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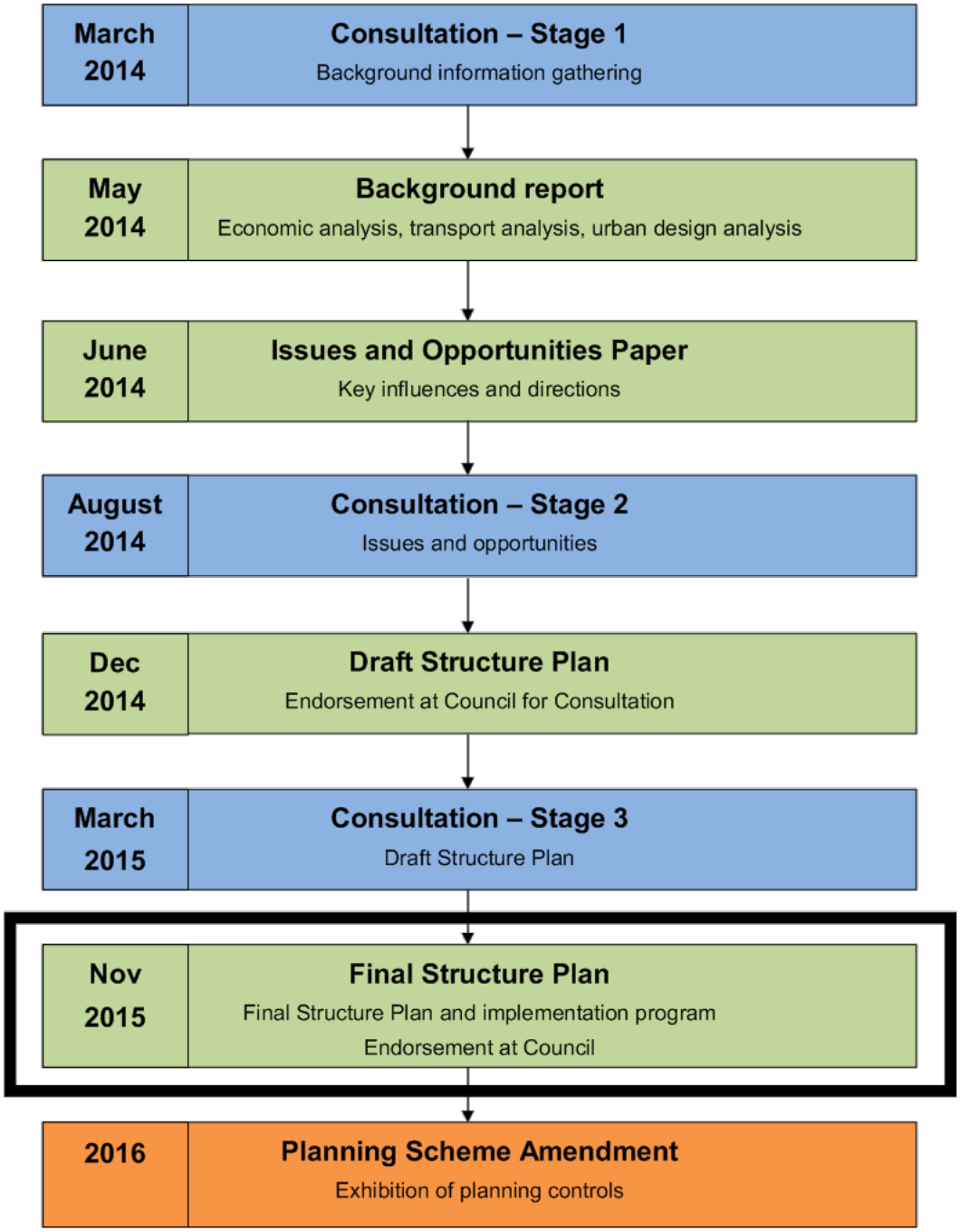
Attachment 1 GRHS - Project timeline - Attach 1 of 9

ATTACHMENT 1

Glenferrie Road and High Street Structure Plan

Nov 2015



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Attachment 2 GRHS - Consultation - Attach 2 of 9

ATTACHMENT 2

GLENFERRIE RD AND HIGH ST STRUCTURE PLAN
Stage 1 and 2 consultation summary

Stage 1 Consultation – Background Information
Consultation to gather background information was conducted from 3 to 24 March 2014. This consultation sought the community's views on key features and characteristics of the activity centre, areas for improvement, and what is envisaged for the future.

The community was able to provide background information through a number of forums including focus groups with traders and residents, one-on-one interviews with key stakeholders (schools, Malvern Central and Government Departments) and a survey (online and hard copy). Approximately 100 residents, business owners and organisations provided feedback during stage 1 consultation.

Issues and Opportunities
A report was considered by Council on 4 August 2014 which outlined the key issues and opportunities identified as part of Stage 1 consultation and the activity centre boundary. At this meeting Council resolved to use the issues and opportunities to form the basis of Stage 2 consultation. The issues and were tested as part of Stage 2 consultation. The issues and opportunities were addressed under the themes of access & movement, land-use, economic activity, built form & urban design and public realm.

Stage 2 Consultation – Issues and Opportunities
Consultation on the key issues and opportunities was conducted from 18 August to 5 September 2014. This consultation sought the community's views on:

- A draft vision for the activity centre
- Significant sites and the opportunities they present
- Key themes including; linkages and connections; car parking; pedestrian, cycle, public transport friendly environment; and open / public space.

Notice for Stage 2 consultation was undertaken in the following manner:

- A postcard to owners and occupiers in the surrounding area.
- Council's website included a designated webpage and an ad was posted on the City of Stonnington Facebook page.
- Notice was put in the Stonnington Leader advising of Stage 2 consultation.

In addition to this, the community was able to provide feedback through three discussion sessions with traders and residents. Approximately 50 residents, business owners and representation from the Glenferrie Road and High Street Traders Associations attended the discussion sessions.

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Attachment 3 GRHS - Built form - Attach 3 of 9

ATTACHMENT 3

DRAFT GLENFERRIE RD AND HIGH ST STRUCTURE PLAN
Key Built form aspects released for comment

Activity Centre boundary
The Activity Centre boundary includes properties on High Street, Glenferrie Road and Dandenong Road capturing commercial precincts and areas of increased retail and pedestrian activity. The draft Structure Plan also guides built form outcomes for 'peripheral areas' outside of the primary Activity Centre boundary. The 'peripheral areas' include those properties on Wattletree Road (East and West).

Built form
The consultants tested the built form capacity of the activity centre using modelling to determine what built form response may be required to accommodate the anticipated increase in dwellings and employment opportunities. The modelling also considered an appropriate design response to the site and context.

The analysis shows that there exists greater opportunity for infill development on High Street, particularly at the eastern end where there are non heritage buildings on larger sites. The fine grain subdivision pattern and heritage significance of buildings (Heritage Overlay and intact shop fronts) on High Street (middle to western end) and Glenferrie Road may constrain potential development.

Key built form guidelines require new development and additions to existing buildings, to:

- Respond to dominant parapet height and setback new built form.
- Provide visual surveillance of rear laneways.
- Incorporate softening of the laneway with material and landscape elements where possible.
- Position vehicle access off secondary streets or laneways where possible.
- Step down the height of buildings with a rear interface with low scale residential development.

Small, Medium and Large sites
The Draft Structure Plan defines *Small, Medium* and *Large* sites to acknowledge the existing variation in built form and better define which sites may be able to accommodate an additional level (up to 5 storeys).

- Small sites (S) are sites which have 6m street frontage (width), or less.
- Medium sites (M) are sites which have 6m-18m street frontage (width).
- Large sites (L) are sites which have street frontage (width) greater than 18m.

The Draft Structure Plan generally has a preferred building height of 4 storeys north of the railway corridor. An additional 5th storey may be accommodated on *Medium* and *Large* sites in High Street and Wattletree Rd West subject to high quality design and internal amenity.

Built form – by precinct
The Draft Structure Plan divides with Activity Centre into precincts based on the different preferred built form outcomes.
Street specific built form guidelines:

- Glenferrie Rd and part of Station St (4 storeys) – Emphasise street wall with any new upper level built form set behind the parapet.
- Glenferrie Rd and station environs (6 storeys next to Malvern railway station and south of the railway corridor) – Emphasise street wall with any new upper level built form set behind the parapet. Provide setbacks at the rear interface to transition with lower scale residential development.

- High Street and environs (4 storeys) (5 storeys on Large sites) – Maintain and enhance the streetscape diversity, with a combination of retained heritage fabric, and marginally taller contemporary street walls.
- Wattletree Road East (4 storeys) – Strengthen street edge while maintaining adequate street activation with foyer or common areas fronting the main road.
- Wattletree Road West (4 storeys) (5 storeys on Large sites) – Maintain the garden setting with new built form sited off at least one side boundary to allow for landscaping.

Heritage places
The intent of the Draft Structure Plan is to retain key heritage elements of a heritage building and reduce the prospect of 'facadism'.

The draft Structure Plan includes a 3-5m upper level setback, above street wall, for new buildings only. Greater setbacks may be required for heritage significant buildings. Council's draft heritage policy, considered by Council on 19 October 2015, requires a 8-10m upper level setback behind the street wall.

Dandenong Road Gateway (Strategic Redevelopment Site)
The Dandenong Road junction (car park behind the existing individually heritage significant 'Former Railway hotel' (graded A2) currently operating as the Angel Tavern) has been identified as a Strategic Development Site which has the potential to respond to its locality as a gateway development site. The car park at the rear of the Angel Tavern does not have heritage controls and there is a reduced potential for negative amenity impacts given the large railway cutting to the north and the wide carriageway of Dandenong Road to the south.

The Draft Structure Plan seeks to respond to the potential redevelopment of this site by including objectives for the precinct to:

- Establish a strong sense of arrival.
- Enhance the image of the precinct as the southern gateway of the Centre.
- Direct higher built form to the south along Dandenong Rd.
- Retain individually heritage significant heritage buildings and integrate intensive infill development.
- Maximise connections to the north – south pedestrian connection through the Malvern railway station.

Malvern Central
Malvern Central is an existing retail anchor with a very large footprint within the Activity Centre. The Draft Structure Plan anticipates that Malvern Central could accommodate additional retail, office and residential development through its redevelopment and intensification. A height of 8 storeys is designated for Malvern Central with 4 storeys along the Wattletree Road frontage.

The Draft Structure Plan seeks to respond to the potential redevelopment of this site by including objectives to:

- Achieve a high quality mixed use precinct including retail, office, residential and entertainment.
- Manage positive future expansion of Malvern Central within a vertical footprint.
- Explore opportunities for a shared pedestrian and cyclist path along the northern edge of the rail alignment.
- Explore opportunities for landscape works along the rail corridor.
- To improve visual presentation of Malvern Central's southern elevation.

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Attachment 4 GRHS - Brochure March 2015 - Attach 4 of 9

ATTACHMENT 4

GLENFERRIE ROAD AND HIGH STREET ACTIVITY CENTRE DRAFT STRUCTURE PLAN – HAVE YOUR SAY

City of STONNINGTON

Planning for the centre now and in the future

Dear Resident,

Stonnington City Council has consulted widely with people who live, work and visit the Glenferrie Road and High Street area to prepare a Draft Structure Plan.

This is your opportunity to view and provide feedback before the plan is finalised and translated into planning controls in the Stonnington Planning Scheme.

The Draft Glenferrie Road and High Street Structure Plan sets out a shared long-term vision for future growth and change in the area. The Plan aims to facilitate positive change in relation to the use of land, transport, open space and public realm. It will also cover neighbourhood character, development, building height and density, economic development and the appearance of the precincts.

This Draft Structure Plan is based on your earlier feedback. I hope you take the time to visit Council's website, complete a survey, attend the workshop or one of the walking tours. Council is seeking feedback on the Draft Structure Plan from 17 March to 13 April 2015.

This brochure aims to provide you with information on how you can view the Draft Structure Plan and provide feedback.

For more information, please visit: **www.stonnington.vic.gov.au/glenferriehigh**

Cr Melina Sehr

Mayor,
City of Stonnington

Why do we need a Structure Plan?

Defined by its two intersecting main streets, Glenferrie Road and High Street Activity Centre is an important economic/shopping hub in Melbourne's inner south east. It provides a range of retail and hospitality services to the immediate suburbs as well as speciality retailing with a regional catchment. Within the Melbourne metropolitan context this area is expected to be the focus of future development, both residential and non-residential. The Structure Plan focuses on the commercial zones of the centre, broadly located along the main strip shopping centre frontages of Glenferrie Road and High Street.

