



# 5.6 R&D PARK

# EXISTING CONDITIONS & VISION

## NEIGHBOURHOOD VISION

The future development of the R&D Park will continue to support innovation, new product development and realisation, industry collaboration, and the commercialisation of intellectual property.

This neighbourhood presents one of the richest environments for partnership opportunities on the campus. It is expected that new built form partnerships will continue to focus on research and development, in line with the University's RFAs, especially *Securing Food, Water and the Environment* (the Agri-Bio building has recently been named as the headquarters of the National Food Innovation Precinct).

Land uses within the R&D Park will be intensified to:

- Ensure enough floorspace is available to satisfy the University's ambitious research goals.
- Increase activity and surveillance of the public realm.

The future development pattern for this neighbourhood will favour higher built form, reduced setbacks, consolidation of car parking, shared facilities, and shared open space provision, as it transitions away from the existing business park style of construction.

Additionally, the adjacency of the R&D Park to the Core Campus establishes unique opportunities for both informal and formal opportunities for knowledge sharing and partnership to be incorporated within new development throughout the precinct, as well as sharing of infrastructure, facilities and amenities.

Car parking will be consolidated and less obtrusive throughout the neighbourhood (e.g. multi-storey car parks wrapped by research uses, or basement car parking).

Subject to the University's appetite for R&D growth and market demand, University and partnership development will expand south across Kingsbury Drive. The unique location of the southern parcels, adjacent to the West Heidelberg Industrial Estate, and a northern address to Kingsbury Drive offers substantial scope to leverage the broader research, partnership and commercialisation goals of the University and diminished dependence on the Core Campus to meet the University's car parking needs.

## KEY ATTRIBUTES & SUPPORTIVE ELEMENTS

- At approximately 48.6 hectares, the R&D Park represents a significant portion of the Melbourne campus (20% of the campus landholding).
- The R&D Park neighbourhood can be divided into two sub-neighbourhoods:
  - The existing La Trobe Research and Development (R&D) Park to the north of Kingsbury Drive.
  - The landholdings owned by the University to the south of Kingsbury Drive.

- The R&D Park currently accommodates a number of University research and commercial partnership developments, including:
  - The Technology Enterprise Centre, which was the first building in the Park, built in 1991.
  - The Agri-Bio Building, opened in 2013 as a joint venture between the University and DEPI.
  - CAVAL Collaborative Solutions.
  - The Victorian Agri-Biosciences Centre, which is currently occupied by Victorian Police as an extension to the Forensic Services Centre.
  - The Walter and Eliza Hall Institute.
  - Rio Tinto Research and Technical Development; a privately owned parcel within the R&D Park.
- The landholdings to the south of Kingsbury Drive currently accommodate:
  - The La Trobe Melbourne buildings – four single storey rectangular school buildings (and associated demountables) that are nearing the end of their economic life.
  - Barnes Way and Waterdale apartments, constructed in the 1980s. Both are brown brick veneer developments, which externally are in good condition, but require interior upgrades. The apartments have a direct abutment to industrial activities within the West Heidelberg Industrial Estate.
- The Community Children's Centre (CCR) is also located within the R&D Park and is in relatively good condition. The Centre is currently at capacity and its operators may be seeking to expand (1,650 sqm GFA).
- Three Offset Agreement Areas are also located within the R&D Park, occupying a total area of 2.63 Ha.

## BARRIERS TO CHANGE

- Currently the 'campus style' or business park approach to development within the R&D Park is not complementary to the integrated and collaborative ambitions of the University Town.
- Most buildings are setback from roads and provide little activation or contribute to a shared identity. Access arrangements are presently geared towards the car, making for an unsafe and circuitous walking and cycling environment.
- The R&D Park is largely hidden from view of passing motorists. It is vital that the important research undertaken within the Park is highly visible to the surrounding community.



- The R&D Park suffers from a lack of quality, well located food and beverage offerings, increasing workers' reliance on the car to make short trips.
- The Offsets Agreement Areas located within the neighbourhood are currently inaccessible to the public (the boundaries are fenced).
- Much of the R&D Park landholding is allocated to at-grade car parking (a low value land use for land that is increasing in value).
- Rio Tinto owns a large parcel of land in the middle of the R&D Park, with little connection to neighbours.

