This final document was prepared and adopted by the City of Stonnington in response to submissions received and based on the Draft Forrest Hill Structure Plan prepared by consultants Beca Pty Ltd and David Lock Associates.

Report

Forrest Hill Structure Plan

December 2005

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1 Vision and Strategic Objectives

1.1 The Forrest Hill vision

The Vision for Forrest Hill is of a place that:

- **Embraces urban renewal and redevelopment whilst respecting its existing heritage places and valued character elements;**
- **Evolves as a vibrant "urban village" where people live, work and visit;**
- **Includes a mix of uses that complement rather than compete with the primary retail, commercial and entertainment role of the Chapel Street and Toorak Road 'spines' of the Prahran South Yarra Activity Centre;**
- **Emerges as a predominantly higher density precinct where new buildings are of a pedestrian friendly scale and design at ground level, with upper levels setback where necessary so as to minimise off site amenity impacts;**
- **Ensures the design of new built form is site responsive to the locality, innovative and achieves environmentally sustainable design outcomes;**
- **Provides safe and attractive streetscapes for pedestrians and street life; and**
- **Develops a high degree of connectivity for pedestrians and cyclists both within the precinct and to public transport and surrounding attractions and services including the Yarra River parklands, the South Yarra railway station and the Prahran South Yarra Principal Activity Centre.**

1.2 Desired Future Character

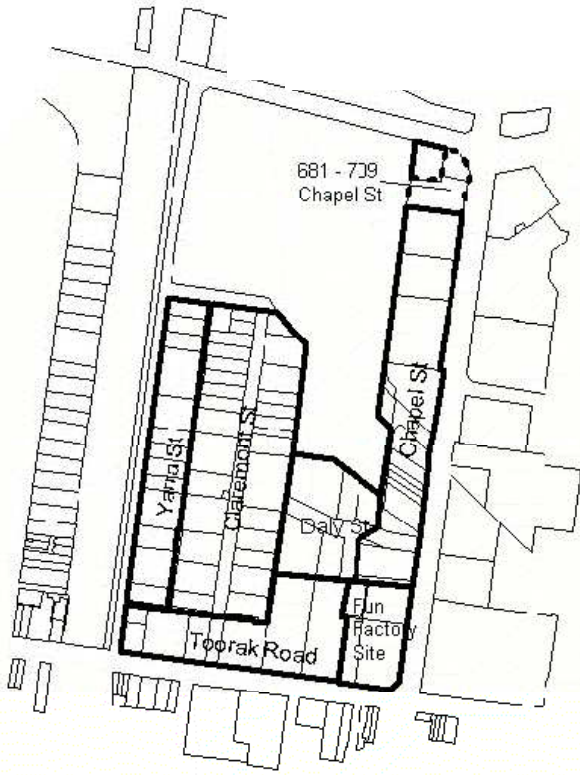
The following character statements build on the vision to provide further guidance for the preferred future character of the Forrest Hill Precinct.

Character areas are shown on the opposite map and include 6 different areas. The Melbourne High School site is not included in terms of development controls as it is zoned Public Use (Education).

Forrest Hill Precinct

It is envisaged that all new development within the precinct will establish a new built form character that is characterised by:

- a low scale, well articulated street wall/podium with active ground level uses that maximise pedestrian and public realm amenity; and



Map 1: Character Areas

- upper levels of development that provide opportunities for higher density residential and/or commercial uses that contribute to the character and amenity of the street and overall precinct.

It is also important that all new development takes advantage of the relative lack of constraints to development (such as heritage places, valued character and low rise residential neighbours) along with the number of underutilised sites on Yarra and Claremont Streets to accommodate urban consolidation.

In addition, each individual area has a desired character as follows:

Chapel Street

New development along the western side of Chapel Street, between Toorak Road and the Yarra River, will create a complementary scale of development to the east side of Chapel Street.

A high quality environment will be provided at street level to encourage greater pedestrian activity.

The 'gateway' significance of Chapel Street should be enhanced from the north while also expressing the importance of the street in the context of the wider Prahran South Yarra Principal Activity Centre. In this regard, the Fun Factory site acts as a primary gateway to the Prahran South Yarra Principal Activity Centre being located at the Chapel Street and Toorak Road intersection and 681-709 Chapel Street acts as a gateway site to the Activity Centre at the Yarra River interface between the City of Stonnington and City of Yarra. Both gateway sites have the potential to accommodate higher density development that expresses their different gateway roles whilst responding to their particular urban contexts.

Apart from the gateway sites, this area has the potential to accommodate buildings up to 13 storeys.

Toorak Road

New development along the northern side of Toorak Road between South Yarra Railway Station and the Fun Factory site will create a high quality pedestrian environment at street level to support its retail function. Improvements in street level activity, shelter and connectivity are anticipated.

Whilst development should optimise the potential to contribute to urban consolidation, it should also be respectful of existing heritage buildings and maintain a street wall height that is complementary to existing heritage buildings, the building scale of the south side of Toorak Road and that maximises the amenity of the public realm.

This area has the potential to accommodate building heights up to 7 storeys. Some additional storeys may be possible, particularly on large sites generally

east of Claremont Street, subject to the upper levels being setback so that solar access to adjacent footpaths is maintained.

Fun Factory site, 241-257 Toorak Road and 625 Chapel Street, South Yarra

The Fun Factory site, on the north-west corner of Toorak Road and Chapel Street, is a strategic site that forms a primary gateway into the Prahran South Yarra Principal Activity Centre. The site has the capacity to accommodate an iconic podium-tower development due to its established gateway status, prominent corner location, and large overall lot size of approximately 6,000 m^2.

The built form for this site should reinforce the primary gateway entry into the Prahran South Yarra Principal Activity Centre with a tower development that acts as an architectural landmark, achieves skyline prominence and that is well setback from the main street frontages, so as not to overwhelm these streetscapes. The podium levels should complement the existing streetscape of the Toorak Road/Chapel Street intersection, largely defined by the podium of the Como Centre and the height of the 'Country Road' building on the south-west corner. The site has the potential to make a significant contribution to urban consolidation and, at the ground and lower levels, to enhance the role of the wider Prahran South Yarra Principal Activity Centre by providing retail uses and active frontages that revitalise this important main street intersection.

This site has current planning permit approval (permit 0592/01 that requires development works to have commenced by 6 September 2008), that allows for demolition of the existing buildings and development of the site comprising 4 and 6 storey podiums, a 12 storey building at 241 Toorak Road and a 27 storey building setback from the Toorak Road/Chapel Street corner of the site, to be used for dwellings, serviced apartments, shops, food and drink premises and a multi level basement car park.

Yarra Street

New development along the eastern side of Yarra Street will take advantage of its location adjacent to a wide railway reserve and the street largely comprising redundant industrial sites that have major development potential. Yarra Streets position as a north-south link between the South Yarra Railway Station, Toorak Road tram line, the wider Prahran South Yarra Principal Activity Centre and Yarra River parklands/bicycle and pedestrian trails, makes it a significant location for higher density development and urban renewal.

This area has the potential to accommodate building heights in the order of 20 storeys, which are designed to create a new character and amenity for the street that exemplifies design excellence. The scale of development at the southern and northern ends of Yarra Street should respond to the lower scale

of development along Toorak Road and the interface with Melbourne High School.

There will be a well defined street wall along Yarra Street, creating a safe and vibrant pedestrian environment, which is intersected by a mid block east-west pedestrian/cyclist link through the built form. In the southern section of Yarra Street, a high level of street activity is expected and active frontages are an essential defining element.

Claremont Street

New development along Claremont Street will reinforce the emerging character typified by contemporary, mixed use buildings that create diverse opportunities for living and working in the precinct. The streets central location in the precinct and its proximity to public transport, and the wider Prahran South Yarra Principal Activity Centre, make it an important location for mixed use development of a well designed human scale.

The area has the potential to accommodate building heights in the order of 8 storeys, subject to meeting various performance measures, that will ensure high quality design and public realm outcomes. Building design, including creating a low scale street wall, with some variety through setbacks, will create a pedestrian friendly character with a feeling of enclosure to the street. Particular emphasis is placed on providing connectivity at a mid block point, with a pedestrian/cyclist link with active frontages.

In the southern section of Claremont Street, a high level of street activity is expected, and active frontages are an essential defining element.

Daly Street

New development along Daly Street will take advantage of the streets proximity to the wider Prahran South Yarra Principal Activity Centre and its connection to the mid block east-west link. The link should provide a catalyst for a high level of pedestrian activity, redevelopment of existing underutlised sites, and new development that contributes to urban consolidation and street life by including active frontages.

This area has the potential to accommodate building heights up to 8 storeys.

Development on adjoining sites should be respectful of heritage buildings on 2 Daly Street.

Development will have active street frontages and assist in defining a safe pedestrian connection through to the Daly Street Car Park and Claremont Street.

1.3 Context

The vision and objectives for the Forrest Hill Structure Plan reflect the long term strategies and desires of Council, Melbourne 2030, the community, and key stakeholders, including landowners – and reflect those desired outcomes over a long period of time – up to 25 years.

The future development of this precinct, while a relatively small area, has significant opportunity to achieve a number of local and broader strategic outcomes. In particular, the redevelopment of existing vacant sites and redundant industrial sites within the precinct has the potential to increase the diversity of uses in the area, including making a substantial contribution towards Regional Housing Working Group objectives/targets for the wider Prahran South Yarra Principal Activity Centre.

1.3.1 Role of the Forrest Hill Precinct

The Forrest Hill Precinct currently performs a mixed role, including a significant education focus at Melbourne High School, that forms approximately one third of the precinct by area, a diverse array of commercial and warehouse uses, non-core retail uses and limited residential use.

The Melbourne High School site has significant historical value as an educational institution, and the heritage values associated with the site are protected in the Stonnington Planning Scheme. This Structure Plan strongly endorses the protection of these uses associated with the site, and advocates that these be retained into the future as a key element of the Forrest Hill Precinct.

The current role of the remaining parts of the precinct is logically divided into two components that are defined by both zoning and location. The first role reflects the integration of the precinct with the regionally significant retail functions of Toorak Road and Chapel Street, and relates to those areas zoned as Business 1. The fact that these areas have frontage and form part of the high-value retail activities of the Prahran South Yarra Principal Activity Centre is critical, as this effectively ties the Forrest Hill Precinct into the wider Activity Centre.

There is a transition in the nature of existing activities along Chapel Street, north of Almeida Crescent, at which point both the zoning and nature of activities changes. The Business 2 zone applies from this point through to Alexandra Avenue, and the retail mix changes to include larger format retail and showrooms and also commercial activities. The built form is expected to change on some of these sites and it is anticipated that this area will not support a future retail role, particularly at ground level, where residential and/or commercial activities are expected to dominate by virtue of the land value. Residential use in "tower" developments on those sites, at a scale that is consistent with the east side of Chapel Street and which is complementary

The Forrest Hill Precinct is unique as it:

- **is very well served by public transport;**
- **is adjacent to one of Melbourne's premier retailing areas;**
- **has a number of sites ready and suitable for development;**
- **is a distinctive stand alone precinct;**
- **sits within a Principal Activity Centre identified in Melbourne 2030.**

There are few areas with similar attributes within the 5km radius of Melbourne's CBD

to the heritage values of the Melbourne High School, is likely to occur in the future, and is appropriate, provided certain design outcomes are achieved.

The second role is focussed on those parts of the precinct that do not have frontages to Chapel Street or Toorak Road. This area is zoned entirely as Business 2 (except Melbourne High School). Land uses in this category have historically included industrial activities, factories, warehouses and commercial uses, with limited residential. The role of this area is, in some senses, secondary to the more regional role for those areas with main road frontages to the retail functions of the Prahran South Yarra Principal Activity Centre.

This internal part of the Forrest Hill Precinct will undergo significant change over the period of this Structure Plan, potentially in the early years of implementation. Future changes are likely to include a greater quantum of floor-space and an increased mix of commercial and residential activity. Existing "rag trade" factory warehouses could be encouraged as a legitimate element of the future precinct as these uses contribute to the wider Prahran South Yarra Principal Activity Centre fashion sector while creating a niche market for the Forrest Hill Precinct, but it will most likely be in combination with a mix of other uses on a site due to the land economics supporting a higher order end use.

Creating an opportunity for a more 'local' level of service for this new future community is also an important consideration, which may involve specific ground floor retail opportunities, although this change is unlikely to, and should not, rival the primary retail role of existing and established retail parts of the Prahran South Yarra Principal Activity Centre.

In considering the future role of the Forrest Hill Precinct, and the vision, there is clearly potential to increase the connectivity between these internal parts of the precinct and the wider Activity Centre. Creating a mix of activities that complement the existing Prahran South Yarra Principal Activity Centre forms part of the overall strategy and vision for the precinct.

1.3.2 Forrest Hill Precinct Attributes

The Forrest Hill Precinct is unique, both within the Prahran South Yarra Principal Activity Centre and within the inner Melbourne area in that the opportunity in Forrest Hill to make a significant contribution to positive change in the Prahran South Yarra Principal Activity Centre is evident. Among these attributes are that the precinct is:

- transitioning from an industrial past,
- well served by public transport,
- adjacent to one of Melbourne's premier retailing areas, and
- within a Principal Activity Centre identified in Melbourne 2030.

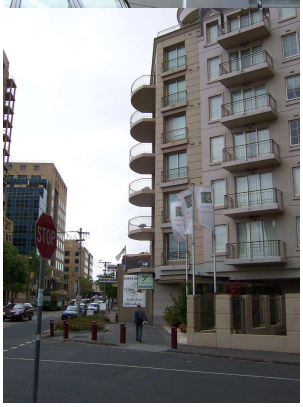
"Stonnington will be widely recognised for its distinct range of attractive environments, harmonious and cosmopolitan lifestyles and dynamic business sector that is enjoyed by its community and visitors alike."

City of Stonnington Corporate Plan

These attributes provide an opportunity to illustrate how the community, Council and stakeholders (e.g. developers/landowners) can put a strong and bold vision into place for the future. Up until this point, most stakeholders, as well as VCAT, have noted that this vision is lacking.

A key part of the vision and strategic objectives of the Structure Plan is to define the future opportunities, and most importantly, define the parameters for that vision. Key issues such as how land use mix and built form outcomes are to be considered, need to be addressed in the context of this vision. Interplay between the issues previously identified - Forrest Hill Precinct Analysis Report (Beca, May 2005) - will be critical.

Aside from the obvious physical attributes of the precinct that have lead to the strategic need for structure planning, there is a strong willingness with key stakeholders, including landowners and developers, to work proactively towards an agreed vision for the future.



1.3.3 Community Consultation and Attitudes

The preparation of the Structure Plan has involved community consultation as follows:

- Stakeholder workshops conducted in September 2004 and May 2005.
- Public release of the Forrest Hill Precinct Analysis Report in July 2005.
- Various meetings with individual stakeholders including land owners and developers and State Government agencies.
- Draft Forrest Hill Structure Plan available for public comment from the 24 October to the 11 November 2005. Major property owners, DSE, people/interest groups whom have registered interest in the Structure Plan, and people who attended consultation workshops, were directly notified of the public release of the Draft Structure Plan.

Community consultation has indicated that there is strong support for change, provided the change results in an improved cityscape, high quality design, and a mix of uses that supports and enhances the local economy. During two consultation sessions, the Forest Hill Precinct was generally recognised as having potential to be developed into a unique inner city area, providing a mix of uses close to public transport, with enhanced amenity and connectivity.

1.3.4 Policy Aspirations

The development of a vision for Forrest Hill has also been guided by the stated Activity Centres objectives of Melbourne 2030.

Key M2030 objectives for activity centres include to :

- **broaden the mix of uses appropriate to the type of centre and the needs of the population served;**
- **encourage economic activity and business synergies;**

- **improve access by walking, cycling and public transport to services and facilities for local and regional populations;**
- **provide focal points for the community at different geographic scales;**
- **support the development of the Principal Public Transport Network; and**
- **reduce the number of private motorised vehicle trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible locations.**

1.4 Urban Design Elements

In addition, the 'Activity Centre Guidelines' (DSE, 2005) identify various elements as being important design considerations for Structure Plans. Specific comment relevant to the Forrest Hill Precinct is provided below in relation to each element.

- **Element 1: Urban Structure**

The urban structure for the Forrest Hill Precinct is reasonably well defined with an existing street network, although some internal connections are lacking.

To address the internal connections issue, some improvement to connectivity within the precinct itself is proposed.

Map 2 demonstrates the extent to which the Forrest Hill Precinct differs from say a Melbourne CBD area in terms of connections, laneways and general walkability.

Changes to the scale and intensity of development in the precinct, as well as improved design outcomes, will lead to a higher level of activity and vibrancy.

Map 2: Comparison of Forrest Hill and CBD

- **Element 2: Stations and Interchanges**

The Forrest Hill Precinct, as expected of a Principal Activity Centre, is extremely well served by public transport. As an inner city area, this presents an opportunity for Council to test and develop criteria and design responses that offer alternative approaches to car based transport. This will rely on both improved design outcomes within the precinct, improved services and connectivity, but also will require alternative views on issues such as car parking ratios to be explored.

- **Element 3: Street Design**

The Forrest Hill street design is relatively simple, and appears to be operating effectively from a traffic perspective. The real opportunities are in improving pedestrian and cycling access and amenity, and improving the public realm. A greater level of connectivity at mid-block points is likely to encourage greater use of the street by pedestrians, as will changes in land use to higher density commercial and residential.

- **Element 4: Public Spaces**

Forrest Hill lacks good quality public open space. While opportunities to remedy this are limited, the vision aims to achieve an 'urban village' character. This recognises that the precinct is urban and dense in nature, and that public spaces are likely to be used more in passive ways, and will be smaller in scale. The use of public art and a consistent design approach in streetscapes and public spaces will improve the overall sense of place.

- **Element 5: Building Design**

The existing built form of Toorak Road and the southern section of Chapel Street (excluding the Fun Factory site) is relatively well defined, with some low scale buildings along part of Toorak Road, and some larger, high rise development set back from the road.

The design quality of many existing buildings in the precinct is poor. The interior parts of the precinct and northern sections of Chapel Street represent opportunities for redevelopment and added interest through design.

- **Element 6: Higher Density Housing**

Higher density housing opportunities within the precinct are significant, and there exists a real opportunity to integrate additional residential development with new mixed use buildings, particularly along Yarra and Claremont Streets. The value of land in this inner city area, along with its location in a Principal Activity Centre and public transport accessibility, makes high density housing a firm prospect.

- **Element 7: Car Parking**

There is one existing commercial car park building within the precinct that is available to the public, and a number of existing sites have their own private car parking areas. One of the challenges for the future of Forrest Hill is to accommodate car parking at a ratio that reflects the high level of public transport availability, while also dealing with issues such as lot size/ configuration and flooding, which affects the ability to provide and/or the cost of basement car parking for some sites.