What is the Vision? In 2040, Glenferrie Road and High Street Activity Centre will be:

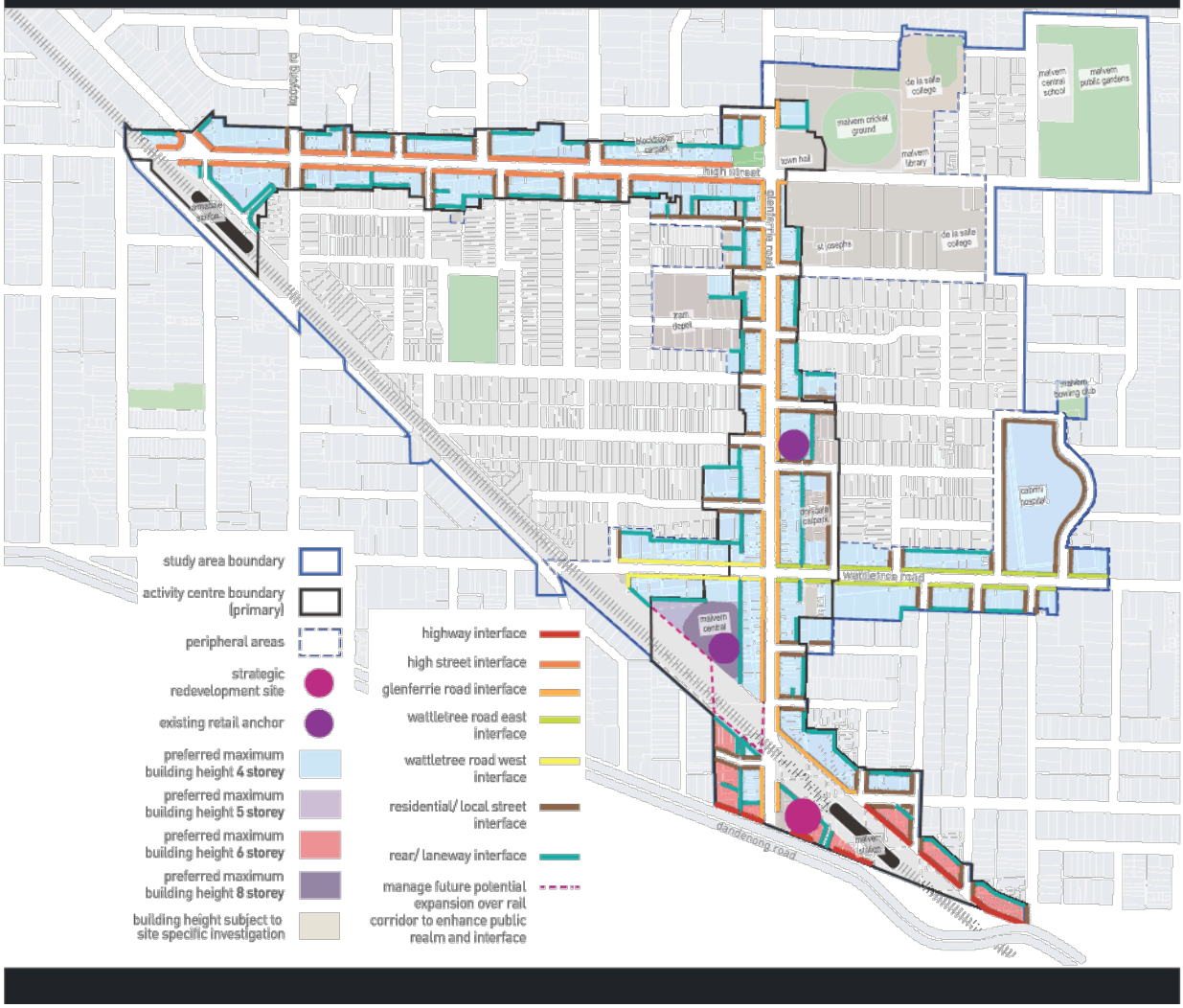
A thriving shopping centre, serving the day to day needs of the local community, coupled with a range of specialist retailers serving a wider regional area.

A vibrant, inviting, attractive and clean centre with well-designed 'green' streetscapes, pedestrian connections and community gathering nodes.

A centre where new development respects and enhances the form and scale of heritage buildings, which retain prominence.

A centre for localised employment and housing within the commercial spines whilst protecting the valued residential hinterland.

Built form plan – heights and setbacks



GLENFERRIE ROAD AND HIGH STREET ACTIVITY CENTRE DRAFT STRUCTURE PLAN

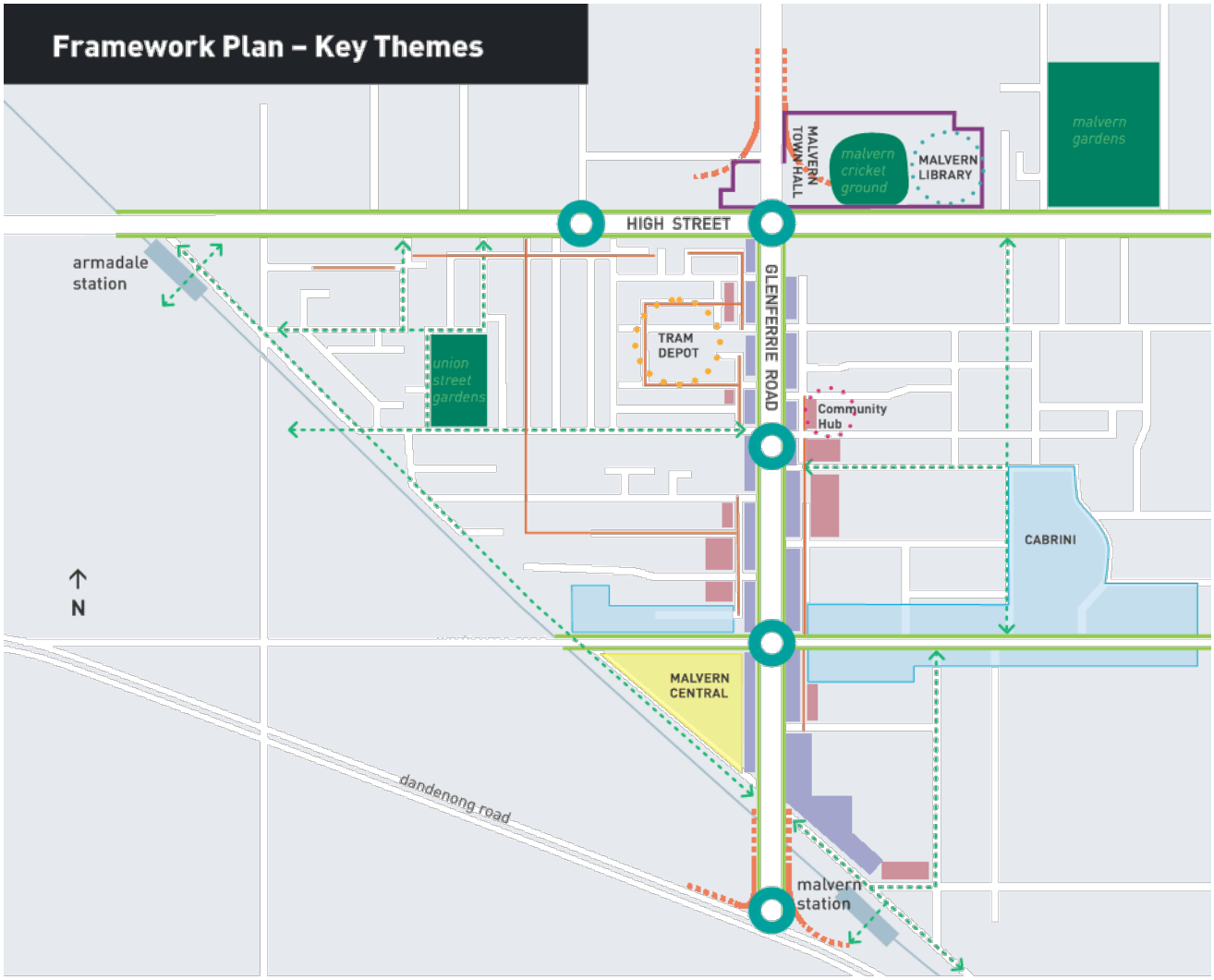
City of STONNINGTON

FRAMEWORK PLAN – KEY THEMES

What you told us

You said	Our response
Allow for Mobility and Safe Access	
Streets are 'community hubs' where pedestrian access should be prioritised. Conflict noted between pedestrians, cars, bikes and trams on Glenferrie Road. Need to improve the cycling routes by creating dedicated bike lanes.	Identify opportunities for public realm upgrades to streetscape, landscaping, shared spaces, way finding, pedestrian and working with VicRoads to give cycle prioritisation. Potential for additional pedestrian crossings along Glenferrie Road, including: Malvern Station, Union Street and Malvern Town Hall.
Green and For Everyone	
More **open space** is required. Need for general streetscape improvements.	Potential pedestrian focused public space at intersections of Union Street and Coldblo Tram Depot with Glenferrie Road. Improved integration of open space adjacent to Malvern Town Hall (Malvern Cricket Ground).
Facilitate Place Making / Celebrate Heritage and Embrace the Future	
Retention of **heritage** is an important element. New buildings to reflect scale of surrounding buildings and consideration to overshadowing and overlooking. Greatest opportunity for development is infill sites with no heritage value.	Retain heritage fabric and balance the opportunity for modest and sympathetic upper floor redevelopment. Setback upper level development above heritage fabric. New built form to be setback from sensitive interfaces.
Contribute to Local Economy	
Support for **mixture of uses**, while balancing impact on existing residential amenity and not displacing commercial uses. Development and use of land should build a sense of community through street life and activity, including support for night time uses (ensuring appropriate location and sensitive to amenity). A need was identified for additional public toilets.	Strengthen local and regional role of the centre, focusing on the unique differences and combined strengths of Glenferrie Road and High Street.

Framework Plan – Key Themes



Contribute to Local Economy

- Acknowlege **High Street** as a regional commercial and retail destination
- Strengthen local and retail role of **Glenferrie Road**

Provide guidance to possible future expansion of Malvern Central

Consolidate medical and health facilities along Wattletree Road

Encourage entrepreneurship, creative industry and special focal points in the Centre

Facilitate Place Making

- Establish active and attactive street presentations along **Glenferrie Road** and **High Street**
- Establish clear urban form and design guidance through key strategic development areas

Establish new and strengthen clearly defined gateway and entries into the Centre

Consolidate and strengthen community node around Malvern Library and Malvern Cricket Ground

Allow for Mobility and Safe Access

- Establish clear streets hierarchy and users' priorities

Encourage and facilitate more sustainable modes of travel within and around the Centre

Establish clearly defined pedestrian linkages and manage road crossing points

Celebrate Heritage and Embrace the Future

- Protect and ehance significate heritage fabric along **Glenferrie Road** and **High Street**

Protect and enhance the laneway network within the Centre

Encourage development to provide a secondary address to rear lanes behind Glenferrie Road

Encourage development to provide a secondary address to the rear at commercial interfaces

Green and For Everyone

Consolidate and strengthen the community node around the Civic Space

Strengthen public meeting space and vegetation at and around important junctions

Improve access to all public open spaces

Establish potential event spaces at key sites

Establish additional vegetation in the public realm

Potential community hub and public open space

What you told us

You said	Our response
Dandenong Road Gateway lacks character and would benefit from a gateway treatment and improved amenity.	Enhance the precinct to the southern side of the station as the 'gateway' to the centre, including potential for a landmark building. Direct higher intensity built form along Dandenong Road.
Malvern Central to accommodate a potential taller built form, expanded range of commercial uses and enhancing links to Glenferrie Road.	Encourage high quality mixed use precinct with potential higher built form. Potential additional link to Malvern Central from Glenferrie Road.
Development over the railway line while preserving the heritage value of **Malvern Station**, Station Street and Claremont Avenue village. Improved accessibility to the station and better bicycle parking.	Investigate improvements to pedestrian movement and amenity between tram stops, railway station and key destinations. Establish community focused 'activity node' to the north of Malvern Station.
Armadale Station/ Kings Arcade: potential for more vibrancy and higher quality public realm. A shared space for pedestrians and cars to improve environment for pedestrians; improved car parking conditions, way-finding and landscaping.	Investigate creation of pedestrian and vehicular 'shared space' along Morey Street and Kingsway. Improve defined pedestrian movement between tram stops, railway station and key destinations.
Wattletree Road: support for health precinct but interface with residential areas needs to be managed, heritage value protected and expansion of health services should be limited to Wattletree Road. Car parking for visitors and staff is a key issue.	Wattletree Road (east of Glenferrie Road) to include maximum building heights and rear setbacks. Side setbacks to accommodate landscaping. Wattletree Road (west of Glenferrie Road): Active frontages at ground level with weather protection canopies. Rear setback ground level to ensure functional use of rear laneway.
Tram depot precinct presents some new opportunities. Protection of the heritage listed buildings was strongly supported.	Greater public access to area for temporary community events. Landscaping and public realm improvements at Glenferrie Road. Improved pedestrian and cycle connections through and around the precinct.
Malvern Town Hall and Civic Precinct: improved way-finding, enhanced pedestrian access to and through the site (e.g. creating a walking circuit), and improve landscaping.	Improve the integration of Malvern Cricket Ground and Malvern Library with the Town Hall and Civic Precinct. Improve defined pedestrian movement between tram stops, railway station and key destinations.
Malvern Square (corner Glenferrie Road and High Street): incorporate more green into the landscape with shady trees/creepers/lawn. Use as a market space, making the site more level so that it can be used as a congregation space with additional public seating.	Encourage activities within the existing Malvern Square to highlight it as a gathering space in the centre.
All **car parks should be retained** and new developments should include suffcient parking. Improve the safety and amenity of car parks through way-finding, signage, enhanced lighting, landscaping, weather protection and public toilets.	Retention of public car parking spaces with public realm improvements to improve amenity. Improve the quality of north-south pedestrian, bicycle and vehicle access through the at-grade car parks. Redesign the intersection between Llaneast Street car park and Wattletree Road to address road safety issues.

How to find out more and have your say?

Council is undertaking consultation from 17 March to 13 April 2015. This provides the opportunity to review the Draft Structure Plan and comment on the proposed initiatives.

Register to participate in a workshop or walking tour

COMMUNITY WALKING TOUR 1:

Saturday 21 March 2015 at 10am–12pm

Meeting point at Malvern Town Hall, outside the Service Centre entrance (on High Street)

COMMUNITY WALKING TOUR 2:

Tuesday 24 March 2015 at 10am–12pm

Meeting point at Malvern Town Hall, corner Glenferrie Road and High Street

COMMUNITY WORKSHOP:

Malvern Town Hall, corner Glenferrie Road and High Street (entry via Glenferrie Road)
Tuesday 24 March 2015 at 6–8pm

Call 8290 1395 to register

Fill out a survey

Fill out or download a survey from **www.stonnington.vic.gov.au/glenferriehigh**

Collect a hard copy survey from Council Service Centres or libraries.

Provide feedback

- Visit **www.stonnington.vic.gov.au/glenferriehigh**
- Write to City of Stonnington, PO Box 21, Prahran 3181
- Email strategicplanning@stonnington.vic.gov.au

More information

To view the Draft Structure Plan visit Council's Service Centres

- Planning Counter, Prahran Town Hall, corner Chapel and Greville Streets
- Service Centre, Malvern Town Hall, corner Glenferrie Road and High Street

Or visit **www.stonnington.vic.gov.au/glenferriehigh**

Or call 8290 1395

Next steps

Council will consider the feedback before endorsing the final Plan.

