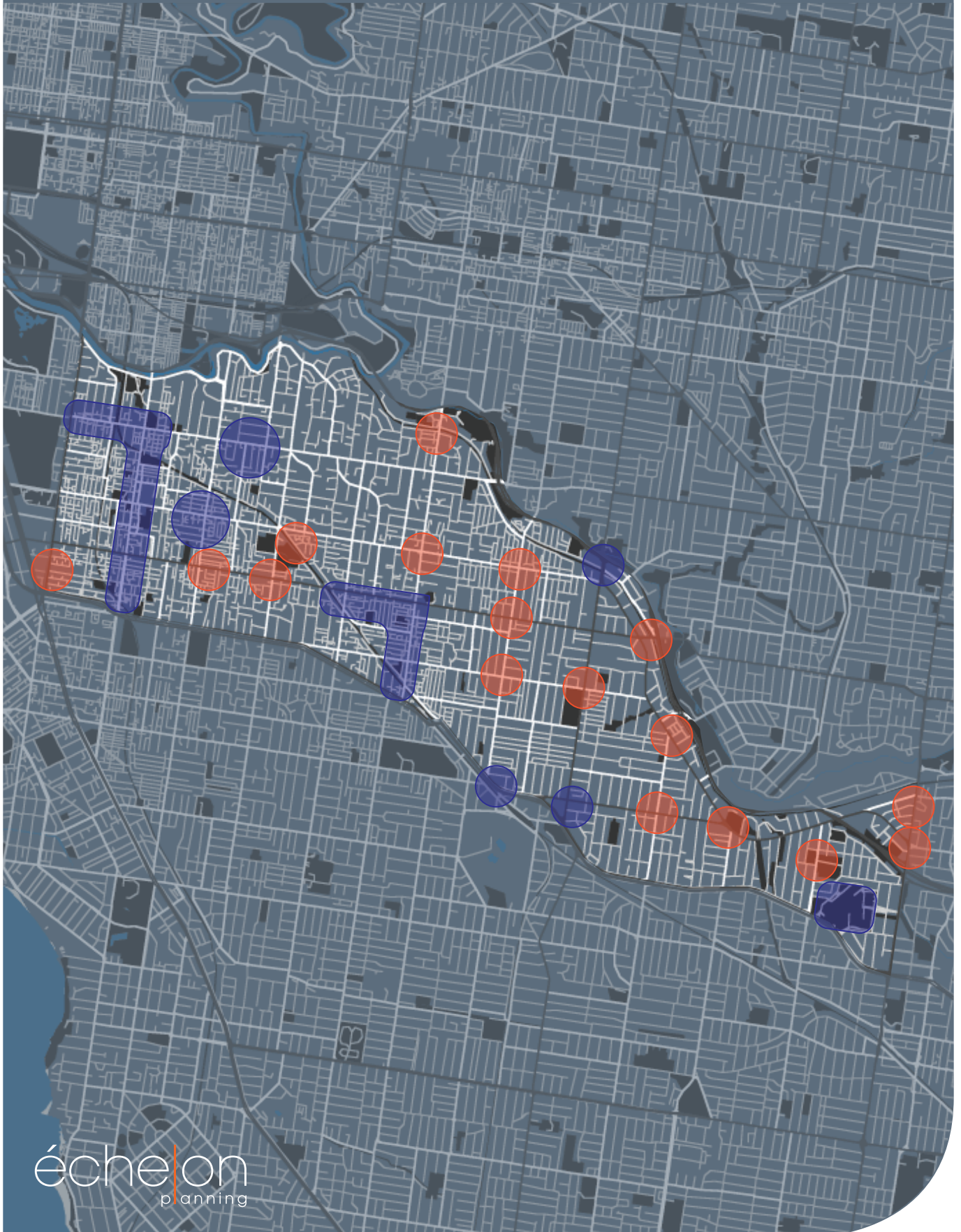


STONNINGTON ACTIVITY CENTRES STRATEGY

JUNE 2016

PREPARED FOR THE CITY OF STONNINGTON



PROJECT NUMBER:	2195
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VERSION:	01/07/2016

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1 INTRODUCTION

1.1 SCOPE AND PURPOSE OF STRATEGY

The Draft Stonnington Activity Centres Strategy ('the Strategy') takes a long term outlook for Stonnington's activity centres, addressing their future economic, social, community and environmental role over the next 15 years and beyond.

The Strategy has a specific focus on neighbourhood centres across the municipality, and how these can play a major role in providing local amenities and services to nearby residential neighbourhoods. It focuses on seventeen centres currently designated as 'neighbourhood centres' in the Stonnington Planning Scheme.

The Strategy defines the role of each centre, recommends policy directions, and suggests improvement opportunities.

This Strategy does not revisit the plans that have been prepared for larger scale activity centres within the municipality.

1.2 WHAT ARE NEIGHBOURHOOD CENTRES?

Neighbourhood centres are the focal points for neighbourhoods where residents can access local shops and community facilities, socialise, work, and live in multi-unit dwellings.

The Metropolitan Planning Strategy (Plan Melbourne) places less emphasis on the retail role of activity centres and more on the opportunities for transit oriented development and employment growth. Neighbourhood centres are expected to cater for a diversity of activities (not just shops), and to be accessible by walking, cycling and public transport. They are expected to play a major role in local community life.

Plan Melbourne defines the role of neighbourhood centres as:

To provide neighbourhood access to local goods, services and employment opportunities. Planning in these locations will help to deliver 20 minute neighbourhoods across Melbourne.

1.3 HOW WILL THE STRATEGY BE USED?

Council will use the Strategy to:

- Define the vision and objectives for the future growth and enhancement of each centre.
- Ensure new development positively contributes to the architectural character and public realm. This will involve amending the planning scheme to introduce controls relating to building design including building heights.
- Undertake a program of future improvements to the public realm, such as creating social spaces like widened footpath areas and planting additional street trees.
- Further investigate potential improvements to the transportation network, such as the installation of cycle lanes.
- Advocate to VicRoads, Yarra Trams, VicTrack and the Department of Economic Development, Jobs, Transport and Resources for improvements to road and public transport infrastructure in a way that will benefit the users of the centres.

1.4 HOW WAS THE STRATEGY PREPARED?

The Strategy has been prepared in five separate stages, as outlined below:

Stage 1: Background Review (Dec 2014-May 2015)

The project team undertook a detailed review of all relevant policies, strategies and plans at both a State and Local level.

Stage 2: Community Consultation Round One (Aug-Nov 2015)

Council sought feedback on the opportunities and constraints from traders, residents and other stakeholders via street intercept surveys, household surveys, and a range of online and printed material.

Stage 3: Preparation of Background Paper (December - June 2016)

A Background Paper was prepared by Echelon Planning which made recommendations in relation to Stonnington's activity centre hierarchy, together with built form guidelines and frameworks for seventeen Neighbourhood Centres.

Stage 4: Draft Activity Centres Strategy (June 2016)

The Draft Activity Centres Strategy was prepared based on the Background Paper and the feedback from the first round of community consultation.

Stage 4: Community Consultation Round Two (Nov 2016)

Council will seek feedback from traders, residents and other stakeholders on the Strategy. A series of community consultation events will take place to gather feedback on the Draft Strategy.

At the conclusion of community consultation, Council will consider all submissions, amend the Strategy as necessary, and then it will be presented to Council for endorsement.

1.5 HOW TO USE THE STRATEGY

The Strategy includes a municipal wide Activity Centres Framework, general policies and guidelines for neighbourhood centres in Stonnington, and individual frameworks for each of the Neighbourhood Centres. It also includes built form guidelines to guide future development in each centre.

For information on a particular neighbourhood centre, refer to the following sections:

- **Section 4.1** sets out the proposed new three level hierarchy of neighbourhood centres.
- **Section 5** provides vision statements, objectives, strategies and improvement opportunities for each of the neighbourhood centres considered in this strategy. It also identifies what built form typology or typologies is to apply to each centre.
- **Section 6.2** provides the built form guidelines that apply to the built form typologies, and identifies which centres these apply to.

Further information and analysis in relation to the activity centre hierarchy and individual centres is set out in the Background Paper (June 2016).

2. STONNINGTON'S ACTIVITY CENTRES

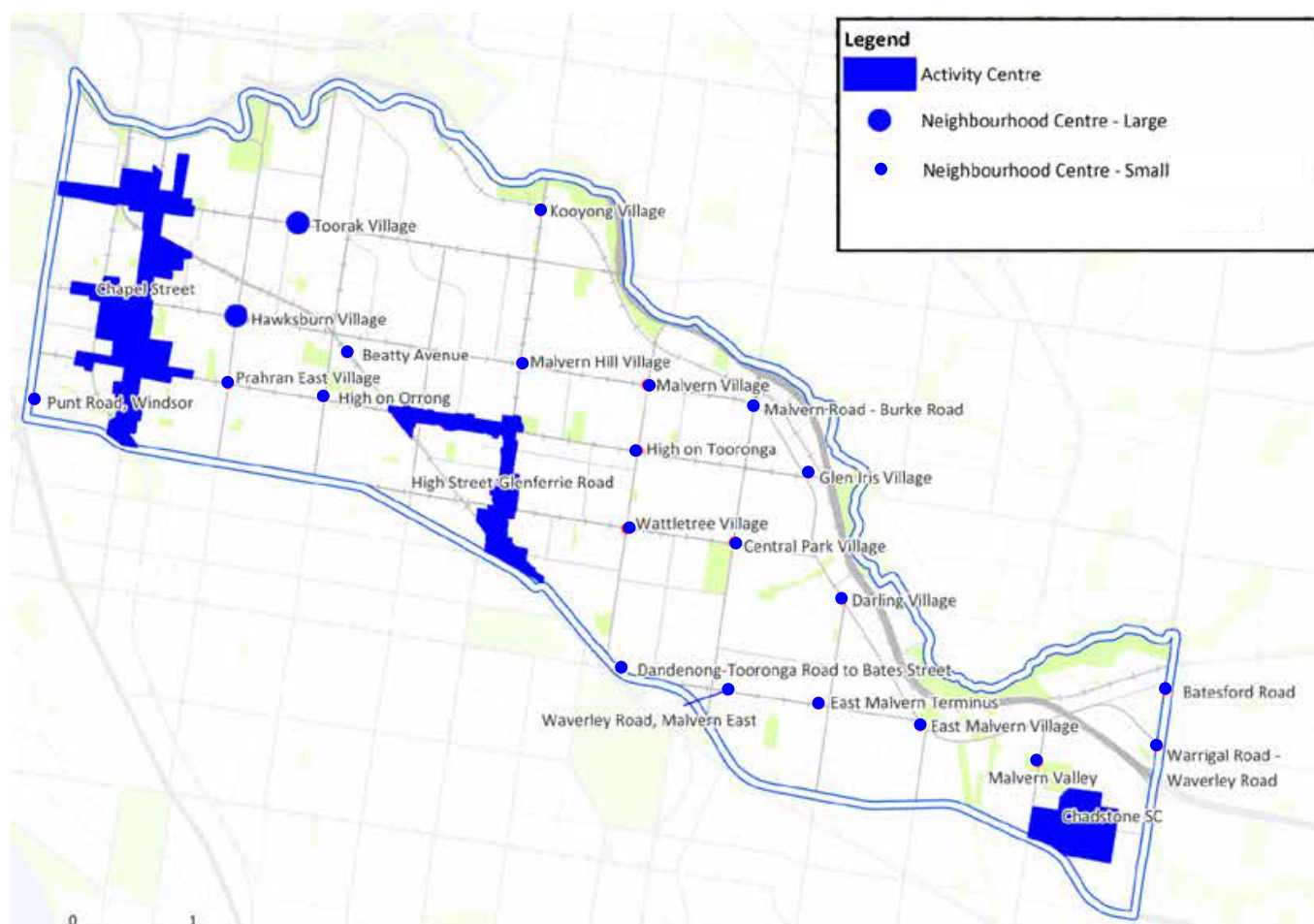
2.1 EXISTING ACTIVITY CENTRE NETWORK

Activity centres in Stonnington contain approximately 450,000m² of retail floorspace, 275,000m² of commercial floorspace (including office) and a further 35,000m² of vacant floorspace¹. An additional 155,000m² of other floorspace (including Community, Recreation, and Entertainment etc.) is also located in activity centres across the municipality. This floorspace is distributed across a network of activity centres as shown on Figure 1.

The existing role and function of these centres is identified in Clause 21.04 of the Stonnington Planning Scheme (refer to Table 1).

A number of these centres within Stonnington have their own detailed local structure plans and urban design frameworks. These include:

- Forrest Hill Structure Plan
- Chapel reVision Structure Plan
- Toorak Village Structure Plan
- Waverley Road Urban Design Framework
- Urban Design Guidelines for Dandenong Road (Tooronga Road to Bates Street)
- Malvern Road – Burke Road Urban Design Framework
- Glenferrie Road and High Street Structure Plan
- Hawksburn Village Structure Plan (under preparation)



Essential Economics Pty Ltd with MapInfo and StreetPro

Figure 1. Existing Activity Centre Network, City of Stonnington 2014

¹ The City of Stonnington Activity Areas Economic Analysis, Hill PDA, 2013

State Planning Policy promotes Councils to develop a network of activity centres that differ in size and function, so that the community can have ready access to the widest possible range of local and regional scale services and facilities. Stonnington's existing hierarchy of centres highlights the spatial distribution of centres and the inter-relationship between them. This also reflects that when choice is available, people tend to visit a number of different centres within the hierarchy for varying purposes.

Existing Activity Centre Hierarchy		
Hierarchy	Centre	Description
Principal Activity Centre	Chapel Street (Prahran/ South Yarra including Forrest Hill)	Regional centre with both neighbourhood and regional roles accommodating medium and higher density housing, larger scale retail uses, complementary entertainment uses and goods and services to meet every day and specialty needs
	Chadstone	
Major Activity Centre	Glenferrie Road, Malvern	Sub-regional centre with both neighbourhood and sub-regional roles accommodating medium density housing, a variety of goods and services to meet both every day and specialty needs.
	High Street, Armadale	
Neighbourhood	Hawksburn	Larger neighbourhood centres catering for everyday needs and wider specialty retail, office and service markets. These centres are also preferred locations for medium and higher density housing.
	Chapel Street, Windsor	
	Toorak Village	
	Toorak Road, South Yarra	
Neighbourhood (Small)	Other small activity centres	Small neighbourhood centres catering for neighbourhood and everyday retail, office and service activities and needs of the surrounding area. Many of these centres are also suitable locations for medium and higher density housing.
Mixed Use Area	Small Mixed Use Zones	Areas scattered throughout Stonnington containing a mix of service and industrial uses but also some retail and residential uses.

Source: Stonnington Planning Scheme, Clause 21.04

Table 1. Existing Activity Centre Hierarchy

The Strategy focuses on the following 17 centres currently designated as 'neighbourhood activity centres' in the Stonnington Planning Scheme:

1. Malvern Village
2. East Malvern Terminus
3. Punt Road Windsor
4. Prahran East Village
5. Beatty Avenue
6. High on Orrong
7. Kooyong Village
8. Malvern Hill Village
9. High on Tooronga
10. Wattletree Village
11. Glen Iris Village

12. Central Park Village
13. Darling Village
14. East Malvern Village
15. Malvern Valley
16. Batesford Road
17. Warrigal Road – Waverley Road

Details of these neighbourhood centres are provided in Section 2.1.2. There are three small neighbourhood centres that were not assessed as part of this Strategy as these are subject to other planning frameworks. Structure Plans and Urban Design Framework plans have been prepared for some of the small neighbourhood centres. These centres include Malvern Road-Burke Road, Dandenong Road (Tooronga Road to Bales Street) and Waverley Road (Malvern East).

2.1.1 LARGER ACTIVITY CENTRES IN STONNINGTON

Chapel Street

Chapel Street is recognised as one of Melbourne's most prominent and iconic strip retailing areas. It comprises a range of distinct precincts including Greville Street, Prahran, Toorak Road, South Yarra and Forrest Hill, South Yarra.

Key retail activity is concentrated along the length of Chapel Street (beginning at Alexandra Avenue in the north and extending south to Dandenong Road). In addition to this extensive strip, there is also a significant quantum of retail and commercial floorspace accommodated on Toorak Road, Malvern/Commercial Road and High Street, which are all arterial roads and dissect Chapel Street.

Chapel Street accommodates a range of standalone retail centres and key retail anchors, which include;

- Jam Factory (15,709 sqm)
- Vogue Shopping Area (14,645 sqm)
- The Como (6,625 sqm)
- Big W (7,716 sqm)
- Prahran Market (5,836 sqm)
- Coles, Prahran (2,506 sqm)
- Aldi (1,400 sqm)

The Chapel Street Activity Centre also is identified as a preferred location for diverse forms of medium and higher density housing.

The chapel reVision Structure Plan was adopted by Council on 7 July 2014. It identifies that over the next 20 years, to 2031, the Activity Centre is expected to capture demand for approximately 5,000 additional apartments.

*The City of Stonnington Activity Areas Economic Analysis 2013*¹ identified that over 380,791 sqm of total floorspace is provided within Chapel Street, of which 150,550 is used for retail, and a further 143,495 used for commercial purposes. The remaining floorspace (86,746 sqm) is used for a range of uses (such as hotel, community, entertainment).

Chadstone Shopping Centre

Chadstone Shopping Centre is Australia's largest freestanding shopping centre and serves a broad catchment that includes much of south-eastern Melbourne. Chadstone Shopping Centre attracts over 400,000 interstate visitors per annum.

The City of Stonnington Activity Areas Economic Analysis 2013 identified that over 170,185 sqm of total floorspace is provided within Chadstone, of which 131,766 is used for retail, and a further 19,318 used for commercial purposes. The remaining floorspace (19,101 sqm) is used for a range of uses (such as recreation, community, entertainment).

Chadstone Shopping Centre is home to over 530 retail units, which includes Myer and David Jones. There are also two full line supermarket stores (Coles and Woolworths), along with a cinema and other entertainment facilities. It is also currently undergoing an expansion that will comprise an additional 15,000sqm of retail floorspace.

Glenferrie Road – High Street

Glenferrie Road – High Street extends from the west of Armadale Station near High Street to the south east of Malvern Station off Glenferrie Road.

This area has a high concentration of commercial, government, community, speciality non food, bulky goods, personal services, real estate and supermarkets.

Key retail anchors include;

- David Jones (7,500 sqm)
- Woolworths (3,400 sqm)
- Coles (2,930 sqm)
- Dan Murphy's (1,300 sqm)

This Activity Centre also is identified as a preferred location for diverse forms of medium and higher density housing. Dwelling growth that could be accommodated is approximately an additional 800 to 900 dwellings by 2031 (Essential Economics Economic Technical report, 2014).

The City of Stonnington Activity Areas Economic Analysis 2013 identified that over 120,898 sqm of total floorspace is provided within Glenferrie Road – High Street, of which 72,046 sqm is used for retail, and a further 30,820 sqm used for commercial purposes. The remaining floorspace (18,031 sqm) is used for a range of uses (such as recreation, community, vacant).

The Glenferrie Road- High Street Structure Plan was adopted by Council on 30 November 2015.

¹ *The City of Stonnington Activity Areas Economic Analysis, Hill PDA, 2013*

Hawksburn Village

Hawksburn Village is located on Malvern Road between Essex Street in the west and Mathoura Road in the east. The centre provides a good mix of retail and commercial uses, and also contains a high concentration of automotive stores. It is a strip shopping area which provides good accessibility to visitors.

This Centre is identified as a preferred location for a greater diversity of housing types.

Dwelling growth that could be accommodated is approximately 500 dwellings by 2031 (Charter Keck Cramer Economic Analysis, 2015)

The City of Stonnington Activity Areas Economic Analysis 2013 identified that over 45,959 sqm of total floorspace is provided within Hawksburn Village, of which 18,062 is used for retail, and a further 12,464 used for commercial purposes. The remaining floorspace (15,432 sqm) is used for a range of uses (such as automotive, vacant and hotel).

The City of Stonnington has commenced the Hawksburn Village Structure Plan, which will provide a long term plan for the future use and development of this centre.

Toorak Village

Toorak Village is located between Canterbury Road in the east and Tintern Avenue in the west. The centre contains over 270 shops and businesses, which include a range of cafés, beauty parlours, restaurants and other retail services. It is also anchored by a Woolworths supermarket.

This Centre is identified as a preferred location for a greater diversity of housing types.

The City of Stonnington Activity Areas Economic Analysis 2013 identified that over 29,378 sqm of total floorspace is provided within Toorak Village, of which 14,823 is used for retail, and a further 10,828 used for commercial purposes. The remaining floorspace (3,728 sqm) is used for a range of uses (vacant and automotive).

The *Toorak Village Structure Plan (2007-2030)* sets the strategic framework for the land use and built form for the centre. The Structure Plan identifies that approximately 335 dwellings can be accommodated in the study area by 2031.

The Structure Plan was adopted by Council on 4 February 2008. The Toorak Village Design Guidelines were adopted by Council on 16 August 2010.

2.1.2 STONNINGTON'S NEIGHBOURHOOD CENTRES

The existing floorspace provision within Stonnington's 17 neighbourhood centres is summarised in Table 2. The total retail floorspace in each centre varies from as little as 140 sqm (Batesford Road) to 10,030 sqm (Malvern Village).

Most neighbourhood centres in Stonnington currently play a (limited) role in meeting a range of day-to-day needs for the surrounding community. The limited range of neighbourhood-level facilities in some of these centres mean that local residents need to travel to other larger centres in order to meet many of their basic retail and other needs.

The boundary of each activity centre has generally been defined as the existing extent of the Commercial 1 and Mixed Use Zone, with some centres also including land within the Residential Growth, General Residential Zone and Public Use Zones.

A number of neighbourhood centres in Stonnington are also specialist destinations serving a particular role or niche (e.g. antiques and homewares) that is totally unrelated to their neighbourhood function. It is important that these specialised roles are also identified and (if appropriate) supported with a suitable policy framework that reflects their unique characteristics and requirements.

