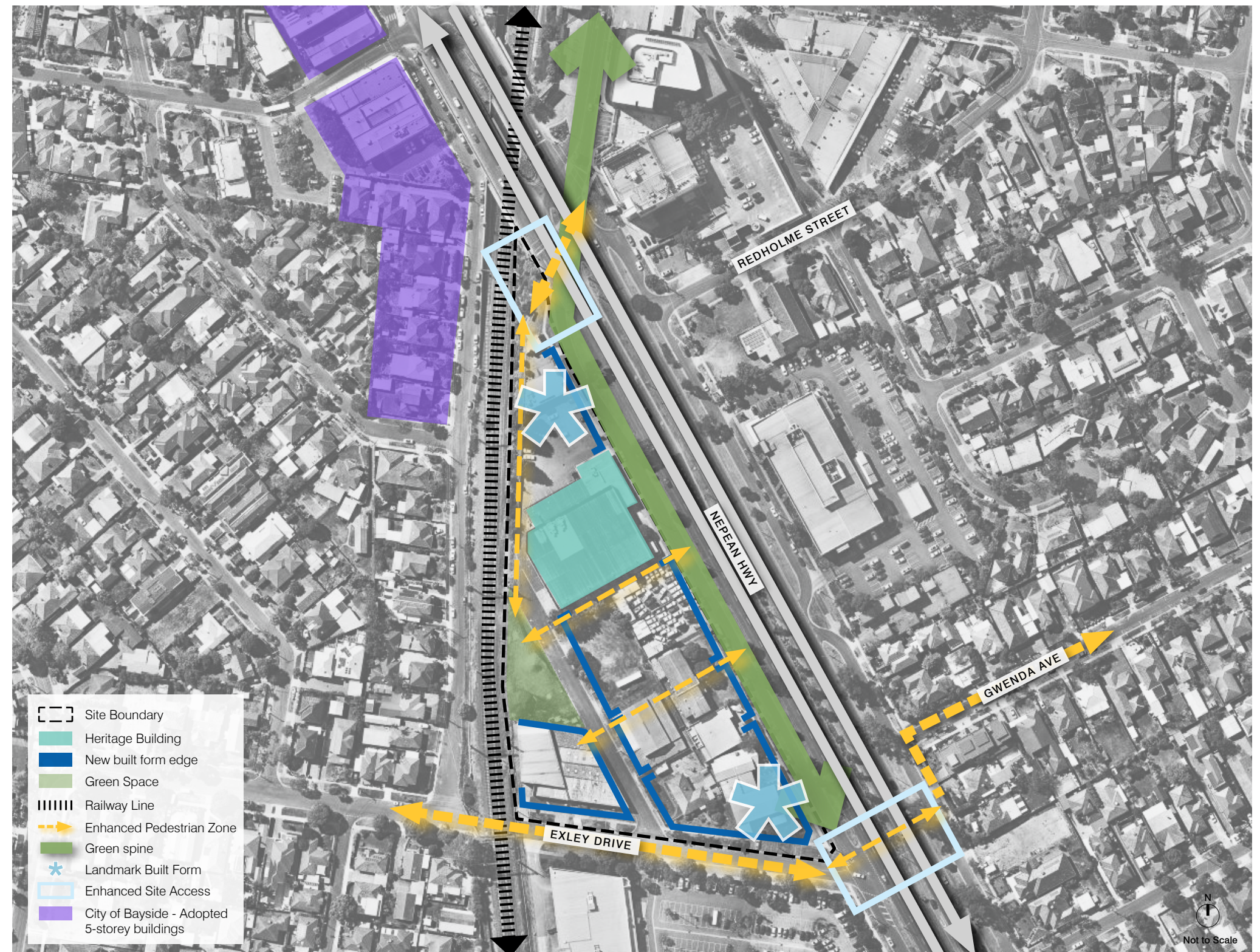


Figure 06: Precinct Opportunities

Introduction + Background

1.9 The Case for Change

This section of the report summarises the key messages from the analysis and strategic review work from the Background Report (June 2019).

The synopsis here makes the "case for change" for Moorabbin Activity Centre's Western Precinct, broken down into key topics for discussion.

The future planning controls for the Precinct should address these findings and analysis.

Demographics + Strategic Planning

It is established that Victoria is grappling with a significantly growing population, particularity with young families, and as such providing a mix of dwelling diversity and affordable housing is paramount across the State.

Outcome 02 of Plan Melbourne seeks to provide housing choice in locations close to jobs and services. In the context of Kingston and the Precinct there needs to be facilitation of new housing within the established Activity Centre which has access to jobs, services and sustainable transport, as part of creating more walkable neighbourhoods in middle and outer areas.

This approach will support greater housing diversity and encourage the right mix of housing by enabling local residents to downsize or upsize without leaving their neighbourhood.

As part of the Victorian government's growth strategy, this urban renewal Precinct should seek to deliver a coherent design response that encompasses a high quality neighbourhood, with a true mix of uses including jobs and housing, which support, and are supported by, the existing Activity Centre and transport connections.

Emerging Development Context

There is sufficient evidence in the current market for new types of higher density development occurring now within the Activity Centre, to strengthen its municipal role.

The Precinct also has significant potential to deliver a new critical mass of population through residential accommodation, thereby supporting activity within the Centre through new higher density and land uses. In turn, this will reduce pressure on surrounding established low scale residential areas by accommodating density in the designated Activity Centre.

Land Ownership Structure

The Precinct is broken up between eight (8) different land owners, most of whom are developers, seeking incentive and the potential for significant development change, above and beyond the limitations and uncertainty of the existing planning controls. These land owners have been met with and consulted as a part of this process.

Activity Centre Context

Although the Precinct is located within the Moorabbin Activity Centre, its segregation over the highway, low scale and poor quality built form profile and existing uses very much underplay its role.

In order to fulfill its role and responsibility as part of an Activity Centre and the proximity it provides to sustainable transport, services and jobs, future higher density development is necessary and will add a vibrancy and diversity of uses to the existing centre. The Precinct is almost blank canvas in its ability to attract new forms of development, which in turn can strengthen the Centre as a whole and potentially support a more 24-hour local economy.

Physical Characteristics

In a physical context the Precinct is ad-hoc and offers little public realm amenity, no open space, poor building quality, and a limited mix of land uses (including commercial and community), which do not deliver on its role as part of the Moorabbin Activity Centre.

Although the Precinct is highly visible from the abutting high speed interfaces of the railway corridor and the Nepean Highway, due to these constraints the Precinct is under-utilised and has very little activity and foot traffic.

Given the shape and interfaces of the Precinct, it has no sensitive interfaces to contend with, just the residential land uses to the west, which are set back at a distance over the railway corridor. As such there are no physical constraints as to why the Precinct shouldn't undergo development change and intensity in the future.

The Need for Open Space

The open space network currently accommodates larger regional parks and recreational spaces, but is lacking in local network of smaller neighbourhood and pocket spaces in the vicinity of the Precinct.

Given the lack of small pocket / open spaces within the Activity Centre and the potential future development density supported by the strategic background documents, there is the future need and opportunity for small public park / open space amenity within the Precinct.

Traffic + Transport

The Precinct offers locational advantages for development to existing road and rail networks: on a main arterial Highway and in walking distance to Moorabbin Station. This high level of connectivity is imperative to support higher density development and to support the viability of certain types of land uses such as mixed-use, commercial, community uses and residential.

Access to the site from the Highway for vehicles is currently via a service lane, which has no priority for egress from the site. Given the level of development potential anticipated, it is clear that a new intersection will be required where Exley Drive meets the Nepean Highway to manage traffic flow into and from the Precinct, particularly at peak periods.

Although Nepean Highway poses an east-west barrier for pedestrian and cyclist movement, there are a number of informal bicycle routes to the north of the Precinct that connect to on-street bicycle lanes located on South Road and an off-road shared path on Nepean Highway, north of the intersection with South Road providing accessibility to a wider bicycle network.

Heritage Considerations

The heritage review and specialist advice has illustrated that there are no restrictions that cannot be mediated or designed out as part of the Urban Design Framework. Special attention will be paid to the heritage requirements for the Precinct, which won't prevent redevelopment within the Precinct.

Introduction + Background

Economics

Having analysed existing economic performance of the area, we have observed that a combination of three key constraints typically block the redevelopment opportunities in urban renewal projects, such as this Precinct. These constraints are:

- Planning Controls: the current Activity Centre Zone does not provide developers adequate flexibility to tailor development solutions that meet market demand. A simple test to determine whether current controls are providing an effective opportunity for preferred uses in the precinct is the measure of any new development. Given there is no new development is reasonable to conclude that the current controls do not create an environment suitable for preferred uses;
- Site Constraints: the current ownership, leaseholds and land title configurations that fragment physical development options available for the precinct; and
- Economic Viability: existing land owners have been unable to determine uses that generate adequate financial return to justify the redevelopment of existing sites.

There is no evidence of development having occurred within the Precinct under the current Activity Centre Zoning within the Planning Scheme. This suggests an economic failure and the existing planning controls that aren't doing enough to support growth and development change.

We would encourage future planning controls to be less restrictive in regards to land use and building heights.

Insights gained from interviews with the land owners, some of whom are who are experienced developers, revealed that in addition to the constraints already noted, the sites are also not being redeveloped due to:

- Planning Controls: land owners are aware Council is reviewing the planning controls for the western precinct and are awaiting the new planning regime to be adopted;
- Site Constraints – including title configurations and properties being subject to existing lease agreements and cannot be developed until the leases expire;
- Economic Viability – challenging project funding environment – specifically difficulty in obtaining project finance to fund new development is deterring development activity;

It is noted that the residential apartment market is well supported by the demographic profile of Moorabbin.

A key message from this background work is that the Urban Design Framework needs to be flexible enough to allow for a range of uses within broad building envelopes to give developers some certainty over built form possibilities. The current planning controls need to be updated to reflect new development parameters and provide developer certainty, ensuring confidence for future investment to attract a range of end users which will support a viable development.

The Activity Centre Zone (ACZ)

The current planning mechanism which determines development parameters across the Precinct is the Activity Centre Zone, Schedule 1 (ACZ1), which to date has had limited success in measured development outcomes.

The following aspects of the current ACZ control which aren't working, include:

- **Blanket five (5) storey height** limit across the Precinct. It is not in line with the current development or market context of the area, nor does not it illustrate any rigour as to how the Precinct can be responsive in locating mass and bulk, for example, locating landmark and taller built forms at the high speed edges and lower scale buildings to the west and rear of the Precinct. Current planning controls also have a lack of direction on how the application of discretion can be applied;
- **Three (3) storey street edge** height to the Nepean Highway. This interface is an open and high speed environment which need not be constrained by a control which usually seeks to protect active people-focused streetscapes within centres;
- **Nominated uses** including entertainment, hotel and regional convention facility. These uses have not shown any basis in our market analysis and are also more likely to be successful in the main part of the Activity Centre where larger scale development is now occurring. This has been evidenced by applications at 420 South Road and pre-application interest at 2/2A Station Street both including hotel and serviced accommodation uses;
- **Non-permitted uses** as listed within the Schedule which limits development and propagates a lack of flexibility;
- **No mention or identification of any public open space.** With a Precinct as prominent and envisaged for significant development change, small additions to and relief spaces within the public realm are of high value and importance;

- **No mention or outline of framework to demonstrate how lots can be consolidated** and how equitable access provision can work;
- **No clear heritage response.** There is no specific clarity or direction around how development can occur respectfully and in line with the character of the existing heritage building; and
- **No clear direction or outline of what good design or equitable development outcomes should be.**



02 Project Vision and Principles

This chapter illustrates the overarching Vision and Principles which will guide the Precinct's design.

Vision

This Urban Design Framework will guide the transformation of the Precinct to accommodate **a new kind of middle suburban lifestyle that fosters flexible, higher-intensity, greater-vibrancy, environmentally-sustainable living** and working environments through quality, people-oriented urban form and amenity.

Moorabbin Activity Centre Western Precinct will be transformed into a **high-amenity precinct** leveraging its local and metropolitan connectivity. Accommodating home, work, community and play **Moorabbin Western Precinct will embody a mixed-use community.**

A quality public realm including **new open spaces and permeable green connections** prioritise pedestrian movement and provide generous opportunities for interaction. Consolidation of vehicle access and enhancements to the street network support this renewed focus on active movement.

A **precinct wide approach to planning** enables the gateway precinct to take advantage of land consolidation and its highway presence whilst providing an **attractive and intimate setting for its diverse community within.** Design excellence, sustainability and adaptability will be delivered by a built form environment that **centres on the human scale and a people-oriented experience.**

Principle 01
A People Orientated Precinct

The Precinct renewal will establish an environment that puts people first. Centring on the experience at eye level, a quality, new public realm will prioritise the pedestrian experience, active movement and opportunities for interaction.

High-quality urban form will respond to the human scale through active edges and tactile materiality which support vibrant streets. Landscaped streets, canopy tree cover and delivery of a new open space will further boost the amenity and public life at the street level.

High-quality and well-considered design will extend into the private realm to ensure high levels of amenity in the home, workplace and other internal spaces.



Principle 02
An Integrated and Connected Precinct

Strengthened connections across the highway and an enhanced urban environment will re-establish the Precinct's role as a key part of the Moorabbin Major Activity Centre.

Diverse uses at a greater intensity will capitalise on the Precinct's accessibility to services, recreational open space and public transport options which provide seamless connectivity to the CBD and broader metropolitan Melbourne.

For those accessing Nepean Highway by car, access to and from the Precinct will be consolidated to create safer and clearer vehicle movements.



Project Vision and Principles

Principle 03
Deliver a Cohesive, Flexible and Functional Precinct

The renewal of the Precinct will be underpinned by functionality and flexibility catering to an evolving mixed-use environment.

Adaptive floorplates will enable the Precinct to accommodate commercial and community uses at a variety of scales and enable adjustments as market demands change. Diverse housing stock will cater to a broad range of needs required for a new residential community.

New developments will demonstrate innovative and high-quality architectural design which delivers a well-defined streetscape and cohesive activity centre Precinct.



Principle 04
Enable Higher Development Intensity

Increased development intensity within the Precinct will enable a greater diversity of uses, structured to create active streets and vertical communities.

Lot consolidation is encouraged to facilitate greater development intensity and to provide enough area to contribute land to the public realm, manage public and private amenity, maintain view lines to significant buildings and provide meaningful landscaping.

Clear design expectations will provide greater certainty on built form outcomes and direct greater height and development intensity to Nepean Highway, tapering down to more sensitive interfaces.

Development renewal will deliver net community benefits to establish an inclusive and connected community.



Principle 05
Enable an Environmentally Sustainable Precinct

The renewal of the Precinct will promote sustainable design outcomes and strategies for urban cooling.

Development will deliver low-carbon, high-energy efficiency, integrated water management and urban greening in the public and private realm.

Active transport modes will be prioritised through the delivery of a walkable and cyclable neighbourhood that is well connected to services and public transport modes.





03 Framework Approach and Design Guidelines

This chapter illustrates the framework approach for the site and subsequent design guidelines, organised into five (5) key themes: built form, public realm, movement and access, land use; and implementation.

Framework Approach and Design Guidelines

Framework Plan

The Framework Plan for the Precinct incorporates all the qualities described in the Vision and overarching Principles.