The Draft Structure Plan will inform the preparation of new planning controls through a Planning Scheme Amendment which will be subject to a formal consultation process.

MULTILINGUAL INFORMATION Call the Stonnington Community Link. A multilingual telephone information service.

General Enquiries		8290 1333	Greek	Ελληνικά	9280 0732	Russian	Русский	9280 0735
Mandarin	普通話	9280 0730	Italian	Italiano	9280 0733	Indonesian	Bahasa Indonesia	9280 0737
Cantonese	廣東話	9280 0731	Polish	Polski	9280 0734	All other languages		9280 0736

CITY OF STONNINGTON
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PO Box 21 Prahran, Victoria 3181

SERVICE CENTRES
Corner Glenferrie Road and High Street, Malvern
Corner Chapel and Greville Streets, Prahran
293 Tooronga Road, Malvern
www.stonnington.vic.gov.au

City of STONNINGTON

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Attachment 5 GRHS - Consultation Summary July 2015 - Attach 5 of 9

CONSULTATION SUMMARY: STAGE 3
July 2015
GLICK'S
CONTINENTAL KOSHER BUTCHERS
2015
GLENFERRIE ROAD
HIGH STREET
ACTIVITY CENTRE STRUCTURE PLAN

Introduction

What is a Structure Plan?

The City of Stonnington is preparing a Structure Plan to plan for and manage the future development and growth of the Glenferrie Road and High Street activity centre to 2040. . Council has recently completed the Draft Structure Plan and has undertaken the associated Stage 3 Consultation phase. The Draft Structure Plan sets out a vision for the look and feel of the Centre, and provides design guidance and parameters for potential future growth and change.

Report Purpose

This report provides summary of the feedback received during the Stage 3 consultation phase. It is designed to acknowledge the responses, issues and opportunities identified by the community and stakeholders. The feedback has been paraphrased to illustrate the sentiment of the participants. The report is structured to respond to each of the core consultation questions.

Next Steps

The City of Stonnington will consider all the feedback received during the engagement period, together with directions set out in government policy and evidence from research studies that will be undertaken. The information will be used to inform the final Glenferrie Road, High Street Structure Plan.

Background Context

Glenferrie Road and High Street is a designated Major Activity Centre and transport hub approximately 8 kilometres southeast of Melbourne's Central Business District.

The area includes two distinct shopping areas along High Street, Armadale and Glenferrie Road, Malvern. Extending from west of Armadale Station near High Street to south-east of Malvern Station off Glenferrie Road, the area is large in scale and offers a mix of shopping, leisure and employment, together with health and education facilities within and around the centre. As a Major Activity Centre, state government policy identifies that the centre provides additional scope to accommodate ongoing investment and change in retail, office, community, services and residential markets.

Community and Stakeholder Engagement

Community consultation was undertaken as part of Stage 1 in March 2014. This first round of consultation sought the community's views on key features and characteristics of the Centre, including areas required for improvement and the overarching vision for the future. Similar discussions were also conducted with other stakeholders such as traders and major landholders as well as government departments and agencies.

Stage 2 consultation focused on the key issues and opportunities to be developed within the Structure Plan and was conducted from 18 August to 5 September 2014. This consultation sought the community's views on a draft vision for the activity centre, significant sites and what opportunities they present. Key themes were also discussed, including; linkages and connections; car parking; pedestrian, cycle, public transport friendly environment; and open / public space.

Stage 3 consultation was conducted from 16th March to 3rd April 2015 and allowed the community and stakeholders to review the Draft Structure Plan. Public Notification of the Stage 3 Community Consultation process was conducted by publishing a notice in the Stonnington Leader on 17th March, 2015 and sending 6000 brochures within and surrounding the Structure Plan area. Relevant information was made available on-line via the City of Stonnington website, where an information brochure, FAQ sheets and questionnaire could be downloaded. Refer to Appendix 1 for the Brochure and Appendix 2 for the online questionnaire template.

Methodology

The methodology undertaken throughout the Stage 3 consultation process was streamlined into 5 key stages to ensure simplicity and clarity of the project process. These stages include;

- Stage 1: prepare draft consultation engagement material
- Stage 2: finalise consultation engagement material
- Stage 3: undertake consultation processes
- Stage 4: analysis of consultation feedback
- Stage 5: prepare key findings and recommendations report

Consultation platforms

The community, including local residents, landholders and other stakeholders were given the opportunity to provide feedback via a number of platforms, including;

- *An online survey*

  A total of 18 participants provided feedback in the Draft Structure Plan Online Survey. This questionnaire sought feedback on a range of issues including heritage and built form, landscape and open space, economic activity, car parking and public transport. Participants were given the opportunity to answer questions with 5 options ranging from 'Strongly Don't Support' through to 'Strongly Support'. There was also opportunity to provide detailed comment on each theme of the Draft Structure Plan.

- *Email submissions*

  Email submissions commenting on the proposed initiatives with the Daft Structure Plan were encouraged from 17 March to 13 April 2015. A total of 22 submissions were received.

- *Community walking tour/ information session*

  A Community 'Walkshop' was held on Saturday 21st of March 2015 at 10.00am to 12.00pm. A total of 5 people participated in the event. The format of this consultation initiative included 2 parts, comprising a 1 hour Study Area tour conducted by the Structure Plan authors and a 1 hour follow up workshop for additional questions and discussions. The purpose of this 'Walkshop' was to engage with a group of interested residents, workers and business owners on the Draft Structure Plan recommendations and to highlight particular initiatives 'on ground'. This was an opportunity to generate discussion, answer questions and receive feedback from various participants.

Summary of feedback

The key issues discussed during this phase of consultation include:

- The retention of heritage buildings and the impact of potential vertical expansion(upper level additions);
- The premise of preferred maximum building heights throughout the activity centre;
- Urban design initiatives to enhance the appearance and function of laneways and public spaces; and
- Key pedestrian, cycling and public transport aspects of the plan.

Consultation feedback

The feedback received from the online survey, email submissions and Walking tour are collated into **key** themes below:

Heritage values

In summary, there was strong support for the retention and restoration of heritage buildings along the Glenferrie Road and High street commercial spines. There were concerns regarding the future development along these streets with residents cautious of potential over-development of contemporary forms at upper levels. It was considered that new forms might potentially erode the valued character of these significant streetscapes. A number of submissions sought the need for clearer design guidelines to define 'sympathetic' additions to heritage forms.

Proposed preferred maximum building heights and setbacks

A variety of submissions were received pertaining to the proposed preferred building heights across the Study Area. In general terms, it was considered the preferred building height of 4 storeys across High Street and Glenferrie Road would result in excessive overshadowing and visual bulk effects. Feedback received also indicated the preference for maximum building height of up to 3 storey, particularly on sites where heritage buildings are to be retained. Furthermore, it was considered that a clearer set of assessment guidelines are required, which demonstrate how developments exceeding 4 storeys should be designed and assessed. Whilst there is no strong objections that increased development heights and density could be contemplated on the right sites, the Structure Plan would need to stipulate the required characteristics, which warrant strategic sites nomination, or where development above 4 storey could potentially be accommodated.

There was support for the preferred maximum 6 storey height designation in areas where it is currently proposed. These heights should also be translated into areas within close proximity to public transport and areas of increased commercial activity.

Location-specific feedback regarding preferred building heights can be summarised as followed;

- The preferred maximum building height of 6 storeys along Station Street (between Soudan, McKinley Avenue and Glendearg Grove) will not adequately allow appropriate transition to residential land to the north. Due to the presence of the intersections and railway embankment, there was preference for the Structure Plan to be amended to allow 4 storeys at this area and maintain 6 storeys where land truly interfaces Dandenong Road.
- Proposing a blanket preferred height limit of 4 storeys along Station Street is considered underwhelming given increasing development potential within this precinct. The preferred height of 6 storeys is warranted having regard to the sites strategic location within close proximity to public transport and commercial activity.
- It is considered that limiting building heights to 4 storeys to the south of Evandale Road along Glenferrrie Road could potentially make development unviable. A preferred building height of 5-6 storeys (maximum height of 18-19m) is preferable.
- Encourage mixed-use (shop-top) development of 6-8 storeys along High Street to encourage increased activity and vibrancy within the centre.

Land use

In Summary, submitters were mindful of the impact of expanding commercial, medical and higher-density residential development on existing single dwelling residential land in the Study Area. The Structure Plan needs to consider the impact of ongoing development within areas that are subject to a variety of land uses.

A number of specific land use issues arose from the consultation phase including:

- The car park on the corner of Coonil and Wattletree Roads could be considered as part of the 'Coonil Estate' and not the Cabrini Medical Precinct.
- Council to publicly acquire the Williams Street carpark currently owned by Macro Foodstore on High Street.

At the other end of the spectrum, submissions supported the designation of Wattletree Road as a medical and health precinct, with the acknowledgement that development outcomes in this area will represent a different built form character than the surrounding residential hinterland due to the operational requirements of the hospital.

Furthermore, submissions supported the Draft Structure Plan's direction surrounding the facilitation of place making and the future expansion of Malvern Central. It is submitted that this precinct should be nominated within the Structure Plan as being a key gateway to the Activity Centre from Dandenong Road. It was also acknowledged the forecast growth of 800 to 900 additional dwellings is to be accommodated with the Activity Centre by 2031 and therefore residential development should be accommodated at Malvern Central to enhance the viability of the centre without undermining the amenity of the local area.

Landscape and public realm initiatives

Generally speaking, submissions received were strongly supportive of the Draft Structure Plan with regards to public realm upgrades and streetscape improvements throughout the Study Area. It was accepted that additional way-finding signage is required within the commercial/ retail precinct; however, the implementation of signage should be a part of a holistic approach to avoid creating visual clutter.

Feedback also suggested that the Study Area is considered to be at capacity with regards to public open space and the Structure Plan should therefore show greater emphasis towards public open space for existing and future residents. Additional public open space should offer various programs to cater for a wide range of age groups. This could include 'pocket playgrounds' for children. Overall, existing and proposed public spaces should ensure pedestrian safety and passive surveillance.

Other issues raised include the need to enhance pedestrian movement throughout the Study Area for people with various levels of mobility is also a considerable concern for residents, including the need for additional accessible public toilet facilities. The need for additional 'pause points' along Glenferrie Road and High Street was also raised which can also accommodate additional bike parking. This could also work in conjunction with the implementation of community art and installations.

Specific suggestions relating to public realm improvement include;

- A sign at Malvern Station to direct pedestrian movement to Glenferrie Road;
- Facilitate pedestrian access to the east of Malvern Station;
- A pedestrian crossing adjacent to the Glenferrie Road and Winter Street (at the entrance of Coles).

Car parking and traffic management

Ensuring the Structure Plan considers opportunities to manage vehicle congestion, public transport as well as integrated pedestrian and cycling networks was a key issue identified within the consultation feedback. It was acknowledged that additional public car parking within the Study Area is required in the immediate future, with concerns pertaining to the impact of future development within an already congested Activity Centre.

Other feedback sought for the removal of car parking along Glenferrie Road and High Street to effectively provide safe and convenient pedestrian and cycle networks as well as improve upon the existing tram network along these major roads. Feedback suggested that tram 'super stops' along these routes could significantly improve access and movement throughout the Study Area.

Overall, the consultation feedback indicated that further information and research is required regarding the provision of car parking and public transport upgrades for new residential and commercial development across the study area.

What do people like about the Draft Structure Plan?

In summary, online feedback received suggest that residents are particularly satisfied with the acknowledgement of heritage values and the intention to retain heritage buildings. Consideration towards the enhancement and creation of community hubs as well as improvements to public open spaces and streetscapes is also an admirable feature of the Draft Structure Plan Residents also commend the strong focus on local business opportunities to stimulate the economy along High Street and Glenferrie Road. Overall, feedback suggested that Structure Plan should be seen as a Community focused document with clear references to the effective utilisation of the Study Area for residents, visitors and employees etc.

What do people dislike about the Draft Structure Plan?

Overall, the key concerns from the online feedback relate to car parking, traffic congestion, preferred building heights and pedestrian/ cycle networks. It is considered the Structure Plan should ensure that new development provides sufficient off-street parking as well as additional car parking in the immediate future for visitors and shoppers. The preferred maximum height of building nominated throughout various precincts is considered too high. In most cases, it is accepted that three storeys should be the maximum preferred height or upper levels should be significantly setback. Further consideration towards pedestrian and cycle movement across the Study Area is required as well as the impact of traffic congestion as a result of the proposed preferred maximum building heights and increased dwelling density.

Other

The Key Themes - Framework Plan provided in Council's Community Consultation brochure inaccurately illustrated the Precinct Boundary as encompassing land to the south of Derril Avenue, extending to Thanet Street. It is noted that this plan was inadvertently misinterpreted during the compiling of consultation documentation, which gave rise to questions and concerns about exactly what land close to Cabrini Hospital was in or out of the Structure Plan boundary. The Draft Key Themes Plan prepared by the Structure Plan Consultant correctly illustrates the proposed Activity Centre Boundary including Cabrini Medical Precinct Boundary.

A Legend error was identified on page 15 'Economic Activity Map' incorrectly identifies Cabrini Hospital as a 'retail anchor'. This item has been rectified and identifies the land as an 'employment node'.