1.5 Strategic Objectives

1.5.1 What are strategic objectives?

Strategic Objectives provide a framework for working towards the vision, and also assist in measuring against Melbourne 2030 Performance Criteria for Activity Centres (see Appendix 2), which relate to social (SOC), economic (ECO), and environmental (ENV) outcomes.

Strategic Objectives are identified for Forrest Hill in response to the themes identified in the previous section. An assessment of which performance criteria are achieved through each objective is included in Appendix 2 to demonstrate that the Structure Plan addresses M2030 performance criteria.

Strategic Objectives must:

- **Provide firm direction beyond that which is incontestable;**
- **Lead to a specific strategic response**
- **Lead to specific outcomes through a series of actions;**
- **Be grounded in reality;**
- **Be achievable through a range of actions;**
- **Be simple and realistic;**
- **Implement the vision and demonstrate guidance.**

1.5.2 What are key outcomes?

Each strategic objective is complemented by a series of Key Outcomes Sought. Each Key Outcome is also weighted relative to its importance to achieving the strategic objective and its overall importance relative to all other strategic objectives and key outcomes. This is based on the following broad assessment process:

Importance	Comment
Significant	Key outcome is highly significant in terms of the overall structure and framework of the future urban environment for the precinct and provides a key platform for overall change.
High	Key outcome is of high importance within the precinct and provides elements of local structure and urban improvement.
Medium	Key outcome is of medium importance; timing of achievement is unlikely to affect the overall structure and framework for the future urban environment.
Low	Key outcome is of low relative importance, and an opportunistic or reactionary approach to seeking the outcome will be taken.

It is anticipated that these ratings may assist Council in prioritising implementation measures and assessing future planning permit applications.

The aim is to ensure that assessment of applications and negotiations with applicants seeks to achieve first and foremost those outcomes that are rated 'Significant' or 'High'.

1.5.3 Strategic Objectives: Planning and Land Use

STRATEGIC OBJECTIVE #1	Elements	SOC	ECO	ENV
To promote a mix of uses that will enable a vibrant urban village to develop over time.	1, 5, 6	1, 4, 5, 6	1, 3	1, 3, 4, 5

The Forrest Hill Structure Plan envisages that future land use within the precinct will change significantly. The resident population will rise with new housing units, and new office and commercial spaces will provide opportunities for employment. The increase in residents, workers and

visitors will open up opportunities for retail to be included at street level in the internal streets of the precinct, which services the future community and does not compete with the primary retail role of Chapel Street and Toorak Road.

#	Key Outcomes Sought	Rating
1.1	Provide opportunities for a diverse range of uses including residential, commercial, local service retail and community services such as child care and medical services. Consideration may also be given to light industry, including warehouses, preferably as part of a mixed use development, and enhancing existing uses that complement the Prahran South Yarra Principal Activity Centre.	Significant
1.2	A vertical mix of uses to ensure the ground floor level provides an active frontage and that a mix of other uses above ground floor level contribute to the diversity of the precinct.	Significant
1.3	A variety of active frontages along Toorak Road that enhance its shopping role and pedestrian amenity.	High
1.4	A diverse mix of shops and services that extend the hours of activity within the precinct and strengthen the urban village concept for living and working in the precinct.	Significant
1.5	Land uses that complement, but also differentiate from the wider Prahran South Yarra Principal Activity Centre.	High
1.6	Avoid uses that may create conflict with residential uses within the precinct, including entertainment uses that operate into the late evening/early morning.	High

STRATEGIC OBJECTIVE #2	Elements	SOC	ECO	ENV
To promote a larger local population within the precinct with emphasis on higher density residential development.	6	1, 6	3	5

The promotion of increased residential activity in the precinct is consistent with the intentions of Melbourne 2030, which seeks to increase residential density in and around Activity Centres. In addition, an increase in residents will add to the economic 'critical mass' of the precinct, as well as extend the hours of activity, making the precinct more vibrant.

#	Key Outcomes Sought	Rating
2.1	Residential and commercial uses on upper levels with active uses at ground level.	Significant
2.2	Local residents able to walk or use public transport to easily access work, entertainment and retail opportunities.	Significant
2.3	Residential uses at sites within the precinct, in particular in Yarra Street and Claremont Street , offer a transition from commercial and retail uses in the Prahran South Yarra Principal Activity Centre to residential, creating a north to south transition of land use.	Medium
2.4	New development is constructed to provide capacity for the addition of future residents.	Medium
2.5	Avoid 'gated' residential developments.	High
2.6	Frontage allotted to individual entrances to higher density housing is minimised to encourage the opportunity for active frontages.	High
2.7	Design and outlook of higher density housing maximises passive surveillance of public spaces and streets.	Significant

2.8	Site and design residential development to avoid potential complaints from future residents about adverse amenity impacts from surrounding uses, including noise from entertainment venues, plant and service equipment and traffic.	High
2.9	Encourage owners to develop sites to their full potential, including the utilities infrastructure site at 2 Daly Street.	High

STRATEGIC OBJECTIVE #3	Elements	SOC	ECO	ENV
To retain the significant education use at the Melbourne High School site and conserve the associated open space and heritage values of the property.	3	1		

The continued tenure of Melbourne High School is important to Forrest Hill in terms of ongoing diversity of uses and contribution to the vitality and amenity of the precinct.

#	Key Outcomes Sought	Rating
3.1	Heritage values of the Melbourne High School Site are protected.	High
3.2	The Melbourne High School site's open space continues to make a contribution to the amenity of the precinct.	Low
3.3	Improve connectivity between the Melbourne High School site and the South Yarra Railway Station, Yarra River and other areas of the precinct.	Significant

STRATEGIC OBJECTIVE #4	Elements	SOC	ECO	ENV
To promote amalgamation of sites where this will improve built form outcomes and efficient use of land.	1	5	1, 2, 3	1, 2, 3, 4

In spite of the desire to accommodate a variety of land uses and building types, the vision of this Structure Plan may not be achievable at the local scale on sites with insufficient size (or potential yield). Accordingly, some site consolidation may be necessary.

#	Key Outcomes Sought	Rating
4.1	Sites with smaller frontages (between 6 - 18 metres) are amalgamated to create improved opportunity for development of an urban scale that reflects the vision for the Forrest Hill Precinct.	High

1.5.4 Strategic Objectives: Character and Built Form

STRATEGIC OBJECTIVE #5	Elements	SOC	ECO	ENV
To provide improved quality urban public open space.	4	1, 2, 3	2, 3	2, 4

This objective addresses the lack of public open space in the precinct. While Melbourne High School has large areas of open space that contribute significantly to the amenity of the precinct, this is not publicly accessible. Small scale public spaces, which reflect the vision of an 'urban village', are likely to be most appropriate and should be closely tied into the existing street pattern and proposed connectivity improvements.

#	Key Outcomes Sought	Rating
5.1	Local small 'human' scale urban spaces provided within the internal areas of the precinct which are safe, highly accessible and well designed.	High

#	Key Outcomes Sought	Rating
5.2	Provision of public art to add interest and local flavour to public open space.	Medium
5.3	Provision of public open space in the form of an urban square along a new mid block east-west link.	High
5.4	Install street trees in Chapel Street and Claremont Street and in other public spaces where practicable.	High

STRATEGIC OBJECTIVE #6	Elements	SOC	ECO	ENV
To improve connectivity with the Yarra River corridor..	1, 2	1, 2, 3	3	1

The main Yarra River and Capital City Bike Trails are in close proximity to the precinct, but are poorly connected to the precinct. A more legible connection at ground level, possible through signage and improved pedestrian/bicycle paths and crossings is essential.

#	Key Outcomes Sought	Rating
6.1	Improved pedestrian and bicycle crossing point at the Yarra Street / Alexandra Avenue intersection to facilitate access to the main Yarra and Capital City Trails and the regional bike network.	Significant
6.2	Access from water based transport to the Chapel Street corridor.	Medium
6.3	A defined pedestrian and cyclist connection from Toorak Road to the Yarra River, linking into the regional bike network.	High

STRATEGIC OBJECTIVE #7	Elements	SOC	ECO	ENV
To create improved streetscapes that are legible and enable an active, safe and enjoyable environment for pedestrians and cyclists.	1, 2	1	1	

Making Forrest Hill a great place to cycle and walk to and around is critical to the long-term viability of the precinct. Safe, convenient and attractive routes are vital to achieving this aim. The inclusion of public amenities, including well-located and maintained public toilets, are important to building a favourable perception of Forrest Hill as a welcoming place to live, work and visit. New development should contribute to the provision of these public amenities, which could be located in or near the proposed new urban square, heightening its prominence as an important communal place.

#	Key Outcomes Sought	Rating
7.1	A consistent and high standard network of connected and continuous footpaths, ensuring all paths are sufficiently wide and well paved.	High
7.2	Footpath widths that relate to adjoining uses and anticipated level of pedestrian movement.	High
7.3	Existing lane ways that provide pedestrian connectivity are maintained and enhanced.	High
7.4	Safe pedestrian cross-over points provided at all intersections in the precinct; in particular, those at Yarra Street/Toorak Road at the South Yarra Railway Station and at the Chapel Street/Toorak Road intersection.	Significant
7.5	Shade and shelter from natural elements provided for pedestrians through either buildings, structures or street trees.	Medium

#	Key Outcomes Sought	Rating
7.6	Areas of public open space overlooked by adjoining development to provide surveillance.	Significant
7.7	Signage provided to ensure clear legibility for pedestrians, cyclists and drivers.	Significant
7.8	A public toilet facility that is accessible for all people and abilities, safe, well-maintained and open 24 hours per day.	High
7.9	Public cycle storage and lock-up facilities at 'end-of- trip' locations, specifically around and at the South Yarra Railway Station.	Medium

STRATEGIC OBJECTIVE #8	Elements	SOC	ECO	ENV
To create and encourage active street frontages.	3, 4, 5	2, 5	1	2

Opportunities for social interaction are vital in healthy communities. Street frontages that overlook or open onto the public environment increase the opportunity for social and business interaction, even incidental or passive. The added benefit of this is the deterrent this provides to street crime or anti-social behaviour.

#	Key Outcomes Sought	Rating
8.1	Development of all sites in the precinct provides active street frontages for the majority of a frontage to a street or pedestrian laneway, but particularly in the internal streets in the southern half of the precinct, including and south of the proposed mid block east-west link.	Significant
8.2	Establish more consistent, active street frontages on Toorak Road, particularly by occupying existing front setback areas.	Significant
8.3	Podium/tower developments to ensure that activity on the street edge of the podium overlooks the street, and avoids blank walls or car park frontages and roller shutter doors/pull down grilles.	Significant

STRATEGIC OBJECTIVE #9	Elements	SOC	ECO	ENV
To ensure the built form creates pleasant urban environments.	5	1, 2, 3	2	1, 5

Built form makes a major contribution in the quality of the public environment. Attractive, thoughtful design can contribute to making public spaces inviting and memorable. Also, an important but overlooked component of 'connectivity' in a place is connections to the past. Some understanding of the history of a place and the things that give a place character adds greater meaning to the experience of place for both the resident and visitor.

#	Key Outcomes Sought	Rating
9.1	Vary building design, mass and form to ensure buildings do not create a canyon effect and to avoid wind 'tunnels' being created.	Significant
9.2	New buildings and developments maximise sunlight penetration on footpaths and public open spaces.	Significant
9.3	Buildings establish a 'human scale' street wall to achieve enclosure, but with adequate setbacks of upper levels to maximise sunlight access and sky views.	Significant
9.4	Buildings incorporate lighting to highlight design features and contribute to a safer and more vibrant environment beyond daylight hours.	Medium

#	Key Outcomes Sought	Rating
9.5	Corner buildings, or buildings at prominent locations within the pedestrian network, incorporate design features or public art to enhance amenity and improve navigation throughout the precinct.	Medium
9.6	Integrate historical background into signage within the precinct, to assist in connecting with the 'story' of Forrest Hill	High

STRATEGIC OBJECTIVE #10	Elements	SOC	ECO	ENV
To encourage new buildings to contribute bold design, that is distinctive and enduring, to form a new local identity that embraces the vision for Forrest Hill.	5	1, 3, 5	1, 2, 3	1, 2, 4

Forrest Hill Precinct will be known as a place of innovative and interesting built form. It is in the interests of all stakeholders that built form makes a positive contribution to the image, perception and, therefore, success of a place.

#	Key Outcomes Sought	Rating
10.1	A balance between a sense of urban enclosure and preservation of sky views.	Significant
10.2	Consistency of setback to create a coherent streetscape balanced against visual interest and variety of building form.	Significant
10.3	Building height and design provides visual and architectural interest from both public and private vantage points.	High
10.4	Gateway sites embody design excellence and respond to the site's context. Gateway sites include the Fun Factory site, on the north-west corner of Chapel Street and Toorak Road and 681-709 Chapel Street, on the south-west corner of Chapel Street and Alexandra Avenue.	Significant
10.5	Ensure heritage buildings and places are maintained, and any new development is respectful of heritage.	Significant

STRATEGIC OBJECTIVE #11	Elements	SOC	ECO	ENV
To foster healthy, comfortable and sustainable working environments by creating buildings that minimise the draw on natural resources.[1]	5	1, 2, 4, 8	1, 2, 3, 5	1, 2, 3, 4

The vision for Forrest Hill is of a vibrant community that offers a high quality of lifestyle and opportunities to locals and visitors, but does not compromise the environment for future generations. This vision is based on the principles of Ecological Sustainable Development, which aim to balance environmental, social and economic issues for long-term sustainability.

#	Key Outcomes Sought	Rating
11.1	New buildings in the precinct incorporate energy efficiency and conservation measures; particularly in regard to construction materials and building operation.	Significant
11.2	Minimise the consumption of water and facilitate opportunities for on-site re-use of grey water.	High

[1] For further detail refer to Victorian Government Department of Sustainability and Environment *'Environmentally Sustainable Design and Construction Guidelines'*, 2003.

#	Key Outcomes Sought	Rating
11.3	Minimise the need for private motor vehicle use by encouraging walking, cycling and use of public transport.	Significant
11.4	Minimise the use of unsustainable building materials, including those that: ▪ are from limited or ecologically unsustainable natural resources; ▪ have damaging ecological effects during harvesting, manufacturing, and/or construction; and ▪ have high embodied energy.	High
11.5	Maximise building longevity through creation of flexible and readily adaptable designs.	High
11.6	Provide facilities to assist office waste separation into reusable, recyclable, compostable and landfill components.	High
11.7	Provide a high quality indoor environment, including where possible by: ▪ minimising all work spaces exposed to glare and excessive lighting; ▪ providing all building occupants with a view to the outside; and ▪ shielding all building occupants from Electromagnetic Radiation (EMR) sources.	High
11.8	Where practicable, provide on site landscaped open spaces that contribute to the streetscape and to the overall provision of open spaces, for use by building occupants and visitors and, where appropriate, the public.	Medium
11.9	Provide legal structures (building leases, maintenance agreements, strata titles and tenancy agreements) to preserve the environmental performance of the building.	High
11.10	Provide amenities for staff including showers and bicycle storage to encourage non vehicular transport alternatives.	Significant

1.5.5 Strategic Objectives: Street Pattern, Transport and Connectivity

STRATEGIC OBJECTIVE #12	Elements	SOC	ECO	ENV
To focus accessibility to public transport services, walking and cycling routes.	1, 2, 3	4, 7	2, 3	1

The precinct is highly accessible and improvements to walking, cycling and public transport will ensure a more sustainable future.

Note: The proposed mid block east-west link is described in more detail in Section 2.3 of the Forrest Hill Structure Plan.

#	Key Outcomes Sought	Rating
12.1	High quality local pedestrian connectivity to public transport at Chapel Street, Toorak Road and Alexandra Avenue.	Significant
12.2	New crossovers that provide suitable access points to the local street network that do not compromise pedestrian /cyclist safety.	High
12.3	Improve cyclist safety by providing dedicated cycle lanes where appropriate and possible.	Significant
12.4	Seating provided at key points throughout the precinct to offer rest points and increase street activity.	High
12.5	Minimise the number of vehicular crossovers, reducing the potential for conflict between pedestrians and vehicles.	High
12.6	A signalised shared cycle and pedestrian crossing to be provided at the northern end of Yarra Street at the intersection with Alexandra Avenue to facilitate access to the Capital City Trail and the Yarra River parkland.	Significant

#	Key Outcomes Sought	Rating
12.7	Investigate the continuation of the Yarra River pedestrian/cycle trails south to South Yarra Railway Station, via the rail reserve and Yarra Street.	High
12.8	Create a mid block east-west link from Yarra Street to Daly Street that encourages pedestrian/cycle access through the precinct.	Significant
12.9	Treatment of Toorak Road/Yarra Street and Toorak Road/Claremont Street intersections to improve pedestrian and vehicle sightlines.	High
12.10	Provision of publicly available cycle parking rails throughout the precinct (one or two rails in multiple locations).	High
12.11	Provide way-finding signage throughout the precinct to enhance connectivity and ensure the pedestrian and cycle networks are legible.	Significant
12.12	Incorporate footpaths and cycleways into street cross sections with appropriate widths, amenity and safety for all users.	Significant

STRATEGIC OBJECTIVE #13	Elements	SOC	ECO	ENV
To ensure the precinct remains permeable and accessible with increased development.	1, 3	4, 5	2	1

In keeping with Strategic Objective 1, it is vital to ensure that the precinct not only retains its existing level of permeability, but that new development contributes to a more accessible and connected precinct.

The Forrest Hill Precinct will become a vibrant and walkable urban environment. Pedestrian movement signifies activity and opportunity. Vehicle occupants travelling to and through the precinct will accept that as an important mixed use precinct with an active and engaging street-level environment, there will be varying degrees of interaction with other road users, resulting in slower vehicle speeds through the precinct.

The change in land uses across the precinct will draw pedestrian activity into the precinct from Toorak Road along Claremont Street and Yarra Street. A proposed new mid block east-west link, based on the Daly Street alignment, will draw pedestrian activity from Chapel Street to a new internal space at Claremont Street, and on to South Yarra Railway Station. This will be a significant asset to future residents and workers in the precinct.

Note: The mid block east-west link is described in more detail in Section 2.3 of the Forrest Hill Structure Plan.