Urban Design Moves

The urban design moves provide a summary of the proposed strategies of the Framework Plan. The strategies are developed in detail in the following theme sections:

- Theme A: Access and Movement
- Theme B: Public Realm
- Theme C: Built Form
- Theme D: Land Use
- Theme E: Implementation

Each theme section contains a series of objectives and guidelines, which will enable the long-term development of the Precinct.

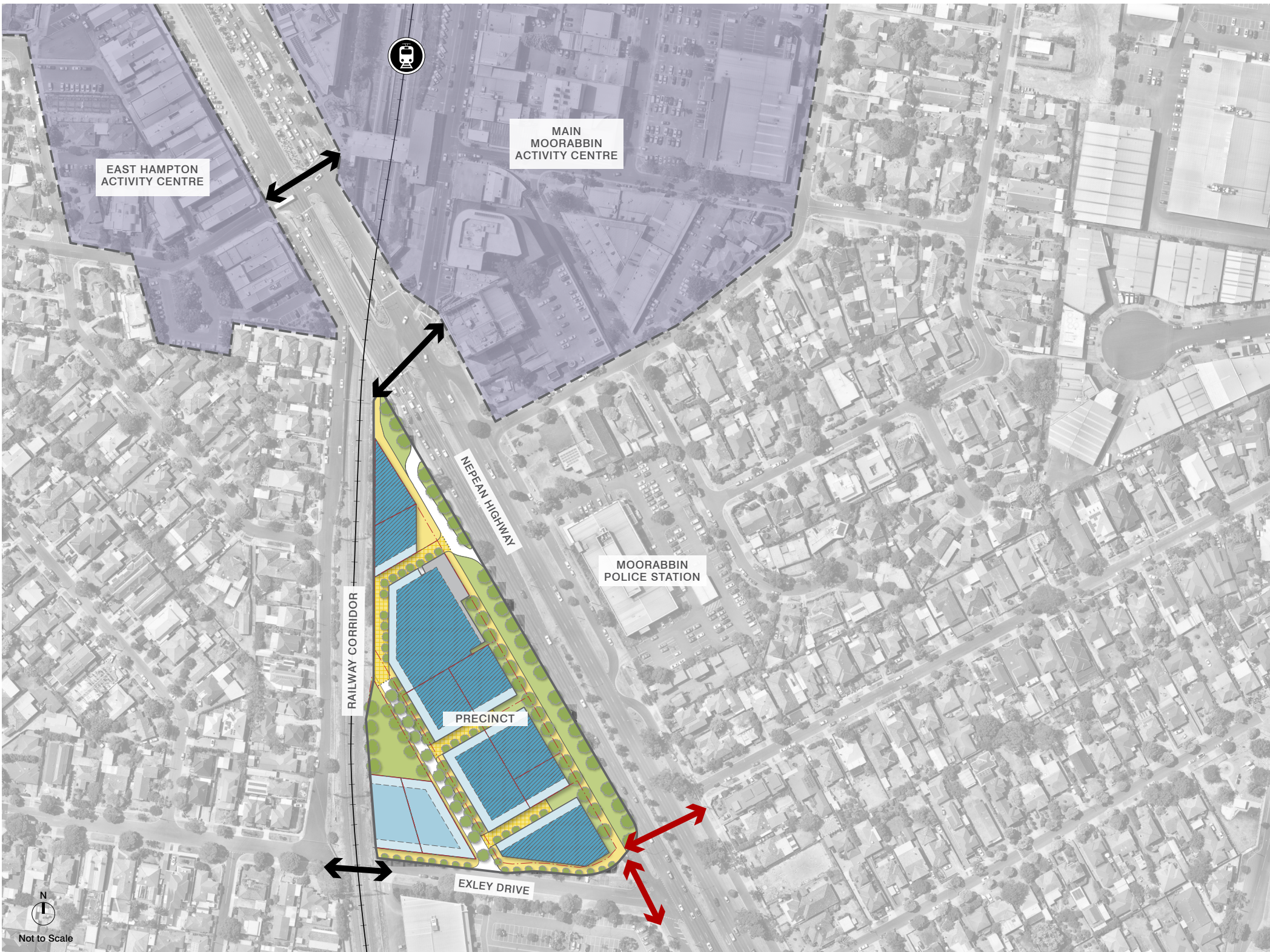


Figure 07: Framework Plan in Relation to Existing Activity Centres

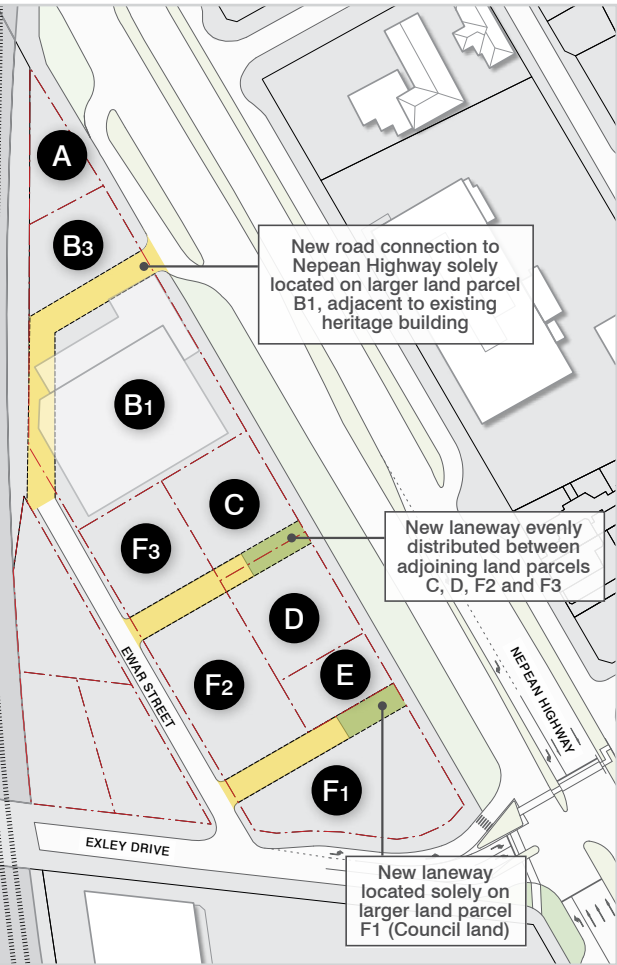
Framework Approach and Design Guidelines



Figure 08: Framework Plan

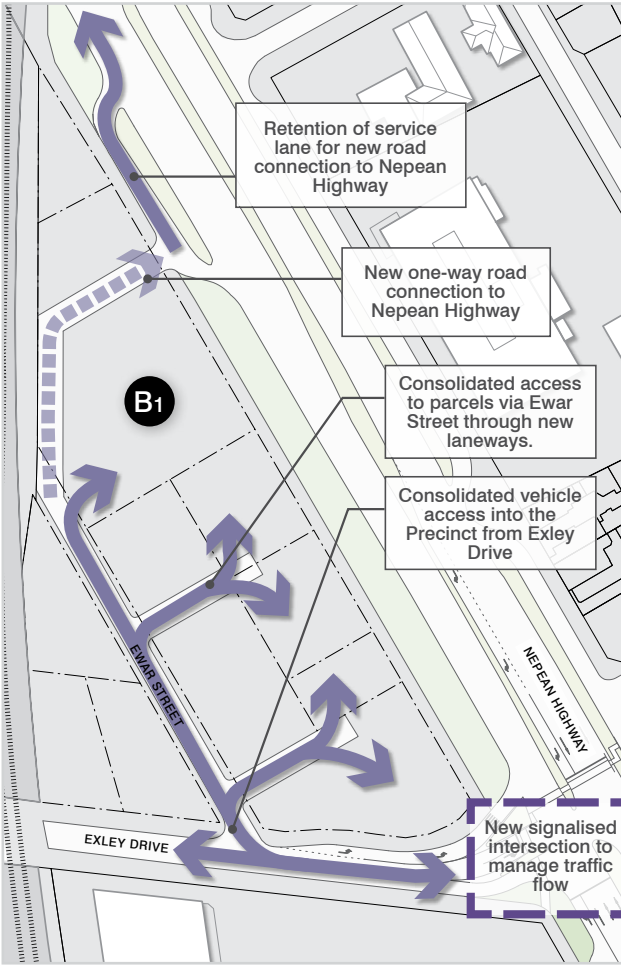
THEME A: ACCESS AND MOVEMENT

Urban Design Move 01.
New East-West Connections



- Introduce three shared laneways to provide physical access, pedestrian permeability and built form break-up to the Precinct.
- Distribute the alignment of new laneways equitably within larger land parcels and between smaller land parcels.
- Subdivide parcel B1 into parcels B1 and B3 to allow for formalised vehicle connection to Nepean Highway.
- Subdivide parcel F into parcels F1, F2 and F3 to allow for new laneways.

Urban Design Move 02.
Consolidated Vehicle Access



- Retain service lane north of parcel B1 for Precinct access to Nepean Highway.
- Introduce formalised road connection as a continuation of Ewar Street to Nepean Highway.
- Consolidate vehicle access into the Precinct via a new signalled intersection at Exley Drive and Nepean Highway.
- Consolidate access to parcels via Ewar Street through new laneways.

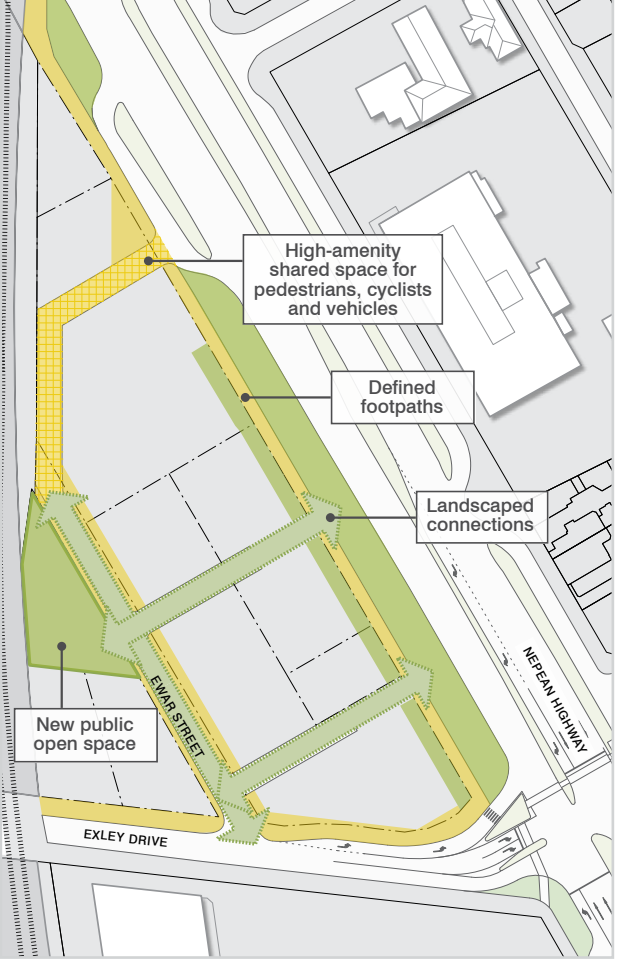
THEME B: PUBLIC REALM

Urban Design Move 03.
Nepean Highway Green Corridor



- Close service lane from the corner of Exley Drive to the north corner of parcel B1 and convert it into a green corridor and buffer to Nepean Highway.
- Provide safe and convenient pedestrian and bicycle connection along the green corridor to the main Activity Centre to the north.
- Enhance landscape of the green corridor, providing amenity to new built form fronting Nepean Highway.

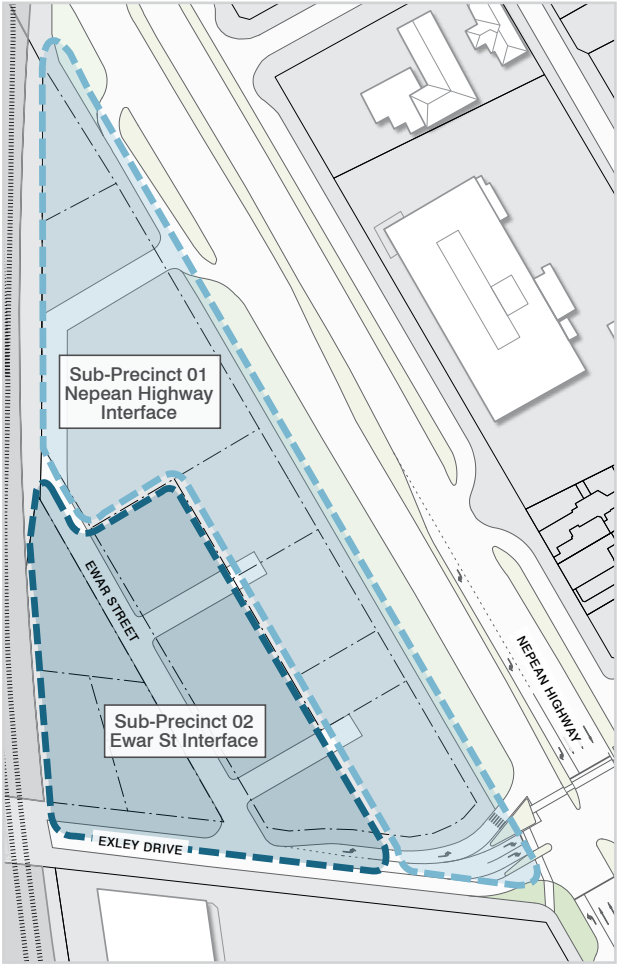
Urban Design Move 04.
Cohesive Public Realm



- Provide new public open space for respite, recreation and social interaction in central location within the Precinct.
- Improve walkability within and around the Precinct through high-amenity laneways and pedestrian connections with increased landscaping.
- Provide defined footpaths to ensure built form is properly integrated with the surrounding public realm.