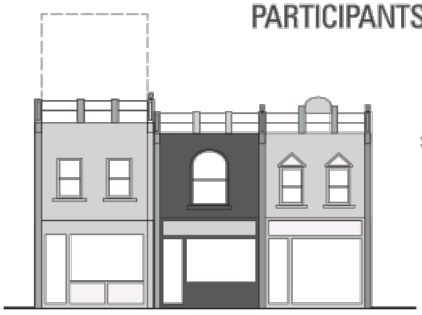
GLENFERRIE ROAD HIGH STREET STRUCTURE PLAN

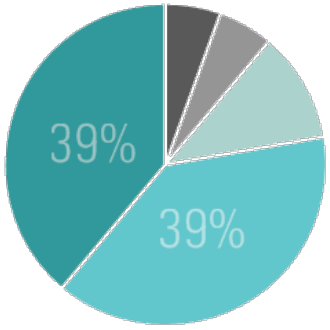
FAST FACTS

ONLINE COMMUNITY SURVEY

18 PARTICIPANTS

STRONGLY SUPPORT
SUPPORT
NEUTRAL
DONT SUPPORT
STRONGLY DONT SUPPORT
CANT SAY





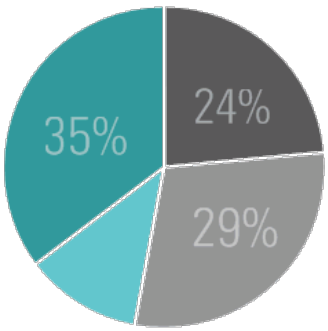
RETAIN HERITAGE BUILDINGS,

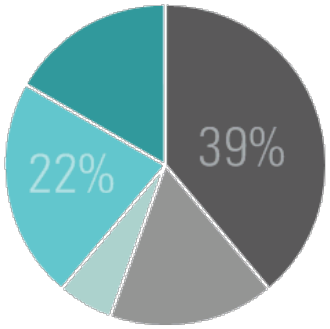
AND ALLOW SYMPATHETIC ADDITIONS AT UPPER LEVELS

DIRECT POTENTIALL TALLER BUILT FORM OF A

PREFERRED MAXIUM HEIGHT OF 5 TO 8 STOREYS FOR MALVERN CENTRAL

AND THE KEY STRATEGIC REDEVELOPMENT SITE SOUTH OF MALVERN STATION



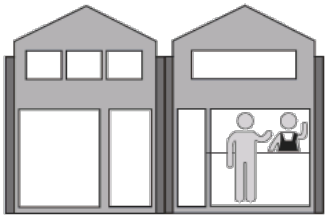


ENSURE THE

PREFERRED MAXIUMUM HEIGHT OF BUILDINGS

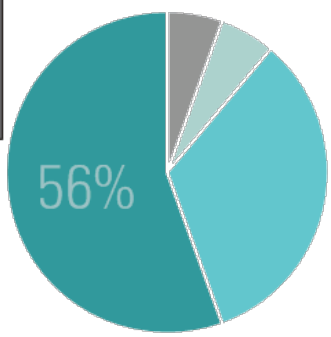
THROUGHOUT THE ACTIVITY CENTRE IS PREDOMINANTLY

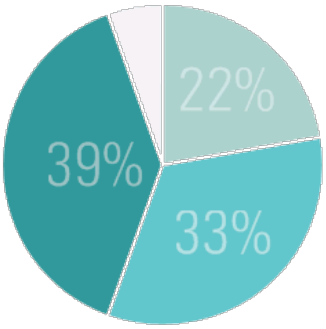
4 STOREYS



ACTIVELY ENCOURAGE EMPLOYMENT, COMMERCIAL ACTIVITY

AND RETENTION OF SMALL SCALE BUSINESS AND BOUTIQUE SHOPS THROUGH PLANNING POLICY





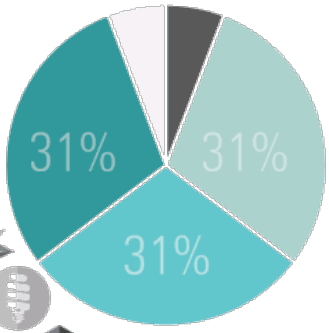
ENHANCE AND UPGRADE THE APPEARANCE OF LANEWAYS

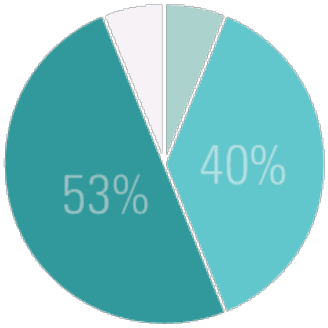
TO REAR OF COMMERCIAL PROPERTIES WHERE THEY PROVIDE THROUGH LINKS AND ACCESS TO PUBLIC CAR PARKS

INVESTIGATE POTENTIAL FOR

TEMPORARY EVENT SPACES

AT KEY LOCATIONS





INVESTIGATE POTENIAL

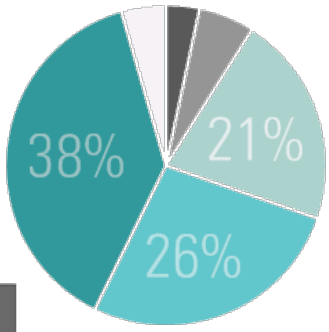
PUBLIC REALM UPGRADES

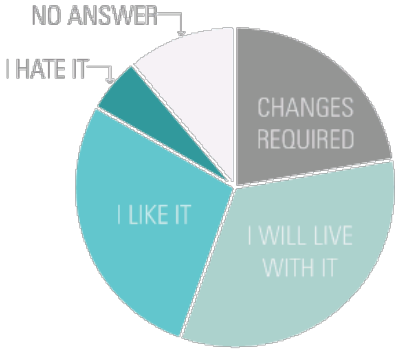
AND IMPROVEMENTS AT KEY LOCATIONS

TO WHAT EXTENT DO YOU SUPPORT THE FOLLOWING KEY

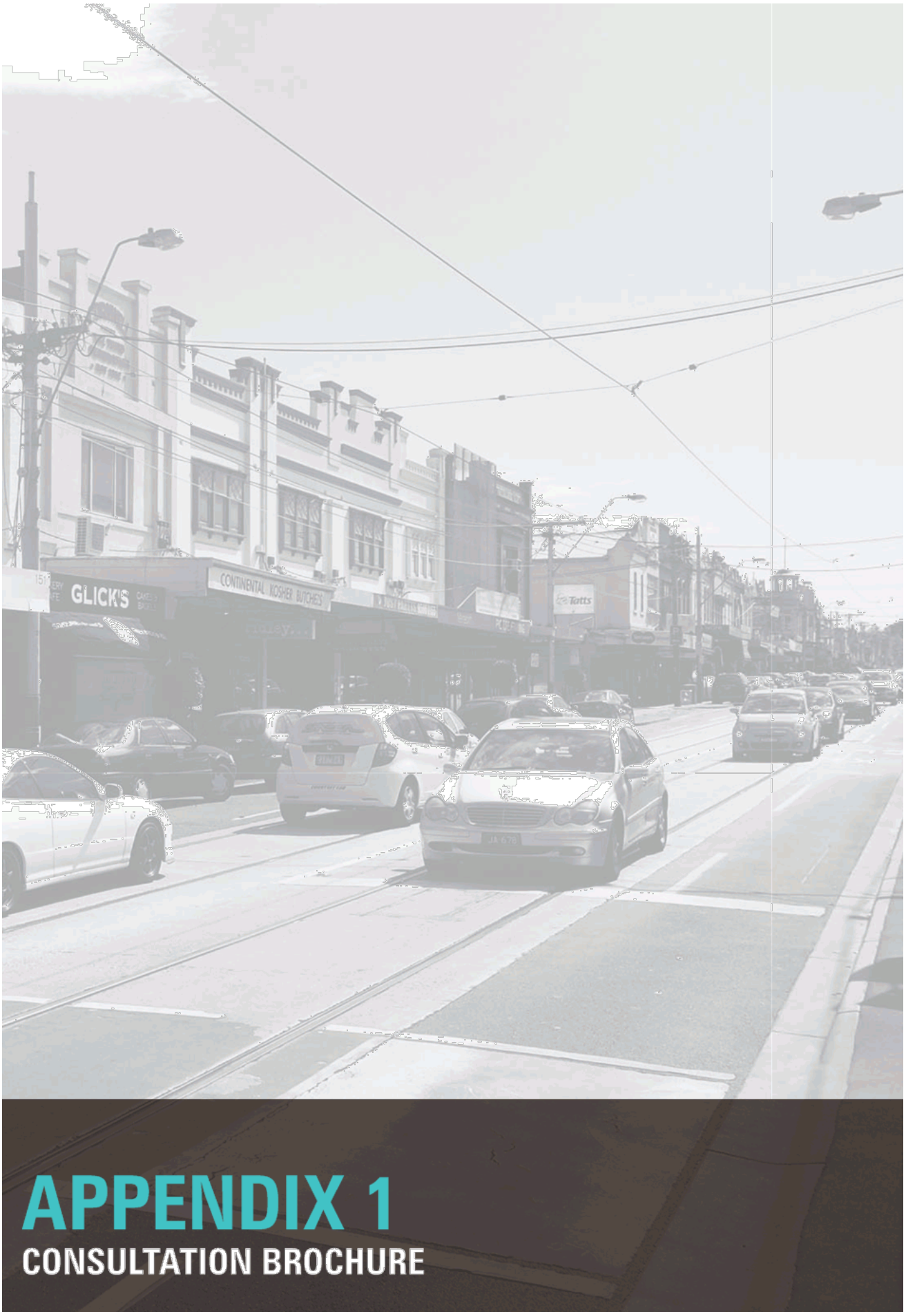
PEDESTRIAN AND CYCLING

ASPECTS OF THE PLAN?





OVERALL LEVEL OF COMFORT WITH STRUCTURE PLAN



APPENDIX 1
CONSULTATION BROCHURE

GLENFERRIE ROAD AND HIGH STREET ACTIVITY CENTRE DRAFT STRUCTURE PLAN – HAVE YOUR SAY

City of STONNINGTON

Planning for the centre now and in the future

Dear Resident,

Stonnington City Council has consulted widely with people who live, work and visit the Glenferrie Road and High Street area to prepare a Draft Structure Plan.

This is your opportunity to view and provide feedback before the plan is finalised and translated into planning controls in the Stonnington Planning Scheme.

The Draft Glenferrie Road and High Street Structure Plan sets out a shared long-term vision for future growth and change in the area. The Plan aims to facilitate positive change in relation to the use of land, transport, open space and public realm. It will also cover neighbourhood character, development, building height and density, economic development and the appearance of the precincts.

This Draft Structure Plan is based on your earlier feedback. I hope you take the time to visit Council's website, complete a survey, attend the workshop or one of the walking tours. Council is seeking feedback on the Draft Structure Plan from 17 March to 13 April 2015.

This brochure aims to provide you with information on how you can view the Draft Structure Plan and provide feedback.

For more information, please visit: **www.stonnington.vic.gov.au/glenferriehigh**

Cr Melina Sehr

Mayor,
City of Stonnington

Why do we need a Structure Plan?

Defined by its two intersecting main streets, Glenferrie Road and High Street Activity Centre is an important economic/shopping hub in Melbourne's inner south east. It provides a range of retail and hospitality services to the immediate suburbs as well as speciality retailing with a regional catchment. Within the Melbourne metropolitan context this area is expected to be the focus of future development, both residential and non-residential. The Structure Plan focuses on the commercial zones of the centre, broadly located along the main strip shopping centre frontages of Glenferrie Road and High Street.

What is the Vision? In 2040, Glenferrie Road and High Street Activity Centre will be:

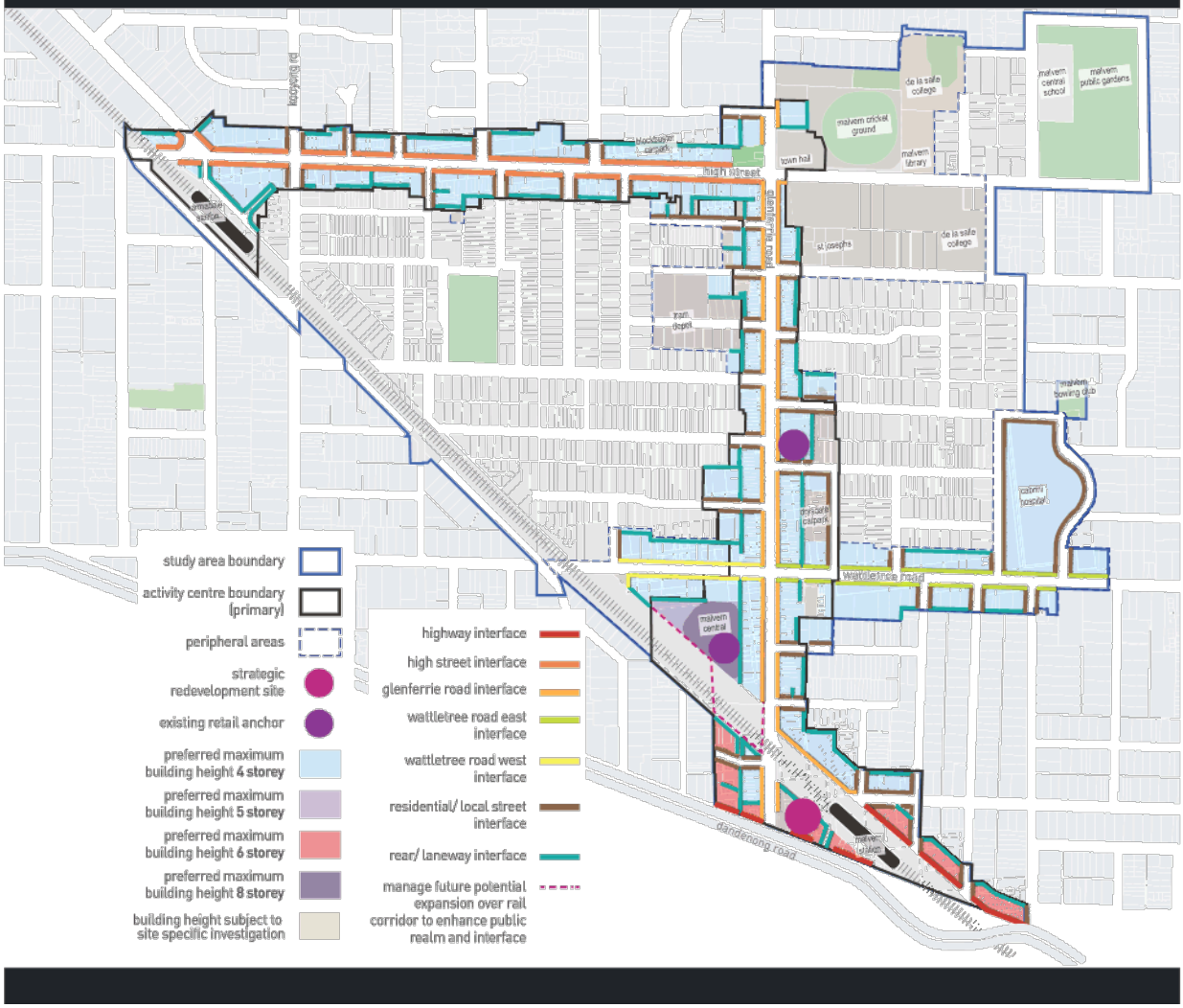
A thriving shopping centre, serving the day to day needs of the local community, coupled with a range of specialist retailers serving a wider regional area.