Stonnington Neighbourhood Centres, Floorspace (17 Assessable Centres) -					
Centres	Total Retail	Vacant Retail	Total Shopfront	Commercial / Other	Total Floorspace
Batesford Road	140m ²	0m ²	140m ²	290m ²	430m ²
Beatty Avenue	1,480m ²	90m ²	1,570m ²	160m ²	1,730m ²
Central Park Village	2,800m ²	140m ²	2,940m ²	4,520m ²	7,460m ²
Malvern Hill Village	660m ²	0m ²	660m ²	4,230m ²	4,890m ²
Kooyong Village	1,120m ²	0m ²	1,120m ²	730m ²	1,850m ²
High On Orrong	4,710m ²	390m ²	5,100m ²	3,350m ²	8,450m ²
Darling Village	1,760m ²	830m ²	2,590m ²	9,440m ²	12,030m ²
Glen Iris Village	1,050m ²	40m ²	1,090m ²	5,460m ²	6,550m ²
Malvern Valley	580m ²	0m ²	580m ²	1,660m ²	2,240m ²
Prahran East Village	9,790m ²	80m ²	9,870m ²	4,490m ²	14,360m ²
Punt Road Windsor	660m ²	950m ²	1,610m ²	3,210m ²	4,820m ²
High on Tooronga	5,080m ²	0m ²	5,080m ²	6,310m ²	11,390m ²
Malvern Village	10,030m ²	2,840m ²	12,870m ²	18,190m ²	31,060m ²
Warrigal Road-Waverley Road	1,390m ²	360m ²	1,750m ²	2,090m ²	3,840m ²
Wattletree Village	1,300m ²	2,030m ²	3,330m ²	4,570m ²	7,900m ²
East Malvern Terminus	3,530m ²	380m ²	3,910m ²	1,930m ²	5,840m ²
East Malvern Village	2,270m ²	90m ²	2,360m ²	2,730m ²	5,090m ²
Source: City of Stonnington Activity Areas Economic Analysis and Essential Economics, 2014					

Table 2 Stonnington Neighbourhood Centres, Floorspace

2.2 POLICY CONTEXT FOR ACTIVITY CENTRES

2.2.1 STATE PLANNING POLICY

The State Planning Policy Framework (SPPF) contained within all metropolitan planning schemes sets out land use and development policy directions for Victoria. The following is a summary of those elements of the SPPF that are most relevant to the planning and activity centres in Stonnington.

Activity Centres

State policy (Clause 11.01) encourages the creation of a high quality network of centres which differ in size and function. These centres will be the focus for business, shopping, working leisure and community facilities and will be well connected by public transport and cycle networks.

To achieve this, strategies set out in State policy include;

- Undertake strategic planning for the use and development of land in and around the activity centres.
- Encourage a diversity of housing types at higher densities in and around activity centres.
- Reduce the number of private motorised trips by concentrating activities that generate high numbers of trips to highly accessible centres.
- Improve access by walking, cycling and public transport to services and facilities for local and regional populations.
- Improve the social, economic and environmental performance and amenity of the centre.

Housing

State policy (Clause 16) sets out strategies in relation to the preferred locations for housing development and diversity as well as housing affordability and form. One of the principal policy objectives is 'to locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport'.

Economic Development

State policy (Clause 17.01) sets the following strategies in relation to commercial development:

- Locate commercial facilities in existing or planned activity centres.
- Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.
- Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

2.2.2 METROPOLITAN PLANNING STRATEGY

The Metropolitan Planning Strategy (Plan Melbourne 2014) sets out the Victorian Government's strategy to guide the city's growth to 2050. Plan Melbourne 2014 establishes an activity centre hierarchy which is largely driven by the ability for centres to generate employment and investment. It seeks to establish a hierarchy of centres that enable transit oriented development, employment growth and the creation of 20 minute neighbourhoods.

The Strategy notes the following categories of activity centres:

Metropolitan Activity Centres (MACs) are intended to 'maximise access to goods and services in a limited number of major centres with good public transport networks. These centres will play a major service delivery role, including Government health, justice and education services, providing a diverse range of jobs, activities and housing for a sub-regional catchment'. There are no MACs in Stonnington.

Activity Centres is to 'provide access to a wide range of goods and services in centres that are planned and managed by local government. The centres will have jobs and vibrant local economies. Some will serve larger sub-regional catchments'. Chapel Street, Chadstone, and Glenferrie Road – High Street fit into this classification.

Neighbourhood Centres are intended to 'provide neighbourhood access to local goods, services and employment opportunities. Planning in these locations will help to deliver 20-minute neighbourhoods across Melbourne'.

Plan Melbourne 2014 seeks to maintain and promote the 'village' character and enhance vibrancy of neighbourhood centres through more shoptop housing, community-based services and higher quality public spaces.

The **20 Minute Neighbourhood** concept set out in Plan Melbourne promotes the idea that people can access a range of services and facilities, ideally within 20 minutes from home. These neighbourhoods would offer safe and convenient access to a range of services and facilities including shops, cafés, restaurants, early-years centres, primary and secondary schools, parks and sporting fields, medical centres and public transport.

The state government is revising Plan Melbourne to incorporate consultation and industry feedback and new information. The Plan Melbourne Refresh discussion paper refines the definition of 20 minute neighbourhood as "The ability to meet your everyday (non work) needs locally, primarily within a 20 minute walk".

2.2.3 PLANNING ZONES AND OVERLAYS

The Victorian State Government has recently reformed Victoria's planning zones, with the creation of five new zones and the amendment of 12 existing zones.

Residential Zones

The following new residential zones have been applied across the municipality as follows:

- Residential Growth Zone - located on the main public transport routes where growth and development will occur outside of the activity centres and in areas close to railway stations and activity centres.
- General Residential Zone - located on some main public transport routes where growth and development will occur outside of activity centres, and across Stonnington in the hinterland areas where moderate growth is expected.
- Neighbourhood Residential Zone - located in most Heritage Overlay (precinct) areas and Neighbourhood Character Overlay areas (existing and proposed). Also areas where minimal change is expected and areas where detached single dwellings prevail.

Commercial 1 Zone

A large majority of the centres included within this Strategy are within a Commercial 1 Zone. The purpose of this zone is to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.

Mixed Use Zone

The purpose of the mixed use zone is to provide for a range of residential, commercial, industrial and other uses which complement the mixed use function of a locality. Within this zone, development which responds to the existing or preferred neighbourhood character of the area is encouraged.

Heritage Overlay

Many of the centres within the Strategy are included within a Heritage Overlay which aims to conserve and enhance heritage places of natural or cultural significance.

Design & Development Overlay

Several larger centres within the Stonnington retail hierarchy are included in a Design and Development Overlay. For each of these centres, there are specific requirements relating to the design and built form of new development.

2.2.4 STONNINGTON'S MUNICIPAL STRATEGIC STATEMENT

The Stonnington Municipal Strategic Statement (MSS) contains a range of objectives and strategies relating to housing, employment, heritage, open space, tourism, retail, infrastructure and transport.

Clause 21.04-1 of the Stonnington MSS identifies the following broad objectives for activity centres:

- Activity centres network, viability and identity – To maintain and enhance a network of sustainable and viable activity centres.
- Activity centre planning and land use balance – To provide clear direction on the preferred location, level and mix of uses for each activity centre in the City.
- Professional and business uses – To make provision for increased local employment in a broader range of commercial activities.
- Residential uses in and beside activity centres – To ensure new residential development in activity entries does not compromise the primary commercial and cultural role of activity centres.

2.2.5 OTHER RELEVANT COUNCIL DOCUMENTS

Council has a number of other strategies and policies that will influence the future planning of neighbourhood centres in the municipality. These include the following:

- Council Plan
- Building Prosperity - Economic Development Strategy 2012-2106
- Municipal Public Health and Wellbeing Plan 2013-2017
- Activity Areas Economic Analysis
- Draft Integrated Transport Plan
- Stonnington Sustainable Transport Policy
- Stonnington Cycling Strategy 2013-2016
- Stonnington Walking Policy
- Road Safety Policy 2008-2017
- Footpath Trading and Awnings Policy 2013
- Municipal Public Health and Wellbeing Plan 2013-2017
- Public Realm Strategy 2010
- Strategies for Creating Open Space 2013
- Turning Over A New Leaf - City of Stonnington Tree Strategy 2005
- Child and Family Services Strategy 2015-2019 (this is still a draft document)

2.3 INFLUENCES ON ACTIVITY CENTRES

2.3.1 POPULATION, DEMOGRAPHICS AND HOUSING GROWTH

Over the period 2015 to 2036, the resident population of the City of Stonnington is expected to increase by approximately +19,010 persons to 125,690 persons (as cited in Victoria in Future 2014, prepared by the Department of Environment, Land, Water and Planning¹). As shown in Table 3, this represents a lower average rate of population growth of +720 persons pa, or +0.6% relative to the current population growth rate (+1.4%).

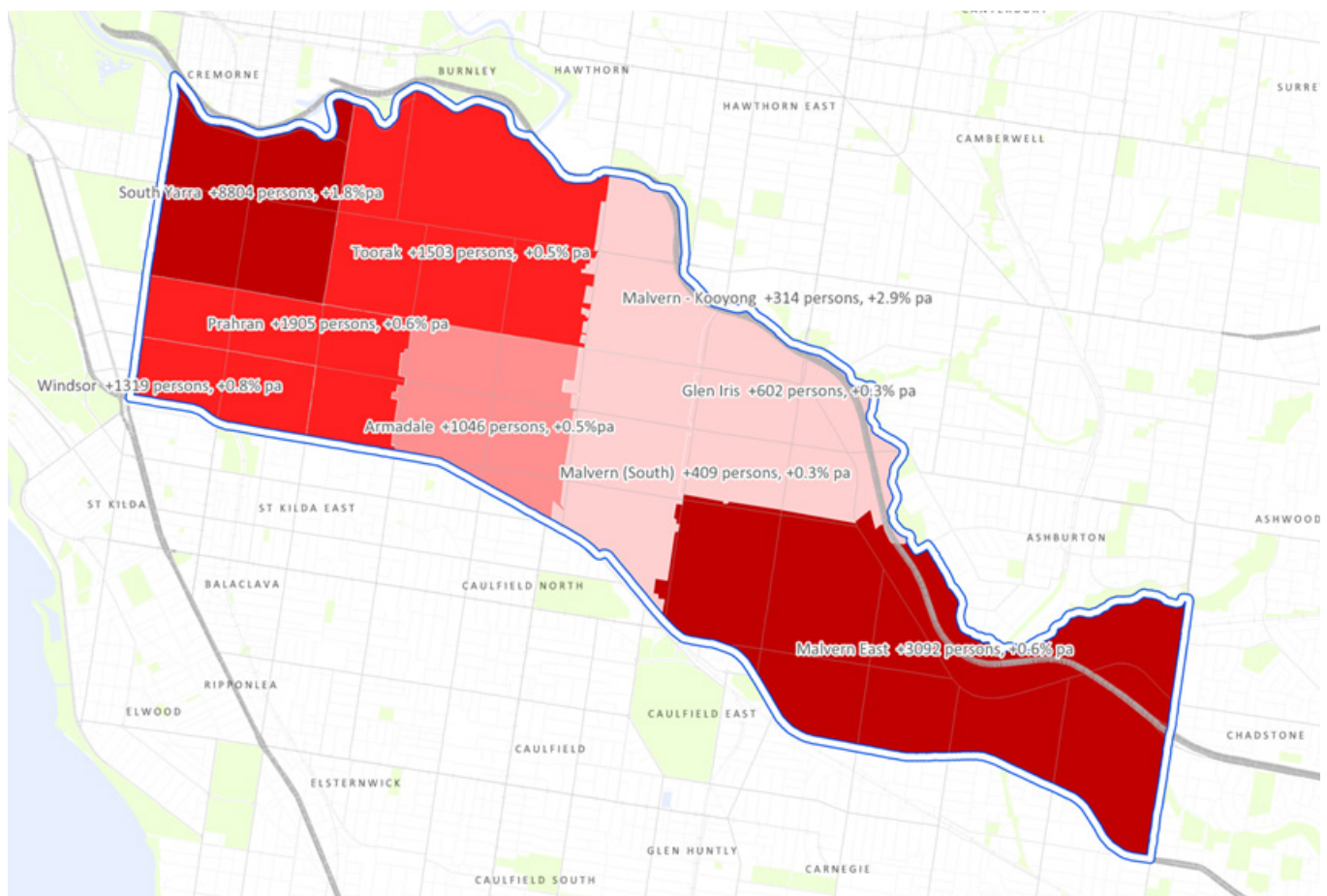
As shown in Figure 2, the majority of this population and household growth is forecast to be accommodated in additional dwellings (predominantly apartments) in the western areas of the municipality while the more established residential areas in the east are forecast to have less population, household and dwelling growth.

¹ Note that the Victoria In Future forecasts are regularly updated, and various background reports prepared in support of this strategy have cited forecasts for VIF 2012 and VIF 2014, depending on the timing of their preparation.

This is broadly summarised as follows:

- South Yarra, Prahran and Windsor (+12,030 persons or 63% of total forecast growth).
- Toorak and Armadale (+2,550 persons or 13% of total forecast growth).
- Malvern, Kooyong, Glen Iris and Malvern (+1,330 persons, or 7% of total forecast growth).
- Malvern East (+3,090 persons or 16% of total forecast growth).

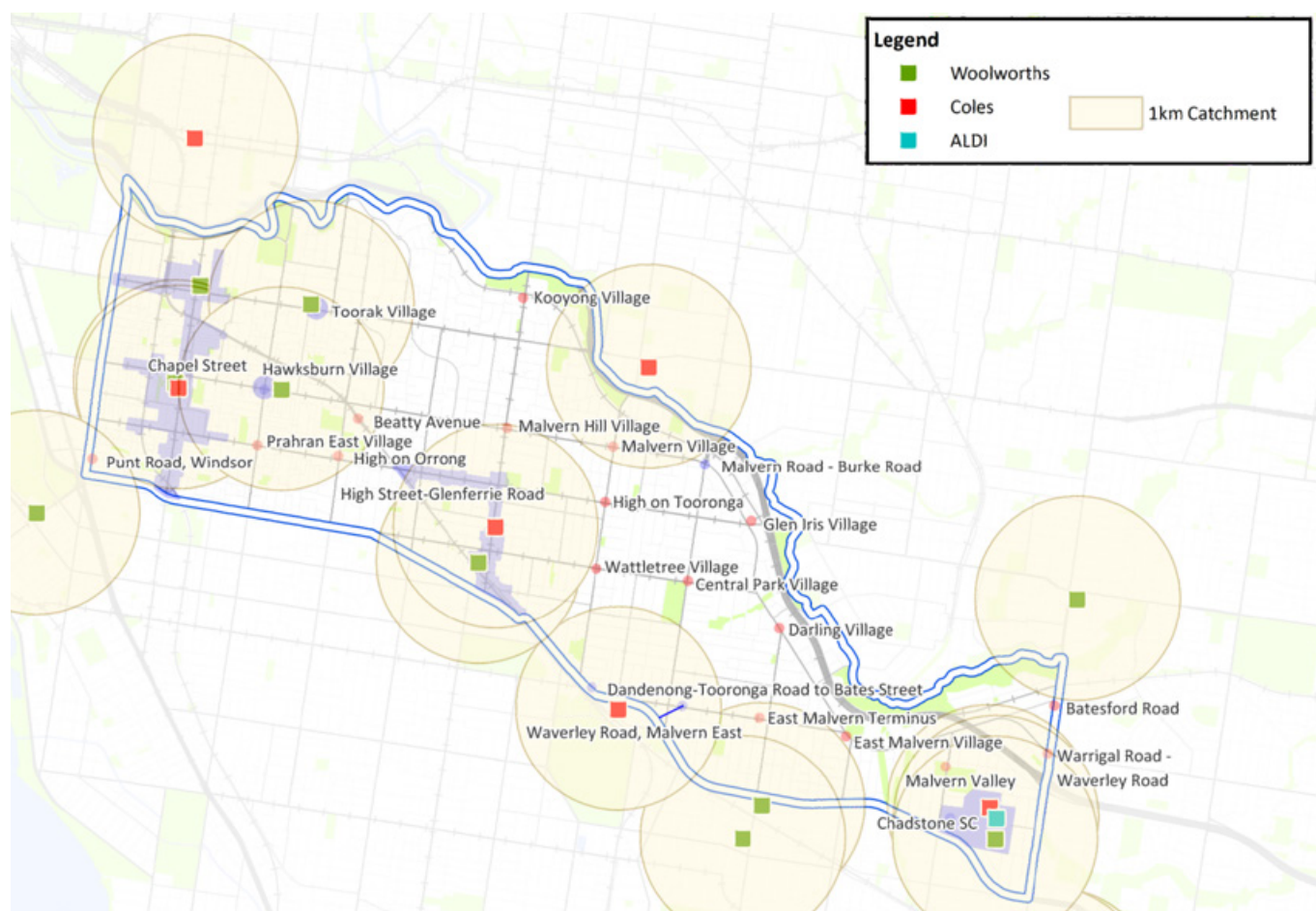
In the period 2016-2036 Council's projections (id 2013) are that the number of dwellings is expected to increase by 10,698. Most of this additional growth is anticipated to be accommodated in the Chapel Street Activity Centre (including Forrest Hill) and the Glenferrie Road and High Street Activity Centre. The remainder of the projected population and household growth is expected to be accommodated on the Principal Public Transport Network including tram routes, beside railway stations and within activity centres.



Produced by: Essential Economics Pty Ltd with MapInfo and StreetPro
Figure 2 Projected population growth by suburb 2015-2036

Population Forecast, City of Stonnington, 2015 to 2036				
	2015	2019	2026	2036
City of Stonnington				
Persons	106,680	110,510	116,620	125,690
Average Annual Growth (No.)		+1,070	+870	+910
Average Annual Growth Rate (%)		+1.0%	+0.8%	+0.8%
Greater Melbourne				
Average Annual Growth Rate (%)		+2.6%	+2.4%	+3.0%
Source: ABS Cat. 3218, 2014; VIF, 2014; id Consulting; Essential Economics				

Produced by: Essential Economics Pty Ltd with MapInfo and StreetPro
Table 3 Population Forecast, City of Stonnington, 2015 to 2036



Produced by: Essential Economics Pty Ltd with MapInfo and StreetPro
Figure 3 Existing Supermarket Provision , City of Stonnington 2014

2.3.2 FUTURE RETAIL FORECASTS

The analysis by Hill PDA estimates that over the period to 2031, Stonnington's centres will require an additional 40,000m² of retail floorspace, at an average rate of +2,000m² per annum, based on an increase in the Stonnington population from 99,118 in 2011 to 117,781 in 2031¹.

Supermarkets are a particularly important retail format in term of meeting the day-to-day needs of the general population. No other retail format is visited more regularly by more people. Supermarkets are fundamental to providing basic food and groceries required for everyday life.

Figure 3 shows the existing network of supermarkets in the region. An indicative catchment area (1km radius) is also shown which provides a generalised illustration of potential gaps in the provision of supermarkets across municipality.

Without any additions to supply, Hill PDA forecasts that by 2031 there will be an unmet demand of around 19,000m² of retail floorspace (equivalent to five full-line supermarkets).

Hill PDA also note the growing popularity of internet shopping as one of the key retail trends influencing Stonnington. Virtual supermarkets, instant/express delivery functions and the use of social media are becoming more prevalent.

Online sales in Australia are expected to increase to 7.2% of household retail sales by 2015 and to 11.8% by 2020 (Hill PDA). Online spending in the 2015-16 financial year was recently reported by NAB to be 6.6% percent of the traditional bricks and mortar retail sector².

Online shopping trends will have varying impacts on different categories of activity centres. Supermarkets and specialty stores are more likely to be impacted by these trends, so smaller neighbourhood centres that focus on day to day convenience and leisure retailing may be less affected.

2.3.3 RETAIL SPENDING

Overall, Stonnington is characterised by higher incomes, a high share of white collar workers and an above average share of the population living in higher density housing. In a practical sense this means that Stonnington residents have higher levels of retail spending, (particularly on discretionary items) compared with the metropolitan Melbourne. Higher incomes also drive demand for professional services (such as tax accountants, financial planners, architects and the like).

1 *The City of Stonnington Activity Areas Economic Analysis, Hill PDA, 2013 - It should be noted that the Hill PDA report used VIF 2012 data and its timeframes extend to only 2031, whereas the data cited in Section 2.2.1 is from Essential Economics (using VIF 2014 figures) and id Consulting forecasts (which extend to 2036).*

2 *NAB Online Retail Sales Index, March 2016*

3. KEY ISSUES FOR ACTIVITY CENTRES

The Strategy addresses the following key issues for each of the 17 nominated neighbourhood centres within Stonnington.

PLANNING FOR POPULATION AND HOUSING GROWTH

- Almost 20,000 more residents will live in Stonnington by 2036.
- There will be ongoing demand for new housing in neighbourhood centres.
- There will be increased demand for shops, supermarkets, open space and public spaces.
- Residential development at ground level in neighbourhood centres can reduce shop frontages and retail and create a lack of street activity.

MAINTAINING A DIVERSITY OF ECONOMIC OPPORTUNITIES

- Retail floorspace is likely to increase by around 19,000 sqm by 2031.
- Neighbourhood centres currently have limited convenience retail services (particularly fresh food and groceries). There are limited opportunities to accommodate full-line supermarkets in most centres.
- Allowing office floorspace in neighbourhood centres creates important opportunity for people to live and work locally.
- Many neighbourhood centres have significant office and niche retail activities, and sometimes this is at the expense of a local convenience retail facilities.
- Changing shopping patterns (including online shopping) further reduced the role that neighbourhood centres play in meeting local shopping needs.

IMPROVING ENVIRONMENT AND AMENITY

- Poor quality development can impact on architectural character in centres and the amenity of adjoining residential areas.
- Heritage buildings in neighbourhood centres need to be respected.
- Visitors need to be protected from weather extremes and high traffic speeds.

IMPROVING ACCESS

- There is a need support greater use of public transport, cycling and walking to and within neighbourhood centres.
- Increasing development in neighbourhood centres can impact on traffic and parking.
- Clearways on main roads impact on the amenity and access within neighbourhood centres.
- There is a limited supply of on-street car parking in neighbourhood centres, which places pressure on surrounding streets for parking.
- Improvements are needed to walking and cycling networks.
- Improvements are needed to public transport access and wayfinding.

CONNECTING COMMUNITIES

- Some neighbourhood centres do not offer a diversity of community services, meaning that there are fewer reasons for residents to visit the centres.
- Neighbourhood centres need well-designed public places for visitors to enjoy.

4. ACTIVITY CENTRE FUTURE STRATEGIC DIRECTIONS

4.1 ACTIVITY CENTRE WIDE OBJECTIVES

The following objectives have been identified to apply to all neighbourhood centres within Stonnington:

Objectives

- To encourage a mix of retail, commercial, community uses which meet local convenience needs and provide a focal point for the community.
- To encourage the dual roles that some neighbourhood centres play in providing both local convenience services and specialised retail shopping.
- To encourage the provision of local employment and housing opportunities within neighbourhood centres.
- To improve access to and within the neighbourhood centres.
- To achieve a shift to more sustainable transport modes for travel to and within all neighbourhood centres.
- To provide for residential development within each neighbourhood activity centre at a scale that accords with the role and capacity of the centre.