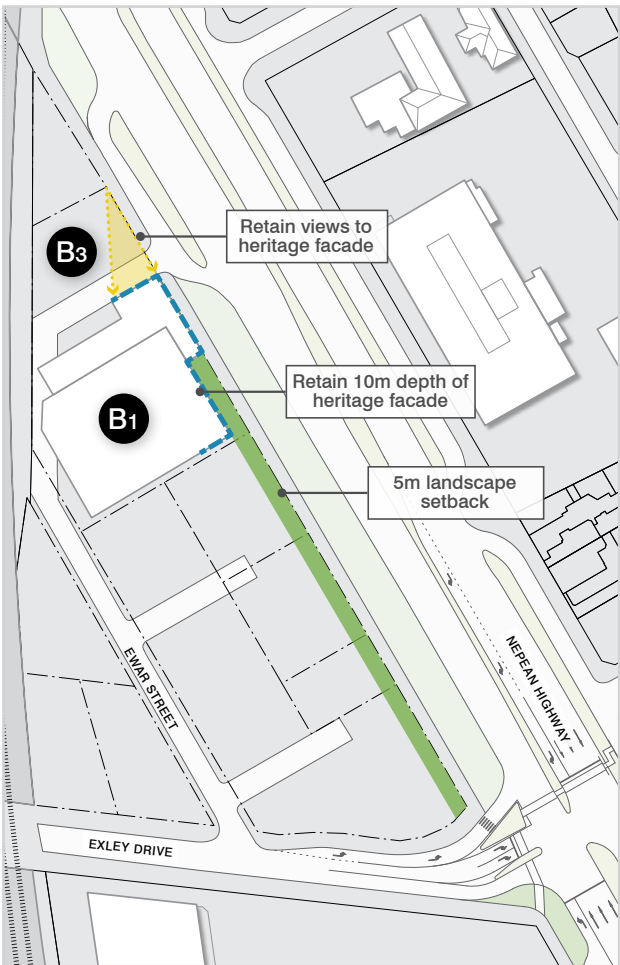
THEME C: BUILT FORM & THEME D: LAND USE

Urban Design Move 05.
Sub-Precincts and Interfaces



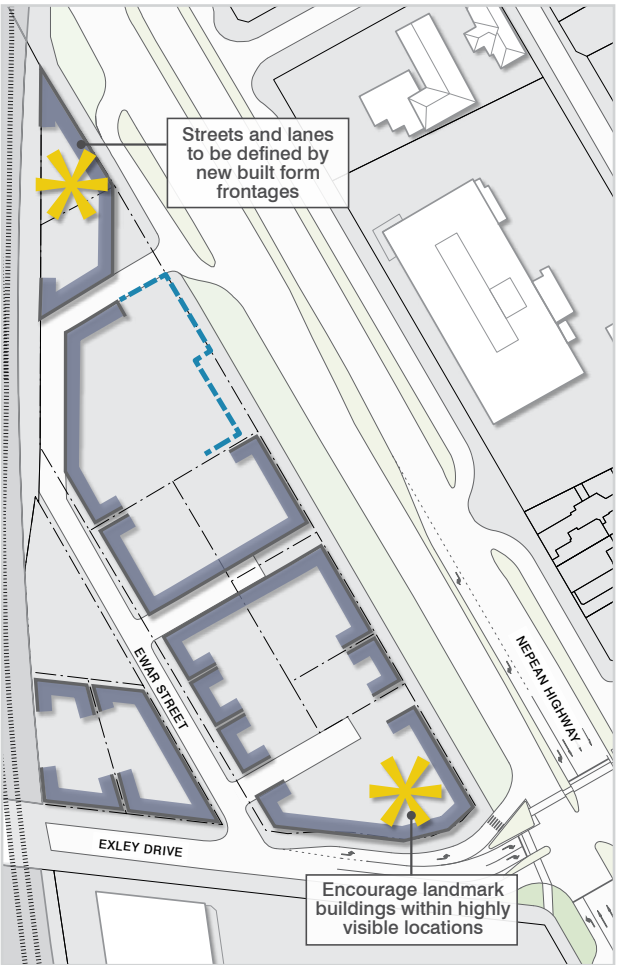
- Establish two distinct sub-precincts that respond to existing interfaces and surrounding built form.
- New built form must respond to existing sub-precinct conditions, being higher-scale built form in Sub-Precinct 01 and lower-scale built form in Sub-Precinct 02.
- This approach allows future development to be in-keeping with emerging built form in the main Activity Centre to the north while responding to lower-scale neighbourhoods to the west.

Urban Design Move 06.
Protect and Respond to Heritage Fabric



- Enable the expression of volumes and architectural design of the heritage building through mandatory retention of a 10 metre depth of the heritage facade.
- Provide a 5 metre landscape setback to Nepean Highway from parcel B1 southwards, responding to the alignment of the existing heritage building.
- Provide a 15 metre angled setback to parcel B3 to retain views to the heritage facade on approach from the north.

Design Move 07.
Built Form to Frame the Public Realm



- Develop the Precinct as a continuation of the main Activity Centre, characterised by mixed-use activities and services.
- Define and provide surveillance and activation to streetscapes by delivering consistent built form edges along street frontages.
- Encourage landmark buildings within highly visible locations.



Theme A Access and Movement

Located between the Frankston Railway Corridor and Nepean Highway, safe and convenient access and movement will be paramount for the successful development of the Precinct.

This section provides parameters and resolutions to rationalise vehicular traffic and deliver an attractive environment for pedestrians, cyclists and public transport users.

A1. Access and Movement Objectives

- Reintegrate the Precinct into the surrounding urban fabric.
- Create a mixed-use Precinct that offers easy walking access to local destinations and contributes to a 20-minute neighbourhood.
- Enhance connectivity with the main Moorabbin Activity Centre.
- Encourage safe and convenient movement of people through an interconnected network of pedestrian and bicycle paths.
- Maximise connectivity and permeability through an improved street network with defined hierarchy of access and function.
- Considering projected increase in traffic volumes, improve vehicle access to Nepean Highway through reconfiguration of slip-lane and street intersection.
- Facilitate and encourage public transport usage.
- Enable lot consolidation and manage internal vehicular movement through consolidation and rationalisation of access points.
- Prioritise pedestrians and cyclists within the Precinct with the adoption of traffic-calming measures.
- Provide a high-amenity public realm and enable increased areas of public space by concealing on-site car parking behind active street frontages or below ground.

Movement and Access Plan

This plan illustrates this Urban Design Framework's response to pedestrian, cyclist and vehicle access and movement around the Precinct.



Figure 09: Access and Movement Framework Plan

A2. Movement and Access Guidelines

Pedestrians and Bicycle Connections

- 1. Introduce two shared laneways and one road connection to provide evenly distributed east-west physical access and pedestrian permeability to the Precinct.
- 2. Distribute the alignment of new laneways and road connection equitably within larger land parcels and between smaller land parcels (see Land Parcels and Setbacks Table on pages 41 and 42).
- 3. Subdivide parcel B1 into parcels B1 and B3 to allow for formalised northern connection to Nepean Highway as an extension of Ewar Street (see Land Parcels and Setbacks Table on pages 41 and 42).
- 4. Subdivide parcel F into parcels F1, F2 and F3 to allow for new centre and southern laneways (see Land Parcels and Setbacks Table on pages 41 and 42).
- 5. Considering the potential for different land consolidation arrangements (see Figures 29 and 30), the proposed centre laneway can be located either:
 - Option 1: between parcels C, D, F2 and F3 (see Figure 10); or
 - Option 2: between parcels B1, C and F3 (see Figure 11).

In this report maps and diagrams show centre laneway as Option 1, however Option 2 is equally accepted.

Alternative options may be considered where they can demonstrate provision of rear access to all lots and even, equitable distribution that does not compromise the strategic development of allotments.

Centre Laneway Location - Option 1

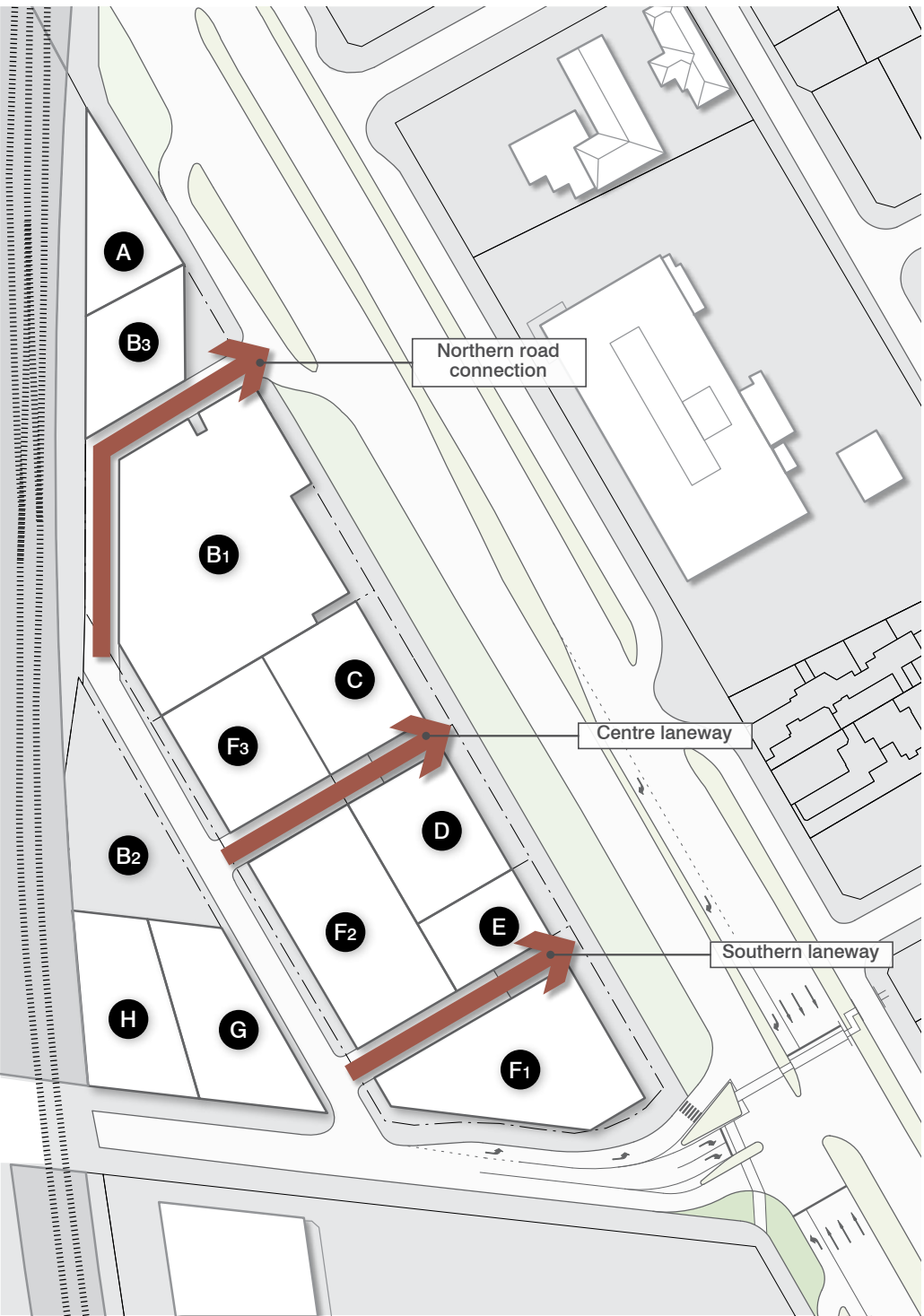


Figure 10: Centre Laneway Location - Option 1

Centre Laneway Location - Option 2

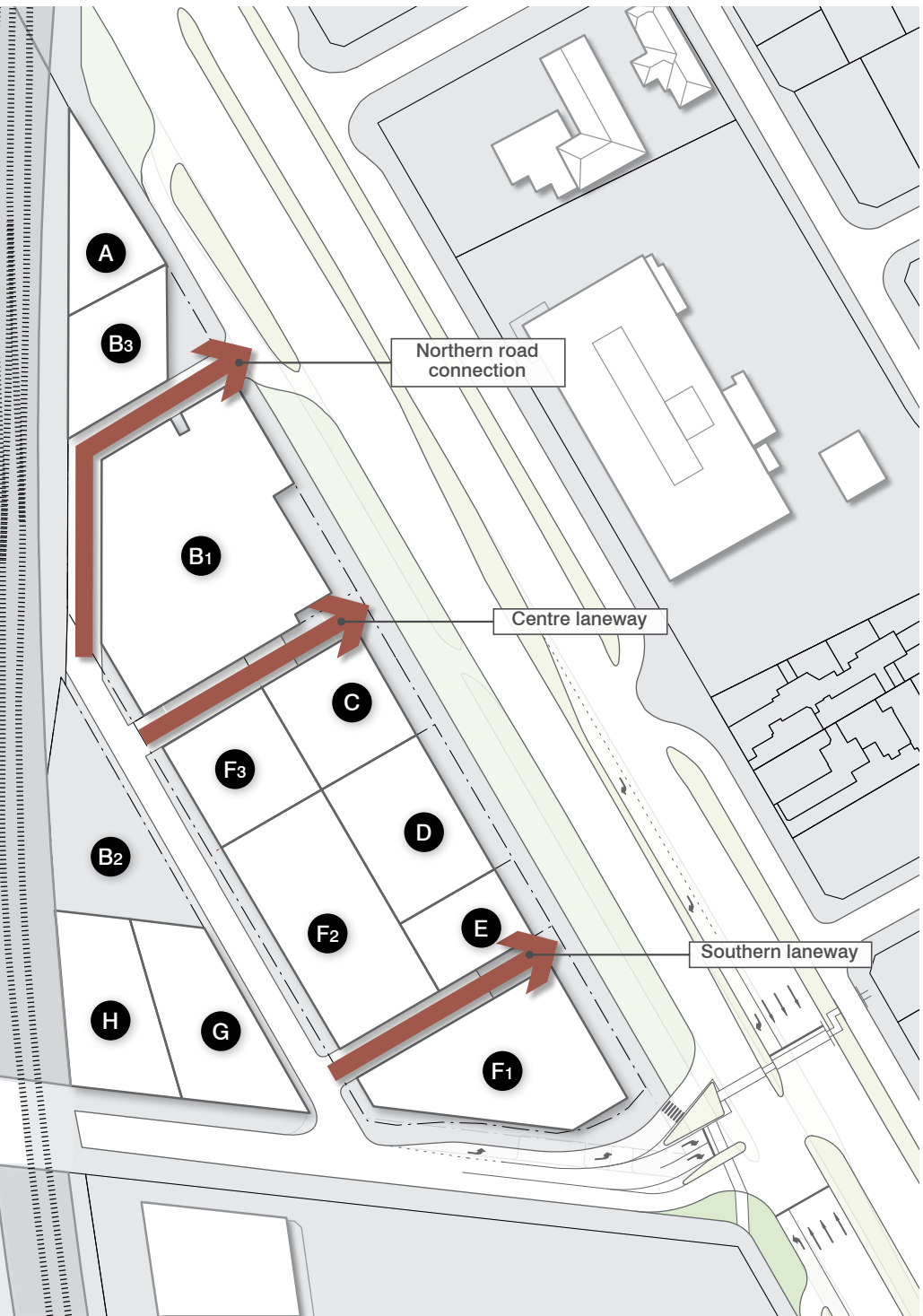


Figure 11: Centre Laneway Location - Option 2

Framework Approach and Design Guidelines

- 6. Establish clear hierarchy of streets and laneways to improve pedestrian permeability and way-finding across the Precinct (see Figure 12).
- 7. Reinforce and formalise the existing pedestrian connections within the Precinct to Station Street, Moorabbin Railway Station and the main Moorabbin Activity Centre (see Figure 13).
- 8. Create safe and continuous connections into existing pedestrian paths beyond the site. More specifically to the main Activity Centre to the north, over Nepean Highway and to existing residential areas to the west. (see Figure 13).
- 9. Provide recognisable entry gateways or focal points visible from adjoining streets to direct people into the Precinct.
- 10. Provide high-quality pedestrian and cyclist connection along the Nepean Highway frontage (see Figure 13).
- 11. Use consistent recognisable landscape treatments within streets and laneways to facilitate legibility and navigation within the Precinct.