A vibrant, inviting, attractive and clean centre with well-designed 'green' streetscapes, pedestrian connections and community gathering nodes.

A centre where new development respects and enhances the form and scale of heritage buildings, which retain prominence.

A centre for localised employment and housing within the commercial spines whilst protecting the valued residential hinterland.

Built form plan – heights and setbacks



What you told us

You said	Our response
Dandenong Road Gateway lacks character and would benefit from a gateway treatment and improved amenity.	Enhance the precinct to the southern side of the station as the 'gateway' to the centre, including potential for a landmark building. Direct higher intensity built form along Dandenong Road.
Malvern Central to accommodate a potential taller built form, expanded range of commercial uses and enhancing links to Glenferrie Road.	Encourage high quality mixed use precinct with potential higher built form. Potential additional link to Malvern Central from Glenferrie Road.
Development over the railway line while preserving the heritage value of **Malvern Station**, Station Street and Claremont Avenue village. Improved accessibility to the station and better bicycle parking.	Investigate improvements to pedestrian movement and amenity between tram stops, railway station and key destinations. Establish community focused 'activity node' to the north of Malvern Station.
Armadale Station/ Kings Arcade: potential for more vibrancy and higher quality public realm. A shared space for pedestrians and cars to improve environment for pedestrians; improved car parking conditions, way-finding and landscaping.	Investigate creation of pedestrian and vehicular 'shared space' along Morey Street and Kingsway. Improve defined pedestrian movement between tram stops, railway station and key destinations.
Wattletree Road: support for health precinct but interface with residential areas needs to be managed, heritage value protected and expansion of health services should be limited to Wattletree Road. Car parking for visitors and staff is a key issue.	Wattletree Road (east of Glenferrie Road) to include maximum building heights and rear setbacks. Side setbacks to accommodate landscaping. Wattletree Road (west of Glenferrie Road): Active frontages at ground level with weather protection canopies. Rear setback ground level to ensure functional use of rear laneway.
Tram depot precinct presents some new opportunities. Protection of the heritage listed buildings was strongly supported.	Greater public access to area for temporary community events. Landscaping and public realm improvements at Glenferrie Road. Improved pedestrian and cycle connections through and around the precinct.
Malvern Town Hall and Civic Precinct: improved way-finding, enhanced pedestrian access to and through the site (e.g. creating a walking circuit), and improve landscaping.	Improve the integration of Malvern Cricket Ground and Malvern Library with the Town Hall and Civic Precinct. Improve defined pedestrian movement between tram stops, railway station and key destinations.
Malvern Square (corner Glenferrie Road and High Street): incorporate more green into the landscape with shady trees/creepers/lawn. Use as a market space, making the site more level so that it can be used as a congregation space with additional public seating.	Encourage activities within the existing Malvern Square to highlight it as a gathering space in the centre.
All **car parks should be retained** and new developments should include suffcient parking. Improve the safety and amenity of car parks through way-finding, signage, enhanced lighting, landscaping, weather protection and public toilets.	Retention of public car parking spaces with public realm improvements to improve amenity. Improve the quality of north-south pedestrian, bicycle and vehicle access through the at-grade car parks. Redesign the intersection between Llaneast Street car park and Wattletree Road to address road safety issues.

How to find out more and have your say?

Council is undertaking consultation from 17 March to 13 April 2015. This provides the opportunity to review the Draft Structure Plan and comment on the proposed initiatives.

Register to participate in a workshop or walking tour

COMMUNITY WALKING TOUR 1:

Saturday 21 March 2015 at 10am–12pm

Meeting point at Malvern Town Hall, outside the Service Centre entrance (on High Street)

COMMUNITY WALKING TOUR 2:

Tuesday 24 March 2015 at 10am–12pm

Meeting point at Malvern Town Hall, corner Glenferrie Road and High Street

COMMUNITY WORKSHOP:

Malvern Town Hall, corner Glenferrie Road and High Street (entry via Glenferrie Road)
Tuesday 24 March 2015 at 6–8pm

Call 8290 1395 to register

Fill out a survey

Fill out or download a survey from **www.stonnington.vic.gov.au/glenferriehigh**

Collect a hard copy survey from Council Service Centres or libraries.

Provide feedback

- Visit **www.stonnington.vic.gov.au/glenferriehigh**
- Write to City of Stonnington, PO Box 21, Prahran 3181
- Email strategicplanning@stonnington.vic.gov.au

More information

To view the Draft Structure Plan visit Council's Service Centres

- Planning Counter, Prahran Town Hall, corner Chapel and Greville Streets
- Service Centre, Malvern Town Hall, corner Glenferrie Road and High Street

Or visit **www.stonnington.vic.gov.au/glenferriehigh**

Or call 8290 1395

Next steps

Council will consider the feedback before endorsing the final Plan.

The Draft Structure Plan will inform the preparation of new planning controls through a Planning Scheme Amendment which will be subject to a formal consultation process.

MULTILINGUAL INFORMATION Call the Stonnington Community Link. A multilingual telephone information service.

General Enquiries		8290 1333	Greek	Ελληνικά	9280 0732	Russian	Русский	9280 0735
Mandarin	普通話	9280 0730	Italian	Italiano	9280 0733	Indonesian	Bahasa Indonesia	9280 0737
Cantonese	廣東話	9280 0731	Polish	Polski	9280 0734	All other languages		9280 0736

CITY OF STONNINGTON
T: 8290 1333
F: 9521 2255
E: council@stonnington.vic.gov.au
PO Box 21 Prahran, Victoria 3181

SERVICE CENTRES
Corner Glenferrie Road and High Street, Malvern
Corner Chapel and Greville Streets, Prahran
293 Tooronga Road, Malvern
www.stonnington.vic.gov.au

City of STONNINGTON

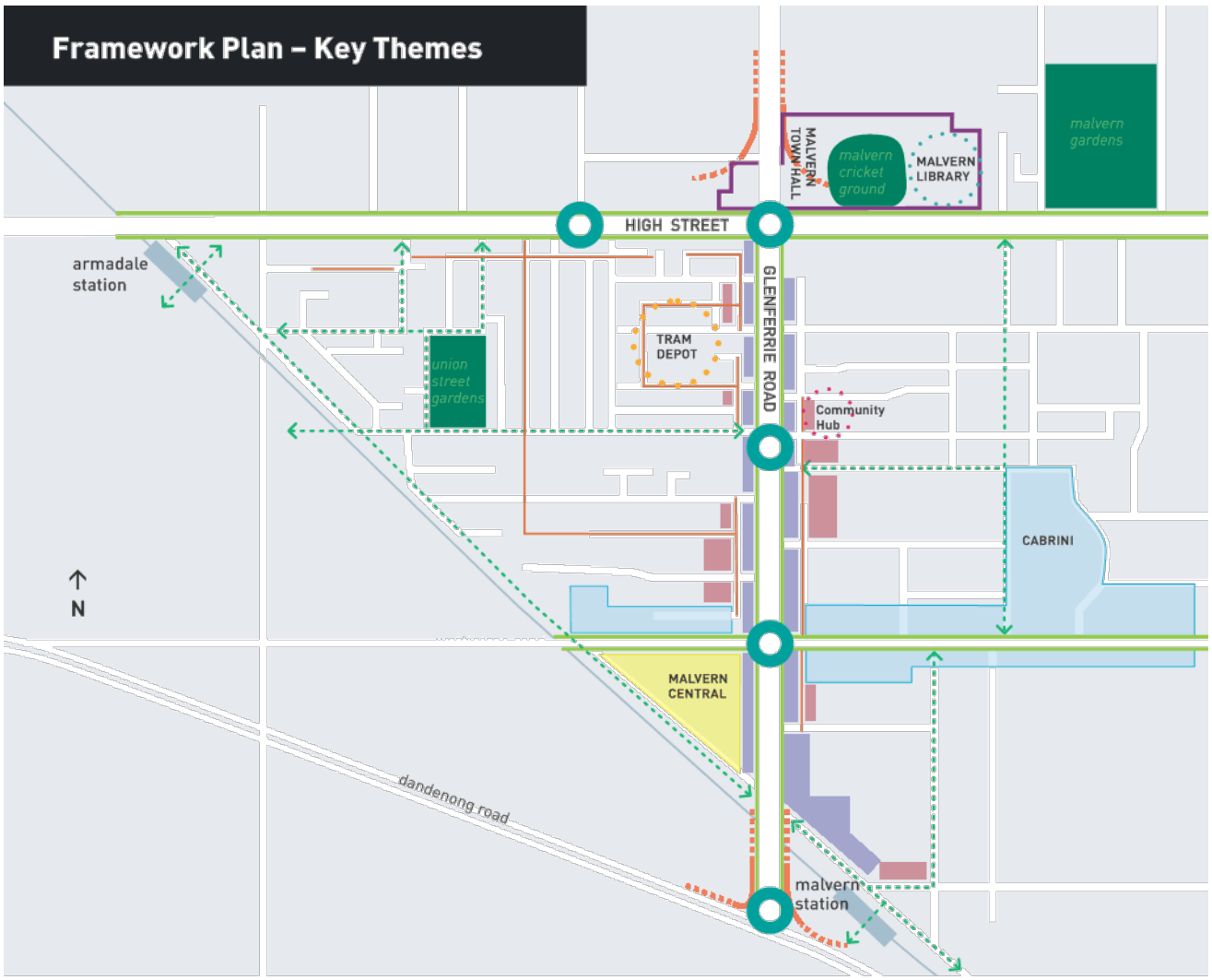
GLENFERRIE ROAD AND HIGH STREET ACTIVITY CENTRE DRAFT STRUCTURE PLAN

City of STONNINGTON

FRAMEWORK PLAN – KEY THEMES

What you told us

You said	Our response
Allow for Mobility and Safe Access	
Streets are 'community hubs' where pedestrian access should be prioritised. Conflict noted between pedestrians, cars, bikes and trams on Glenferrie Road. Need to improve the cycling routes by creating dedicated bike lanes.	Identify opportunities for public realm upgrades to streetscape, landscaping, shared spaces, way finding, pedestrian and working with VicRoads to give cycle prioritisation. Potential for additional pedestrian crossings along Glenferrie Road, including: Malvern Station, Union Street and Malvern Town Hall.
Green and For Everyone	
More **open space** is required. Need for general streetscape improvements.	Potential pedestrian focused public space at intersections of Union Street and Coldblo Tram Depot with Glenferrie Road. Improved integration of open space adjacent to Malvern Town Hall (Malvern Cricket Ground).
Facilitate Place Making / Celebrate Heritage and Embrace the Future	
Retention of **heritage** is an important element. New buildings to reflect scale of surrounding buildings and consideration to overshadowing and overlooking. Greatest opportunity for development is infill sites with no heritage value.	Retain heritage fabric and balance the opportunity for modest and sympathetic upper floor redevelopment. Setback upper level development above heritage fabric. New built form to be setback from sensitive interfaces.
Contribute to Local Economy	
Support for **mixture of uses**, while balancing impact on existing residential amenity and not displacing commercial uses. Development and use of land should build a sense of community through street life and activity, including support for night time uses (ensuring appropriate location and sensitive to amenity). A need was identified for additional public toilets.	Strengthen local and regional role of the centre, focusing on the unique differences and combined strengths of Glenferrie Road and High Street.