#	Key Outcomes Sought	Rating
13.1	Footpaths to be provided along all streets with a minimum width of 2.0 - 2.5 metres, wherever possible. This will involve footpath extensions in some streets; ie Yarra Street.	Significant
13.2	Create a mid block east-west link from Yarra Street to Daly Street, to enhance pedestrian and cycle connectivity.	Significant
13.3	Create an urban square: - at or adjacent to the intersection of Claremont Street and the new Daly Street east-west link. This square can 'straddle' Claremont Street, with that section being clearly demarcated as shared use zone; **and/or**	Significant

#	Key Outcomes Sought	Rating
	- on Yarra Street, on or adjacent to the new east –west link (pedestrian link on the Daly Street alignment), that maximises solar access to the possible seating area in the urban square that should be created by the introduction of the east-west link.	
13.4	A public realm that is well lit and well maintained, evoking a sense of personal security and good management.	High
13.5	Encourage all public spaces to be accessible 24/7.	High
13.6	Provide opportunities for urban art, posting of public notices, and other measures to promote a sense of ownership and community.	Medium
13.7	Improve connectivity of the precinct with the Yarra River to encourage potential ferry and boat access.	Medium

STRATEGIC OBJECTIVE #14	Elements	SOC	ECO	ENV
To ensure all public transport stops are of a high quality and amenity.	1, 2	1, 6	2, 3	1, 2

A key element in reducing private vehicle dependence is making alternative forms of movement more attractive. A strategic objective for Forrest Hill Precinct is to make getting there and moving around both efficient and logical.

The Forrest Hill Precinct is well served by public transport, with a choice of bus, tram and rail services. With a new public realm and movement network and in light of accessibility legislation, the design of public transport stops and signage needs to be re-examined. Clear signage is needed to direct pedestrians between public transport nodes around the precinct.

The proposed mid block east-west link also provides justification for the provision of a Yarra Street entrance (non-fare side) to South Yarra Railway Station, making the station entry clearly visible from along Yarra Street. This connection may be provided in conjunction with development occurring on the opposite (eastern) side of Yarra Street, and would require simple pedestrian crossing treatment.

#	Key Outcomes Sought	Rating
14.1	Clear, continuous, direct and attractive pedestrian and cycle routes connecting to the South Yarra Railway Station and tram stops.	High
14.2	South Yarra Railway Station (forecourt and platforms) should be an integral part of the precinct's public environment, particularly to Toorak Road and Yarra Street. This could be in the form of a cycle link along the rail corridor and/or an active eastern frontage, whilst conserving the heritage values of the existing building.	High
14.3	DDA compliant tram and bus stops that allow for step free access to and from vehicles, where practicable.	High
14.4	High quality infrastructure at tram and bus stops; including seating, shelter and passenger information, and real time information.	High
14.5	Develop sustainable travel plans within the precinct and surrounding areas to encourage better integrated transport planning.	High

STRATEGIC OBJECTIVE #15	Elements	SOC	ECO	ENV
To improve accessibility to public transport and all services within the precinct for people with special mobility requirements.	2, 3	1, 6, 7	1	

Equitable access through the public environment is critical to inclusive communities. Forrest Hill will be known as an easy place for all people to move around. This will also make the precinct competitive as a place to work and for a business location.

#	Key Outcomes Sought	Rating
15.1	Footpaths, cycle paths and any other pedestrian access provided at suitable gradients.	High
15.2	Sufficient footpath widths provided for wheelchair, pram and other special requirement access.	High

STRATEGIC OBJECTIVE #16	Elements	SOC	ECO	ENV
To establish an improved and higher amenity interface between Forrest Hill and the rail corridor.	1, 2, 5	7	1, 3	1

Forrest Hill has an extensive area fronting the rail corridor, along Yarra Street.

#	Key Outcomes Sought	Rating
16.1	Improved connection with the precinct and South Yarra Railway Station and platforms, including mid block access from the platforms to Yarra Street that will connect with the mid block east-west link through the precinct.	Medium
16.2	Minimise the impact of new development in the Forrest Hill Precinct on Darling Street residents, in particular overshadowing impact.	Medium
16.3	Improved landscaping and maintenance of landscaping along the rail corridor leading to the Yarra River parkland.	High

STRATEGIC OBJECTIVE #17	Elements	SOC	ECO	ENV
To balance the needs of pedestrians, cyclists and vehicles.	1	7	1, 3	1

Forrest Hill undergoes peak demand times for vehicle and pedestrian movements, partly associated with Melbourne High School. These periods of potential pedestrian/vehicle conflict, as well as surges in private vehicle movements, will only increase with the introduction of more residential development in the precinct. A key objective is to manage these demands to ensure Forrest Hill remains an accessible precinct for all modes of transport.

#	Key Outcomes Sought	Rating
17.1	Improved safety of the Yarra Street/Toorak Road intersection.	Significant
17.2	Introduction of traffic calming, wider footpaths and controlled crossings to enhance the safety of the pedestrian environment in car dominated parts of the precinct. Internal streets to retain pedestrian-dominance (i.e. signage, kerb and paving treatments to blur distinction between road carriage and footpath, creating shared zones with significantly slower vehicle speeds).	Significant
17.3	Use visual cues at thresholds and key points in the movement network to communicate to drivers that the street environment is shared and that	High

#	Key Outcomes Sought	Rating
	their behaviour must respond accordingly, assist way-finding and improve legibility of the network for all users (ie road markings, paving treatments, prominent built form and/or urban art at the termination of vistas and signage to promote way-finding).	
17.4	As a priority, investigate measures to slow traffic speeds along Yarra Street, particularly in view of students walking to and from Melbourne High School.	Significant

STRATEGIC OBJECTIVE #18	Elements	SOC	ECO	ENV
To promote a sustainable relationship between car parking and land use.	5, 7	1	1, 2, 3	1

Redevelopment of Forrest Hill will, despite efforts to encourage use of alternative forms of transport, increase demand for private vehicle parking. Car parking is required to ensure the commercial viability and overall vitality of the precinct. However, the excellent accessibility of the precinct by a range of transport modes allows for the encouragement of alternatives to the car and some restriction on car use. This could translate to improved flexibility for developers, through reduced parking requirements, where these are sought and in instances where buildings are designed to optimise alternative forms of transport (eg cycling). Reduced car use through the precinct will lead to opportunities to enhance the local environment for pedestrians and cyclists, creating a safe and pleasant public realm.

There are further issues in the provision of car parking to support private development due to the location of the precinct in a flood prone area and resultant constraints on basement parking provision. If parking requirements are not relaxed, recognising the excellent accessibility of the area by a range of transport modes, development within the precinct will be constrained and the potential of the area will remain unfulfilled. This outcome is actively discouraged by the Structure Plan.

The aim of the Structure Plan is to reduce the negative impacts of parking on the precinct, ensuring the image of the precinct as a pedestrian-friendly environment is maintained.

#	Key Outcomes Sought	Rating
18.1	Restrict on-street parking to provide short stay parking for visitors to the area.	High
18.2	Car parking ratios for residential and commercial developments reduced to recognise public transport accessibility and where alternative modes of transport are actively encouraged by the developer.	High
18.3	Council to investigate whether or not resident parking permits for on-street parking should be issued in the precinct.	High
18.4	Off-street car parking to be provided under or at the rear of buildings.	High
18.5	Avoid half level basement car parks at footpath level and ensure active ground level frontages.	Significant
18.6	Car parking constraints resolved more comprehensively, particularly for smaller lots, through site amalgamation or cooperation between adjoining landowners.	Significant

#	Key Outcomes Sought	Rating
18.7	Appropriate signage for car parks to indicate their location and the availability of car spaces.	High

STRATEGIC OBJECTIVE #19	Elements	SOC	ECO	ENV
To integrate off-street car parking within the Forrest Hill Precinct and adjoining activities in the Prahran South Yarra Principal Activity Centre.	5, 7	1, 5	1, 2	1

While increased patronage of alternative forms of transport is a key objective, there will always be a demand for private vehicle use and associated car parking. Forrest Hill will require car parking related to residents, and businesses, so achieving a balance between these demands is crucial.

#	Key Outcomes Sought	Rating
19.1	Car parking levels within a development are easily accessed and do not cause barriers to connectivity or adjoining land uses.	Significant
19.2	No new Car Parks to be constructed in isolation from other uses.	High
19.3	New developments are to provide easily accessible, safe and secure cycle parking areas within a building, preferably within 20 metres of an entry way.	High
19.4	Off-street car parking levels that are visible from public streets, or which face active facades of adjoining developments, will be designed so as to provide attractive and interesting facades; in particular, blank walls are unacceptable.	High
19.5	Pedestrian access to off-street car parking is well lit, safe and has natural surveillance. Where possible, directly link off street car parking with the shops, building tenancy or accommodation it services.	Significant
19.6	Pedestrian amenity within off-street car parking is integral to the design.	High

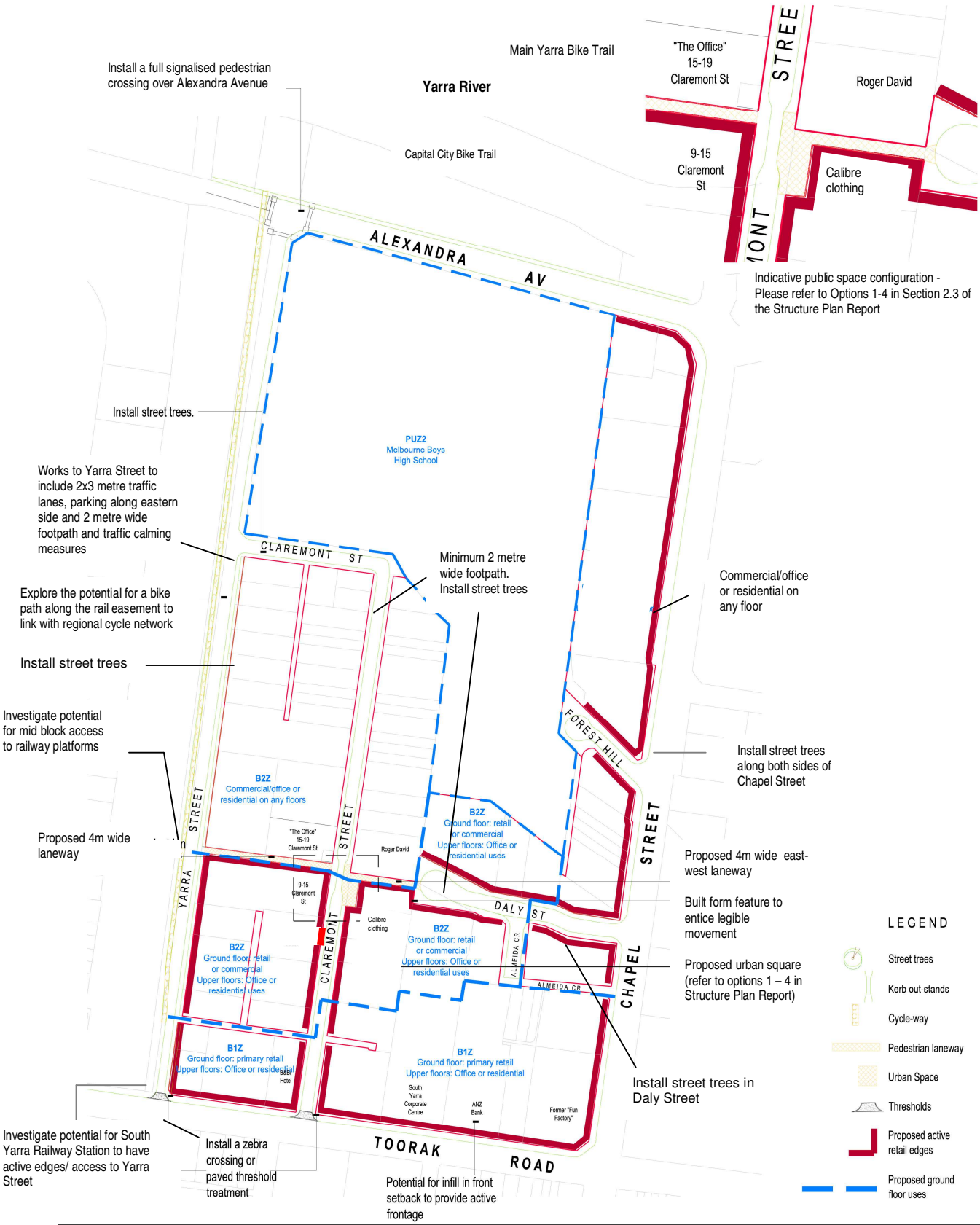
2 The Forrest Hill Framework Plan

The Framework Plan defines in spatial terms the key outcomes sought for land use, streetscape, built form, transport and connectivity. It therefore provides an indication of what the precinct could look like in 2030, following implementation of this Structure Plan.

2.1 General Planning Principles

The Forrest Hill Precinct will be developed in accordance with the following general planning principles:

- **Encourage innovative built form responses and design excellence to reinforce the image of Forrest Hill as a distinctive, creative place.**
- **Buildings will be respectful of their setting, including potential impacts on heritage places, character, neighbouring uses, streets and public spaces.**
- **Create a sense of arrival in (and departure from) the Prahran/South Yarra Principal Activity Centre and discrete areas within the precinct.**
- **Promote activation of the ground floor of buildings, and orient these uses to streets and public spaces to encourage passive surveillance.**
- **Provide an attractive, safe and legible public realm, with well-lit, well-signed, and well-maintained footpaths and public spaces.**
- **Bring lines of activity together within the precinct to create a new, internal vibrancy to complement the activity on Chapel Street and Toorak Road.**
- **Create a high quality and distinctive public realm, including personalised elements, to foster a sense of ownership and pride in place.**
- **Encourage sustainable built form, in terms of ecologically responsible design and materials, and long-term sustainable use of the buildings through flexible/adaptable design.**
- **Establish Forrest Hill as a pedestrian-oriented precinct, with high quality pedestrian infrastructure (footpaths, clearly marked crossings) along busy roads, and pedestrian priority along internal streets.**
- **Encourage alternatives to private vehicle use, through provision of bike paths and end-of-trip facilities, and high quality, clearly marked access points to public transport.**
- **Capitalise on opportunities to concentrate new development near South Yarra Railway Station, shops and services.**
- **Express key elements of the broader urban structure, such as main movement corridors and the edge of the Activity Centre.**
- **Promote high levels of indoor and outdoor private amenity.**



FRAMEWORK PLAN – MAP 3
Forrest Hill Structure Plan
19 December 2005 Scale – 1:2000 (A3) 1:1000 (A1)

2.2 Future Form of Development

This section describes the future built form that will occur in the Forrest Hill Precinct.

The distribution of building types and heights within the Forrest Hill Precinct will relate to opportunities to capitalise on proximity to the South Yarra Railway Station, shops and services, along with development constraints including lot size and land ownership.

Taller buildings will generally be found along Yarra Street, close to the station and unconstrained by heritage or character. The narrower width of Claremont Street and the short extent of Daly Street is likely to prevent development higher than mid-rise buildings. New buildings on Chapel Street will generally reinforce the emerging scale of development on the east side. New buildings on Toorak Road will be carefully controlled to protect the character and amenity of that street, given its importance as a pedestrian route.

The lower levels of new buildings will be carefully controlled throughout the precinct to ensure a high quality pedestrian environment. Performance measures over the upper levels of building forms will vary from street to street, in response to the distinct set of opportunities and constraints present in each.

The performance measures will be most prescriptive in Toorak Road, where there are a number of heritage buildings and a relatively consistent character west of Claremont Street and high pedestrian levels.

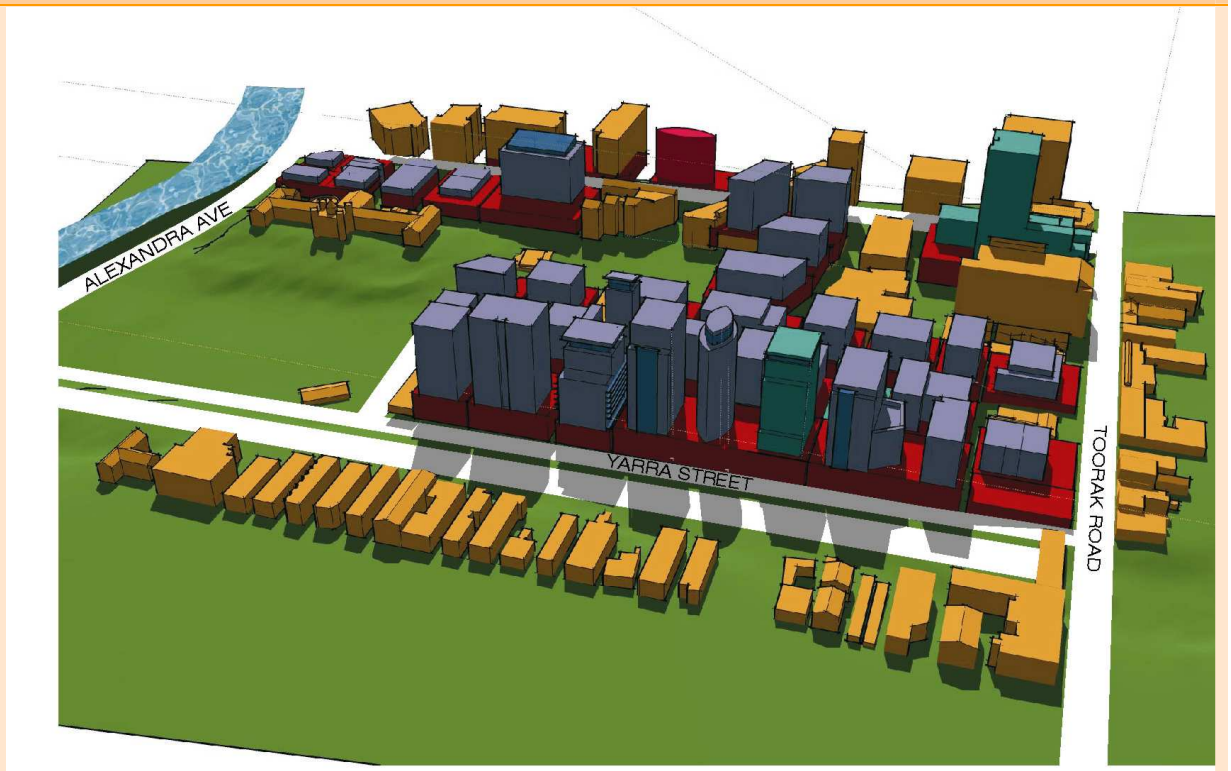
The performance measures in Chapel Street will seek to reinforce the emerging 'podium-tower' building character, while allowing the flexibility for innovative design.

Overall, the performance measures for upper levels will allow each site to maximise its development potential, while achieving adequate amenity standards.

Building envelopes will be controlled by performance measures that focus on ensuring a well-defined public realm and consistency within each character area. Building height and form will be determined by a response to design objectives and standards. Council will have discretion to determine whether developers and their designers/architects of particular buildings have achieved the applicable design objectives. The expression of the various building types should relate to their general function and the scale of the public realm they address. This is particularly important for the 'street wall' component of all buildings, which contributes to the quality and perception of the public realm.