Vehicle Circulation and Parking

- 12. Retain service lane north of parcel B1 for Precinct access to Nepean Highway.
- 13. Introduce formalised one-way road connection as a continuation of Ewar Street to Nepean Highway.
- 14. Consolidate vehicle access into the Precinct via a new signalised intersection at Exley Drive and Nepean Highway.
- 15. Consolidate access to parcels via Ewar Street through new laneways to avoid driveways onto Ewar Street and Nepean Highway.
- 16. Consolidate loading to commercial uses within new laneways to avoid driveways onto Ewar Street and Nepean Highway.
- 17. Provide on-street car park along Ewar Street and Exley Drive.

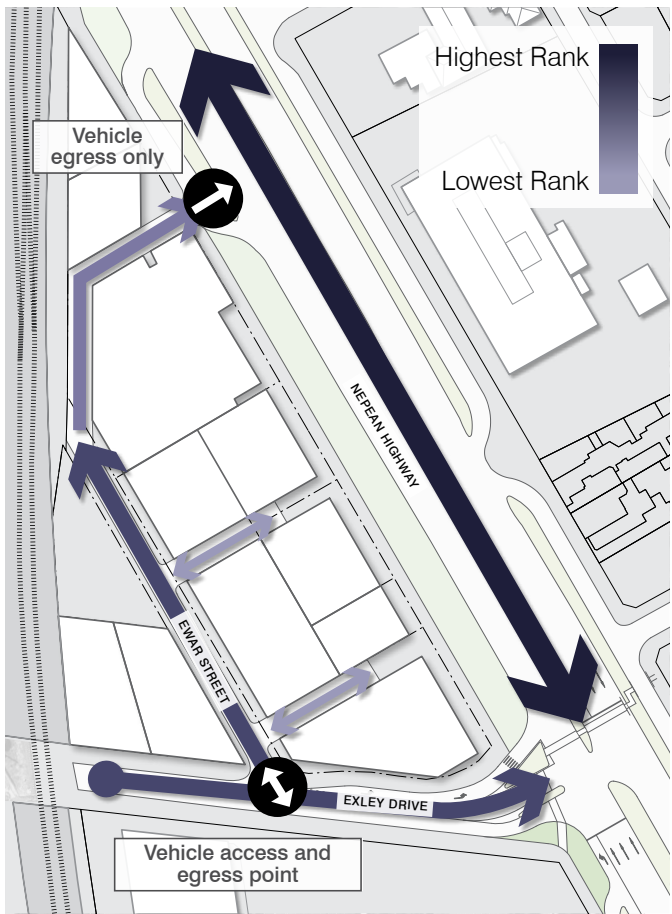


Figure 12: Street Network Hierarchy



Figure 13: Pedestrian and Bicycle Network Hierarchy

Nepean Highway Interface Section



Figure 14: Nepean Highway Interface Section

Framework Approach and Design Guidelines

Ewar Street Section - Public Open Space Interface

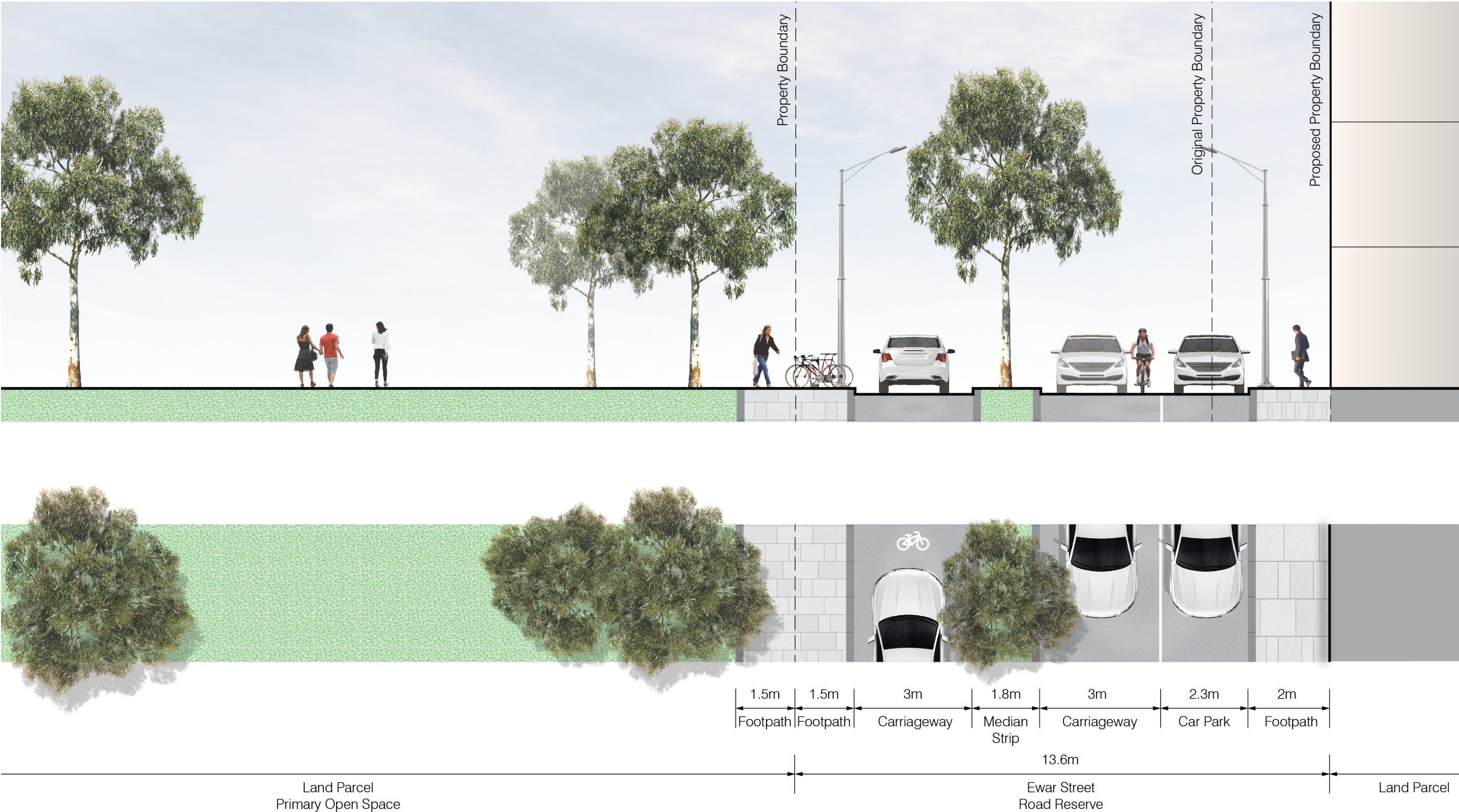


Figure 15: Ewar Street Section - Public Open Space Interface

Exley Drive Section

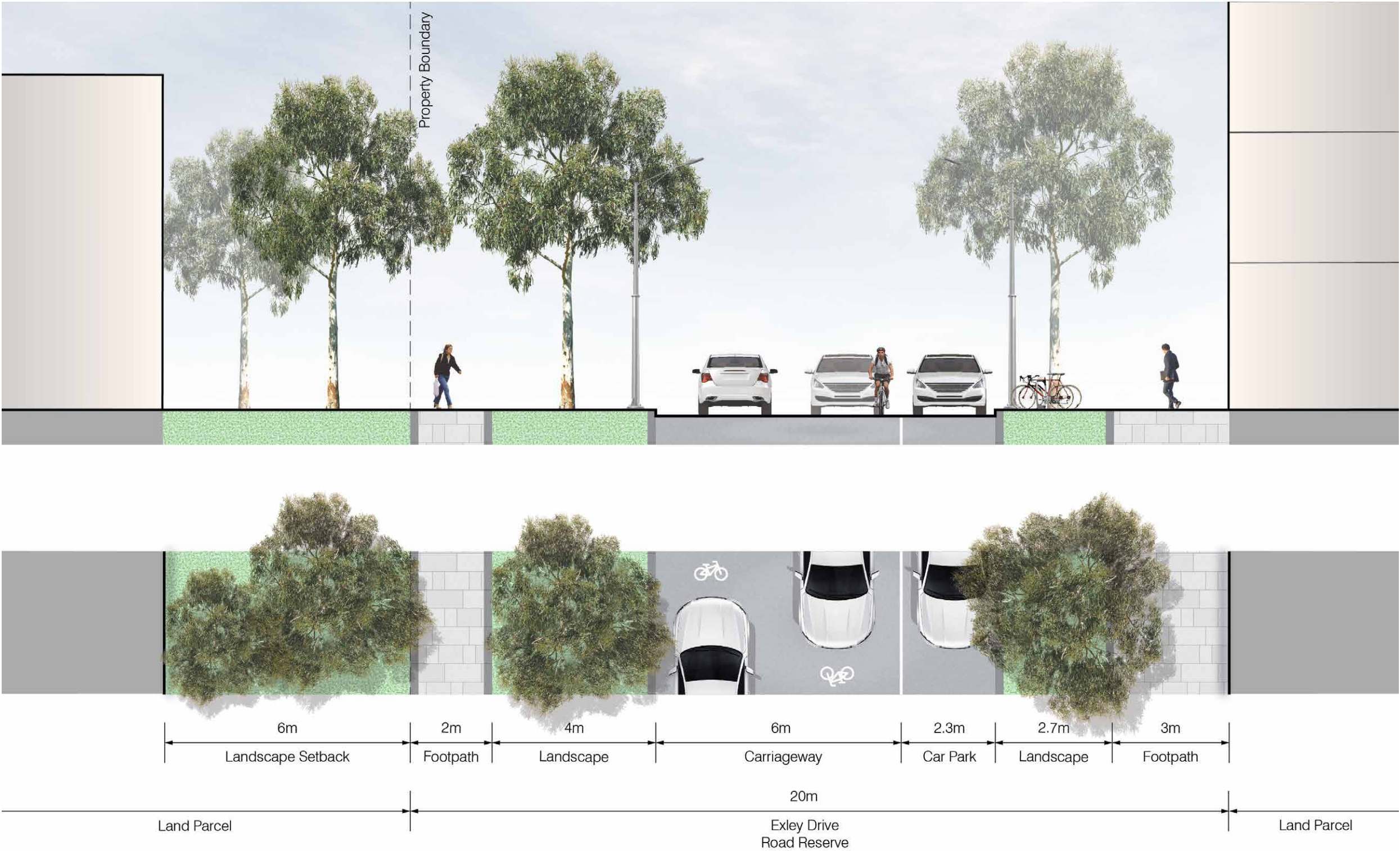


Figure 16: Exley Drive Section

One-way Laneway Section - Connection to Nepean Highway

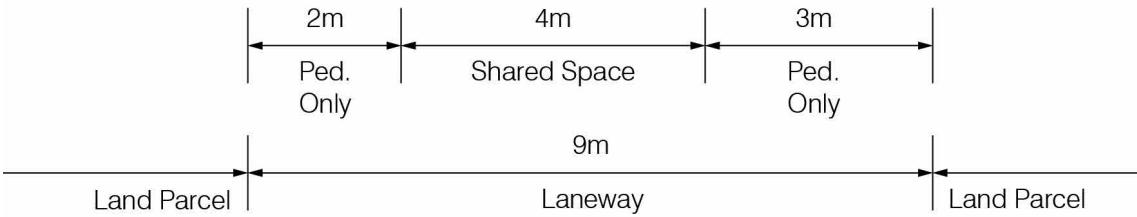
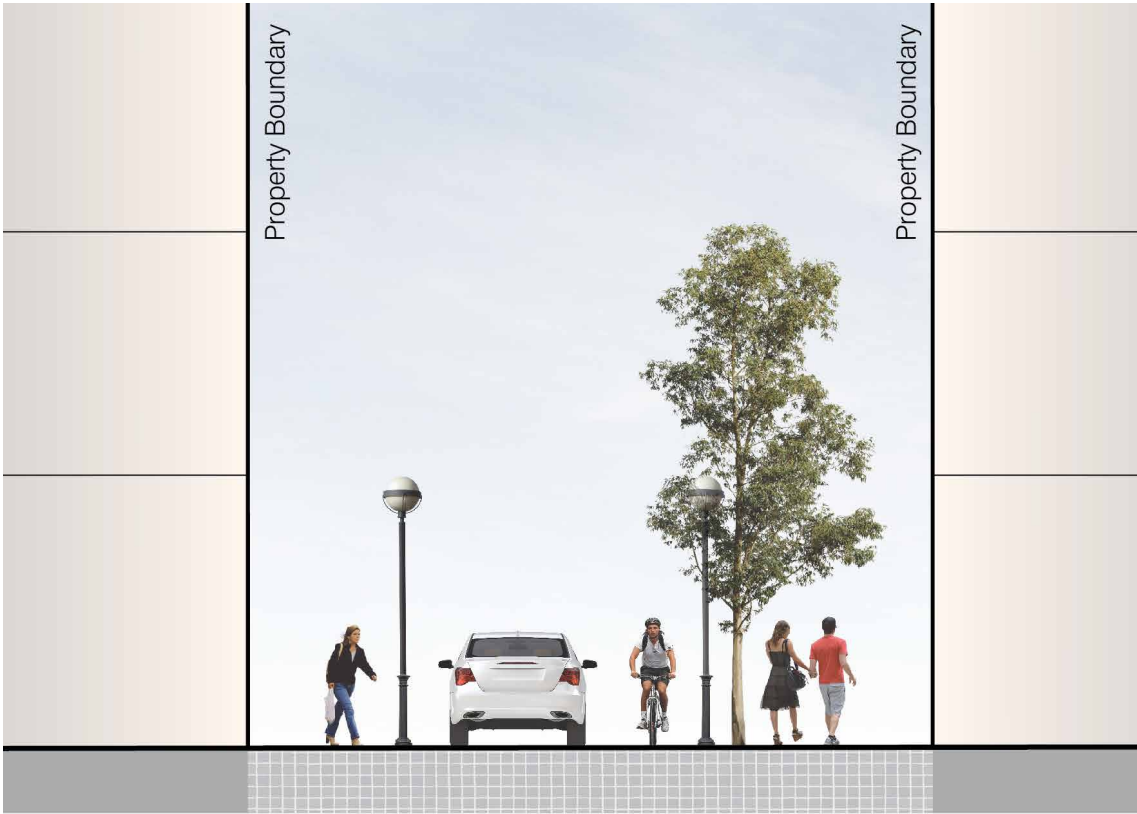