4.2 NEIGHBOURHOOD CENTRE HIERARCHY

The spatial framework of Stonnington's activity centres is strongly influenced by the presence of three large activity centres (Chapel Street, Chadstone Shopping Centre, and Glenferrie Road-High Street). These larger centres play a regional and subregional role in meeting the higher order shopping, health, entertainment, commercial and cultural needs of the wider community. They also provide for the more neighbourhood-scale shopping and other needs of residents and workers within and near to these centres. This limits the ability of the nearby smaller centres to provide more than a limited local service role.

A new three level definition of neighbourhood centres is proposed based on the capacity of each centre to provide goods and services and contribute towards the creation of 20 minute neighbourhoods in Stonnington. This is as follows:

Neighbourhood Centre

Neighbourhood Centres have a full mix of uses to meet the daily and weekly needs of the surrounding community. These centres typically include a full-line supermarket and a wide range of supporting retail, commercial and service functions. Neighbourhood Centres also play an important 'community' based role in providing health and community services and a place to meet and socialise within the local area. Ideally they are located close to a mix of other activity uses such as schools or child care and other facilities that also benefit from access to public transport.

Neighbourhood Centres generally serve a population of at least 8,000 persons with retail floorspace comprising:

- Full line supermarket Specialty shops- butchers, bakeries, greengrocer, post office, pharmacy, gift shops, cafés, restaurants, tavern. etc.
- Personal/health services - banks, medical clinics, gymnasiums;

Medium Neighbourhood Centre

Medium Neighbourhood Centres contain a broad range of uses to meet the daily and weekly needs of the local community. They contain a variety of commercial, office and community uses, however they lack an 'anchor' supermarket store.

Medium Neighbourhood Centres contain food retailers including fresh food (bakeries, greengrocers, butchers), as well as takeaway shops, cafés, and restaurants. These centres contain at least one community facility, are generally highly accessible by public transport and offer a safe and secure pedestrian friendly environment.

The centres also provide personal and health services such as hairdressers, financial services and beauty salons.

Small Neighbourhood Centre

Small Neighbourhood Centres cater for only the basic retail and service needs of the surrounding population, meaning that local residents also need to travel to other larger centres in order to meet their day-to-day retail and other needs.

Small Neighbourhood Centres generally consist of a small range retailers catering for the basic shopping needs of local residents. Commercial uses, professional and community facilities can also be found within these centres. Small Neighbourhood Centres serve the immediate walking catchment area and the overall accessibility of these centres varies across the municipality.

Some non-food, services and commercial office floorspace can be found within these centres.

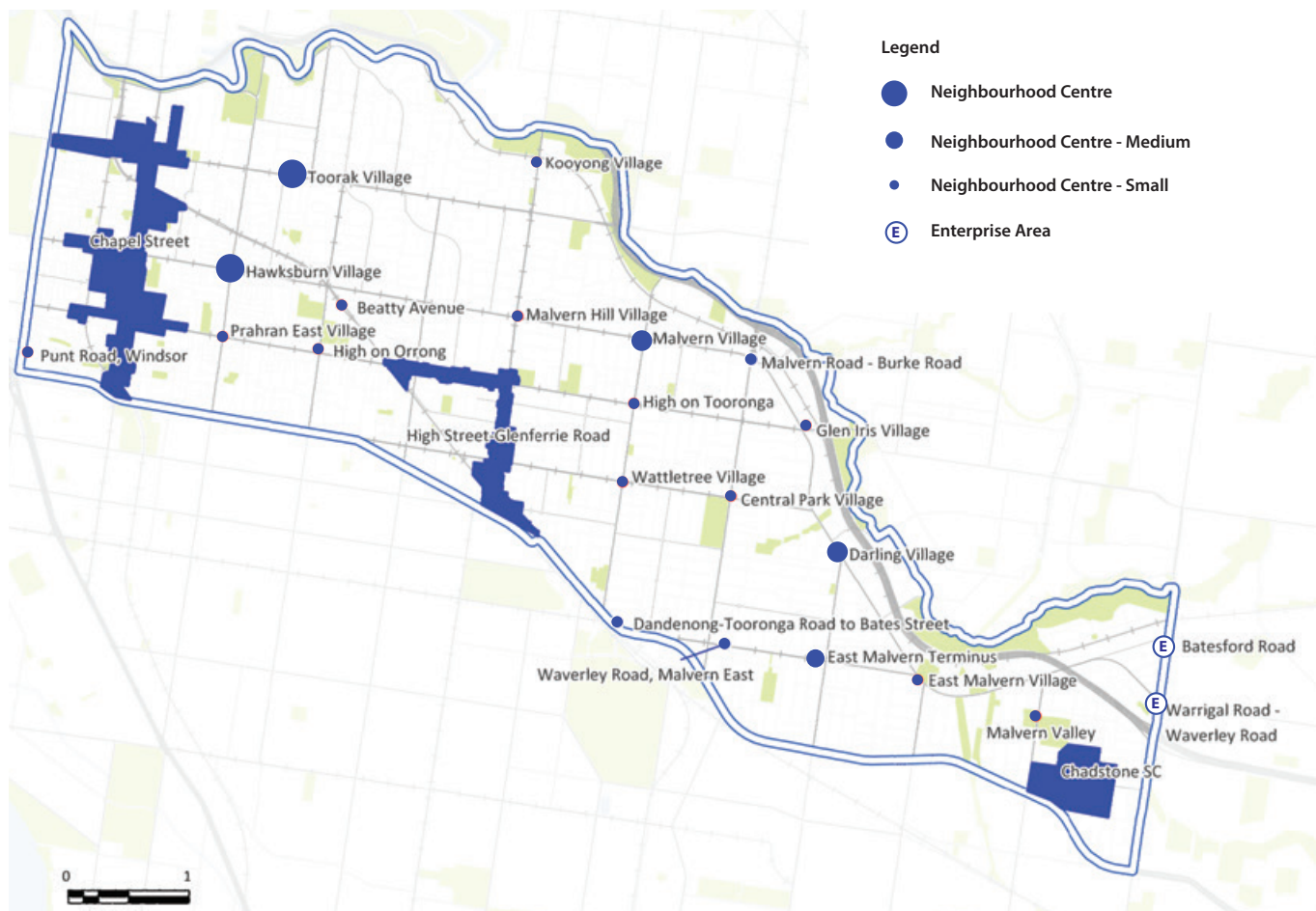
Enterprise Area

In addition to the three classifications of neighbourhood activity centre, a classification of 'Enterprise Area' is proposed.

Enterprise Areas are locations that do not provide a significant role to residents of the surrounding neighbourhood other than the most basic convenience-level retail and services. Nonetheless, these enterprise areas may contain a number of active businesses which have a specialised role, or which provide a product or service that targets passing trade or a geographic area that extends beyond the surrounding suburbs.

A note on the specialist role of certain neighbourhood centres

In addition to serving the neighbourhood-level needs of surrounding residents, some centres in Stonnington are also specialist destinations locations serving a particular role or niche (i.e. homewares) that is totally unrelated. It is therefore important that these specialised roles are also identified and (if appropriate) supported with a suitable policy framework that reflects the unique characteristics of the relevant centre. These specialist roles are identified as a sub-classification within the neighbourhood centre classifications.



Produced by: Essential Economics Pty Ltd with MapInfo and StreetPro

Figure 4 Proposed Activity Centre Network, City of Stonnington

Table 4 identifies the revised activity centre hierarchy for Stonnington that includes the new three level definition of neighbourhood centres and the new 'enterprise area' category. The extent to which the smaller centres include a range of uses will be influenced by the characteristics of the centre and its local context. A more detailed description of the role of the neighbourhood centres and enterprise areas is provided in Table 5.

All centres will include a greater diversity of higher density housing forms, although the larger centres will be the focus for more intensive residential growth, due to their role, size, redevelopment opportunities and access to public transport and services.

Revised Activity Centre Hierarchy		
Hierarchy	Centre	Description
Activity Centre	Chapel Street (Prahran/ South Yarra Activity Centre)	Regional or Sub-regional centre with both neighbourhood and regional roles accommodating larger scale retail uses, complementary entertainment uses and goods and services to meet every day and specialty needs. Accommodate medium and higher density housing.
	Chadstone Glenferrie Road – High Street	
Neighbourhood Centre	Hawksburn Toorak Village Chapel Street (Windsor and Toorak Road Neighbourhood Centres)	Provide a comprehensive range of facilities catering to the everyday needs of surrounding residents, and in many instances incorporate retail, office and service functions catering to wider markets. Accommodate medium and higher density housing.
Neighbourhood Centre (Medium)	Malvern Village Darling Village* East Malvern Terminus	Contain a broad range of uses utilised by the surrounding community, however lack the major supermarkets and diversity of specialty shops contained in Neighbourhood Centres. Accommodate medium and higher density housing.
Neighbourhood Centre (Small)	12 centres	Small centres catering for only the basic neighbourhood retail and service needs of residents. Smaller centres will have varied capacity for housing growth, depending on factors such as heritage overlays and lot sizes.
Enterprise	Warrigal Road, Waverley Rd Batesford Road	Commercial areas with a mix of business uses, lacking a genuine neighbourhood service role.

Table 4 Revised Activity Centre Hierarchy, City of Stonnington

(* the Darling Village Centre currently functions as a small neighbourhood centre with a limited range of convenience retail and other local services. However, the centre is located on a train station, contains a number of sites with redevelopment potential, and has potential for the creation of new public spaces. For these reasons, this centre has been identified as having potential to evolve into a medium scale neighbourhood centre over the longer term, whereby new developments incorporate new convenience retail and other local services.)

Table 5 identifies the desired future role for each centre, and is based either continuing its existing role or expanding its role in order to enhance its capacity to function as a genuine neighbourhood centre. The individual centre chapters and Background Paper provide further detail as to the reasoning for the preferred mix identified for each centre.

Centre	Classification	Future Role						
		Local convenience services	Passing trade convenience services*	Specialty retail	Small format supermarkets	Food and drink premises	Offices	Focus for housing
Batesford Road (16)	Enterprise area							
Beatty Avenue (5)	Small NAC							
Central Park Village (12)	Small NAC							
Darling Village (13)	Medium NAC							
East Malvern Terminus (2)	Medium NAC							
East Malvern Village (14)	Small NAC							
Glen Iris Village (11)	Small NAC							
High On Orrong (6)	Small NAC							
High on Tooronga (9)	Small NAC							
Kooyong Village (7)	Small NAC							
Malvern Hill Village (8)	Small NAC							
Malvern Valley (15)	Small NAC							
Malvern Village (1)	Medium NAC				#			
Prahran East Village (4)	Small NAC							
Punt Road Windsor (3)	Small NAC							
Warrigal Road-Waverley Road (17)	Enterprise area							
Wattletree Village (10)	Small NAC							

* These include businesses such as fast food outlets and hardware stores that rely on roads with high traffic volumes/
This centre may be fully able to accommodate a full-line supermarket.

Table 5 Individual centre classification and future role

Legend

Desired future role

4.3 CENTRE WIDE DIRECTIONS

The following strategies will be used to guide the future use and development within Stonnington's Neighbourhood Centres:

4.3.1 ECONOMIC DEVELOPMENT

The following strategies apply to all neighbourhood centres in Stonnington:

- Provide for modest increases in retail floorspace where opportunities exist.
- Encourage the development of supermarkets.
- Encourage the establishment of additional food and drink premises.
- Encourage the creation of office and commercial floorspace on upper levels of new development.

4.3.2 PUBLIC REALM IMPROVEMENTS

The following strategies apply to all neighbourhood centres within Stonnington:

- Improve streetscape landscaping by increasing the number of street trees and planting larger species where verandah heights and pavement spaces permits to create amenity, shade and reduce the urban heat island effect.
- Create new or enhance existing social/public spaces where the public can congregate and where outdoor seating for food and drink premises can be located, particularly where a centre has no adjacent open space facilities.
- Install raised street thresholds at intersections.
- Upgrade or redesign tram terminii platforms.
- Install verandahs along the length of activity centre frontages.
- Install public art in larger centres where funding options arise.
- Improve the visual interest of building exteriors.
- Reduce and remove above verandah signs.
- Improve pedestrian street lighting.
- Upgrade street furniture (public seating, bicycle hoops, drinking fountains, notice boards, event banners, waste bins and planter boxes).
- Install consistent footpath paving.
- Remove overhead wires to reduce visual clutter and encourage better tree canopy growth.
- Renew underground services
- Integrate sustainability criteria into new public realm works (including water sensitive urban design and the use of recycled materials).
- Install infrastructure to promote sustainable transport choices (walking, cycling, public transport) such as wider footpaths and facilities for bike storage.

4.3.3 ACCESS AND PARKING

The following strategies apply to all neighbourhood centres within Stonnington:

Walking and Cycling (Active Transport)

- Provide a high quality pedestrian priority network within 400m of activity centres, which includes, clear, well-lit and DDA compliant pedestrian pathways and crossings and effective wayfinding.
- Increase the number of formal pedestrian crossings.
- Work within the constraints of clearways to provide for cycle facilities.
- Provide end of trip facilities at public transport hubs to support walking and cycling access.
- Programs to promote walking and cycling initiatives and raise awareness of the benefits of active travel modes (ie walking school buses, awareness of health benefits).

Public Transport

- Promote high quality intermodal interchange through improvement to linkages between tram, bus, rail and active transport.
- Promote public transport uptake among residents within new developments.
- Plan a public transport network that meets future demand generated by land use change and intensification within activity areas.
- Link each neighbourhood centre to larger activity centres and employment nodes via public transport.
- Ensure all facilities are accessible, DDA compliant and designed to service the broadest community catchment.
- Redesign tram terminuses to provide enhanced passenger experiences and to capitalise on the tram infrastructure as a place making element within the centres.

Vehicle Access and Movement

- Protect and retain current access arrangements for service and emergency vehicles.
- Prioritise road user safety through LATM measures- such as 40kph speed limits, discouraging through traffic on residential streets and providing pedestrian crossings.
- Reduce vehicle speeds through lower statutory speed limits and urban design strategies that modify driver behaviours.
- Review the access to and location of off-street parking supply to minimise traffic circulation where possible.
- Work with VicRoads SmartRoads and Network Operating Plans to support activity centre objectives in relation to amenity and access.

Parking

- Reduce public transport car parking demand and enable alternative uses for current commuter parking areas.

- Review the mix of on-street and off-street parking opportunities servicing different demands and land use with a view to optimising needs of all users.
- Maximise the use of existing car parking facilities and minimising parking spill-over into residential areas.
- Rationalise on-street car parking space and consider if car parking is the most appropriate land use option.

Loading

- Provide well designed and efficient loading and servicing bays.
- Encourage freight delivery and servicing activity in the evening and early AM outside peak commuter hours.

4.3.4 COMMUNITY

The following strategies apply to all neighbourhood centres within Stonnington:

- Encourage the retention of and addition of new community facilities in neighbourhood centres, including both Council services, non-government organisations, and private facilities such as child care centres, gymnasiums, and health and wellbeing services.
- Assist non-government organisations to establish a presence in underutilised spaces.
- Encourage community uses to be located on upper levels or side streets so as to not take up main road retail frontages

4.3.5 HOUSING AND OTHER DEVELOPMENT

The following strategies apply to all neighbourhood centres within Stonnington:

- Provide opportunities for the delivery of new and diverse housing opportunities including shop-top housing, townhouses and apartments.
- Implement design guidelines that encourage development appropriate to the context and character of each centre.
- Protect heritage buildings and streetscapes.

Please see chapter 4.4 for further detail on the centre typologies, and chapter 6 for the guidelines that relate to these typologies.

5. CENTRE BY CENTRE FUTURE DIRECTIONS

5.1 INTRODUCTION

An overall framework has been prepared for each of the neighbourhood centres considered in this strategy. The components of each framework is described below.

Vision

The vision statement for each centre identifies what elements should be focused on to ensure the centre realises its future role and builds on its existing assets to further improve its presentation and functioning.

Objectives

In addition to the overall objectives identified in Section 4.1, specific objectives have been identified to address issues particular to each centre.

Strategies

A range of land use, public realm, access and transport strategies are identified for each centre.

Centre Boundary

A boundary has been identified for each centre based on consideration of the following criteria:

- Vacancy rates – The existing vacancy and/or underutilisation of land and buildings within the centre.
- Economic profile – The current economic profile and whether the analysis suggests change is required.
- Current zoning and allowable uses – The extent of the existing Commercial 1, Mixed Use and Industrial zoning, the uses these zones allow, and whether there are adjoining residentially zoned sites that should be rezoned if they contain or could contain activity centre uses.
- Infrastructure – The existing infrastructure as well as additional infrastructure requirements.
- Potential development sites – Whether there are potential development sites (including government owned sites).
- Expansion constraints – The presence of surrounding land uses that constrain growth.
- Access and movement – The current access and movement in the centre and whether this can be improved.
- Demographic change – The forecast change in the residential and worker demographics in the catchment of the centre, and the potential future demand for retail and commercial floorspace.

Design Guidelines

A key component of this strategy is the Design Guidelines that provide guidance for the management of built form change. The Design Guidelines (refer to chapter 6) are based on a set of typologies that reflect street width, the presence or absence of heritage streetscapes, and redevelopment potential. Each centre has been analysed against these criteria and assigned a typology or multiple typologies where there are distinct character areas.

Improvement Opportunities

The key land use, public realm, access and transport improvement opportunities are annotated on the maps.

1. MALVERN VILLAGE



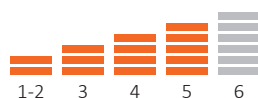
Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Vision

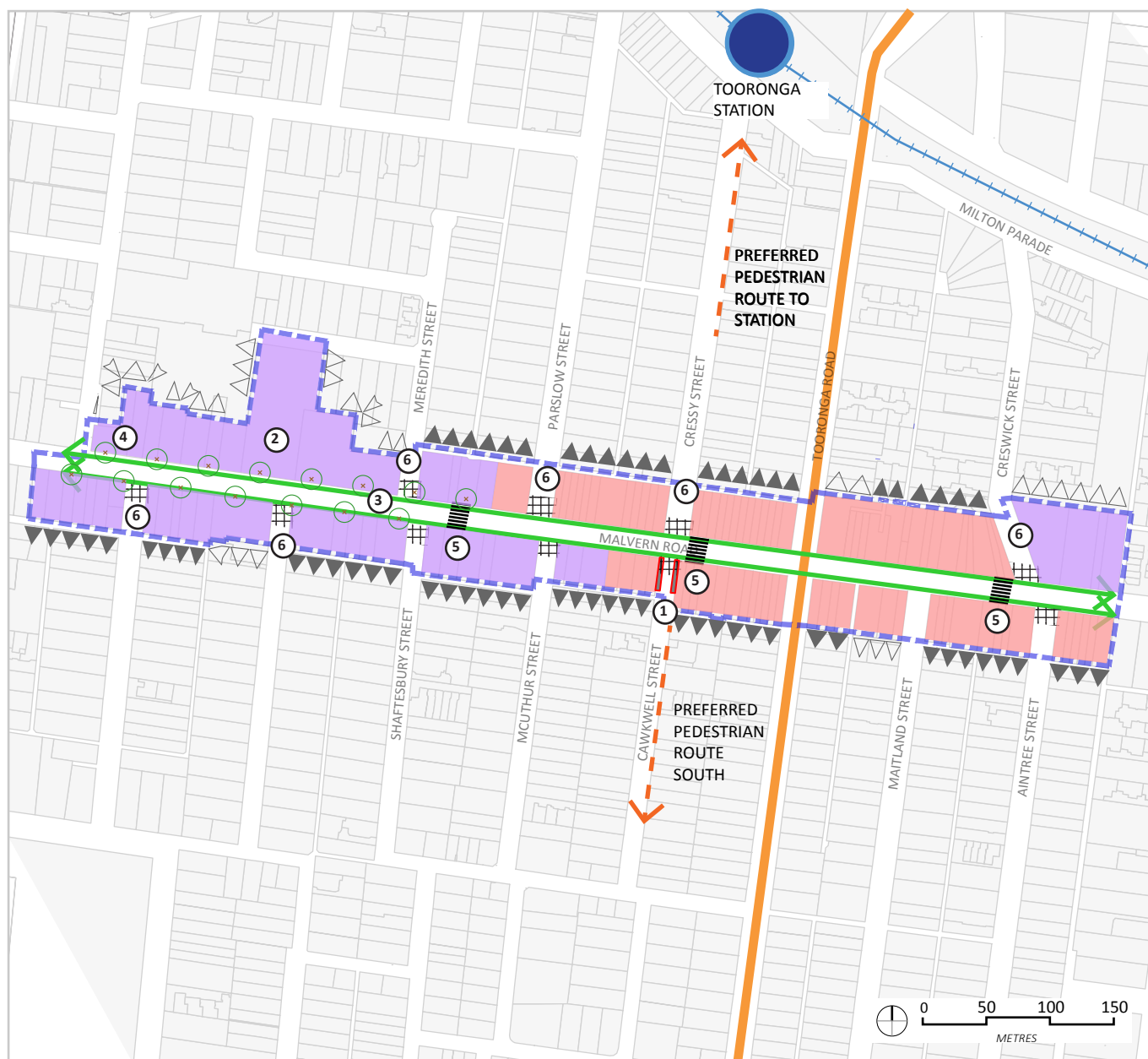
The Malvern Village neighbourhood centre will continue to provide a range of neighbourhood-level facilities, including potentially a full-line supermarket. A larger residential population will live within the centre as sites are redeveloped to include multi-unit developments. The provision of continuous retail frontage and veranda coverage will assist to encourage pedestrians to traverse along this lengthy centre, and additional pedestrian crossings will make road crossings safer. The creation of a social space and additional food retail traders will encourage visitors to spend time within the centre.

Centre-specific Objectives

- Encourage additional retail, commercial and residential development.
- Encourage the development of a full-line supermarket.
- Improve pedestrian connectivity across Malvern Road.
- Provide additional social space.
- Encourage additional food retail traders to become established in the centre.
- Protect the heritage buildings and streetscape.