Contribute to Local Economy

- Acknowlege **High Street** as a regional commercial and retail destination
- Strengthen local and retail role of **Glenferrie Road**

Provide guidance to possible future expansion of Malvern Central

Consolidate medical and health facilities along Wattletree Road

Encourage entrepreneurship, creative industry and special focal points in the Centre

Facilitate Place Making

- Establish active and attactive street presentations along **Glenferrie Road** and **High Street**
- Establish clear urban form and design guidance through key strategic development areas

Establish new and strengthen clearly defined gateway and entries into the Centre

Consolidate and strengthen community node around Malvern Library and Malvern Cricket Ground

Allow for Mobility and Safe Access

- Establish clear streets hierarchy and users' priorities

Encourage and facilitate more sustainable modes of travel within and around the Centre

Establish clearly defined pedestrian linkages and manage road crossing points

Celebrate Heritage and Embrace the Future

- Protect and ehance significate heritage fabric along **Glenferrie Road** and **High Street**

Protect and enhance the laneway network within the Centre

Encourage development to provide a secondary address to rear lanes behind Glenferrie Road

Encourage development to provide a secondary address to the rear at commercial interfaces

Green and For Everyone

Consolidate and strengthen the community node around the Civic Space

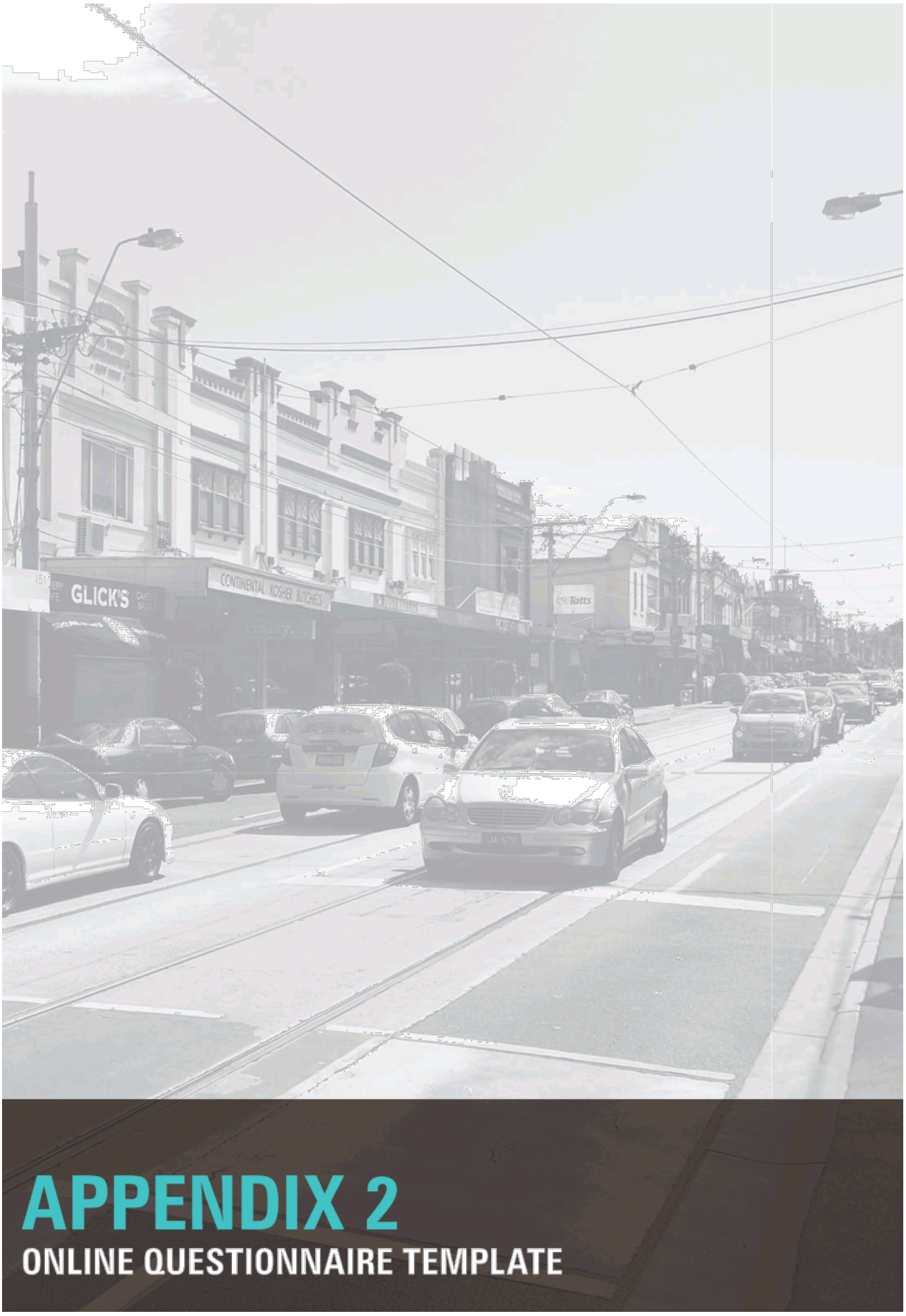
Strengthen public meeting space and vegetation at and around important junctions

Improve access to all public open spaces

Establish potential event spaces at key sites

Establish additional vegetation in the public realm

Potential community hub and public open space



APPENDIX 2

ONLINE QUESTIONNAIRE TEMPLATE

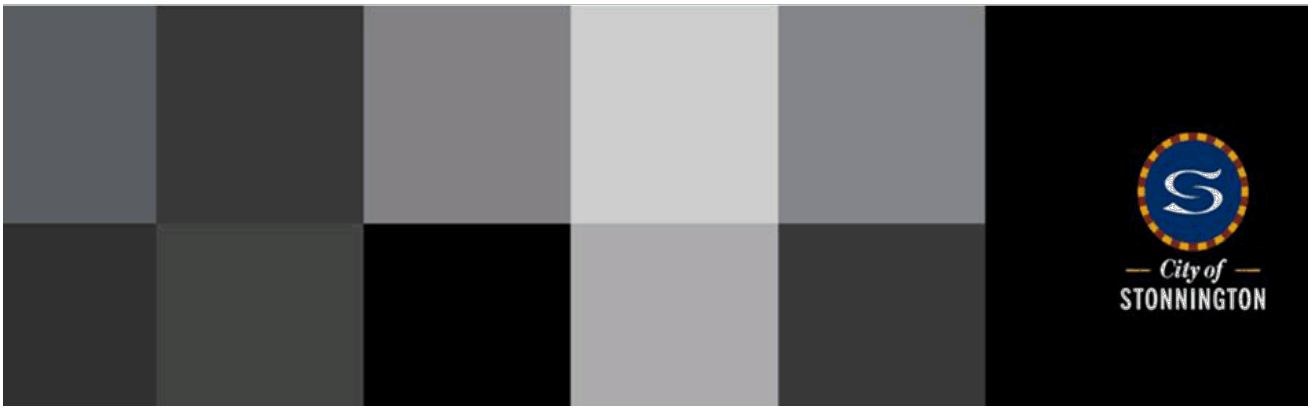
Glenferrie Rd and High St Draft Structure Plan Survey

Privacy Statement

Information provided by you will only be used for the purposes for which it was collected. Personal information provided will not be disclosed to any outside organisation or third party. Individuals about whom "personal information" is provided in this Survey may apply to the City of Stonnington's Privacy Officer on telephone number 8290 1333 for access to or correction of the information. It is requested that surveys be completed by people aged 15 years and over only.

To complete this survey, please:

- Tick the box or circle adjacent to your selected response
- Return your completed survey in the reply paid envelope provided



Note: Please read brochure first before you start the survey.

About the survey:

Council is presently consulting on the Draft Glenferrie Road & High Street Structure Plan which has been informed by input from residents, traders, visitors, landholders, developers and other key stakeholders. This survey is a key method for you to provide your views on the Draft Structure Plan. The survey is open until 13 April 2015. This survey asks a few simple questions to get your feedback on the Draft Structure Plan, taking you no longer than 5-10 minutes. If you would like to view the Draft Structure Plan before completing this survey please visit www.stonnington.vic.gov.au/glenferriehigh or Council service centres. For further information please contact City Strategy, Stonnington City Council on 8290 1395.

Q1: To what extent do you support the following key aspects of the plan?

	Strongly don't support	Don't support	Neutral	Support	Strongly support	Can't say	What are your reasons for the level of support?
Retain heritage buildings, but allow sympathetic additions at upper levels.	❍	❍	❍	❍	❍	❍	
Ensure the preferred maximum height of buildings throughout the activity centre is predominantly 4 storeys.	❍	❍	❍	❍	❍	❍	
Direct **potentially** taller built form of a preferred maximum height of 5 to 8 storeys to Malvern Central and the key strategic redevelopment site south of Malvern Station.	❍	❍	❍	❍	❍	❍	

	Strongly don't support	Don't support	Neutral	Support	Strongly support	Can't say	What are your reasons for the level of support?
Actively encourage employment, commercial activity and retention of small scale business and boutique shops through planning policy.	❍	❍	❍	❍	❍	❍	
Enhance and upgrade the appearance of laneways to rear of commercial properties where they provide through links and access to public carparks (including new development fronting laneways).	❍	❍	❍	❍	❍	❍	
Investigate potential for temporary event spaces (markets, special events etc.) at key locations including: Kings Arcade/ Armadale Station, Coldblo Tram Depot and Station Street/ Malvern Station.	❍	❍	❍	❍	❍	❍	
Investigate potential public realm upgrades and improvements (e.g. new trees, seats etc.) at locations including: the Malvern Town Hall Civic Precinct, Armadale Station Precinct, Malvern Station Precinct, Malvern Central Precinct, Coldblo Tram Depot and Drysdale Street Carpark.	❍	❍	❍	❍	❍	❍	

Q2: To what extent do you support the following key **pedestrian and cycling** aspects of the plan?

	Strongly don't support	Don't support	Neutral	Support	Strongly support	Can't say	What are your reasons for the level of support?
Improved and simplified signage to key places.	❍	❍	❍	❍	❍	❍	
Improved pedestrian crossings.	❍	❍	❍	❍	❍	❍	
Creation of community gathering spaces at side street intersections.	❍	❍	❍	❍	❍	❍	
Public realm guidelines for street furniture and bicycle parking facilities.	❍	❍	❍	❍	❍	❍	
Working with VicRoads for on-road cycle lanes.	❍	❍	❍	❍	❍	❍	

Q3: What do you like **most** about the Draft Structure Plan?

_____

_____

_____

_____

Q4: What do you like **least** about the Draft Structure Plan?

_____

_____

_____

_____

Q5: What is your overall level of comfort with the Draft Structure Plan?

❍I love it - I am 100-80% comfortable with the draft plan, only minor tweaks, if any, are required. I am very happy

❍I like it - I am 80-60% comfortable with the draft plan. Some small changes required but I am mostly happy

❍I will live with it - I am 60-40% comfortable with the draft plan. Some significant changes are required but I can accept it as it is

❍I am uncomfortable with it - I am 40-20% comfortable with the draft plan. There are lots of changes required

❍I hate it - I am 20-0% comfortable with the draft plan. It needs an overhaul I can't see it working at all

Q6: Any other comments about the Draft Structure Plan?

_____

_____

_____

_____

Q7: Please nominate the gender description that you most identify with?

❍ Female

❍ Male

❍ Other_____

Q8: What is your age range?

❍ <18

❍ 18-24

❍ 25-34

❍ 35-49

❍ 50-69

❍ 70+

Q9: What is your interest in and relationship to the Structure Plan area? (Please tick as many as apply).

❑ Local resident

❑ Business Owner/ Trader: (please specify business general location) _____

❑ Landholder

❑ Developer

❑ Employee

❑ Student

❑ Visitor from elsewhere in Stonnington/ Melbourne

❑ Other_____

Q10. Please state your post code.

Postcode _____

Q11. If you would like to receive updates regarding the Draft Structure Plan please provide your contact details below

Name_____

Email _____

This completes the survey. Thank you for your time.

Item 13

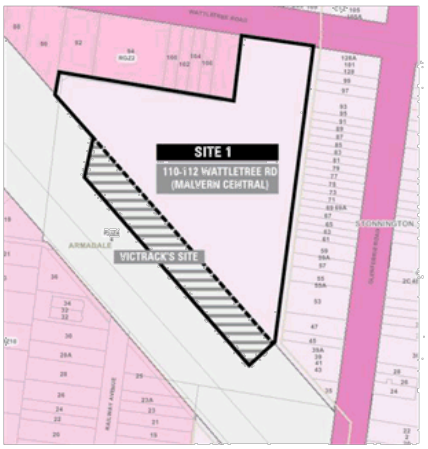
Attachment 6 GRHS - memo - Attach 6 of 9

urban design memo

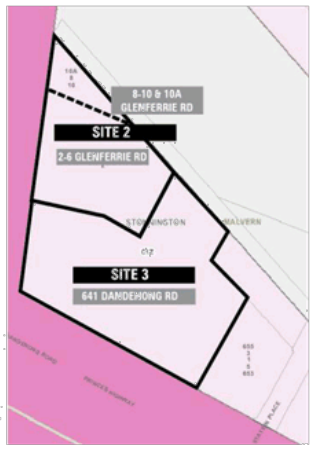
to:	Strategic Planning Department	date:	25 November 2015
company:	Stonnington City Council	from:	Hansen Urban Design
re:	**Glenferrie Road – High Street Structure Plan: 3D Modelling of Strategic Development Sites (SDS) to Determine a More Detailed Built Form Guidelines**		

The Glenferrie Road- High Street Structure Plan (2015) has identified 3 Strategic Development Sites (SDS) within the Activity Centre boundary.

- **Site 1**: 110-112 Wattletree Road, Malvern including the VicTrack's site (referred to as the Malvern Central site) – located within ***Precinct A1: Glenferrie Road;***
- **Site 2**: 8-10 &10A Glenferrie Road and 2-6 Glenferrie Road (referred to as the Glenferrie Road site) – located within ***Precinct A2: Dandenong Road***; and
- **Site 3**: 641 Dandenong Road (referred to as the Dandenong Road site) – located within ***Precinct A2: Dandenong Road***.



Site 1



Sites 2 and 3

Noting the identification of the 3 SDS's, the purpose of this Urban Design Memo is to undertake a broad level urban design analysis, including 3D modelling with a view to determining more detailed built guidance.

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The following analysis is framed by the following assumptions with regards to the SDS:

- Site 1 will retain its retail envelope (2 storey) with potential capacity for an additional level of retail above.
- The northern end of Site 2 (8-10 & 10A Glenferrie Road) should not be considered part of a SDS should it fail to form an amalgamated development parcel with 2-6 Glenferrie Road given its limited size (211sqm site area) and heritage significance of existing building on site.
- Retention of heritage building (Angel Tavern) at the corner of Dandenong and Glenferrie Roads in Site 3.
- The SDS development envelopes are considered in context of preferred building envelope stipulated by the Structure Plan.
- Solar testing is conducted between 9.00am to 3.00pm at the equinox (22 September).
- Visual testing is conducted based on eye level 1.7m above natural ground.
- Utilisation of Google Geo-Location to provide basic topography and aerial imagery.
- Building heights are based on a 4.0m ground level and 3.5m for upper levels.
- Absence of detailed information pertaining to ground condition, possible land contamination, development staging, structural constraints and others.

General Principles

The following principles have been developed by Hansen Partnership to guide the preparation of development envelope recommendations with a focus on achieving a high quality built form outcome within the Centre:

1. Maintain a legible and unambiguous urban structure and activity centre hierarchy within the Municipality;
2. Emphasize the distinction of key strategic development sites from the general urban fabric;
3. Reinforce the established human scale and the parapet line prevalent along Glenferrie Road;
4. Establish appropriate interface management to all sides;
5. Consideration for development equity; and
6. Consideration for high quality shared amenity.