Figure 17: One-way Laneway Section - Connection to Nepean Highway

Two-way Laneway Section - Internal Connection

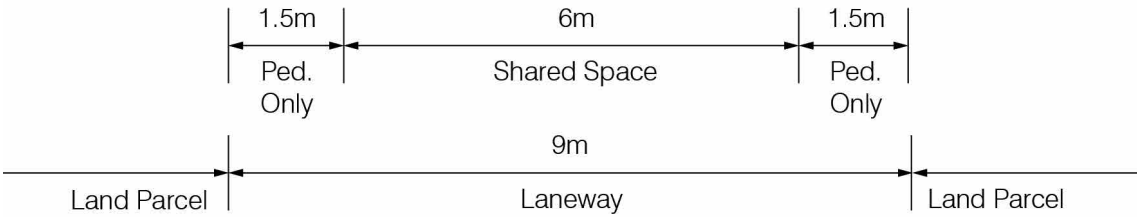
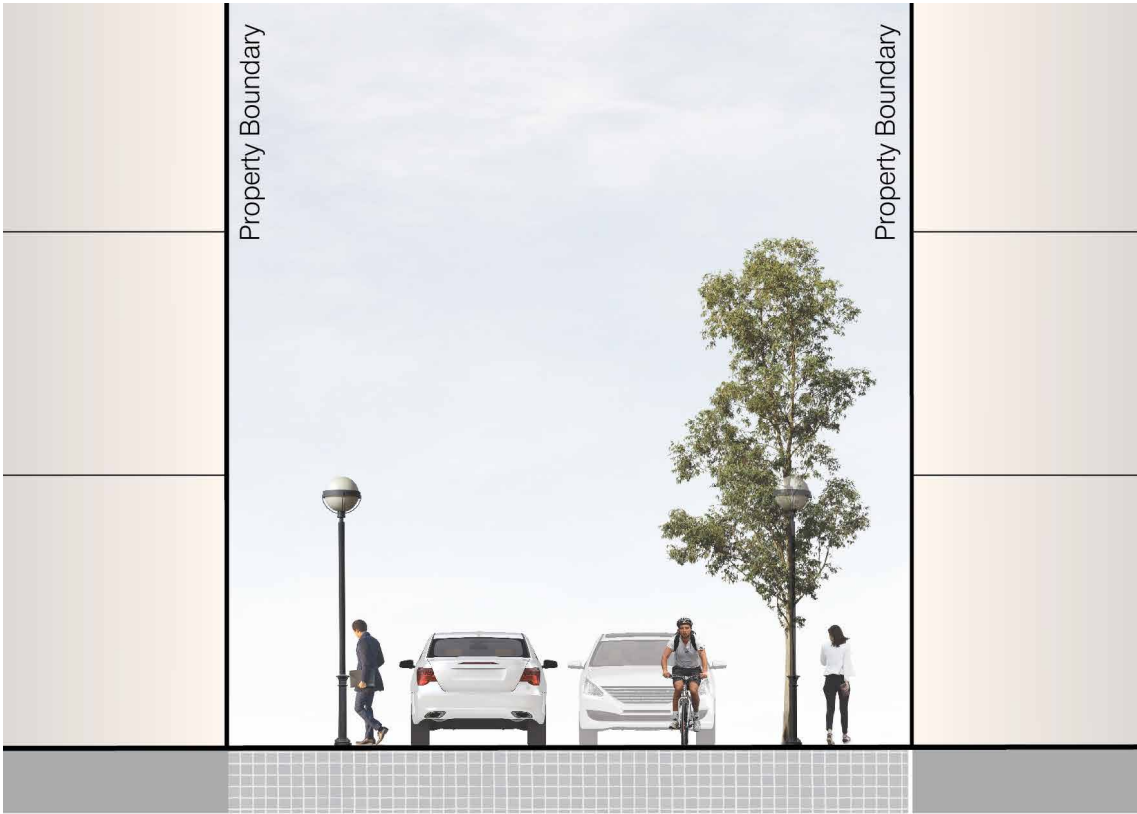


Figure 18: Two-way Laneway Section - Internal Connection

A photograph of a modern urban public space. In the foreground, two young men are sitting on a low, curved stone wall, looking at a laptop. Behind them, a paved walkway leads to a grassy area with several young trees. A person is lying down on a stone ledge in the middle ground, and another person is standing near a set of stairs in the background. The scene is bathed in warm, golden light, suggesting late afternoon or early morning.

Theme B Public Realm

Characterised by an urban environment dominated by public transport and road infrastructure, the public realm within the Precinct will need to be carefully designed to create public spaces that are pleasant and enjoyable for the community.

The network of public spaces, including streets and laneways, will have to cater for a growing and diverse population, creating opportunities for people to engage and connect with each other.

B1. Public Realm Objectives

- Provide new streets, lanes and public open spaces that are connected, safe and permeable to facilitate movement, access and passive recreational uses.
- Create a diverse network of public spaces that is accessible for use by future residents, workers, visitors and the wider community.
- Create new streets and lanes that can accommodate vehicle and bicycle movement, as well as safe pedestrian use, including walking, sitting and social interaction.
- Enhance the amenity and experience of the Precinct's existing streetscape frontages, providing spatial definition to streetscapes and encouraging pedestrian use.
- Encourage residential communal open spaces within the Precinct that support a highly liveable neighbourhood environment within a higher-intensity residential setting.
- Ensure significant landscape areas and tree planting provide visual relief and high amenity to the public realm, contributing to the urban cooling of the Precinct.
- Reinforce the Nepean Highway as an emerging boulevard and an attractive urban development corridor.

Framework Approach and Design Guidelines

Public Realm Plan

This plan illustrates this Urban Design Framework's response to the public realm including streets, laneways and open spaces.

- Land Parcels
- Indicative Building Envelopes
- Footpath
- Shared Space
- Green Areas
- Indicative Tree Planting



Figure 19: Public Realm Framework Plan

Framework Approach and Design Guidelines

B2. Public Realm Guidelines

Public Open Spaces Hierarchy

- 1. Establish a hierarchy of open spaces within the Precinct as follows by order of importance (see Figure 20):
 - New centrally located primary public open space;
 - New green corridor along Nepean Highway;
 - Upgraded Ewar Street;
 - New shared space on the extension of Ewar Street;
 - New east-west laneways with landscape terminations; and
 - Residents communal open spaces.

Primary Public Open Space

- 2. Provide a new centrally located primary public open space that provides for:
 - Safe and convenient access through the proposed movement network;
 - Broad and open frontage to Ewar Street;
 - Direct ground level activation by abutting built form;
 - Ground level activation by built form across Ewar Street;
 - Community safety through high levels of surveillance by surrounding built form;
 - Adequate solar access throughout the year; and
 - Long distance views across the railway corridor.

Nepean Highway Green Corridor

- 3. Close service lane from the corner of Exley Drive to the north corner of parcel B1 and convert it into a green corridor and buffer to Nepean Highway.
- 4. Provide safe and convenient pedestrian and bicycle connection along the green corridor to the main Activity Centre to the north.
- 5. Enhance landscape of the green corridor, providing amenity to new built form fronting Nepean Highway.
- 6. Provide active interfaces to built form fronting Nepean Highway.
- 7. Encourage ground level commercial and community uses within built form along Nepean Highway.

Ewar Street and Shared Space Extension

- 8. Reconfigure Ewar Street as the primary internal street, with road reserve of 13.6m in width providing high urban amenity including, footpaths, tree planting and on-street car parking (see Figure 14).
- 9. Prioritise pedestrian circulation on Ewar Street by providing traffic calming measures including, raised pedestrian crossings, landscape medians, low permitted vehicle speed and textured paving materials (see Figure 21).
- 10. Reconfigure the existing connection to Nepean Highway as a 9-metre-wide shared-way extension of Ewar Street giving priority to pedestrians and cyclists. Shared-way should provide:
 - Low permitted vehicle speed;
 - Continuous leveled surface;
 - Textured paving materials; and
 - Landscape opportunities.

East-West Laneways

- 11. Improve walkability within and around the Precinct through the provision of high-amenity laneways and pedestrian connections with increased landscaping (see Figure 17).
- 12. Configure laneways as shared spaces with no-through vehicle connection onto Nepean Highway.
- 13. Provide green pedestrian spaces at the eastern entrance of laneways to:
 - Identify pedestrian entry points which are visible from adjoining streets;
 - Accommodate passive recreational uses;
 - Provide visual relief; and
 - Break-up built form, increasing pedestrian permeability.

Resident Communal Open Space

- 14. Provide a range of spaces from intimate scale to larger break-out spaces, at ground and/or podium levels, catering for varying purposes, events, and user needs, such as:
 - Respite: reading, relaxing, enjoying the sun;
 - Social: BBQ's, outdoor dining, lounge spaces; and
 - Active: Outdoor gyms, bocce, table tennis.

- 15. Provide planted podium environments and green facades for resident amenity.
- General Guidelines
- 16. Provide defined footpaths to ensure built form is properly integrated with the surrounding public realm.
 - 17. Locate and orient new public open spaces for optimised solar access between 11am and 3pm on September 22nd.
 - 18. Encourage diverse spatial arrangements, surface materials and landscape treatments, establishing a contemporary urban open space character.
 - 19. Encourage passive surveillance through the location, siting and design of new publicly accessible spaces.
 - 20. Expand the main Activity Centre signage palette into the Precinct.