Strategies

- Support the development of a full line supermarket at 1315 Malvern Road.
- Retain the mix of local convenience retailing in the east and support additional retail at ground level with residential development above in the west.
- Investigate potential for on road marked cycle lanes on Malvern Road and at the Malvern Road-Toorong Road junction.
- Investigate the potential for additional pedestrian crossings.
- Improve the appearance, integration and function of the tram stops.
- Improve pedestrian crossings at side streets with the potential for raised threshold treatments.
- Provide cycle parking infrastructure.
- Facilitate a preferred pedestrian route along Cawkwell Street.
- Expand the kerb outstands at the southern junction with Cawkwell Street for landscaping and social space.
- Replace the existing street trees with larger species outside buildings without verandas in the western part of the centre.
- Consider installation of facilities such as drinking fountains and notice boards.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY B-1 (4 STOREYS)
- TYPOLOGY C (5 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK
- PROPOSED STREET TREES

IMPROVEMENT OPPORTUNITIES

- ① WIDEN KERB ON CAWKWELL STREET TO CREATE A PEDESTRIAN/ SOCIAL SPACE
- ② ENCOURAGE THE DEVELOPMENT OF A SUPERMARKET IN THIS LOCATION
- ③ PLANT CANOPY STREET TREES
- ④ INVESTIGATE ADDING CYCLE LANES ON MALVERN ROAD (REFER TO CLEARWAYS CROSS-SECTION IN VOLUME 2)

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- TRAM ROUTE
- BUS STOP
- TRAM STOP
- ⑤ INVESTIGATE ADDITIONAL PEDESTRIAN CROSSING(S)
- ⑥ THRESHOLD TREATMENTS

2. EAST MALVERN TERMINUS



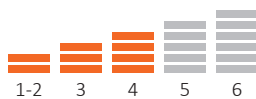
Development opportunities



Type of centre



Building heights**



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Vision

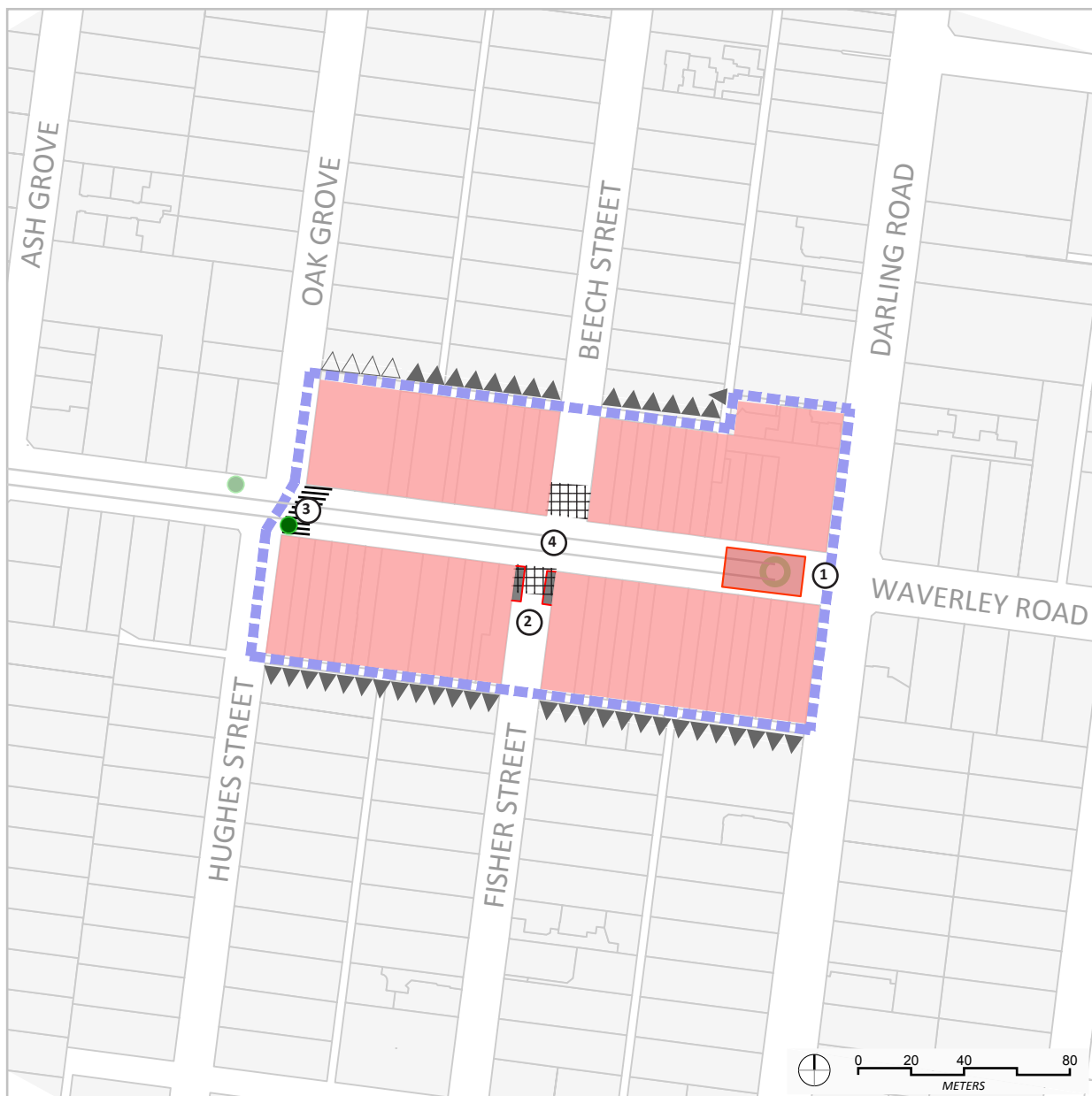
The East Malvern Terminus neighbourhood centre will continue to function as a key convenience centre for surrounding residents. Creating and maintaining a high quality streetscape will add to its vibrancy and attractiveness. A revitalised tram terminus and a social space on widened Fisher Street footpaths will enhance the quality of the centre. The installation of a new pedestrian crossing will increase pedestrian safety in the centre. The heritage buildings that have a late Federation and interwar character will be protected.

Centre-specific Objectives

- Revitalise the tram terminus.
- Provide additional social space and enhanced kerbside dining opportunities.
- Improve pedestrian connections across Waverley Road.
- Protect the heritage buildings and streetscape.
- Encourage the development of a convenience supermarket.

Strategies

- Expand the kerb outstands on the corner of Fisher Street for the purpose of landscaping and dining.
- Enhance the pedestrianisation of the centre through improved appearance and integration of the tram terminus.
- Improve the appearance, integration and function of the tram stop.
- Consider installation of facilities such as drinking fountains and notice boards.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY B-1 (4 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK

IMPROVEMENT OPPORTUNITIES

- ① INVESTIGATE UPGRADING TRAM TERMINUS
- ② POTENTIAL KERB WIDENING TO PROVIDE SOCIAL SPACE
- ③ INVESTIGATE POTENTIAL PEDESTRIAN CROSSING ASSOCIATED WITH AN UPGRADED TRAM STOP
- ④ THRESHOLD TREATMENTS

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- TRAM ROUTE
- BUS STOP
- TRAM STOP
- TRAM TERMINUS

3. PUNT ROAD WINDSOR



Vision

Punt Road Windsor will function as a small neighbourhood centre with retail facilities at ground level and high density residential development above. Streetscape enhancements at the Henry and Peel Street intersections with busy Punt Road and additional social space at the Pint on Punt hotel will provide greater amenity for the local residents.

Centre-specific Objectives

- Provide additional social space.
- Encourage high density residential development.
- Enhance the streetscapes on the side streets.

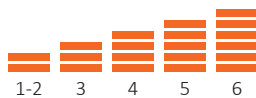
Development opportunities



Type of centre



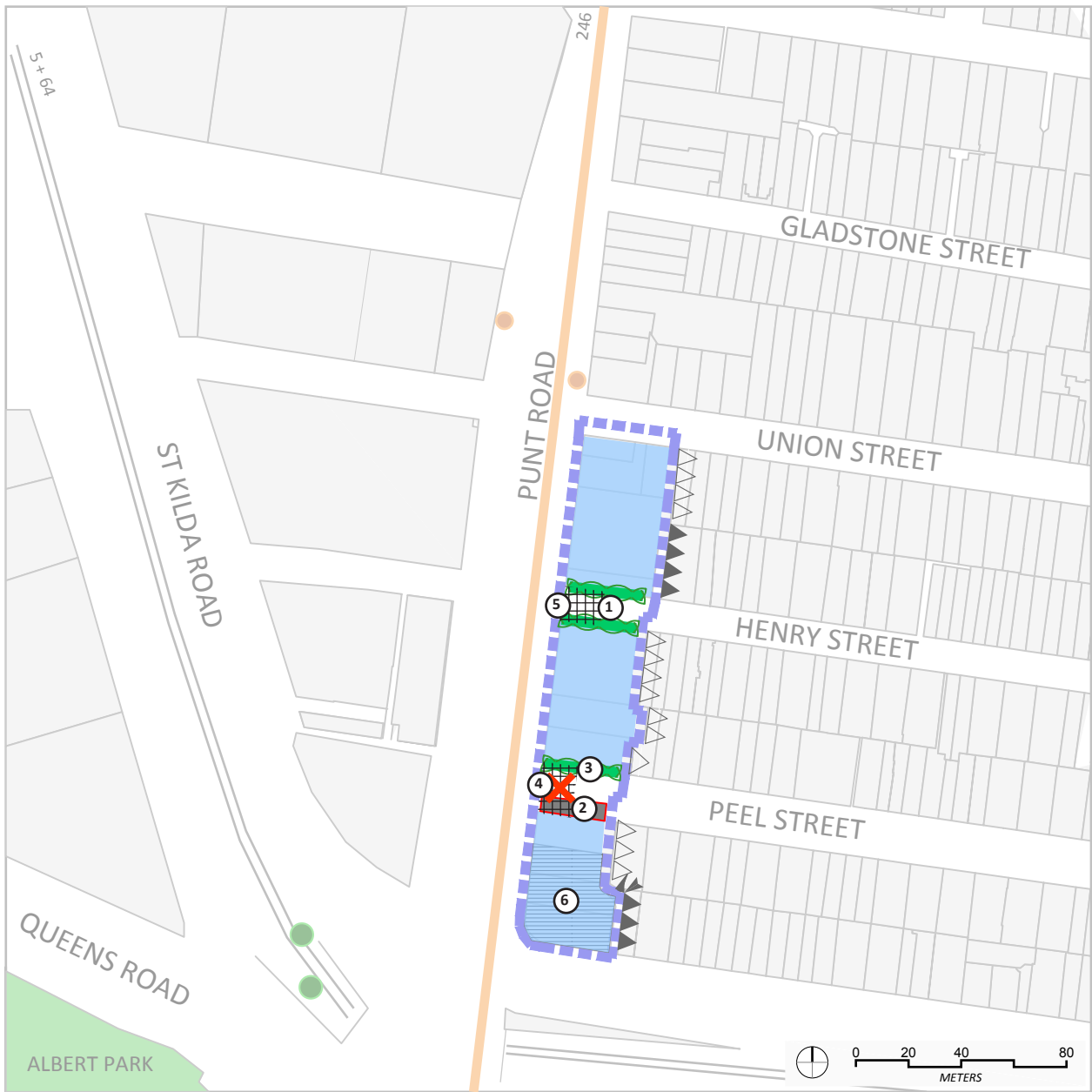
Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Strategies

- Locate higher density residential development on Punt Road with taller built form on the strategic development site at the corner of Punt Road and Dandenong Road.
- Remove the splitter island from the Peel Street/Punt Road intersection to accommodate a larger kerbside seating area adjacent to the Pint on Punt and a raised table treatment.
- Replace the landscaping on Henry Street and Peel Street with larger species.
- Consider installation of facilities such as drinking fountains, notice boards, aerial maps and planter boxes.
- Replace the paving in this centre as part of a comprehensive upgrade of the centre's public realm, which might be triggered by a major private or public development in the centre, such as a new apartment building or the remodelling of Peel Street at Punt Road.
- Improve the appearance, integration and function of the tram stops near this centre.
- Provide a raised table treatment on Henry Street where it intersects with Punt Road.
- Install a bike head start box at Union Street.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY D (6 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- TRAM ROUTE
- BUS STOP
- TRAM STOP

- ① IMPROVE LANDSCAPING AT HENRY STREET/PUNT ROAD INTERSECTION
- ② WIDEN SOUTHERN FOOTPATH OF PEEL STREET TO CREATE SOCIAL SPACE
- ③ IMPROVE LANDSCAPING AT PEEL STREET/PUNT ROAD INTERSECTION
- ④ INVESTIGATE REMOVING SPLITTER ISLAND IS WIDENED FOOTPATH ON SOUTH SIDE AND THRESHOLD TREATMENT WILL PROVIDE SUFFICIENTLY SAFE PEDESTRIAN MOVEMENTS
- ⑤ THRESHOLD TREATMENT
- ⑥ ENCOURAGE A HIGH QUALITY DESIGN BUILDING ON THIS GATEWAY SITE

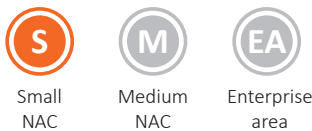
4. PRAHRAN EAST VILLAGE



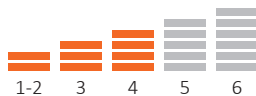
Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Vision

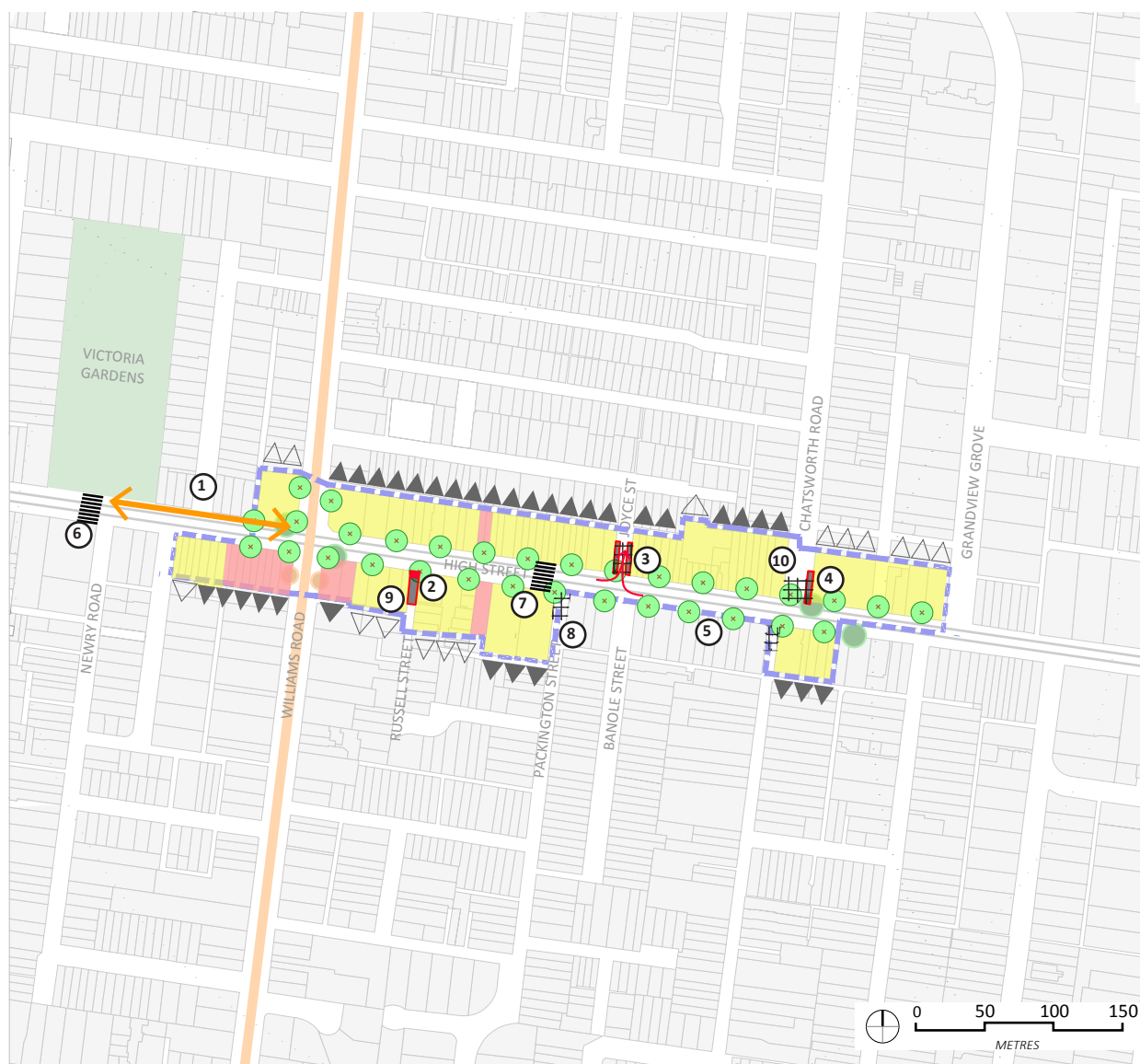
The Prahran East Village neighbourhood centre will continue to operate as a vibrant neighbourhood activity centre that provides both convenience retailing and specialised homewares and bulky goods shopping opportunities. It will become a more welcoming place for pedestrians with additional crossing points, additional social spaces on side roads, and enhanced connections to Victoria Gardens.

Centre Specific Objectives

- Improve pedestrian connectivity across High Street.
- Provide additional social space.
- Improve the connections to Victoria Gardens.
- Enhance landscaping by planting large trees in locations where verandahs are not present.
- Respond to the heritage character of the streetscape.
- Encourage the development of a convenience supermarket.

Strategies

- Provide signs between the corner of High Street and Williams Road to Victoria Gardens to direct pedestrians to the gardens.
- Investigate trialling a pop-up park on Russell Street and if successful convert this to a permanent park.
- Investigate temporary and permanent uses of Joyce Street as a social space, for example for a weekend market. Prepare concepts for the remodelling of this space.
- Widen the footpath on the eastern side of Chatsworth Street to create further social space that complements the existing space on the western side of the street.
- Replace the existing street trees with larger species outside buildings without verandas, including the residentially zoned land on the southern side of High Street.
- Consider installation of facilities such as drinking fountains, notice boards, aerial maps and planter boxes.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Improve the appearance, integration and function of the tram stops near this centre.
- Investigate installing a pedestrian crossing across High Street opposite Victoria Gardens.
- Investigate converting Joyce Street intersection to entry only.
- Investigate closing Russell Street to traffic if permanent park is located there.
- Install a pedestrian crossing across High Street west of Packington Street.
- Provide bicycle parking infrastructure



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY B2 (4 STOREYS)
- TYPOLOGY B1 (4 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK
- x PROPOSED STREET TREES

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- TRAM ROUTE
- BUS STOP
- TRAM STOP

IMPROVEMENT OPPORTUNITIES

- | | |
|--|--|
| <p>① IMPROVE SIGNAGE AND LINKAGE FROM CENTRE TO VICTORIA GARDENS</p> <p>② INVESTIGATE TRIALLING TRIAL POP UP PARK ON RUSSELL STREET AND CONVERT IF PARK IS SUCCESSFUL</p> <p>③ WIDEN FOOTPATH ON JOYCE STREET TO CREATE A SOCIAL SPACE</p> <p>④ WIDEN FOOTPATH ON THE EASTERN SIDE OF CHATSWOOD ROAD TO MATCH EXISTING WIDE FOOTPATH ON THE WESTERN SIDE</p> <p>⑤ OPPORTUNITY TO PLANT LARGER STREET TREES</p> | <p>⑥ INVESTIGATE INSTALLING A PEDESTRIAN CROSSING ACROSS HIGH STREET TO VICTORIA GARDENS</p> <p>⑦ INVESTIGATE INSTALLING A PEDESTRIAN CROSSING ACROSS HIGH STREET WEST OF PACKINGTON STREET</p> <p>⑧ INVESTIGATE CONVERTING JOYCE STREET INTERSECTION TO ENTRY ONLY</p> <p>⑨ INVESTIGATE CLOSING RUSSELL STREET TO TRAFFIC IF PERMANENT PARK IS LOCATED HERE</p> <p>⑩ THRESHOLD TREATMENTS</p> |
|--|--|

5. BEATTY AVENUE



Vision

Beatty Avenue will capitalise on its heritage buildings and established streetscape to provide dining, retail and commercial services for the growing neighbourhood population. Extended footpath dining areas, a focus on pedestrian priority, and retention of the public seating area will encourage people to walk to and linger at the centre. The heritage buildings, which range from cottages to grand retail buildings, will be protected.

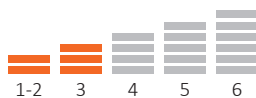
Development opportunities



Type of centre



Building heights**



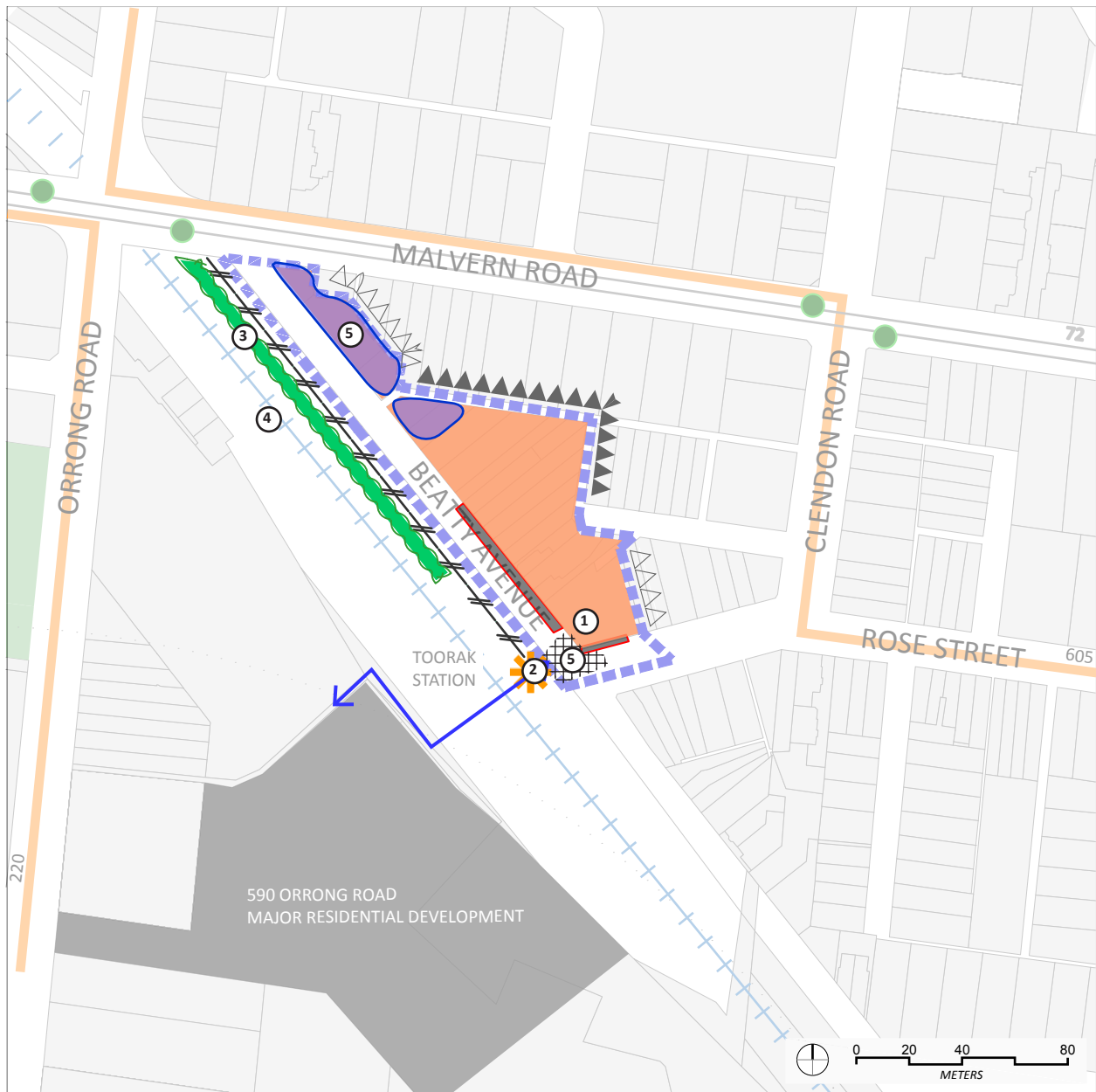
** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Centre Specific Objectives

- Enhance the kerbside dining areas.
- Encourage people to walk to the centre.
- Prioritise pedestrian movements within the centre.
- Provide more cycle parking.
- Protect the heritage buildings and streetscape character.