- The southern parcels exhibit a number of issues, including:
  - Ageing buildings that require upgrading in the short to medium-term.
  - An organisation of built form and paths that is largely disconnected from the main campus.
  - Distant from frequent public transport services.
  - Little connection with the West Heidelberg Industrial Estate to the south.



## MASTER PLAN TACTICS

- Create an engaging research facility presence on the Kingsbury Drive frontage, which confidently tells the La Trobe University research story.
- Decommission unnecessary roads and consolidate car parking to create new development parcels throughout the R&D Park, especially along the Kingsbury Drive frontage.
- Improve pedestrian connections to surrounding neighbourhoods, with the Core Campus and Housing Neighbourhood nominated as a priority. A network of high quality active transport routes will also interconnect facilities within the R&D Park.
- Provide a vehicle connection that links the R&D Park with Forensic Drive.
- Ensure car parking in new development zones is consolidated and unobtrusive.
- Pursue partnership development with government and the private sector, ensuring that it aligns with the University's research agenda.
- Develop strong connections with the Rio Tinto site and the Forensic Services Centre.
- Use the Agri-Bio Building as a 'stepping stone' between the Core Campus and the rest of the R&D Park through the development of a high quality pedestrian and cycling path, which links to the Sylvia Walton building and the Core Campus more generally.
- Extend R&D Park activities south towards the campus interface with the West Heidelberg Industrial Estate to enable a range of research and commercialisation activities to occur that generally require greater levels of noise buffer and/or goods and truck access.
- Pursue development synergies with manufacturing uses within the West Heidelberg Industrial Estate (business incubator and research commercialisation).
- Create a high profile campus gateway at the Kingsbury Drive and Waterdale Road intersection.
- Consider the southern landholdings as a location for campus infrastructure or facilities that need heightened security or buffer zones.
- Develop a new long-term car park at the interface of the campus with the West Heidelberg Industrial Estate.
- Locate prominent teaching and research buildings at the interface with the Eco-corridor to create a cluster of regionally focussed activities, which have a common outlook to the highly valued central lake system (e.g. Development Parcel RD13).

## KEY DEVELOPMENTS

Development within the R&D Park is especially reliant on partnership and funding opportunities. Upon initiation of a new project to be sited within the Park, review of the proposed development against the provisions of the Master Plan will be required to determine an appropriate site. Key developments initiated by the University to improve the functioning and profile of the R&D Park include:

- 1 UPGRADE OF PEDESTRIAN & CYCLING CONNECTIONS**  
Poor connectivity is a major limitation to the neighbourhood at the moment; improving access and circulation is a key priority.
- 2 INCREMENTAL REMOVAL OF AT-GRADE CAR PARKING**  
Will allow the freeing up of land for future development.
- 3 KINGSBURY DRIVE FRONTAGE DEVELOPMENT**  
This is a significant interface providing opportunities on both sides of the road for high visibility facilities that both increase the profile of the University and promote research activities. Development here will need to be curated to ensure a high quality outcome. Development parcel RD13 in particular should be iconic due to its high visibility and location adjacent to the Eco-corridor.

# NEIGHBOURHOOD LANDSCAPE PLAN

## LANDSCAPE CONTEXT

The current R&D Park is dominated by car parking, roads and nondescript open landscapes. There are substantial numbers of large Eucalypts and other native tree species. The southern parcels of the R&D Park Neighbourhood share a border with the expansive West Heidelberg Industrial Estate.

## LANDSCAPE VISION

The R&D Park will be transformed into a lush precinct of buildings surrounded by high quality landscape. Fingers of green will be brought into the neighbourhood, connecting it with the adjacent Sports Fields Lake environs and the Housing Neighbourhood to the north.

The central access of Kingsbury Drive will be upgraded to create a boulevard – this will enhance the arrival experience into the R&D Park. The boulevard will have significant avenue tree planting, and will be reduced in speed to enable safe entering and exiting off the road. The road shall be flush with adjacencies, to allow at-grade crossing points for pedestrians and cyclists.

Connections will be maintained through the R&D Park, via the 'green fingers' of landscape, promoting alternative transport use within the neighbourhood.

Each building development will provide substantial, high quality open space adjacent to the building, facilitating outdoor activities.





## 1 CONNECTIONS

The R&D Park will be connected to adjacent neighbourhoods by safe and easily accessible pathways.

The pathways will connect into existing and proposed paths to promote walking and cycling throughout the University Town, and reduce the reliance on cars.