The following diagrams provide an indication of what the built form in the precinct could look like:

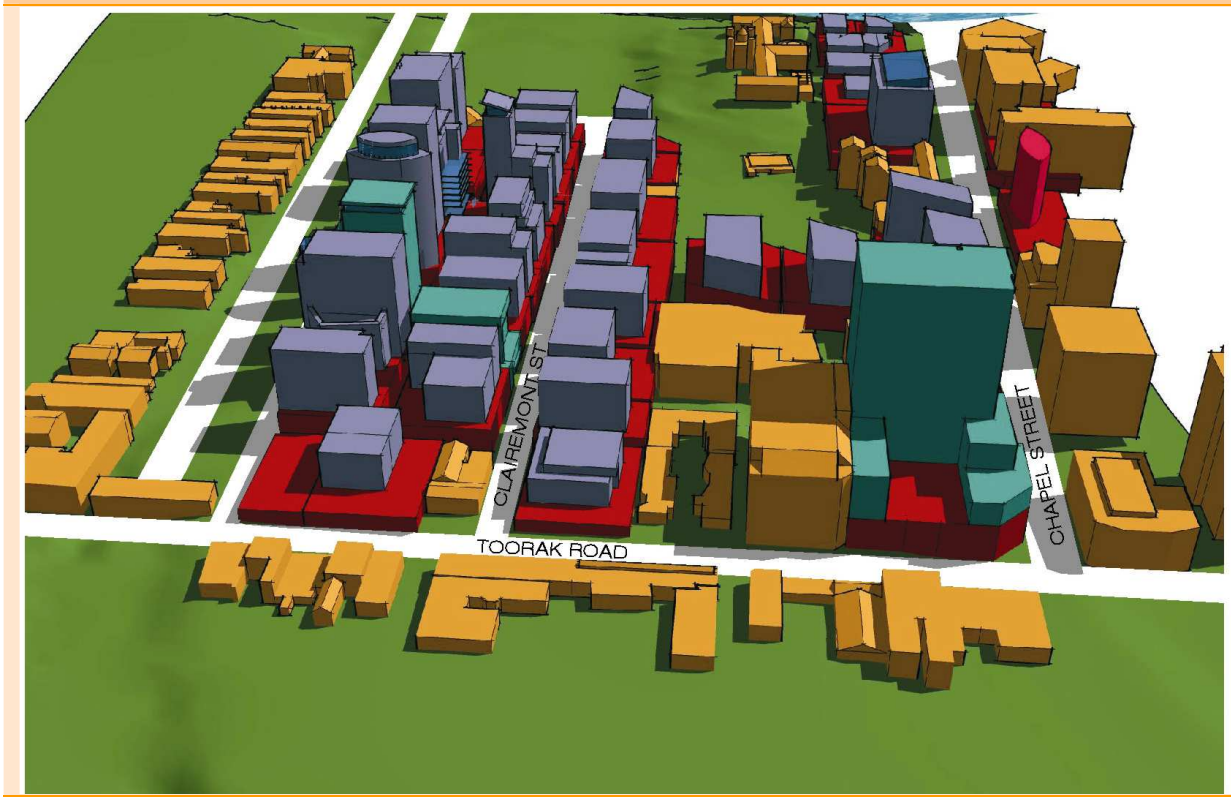
Yarra Street



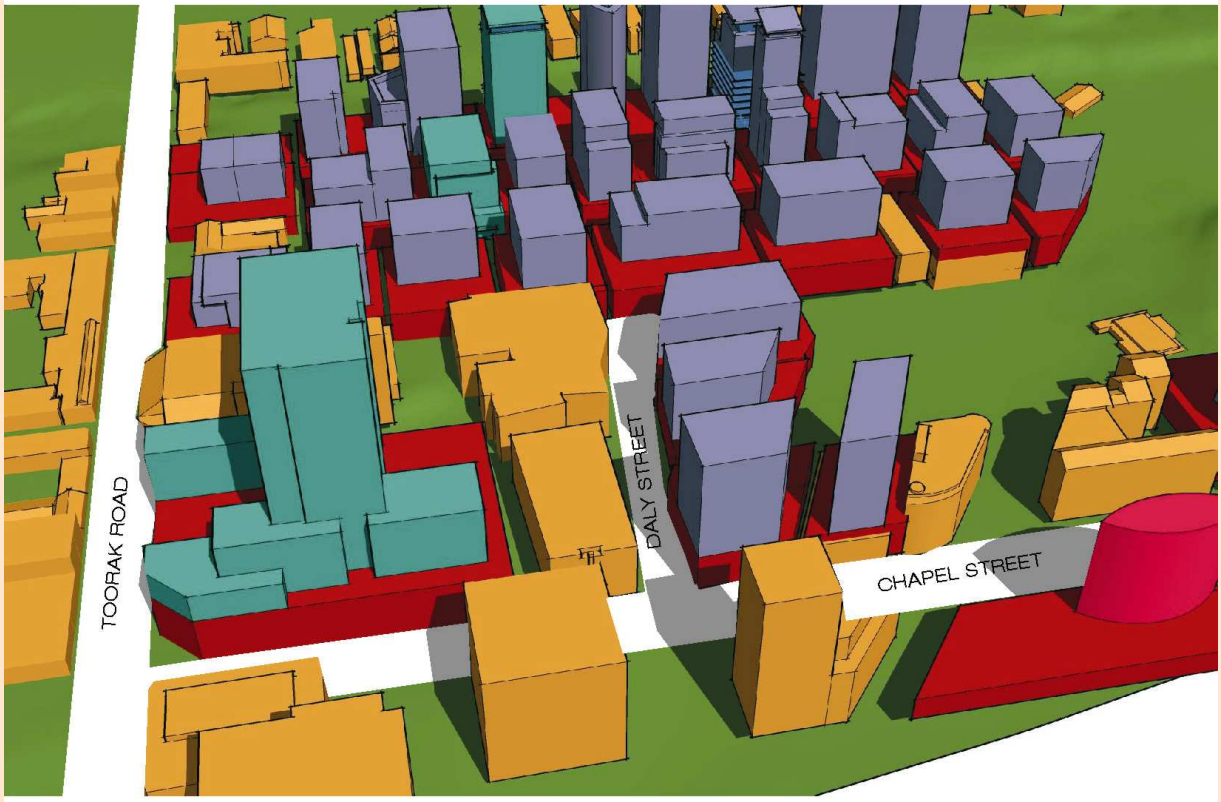
Yarra Street

Claremont Street

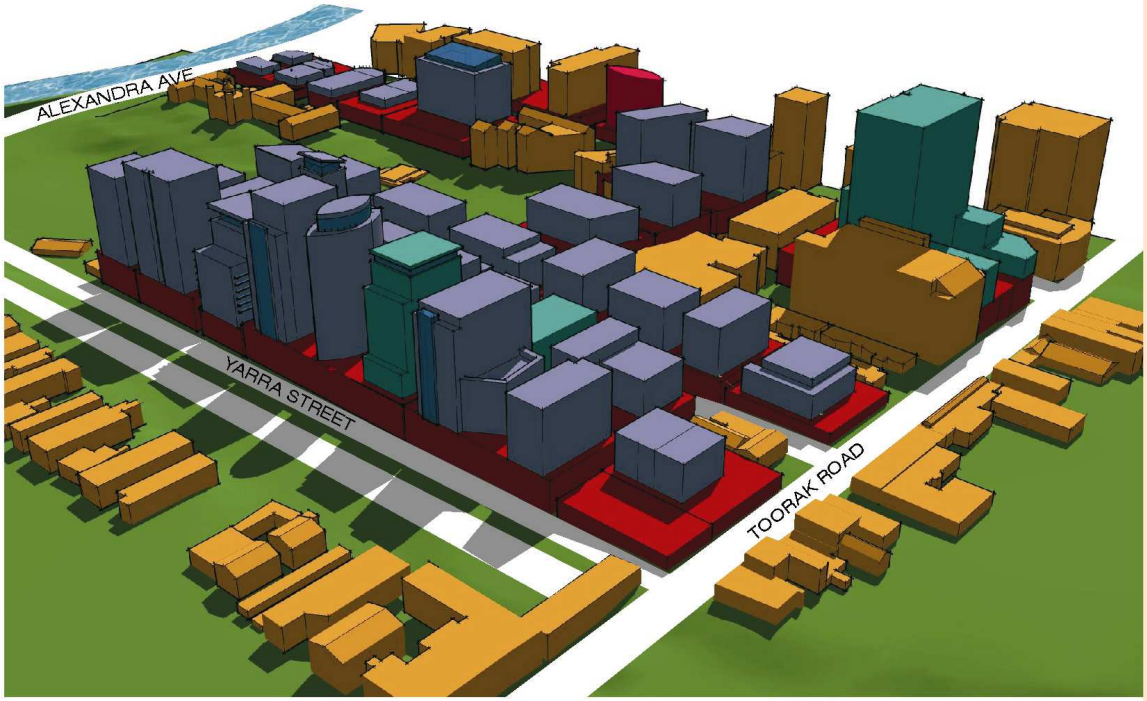
Claremont Street



Daly Street

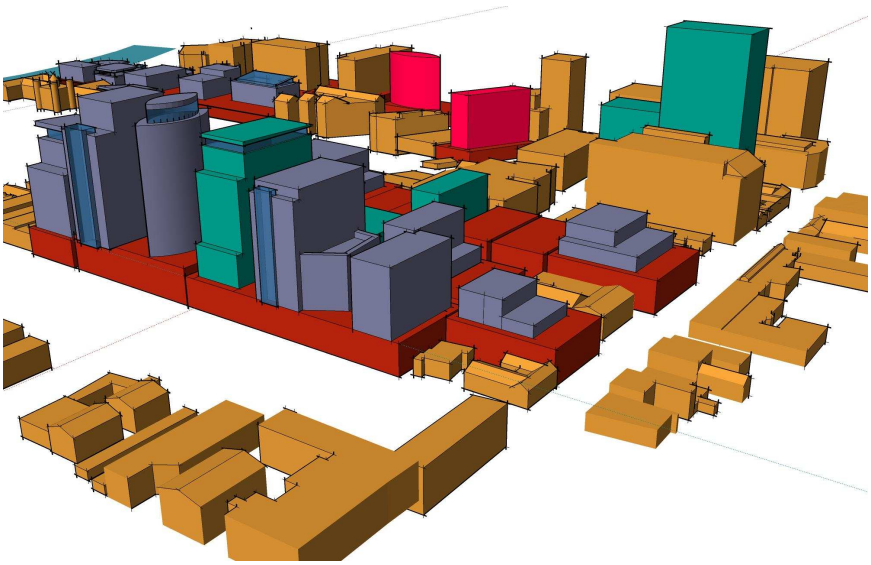


Toorak Road



Chapel St

Built form in the precinct will change significantly in recognition of the strategic prominence of the location and relative lack of constraints to development. The interface with surrounding areas is important, however, increased height of buildings in the precinct is unlikely to have a significant impact on established residential areas to the west, largely due to the fact that that these residences are a significant distance away, and on the west of the rail line. With these comments, the issue of building height is considered in relation to specific parts of the precinct:



Above: View of Yarra Street potential development.

- Corner of Chapel Street and Alexandra Avenue – appropriate height will be permitted at this point to assist with the 'gateway' statement for the precinct and to ensure a high quality visual expression from the building design.

- Yarra Street frontage – this edge of the precinct interfaces directly with South Yarra Railway Station and the rail corridor. Added height of development along this frontage will assist with defining a strong urban 'edge', as well as providing opportunities for passive surveillance of the proposed bicycle and pedestrian path within the rail corridor.
- Toorak Road – this edge of the precinct provides a direct linkage with key retail activities that largely define the Prahran South Yarra Principal Activity Centre. Accordingly, while maintaining a strong active edge, it will focus on maintaining human scale development and activity at street level.
- Chapel Street – development will need to be responsive to both the street level and buildings on the east side of Chapel Street to be of a consistent scale of development while also respecting the heritage significance of the Melbourne High School property.
- Fun Factory site, 241-257 Toorak Road and 625 Chapel Street – this site provides a primary gateway to the Prahran South Yarra Principal Activity Centre and, as such, can accommodate a higher density form of development that expresses this strategic location in both the context of the Forrest Hill Precinct and the wider Activity Centre.

2.3 Quality and Design of the Public Environment

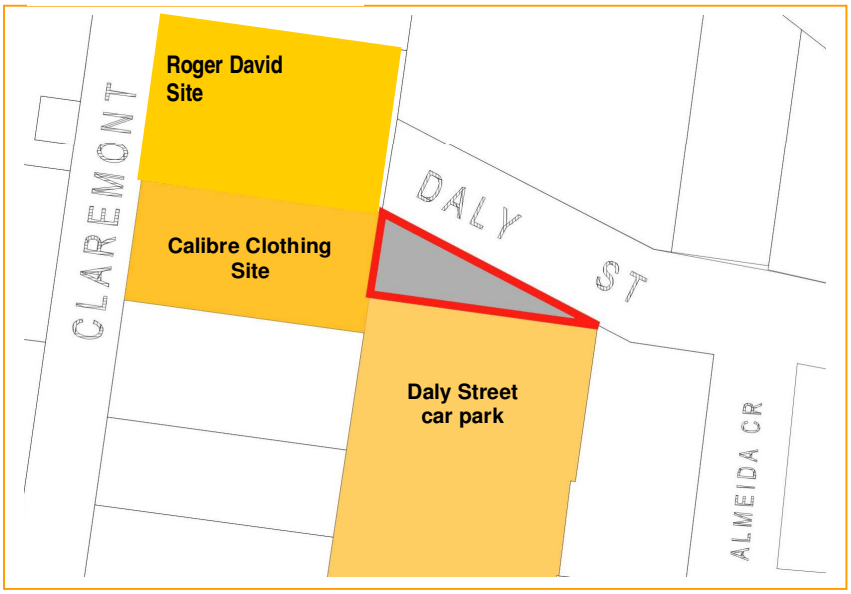
The Public Realm is communal space, providing the setting for the various forms of interaction – formal and informal, planned and incidental – that are critical to our social and economic well-being. A high quality, interesting public realm is the hallmark of a successful and memorable place.

The Forrest Hill Precinct is well located with regard to more 'active' open space and recreation (with the Yarra River to the north), and streets filled with activity and interest (eg Toorak Road and Chapel Street). Improved linkages to these areas are proposed. The precinct would also significantly benefit from the provision of a more 'local scale' public space. A small urban square could provide an important community focal point for residents and workers of the precinct, a place for people to meet, where public notices can be posted, where buskers can perform, or where someone can simply sit and read or observe people going by.

A new public open space is needed to enhance the amenity of the precinct if it is to be redeveloped at a much higher intensity. Given that Council does not own any land contained in the precinct other than the roads, this will require appropriation of private land through acquisition, development contributions or some other negotiation mechanism.

The optimal location for the public space is the intersection of Claremont Street and the proposed mid block east-west pedestrian link, where it will be animated by movement along both these routes, can be well defined on all sides, can have active retail frontages and is relatively central to the precinct.

Figure 1

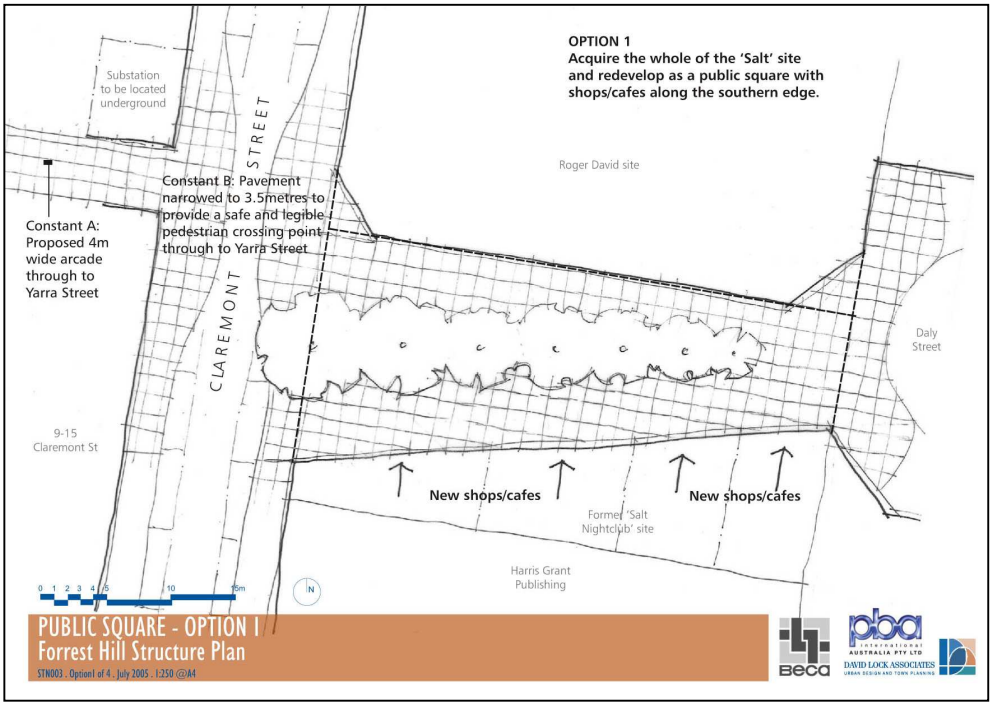


The following sketches illustrate a number of different ways in which the public space and pedestrian link between Daly Street and Claremont Street could occur. Rather than determining any one of these as the preferred option, it is recommended that the general need for the two elements is identified, and opportunities to achieve them are sought as sites come forward for redevelopment.

Figure 1: "Triangular" Piece of land, potential for public access or acquisition

All of these options will require better access to the 'Calibre Clothing' site or the 'Roger David' site from Daly Street. In particular, the "triangular" piece of land (shown on Figure 1) which is part of the Daly Street car park site will need to contribute to this linkage. There are various options for gaining 'public' access to this piece of land, from negotiation through to a Public Acquisition Overlay.