Strategies

- Remove some parking spaces outside the shops on Beatty Avenue and Rose Street. Extend footpath to provide larger kerbside dining areas.
- Enhance the pedestrian crossing to the railway station on Beatty Avenue with an extended raised table treatment. Provide uniform paving across the space.
- Consider installation of facilities such as drinking fountains, notice boards, aerial maps and planter boxes.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Install more cycle parking.
- Investigate potential traffic calming measures such as speed humps.
- Advocate to VicTrack to Install more attractive fencing between Beatty Avenue and the rail reserve, especially adjacent to the station entrance.
- Advocate to VicTrack to upgrade the landscaping adjacent to the railway line, especially adjacent to the station entrance and platforms.
- Improve the entrance to the pedestrian overpass at Toorak Station, especially the entrance facing Beatty Avenue; for example, rationalise the poles and signage to provide less clutter and easier pedestrian movement.
- Trial a street-party style festival to encourage existing and new residents to the rapidly growing neighbourhood to visit the centre.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY A (3 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK
- PROPOSED STREET TREES

IMPROVEMENT OPPORTUNITIES

- ① INVESTIGATE REMOVE PARKING SPACES AND EXTEND FOOTPATH TO PROVIDE LARGER KERBSIDE DINING AREAS
- ② ENHANCED STATION ENTRANCE
- ③ ADVOCATE FOR IMPROVED FENCING ADJACENT TO STATION
- ④ ADVOCATE FOR IMPROVED PLANTING ADJACENT TO STATION
- ⑤ ENCOURAGE RETAIL AND COMMERCIAL USE OF BUILDINGS

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- TRAIN LINE
- TRAM ROUTE
- BUS STOP
- TRAM STOP
- ⑤ PEDESTRIANISE SPACE WITH AN EXTENDED RAISED TABLE TREATMENT

6. HIGH ON ORRONG



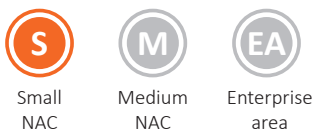
Vision

The High on Orrong neighbourhood centre will continue to provide a range of convenience facilities for residents and a specialised homewares and bulky goods offer to a larger catchment. As High Street is a busy road and a clearway, a widened footpath on Elgin Avenue will provide a quieter space for people to linger. Additional multi-unit residential development will increase the local population within the centre.

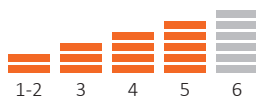
Development opportunities



Type of centre



Building heights**



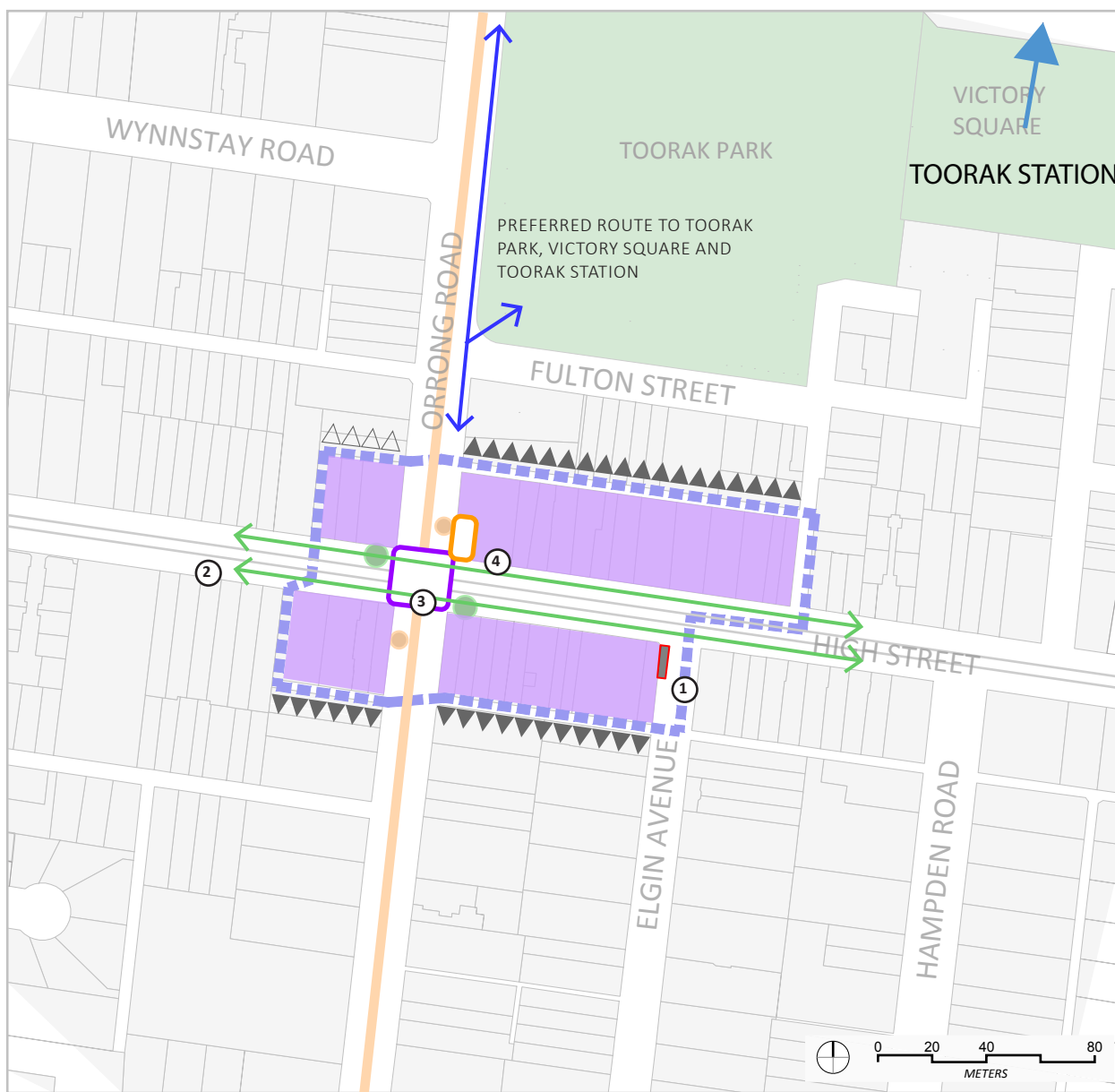
** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Centre-Specific Objectives

- Provide additional social space.
- Improve wayfinding to Toorak Station.
- Improve the pedestrian environment at the intersection of High Street and Orrong Road.
- Encourage the development of a convenience supermarket.

Strategies

- Extend the footpath on the corner of Elgin Avenue to provide a larger kerbside dining area.
- Consider installation of facilities such as drinking fountains, notice boards, aerial maps and planter boxes.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Improve the pedestrian environment at the intersection of High Street and Orrong Road.
- Improve wayfinding to Toorak Station, Victory Square and Toorak Park.
- Improve the appearance, integration and function of the tram stops.
- Advocate to VicRoads for the installation of cycle lanes on High Street.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY C (5 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- TRAM ROUTE
- BUS STOP
- TRAM STOP

IMPROVEMENT OPPORTUNITIES

- 1 WIDEN FOOTPATHS ON THE WESTERN CORNER OF ELGIN AVENUE AND HIGH STREET TO CREATE SOCIAL SPACE
- 2 INVESTIGATE ADDING CYCLE LANES ON HIGH STREET (REFER TO CLEARWAYS CROSS-SECTION IN VOLUME 2)
- 3 REMODEL INTERSECTION TO CREATE LARGER PEDESTRIAN SPACES
- 4 INSTALL WAYFINDING SIGNAGE TO TOORAK STATION, TOORAK PARK AND VICTORY SQUARE

7. KOOYONG VILLAGE



Development opportunities



Type of centre



Small
NAC

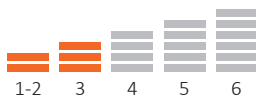


Medium
NAC



Enterprise
area

Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Vision

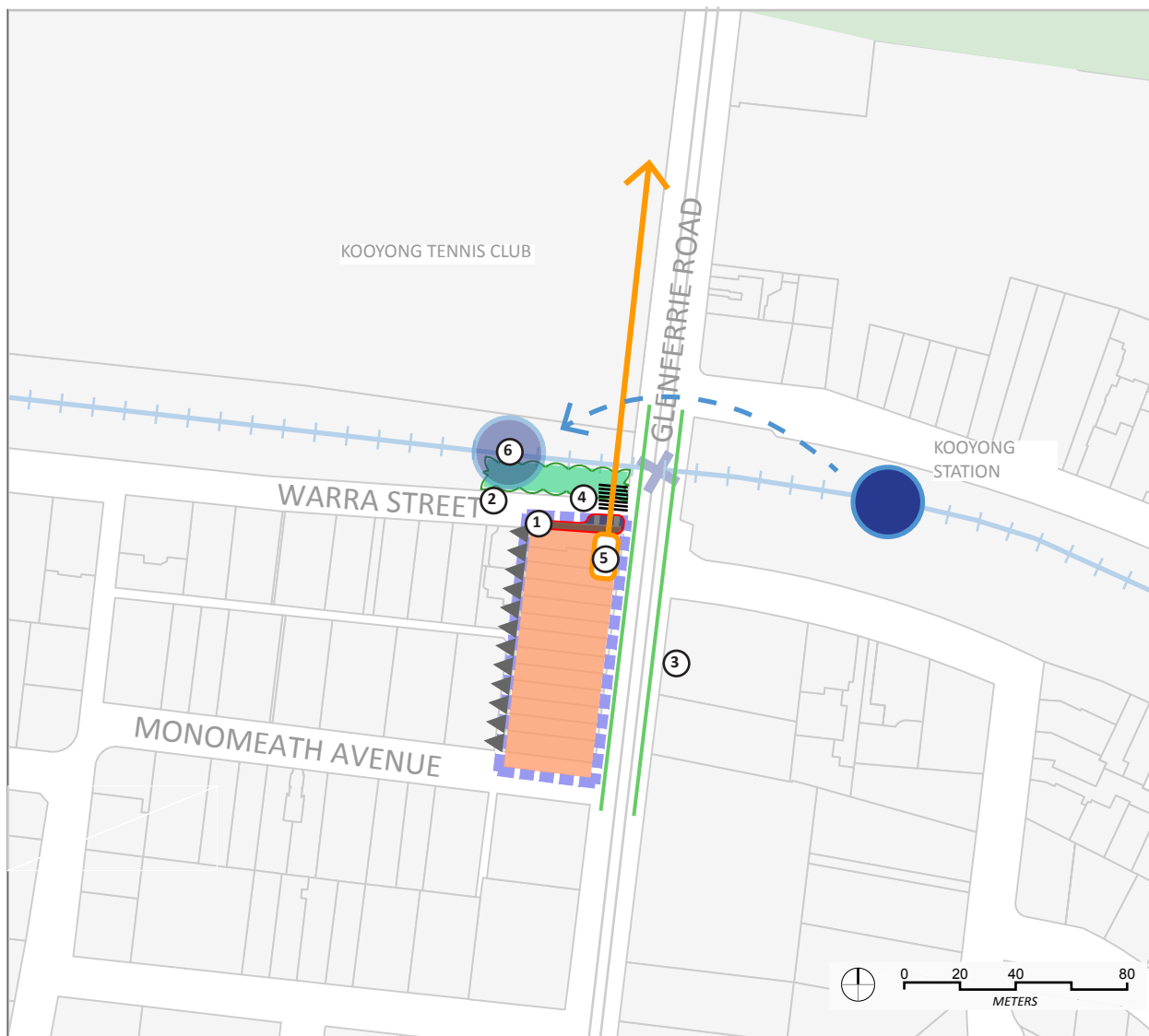
The Kooyong Village neighbourhood centre will continue to operate as a small but vibrant centre offering convenience retail services. A widened footpath on Warra Street will provide a social meeting space and enhanced kerbside dining opportunities. Pedestrian and cycle facility improvements will increase the safety of the centre and improve linkages to the Yarra Trail. Improvements to landscaping adjacent to the railway line will enhance the visual appearance of the centre. The heritage buildings, which date from the twentieth century, will be protected.

Centre-specific Objectives

- Provide a social meeting space and enhanced kerbside dining opportunities.
- Improve the landscaping adjacent to the railway line.
- Protect the heritage buildings and streetscape.

Strategies

- Support the mix of retail and commercial uses and food and drink premises.
- Extend the footpath on the corner of Warra St to provide a social space and a larger kerbside dining area.
- Advocate to VicTrack to resolve the informal parking that occurs to the north of Warra St under the existing trees.
- Advocate to VicTrack to improve the landscaping adjacent to the railway line.
- Consider installation of facilities such as drinking fountains, notice boards, aerial maps and planter boxes.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Improve the pedestrian crossing adjacent to the railway line.
- Advocate to VicRoads for the installation of cycle lanes on Glenferrie Road.
- Improve wayfinding to the Yarra Trail.
- Provide bicycle parking infrastructure at the Warra Street intersection.
- Advocate for a relocation of the rail station to the west side of Glenferrie Road as part of any level crossing removal.



APPLICABLE DESIGN GUIDELINES

TYPOLOGY A (3 STOREYS)

LANEWAY SETBACK

LEGEND

PROPOSED ACTIVITY CENTRE BOUNDARY

TRAIN LINE

TRAM ROUTE

CYCLE LANE

ON STREET PARKING

CLEARWAY DEPENDANT PARKING

PEDESTRIAN CROSSING

LEVEL CROSSING

TRAIN STATION

TRAM STOP

IMPROVEMENT OPPORTUNITIES

- ① WIDEN FOOTPATH TO CREATE SOCIAL SPACE
- ② INVESTIGATE ENHANCING LANDSCAPING ADJACENT TO RAILWAY LINE AND RESOLVE THE INFORMAL PARKING THAT OCCURS HERE
- ③ ADVOCATE FOR CYCLE LANES
- ④ IMPROVE PEDESTRIAN CROSSING ADJACENT TO THE RAILWAY LINE

- ⑤ IMPROVE WAYFINDING TO YARRA TRAIL

- ⑥ POTENTIAL TO ALIGN THE STATION WITH THE CENTRE, IF THE LEVEL CROSSING IS REMOVED

8. MALVERN HILL VILLAGE



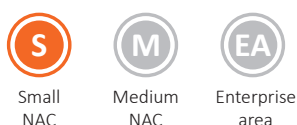
Vision

The Malvern Hill Village neighbourhood centre will capitalise on its high profile location and excellent access to public transport by continuing to provide office facilities and convenience retail services. The Malvern Hotel pub will continue to be a key community focus. Any future development within the centre will add to the mix of uses by providing retail or commercial uses at ground levels with residential uses above.

Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Centre-specific Objectives

- Improve the functional connections between each segment of the centre.
- Improve the pedestrian experience at the intersection of Glenferrie and Malvern Roads.
- Ensure any future development provides active ground floor uses.
- Encourage the development of a convenience supermarket.

Strategies

- Consider installation of facilities such as drinking fountains and notice boards.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Improve the appearance, integration and function of the tram stops.
- Improve pedestrian safety and environment at the intersection of Glenferrie and Malvern Roads. This should include consideration for the removal of the pedestrian fencing.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY B1 (4 STOREYS)
- TYPOLOGY C (5 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK

IMPROVEMENT OPPORTUNITIES

- 1 REQUIRE ANY REDEVELOPMENT OF THESE SITES TO INCLUDE A RETAIL/COMMERCIAL EDGE AT GROUND LEVEL
- 2 IMPROVE PEDESTRIAN SAFETY AND THE ENVIRONMENT AT THE INTERSECTION

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- TRAM ROUTE
- TRAM STOP

9. HIGH ON TOORONGA



Vision

The High on Tooronga neighbourhood centre will evolve into a mixed use centre that provides both retail services for the local community, and some specialised retail and higher density residential living options. It will become a more welcoming place for pedestrians to both move through and linger at the centre.

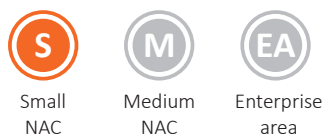
Centre-specific Objectives

- Enclose the streetscape to reduce traffic speeds and provide an improved pedestrian environment.
- Provide additional social space.
- Encourage higher density residential development.
- Encourage the development of a convenience supermarket.

Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Strategies

- Identify and implement a range of methods to visually enclose High Street such as verandas, street tree planting, poles with flags, decorative lighting, and other techniques.
- Extend the footpaths on the corner of Horace St to provide social space.
- Consider installation of facilities such as drinking fountains and notice boards.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Improve the appearance, integration and function of the tram stops.
- Investigate extension of cycle lane on Tooronga Road through intersection with High Street.
- Expand the kerb outstand at Horace Street and Cawkwell Street intersection for landscaping and potential social space.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY C (5 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK

IMPROVEMENT OPPORTUNITIES

- ① ENCLOSE THE STREETScape TO SLOW TRAFFIC SPEEDS AND PROMOTE PEDESTRIANISATION THROUGH A RANGE OF MEASURES SUCH AS PLANTING, VERANDAS, POLES WITH FLAGS, DECORATIVE LIGHTING ETC.
- ② WIDEN FOOTPATHS TO CREATE A SOCIAL SPACE
- ③ INVESTIGATE EXTENSION OF CYCLE LANE ON TOORONGA ROAD THROUGH INTERSECTION WITH HIGH STREET

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- TRAM ROUTE
- BUS STOP
- TRAM STOP
- ④ THRESHOLD TREATMENTS

10. WATTLETREE VILLAGE



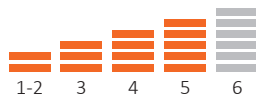
Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Vision

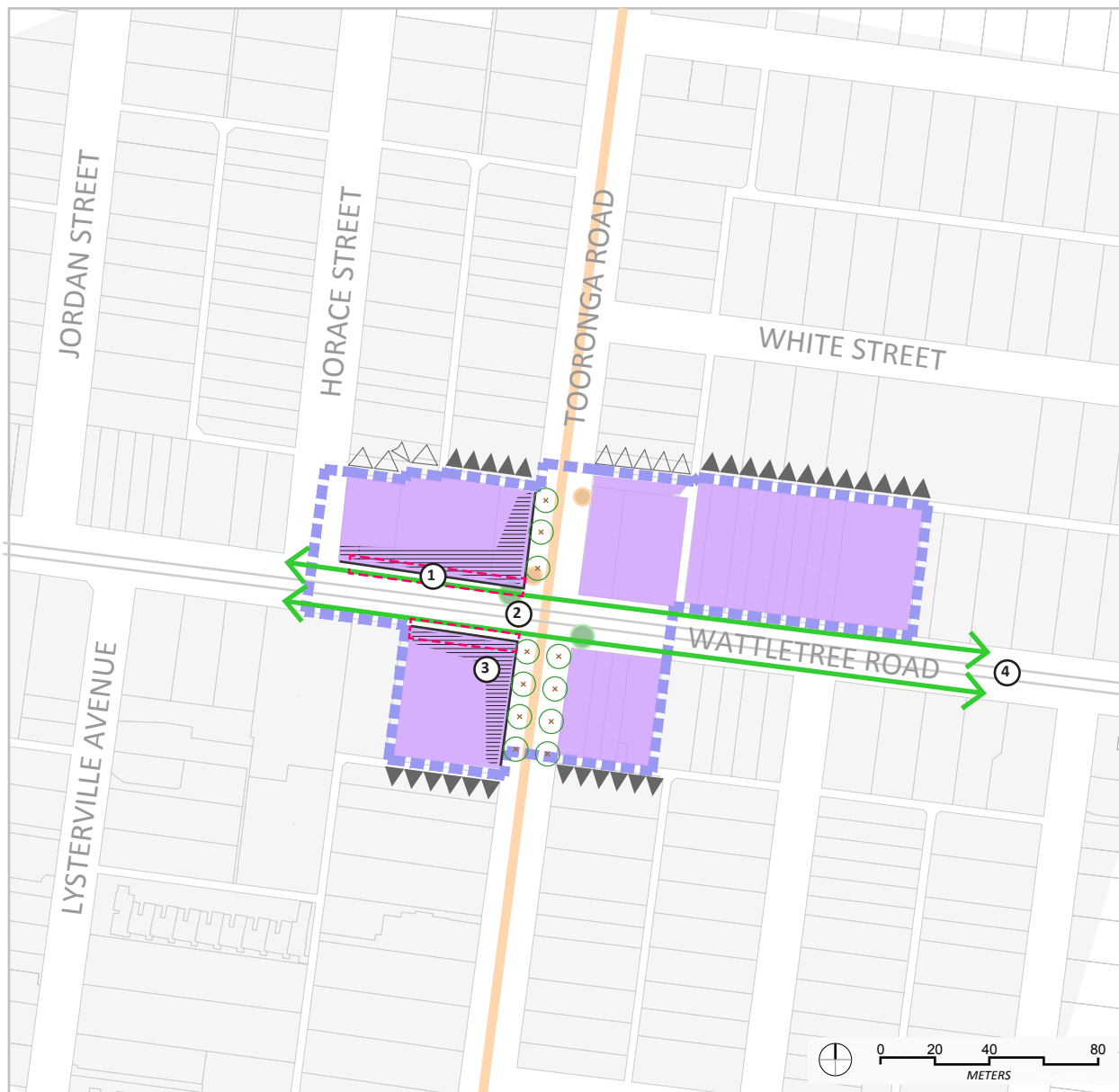
The Wattletree Village neighbourhood centre will capitalise on its high profile location and access to public transport by continuing to provide office facilities and convenience retail services. A high quality streetscape will support this attractive and vibrant centre. Any future development within the centre will add to the mix of uses by providing retail or commercial at ground levels with residential uses above. The development of a small supermarket will be strongly encouraged.