Paths will be of high quality, with tree lines that provide shelter from wind and sun.



## 2 COURTYARDS

Courtyard spaces will be created between proposed R&D Park built form.

These courtyards will have high quality finishes, and facilitate outdoor activities, such as lunches, meetings and teaching.

High quality outdoor spaces will encourage staff and students to be outside, thereby promoting a healthy lifestyle.

# DEVELOPMENT CONTROLS

## BUILT FORM

### HEIGHT

- Development on Kingsbury Drive will be 4-6 levels. Due to the road's incline to the east some development can push to 7 levels (RD13 and RD24).
- Northern R&D Park development will be 4-6 levels. Underdevelopment of sites will be discouraged
- Extensions to existing built form will be sensitive to current building heights, primarily 1-3 levels.

### ALIGNMENT & SETBACK

- Kingsbury Drive development will ensure orientation to the street to create an address on Kingsbury Drive.
- Alignment of built form along the Primary and Secondary Pedestrian Networks to encourage active engagement.
- Alignment with adjacent built form is preferred to provide a strong built form edge along key streets and paths.

### VIEW CORRIDORS

- A view corridor along Kingsbury Drive from the east to west will be maintained, ensuring visual connectivity for the length of the road.
- The southern extension of La Trobe Avenue needs to have clear view lines as it visually links the R&D Park with the Housing and Core Campus neighbourhoods.
- New development will protect and strengthen the view line along Centre Way, between the Core Campus to Mont Park.
- New development will allow for long view corridors along all primary and secondary pedestrian paths.
- Built form addressing Kingsbury Drive will consider high value sight lines to and from visible facades.

### ACTIVATED FRONTAGES

- Facades on Kingsbury Drive, Campus Crescent and Ring Road East need to be active and engage with the street.
- Priority activation of facades on the Primary Pedestrian Network.
- Ground floor/street level permeability will be encouraged in new development to ensure activation of all street frontages in the R&D Park.

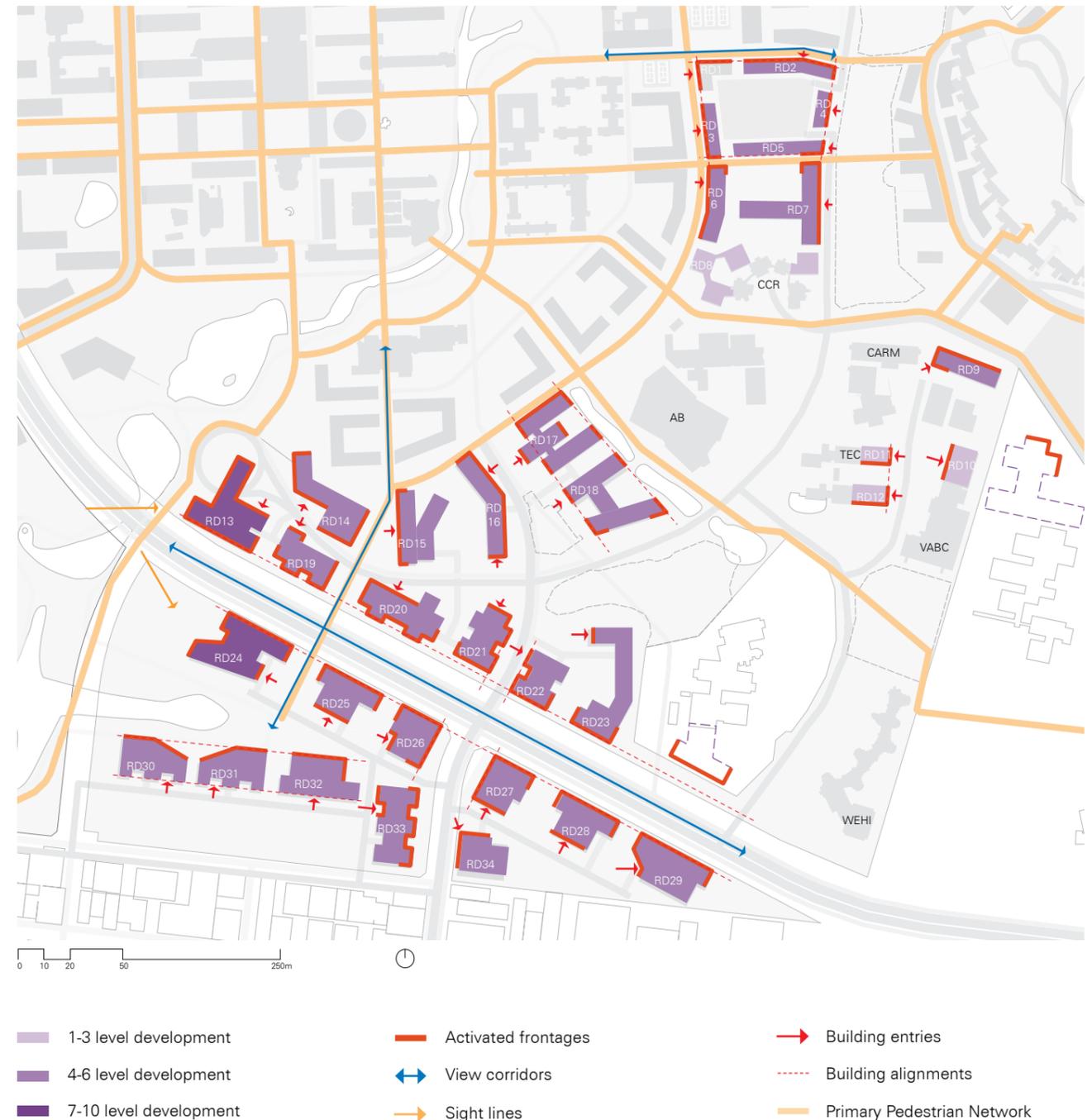
- Where possible ground floor spaces should make visible the interactions and collaboration within to make visible the important research efforts that occur in the R&D Park.

