

Council Officer Comments May 2022

Draft Capital Alliance Masterplan Sites 11-15 Foster Street Precinct

General Comments

The staging plan has not clearly explained about how the reconstruction of Mason Street, Foster Street will fit into the seven phases of the staging plan. It is preferable (whenever possible) that the streetscape works to be constructed at once to avoid multiple interruptions/ disruptions to the road users, traders and pedestrian traffic over an unnecessary long period of time.

Public open Space plan needs to have a hierarchy of use to separate the main corridors from secondary public open space etc.

Masterplan Principle Activation does not show a complete picture on the activation (activated building edges) intent along the equally important development edges such as along the bottom of Thomas Street interface (block E), along the eastern and western end of Foster Street, along Cheltenham Road (block G and H) as well as the future interface to the station carpark (block J). Are they meant to be 'secondary' active frontages?

Should include the Vision Statement as per the Consultation Face Sheet *"It is our vision to restore Central Dandenong as the capital of Melbourne's southeast through strategic urban renewal and placemaking to foster a thriving precinct that responds to community needs. This will complement the existing urban fabric and pay homage to the diverse cultures that define Dandenong."*

Little India

Provide a floorspace comparison between the old and new Little India to demonstrate the total floorspace is sufficient to create a destination and allow for precinct expansion.

Consider how second floor tenancies above the new Little India can be designed to support additional retail/food businesses and not be limited to residential uses.

Would Stage 1 to 3 include reconstruction of the southern side of Foster Street? While the southern blocks of Foster Street won't be constructed until Stage 4 and Stage 7, any change to the functional traffic and pedestrian flow along Foster Street may warrant the reconstruction of both the northern and the southern sides of Foster Street under one phase or continuing/concurrent phase(s) particularly when this involves widening the streetscape or undergrounding the powerlines. This same question is also applicable to the reconstruction of eastern and western sides of Mason Street and how they will be managed as parts of Stage 2 or Stage 3 phases.

Halpin Way

The activation of Halpin Way is placing a lot of emphasis on pop up temporary activation pods rather than scrutinising the activated interfaces and tenancy opportunities along the Halpin Way interface and how the public realm is then designed to respond to this. Mason Street appears to be more activated than Halpin Way.

Precinct Movement

There needs to be a stronger analysis of vehicle movement, on street carparking and bike movements and the proposed public realm as there are contradictions between plans. Further scrutiny is required for Foster Street as it is a vehicle movement connection to the station that can become part of a slow section of road with prioritised pedestrian movement but the cross sections, staging of the development and the materials for the road and long-term maintenance require a higher level of scrutiny and analysis of investment.

Movement Plan. There is no reference to the crossing spine to the Station as being a high priority crossing that also ties into Halpin Way. There is a lack of continuity between the plans and the precinct objectives.

Further demonstration required on the hierarchy of streets, pedestrian and cycle paths. There are several points raised surrounding connections with public transport and connectors with arterial and connector streets/roads which should be addressed. Further clarity on the vision surrounding transport, walking and cycling - require more of an overarching statement as to how it could be addressed.

Built Form

The current zero podium setback may not necessarily create adequate room to accommodate the increased pedestrian and vehicular traffic volumes as well as creating the improved pedestrian amenity expected from this proposed development.

Access and Building Services

For the Stage 4 to 6, the access to the basement and building services are still unclear. The ground floor hotel lobby seemingly have a dual frontage to Cheltenham Road and the new forecourt. However, it is less clear how the future VIP 'drop off' area (i.e. *the porte cochère*) and associated vehicular circulation can be resolved in the current layout. This should not interfere with the seemingly pedestrianised public space provided on the new forecourt. This requires a broader understanding on how the Stage 4 to 6 interface will relate to the surrounding streets/ public space in terms of their primary and secondary frontage hierarchy/ orientations.

Relationship to Station Precinct

The precincts south of Foster Street will require additional master planning analysis to tie more successfully in the future to the station precinct and carpark.