Figure 2

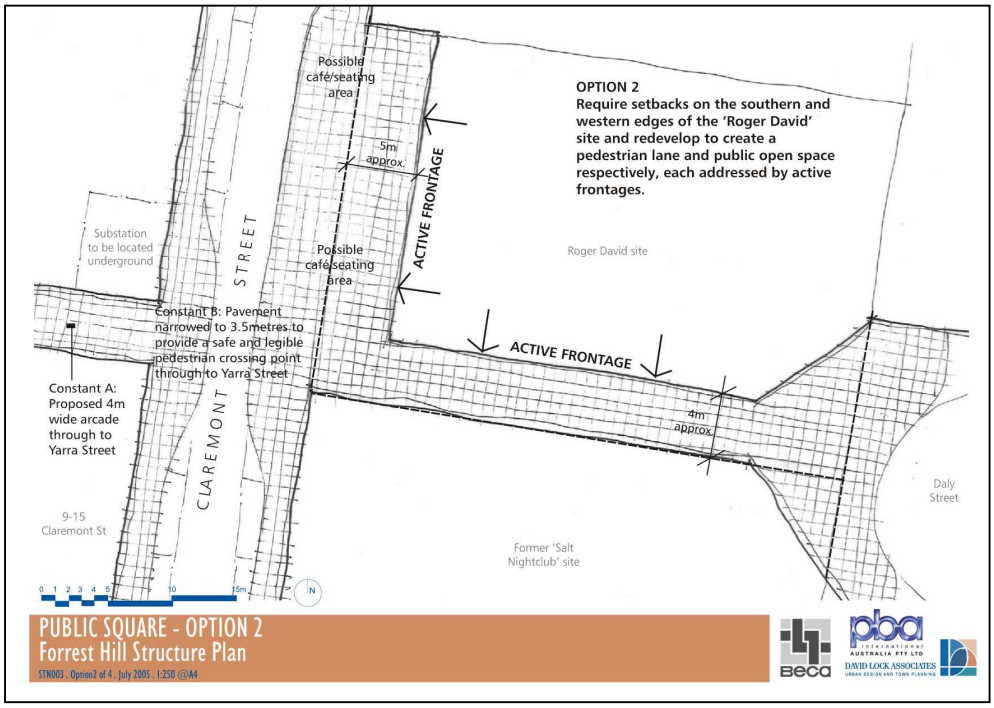


Option 1 combines the requirement for a pedestrian link between Daly and Claremont Streets with the requirement for a new public open space.

This means that both may be achieved through the redevelopment of one site. However, it is likely to require the acquisition of a whole site as the public space will be overshadowed by development to the north.

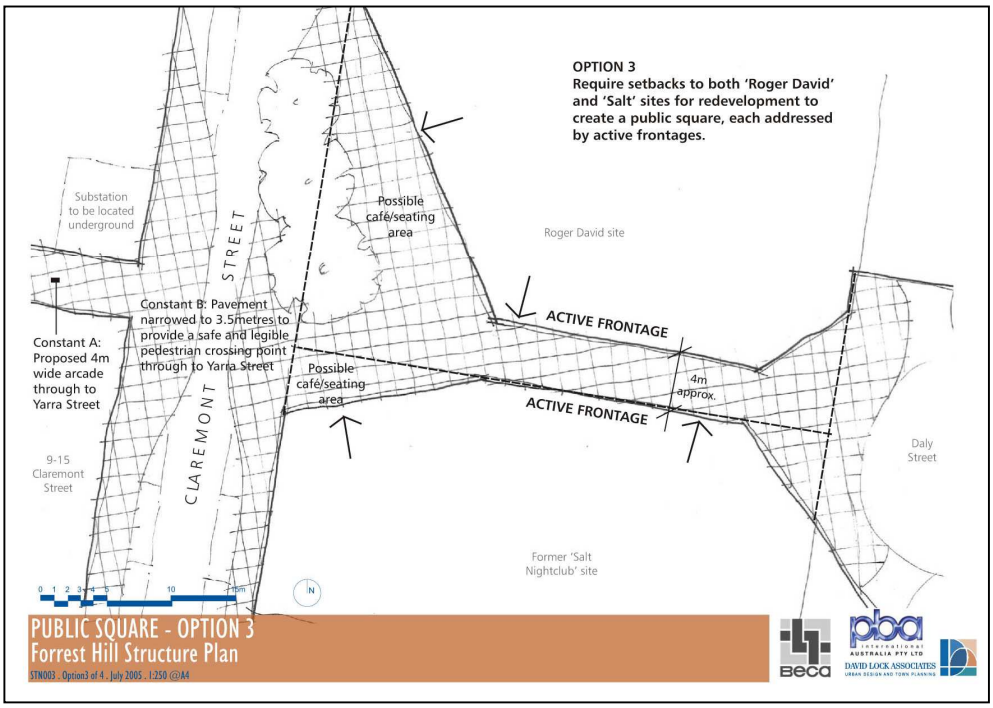
This option could be achieved on either the 'Calibre Clothing' site or 'Roger David' site (refer Figure 2).

Figure 3



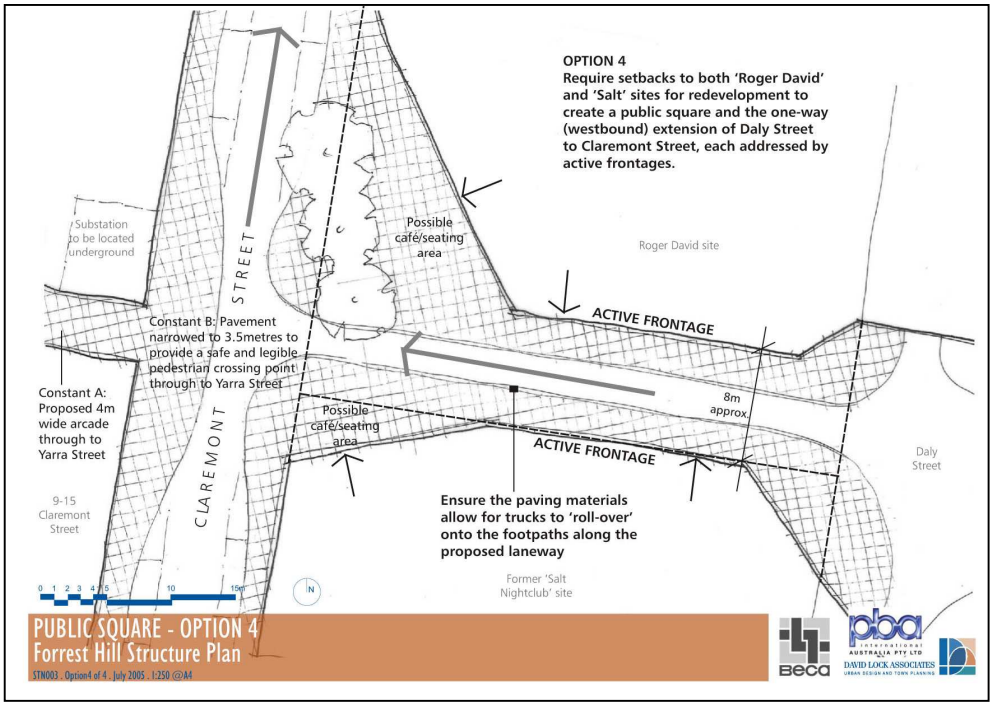
Option 2 offers a 'minimalist' approach requiring the least intervention, resulting in a relatively small public space. The pedestrian lane and open space could each be achieved on either site. This option could be achieved on either the 'Calibre Clothing' site or 'Roger David' site (refer Figure 3).

Figure 4



Option 3 provides a larger public space than Option 2, and one which would receive good sunlight – particularly during the early afternoon when the space is likely to be most heavily used for outdoor eating or lunch-hour relaxation. The space and lane could each be achieved on either site, or a combination of the two, although placing both requirements on the 'Calibre Clothing' site would be a major imposition on it, relative to its area, effectively requiring the whole site to be acquired. This option could be achieved on either the 'Calibre Clothing' site or 'Roger David' site (refer Figure 4).

Figure 5

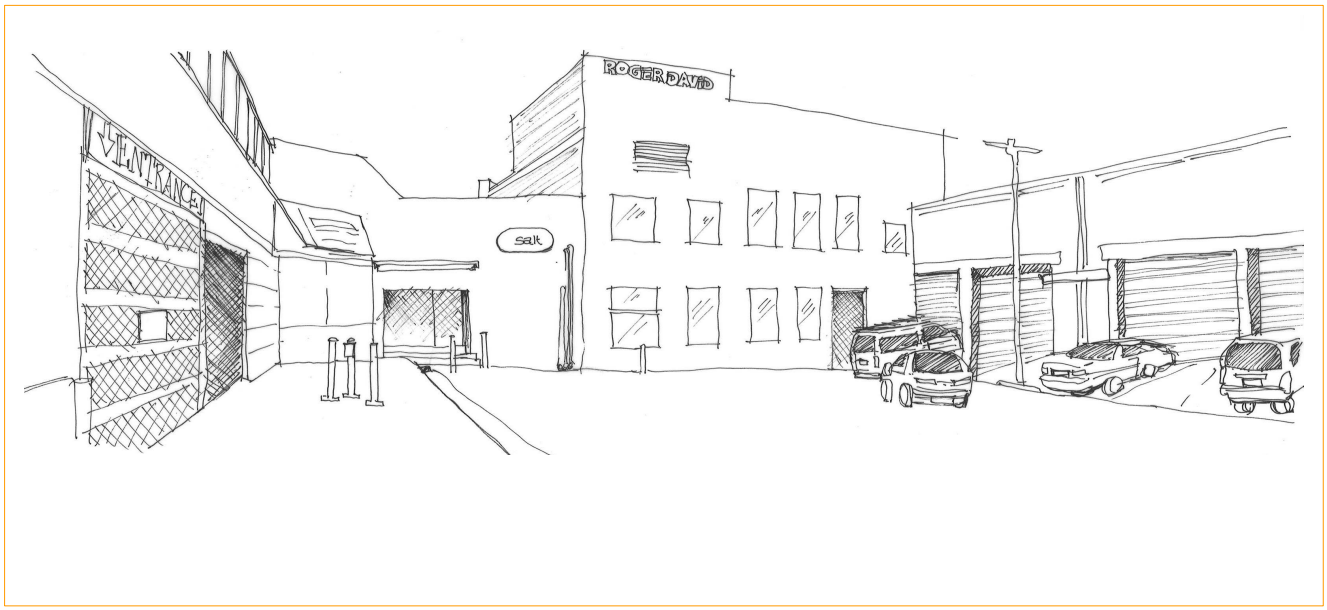


Option 4 provides a relatively larger and sunnier public space, like Option 3. It also explores the potential for the extension of Daly Street to relieve the limited road network within the precinct and offers passive surveillance of the link, improving its safety to pedestrians. Like Option 3, it could theoretically be achieved on either site, although requiring either the space or lane on the 'Calibre clothing' site would be a considerable imposition relative to its area. This option could be achieved on either the 'Calibre clothing' site or 'Roger David' site (refer Figure 5).

Either option 3 or 4 would be preferred although greater preference at this stage is for option 3. The ability or desire to accommodate one way vehicle traffic with traffic calming measures applied to reduce vehicle impacts as set out in option 4 requires further detailed investigation. However, according to traffic analysis, the inclusion of vehicle access to this Daly Street connection will not adversely impact the precinct, as it is intended for local use only.

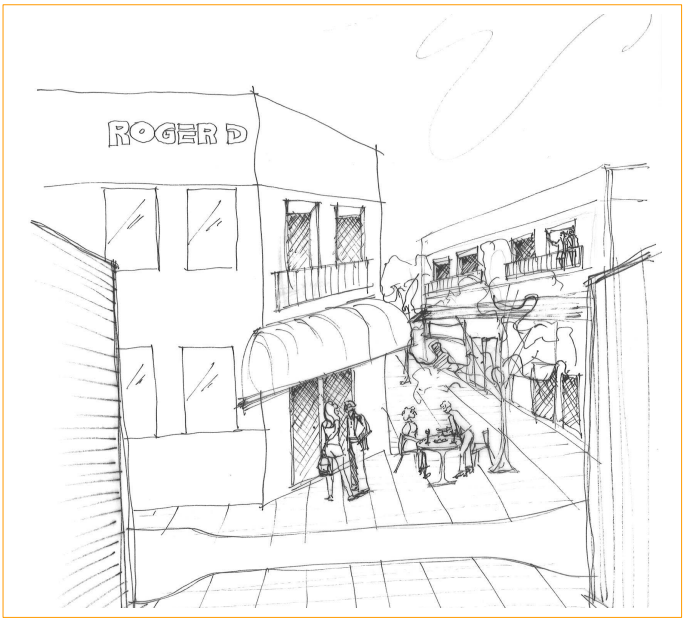
Although this is one possible option, this is not an exhaustive list of the possible scenarios for this connection, although the options demonstrate the outcomes that are sought.

An additional public realm initiative is the creation of a gateway treatment on Chapel Street, to announce the arrival into the precinct and the overall Prahran South Yarra Principal Activity Centre. The establishment of physical markers is important in terms of way-finding, reinforcing the arrival into a distinct place, and encouraging local pride in and ownership of a place. The markers could be in the form of urban art, or the treatment of facades/building design on the corner lots, to define the arrival point. In addition, potential connections to the Yarra River at this point could provide added interest, which could include alternative transport options such as some form of ferry service.



Indicative sketches of Daly Street view before (above) and after (below).

Right: View from west of Claremont Street, looking east along the new mid-block link to the new urban square, and Daly Street beyond.



2.4 Urban Design Provisions

The urban design provisions consist of:

- **Design principles**, which form the basis for the objectives and standards.
- **Objectives**, which describe the desired outcomes to be achieved by new development. Objectives are divided into:
  - General provisions – these apply across the entire precinct (and include standards for each objective);
  - Character Area Specific Provisions – these apply to a specified area. Refer Map below. The same elements are applied to each precinct, but different outcomes are sought for different character areas.
- **Standards**, which set out the requirements to meet the objective(s). A standard should normally be met. However, an alternative design solution may be considered if Council is satisfied that it meets the objective. The standards cannot be 'traded off' against each other.
- **Design suggestions**, which describe ways in which less prescriptive or more performance-based standards may be met. The design suggestions are not necessarily applicable in every situation.

In order to achieve several key strategic planning directions of the Structure Plan, namely :

- mixed use development with predominantly active ground level uses;
- residential and office uses at upper levels;
- environmentally sustainable design (ESD) principles; and
- building adaptability for different uses over time,

a 3.8 metre "storey" height is used. Building height is expressed both in metres and number of storeys, with whichever is the lesser being required, so that a developer does not attempt to gain additional storeys and compromise mixed use/ESD/adaptability outcomes.

There should be ongoing monitoring of the outcomes of these provisions. The provisions should be reviewed at least every 5 years to consider whether they should be updated to respond to emerging character and changing accommodation needs and preferences.

The following terms are used throughout the urban design provisions (and Structure Plan), and are typed in small caps in the urban design provisions where the specific definition is required.

Term	Definition
ACTIVE FRONTAGE	An ACTIVE FRONTAGE should be predominantly clear-glazed from footpath level to a height of at least 2 metres above footpath level. It should also have pedestrian entries at least every 15 metres.
CASUAL SURVEILLANCE	CASUAL SURVEILLANCE is the ability of people to overlook an area—typically a part of the public realm, such as a street—as they go about their normal activities. It can be provided by people inside adjacent buildings or people passing through the space itself. This enhances the safety of that space by reducing the likelihood of personal crimes. 
SEMI-ACTIVE FRONTAGE	A SEMI-ACTIVE FRONTAGE should be at least 50% clear-glazed between a height of 1 metre and 2 metres above footpath level. It should also have pedestrian entries at least every 30 metres.
STREET WALL	The façade of a building on or closest to the street boundary. This does not include facades to laneways.

2.4.1 Design Principles

a) **Permeability**	**Activity centres should have permeable environments that offer relatively direct routes between any two points.** Permeability is the frequency of movement routes—streets or pedestrian lanes—crossing an area. *The Forrest Hill Precinct currently has no public east-west routes across it, resulting in convoluted movement routes in that direction—for example between Yarra Street and the Chapel Street tram.* 
b) **Sustainable urban form**	**The potential for new development in activity centres with good public transport should be maximised, within other limiting factors.** Concentrating development around public transport, shops and services reduces travel demand and encourages walking in place of car travel. Where site cover is already high, this requires increased building height. *The Forrest Hill Precinct has excellent public transport accessibility via South Yarra Railway Station, the Chapel Street and Toorak Road tram and Alexandra Avenue bus. It also borders a substantial area of shops and services.*

c) Heritage	**Buildings in the vicinity of heritage places should have regard to them.** New buildings can respect heritage buildings by avoiding overbearing forms and attention-grabbing details. Mimicry is discouraged as it results in buildings unrepresentative of their era.	
d) Built form character	**Places should be given a distinct character to contribute to their sense of place.** Building form and detailed design can contribute to a distinctive character. Where there are building elements that are relatively consistent, valued, appropriate to the function of the building and that do not detract from the urban environment, these should form the basis of the built form character. Where this is not the case, the establishment of common elements in all new buildings can *create* a built form character. *The character of an area should be allowed to evolve over time to respond to changing accommodation needs and preferences.*	
e) Visual bulk	**The scale, form and articulation of new buildings should avoid the creation of a monolithic appearance.** This is particularly important at places of transition between one scale of development and another. *Visual bulk can be minimised by careful consideration of the proportions of buildings in terms of massing composition, and form and size of buildings and gaps between them. It can also be ameliorated by curved forms and lighter colours.*	
f) Overshadowing and wind conditions	**New buildings should avoid unreasonably adverse effects on the comfort of the adjoining public realm.** These may include overshadowing and wind conditions. *Some overshadowing is inevitable in activity centres where buildings are relatively close together. In particular, overshadowing is unavoidable in the mornings and afternoons in north-south oriented streets where buildings are built to or close to the street boundary. Therefore, efforts to avoid overshadowing should be focused on key pedestrian streets.* *Wind effects are usually the result of tall buildings or sharp changes in building heights. They can be ameliorated by upper level setbacks or other measures to deflect downdrafts.*	
g) Enclosure	**The built form should provide a sense of enclosure in activity centres, to contribute to their 'urban' character.** A height to width ratio of at least 1:1 gives a sense of enclosure to the street that is appropriate to an Activity Centre.	
h) Sky View	**Sky views should be maintained—or a 'canyon' effect should be avoided—within other limiting factors.** This may be achieved by limiting building height, setting back upper levels and/or providing gaps between the upper levels of buildings.	

i) Visual order	**New buildings should contribute to a coherent character to contribute to a distinctive sense of place.** This may involve relatively consistent built form and setbacks. However, this must be balanced with the need to provide visual interest and avoid the creation of bland, homogenous environments.	
j) Expression of urban structure	**Built form should express the broader urban structure of the area, provided this does not conflict with other objectives.** Distinctive built form and setbacks on different street types can help to express the structure of an area. *Examples of this include the development of taller buildings on main roads/streets on gateway sites, and a consistent step up in building height to mark the edge of an Activity Centre.* *Opportunities to view different streets within the Forrest Hill Precinct in relation to one another are largely limited to relatively long views. From a distance, the buildings in the precinct will coalesce into one cluster and it will not be possible to distinguish between the buildings on different streets.*	
k) Visual and acoustic privacy, daylight, solar access, ventilation between buildings and outlook	**The form of new buildings should ensure that reasonable standards of internal amenity are provided.** This includes visual and acoustic privacy, daylight, solar access, ventilation between buildings and outlook, all of which are affected by the spatial relationship between buildings. *However, it should be noted that in an Activity Centre, the levels of amenity achievable for residential dwellings may be less than in lower density suburban areas.* *Good amenity may be maintained by separating or carefully orienting buildings away from each other. This may limit development potential on narrow lots, forcing amalgamation in order to accommodate the desired increase in density.*	
l) Adaptability	**Buildings should be readily adaptable to suit different uses where possible.** This avoids the need for resource-intensive redevelopment if the property market changes, and minimises the potential for buildings to become obsolete.	
m) Public realm definition	**The public realm should be clearly defined in an Activity Centre**. A clearly defined public realm avoids spaces that are either uncared for or could provide places of concealment. *Buildings can contribute to the definition of the public realm by being built to and for the full width of the street boundary, or having a consistent setback with adjoining buildings.* *Where buildings are set back further to create public open spaces, there should be a clear distinction between the public and private realm.* A defined streetscape will also enhance the public realm, the following guidelines should be referred to: Victorian Department of Sustainability and Environment, *Activity Centre Design Guidelines,* April 2005. Victorian Department of Sustainability and Environment, *Guidelines for Higher Density Residential Development,*	