Centre-specific Objectives

- Improve the visual appearance of the streetscape.
- Ensure any future development provides active ground floor uses.
- Encourage the development of a convenience supermarket.

Strategies

- Require redevelopment of sites west of Tooronga Road to include a retail/commercial edge at ground level.
- Replace the street trees on Tooronga Road with larger species.
- Encourage the addition of verandahs on Wattletree Road in the western half of the centre.
- Install drinking fountains and a notice board.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Improve the appearance, integration and function of the tram stops.
- Investigate installing cycle lanes on Wattletree Road.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY C (5 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK
- x PROPOSED STREET TREES

IMPROVEMENT OPPORTUNITIES

- ① EXPLORE THE ADDITION OF VERANDAS
- ② REPLACE STREET TREES WITH LARGER SPECIES
- ③ REQUIRE ANY REDEVELOPMENT OF THESE SITES TO INCLUDE A RETAIL/COMMERCIAL EDGE AT GROUND LEVEL
- ④ INVESTIGATE ADDING CYCLE LANES ON WATTLETREE ROAD (REFER TO CLEARWAYS AND CROSS SECTION IN VOLUME 2)

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- o BUS STOP
- TRAM ROUTE

11. GLEN IRIS VILLAGE



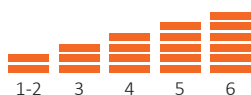
Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Vision

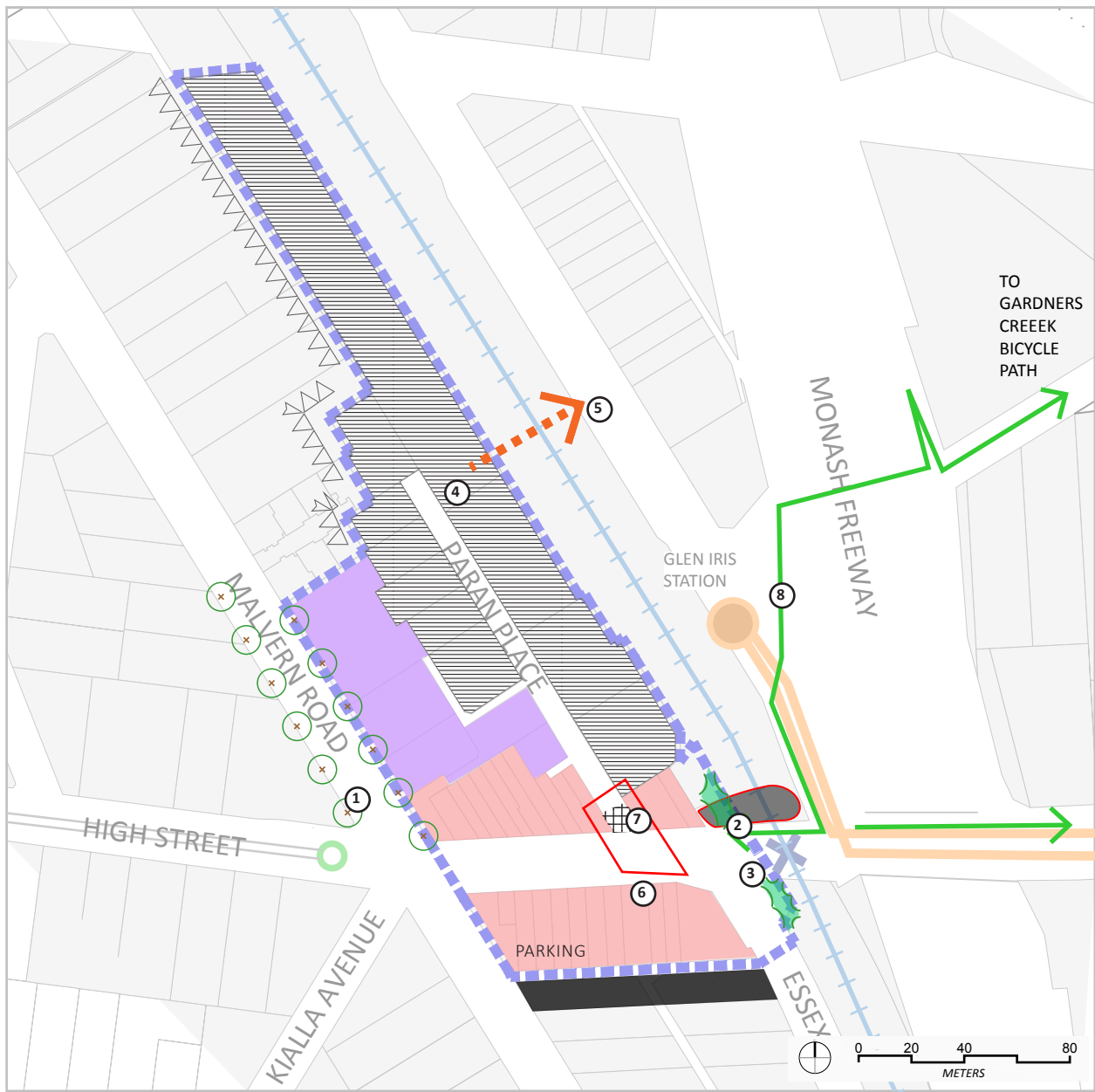
The Glen Iris Village neighbourhood centre will capitalise on its excellent links to public transport and the Monash Freeway by providing employment and residential opportunities as well as a small convenience retail offer. Streetscape improvements will enhance the pedestrian experience on the busy Malvern Road and High Street. Any future redevelopment of Paran Place will require creative solutions to access onto the surrounding road network. Whilst the railway crossing is not currently scheduled for removal, if this happens in the future, this will further enhance development opportunities for properties along Paran Place and its environs.

Centre-specific Objectives

- Improve the pedestrian experience.
- Provide additional social space.
- Plan for the potential long term development of the centre if the railway crossing were to be removed.
- Protect heritage buildings.

Strategies

- Plant large street trees on Malvern Road.
- Reconfigure the access to the station at the southern end to create a new public space.
- Consider creating a public plaza adjacent to the rail reserve on High Street if the level crossing is removed.
- Consider installation of facilities such as drinking fountains and notice boards.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Investigate the potential for a road link from Paran Place to Wills Street.
- Improve cycling link to Gardners Creek cycling trail.
- Install a pedestrian threshold treatment on Paran Place.



IMPROVEMENT OPPORTUNITIES

- ① ADVOCATE PLANTING LARGE STREET TREES
- ② POTENTIAL SOCIAL SPACE IF GRADE SEPARATION OCCURS
- ③ POTENTIAL FOR LANDSCAPING IMPROVEMENTS IF GRADE SEPARATION OCCURS
- ④ POTENTIAL TO MASTERPLAN IN THE LONG TERM IF USES CHANGE
- ⑤ POTENTIAL ROAD LINK IF GRADE SEPARATION OF THE RAIL LINE OCCURS

APPLICABLE DESIGN GUIDELINES

- TYPOLGY B-1 (4 STOREYS)
- TYPOLGY C (5 STOREYS)
- NO HEIGHT SPECIFIED, INDUSTRIAL 3 ZONED LAND
- LANEWAY SETBACK
- RESIDENTIAL SETBACK
- PARAN PLACE - FUTURE USE AND DEVELOPMENT TO BE DETERMINED
- PROPOSED STREET TREES

- ⑥ EXPLORE OPTIONS FOR IMPROVING VEHICLE ACCESS BETWEEN PARAN PLACE AND HIGH STREET
- ⑦ THRESHOLD TREATMENT
- ⑧ IMPROVE CYCLING LINK TO GARDENERS CREEK BICYCLE PATH

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- TRAIN LINE
- TRAM ROUTE
- BUS ROUTE
- BUS STOP
- TRAM TERMINUS
- CAR PARKING

12. CENTRAL PARK VILLAGE



Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Vision

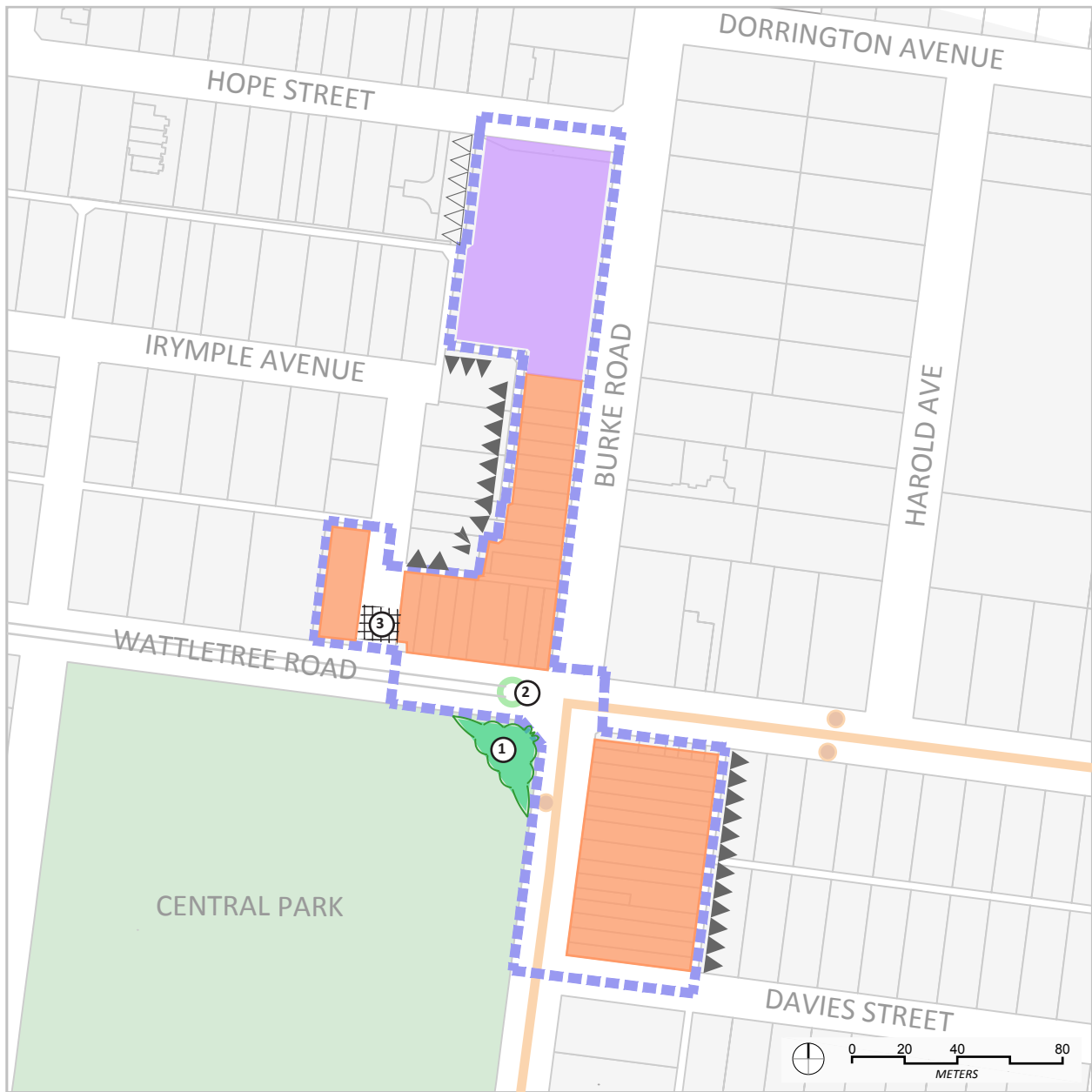
The Central Park Village neighbourhood centre will capitalise on its connections to Central Park and its heritage buildings to provide dining, retail and commercial services for the neighbourhood population. A revitalised tram terminus will provide improved pedestrian safety and opportunities for enhanced kerbside dining. The heritage buildings, which dated from the 1910's to 1930's, will be protected.

Centre-specific Objectives

- Revitalise the tram terminus.
- Improve the connections to Central Park.
- Improve the entrance to Central Park.
- Protect the heritage buildings and streetscape.

Strategies

- Improve the appearance, integration and function of the tram stops.
- Improve the visibility and integration of pedestrian access to Central Park.
- Enhance the pedestrianisation of the centre through improved appearance and integration of the tram terminus.
- Consider installation of facilities such as drinking fountains, notice boards, and planter boxes.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Rezone 389 Wattletree Road to a Zone which supports commercial uses.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY A (3 STOREYS)
- TYPOLOGY C (5 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK

IMPROVEMENT OPPORTUNITIES

- ① IMPROVE THE VISIBILITY AND INTEGRATION OF PEDESTRIAN ACCESS TO CENTRAL PARK
- ② ENHANCE THE PEDESTRIANIZATION AND INTEGRATION OF THE TRAM TERMINUS
- ③ THRESHOLD TREATMENT

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- TRAM ROUTE
- BUS ROUTE
- BUS STOP
- TRAM TERMINUS

13. DARLING VILLAGE



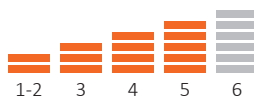
Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Vision

The Darling Village neighbourhood centre will capitalise on its high profile location and excellent access to public transport by providing higher density living opportunities and convenience retail services. A reconfigured intersection will provide for simplified traffic movements and will also provide land for a public plaza. Pedestrian movements through the centre and to Darling Station will be improved.

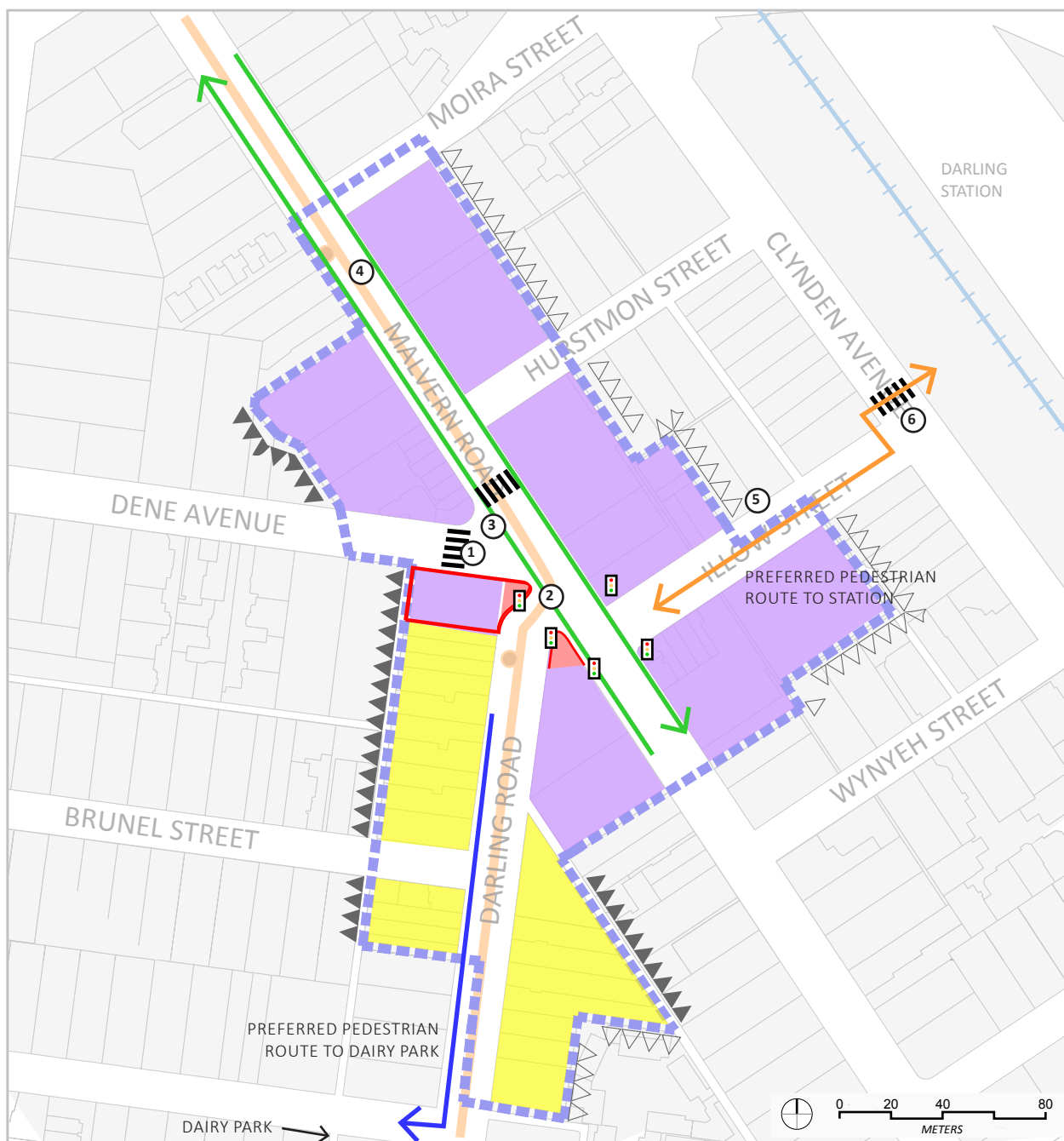
Centre-specific Objectives

- Simplify the traffic movements.
- Improve the pedestrian experience.
- Provide a public plaza.
- Encourage higher density residential development.
- Encourage the development of a convenience supermarket.

Strategies

- Investigate potential for public plaza
- With VicRoads, investigate the potential to improve the road layout and enable greater pedestrian priority and improved movement through the intersection for all road users.
- Investigate pedestrian crossing points and preferred pedestrian routes.
- Consider installation of facilities such as drinking fountains and notice boards.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Install a pedestrian crossing at the intersection of Illowa Avenue and Clynden Avenue to improve access to Darling Station.
- Install signage at the corner of Malvern Road and Illowa Street to improve wayfinding to Darling Station.

(* the Darling Village Centre currently functions as a small neighbourhood centre with a limited range of convenience retail and other local services. However, the centre is located on a train station, contains a number of sites with redevelopment potential, and has potential for the creation of new public spaces. For these reasons, this centre has been identified as having potential to evolve into a medium scale neighbourhood centre over the longer term, whereby new developments incorporate new convenience retail and other local services.)



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY B-2 (4 STOREYS)
- TYPOLOGY C (5 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK

IMPROVEMENT OPPORTUNITIES

- ① INVESTIGATE POTENTIAL FOR PUBLIC PLAZA
- ② ADVOCATE TO REALIGN INTERSECTION OF MALVERN ROAD AND DARLING ROAD
- ③ ADVOCATE TO INSTALL PEDESTRIAN CROSSINGS ON DENE AVENUE AND MALVERN ROAD
- ④ INVESTIGATE FOR THE EXTENSION OF ON ROAD MARKED CYCLE LANES

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- TRAIN LINE
- BUS ROUTE
- BUS STOP
- ⑤ IMPROVE PEDESTRIAN LINKAGES TO DARLING STATION
- ⑥ INVESTIGATE PEDESTRIAN CROSSING AND PREFERRED PEDESTRIAN ROUTES

14. EAST MALVERN VILLAGE



Vision

The East Malvern Village neighbourhood centre will continue to evolve into a mixed use centre that provided higher density residential opportunities along with convenience retailing. Its quieter Waverley Road frontage will include enhanced landscaping and linkages to Waverley Oval will be improved via an improved park entrance at the Malvern Road – Sylvester Crescent intersection.

Centre-specific Objectives

- Improve the visual appearance of the Waverley Road streetscape.
- Improve the entrance to the Waverley Oval.
- Encourage higher density residential developments in appropriate locations.

Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Strategies

- Encourage higher density residential development in appropriate locations.
- Retain small format supermarket to support an increasing population.
- Plant large street trees in standouts from the kerb on Waverley Road.
- Plant large street trees in the centre median on Waverley Street at the intersection.
- Consider installation of facilities such as drinking fountains, notice boards, aerial maps and planter boxes.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Improve pedestrian crossing priority across Waverley Road.
- Improve wayfinding to the Gardiners Creek Cycle trail and East Malvern Station.
- Improve the alignment and entrance to the Waverley Oval near the Malvern Road and Sylvester Crescent intersection.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY B-2 (4 STOREYS)
- TYPOLOGY C (5 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK
- x PROPOSED STREET TREES

IMPROVEMENT OPPORTUNITIES

- 1 PLANT LARGER STREET TREES IN STANDOUTS FROM KERB
- 2 PLANT LARGE STREET TREES IN CENTRE MEDIAN
- 3 IMPROVE ENTRANCE TO WAVERLEY OVAL
- 4 IMPROVE SIGNAL PRIORITY FOR PEDESTRIANS

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- BUS STOP

15. MALVERN VALLEY



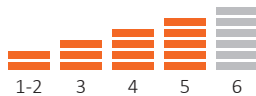
Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Vision

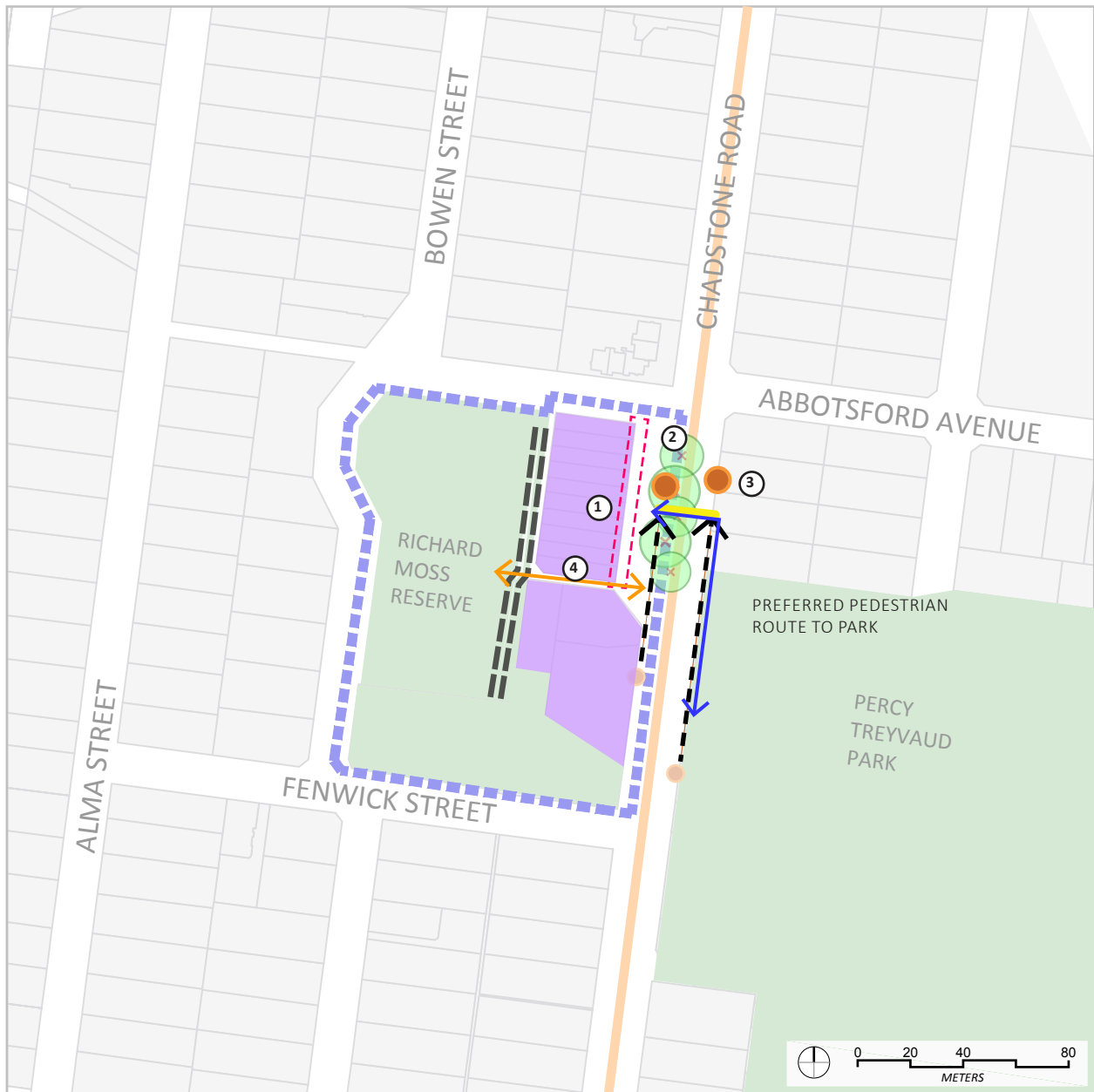
The Malvern Valley neighbourhood centre will continue to provide convenience retail services in an enhanced and well-landscaped setting. It will be well-connected to the Richard Moss Reserve and Percy Treyvaud Memorial Park. Improvements to the visual presentation of the shopfronts will be encouraged.