Testing the Principles: Site 1- Malvern Central Site (including VicTrack's Site)

Site 1 is considered most suitable to accommodate the tallest element within the Glenferrie Road- High Street Activity Centre given its large, single land holding, proximity to public transport, favourable zoning and limited immediate sensitive residential abuttals.

1. *Maintain a legible and unambiguous urban structure and activity centre hierarchy within the Municipality:*

- Consistent with Clause 21.03, it designates the Glenferrie Road- High Street Activity Centre as a Major Activity Centre (MAC) which is of a lower order designation when compared with the higher order Principle Activity Centre (PAC) designation. Accordingly development scales within the MAC should be commensurate with its designation, meaning it should constitute be a step down in intensity of built form and scale when compared with built form and scale encouraged within a PAC.
- In establishing a development cap within the Centre, it needs to be assessed against Activity Centre hierarchy within the City of Stonnington. Particularly in light of the anticipated Activity Centre Zoning designation along Chapel Street and the anticipated medium to high rise infill of up to 10 storey on Jam Factory (identified as SDS in the Chapel ReVision Structure Plan, noting its heritage constraints).
- It is not considered appropriate to compare future redevelopment at Malvern Central to approvals and development controls applicable to Forrest Hill.
- It is pertinent that future redevelopment of the Malvern Central does not erode the Activity Centre hierarchy. It is considered that a 10-12 storey preferred maximum building height is applicable on the Malvern Central site as a typical, or default response – measured from its Wattletree Road frontage.
- Greater development intensity could also be achieved here and taller form of up to 14 storey has little detrimental impact on the urban structure. However, additional GFA (Gross Floor Area) could only be warranted should it satisfy Design Objectives stipulated within the Structure Plan, or proposed DDO.

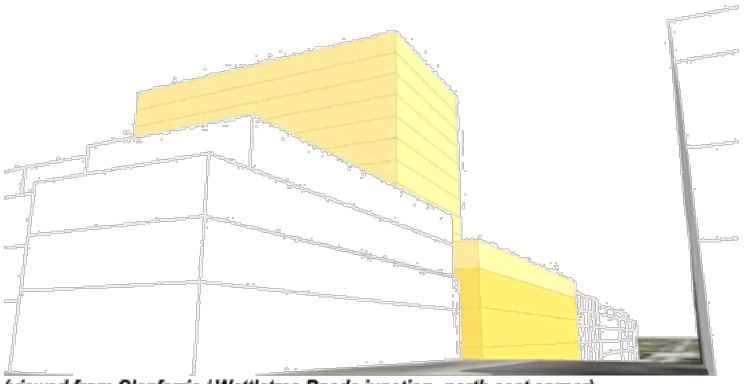
2. *Emphasize the distinction of key strategic development sites:*

- Position its tallest element towards the Glenferrie and Wattletree Roads junction given it has least sensitive interface and will benefit from visually exposed along its street frontages.
- It has no detrimental impact on Wattletree and Glenferrie Road as it is located on the south side.
- It benefits from the existing and proposed developments fronting Glenferrie Road (west side) to provide the necessary 'transition' to Glenferrie Road.
- Future redevelopment of the VicTrack's site (south) should enhance the role of Malvern Central site as a SDS.
- It demarcates the main street address to Malvern Central along Wattletree Road.

(potential redevelopment of the Malvern Central- built form massing)

3. *Reinforce the established human scale and the parapet line prevalent along Glenferrie Road:*

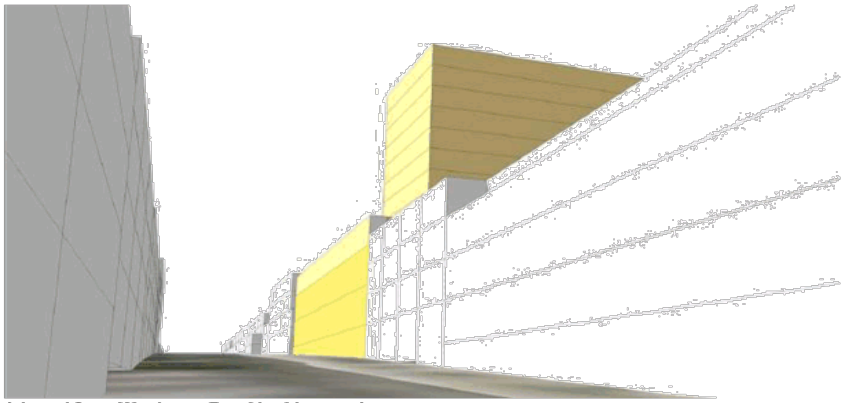
- A 2-3 storey street wall/ podium (equivalent to 4-5 storey residential) along Wattletree Road to maintain a consistent parapet line.
- Setback any rising form/s behind the parapet line with sufficient depth to retain the Wattletree Road streetscape presentation (anticipated to be predominantly 4-5 storey). A provision of 12m setback behind the parapet line is used in this instance to match the lot width at 128 Wattletree Road, Malvern).



(viewed from Glenferrie / Wattletree Roads junction -north east corner)

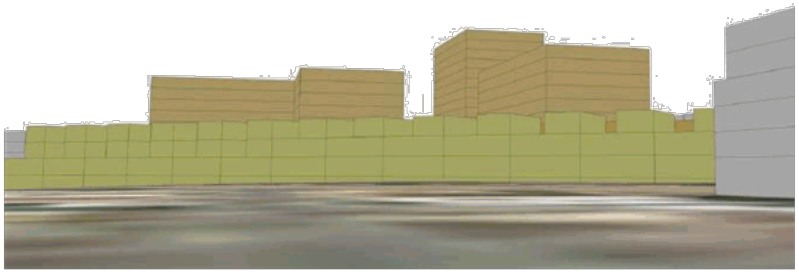
4. *Establish appropriate interface management to all sides:*

- Transition in building heights from 10 -12 storey (with possibly more) at the north eastern corner to 8 storey to the south and west.
- Setback any rising form/s to ensure that they are not visible from the eastern side of Glenferrie Road, or the north side of Wattletree Road.
- Strongly encourage an 'ensemble' of buildings approach to address visual bulk and overwhelming sense of scale, particularly when viewed from the sensitive residential to the south.
- Maximum development scale on the VicTrack's site should match future parapet line of Malvern Central's podium form.

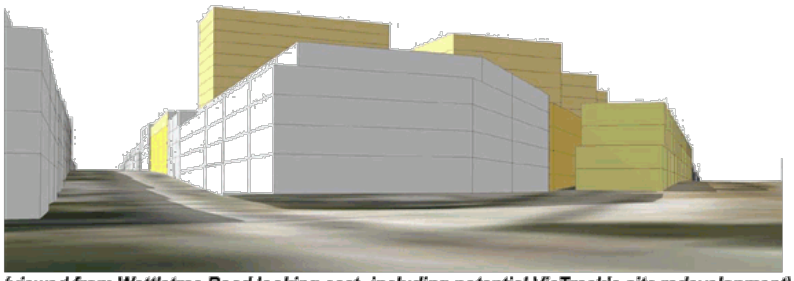


(viewed from Wattletree Road looking east)

(viewed from Glenferrie Road looking north west)



(viewed from Railway Avenue looking north- including potential VicTrack's site redevelopment)



(viewed from Wattletree Road looking east- including potential VicTrack's site redevelopment)

5. *Consideration for development equity and achieve adequate building separation:*

- Preferred setback to common boundaries is 5m (minimum) above the street wall.
- Preferred upper level setback (space between rising forms) is greater than 10m to facilitate daylight access to dwellings at the lower levels.
- Rising forms above the podium should have a maximum width of 25m to allow for double loaded internal corridors for residential developments.

(top view - a minimum 10m separation between rising forms are required)

6. *Consideration for high quality shared amenity*

- No overshadowing of residential allotments on the south side of the railway line at the equinox (22 September) between 9am to 3pm for 5 hours (Standard B21).
- No overshadowing impact on the eastern side of Glenferrie Road footpath at all times.

(9am shadow at the equinox)

(12pm shadow at the equinox)

(3pm shadow at the equinox)

Testing the Principles: Site 2 (Glenferrie Road Site)

Site 2 redevelopment as a SDS should include amalgamation of 2 allotments (8-10 &10A and 2-6 Glenferrie Road). It is regarded as an 'opportunistic' infill site, which does not enjoy a similar strategic attributes to that of Malvern Central. Redevelopment of this site should pay regards to its constraints including the heritage building (Angel Tavern) and limited access off Glenferrie Road. It however still enjoys proximity to public transport, favourable zoning and limited immediate residential abuttals.

1. *Maintain a legible and unambiguous urban structure and activity centre hierarchy within the Municipality:*

- This site is the lowest order of the identified SDS within the Activity Centre given its need to amalgamate and limited access.
- Continue the establishment of a consistent street wall definition along Glenferrie Road, acknowledging the parapet height of heritage form at the corner (Angel Tavern) and site topography.
- Establish a podium – tower typology of a 2-3 storey base with a preferred maximum building height of 8 storey.

(potential redevelopment of sites 02 and 03- development massing)

2. *Emphasize the distinction of key strategic development sites:*

- Position its tallest element towards the Glenferrie and Railway reserve junction, away from the heritage form and to benefit from visually exposed from the northern approach of Glenferrie Road.
- It has reduced impact on Station Street and Glenferrie Road as it is located on the south side.
- It demarcates the pedestrian laneway (south of the railway line) leading up to Malvern Station and its southern entry.

3. *Reinforce the established human scale and the parapet line prevalent along Glenferrie Road:*

- A 3-4 storey street wall/ podium (consistent with Glenferrie Road profile) to maintain a consistent parapet line and pedestrian orientated street edge to Glenferrie and along the pedestrian laneway.
- Setback any rising form/s behind the parapet line by 3m to 5m to all sides, responding to its varied interface conditions. Visual exposure at its north western corner is not considered inappropriate.

4. *Establish appropriate interface management to all sides:*

- Setback any rising form/s to ensure sufficient separation is achieved from the heritage form at the corner (Angel Tavern).
- Reinforce active frontages to the north (railway) and west (Glenferrie Road).
- Party wall arrangement for podium along its eastern and southern boundaries are encouraged.

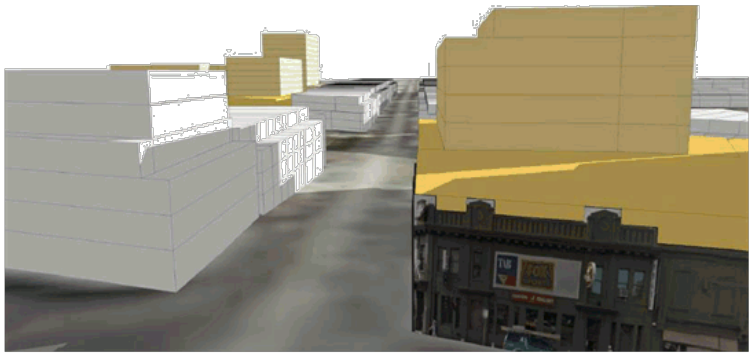
(viewed from Dandenong Road median – south)

5. *Consideration for development equity and achieve adequate building separation:*

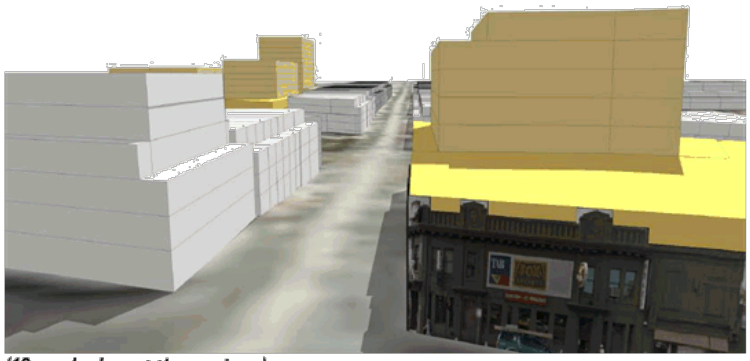
- Preferred setback to common boundaries to the east and south is 5m (minimum) above the podium.
- Rising forms above the podium should have a minimum 10m separation.

6. *Consideration for high quality shared amenity:*

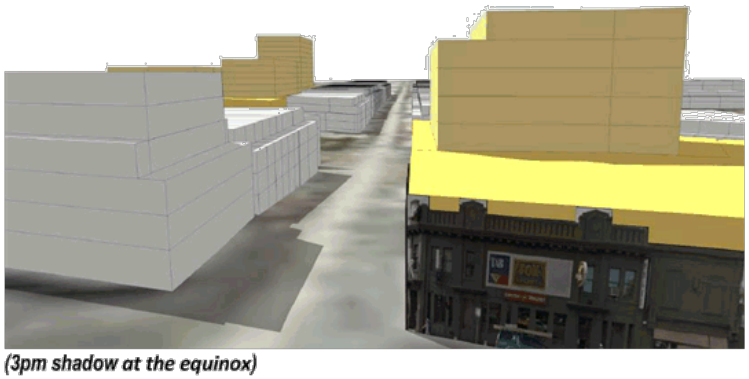
- No overshadowing of properties (ground level) along the western side of Glenferrie Road at the equinox (22 September) between 9am to 3pm for 5 hours.



(9am shadow at the equinox)



(12pm shadow at the equinox)



(3pm shadow at the equinox)

Testing the Principles: Site 3 (Dandenong Road Site)

Site 3 is considered a SDS in absence of any sensitive residential abuttal, its singular large land holding and exposure along a railway line and the Dandenong Highway. It is however, constrained by the heritage building (Angel Tavern), which is of heritage significance. It sits lower than Site 1: Malvern Central, but higher than Site 2: Glenferrie Road Site on the SDS hierarchy.