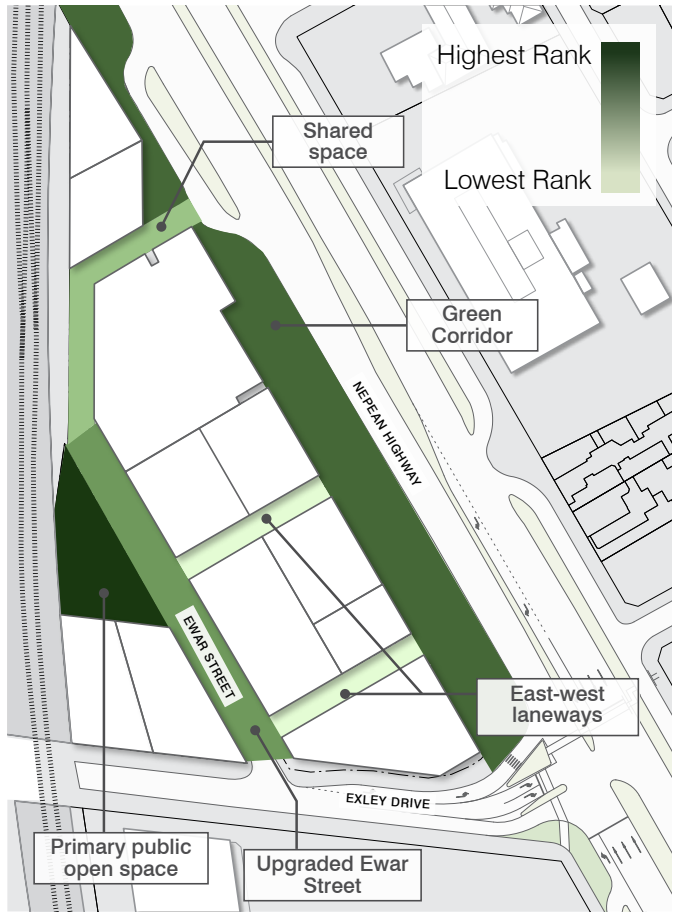


Figure 20: Public Open Space Hierarchy

Ewar Street Public Realm

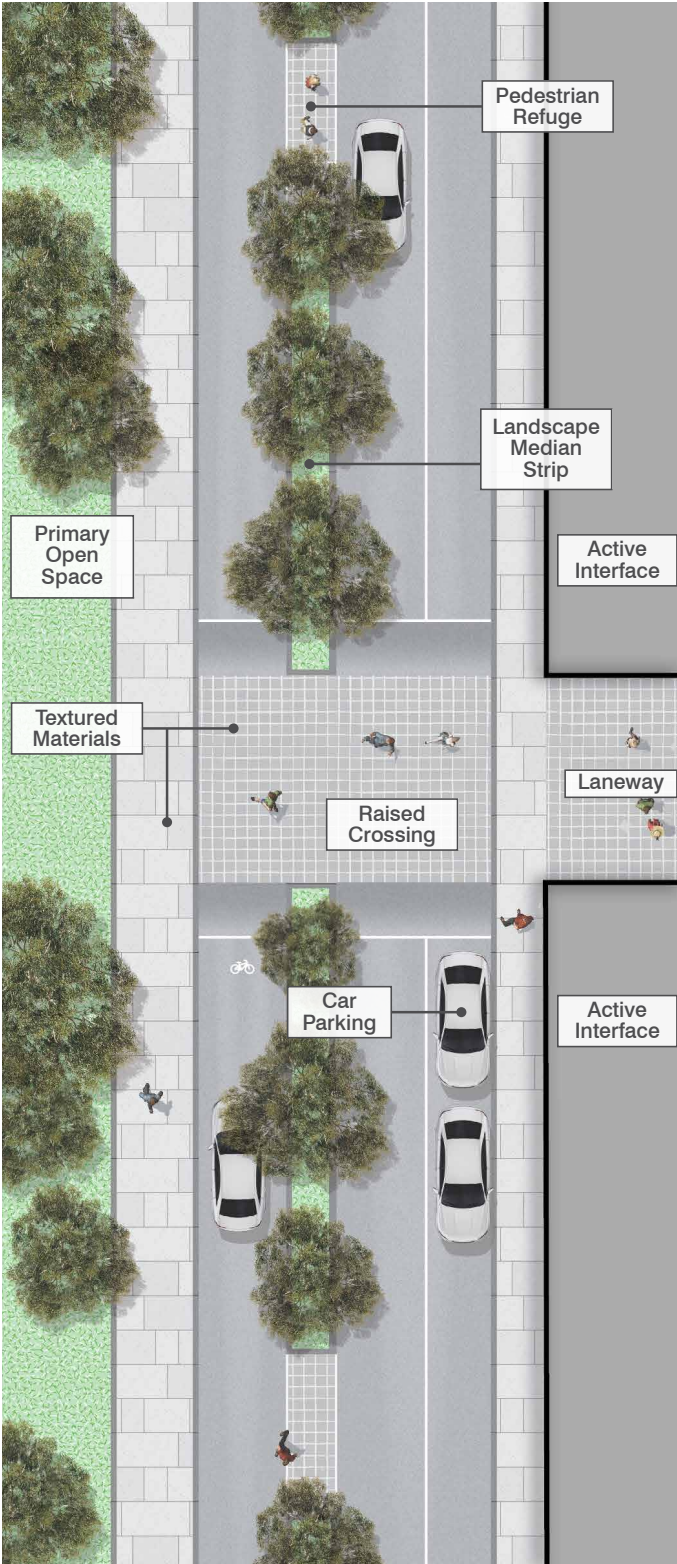


Figure 21: Ewar Street Public Realm

Framework Approach and Design Guidelines

Public Open Space Details



Figure 22: Primary Public Open Space

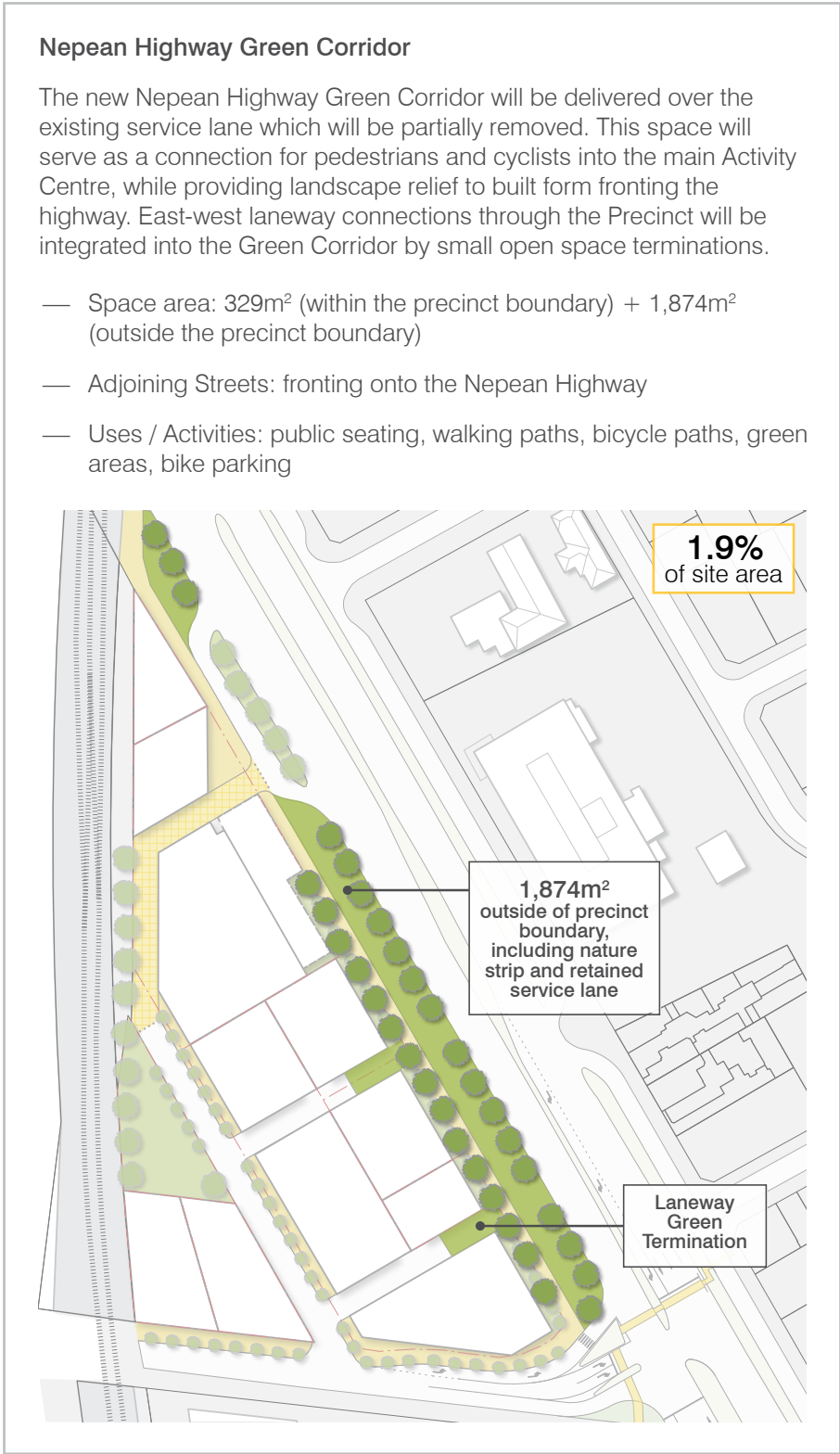


Figure 23: Nepean Highway Green Corridor

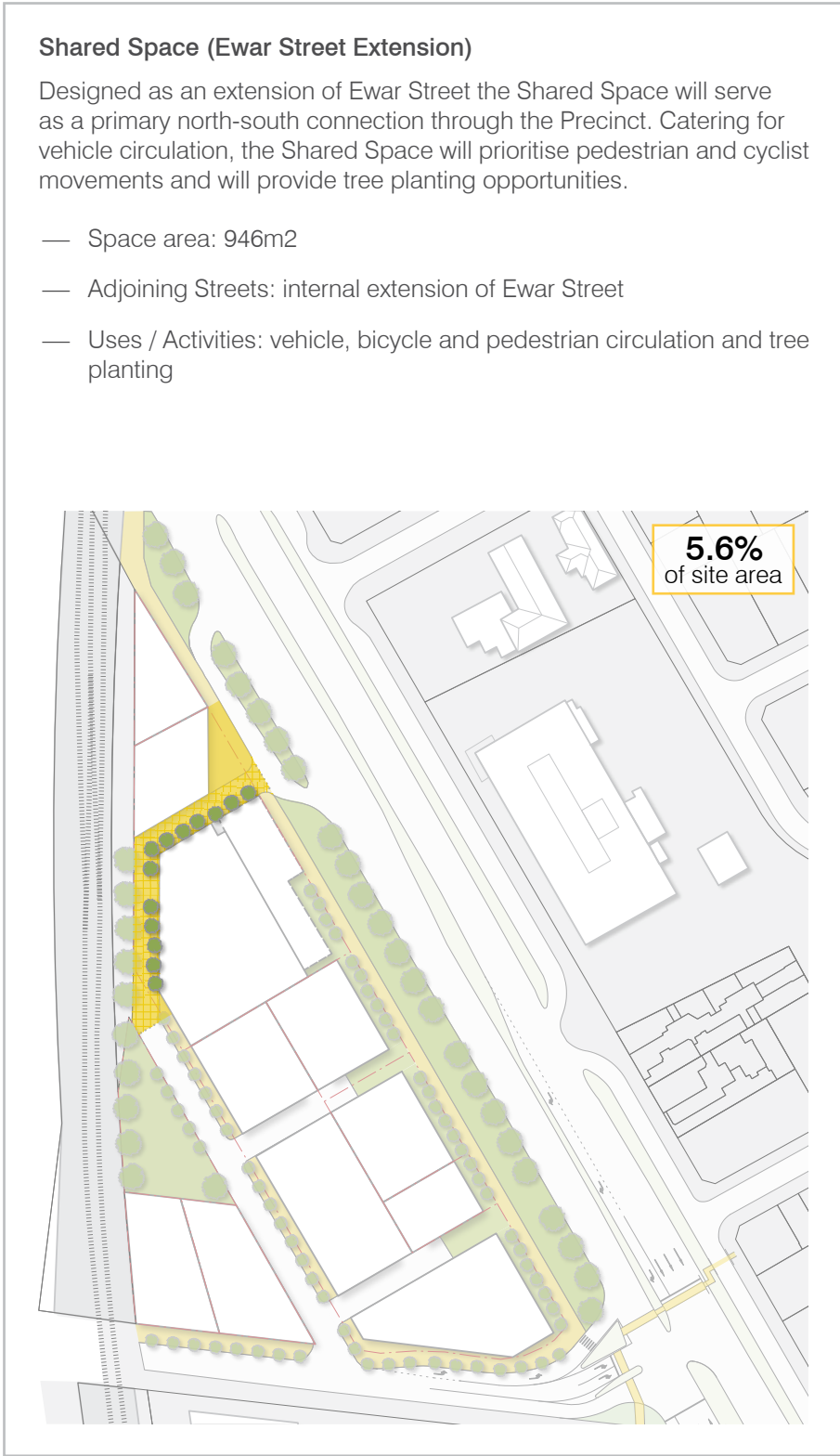
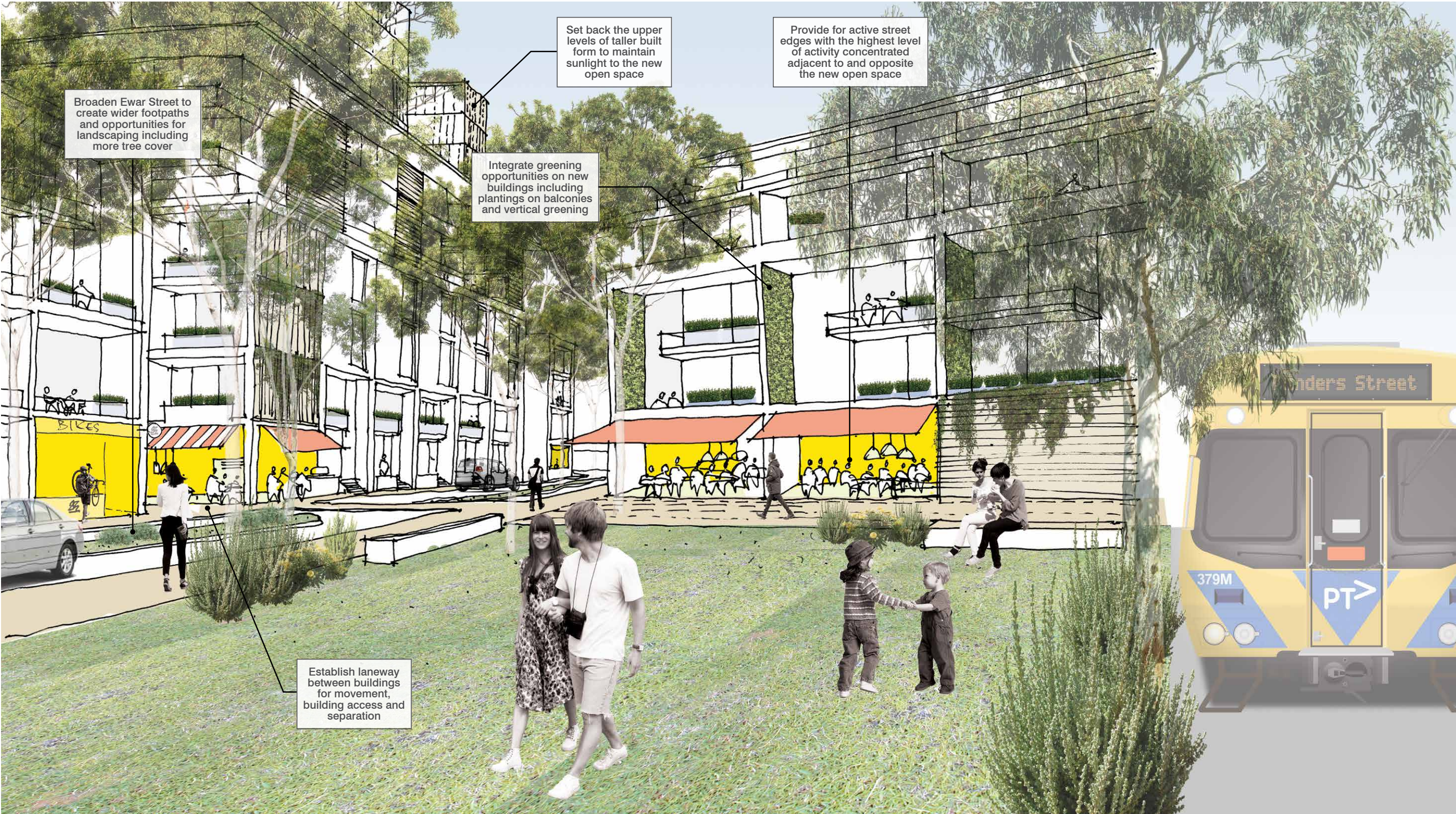


Figure 24: Shared Space (Ewar Street Extension)

Framework Approach and Design Guidelines

Primary Open Space View (Ewar Street)



Green Corridor View (Nepean Highway)





Theme C Built Form

Built form addresses all the elements of the physical form proposed for the Precinct, what can be accommodated and how – the buildings massing, sitting, orientation, presentation to streetscapes, their interfaces and potential impacts on neighbouring areas.

C1. Built Form Objectives

- Facilitate higher-intensity, mixed-use development that is responsive to the Precinct context, and contributes to the amenity of surrounding streets.
- Encourage architecturally designed landmark built form which elevates the Precinct's profile and connects it back into the main Activity Centre.
- Ensure built form components respond to and manage the transition between various site interfaces and contextual conditions: Nepean Highway, local streets, existing fine grain residential built form, railway corridor, close-up views within the site, and skyline/distant views on the key movement corridors abutting the site.
- Optimise amenity, outlook and daylight/sunlight access for apartments, as well as natural light to the public realm and the visibility of sky between buildings.
- Utilise built form to frame the site and create distinct street frontages.
- Ensure built form and building interfaces provide human scale to streetscapes, creating a distinct sense of place for the Precinct.
- Ensure built form allows for direct sunlight to the public realm and public spaces at specific times.
- Encourage contemporary architectural responses which respond to and retain important view lines to the heritage building within the Precinct.
- Encourage adaptable and flexible building floor plates that can accommodate for future market changes.
- Achieve best practice urban and architectural design to ensure long-term use and more sustainable built form.
- Provide clarity around permitted development outcomes for landowners and the community.
- Ensure equitable development of land parcels across the Precinct.
- Provide incentives for landowners to consolidate land for improved development outcomes.
- Achieve best practice Environmentally Sustainable Design to minimise energy use, maximise water capture and reuse, and minimise waste generation.
- Encourage materials use that mitigates accumulation of urban heat.

Framework Approach and Design Guidelines

Built Form and Heights Plan

This plan illustrates this Urban Design Framework's response to heights, setbacks and built form profiles.

- Land Parcels
- Retain Heritage Frontage
- Built Form - 4 storeys (street wall)
- Built Form - 5 storeys
- Built Form - 8 storeys
- Potential for Built Form Uplift of up to 4 storeys (acquired through delivery of public benefits)



Figure 25: Built Form and Heights Plan

Framework Approach and Design Guidelines

C2. Built Form Guidelines

Massing, Heights and Setbacks

- 1. Future development must comply with heights and setbacks provided in the Built Form and Setbacks Table (pages 41 and 42).
- 2. Future development must achieve the following built form outcomes:
 - Taller built form with continuous frontage to Nepean Highway to create a sense of address to the Precinct (see Figure 26);
 - Downwards height transition from Nepean Highway to the west to create a human scale interface to Ewar Street and proposed primary open space (see Figure 27).
 - Low-scale built form within parcels G and H to provide height transition between the Precinct and sensitive residential uses to the west (see Figure 28);
 - No overshadowing on existing residential lot boundaries on September 22nd between 10am and 3pm;
 - No overshadowing on proposed primary open space on September 22nd between 11am and 3pm (Figure 27);
 - Consider no overshadowing on Ewar Street west side footpath on September 22nd between 11am and 3pm (Figure 28);
 - Consolidate upper level setbacks to avoid excessive stepping outcomes ('wedding cake').
- 3. Ensure adequate building separation to optimise amenity, outlook and sunlight access for apartments and communal areas, and provide views to the sky from the public realm.
 - Minimum 9 metres between habitable rooms up to 4 storeys;
 - Minimum 12 metres between habitable rooms above 4 storeys.
- 4. Where possible, provide basement car parking to avoid visual impact on streetscapes and increase open space opportunities at ground level.