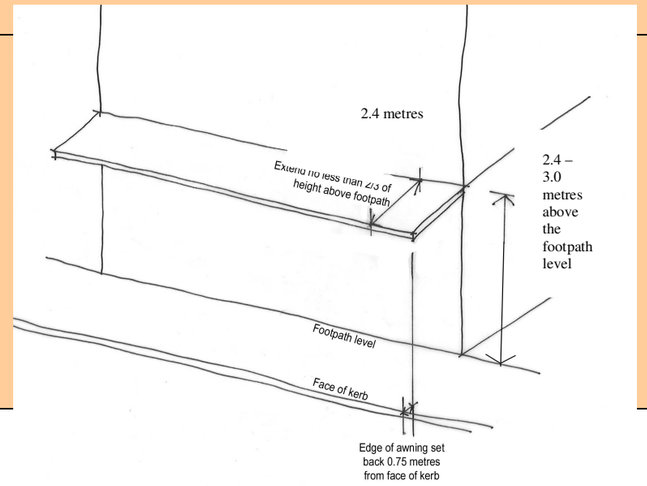
	October 2004.
n) **Active frontages**	**'Active frontages', which allow for a high degree of connection between the street and the interior of the building, should be provided in Activity Centres**. They contribute to a vibrant and interesting public realm, which attract people to an area. This is particularly important in an Activity Centre. Active frontages also contribute to CASUAL SURVEILLANCE, which increases the safety of the public realm. *At ground floor level, the potential degree of 'activeness' of a building frontage is determined by its use. Retail and food and drink premises frontages may be highly transparent and even 'spill out' onto the footpath with displays or outdoor dining. Office and particularly residential frontages, however, require some level of privacy.* *The design of building facades can contribute to an active frontage at upper levels too, through windows and balconies.*
o) **Active edge continuity**	**Buildings in Activity Centres should provide a continuous active edge.** This maintains the 'momentum' of retail activity and supports its convenience by concentrating the shops in as compact an area as possible. Large gaps in active frontages can deter people from continuing to the next row of shops.
p) **Shelter**	**Weather protection should be provided for pedestrians in Activity Centres.** This should be as continuous as possible. Verandahs, awnings or colonnades provide shelter from the sun, rain and wind effects. *Care must be taken to ensure that their height and width is appropriate; too high or too narrow and they will not perform well when the sun or rain is at an angle.*

2.4.2 General provisions

	DESIGN OBJECTIVES	DESIGN STANDARDS	DESIGN SUGGESTIONS/ COMMENTARY
Building servicing	▪ To contribute to internal building amenity. ▪ To reduce the energy consumption of a building.	I. All habitable rooms in new residential development should be naturally ventilated. New non-residential development should have the potential to be naturally ventilated where possible. All new buildings should be designed to maximise the amount of natural lighting to internal spaces. II. New development should maximise opportunities for passive energy efficiency and achieve a 5 star energy rating for tenancies and a 4.5 star rating for base buildings. Refer to the Australian Building Greenhouse Rating Scheme, introduced on 1st July 2005.	▪ Provide opening windows. Ensure that each residential or office unit has opening windows facing two different, preferably opposite directions. ▪ Avoid buildings deeper than 18 metres from glass line to glass line for residential accommodation and 20 metres for office accommodation. ▪ Maximise north-facing windows and minimise west and south-facing windows. Locate and orient living rooms to maximise solar penetration. 
Internal amenity	▪ To contribute to a reasonable standard of privacy, daylight, solar access, natural ventilation and outlook from within a building.	I. Any new accommodation should be designed to achieve reasonable standards of visual and acoustic privacy, daylight, solar access, natural ventilation and outlook, without relying on the airspace above adjoining properties.	▪ Set back windows or balconies in new non-residential accommodation at least 3 metres from side and rear boundaries. ▪ Set back habitable room windows and balconies in new residential accommodation at least 6 metres from side and rear boundaries. ▪ Site, orientate and/or shape accommodation to minimise the amount of façade area directly facing an adjacent building.
Wind impacts	▪ To ensure new tall buildings do not create adverse wind effects in public, communal or private open spaces.	I. New development should incorporate measures to avoid any adverse wind effects on public, communal or private open spaces.	▪ Use stepped building forms and articulation of the building mass to reduce wind turbulence at ground or podium level. ▪ Provide protection for pedestrians in public and private spaces from wind downdrafts where a building is taller than the surrounding development. ▪ Engage an expert to prepare a wind impact statement ▪ Adverse wind conditions tend to occur where buildings are over 25 metres in height and significantly taller than surrounding development.
Internal layout	▪ To maximise the ability for buildings to change their use, thus minimising the chance of them becoming obsolete. ▪ To reduce the expenditure of energy resulting from the redevelopment of buildings when their function changes.	I. The internal layout of new buildings should be designed to maximise its ability to accommodate different functions over time.	
Car parking location	▪ To ensure on-site car parking does not detract from the appearance and amenity of the street environment and adjoining properties.	I. On-site car parking should be concealed from public view. II. Above ground and half-basement car parking areas should be disguised from view from the street and adjoining properties.	▪ Car parking areas located at the front of a site prevent the development of an ACTIVE or SEMI-ACTIVE FRONTAGE on or close to the street boundary. Where car parking is located in upper floors, it can be concealed behind accommodation or disguised by designing the façade to appear as that of office or residential accommodation. 
Service areas	To minimise the adverse impact of service areas on the pedestrian environment.	I. Storage and loading bays should be located behind the building where possible.	• Goods storage and loading bays located at the front of a site prevent the development of an ACTIVE or SEMI-ACTIVE FRONTAGE on or close to the street boundary. They also create potential places of concealment.

	DESIGN OBJECTIVES	DESIGN STANDARDS	DESIGN SUGGESTIONS/ COMMENTARY
Vehicle entrances	▪ To minimise the adverse impact of vehicle entrances on the pedestrian environment.	I. New development should not have more than one vehicle entrance. II. Footpath crossovers should not be wider than 2.7 metres, measured perpendicular to the kerb. Garage entrances should not be wider than 4 metres. III. Vehicle access ramps should not be aligned parallel to the street. IV. Garage doors should be integrated with the design of the building and of high quality materials. Glazed garage doors are encouraged as they provide a higher quality visual interface with the street, as well as a higher degree of transparency with the internal elements of the building. V. Porte cocheres should not be permitted, except where they are internal to the building and have no more than one entry or exit point on any street facade.	▪ Vehicle entrances create gaps in ACTIVE or SEMI-ACTIVE FRONTAGEs and disrupt the footpath.
Pedestrian entrances	▪ To provide convenient, comfortable and safe access to buildings. ▪ To create street entrances with a strong identity. ▪ To contribute to the vitality of the public realm.	I. All development should have direct pedestrian access from both the street and on-site car parking. II. Separate pedestrian entrances should be provided for the residential and commercial components of mixed-use buildings. Ground floor dwellings should have individual entrances direct from the street where possible. III. Pedestrian entrances to new buildings should be clearly identifiable from and directly face the street. They should also be well lit and incorporate weather protection.	
Open space	▪ To provide residents with passive and active recreational opportunities. ▪ To ensure common and private open spaces are functional and attractive for their intended users. ▪ To allow solar access to the private and shared open spaces of new high density residential units.	I. New dwellings should have a private open space of at least 8 square metres with a minimum dimension of 1.6 metres and convenient access from a living room. II. Communal open space should be provided in new residential developments where possible, except where there is a generous provision of private open spaces. III. Public, communal and private open spaces should be clearly delineated and should be located and oriented to optimise access to sunlight where possible.	▪ Public areas, such as the proposed public square, should maximise northern solar orientation to provide a comfortable micro climate.
Visual Privacy	▪ To provide reasonable levels of visual privacy externally and internally, without compromising outlook and views from habitable rooms.	I. Windows or balconies in new development should not have a direct view of secluded private outdoor spaces or habitable room windows within a horizontal distance of 9 metres and forming part of other dwellings. II. Windows or balconies in new development should not have a direct view of more than 50% of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development.	▪ Use sill heights of 1.7 metres or more above the floor level. ▪ Use fixed, obscure glazing.
Street wall alignment	▪ To clearly define the public realm. ▪ To contribute to a safe environment for pedestrians.	I. The STREET WALL of new buildings should be predominantly parallel to the street alignment.	▪ STREET WALLS that are at an angle to the street alignment typically result in a 'step' in the façade where it joins the neighbouring building, potentially resulting in a loss of spatial definition and a place of concealment.

	DESIGN OBJECTIVES	DESIGN STANDARDS	DESIGN SUGGESTIONS/ COMMENTARY
Design excellence - façade & roof articulation	▪ To create an attractive and interesting street environment. ▪ To promote high architectural quality.	II. All new development should achieve a high standard of architectural quality, particularly on prominent sites, such as those at the intersection of Chapel Street and Alexandra Avenue, and Chapel Street and Toorak Road. III. The facades of new development should be articulated to create a visually rich, interesting and attractive composition. The scale of articulation should relate to the proximity of pedestrians. Articulation that expresses the rhythm of pre-existing lot subdivision, prevailing cornice lines or internal subdivisions is strongly encouraged. Extensive expanses of blank glass or solid wall should be avoided. IV. Projecting elements that add richness to the façade—such as balconies, entry canopies, bay windows and sunshades—are encouraged, along with interesting rooflines. Minor projections into the public realm may be permitted where they contribute to an attractive façade. All building elements should be integrated into the overall building design, including balconies, sunshades and signage. V. The STREET WALL and upper levels of new buildings should be clearly distinguished from each other. This may be achieved through the use of setbacks and/or contrasting architectural forms, details, materials and/or colours. The top of new buildings should be distinguished from the remainder of the building. This may be achieved by a distinctive roof form. VI. All building services equipment should be visually and acoustically screened from public view. Equipment screens or housings should be integrated within the overall building design. VII. Recesses within the ground floor front façade that could allow concealment should be avoided wherever possible, including at pedestrian and vehicle entrances. Where this is not possible, they should be designed to minimise the potential for concealment. VIII. The façades of new buildings should be finished in light colours and should not incorporate highly reflective materials or finishes.	▪ Discretionary 0-3 metre indentations in the frontage allow for visual richness.  ▪ The South Yarra 21 residential development is an example of design excellence. The landscaping won a Stonnington 2004 Urban Design award. 
Security screens	▪ To contribute to the attractiveness of the public realm.	I. Any security screens should be fitted within the shopfront, and should be predominantly transparent. Please note the Provision regarding the concealment of rear car parking.	
Ground floor level	▪ To contribute to a safe environment for pedestrians.	I. The ground floor level of new buildings should not be more than 1.2 metres above the adjoining footpath, averaged across the site frontage.	▪ Raised ground floor levels provide privacy for ground floor accommodation from views from the street, while maintaining the potential for good casual surveillance.

	DESIGN OBJECTIVES	DESIGN STANDARDS	DESIGN SUGGESTIONS/ COMMENTARY
Front setbacks	▪ To clearly define the public realm. ▪ To contribute to a safe environment for pedestrians.	I. Where new buildings are set back from the street boundary, a clear distinction should be made between public and private spaces. II. Front setbacks should be landscaped to a high standard. Walls, fences, vegetation and other elements within a front setback should maintain clear sight lines between the street and ground level accommodation between a height of 1.5 and 2 metres above the footpath. Trees planted within the front setback should have clean trunks to a height of at least 2 metres.	
Stormwater management	▪ To minimise water use. ▪ To ameliorate run-off peaks in storm conditions.	I. On-site drainage systems should: ▪ explore the potential for on-site stormwater detention or retention and re-use; ▪ explore the scope for on-site infiltration of stormwater; ▪ minimise detrimental impacts on existing water balance and quality; and ▪ have regard to emergency spillways and/or overland flow paths. II. Water sensitive urban design techniques should be incorporated into site layout and landscaping of new development.	
Landscaping	▪ To contribute to the amenity and appearance of outdoor areas. ▪ To soften the bulk of large developments. ▪ To improve stormwater quality and reduce stormwater quantity. ▪ To provide habitat for native indigenous plants and animals. ▪ To improve urban air quality. ▪ To ameliorate unwanted sunlight. ▪ To improve the microclimate.	I. New development should maximise opportunities for planting.	▪ Use deciduous trees, which shade outdoor spaces and windows in summer and allow the sun through in winter. Avoid evergreen trees close to the north or east sides of a building. ▪ Use plants with lower water demand. ▪ Maximise permeable ground surfaces. ▪ Provide sufficient soil depth above structures to enable the growth of mature trees. ▪ Even in urban areas where development has a high or total site cover, landscaped areas may be created on top of basement car parks, on podiums and on roofs.
Verandahs and awnings	▪ To provide a continuously sheltered pedestrian environment	II. New verandahs should be less than 3.0 metres above footpath level and new awnings should be less than 2.4 metres above footpath level. The awning should not extend out from the facade by more than 2.4 metres but be set back from the face of the kerb at least 0.75 metres. Refer to sketch (right).	

2.4.3 Specific Provisions

The following tables provide specific provisions for each of the six precinct areas, noting that the provisions for the Fun Factory precinct are provided at the end of the specific provisions:

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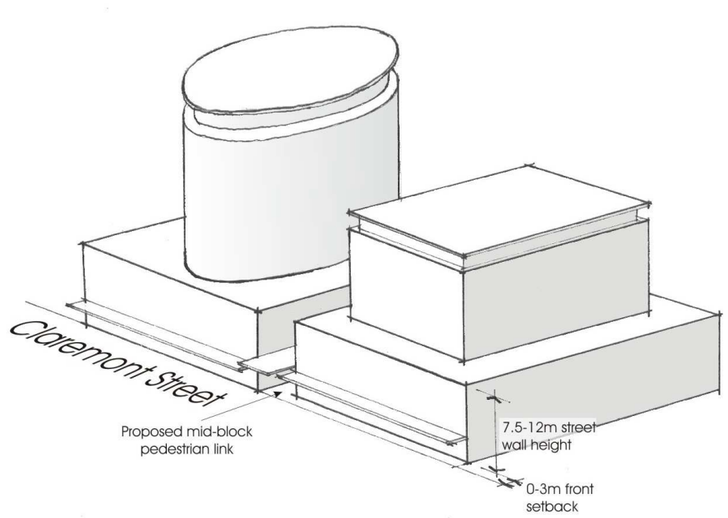
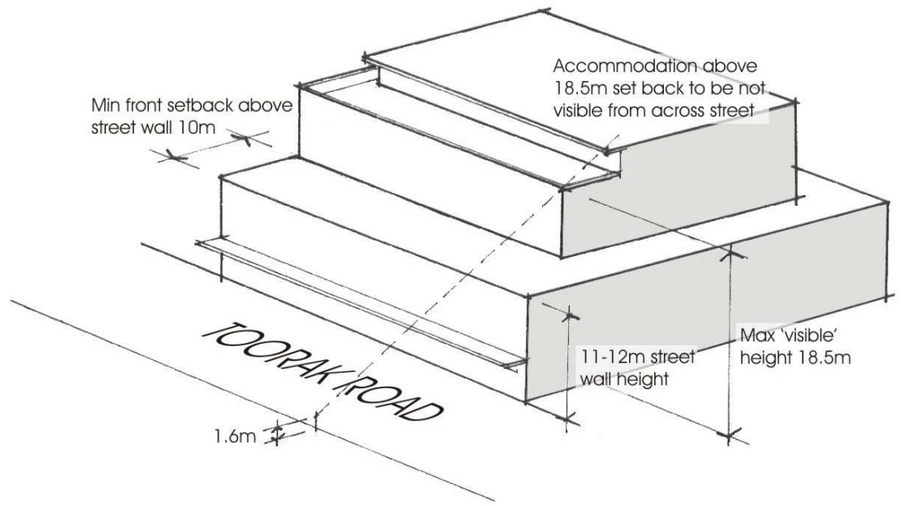
	

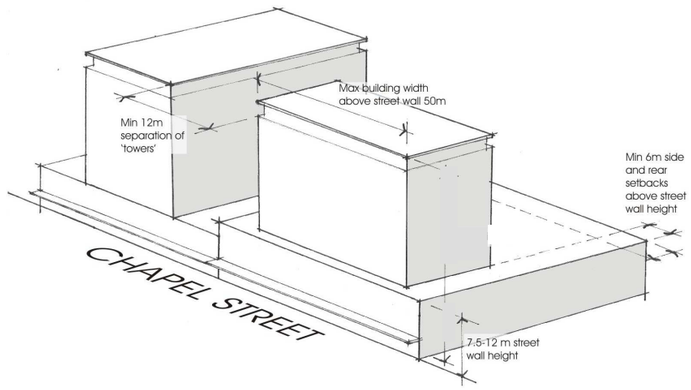
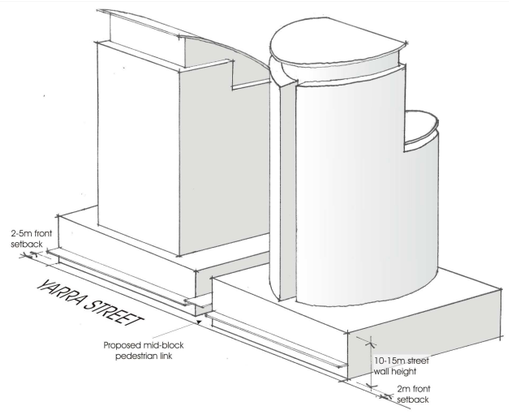
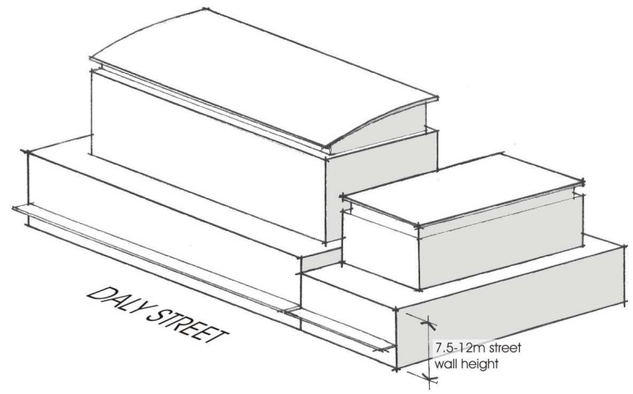
Chapel Street	Yarra Street	Daly Street
		

Table 1: Street Wall Alignment

	Chapel Street	Toorak Road	Yarra Street	Claremont Street	Daly Street
Design Objectives	▪ To clearly define the public realm. ▪ To maintain a relatively continuous active edge. ▪ To reinforce the existing or future defined character of the street. ▪ To contribute to the amenity of the street environment. ▪ To allow the widening of the footpath in Yarra Street.				
Design Standards	New development should be predominantly built to and for the full width of the street boundary. Exceptions to this may be considered where the setback creates a space that is: accessible to and useable by the public predominantly open to the sky designed, landscaped, lit and furnished to the satisfaction of Council free of adverse wind effects and either: aligns with the setback of an adjoining building; or has a minimum dimension of 8 metres, at least 3 hours per day of sunshine at the equinox and ACTIVE FRONTAGES for at least one long side.		New development should be predominantly built to and for the full width of the street boundary, except for new development on Yarra Street, which should be set back at least 2 metres from the street boundary to facilitate footpath extensions. Minor indentations are allowed on any street. New development should be predominantly built to and for the full width of the site. Larger setbacks may be considered where the setback creates a space that is: ▪ accessible to and useable by the public ▪ predominantly open to the sky ▪ designed, landscaped, lit and furnished to the satisfaction of Council ▪ free of adverse wind effects and either: ▪ aligns with the setback of an adjoining building; or ▪ has a minimum dimension of 8 metres, at least 3 hours per day of sunshine at the equinox and ACTIVE FRONTAGES for at least one long side.		
Commentary	The existing buildings in each precinct generally provide a hard built edge on the street boundary, or in Toorak Road, a useable public open space within the front setback. The Framework Plan identifies an opportunity to specifically improve active street frontages at the ANZ Bank building site, potentially by creation of small café or retail uses at the ground floor on the front edge of the building. Utilising currently underutilised spaces, such as this, will improve the overall sense of activity along this section of Toorak Road. Other sites should also achieve an active edge as they are redeveloped.				