Centre-specific Objectives

- Coordinate the bus stop and pedestrian crossing facilities.
- Improve connections between the centre and the Richard Moss Reserve.
- Improve connections between the centre and the Percy Treyvaud Memorial Park.
- Improve the landscaping.
- Improve the visual presentation of the shopfronts.

Strategies

- Investigate moving the powerlines along Chadstone Road underground and planting larger street trees.
- Encourage business owners to improve the appearance of the shopfronts.
- Install drinking fountains and a notice board.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centre.
- Enhance the appearance and function of the laneway between the centre and the nearby parks.
- Move the bus stop on Chadstone Road to align with the pedestrian crossing.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY C (5 STOREYS)
- SITE SPECIFIC SETBACK TO OPEN SPACE TO BE DETERMINED
- x PROPOSED STREET TREES

IMPROVEMENT OPPORTUNITIES

- ① ENCOURAGE SHOPFRONTS FACING CHADSTONE ROAD TO BE IMPROVED
- ② INVESTIGATE PLACING POWER LINES UNDERGROUND AND PLANTING LARGER STREET TREES
- ③ MOVE BUS STOPS NORTH TO BETTER INTEGRATE WITH THE PEDESTRIAN CROSSING

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- BUS STOP
- ④ ENHANCE APPEARANCE AND FUNCTION OF LANEWAY BETWEEN THE CENTRE AND THE NEARBY PARKS



Vision

The Batesford Road enterprise area will continue to function as a small and relatively isolated cluster of properties within the wider centre that is located on the opposite side of the larger Warrigal Road activity centre. It has a very limited functional relationship with these other uses, and is the smallest of the centres within this strategy. Its current uses are likely to continue. However, residential development within the centre could provide additional housing or student housing for students and workers at the adjacent Holmesglen Chadstone TAFE.

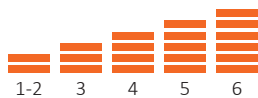
Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Centre- specific Objectives

- Encourage higher density residential development

Strategies

- No specific strategies identified.

17. WARRIGAL ROAD - WAVERLEY ROAD



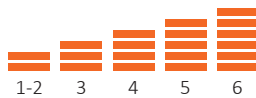
Development opportunities



Type of centre



Building heights**



** Certain heights may only be appropriate in part of the centre, refer to the relevant centre framework plan overleaf and chapter 6 for details.

Vision

The Warrigal Road – Waverley Road enterprise area will evolve into a mixed use centre that provides basic convenience retail services for the local community, uses that rely on visitation from a broad area, and higher density residential living options. Improved landscaping will provide an enhanced environment for pedestrians and ameliorate some of the impacts of being located on busy roads. Safe and convenient parking will be provided for users of the centre including visitors to the Pancake Parlour that operates 24 hours a day.

Centre-specific Objectives

- Enhance the streetscape.
- Improve wayfinding to off-street car parking.
- Encourage higher density residential development.

Strategies

- Replace some of the street trees in the western part of the centre with larger species.
- Replace footpath paving with a consistent, quality, easily cleaned and easy maintenance paving material throughout all Stonnington's activity centres
- Improve wayfinding to car parking and Peverill Park.
- Encourage basement car parking facilities.
- Amend zoning anomaly by rezoning 647(part) Waverley Road to Commercial 1 zone.



APPLICABLE DESIGN GUIDELINES

- TYPOLOGY C (5 STOREYS)
- TYPOLOGY D (6 STOREYS)
- LANEWAY SETBACK
- RESIDENTIAL SETBACK
- x PROPOSED STREET TREES

IMPROVEMENT OPPORTUNITIES

- ① PLANT LARGER STREET TREES ALONG WAVERLEY ROAD
- ② PLANT ADDITIONAL STREET TREES TO CREATE CONSISTENT SPACING
- ③ INSTALL SIGNAGE FOR PEVERILL PARK AND PEVERILL STREET PARKING AREA

LEGEND

- PROPOSED ACTIVITY CENTRE BOUNDARY
- BUS ROUTE
- BUS STOP

6. BUILT FORM GUIDELINES

6.1 URBAN DESIGN PRINCIPLES

A centre's design is made up of both the public domain (streets, carparks, parkland and other public spaces) and private property (buildings and land). Achieving good urban design outcomes in Stonnington's activity centres requires that careful attention is paid to both the public and private domains.

The built form policies and controls for these neighbourhood activity centres need to facilitate urban renewal and investment in these centres, whilst at the same time protect and enhance local heritage, improve the urban design quality and pedestrian amenity within these centres.

The following urban design principles form the basis of the built form guidelines set out in this chapter.

PRINCIPLE 1 - STREET ENCLOSURE

Buildings lining a street help to define the street, giving a clear edge between the public and private realms. They provide a sense of enclosure and spatial definition for pedestrians. A ratio of building height (at the street wall) to building separation across the street of between 1:1 and 1:2 is generally considered to provide a good spatial definition and adequate light and view of the sky. A ratio of 1:1 leads to the creation of a mid-rise built form character whereas a ratio closer to 1:2 leads to a lower rise built form character.

Eleven of the seventeen neighbourhood centres in Stonnington are located on 20 m wide streets; one centre (Beatty Avenue) is narrower and the remainder are substantially wider. Typically the buildings within the neighbourhood centres in Stonnington are 1-2 storeys, with building heights for two storey buildings ranging from 8-11 metres depending on the construction era.

This creates a ratio of building height to street width of approximately 1:1.8 to 1:2.5. Other centres (other than Beatty Avenue) have lower ratios and less spatial definition.

This Strategy aims to maintain/establish a ratio of building height (at the street wall) to building separation across the street of less than 1:2 as this is considered to strike a reasonable balance between respecting the existing spatial character of centres, and incrementally increasing the scale and density of the centres so as to facilitate a more 'urban' streetscape.

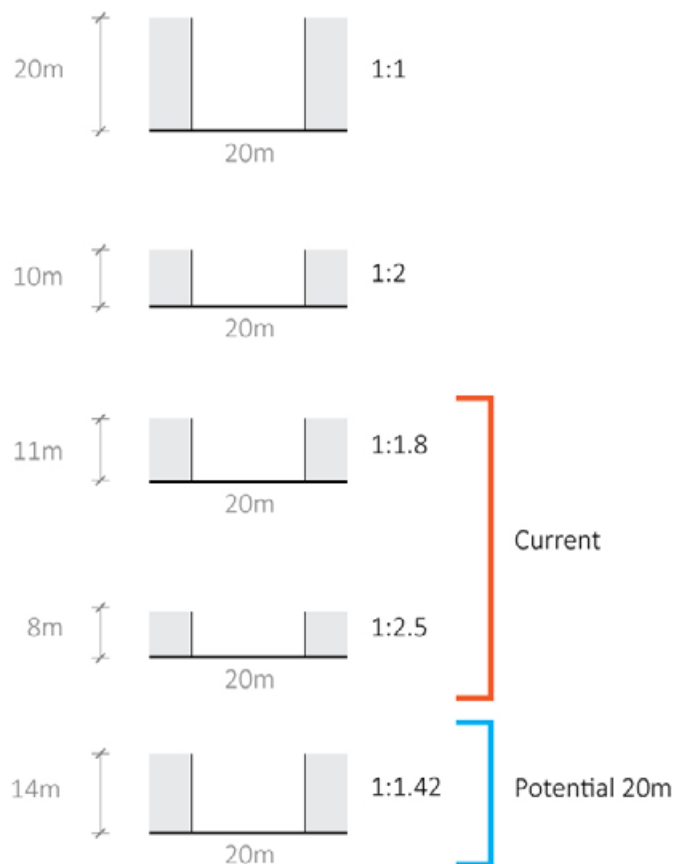


Figure 5 Street wall

PRINCIPLE 2 - BUILT FORM CHARACTER

The preferred building height at the street wall should respond to the streetscape context of each given centre. For example, where a streetscape predominately comprises two storey heritage buildings (recognised with a Heritage Overlay) then the preferred street wall height will need to match to this context. In streets that are not within a heritage overlay, there is greater flexibility for new, taller built form to be established close to the street line (to create visual enclosure and realise reasonable development potential on sites).

Streetscapes within a Heritage Overlay:

In neighbourhood centres that comprise are highly valued heritage buildings (recognised in the planning scheme by the application of a Heritage Overlay), the scale and form of these heritage buildings should inform the preferred built form of new development.

The street walls in centres located within a Heritage Overlay should be retained and respected, with any taller building elements recessed so it does not visually impact on the heritage buildings as seen from the street.

The specific street wall height for different centres within a Heritage Overlay is set out in the built form Typologies A and B1.

It is not always necessary to completely conceal the view of upper storey building fabric on buildings from the street wall within a Heritage Overlay. So long as the additional storeys are a relatively minor element in the view from the streetscape (ie they not visually prominent or dominant), and they are designed in an architecturally sympathetic manner then some modest degree of visibility of upper levels from the street may be acceptable.

For development adjoining double storey buildings, a setback of 5m or larger is sufficient to achieve a clear visual separation.

However, where development adjoins single storey buildings, an upper floor setback of 10m is considered necessary to ensure that the upper levels do not visually dominate the heritage fabric of the adjoining single level heritage buildings.

Other streetscapes:

Neighbourhood centres not located within a Heritage Overlay often have less consistent street walls, but still usually comprise a mix of single and double storey buildings (with the double storey buildings having a parapet height of at least 9 m).

This Strategy seeks to encourage consistent two storey 'traditional strip centre' streetscape scale (up to 11m high) the centres that are on streets with a width of 20m or less.

For centres on wider streets, the street wall can be higher, in general proportion to the street width.

The specific street wall height for different centres not within a Heritage Overlay is set out in the built form Typologies B2, C and D.

The upper levels of new development (ie above the street wall) should be set back from the street to ensure that they do not visually dominate the street wall. This setback will also assist in distinguishing between the newer taller forms and the existing lower forms.

A setback of 5m or larger is sufficient to achieve a clear visual separation.

Other design principles relating to street walls:

The following design principles should also be taken into account when considering street walls:

- Multi-level buildings present two distinct yet related components to the street ie a wall at the property line (the street wall) and a recessed upper façade. Each of these components should have distinct yet related architectural expressions. The two components should be visually related so they communicate that they are designed together by the one designer as one composition. The lower levels should be visually dominant while the upper levels should be visually recessive.
- For sites located on the intersection of the main and side street, the street wall height on the main street should extend around the corner for at least 5 metres, so as to anchor the corner when viewed from the side street. Continuing the primary street's wall height into the secondary street helps to terminate the heights along the secondary street and transition to the heights on primary one.
- For sites located on the intersection of two main streets, the street wall height on the corner of both streets should be consistent. .

PRINCIPLE 3 - PUBLIC REALM

The more a centre's physical environment supports people to come to the centre, to move comfortably through it, and to enjoy staying in it, the better. Creating an inviting and vibrant public realm is achieved by creating active street frontages and a quality interplay between the design of buildings and the public realm. It can be realised by building design measures such as extensive shop windows and doorways along the ground level, and also including windows, balconies and visually interesting facades with a fine vertical rhythm into the design of upper levels. The creation of an inviting public realm is also achieved in the public domain by measures such as:

- Continuous footpaths that continue across side streets without level changes;
- Providing verandahs to shelter from the rain and the sun;
- Including visual displays in shop windows and goods in the street;
- Having intimate public places to gather and hold local events.

PRINCIPLE 4 - ADAPTABLE BUILDINGS

The lower levels of buildings within neighbourhood activity centres should be designed so as to be adaptable to changing uses over time.

To ensure ground floors are suitable for retail and/or office uses, they should ideally have least a 4.0 m floor to floor height, and preferably more than 4.5 m.

To ensure first floors are adaptable to multiple uses over time, a least 3.8 m floor to floor height is desirable, to accommodate either offices or residential uses.

PRINCIPLE 5 - ADJOINING AMENITY

Residential allotments adjacent to activity centres should expect a reasonable level of amenity, although their context means that the level of amenity will not necessarily be the same as a residential lot located remotely from such a centre.

Consideration has been given to Rescode standards, and whether there is any need to depart from these at the interface between activity centres and residential allotments, as follows:

- Rescode allows residential buildings on a boundary with another residential property to be 3.6 m high. A commercial building up to 3.6 m high on the boundary is therefore reasonable in that it matches the condition that could occur on a residential/residential interface.
- Rescode allows a first floor with a 1.0 m setback from the boundary at 3.6 m above ground level, a 2.0 m setback at 6.9 m above ground level, and 3.1 m at 8.0 m above ground. Given that the form of development in commercial centres (ie offices and apartments) is different to that within residential areas, a first floor setback for buildings within activity centres of 3.0 m from the boundary of a residential property (or from the far side of a laneway) is proposed.
- Rescode requires an 8.6 m setback at the maximum height of 13.5 m. Given that the form of development in commercial centres (ie offices and apartments) is different to that within residential areas, setback for the levels above the first floor for buildings within activity centres of at least 6 m is recommended - this is considered to provide reasonable separation for overlooking between development in activity centres and adjacent residential lots.

6.2 TYPOLOGY GUIDELINES

The urban structure of the seventeen neighbourhood activity centres that form part of this strategy have been assessed with a view to establishing built form typologies for future development within each centre.

The critical characteristics that have informed the creation of typologies include the following;

- **Street Width** - The majority of neighbourhood activity centres in Stonnington are located on 20m wide road reserves. One centre (Beatty Avenue) is on a 13m wide road reserve, and the remainder are on much wider (>20m) road reserves.
- **Heritage** - A number of neighbourhood activity centres are located either entirely or in part within a Heritage Overlay.
- **Consistency of streetscape character** - Some centres have a high consistent streetscape, both in terms of scale and architectural character, whereas other centres do not.
- **Redevelopment potential** - Each activity centre has a differential capacity to accommodate further development.

This generalised assessment of capacity is based on considering the presence/absence of vacant or underutilised sites and the size/width/depth of lots. The above characteristics have informed four separate streetscape typologies to guide further development within Stonnington's neighbourhood activity centres.

TPOLOGY A

Characteristics:

- Narrow to medium width of the street (13-20m wide)
- Land included within a Heritage Overlay
- Limited development potential

TPOLOGY B-1

Characteristics:

- 20m street width
- Land included within a Heritage Overlay
- Moderate development potential

TPOLOGY B-2

Characteristics:

- 20m street width
- Not within a Heritage Overlay, but with a consistent streetscape character
- Moderate development potential

TPOLOGY C

Characteristics:

- 20m street width
- Not included within a Heritage Overlay, and without consistent streetscape character.
- Moderate development potential

TPOLOGY D

Characteristics:

- 30m+ street width
- Not included within a Heritage Overlay
- Significant development potential

The following table summarises how the five different typologies apply to the 17 centres.

	Typology A	Typology B-1	Typology B-2	Typology C	Typology D
Street width	13-20 m	Circa 20 m	Circa 20m	Circa 20 m	30+ m
Heritage Overlay	Yes	Yes	No	No	No
Consistent Streetscape	Yes	Yes	Yes	No	No
Redevelopment Potential	Low	Medium	Medium	Medium	High
Centres	<ul style="list-style-type: none"> • 5 • 7 • 12 	<ul style="list-style-type: none"> • 1 • 2 • 4 • 8 • 11 	<ul style="list-style-type: none"> • 4 • 13 (part) • 14 (part) 	<ul style="list-style-type: none"> • 1 • 6 • 8 • 9 • 10 • 11 • 12 • 13 (part) • 14 (part) • 15 • 17 	<ul style="list-style-type: none"> • 3 • 16 • 17

Table 6 Activity centre typologies

6.2.1 TYPOLOGY A

Characteristics:

- Narrow to medium width of the street (13-20m wide)
- Land included within a Heritage Overlay
- Limited development potential

Building height	Street wall height	Building setback
11m (3 storeys)	Match adjoining parapet (Match the tallest adjoining parapet).	<p>Front boundary: Buildings should be built to the front boundary.</p> <p>Upper levels must be setback <u>a minimum of</u> 5m from the street.</p> <p>For sites which have single storey buildings on both sides, a 10m setback for upper levels is required (see figure 8).</p> <p>Side Boundary: 0m. Except where the site abuts land within a residential zone, where the side setbacks of Rescode should apply.</p>

Note - all building envelopes include balconies and terraces.

Table 7 Typology A guidelines

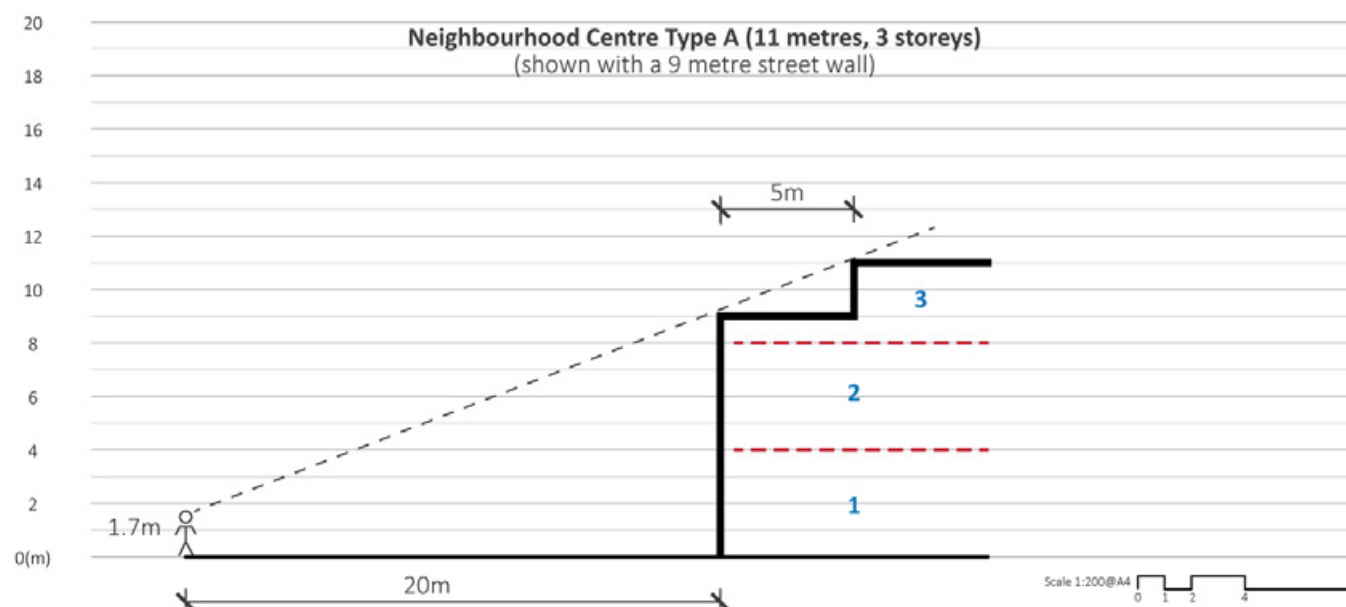


Figure 6 Neighbourhood Typology A- Front setback

6.2.2 TYPOLOGY B-1

TYPOLOGY
B-1

Characteristics:

- 20m street width
- Land included within a Heritage Overlay
- Moderate development potential

Building height	Street wall height	Building setback
14m (4 storeys)	Match adjoining parapet (match the tallest adjoining parapet).	<p>Front boundary: Buildings should be built to the front boundary.</p> <p>Upper levels must be setback <u>a minimum of</u> 5m from the street.</p> <p>For sites which have single storey buildings on both sides, a 10m setback for upper levels is required (see figure 8).</p> <p>Side boundary: 0m. Except where the site abuts land within a residential zone, where the side setbacks of ResCode should apply.</p>

Note - all building envelopes include balconies and terraces.