Nepean Highway Indicative Elevation

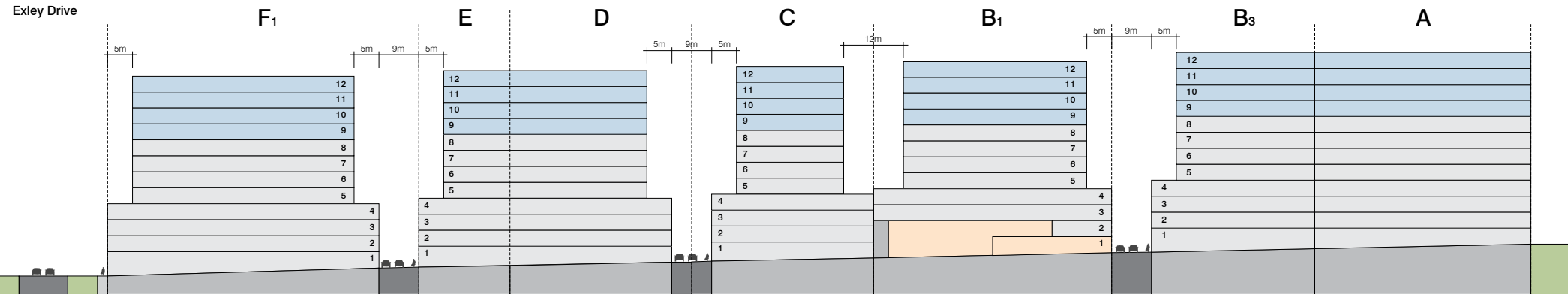


Figure 26: Nepean Highway Indicative Elevation

Indicative East-West Sections

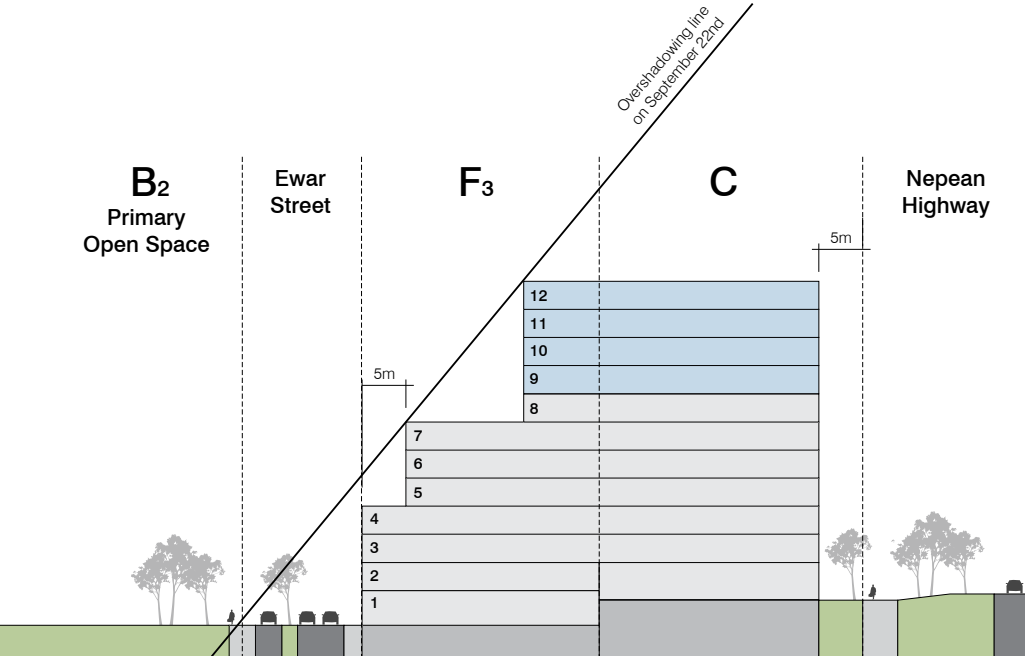


Figure 27: Indicative East-West Section 1

Preferred Height
Built Form Uplift

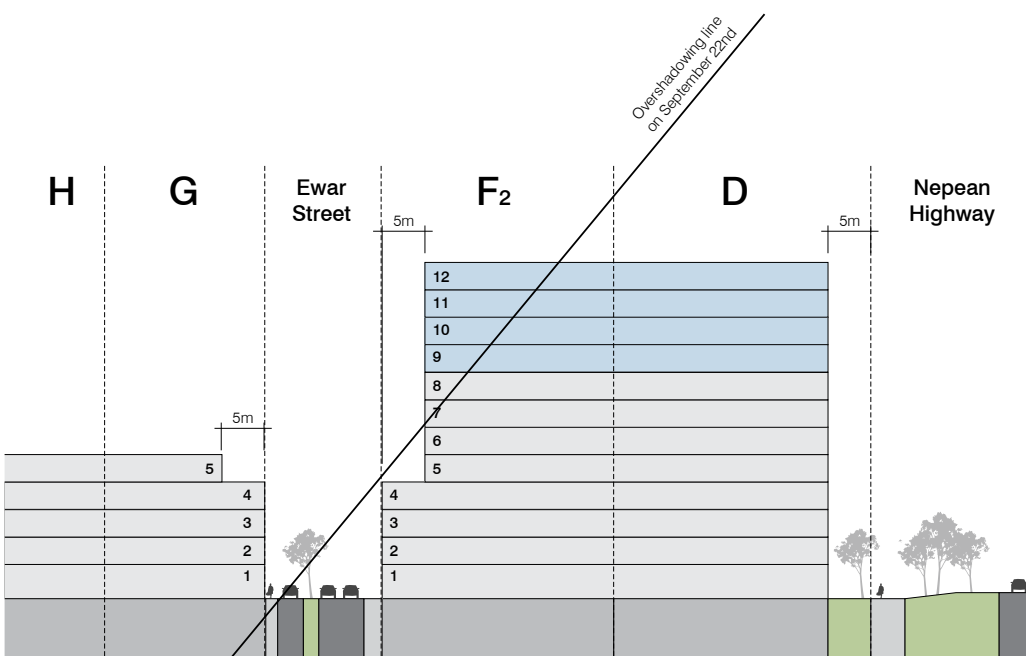
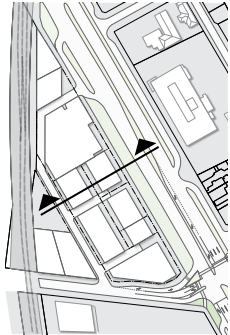
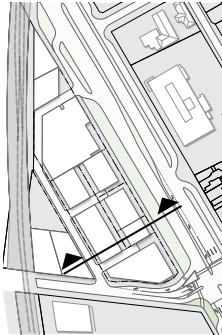


Figure 28: Indicative East-West Section 2



Framework Approach and Design Guidelines

Lot Consolidation

- 5. Lot consolidation is encouraged to achieve higher and best use of land.
- 6. Lot consolidation must consider proposed laneway connections and public realm outcomes.

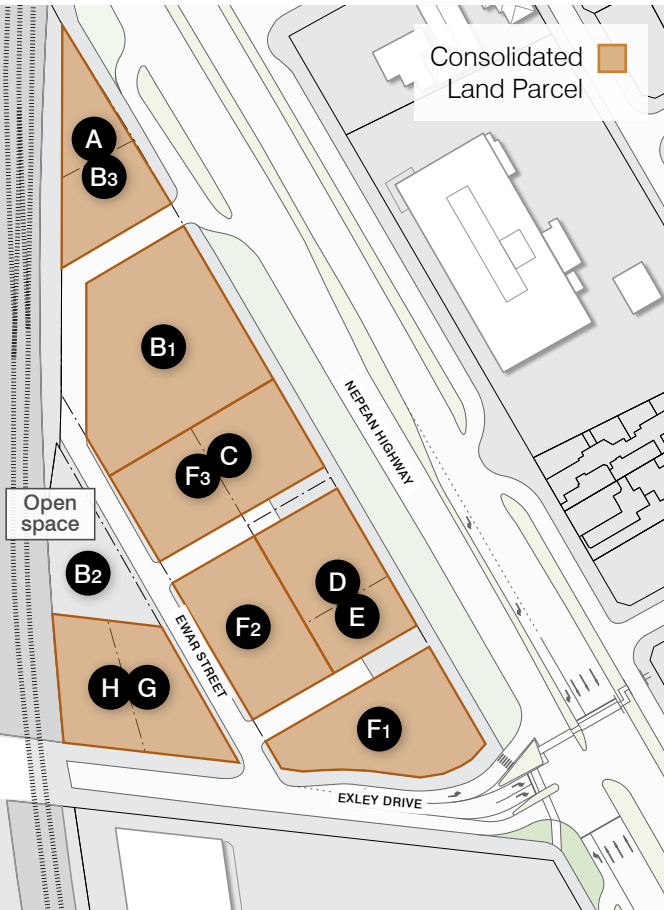


Figure 29: Lot Consolidation - Option 1

Siting, Interfaces and Edges

- 7. Provide built form which is ‘urban’ in character with continuous street frontages;
- 8. Activate street frontages with spaces that are regularly occupied at ground level including retail, commercial, civic and service activities, which can spill out into the streetscape.
- 9. Provide active building frontages making use of transparent facades, windows and doors at ground level and pedestrian amenity features such as weather protection canopy, street furniture, directional signage and tree planting.
- 10. Avoid service areas on main street frontages.

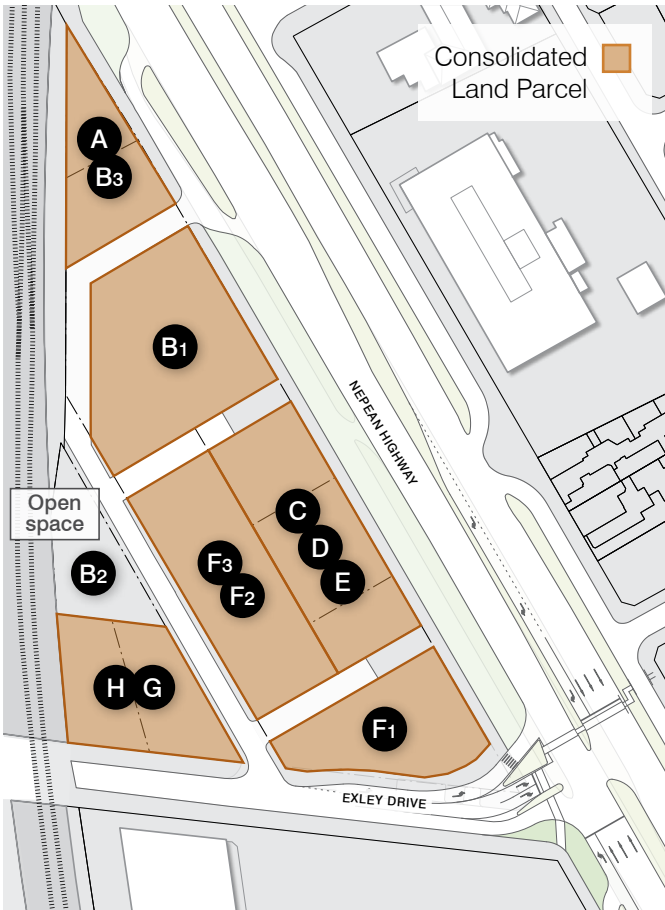


Figure 30: Lot Consolidation - Option 2

- 11. To provide human scale to streetscapes, ensure street walls are well articulated with elements that visually break up the facades of the buildings, including vertical articulation, changes in texture and colour, balconies, doors and windows, insets and projections.
- 12. Along Nepean Highway and Ewar Street built form must comply with the approximate street ratios provided in figures 31 and 32 below.
- 13. To address the harder edge context of Nepean Highway, provide minimum 8-storey street walls.
- 14. To create defined built form frontage to Ewar Street, new internal connections and Exley Street provide 4-storey street walls with taller built form set back 5 metres above it.

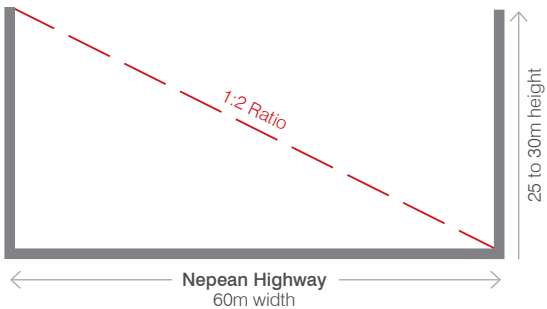


Figure 31: Nepean Highway 1:2 Ratio

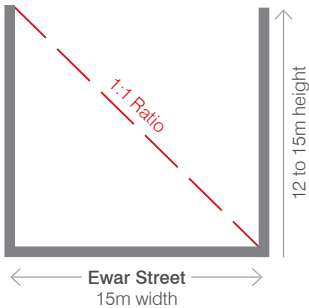


Figure 32: Ewar Street 1:1 Ratio

Built Form Uplift

- 15. To create opportunities for new public spaces, community facilities and social and affordable housing within the Precinct, built form uplift can occur within parcels of land identified in the Built Form Framework Plan (see Figure 25).

Built form uplift consists of acquiring rights for the potential to build additional floor space within private land in exchange of quantifiable public benefits for the Precinct.

Public benefits include but are not limited to:

- Release of private land for public open space;
- Affordable or social housing provisions - dwellings or units which title is transferred free of charge to a not-for-profit registered housing association.

A potential public benefit could arise from land consolidation, where the increased land area unlocks built form uplift to enable the delivery of a quantifiable public benefit which would be unable to be achieved to the same extent on a smaller, unconsolidated site.

- 16. The agreement to allow the acquisition of built form uplift rights is at the discretion of the responsible authority. To acquire built form uplift rights, applicants must demonstrate to the satisfaction of the responsible authority, the nature and impact of the proposed community benefits. That may include community and social impact assessment provided by third parties, community facilities and open space demand analysis, economic assessment of proposed benefits, and any other measures that can enable the responsible authority to quantify the extent of proposed public benefits.

Design quality, architectural expression and sustainability measures are not considered public benefits for the acquisition of built form uplift rights. Requirements regarding these topics are covered by the UDF in items 24 to 30 of this section.

- 17. Encourage development to include the undergrounding of powerlines along the Nepean Highway to reduce visual clutter.

Framework Approach and Design Guidelines

Heritage

Heritage Overlay HO119 - Mooranbin Ten Pin Bowls - applies to the land parcel B1. HO119 only applies to the facade of the existing building, including external painting controls.

- 18. Future development within parcel B1 must retain a 10m depth of the decorative brick finishes and two distinct building envelopes, as viewed from the northern elevation and the eastern elevation of Nepean Highway.
- 19. New development above the existing building must be set back at least 2 metres from the brick facade. Works to the rear of the building past this point, which do not substantially alter the manner in which the building presents to Nepean Highway, are permitted.
- 20. Preserve the integrity of and views to the heritage facade through physical separation and sculpted built form and require:
 - Establishment of 9m wide laneway to the north of the building; and
 - Development on parcel B3 to provide front setback according to Figure 34.
- 21. Development adjacent to the existing bowls building must have a podium or architectural form that expresses a relationship with the heritage facade and volumes of the building.
- 22. Provide a physical separation of 3 metres where new built form intersect with the protected heritage facade as per Figure 35.

Amenity

- 23. Building orientation, configuration and layouts must comply with State Government's Better Apartment Design Standards (BADs) and seek to:
 - Optimise solar access to dwellings and minimise south-facing apartments;
 - Maximise residential amenity;
 - Maximise views and outlook from apartments;
 - Provide appropriate spacing between adjacent buildings, in relation to built form and orientation;
 - Avoid inter-looking between apartments;
 - Allow natural light and ventilation to common spaces such as lobbies and corridors.