Table 2: Street Wall Height

	Chapel Street	Toorak Road	Yarra Street	Claremont Street	Daly Street
Design Objectives	▪ To provide a sense of enclosure while maintaining sky views. ▪ To reinforce the existing or desired future character of the street. ▪ To preserve sunlight penetration to the street.				
Design Standards	The STREET WALL should be between 7.5 and 12 metres in height. The podium height should be generally reflective of the street wall height.	The STREET WALL should generally be between 11 and 12 metres in height. The height of the STREET WALL should have regard to the STREET WALL heights of adjoining buildings—particularly heritage buildings. The podium height should be generally reflective of the street wall height.	The STREET WALL should be between 10 and 15 metres in height. The podium height should be generally reflective of the street wall height.	The STREET WALL should be between 7.5 and 12 metres in height. The podium height should be generally reflective of the street wall height.	The STREET WALL should be between 7.5 and 12 metres in height. The podium height should be generally reflective of the street wall height.
Commentary	The existing buildings in this section of Chapel Street generally contain a STREET WALL of 2 storeys, which provides little sense of enclosure in such a wide street. Allowing new development to incorporate a STREET WALL of 3 storeys will create greater enclosure, without unreasonable loss of sky views or detriment to the emerging character.	The existing buildings in this section of Toorak Road generally contain a STREET WALL of 2-3 storeys, which provides a reasonable sense of enclosure without unreasonable loss of sky views. It also allows the sun to reach the footpath on the southern side of the street in the warmer half of the year.	The existing buildings in Yarra, Claremont and Daly Streets do not create a particularly consistent or valued character. This offers the opportunity to establish a new character that responds to the strategic planning imperatives of urban consolidation. Allowing new development to incorporate a STREET WALL of 3 storeys will create greater enclosure, without unreasonable loss of sky views. The lack of development on the western side of Yarra Street ensures that a 15 metre minimum STREET WALL will not result in an unreasonable loss of sky views.		

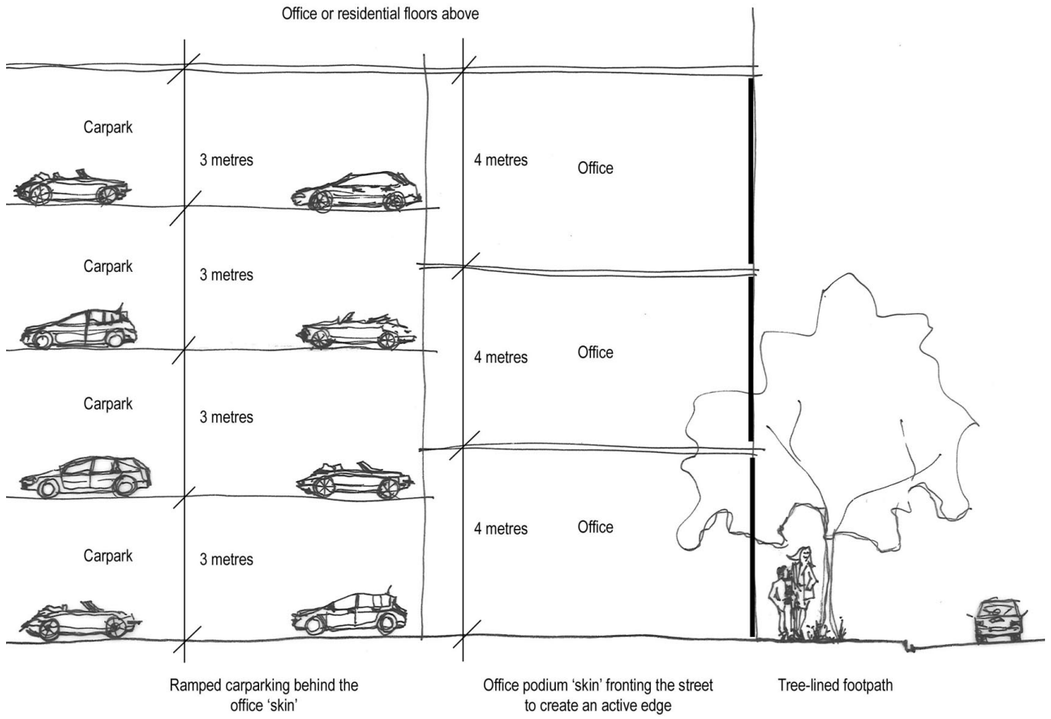


Table 3: Street Wall Facade

	Chapel Street	Toorak Road	Yarra Street	Claremont Street	Daly Street
Design Objectives	▪ To contribute to a safe, comfortable and attractive street environment for pedestrians.				
Design Standards	The STREET WALL of new buildings should have an ACTIVE FRONTAGE at ground floor level. 80% of frontages of lots should provide continuous, visible and active retail or commercial frontages. Where lot size frontages are 15m or less and rear ROW access is unavailable, a minimum of 50% of the frontage should be active. The STREET WALL should also contain office or habitable room windows at upper levels and recessed balconies are strongly encouraged. The STREET WALL of new buildings should form a continuous building line with no setbacks or gaps except where absolutely necessary for entrances. The STREET WALL of new buildings should incorporate a continuous awning. The STREET WALL of new buildings should be lit below the awning at night.		In new development south of the proposed east-west pedestrian link (shown on the Framework Plan), the STREET WALL should: ▪ Have an ACTIVE FRONTAGE at ground floor level. 80% of frontages of lots that are in the southern half of the precinct should provide continuous, visible and active retail or commercial frontages. Where lot size frontages are 15m or less and rear ROW access is unavailable, a minimum of 50% of the frontage should be active. ▪ Form a continuous building line with no setbacks or gaps except where absolutely necessary for entrances. ▪ Incorporate a continuous awning. In new development north of the proposed east-west pedestrian link (shown on the Framework Plan), the STREET WALL should have a SEMI-ACTIVE FRONTAGE at ground floor level. Canopies should be provided over pedestrian entrances, and continuous awnings are strongly encouraged elsewhere. The STREET WALL of new buildings should also contain office or habitable room windows at upper levels, while recessed balconies are strongly encouraged. The STREET WALL of new buildings should be lit below the awning at night.		The STREET WALL should: ▪ Have an ACTIVE and/or SEMI -ACTIVE FRONTAGE at ground floor level. 80% of frontages of lots that are in the southern half of the precinct to provide continuous, visible and active retail or commercial frontages. Where lot size frontages are 15m or less and rear ROW access is unavailable, a minimum of 50% of the frontage should be active. ▪ Form a continuous building line with no setbacks or gaps except where absolutely necessary for entrances ▪ Incorporate canopies over pedestrian entrances. Awnings are strongly encouraged elsewhere. The STREET WALL of new buildings should also contain office or habitable room windows at upper levels, while recessed balconies are strongly encouraged. The STREET WALL of new buildings should be lit below the awning at night.

Commentary	A high standard of public realm amenity is required in order to support the residential/commercial function of the west side of Chapel Street and the retail function of the north side of Toorak Road, and also the southern section of Yarra Street, in recognition of its importance as a pedestrian route leading to key public transport and recreation destinations.		A high standard of public realm amenity is required in order to support the retail function of the southern section of Claremont Street.	A high standard of public realm amenity is required in order to encourage people to use the proposed pedestrian connection between Daly Street and Yarra Street.

Table 4: Upper Levels

	Chapel Street	Toorak Road	Yarra Street	Claremont Street	Daly Street
Design Objectives	▪ To reinforce the emerging character of the street. ▪ To contribute to an equitable and reasonable standard of privacy, daylight, solar access, natural ventilation and outlook from within the buildings. ▪ To provide a sense of enclosure while maintaining sky views. ▪ To avoid an overbearing presence on Melbourne High School and respect the heritage values of the main school building. ▪ To express the importance of the street in the broader urban structure. ▪ To prevent an undercapitalisation of these sites in relation to urban consolidation objectives. ▪ To create a coherent gateway to the precinct from the north.	▪ To avoid significant detriment to the existing character by maintaining the visual pre-eminence of the STREET WALL. ▪ To preserve sunlight penetration to the street.	▪ To capitalise on the opportunity to contribute to urban consolidation. ▪ To establish a new character for the street that is consistent with that emerging elsewhere in the precinct and reflects the functional components of new development. ▪ To avoid unreasonable visual bulk when viewed from surrounding streets and properties. ▪ To contribute to an equitable and reasonable standard of privacy, daylight, solar access, natural ventilation and outlook from within the buildings.		
Design Standards	New buildings should generally not exceed 49.5 metres or 13 storeys in height., whichever is the lesser. New buildings at 671-709 Chapel Street (gateway site) and 83 Alexandra Avenue should have regard to the heritage significance of Melbourne High School , their interface with the Yarra River and the surrounding urban context. Pitched roofs may exceed the height limit set out above provided that their slope is less that 45degrees. Any new accommodation above the height of the STREET WALL should be clearly articulated from the STREET WALL. This may be achieved through a front setback. However, alternative measures for achieving this standard—such as distinctively different architectural forms, façade treatment, materials or colours—may also be acceptable. Any new accommodation above the height of the STREET WALL should be set back from the side and rear boundaries by at least 6 metres. Setbacks from boundaries with laneways may be measured from the centreline of the lane. Any new accommodation above the height of the STREET WALL should be separated horizontally from other buildings on the same or adjoining sites by at least 12 metres. Projections such as balconies, sun shades and bay windows may encroach within these setbacks or separations provided that they do not replace the wall from which they project as the element that visually defines that building edge. The horizontal dimension of any new accommodation above the height of the STREET WALL parallel to the Chapel Street frontage should not exceed 50 metres.	Accommodation may be built above the height of the STREET WALL up to a total height of 18.5 metres provided it is set back from the STREET WALL by a minimum of 8 metres and an average of 10 metres. Any accommodation above a height of 18.5 metres should be set back from the accommodation below so that it is not visible when viewed from the street frontage of the site/s directly opposite on the other side of the street, at an eye level of 1.6 metres above the footpath level. Projections such as balconies, sun shades and bay windows may encroach within these setbacks or separations provided that they do not replace the wall from which they project as the element that visually defines that building edge.	New buildings should generally not exceed 30.5 metres or 8 storeys in height, whichever is the lesser, in Claremont Street and Daly Street and 76 metres or 20 storeys in height, whichever is the lesser, in Yarra Street. There may be circumstances where alternative height outcomes are appropriate, subject to relevant performances measures being satisfied. New development should optimise the provision of accommodation provided that it is not unreasonably visually overbearing when viewed from the nearby streets or properties and it provides a reasonable standard of visual and acoustic privacy, daylight, solar access, natural ventilation and outlook, without relying on the airspace above adjoining properties. Any new accommodation above the height of the STREET WALL should be clearly articulated from the STREET WALL. This may be achieved through a front setback. However, alternative measures for achieving this standard—such as distinctively different architectural forms, façade treatment, materials or colours—may also be acceptable. The built form of new development should have regard to the emerging character being established by recent and approved developments in the street.		
Design suggestions			Use taller, more slender building forms, rather than lower, squatter forms, to minimise their apparent bulk. Set back accommodation above the STREET WALL from the accommodation below to break down the perceived mass of the building. Set back upper level accommodation 6 metres from the side and rear boundaries to separate it from adjoining buildings, creating space for visual privacy, daylight, sunlight, natural ventilation and outlook. Site, orientate and/or shape upper level accommodation to minimise the amount of façade area directly facing an adjacent building. There need not be side setbacks to the upper levels where this is difficult to achieve (e.g. on narrow lots), provided that the design standards can be achieved. In Claremont and Daly Streets, avoid a building height to street ratio of greater than 1.5:1 – this represents the optimum level of enclosure before the loss of sky views creates a 'canyon' effect.		

	Chapel Street	Toorak Road	Yarra Street	Claremont Street	Daly Street
Commentary	The newer buildings on the east side of this section of Chapel Street generally contain a tower above a podium reaching a total height of 11-13 storeys. This creates a building height to street width ratio of around 2:1 which, in combination with the separation between the towers, creates an appropriate level of enclosure for an urban area without resulting in a 'canyon' effect. The newer buildings on the west side of this section of Chapel Street are both 7 storeys high. They define the mid-point of the street, south of which is the heart of the activity centre and its tallest buildings, and north of which is the historic Melbourne High School buildings and the Yarra River. Taller buildings south of this point and lower buildings north of this point will therefore create a transition between the scale of the tallest buildings and that of the trees along the river, while also respecting the heritage values of the main Melbourne High School building. This transition is created on the east side by the existing building on the southeast corner of Alexandra Avenue and Chapel Street, which are 7 storeys high. The newer buildings in this section of Chapel Street generally contain towers no more than 50 metres wide (measured parallel to the street) and separated by at least 12 metres. A 6 metre setback from side and rear boundaries will ensure this separation is maintained between buildings on adjoining sites, and contribute to a reasonable standard of internal visual and acoustic privacy, daylight, solar access, natural ventilation and outlook. The rear setback will also ensure that new buildings adjoining the school do not have an overbearing presence on it.	A 10 metre setback from the STREET WALL to an additional two floors will ensure these upper levels are sufficiently visually recessive to maintain the primacy of the street wall. This will also preserve the penetration of sunlight to the footpath on the southern side of the street in the warmer half of the year.	The existing buildings in this section of Yarra Street do not create a particularly consistent or valued character. This offers the opportunity to establish a new character that responds to the strategic planning imperatives of urban consolidation. The lack of development on the western side of the street ensures that tall buildings will not result in an unreasonable loss of sky views. This will make a positive contribution to the character and amenity of the street and broader precinct.	The existing buildings in this section of Claremont Street do not create a particularly consistent or valued character. This offers the opportunity to establish a new character that responds to the strategic planning imperatives of urban consolidation. Care will need to be taken that new buildings will not result in an unreasonable loss of sky views. This will make a positive contribution to the character and amenity of the street and broader precinct.	The existing buildings in this section of Daly Street do not create a particularly consistent or valued character. This offers the opportunity to establish a new character that responds to the strategic planning imperatives of urban consolidation. Care will need to be taken that new buildings will not result in an unreasonable loss of sky views. This will make a positive contribution to the character and amenity of the street and broader precinct.

Table 5: Vehicle Entrances

	Chapel Street	Toorak Road	Yarra Street	Claremont Street	Daly Street
Design Objectives	▪ To minimise the adverse impacts of vehicle entrances on the pedestrian environment.				
Design Standards	Vehicle entrances should be from side streets or rear lanes where possible.				
Commentary	Vehicle crossovers disrupt the continuity of the footpath. Entrances to parking garages disrupt the continuity of the active frontages.				

Table 6: Mid-block connection

	Chapel Street	Toorak Road	Yarra Street	Claremont Street	Daly Street
Design Objectives	n/a	n/a	▪ To encourage walking as a means of travel. ▪ To contribute to the safety of mid-block connections.		
Design Standards	n/a	n/a	A new pedestrian lane should be created as shown on the Framework Plan. This should: ▪ be an obvious and direct route; ▪ have signs at either end indicating public accessibility and the name of the street at the other end; ▪ offer a clear line of sight from one end to the other; ▪ provide permanent public access between the hours of 6am and midnight; ▪ be a minimum of 4 metres wide, clear of all obstructions; ▪ not have closable doors or gates during hours of public access; ▪ have an ACTIVE FRONTAGE on at least one side for a 50% of its length and a SEMI-ACTIVE FRONTAGE on at least one side for the remaining 50%; ▪ be naturally lit from above for most of its length; ▪ be well lit after dark; and ▪ have no recesses that could allow concealment.		
Comment-ary	n/a	n/a	The existing street network within the Forrest Hill Precinct lacks permeability at mid block points, as highlighted by a comparison with central Melbourne's street grid (see Map 2). The proposed lane, in conjunction with its extension through to Daly Street, will offer a choice of routes for pedestrians walking to and from South Yarra Railway Station and the Toorak Road shops. However, it is critical that the lane is designed to be clearly identifiable, obviously public and safe, in order to encourage people to use it.		