Table 8 Typology B guidelines

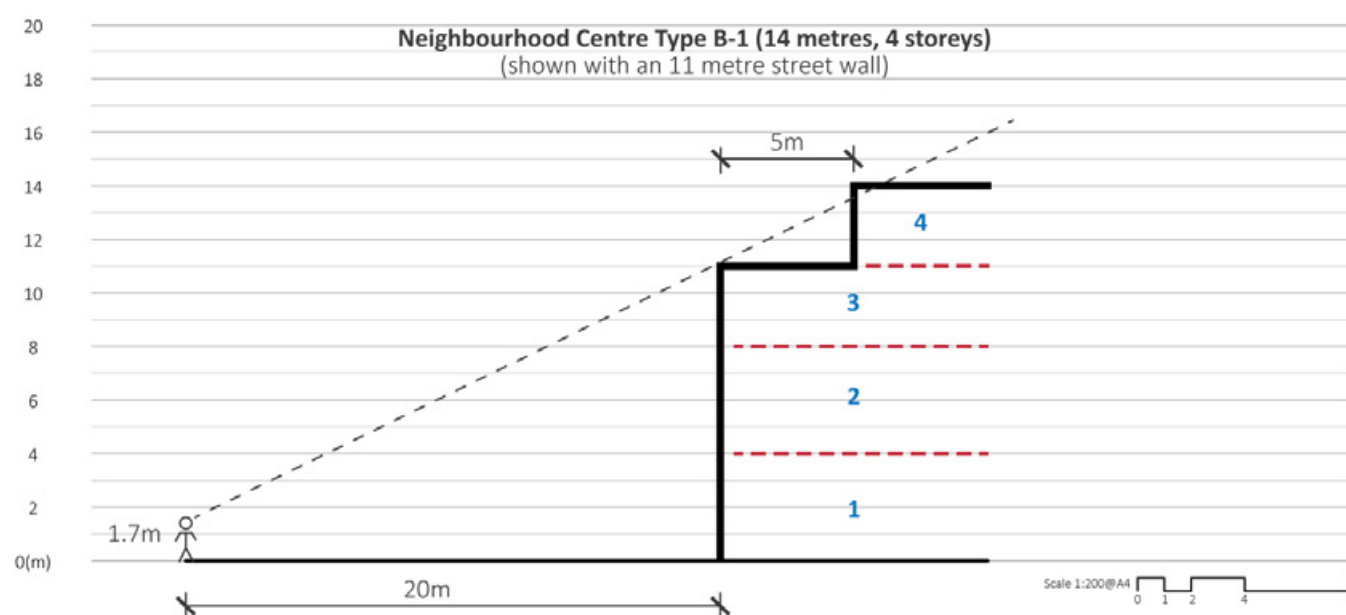


Figure 7 Neighbourhood Typology B1- Front setback

**SETBACKS FOR DEVELOPMENT ADJOINING SINGLE STOREY BUILDINGS IN HERITAGE
OVERLAY AREAS (THIS APPLIES TO TYPOLOGIES A AND B-1)**

Where development on a site adjoining single storey buildings in heritage overlay areas, upper levels should be set back a minimum of 10m from the street..

This upper level setback should apply for sites which have single storey buildings on both sides. Otherwise Typology A or B1 will apply.

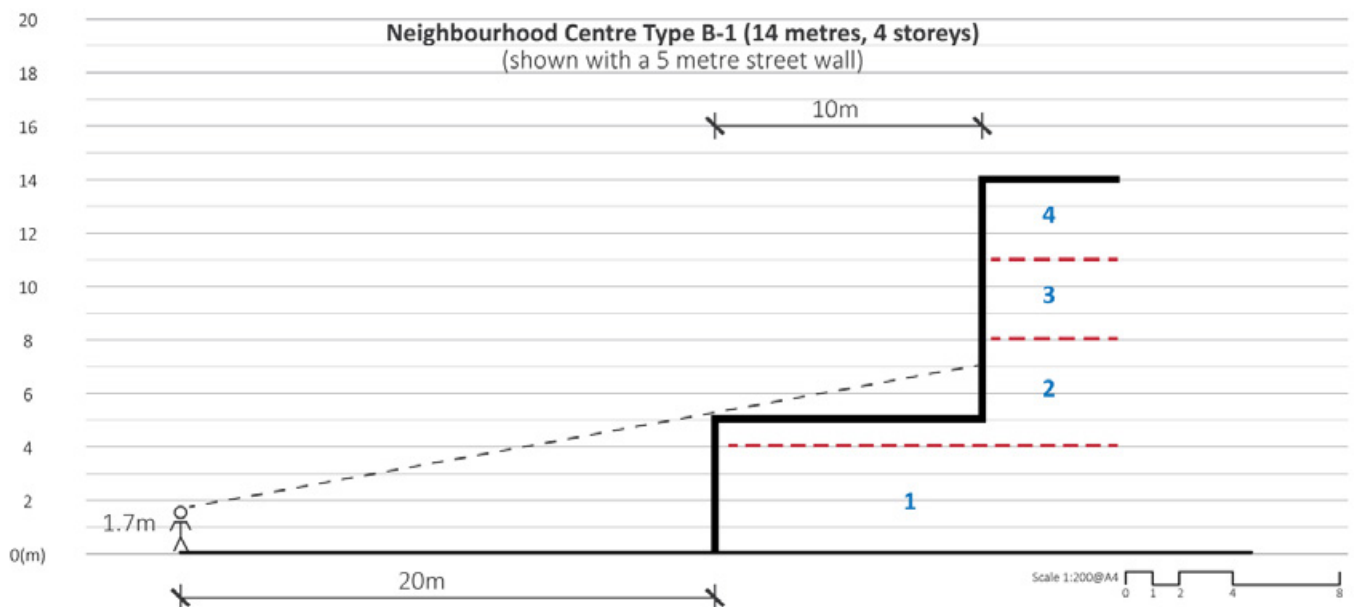


Figure 8 Buildings adjoining single storey buildings (on both sides) in Heritage Overlay areas

6.2.3 TYPOLOGY B-2

Characteristics:

- 20m street width
- Not within a Heritage Overlay
- Consistent streetscape character
- Moderate development potential

Building height	Street wall height	Building setback
14m (4 storeys)	11m	<p>Front boundary: Buildings should be built to the front boundary.</p> <p>Upper levels must be setback <u>a minimum of</u> 5m from the street.</p> <p>Side boundary: 0m. Except where the site abuts land within a residential zone, where the side setbacks of ResCode should apply.</p>

Note - all building envelopes include balconies and terraces.

Table 9 Typology B guidelines

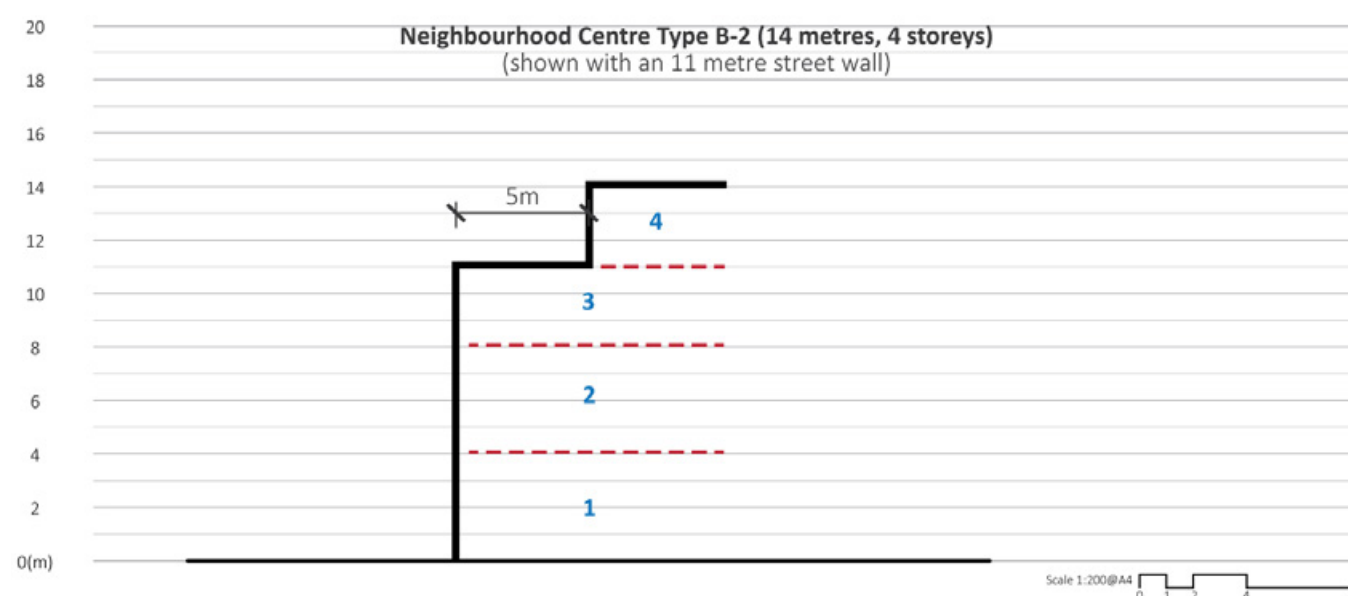


Figure 9 Neighbourhood Typology B-2 - Front setback.

6.2.4 TYPOLOGY C

Characteristics:

- 20m street width
- Not included within a Heritage Overlay
- Generally inconsistent streetscape character
- Moderate development potential

Building height	Street wall height	Building setback
17m (5 storeys)	11m	<p>Front boundary: Buildings should be built to the front boundary.</p> <p>Upper level setback, 5m from front boundary</p> <p>Side boundary: 0m. Except where the site abuts land within a residential zone, where the side setbacks of ResCode should apply.</p>

Note - all building envelopes include balconies and terraces.

Table 10 Typology C guidelines

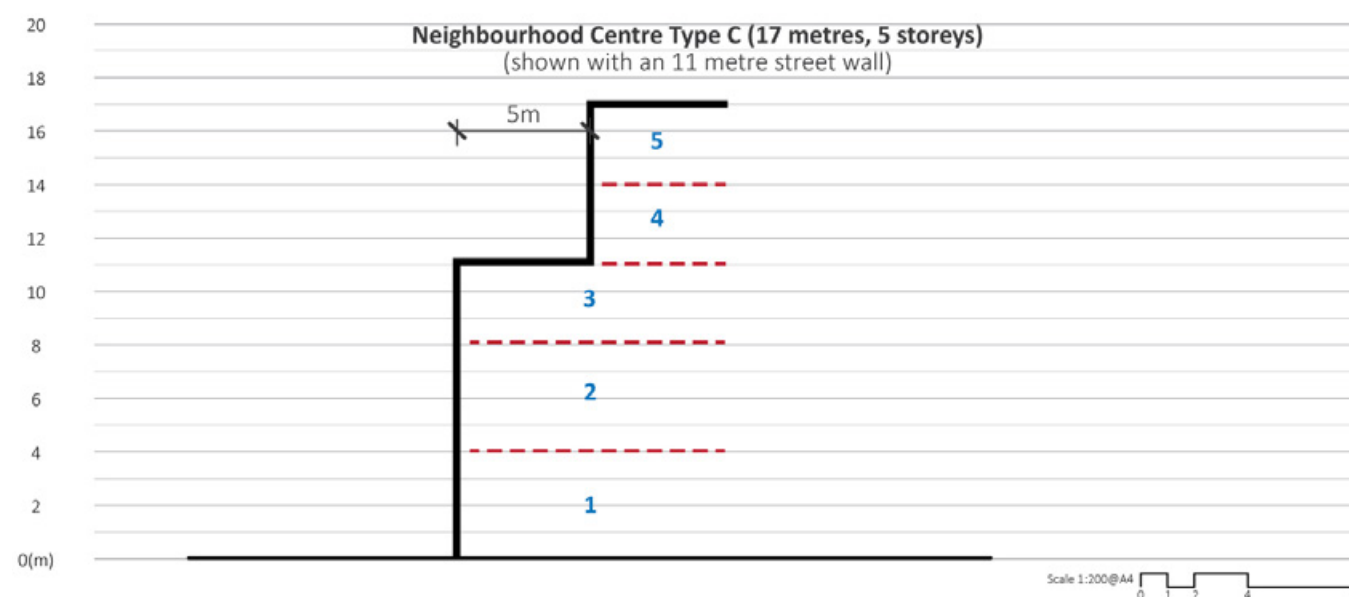


Figure 10 Neighbourhood Typology C- Front setback.

6.2.5 TYPOLOGY D

Characteristics:

- 30m+ street width
- Not included within a Heritage Overlay
- Generally inconsistent streetscape character
- Significant development potential

Building height	Street wall height	Building setback
20m (6 storeys)	14m	<p>Front boundary: Buildings should be built to the front boundary.</p> <p>Upper level setback 5m from boundary</p> <p>Side boundary: 0m. Except where the site abuts land within a residential zone, where the side setbacks of ResCode should apply.</p>

Note - all building envelopes include balconies and terraces.

Table 11 Typology D guidelines

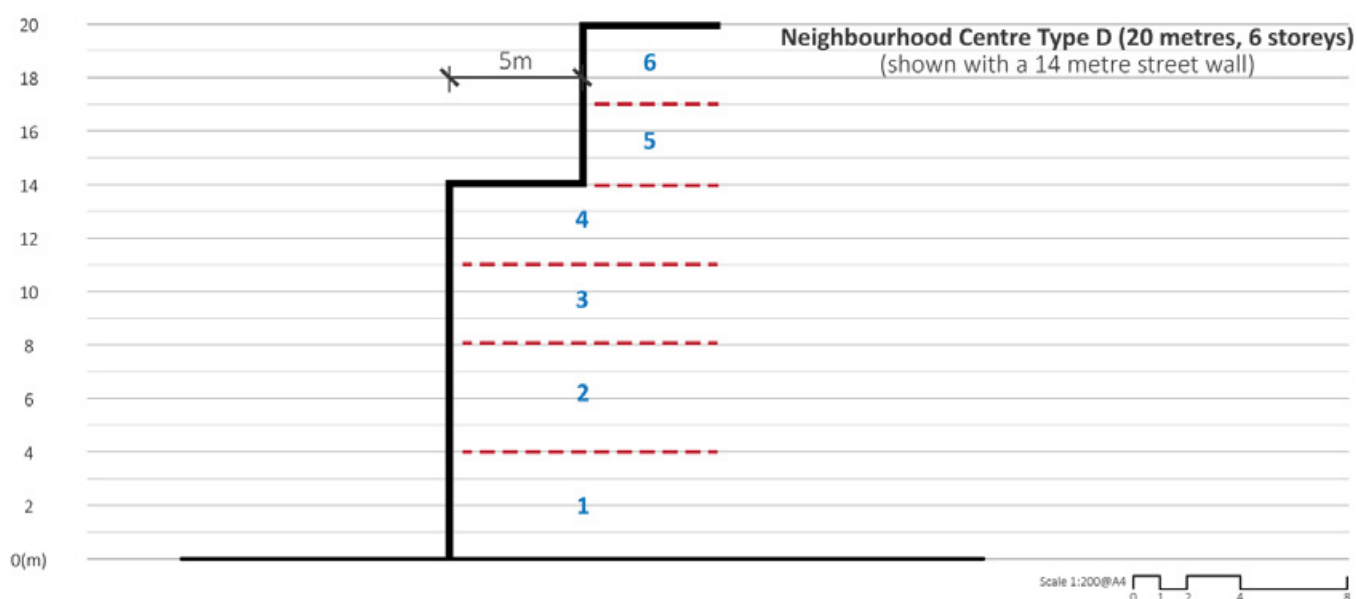


Figure 11 Neighbourhood Type D - Front setback

6.3 REAR SETBACK GUIDELINES

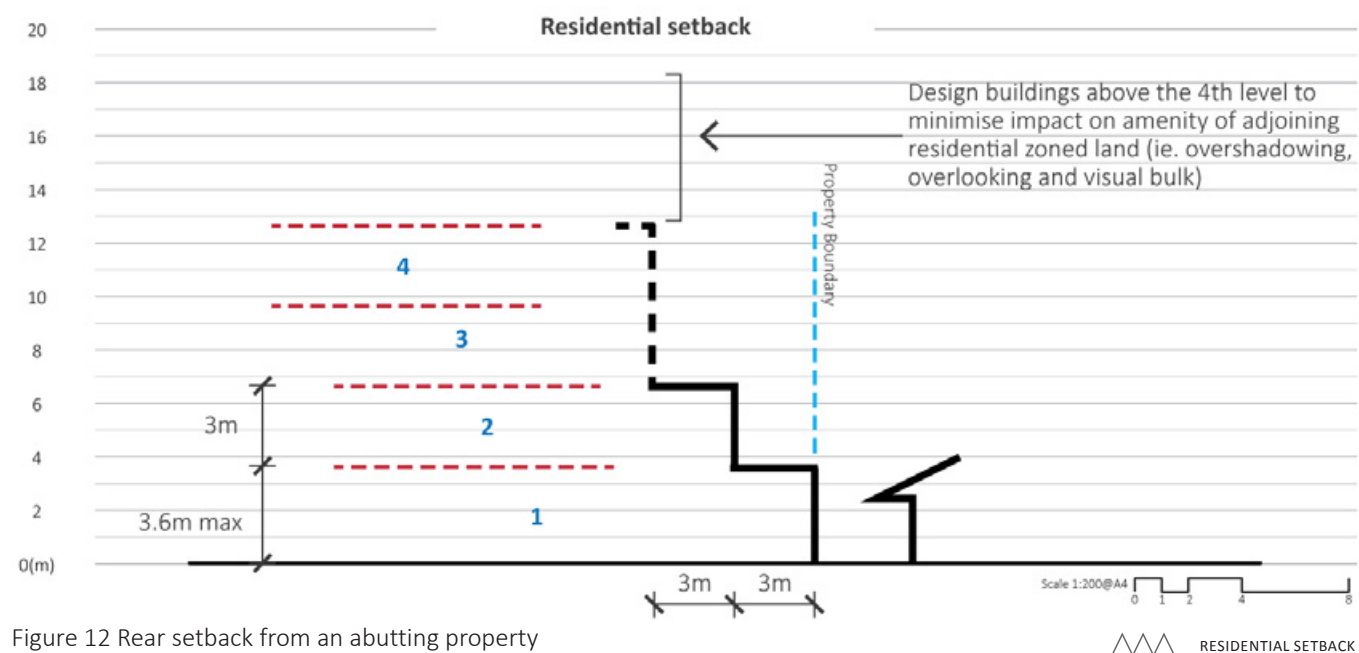


Figure 12 Rear setback from an abutting property

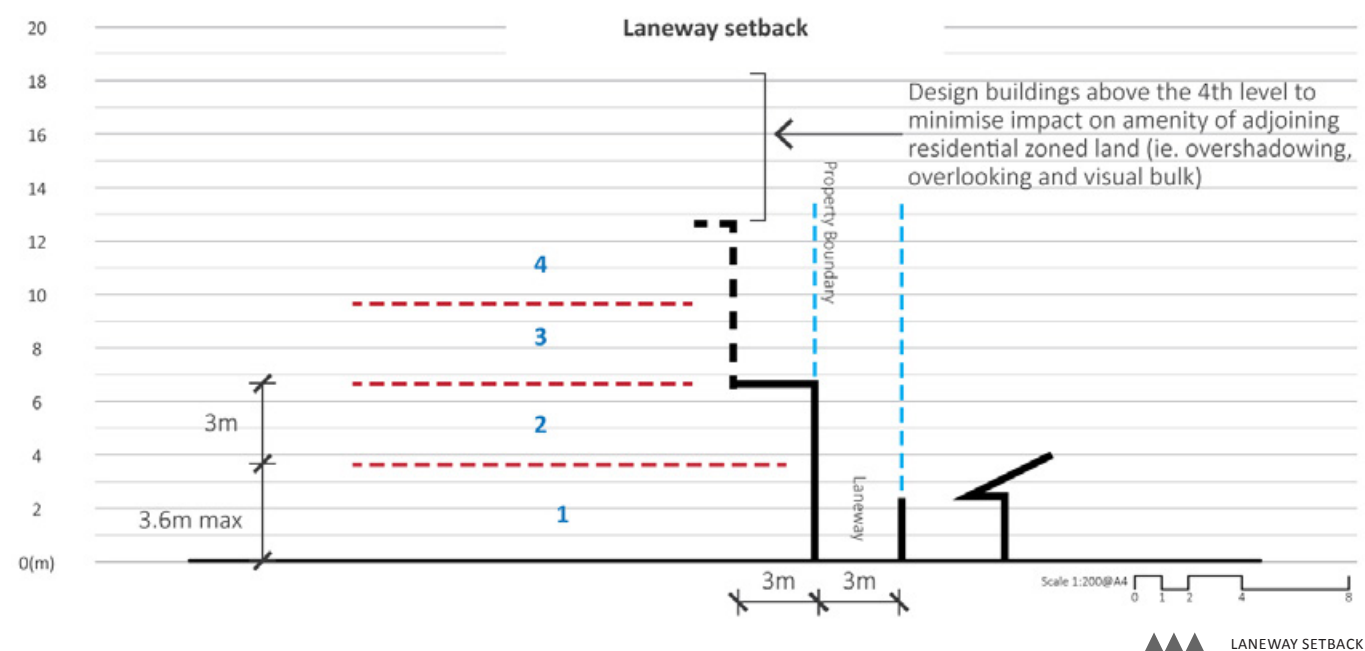


Figure 13 Rear setback from a laneway

7. IMPLEMENTATION

An implementation plan will be prepared once the Strategy is completed. Implementation of the Strategy will require coordination with multiple agencies. This is a long term strategy and recommendations need to be programmed and budgeted for as part of the annual planning process.

The types of implementation actions are likely to be as follows.

Public realm improvements

- Introduce large street trees
- Create new or enhance existing social/public spaces
- Install raised street thresholds at intersections
- Upgrade or redesign tram terminii platforms
- Install verandahs along the length of activity centre frontages
- Install public art
- Improve the visual interest of building exteriors
- Reduce and remove above verandah signs
- Improve pedestrian street lighting
- Upgrade street furniture (public seating, bicycle hoops, drinking fountains, notice boards, event banners, waste bins and planter boxes)
- Install consistent footpath paving
- Remove overhead wires
- Renew underground services
- Integrate sustainability criteria into new public realm works (including water sensitive urban design and the use of recycled materials).
- Install infrastructure to promote sustainable transport choices (walking, cycling, public transport) such as wider footpaths and facilities for bike storage.

Transport and access improvements

- Investigate realigning intersections to create safer trafficable areas and wider footpath areas
- Investigate improving tram infrastructure
- Improve cycle infrastructure such as cycle lanes and

cycle parking hoops

- Investigate installing pedestrian crossings across main roads
- Install raised threshold treatments at side streets
- Install signage to assist visitors to easily locate off-street parking areas.

Advocacy to State Government

- Advocate to VicRoads for improvements such as the installation of cycle lanes that function outside peak hours on clearways.
- Advocate to Yarra Trams for tram infrastructure upgrades.
- Advocate to VicTrack to upgrade infrastructure such as car parking, fencing and landscaping around stations.
- Advocate to the Department of Economic Development, Jobs, Transport and Resources to remove level crossings.

Planning mechanisms

- Planning Scheme Amendments to implement policies and preferred building heights etc.



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