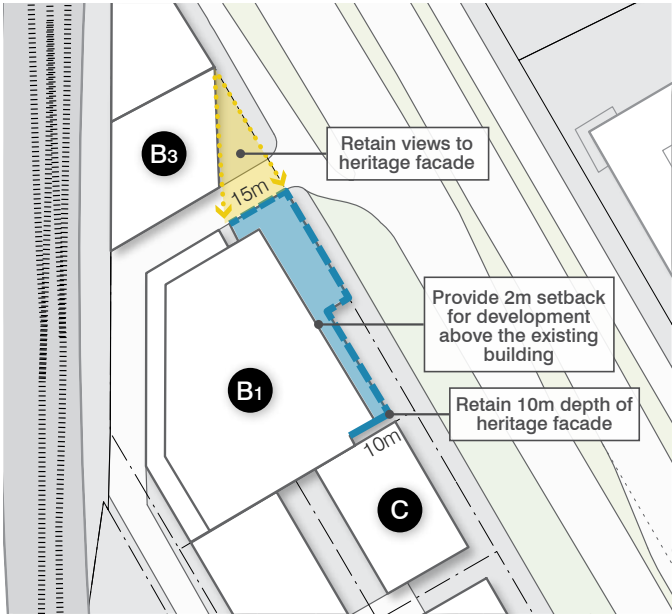


Figure 33: Heritage Building Setback and Viewline

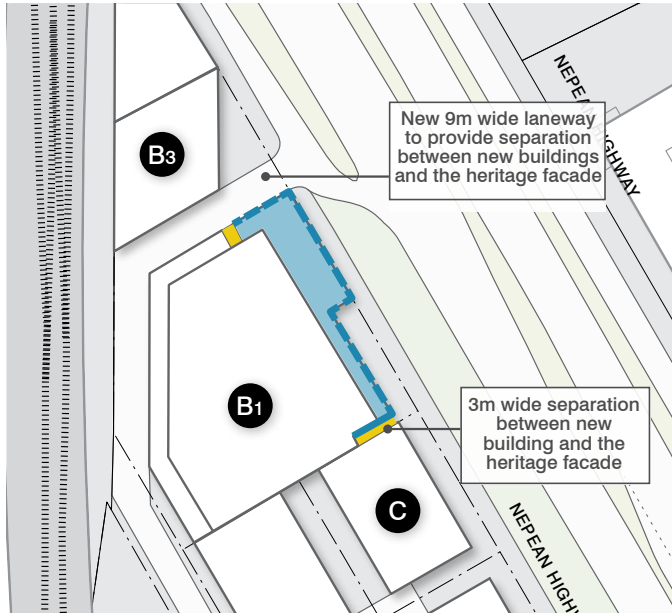


Figure 34: Heritage Building Separation

Heritage Building Redevelopment Examples

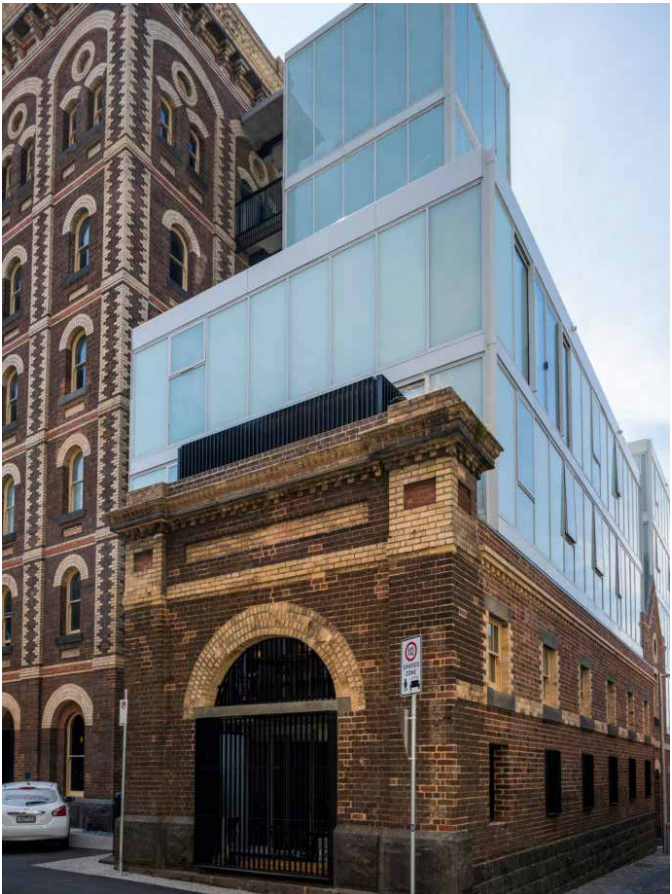


Figure 35: Yorkshire Brewery Residential Complex - Collingwood VIC



Figure 36: Gridiron Building - Seattle US

Design Quality and Architectural Expression

- 24. Demonstrate design quality and architectural expression through:
 - Robustness of materials to support longevity and minimising maintenance requirements;
 - Resolution of facade design and integration of walls, structure and fenestration into a unified architectural expression;
 - Integration of balconies, sun shading devices and other functional elements in the design of building facades;
 - Vertical facade modulation appropriate to the immediate context and character of adjoining streetscapes to achieve visual break-up;
 - Horizontal variance to achieve modulation in the building line;
 - Avoidance of untreated exterior finishes which are prone to weather degradation and vandalism, and;
 - Incorporation of landscape elements such as vertical, elevated and rooftop gardens.

Sustainability

- 25. Orient buildings, dwellings and fenestration to optimise daylight access and ventilation.
- 26. Provide opportunities for landscaping and green infrastructure at ground level, rooftops and communal areas to contribute to urban cooling.
- 27. Incorporate landscape elements in the facades, including green wall and integrated planter boxes.
- 28. Utilise native plants that are adapted to local climate conditions and are drought tolerant.
- 29. Implement Water Sensitive Urban Design (WSUD) measures to mitigate stormwater runoff, as well as to capture and reuse water on site.
- 30. Provide infrastructure to collect and store rain water to be used in greywater systems and landscape irrigation.
- 31. Allocate space for renewable technologies (solar PV and batteries) and external heating and cooling systems;
- 32. Encourage the provision of charging points for electric vehicles.
- 33. Encourage achievement of best practice targets for Environmentally Sustainable Design.

Framework Approach and Design Guidelines

Advertising Signage

34. Advertising signage within the precinct should assist in the identification of businesses and services that are offered within the precinct.
- Advertising signage should be of a high design quality that complements and integrates with the building design. Locations for advertising signage should be nominated as part of any development proposal.
 - The scale and type of advertising signage should have regard and respond to its context (highway and local street).
 - Advertising signage which hinders the visual connection between the public realm and internal spaces should be avoided.
 - The display of signage must have regard to Council’s Outdoor Advertising Signage Policy.

Framework Approach and Design Guidelines

Built Form and Setbacks Table

Land Parcel	Interface	Podium Setback	Podium Height	Upper Level Setback (from podium)	Maximum Preferred Height	Built Form Uplift Additional Height	Maximum Height With Built Form Uplift
A	Nepean Highway	– Zero	– Up to 12 storeys (40 metres)	– Zero	– 8 storeys (27 metres)	– Up to 4 storeys (13 metres)	– Up to 12 storeys (40 metres)
	Railway	– Zero	– Up to 12 storeys (40 metres)	– Zero			
	Southern Boundary	– Party wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Party wall: Zero – Habitable rooms: 6 metres			
B3	Nepean Highway	– Angled setback starting at zero (lot boundary) at the northeastern corner of the lot to 15 metres at the southeastern corner of the lot	– Up to 12 storeys (40 metres)	– Zero	– 8 storeys (27 metres)	– Up to 4 storeys (13 metres)	– Up to 12 storeys (40 metres)
	Northern Boundary	– Party wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Party wall: Zero – Habitable rooms: 6 metres			
	Railway	– Zero	– Up to 12 storeys (40 metres)	– Zero			
	Southern Boundary	– Zero	– 4 storeys (14 metres)	– 5 metres			
B1	Nepean Highway	– Podium setback defined by the retained facade of the existing heritage building	– Podium height defined by the retained facade of the existing heritage building	– 2 metres measured from the southeastern corner of the existing heritage building	– 8 storeys (27 metres)	– Up to 4 storeys (13 metres)	– Up to 12 storeys (40 metres)
	Northern Boundary	– 9 metres from lot boundary to deliver proposed laneway	– 4 storeys (14 metres)	– 5 metres			
	Railway	– 9 metres from lot boundary to deliver proposed laneway	– 4 storeys (14 metres)	– 5 metres			
	Ewar Street	– 3 metres from original property boundary to allow 13.6m road reserve	– 4 storeys (14 metres)	– 5 metres			
	Southern Boundary	– Party wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Party wall: Zero – Habitable rooms: 6 metres			
C	Nepean Highway	– 5 metres	– Up to 12 storeys (40 metres)	– Zero	– 8 storeys (27 metres)	– Up to 4 storeys (13 metres)	– Up to 12 storeys (40 metres)
	Northern Boundary	– Party wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Party wall: Zero – Habitable rooms: 6 metres			
	Western Boundary	– Party wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Party wall: Zero – Habitable rooms: 6 metres			
	Southern Boundary	– 4.5 metres from lot boundary to deliver proposed laneway	– 4 storeys (14 metres)	– 5 metres			
D	Nepean Highway	– 5 metres	– Up to 12 storeys (40 metres)	– Zero	– 8 storeys (27 metres)	– Up to 4 storeys (13 metres)	– Up to 12 storeys (40 metres)
	Northern Boundary	– 4.5 metres from lot boundary to deliver proposed laneway	– 4 storeys (14 metres)	– 5 metres			
	Western Boundary	– Party wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Party wall: Zero – Habitable rooms: 6 metres			
	Southern Boundary	– Party wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Party wall: Zero – Habitable rooms: 6 metres			

Table 01: Building Heights and Setbacks

Overall height meterage has been determined on the following assumptions: ground floor 4.5m, all upper levels 3.2m.

Setbacks based on Option 1 laneway configuration.

Framework Approach and Design Guidelines

Land Parcel	Interface	Podium Setback	Podium Height	Upper Level Setback (from podium)	Maximum Preferred Height	Built Form Uplift Additional Height	Maximum Height With Built Form Uplift
E	Nepean Highway	– 5 metres	– Up to 12 storeys (40 metres)	– Zero	– 8 storeys (27 metres)	– Up to 4 storeys (13 metres)	– Up to 12 storeys (40 metres)
	Northern Boundary	– Blank wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Blank wall: Zero – Habitable rooms: 6 metres			
	Western Boundary	– Blank wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Blank wall: Zero – Habitable rooms: 6 metres			
	Southern Boundary	– Zero	– 4 storeys (14 metres)	– 5 metres			
F1	Nepean Highway	– 5 metres	– Up to 12 storeys (40 metres)	– Zero	– 8 storeys (27 metres)	– Up to 4 storeys (13 metres)	– Up to 12 storeys (40 metres)
	Northern Boundary	– 9 metres from lot boundary to deliver proposed laneway	– 4 storeys (14 metres)	– 5 metres			
	Ewar Street	– 3 metres from original property boundary to allow 13.6m road reserve	– 4 storeys (14 metres)	– 5 metres			
	Exley Drive	– Zero	– 4 storeys (14 metres)	– 5 metres			
F2	Ewar Street	– 3 metres from original property boundary to allow 13.6m road reserve	– 4 storeys (14 metres)	– 5 metres	– 8 storeys (27 metres)	– Up to 4 storeys (13 metres)	– Up to 12 storeys (40 metres)
	Southern Boundary	– Zero	– 4 storeys (14 metres)	– 5 metres			
	Eastern Boundary	– Blank wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Blank wall: Zero – Habitable rooms: 6 metres			
	Northern Boundary	– Zero	– 4 storeys (14 metres)	– 5 metres			
F3	Ewar Street	– 3 metres from original property boundary to allow 13.6m road reserve	– 4 storeys (14 metres)	– 5 metres	– 8 storeys (27 metres)	– Up to 4 storeys (13 metres)	– Up to 12 storeys (40 metres)
	Southern Boundary	– Zero	– 4 storeys (14 metres)	– 5 metres			
	Eastern Boundary	– Blank wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Blank wall: Zero – Habitable rooms: 6 metres			
	Northern Boundary	– Blank wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Blank wall: Zero – Habitable rooms: 6 metres			
G	Exley Drive	– Zero	– 4 storeys (14 metres)	– 5 metres	– 5 storeys (17 metres)	– Not Applicable	– Not Applicable
	Ewar Street	– Zero	– 4 storeys (14 metres)	– 5 metres			
	Primary Public Open Space	– Zero	– 4 storeys (14 metres)	– 5 metres			
	Western Boundary	– Blank wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Blank wall: Zero – Habitable rooms: 6 metres			
H	Exley Drive	– Zero	– 4 storeys (14 metres)	– 5 metres	– 5 storeys (17 metres)	– Not Applicable	– Not Applicable
	Eastern Boundary	– Blank wall: Zero – Habitable rooms: 4.5 metres	– 4 storeys (14 metres)	– Blank wall: Zero – Habitable rooms: 6 metres			
	Primary Public Open Space	– Zero	– 4 storeys (14 metres)	– 5 metres			
	Railway Interface	– Zero	– 5 storeys (17 metres)	– Zero			



Theme D Land Use

This theme is concerned with the uses and activities proposed for the Precinct and the impact they have on the future public realm.

Designed to become an extension of the main Moorabbin Activity Centre the Precinct will accommodate a series of mixed-use developments. Providing for higher residential density, these developments will enhance the vitality of the Precinct by providing diversity in activities and increasing the number of people on streets and in public spaces.

D1. Land Use Objectives

- Create a range of mixed-use development typologies and densities to cater for different households and commercial tenancies.
- Ensure different land uses are well integrated within built form.
- Support the main Activity Centre and avoid detracting from established retail activities.
- Respond to Precinct interfaces and context by distributing key land uses at strategic locations.
- Encourage active ground plane uses that allow for a '24-hour' local economy and activation.
- Encourage uses that provide local employment opportunities.
- Encourage the consolidation of community facilities that are coming to the end of their life span through efficient asset management processes.
- Encourage the consolidation of land parcels to provide for increased density and development opportunities.

Framework Approach and Design Guidelines

Land Use Plan

This plan illustrates this Urban Design Framework's response to land use and activities.

D2. Land Use Guidelines

- 1. Encourage higher-intensity residential development with a range of typologies that respond to the location and surrounding context.
- 2. Increase housing diversity and affordability in the Precinct, which is in close proximity to public transport and main Activity Centre services.
- 3. Encourage civic, community, commercial and retail uses along streets and public space interfaces.
- 4. Where civic, community, commercial and retail uses are not possible, provide residential activation, including doors and windows at ground level.
- 5. Provide uses with the highest level of activation at strategic locations to encourage public activity on streets and public spaces.
- 6. Encourage uses that require more direct vehicle access (e.g. hotel) to be allocated within parcels A, B3, F1, G and H.
- 7. Recognise the value of religious uses remaining within the precinct.

Strategic High-Level Activation Locations:

- Northern gateway - parcels B1 and B3;
- Centre laneway connection - parcels C, D, F2 and F3;
- Primary public open space - parcel G; and
- Southern gateway - parcels F1 and G.

Land Parcels

Indicative Building Envelopes

Green / landscaped space

Mixed-Use

Ground Level Activation

*

Strategic Retail Location



Figure 38: Land Use Framework Plan

Theme E Implementation

Acknowledging that the staging of outcomes in this document will be impacted by the readiness of developers and landowners and responses to Council's EOI process, implementation will require some level of flexibility. Broadly, implementation will require the following to be undertaken:

- Advocate with VicRoads and VicTrack for improved crossing and bridge improvements.
- Prepare and run Expression of Interest.
- Seek VicRoads' approvals for changes to Nepean Highway conditions, including service land closures and new signalised intersection.
- Prepare detailed streetscape and public realm designs.
- Cost and establish funding arrangements for the delivery of precinct infrastructure.
- Establish new road openings over Council land.

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