### ENTRANCE

- Primary entries to buildings should address the Primary Pedestrian Network. Therefore most entries will be on the Campus Crescent to the north of Kingsbury Drive and to the south via the central service roads.
- Primary entries will be co-located and align with other adjacent building entries, also with appropriate interior vertical circulation.
- Secondary entries will be highly visible and located on main pedestrian routes.
- Where development is an extension, the entry may be through the existing abutting built form.
- Ensure service entries to buildings are appropriately placed away and hidden from activated edges.

### INTERFACES

- North: the interface with the Eastern Gateway is largely characterised by the North Bushland Reserve, held under a Trust for Nature Covenant. Development needs to respect this sensitive edge.
- South: the West Heidelberg Industrial Estate will integrate with new development.
- East: Charles La Trobe College and the Forensic Services Centre (development here to be sensitive to neighbouring requirements).
- West: the Housing Neighbourhood is the R&D Park's link to the Core Campus. This edge needs to be developed with pedestrian connectivity in mind.
- Kingsbury Drive and Waterdale Road: these interfaces provide the R&D Park with an external face and important points of engagement.
- Offset Areas should be carefully incorporated within the R&D Park open space, providing an important ecological resource that is accessible to pedestrian users within the neighbourhood (in an appropriately managed manner).



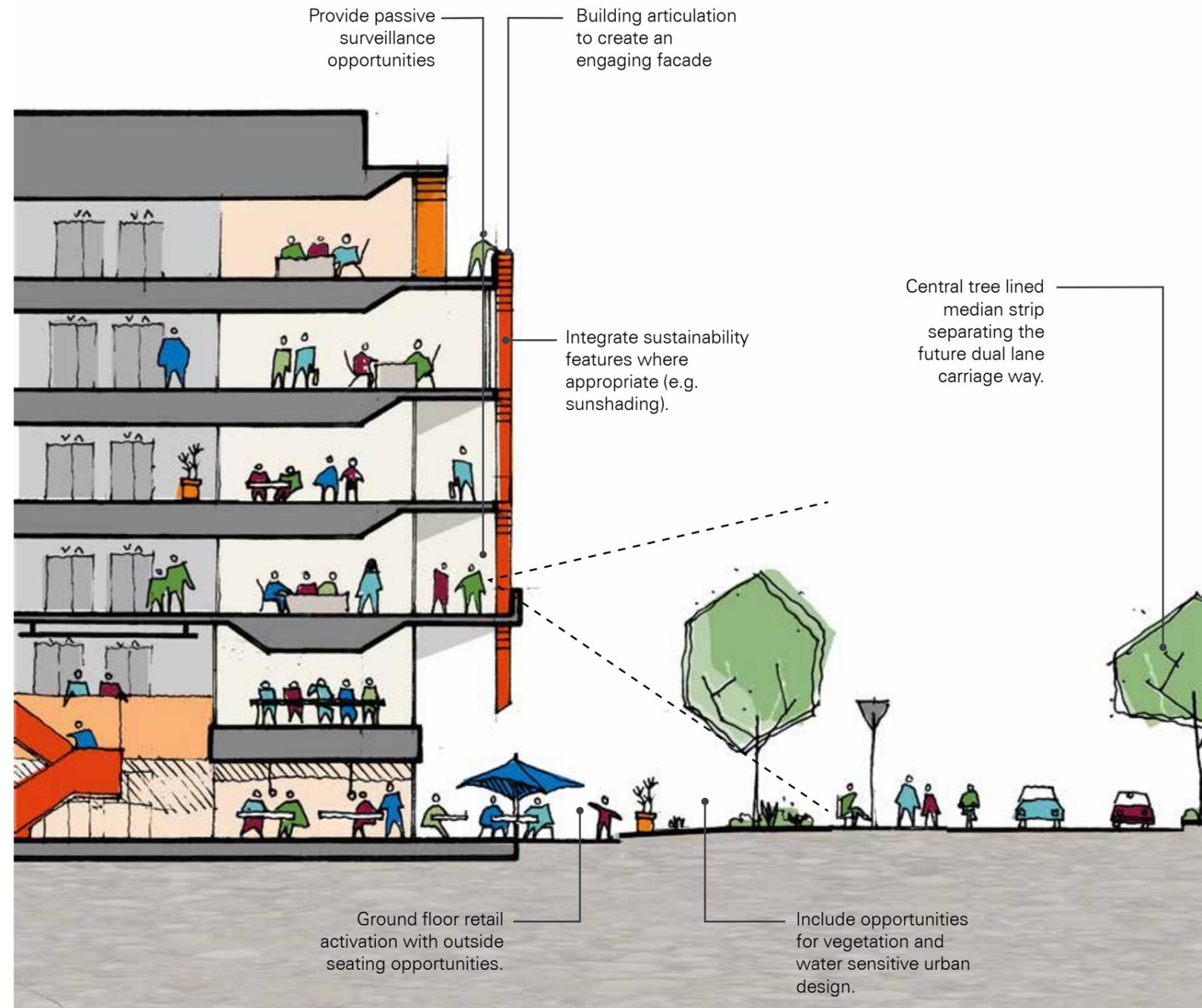


- Core-to-University built form
- Research built form
- Community built form
- Residential built form
- Sports built form and facilities
- Commercial built form
- Iconic built form development opportunity
- Primary Pedestrian Network

### NEW DEVELOPMENT

Name	Programme	Levels	GFA (sqm)	Notes
RD1	Sports and Community Building	4	3,444	
RD2	Research Building	4	6,280	
RD3	Research Building	4	3,708	
RD4	Research Building	4	2,472	
RD5	Research Building	4	6,156	
RD6	Research Building	4	6,876	
RD7	Research Building	4	13,172	
RD8	CCR Child Care expansion	1	2,589	
RD9	CARM Extension	3	4,674	
RD10	VACB Extension	2	2,588	
RD11	TEC Extension	2	1,288	
RD12	TEC Extension	2	1,748	
RD13	Research Building	7	29,876	Iconic
RD14	Research Building	6	20,520	
RD15	Research Building	6	19,374	
RD16	Research Building	6	15,162	
RD17	Research Building	6	23,022	
RD18	Research Building	6	22,692	
RD19	Research Building	7	17,087	
RD20	Research Building	6	20,424	
RD21	Research Building	6	15,660	Iconic
RD22	Research Building	6	13,278	Iconic
RD23	Research Building	6	24,192	
RD24	Research Building	6	25,602	
RD25	Research Building	6	15,888	
RD26	Research Building	6	15,198	
RD27	Research Building	6	15,198	
RD28	Research Building	6	15,888	
RD29	Research Building	6	21,540	
RD30	Research Building	6	17,238	
RD31	Research Building	6	17,238	
RD32	Research Building	6	20,628	
RD33	Research Building	6	21,102	
RD34	Research Building	6	12,354	
Total			474,156	

# NEIGHBOURHOOD VISUALISATION



Kingsbury Drive



Indicative section location