1. *Maintain a legible and unambiguous urban structure and activity centre hierarchy within the Municipality:*

- In establishing a development cap within the Centre, it needs to be assessed against Activity Centre hierarchy within the City of Stonnington. Particularly in light of the anticipated Activity Centre Zoning designation along Chapel Street and the anticipated medium to high rise infill of up to 8 storey at the corner of Chapel Street and Dandenong Road in Windsor (identified as SDS in the Chapel ReVision Structure Plan, noting the sensitive NAC attributes of Windsor).
- 8 storey proposition on a corner site along Dandenong Road is consistent with the proposed 'key strategic redevelopment site' along Dandenong Road in Windsor (Chapel Revision Precinct WV-7) and it represents a moderate increase from the 6 storey proposition within sites fronting Dandenong Road and Station Street.
- Continue the establishment of a consistent street wall definition along Dandenong Road, acknowledging the parapet height of heritage form at the corner.
- Greater development intensity could also be achieved here for up to 10 storey has little detrimental impact on the urban structure. However, additional GFA (Gross Floor Area) could only be warranted should it satisfy the Design Objectives stipulated within the proposed DDO.

2. *Emphasize the distinction of key strategic development sites:*

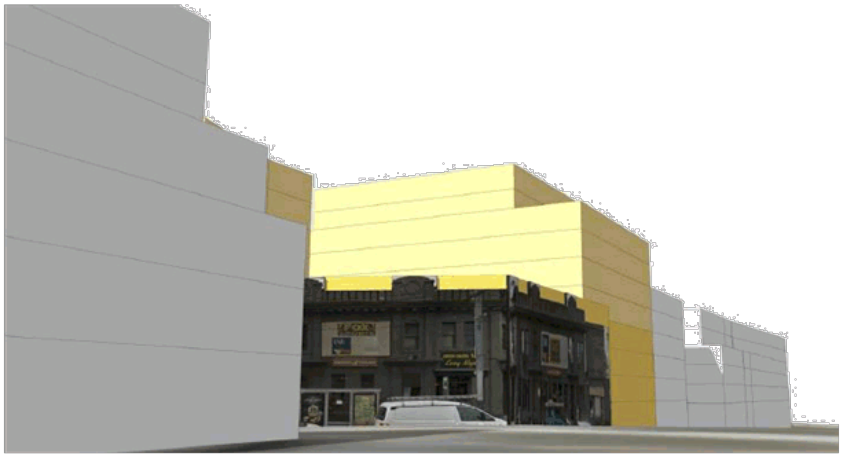
- Establish a unique hybrid development typology of a low rise podium and a sheer rising infill form of up to 8 storey to distinguish the new 'addition' from the heritage form.
- It is strongly encouraged for sites fronting Dandenong Road to accommodate greater ground level setback as a defensible space and improved pedestrian amenity (given narrow footpath along a busy main road).
- 8 storey street wall will establish an acceptable sense of enclosure given the width of Dandenong Road (approx. 50m).
- It has no detrimental impact on Station Street and Dandenong Road as it is located on the south side.
- It demarcates the southern entry into Malvern Station from Dandenong Road.
- With the discouragement building over Angel Tavern, coupled with the encouraged ground level setback to Dandenong road on adjacent land it would allow the projection of Angel Tavern when viewed at the pedestrian level and for to sit 'proud' in the streetscape. The additional encourage ground level setback would facilitate better pedestrian amenity (given existing narrow footpath along Dandenong road).

3. *Reinforce the established human scale and the parapet line prevalent along Glenferrie Road:*

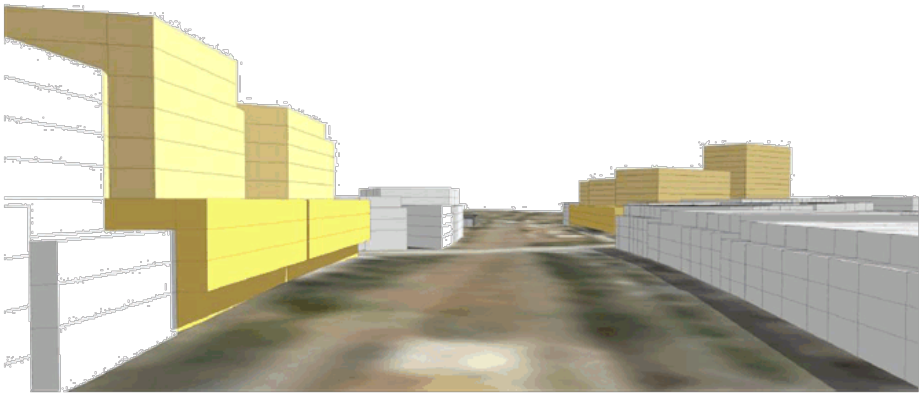
- A ground level setback (of minimum 3m) to facilitate a more generous pedestrian space at the ground level (to north and south).
- A 3-4 storey building 'base' definition through building inset, or material difference to acknowledge the heritage parapet line and the emerging 4 storey street wall along Dandenong Road (stipulated in the Structure Plan).

4. *Establish appropriate interface management to all sides:*

- Setback any rising form/s to ensure sufficient separation is achieved from the heritage form at the corner (Angel Tavern).
- Reinforce active frontages to the north (railway) and south (Dandenong Road).
- Party wall arrangement along its western and eastern boundaries are encouraged.
- Development over the heritage form is strongly discouraged.



(viewed from Dandenong Road – west)



(northern interface viewed from railway corridor)

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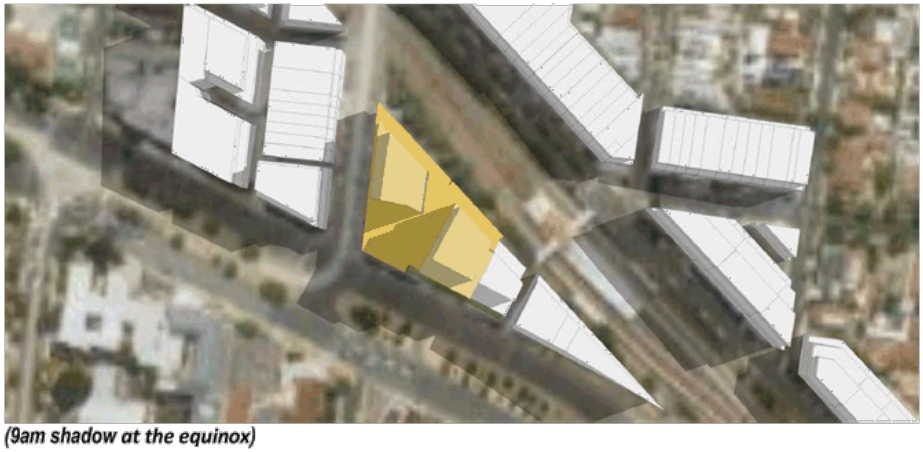
5. *Consideration for development equity and achieve adequate building separation:*

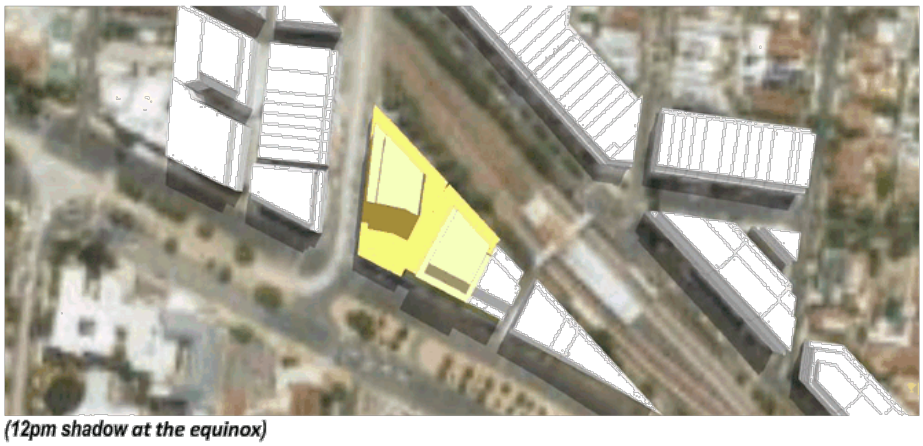
- Preferred setback to common boundaries to the west is 5m (minimum) above the podium.
- Rising forms above the podium should have a minimum 10m separation.
- Utilisation of the heritage form as a spatial break between SDS 2 and 3 is encouraged.

6. *Consideration for high quality shared amenity:*

- No overshadowing of the Dandenong Road median at the equinox (22 September) between 9am to 3pm for 5 hours.
- Setback additional floors (above level 8) to limit its overshadowing impact on Dandenong Road.



(9am shadow at the equinox)



(12pm shadow at the equinox)

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(3pm shadow at the equinox)

Should you have any further enquiries regarding this advice, please don't hesitate to contact Gerhana Waty, Associate Urban Designer on 9664 9841.

Yours faithfully,

urban design

hansen partnership pty ltd

Item 13

Attachment 7 GRHS - Table of recomm - Attach 7 of 9

GLENFERRIE RD AND HIGH ST STRUCTURE PLAN
Recommended changes

Item	Issue / feedback	Draft Structure Plan	Recommended change	Rationale for change
1	Clearer **design guidelines** needed.	Heights expressed in storeys only: – 4 storeys – 5 storeys – 6 storeys – 8 storeys	Heights to be expressed in metres and storeys. Commercial zone: – 3 storeys (11 metres) – 4 storeys (14.5 metres) – 5 storeys (18 metres) – 6 storeys (21.5 metres) Residential zone: – 3 storeys (11 metres) – 4 storeys (13.5 metres) – 5 storeys (16 metres)	Commercial zone • Building heights in commercial zone based on an assumption of 4m at ground level and 3.5m for levels above. • 3.5m allows for commercial use and activity; flexibility for use of upper levels for either commercial or residential and generally; to accommodate building construction. Residential zone • Building heights in residential zone based on an assumption of 4m at ground level and 3m for levels above. • 3m allows for residential development at upper levels. Planning controls can be drafted so that the preferred maximum building height is whichever is lesser (metres or storeys). This will prevent applications for development including an additional storey within the height limit in metres.
2	Concern for **impact of 6 storey development** on residential development near corner of Glendearg Grve.	Station Street lots (between McKinley Ave and Glendearg Grve) – preferred maximum building height of 6 storeys	Station Street lots (between McKinley Ave and Glendearg Grve) - preferred maximum height reduced to 4 storeys	• Lot sizes in this area reduce the development potential. • Rear sensitive interface with low scale residential buildings in a Heritage Overlay.
3	Clearer **design guidelines** needed.	Setbacks expressed in words and presented through perspective diagrams in the Structure Plan.	Include new section interface diagrams.	• Section interface diagrams will more clearly show the preferred upper and rear setbacks. • Setbacks will moderate building design and potential visual bulk of new development at sensitive rear interfaces.
4	Clearer set of **guidelines** required for buildings of a greater height.	Dandenong Rd Gateway designated as a Strategic Development Site.	Dandenong Rd Gateway is comprised of two strategic sites. This site has been split into 'Dandenong Rd Gateway' and 'Glenferrie Rd Gateway'.	• The more specific built form guidelines and measures will better direct an appropriate built form outcome for these sites.

		Broad precinct based objectives included. No preferred maximum height included.	Structure Plan to include the following site specific guidelines. Dandenong Rd Gateway: – The retention of the corner heritage form (Angel Tavern) in situ, without any upper level additions. – Preferred maximum building height of 8 storeys (when measured from the Dandenong Road frontage) including with appropriate design and management of built form at the interface the retained corner heritage form (Angel Tavern). – Ability to increase building height to 10 storeys with the provision of a 3 metres ground level setback of new buildings along north and south boundaries (so as to facilitate more generous ground level pedestrian space). – Preferred setback for upper levels above the fourth storey level from the north and west boundaries is 5 metres (minimum). – Provide separation greater than 10 metres between tower forms on or off site. Glenferrie Rd Gateway: – A podium form with a 3-4 storey base and preferred maximum building height of 8 storeys (when measured from the Glenferrie Road frontage). – Setback rising form behind the podium parapet line by at least 3 metres to the north and west, and at least by 5 metres to the south and east. – Position tallest form toward Glenferrie Road and Railway Reserve junction, away from the adjacent heritage form (Angel Tavern). – Provide separation greater than 10 metres between tower forms on or off site.	

5	A greater building height on **Malvern Central** is requested to reflect the development potential to contribute a greater mix of uses and more housing.	Malvern Central – preferred maximum building height 8 storeys. Site not included as a Strategic Development Site. Precinct based objectives included.	Malvern Central proposed as a Strategic Development Site. Structure Plan to include the following site specific guidelines. Malvern Central – Maximum scale of 10 to 12 storeys at the north eastern corner, stepping down to 8 storeys to the south and west (when measured from the Wattletree Road frontage). – Separated slender tower forms with a maximum width of 25 metres. – Provide separation greater than 10 metres between tower forms on or off site. – A 2/3 storey street wall/ podium (equivalent to 3/4 storey residential) along Wattletree Road to maintain a consistent parapet line. – Preferred setback of 12 metres from the Wattletree Road parapet line to maintain Wattletree Road streetscape presentation. – Preferred setback to other external boundaries of 5 metres (minimum) – Any development of VicTrack land to match the existing parapet line of Malvern Central's rear elevation. – No overshadowing of residential allotments to the south side of the railway line should be caused at the equinox (22 September) between 9am and 3pm.	• The forecast growth of 800 to 900 additional dwellings is to be accommodated with the Activity Centre by 2031. • Feedback received suggested that a building height of 15 to 18 storeys at Malvern Central would be more appropriate. • Given the size and location of the site, taller built form could be accommodated without significant visual impact on longer range views. • Malvern Central presents an opportunity to achieve greater density and absorb a significant portion of the additional dwellings forecast for the Activity centre. • Future development over the rail line (VicTrack land) could include an improved built form interface and pedestrian/ cycle link along the railway corridor. • Given the size of the site, potential to build on the VicTrack land or over the rail corridor and the need to integrate with the surrounding area consideration will be given for a masterplan requirement in the draft planning controls for Malvern Central.

ATTACHMENT 7

Proposed building heights map in Structure Plan

ATTACHMENT 7

Proposed section diagrams in Structure Plan