Table 7: Specific provisions for the Fun Factory site, 241-257 Toorak Road and 625 Chapel Street, South Yarra

Street Wall Alignment: Design Objectives	▪ To clearly define the public realm. ▪ To provide a continuous active edge. ▪ To reinforce the future defined character of the site.
Design Standards	New development should be predominantly built to and for the full width of the street boundaries.
Street Wall Height: Design Objectives	▪ To provide a sense of enclosure while maintaining sky views. ▪ To reinforce the future defined character of the site. ▪ To contribute to the amenity of the street environment.
Design Standards	The STREET WALL should be between 15 and 23 metres or 4 – 6 storeys in height, whichever is lesser. The podium height should be generally reflective of the street wall height.
Street Wall Façade: Design Objectives	To contribute to a safe, comfortable and attractive street environment for pedestrians.
Design Standards	The STREET WALL of new buildings should have an ACTIVE FRONTAGE at ground floor level with 80% of frontages providing continuous, visible and active retail or commercial frontages. The STREET WALL of new buildings should form a continuous building line with no setbacks or gaps except where absolutely necessary for entrances. The STREET WALL of new buildings should incorporate a continuous awning with the STREET WALL lit below the awning at night.
Upper Levels: Design Objectives	To reinforce the primary gateway significance of the Fun Factory site to the Forrest Hill Precinct and the Prahran South Yarra Principal Activity Centre. To provide a landmark development which strengthens the legibility of the Toorak Road and Chapel Street precincts and recognises the significance of Chapel Street, north of Toorak Road, as an important access route and arrival and departure point for the City of Stonnington. To avoid an overbearing presence on Toorak Road, Chapel Street and the Forrest Hill Precinct. To contribute to an equitable and reasonable standard of privacy, daylight, solar access, natural ventilation and outlook from within the buildings. To contribute to the amenity and function of Toorak Road and Chapel Street having regard to amenity impacts, in particular, overshadowing and wind tunnelling.
Design standards	Any tower component should generally not exceed a height of 97.5 AHD. Upper levels should be designed so as to reduce building mass and bulk and produce a sculptural and slender building outcome. A mid rise scale of development of 30.5 – 60.5 metres or 8- 16 storeys, whichever is the lesser, should mediate between the STREET WALL/podium and tower components and the site's surrounding urban context. Any new accommodation above the STREET WALL/podium should be setback and articulated. Projections such as balconies and bay windows may encroach within setbacks or separations provided they do not replace the wall from which they project as the element that visually defines the building edge.
Vehicle entrances: Design Objectives	To minimise the adverse impacts of vehicle entrances on the pedestrian environment. To minimise the adverse impacts of vehicle access points on the traffic function of Toorak Road and Chapel Street.
Design Standards	Vehicle entrances should be from side streets, wherever possible. A vehicle drop off point should minimise the impact on active frontages and pedestrian amenity to Toorak Road or Chapel Street.

3 Development Contributions and Cost Implications for Council

3.1 Development Contributions

A recent report commissioned by Stonnington Council, 'Yarra Street Precinct – Development Contributions' (SGS Economics and Planning, March 2004), identifies a number of development contributions required to fund roadwork improvements in the Forrest Hill Precinct.

Analysis has shown that with anticipated developments, Yarra Street in its current state will not be able to accommodate the corresponding increase in traffic. Relevant works required include widening the footpath for increased pedestrian amenity to 2.0 metres on the eastern side of Yarra Street, a parking lane on the entire eastern side, widening the road to accommodate two 3.0 metres traffic lanes and Yarra Street and Alexandra Avenue intersection works (including signalisation).

In order to assign development contributions fairly, "share of usage" dictates that development should only pay for infrastructure that it is deemed to make use of. The precinct has been divided into a Development Contribution Area where all properties with frontage on Yarra Street (or ROW access to Yarra Street) are deemed to be in Area 1 for this DCP. Area 2 consists of all properties with frontage on Claremont Street (or ROW access to Claremont Street) .

Area 1 therefore will require all infrastructure elements including footpath works, street road widening and parking works, street bitumen strip reconstruction and Yarra Street and Alexandra Avenue intersection works.

Area	Road Projects
	Per demand unit[1]
Area 1	$433.39
Area 2	$71.99

3.2 Cost Implications of the Structure Plan for Council

3.2.1 Infrastructure - Drainage

The Forrest Hill Precinct is located adjacent to the Prahran Main Drain, which is the responsibility of Melbourne Water. According to Melbourne Water, a small portion of the Forrest Hill Precinct flows into this drain. Melbourne Water has recently completed an investigation into the effects of residential

[1] One dwelling is chosen as one demand unit. For road and footpath demand, 1 demand unit = 1 dwelling unit; 10 sqm of retail and entertainment space; 51 sqm of office space; 51 sqm of industry/service industry space; and 13 students for education.

development on the drain and will be seeking Council's comments on the proposed Prahran Main Drain Redevelopment Scheme. At the time of preparing this Structure Plan, this does not appear to be a significant constraint to the type and scale of future development envisaged by this Structure Plan.

The bulk of the precinct currently flows to a Council drain out letting to the Yarra River. Assessment of the potential impact of redevelopment of the precinct on Council and South East Water remains ongoing, but initial assessments indicate this is unlikely to be a significant concern. The proposed changes in land use and built form to the Forrest Hill Precinct will incur a number of additional costs for Council in regard to public realm improvements and public infrastructure such as a new mid block east-west linkage, street furniture, tree planting, footpath extensions and improved street lighting.

3.2.2 Public infrastructure

The achievement of the Forrest Hill Structure Plan may require public assistance or intervention as a catalyst. Such involvement will be conditional on the resulting development advancing the principles contained in the Structure Plan.

The following table provides an overview of the items that are likely to be required but should not be viewed as a definitive list. It is noted that the provision of a mid block east-west link and an urban square may involve land acquisition.

3.2.3 Mechanisms available to deliver public infrastructure

The main planning mechanisms available to facilitate the identified public infrastructure that will be needed in the Forrest Hill Precinct over the next 25 years include:

- An amendment to the Planning Scheme to introduce a Development Contributions Plan Overlay.
- An amendment to the Planning Scheme to introduce a Public Acquisition Overlay to acquire the additional open space that has been identified in the Structure Plan (including the mid block east-west link and an associated urban square).
- Negotiate an Agreement subject to Section 173 of the Planning and Environment Act, 1987 to identify the contribution that a developer will make for specified works.
- The existing 'Clause 52.01 – Public Open Space Contribution and Subdivision' in the Stonnington Planning Scheme identifies the amount of contributions for public open space in the Schedule to the Clause.

Of the above options, a Development Contributions Plan Overlay is considered to provide the most rigour and certainty for all parties. SGS - Economists and Planners have been engaged by Council to prepare a Draft DCP for Council (and ultimately community) consideration. The DCP will list infrastructure items Stonnington City Council expects to provide over time to service the precinct, calculate development contribution charges for all development types within the precinct (based on an anticipated share of usage), and explain and justify all information inputs and the method of calculating charges.

In the short term, negotiated agreements will need to be made as development proposals are submitted.

Table 8 : List of likely public realm improvements and infrastructure

Item
Essential public infrastructure:
Provision of a mid block east-west link on the Daly Street alignment, for use by pedestrians and potentially cyclists, that is a minimum of 4 metres in width.
Provision of a small urban square as part of the east-west link.
Footpath extensions to achieve a minimum 2 metres wide footpath; eg on the east side of Yarra Street.
Widen Yarra Street to achieve two (2) 3 metre wide traffic lanes.
Provision of a new parking lane along the east side of Yarra Street.
Signalise the Yarra Street/Alexandra Avenue intersection.
Public Realm/Streetscape Improvements:
Street trees on Yarra, Claremont and Daly Streets.
Seating at strategic locations.
Rubbish bins at strategic locations.
Cycle parking rails/hoops at strategic locations.
Yarra Street and Claremont Street raised pavement threshold with wheel access
Lighting.
Community facilities:
Child care centre.
Public toilets.
Signage.

4 Implementation Framework

The Structure Planning process for Forrest Hill requires that a number of planning scheme amendments will be undertaken to act as implementation mechanisms for the Structure Plan. There are also a number of non statutory implementation mechanisms that are required to achieve the Key Outcomes outlined in the Forrest Hill Framework Plan.

4.1 Recommendations for Planning Scheme Amendments

The following recommendations are for Amendments to the Stonnington Planning Scheme to achieve the desired outcomes of the Structure Plan (Analysis of existing planning controls is provided in Appendix 1).

4.1.1 MSS

Amend the MSS to include statements regarding the increase of development density, and mix of uses with particular encouragement of residential uses. Amend the Local Planning Challenges, Housing Needs of the Population (Clause 21.02-05), the Vision for the City of Stonnington (Clause 21.03-3), Urban Environment and Character (Clause 21.05), Housing Choice and Diversity (Clause 21.07), and the Retailing Areas Viability (Clause 21.09) to include references to the Forrest Hill Structure Plan and the objectives recommending higher density housing and that Forrest Hill is a key redevelopment precinct.

4.1.2 Local Policy

Modify the Urban Design Policy to remove the reference to areas within the Forrest Hill Precinct.

Introduce a Forrest Hill Local Policy to guide development within the precinct. The policy should reflect the objectives of the Structure Plan and should encourage development that reflects the vision for the precinct, in particular, noting that residential uses within towers established within the Business 1 and 2 zones are anticipated and seen as acceptable provided a suitable mix of uses is achieved and urban design objectives are satisfied. The policy should address the importance of achieving active ground floor frontages and other podium level design outcomes. The policy should include subheadings addressing the public realm, gateway sites, views and vistas, pedestrian spaces, consolidation of sites and empty sites, light and shade, energy and resource use efficiency, architectural quality, façade treatments, design features, materials and finishes, landscape architecture, amenity and should also include performance based measures.

4.1.3 Zoning

Maintain the existing Business 1 Zone and Public Use – Education Zone in the precinct. Consider maintaining the existing Business 2 Zone and amending the schedule to:

- allow retail use on the ground floor up to an area of generally between 100 and 300 sqm on Yarra Street, Claremont Street, Daly Street and Almeida Crescent; and
- limit office floor area where this may be desirable in order to encourage residential use (eg in the northern half of the precinct).

4.1.4 Overlays

Consider applying the Design and Development Overlay (DDO) over the Precinct to provide performance measures for development where these are required. Consideration should be given to whether one 'blanket' DDO should apply or whether separate DDO's should be applied to the different character areas.

Apply a Development Contributions Plan Overlay (DCPO) over the precinct to provide clear guidance on the development contributions that will be required.

4.1.5 Reference Document

It is anticipated that this Structure Plan will become a reference document to the Stonnington Planning Scheme to provide guidance to Council officers and developers when assessing or preparing development applications for the Forrest Hill Precinct.

4.2 Recommendations for other Implementation Measures

In addition to Planning Scheme Amendments, the following implementation measures will be required:

4.2.1 Transport and Parking

A Sustainable Transport and Parking Strategy is required that identifies appropriate car parking ratios for the precinct and acceptable initiatives that can be used to encourage alternative modes of transport.

Identification of appropriate traffic calming and management measures to improve vehicle access and enhance pedestrian use and safety in the precinct including prevention of traffic short cuts through the Melbourne High School property and reducing traffic speeds on Yarra Street.

Stonnington Council to work in partnership with State Government agencies and public transport providers to investigate improvements to public transport connecting to the precinct including providing real time travel

information at tram stops, identifying appropriate and practicable locations for DDA compliant stops, investigating the potential for the rail corridor to provide a link into the regional cycle/pedestrian network, alterations to the South Yarra Railway Station to improve its connection to the public environment whilst being respectful of its heritage value.

4.2.2 New connections and spaces

Prepare Design Guidelines for the proposed mid block east-west link and urban square.

4.2.3 Public realm and streetscape improvements

Streetscape/Public Realm Improvement Strategy. This Strategy should align with the DCPO and identify the detailed improvements to be made in the precinct; eg street tree species, suite of street furniture to be used.

Signage Strategy. This strategy should provide clear and attractive signage both within and to the precinct and key surrounding attractions.

4.2.4 Priority Implementation Measures

The implementation measures that are likely to be required in the short term (next 5 years) are identified as a High Priority and include:

- Sustainable Transport and Parking Strategy.
- Stonnington Council to work in partnership with State Government agencies and public transport providers to investigate improvements to public transport.
- Design Guidelines for the proposed mid block east-west link and urban square.
- Streetscape/Public Realm Improvement Strategy.

Reference List

Melbourne 2030, Planning for Sustainable Growth, October 2002

Victorian Government Department of Sustainability and Environment, *Activity Centre Guidelines*, April 2005

Victorian Government Department of Sustainability and Environment, *Guidelines for Higher Density Development*, October 2004

Planisphere, *Review of policies and controls for the Yarra River Corridor, Punt Road to Burke Road- Consultant Report*, 2005

SGS Economics and Planning, *Yarra Street Precinct - Development Contributions*, 2004

Victorian Government Department of Sustainability and Environment, *Environmentally Sustainable Design and Construction Guidelines*, 2003

- Appendix 1

Preliminary Planning Scheme Amendment

Preliminary Planning Scheme Amendment

The purpose of this section is to outline the existing planning controls that regulate development within the Forrest Hill Precinct and to define alternative amendments that will facilitate the desired land uses and outcomes arising from the Structure Plan.

It is intended to provide discussion of the options available based on the issues identified and to ultimately achieve the desired direction for planning in the precinct.

Zone Options

There are a number of zoning options that could be used to implement the desired land use and development objectives for Forrest Hill.

Zone	Positives	Negatives
Residential 2 Zone	▪ Residential uses encouraged.	▪ Office, Shop, Industry and Warehouse are all prohibited uses (does not provide for a full mix of uses). ▪ Public notification exemption.
Mixed Use Zone	▪ Encourages residential development that respects neighbourhood character. ▪ Aims to provide for a range of residential, commercial, industrial and other uses which complements the mixed use function of the locality. ▪ Satisfies the Structure Plan's mixed use objectives. ▪ Allows for shops, industry, leisure and recreation and warehouses, with a permit.	▪ Focuses on residential uses, where commercial uses are more favourable in the market. ▪ Accommodation is 'as-of-right' – can't prevent residential use on ground level. ▪ Shop and Office are section 2 uses. ▪ ResCode applies. Sends wrong message for residential development in this precinct.
Business 1 Zone	▪ Shops and offices are an 'as of right' use. ▪ Residential use is 'as of right' above ground floor level or with 2 m frontage at ground floor.	▪ A dwelling is 'as of right' at ground floor level if frontage does not exceed 2 metres. ▪ Encourages intensive development of business centres for retailing and other complementary commercial , entertainment and community uses, but does not encourage residential uses.
Business 2 Zone	▪ Encourages office uses. ▪ Allows for accommodation,	▪ The zone schedule currently prohibits retail use through a zero limitation of floor space.

Zone	Positives	Negatives
	shops, industry, leisure and recreation and warehouses, with a permit. ▪ Already exists in the precinct, why change it? ▪ Current market trends favour commercial uses.	▪ Accommodation is a permit required use.
Business 5 Zone	▪ Encourages mix of offices and dwellings.	▪ Shop is a prohibited use. ▪ Industry and Warehouse are prohibited uses. ▪ Dwelling and office are section 2 uses if in the same building.

Having regard to the above, it is considered that there are three main zone options for the precinct:

1. maintain the existing zoning controls but amend the Business 2 Zone schedule to allow retail floor area to be developed at the ground floor level in Yarra Street, Claremont Street, Daly Street and Almeida Crescent. It is suggested that retail floor area be limited to encourage local service retail uses to locate within the precinct. However retail is an important use to be included within the urban village to provide active frontages and services for the workers and residents. Also, it may be necessary to consider an office floor area limitation in the schedule to the zone, to ensure that both residential and commercial land use objectives are met, noting that "office" is an as-of-right use in the Business 2 Zone. Also, residential and commercial uses should generally be encouraged to locate above ground level by use of a Local Planning Policy; or
2. rezone the areas currently zoned Business 2 Zone to a Mixed Use Zone to encourage a mix of uses and focus on residential development. Limit office and retail floor area and its location to lower levels by use of the zone schedule and a Local Planning Policy respectively; or
3. combination of the above two options. Maintain the existing Business 2 Zone (with retail and potential office floor area limits in the schedule) but rezone the area north of the proposed east-west link to Mixed Use Zone (with retail and potential office floor area limits in the schedule). The area north of the proposed east-west link is appropriate for residential use on any level and, as such, the Mixed Use Zone may be appropriate to apply.

Overlay Options

There are a number of overlay options that could be used to implement the desired land use and development objectives for Forrest Hill.

Overlays	Positives	Negatives
Design and Development Overlay	▪ Identifies areas which are affected by specific requirements relating to the design and built form of new development.	▪ Possible conflict with ResCode standards, particularly if Mixed Use Zone is used in the precinct.

Overlays	Positives	Negatives
	▪ The schedule contains a statement of the design objectives to be achieved for the area and hence can provide a prescriptive approach to development within the Forrest Hill. ▪ Provides sufficient flexibility for the proposed performance based approach to urban design.	
Development Plan Overlay	▪ Identifies areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop land.	▪ Requires additional administration and resources.
Incorporated Plan Overlay	▪ Could be used to incorporate the Structure Plan into the planning scheme. ▪ Would give Structure Plan strong force and effect.	▪ Structure Plan would become part of the planning scheme and therefore any changes to the Structure Plan would require a planning scheme amendment.

Having regard to the above, it is considered that the Design and Development Overlay (DDO) should be applied to the precinct. The DDO could be used to implement the Urban Design Provisions set out in the Structure Plan. It could also contain provisions such as preferred maximum building heights and height bonuses for residential developments which may be desirable to encourage development that satisfies Melbourne 2030 objectives, and which could be used to identify the means by which public realm outcomes will be sought, and the additional benefits that could be achieved by developers of key sites where these public benefits are provided.

Reference Document

It is recommended that the Structure Plan become a reference document to the Stonnington Planning Scheme to provide background information and guidance for development applications within the Forrest Hill Precinct.

- Appendix 2

Melbourne 2030 Performance Criteria for Activity Centre

Table 9: Melbourne 2030 Performance Criteria for Activity Centres

Social	Ref
▪ Improve the liveability (safety, convenience, comfort, aesthetics) of the precinct	SOC1
▪ Increase opportunities for social interaction and provide a focus for the community	SOC2
▪ Contribute to the precinct's natural, cultural and historical heritage	SOC3
▪ Make a wide range of services and facilities more accessible to all	SOC4
▪ Relate well to surrounding development, land uses and landscapes	SOC5
▪ Meet the needs of all segments of the population	SOC6
▪ Maintain or improve transport choice for all	SOC7
▪ Maintain or improve public health	SOC8
Economic	
▪ Contribute to economic competitiveness of the network of centres that provides wide community benefit	ECO1
▪ Promote urban forms that minimise overall land and transport requirements	ECO2
▪ Ensure more efficient use of land and provision of infrastructure	ECO3
▪ Improve freight movement and business logistics	ECO4
▪ Improve business and employment opportunities	ECO5
Environmental	
▪ Encourage the development of urban transport systems that will limit pollution from fossil fuels and reduce greenhouse gas emissions	ENV1
▪ Improve energy-efficient building design and layout	ENV2
▪ Limit the amount of waste generated for disposal off-site	ENV3
▪ Increase water conservation, including water-sensitive urban design	ENV4
▪ Control noise emissions to achieve reasonable levels near sensitive uses.	ENV5