

CHAPEL STREET ACTIVITY CENTRE

CHAPEL reVISION

NEIGHBOURHOOD FRAMEWORK PLANS

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Prepared by City of Stonnington
and **hansen partnership** in collaboration

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Disclosure:

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The information in this document was prepared as a background document to inform further considerations and recommendations in further planning work and documents developed in relating to this project.

Note: Reference to community uses in this document include both private and public operators which currently provide services and facilities to the community.

Introduction

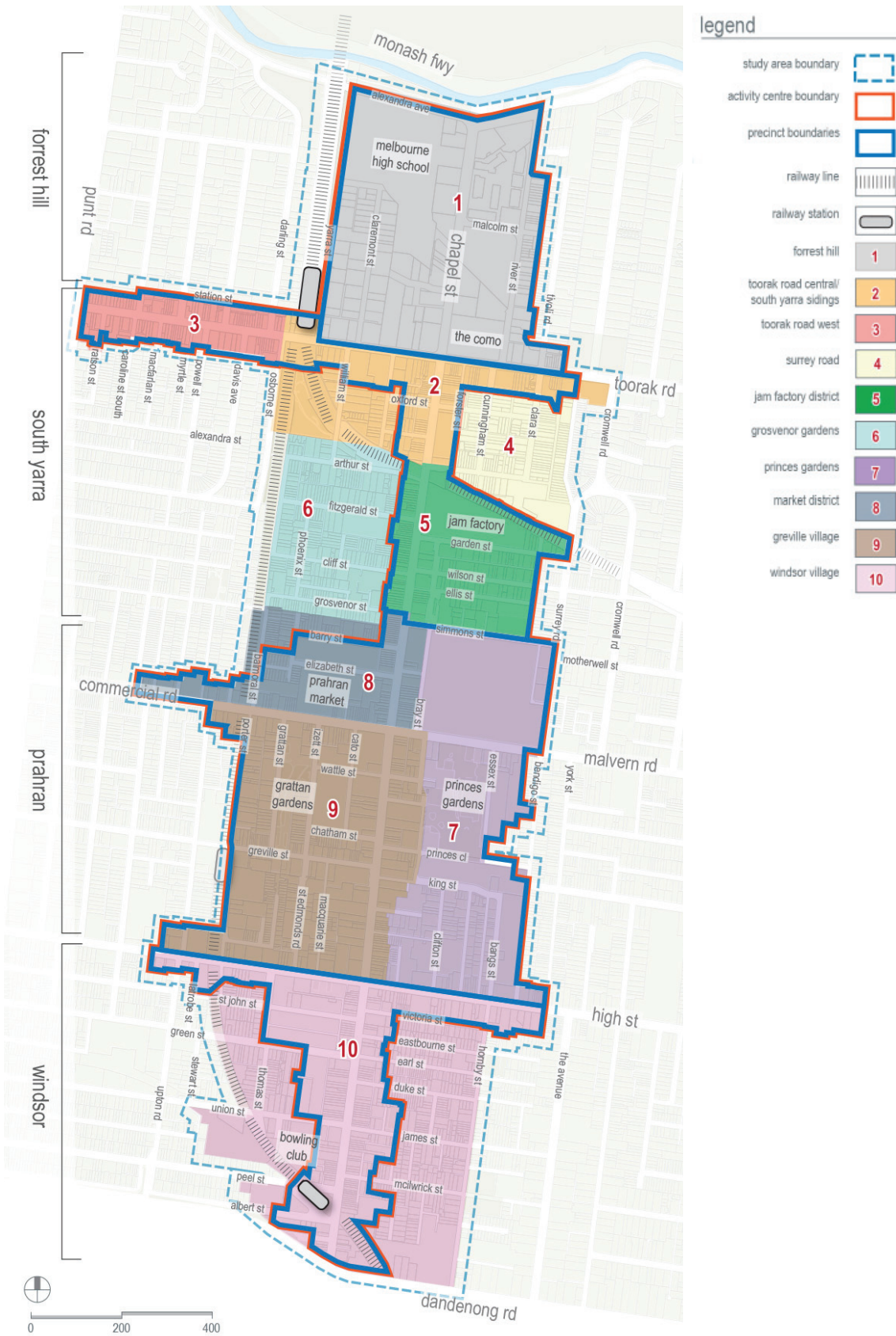
The Neighbourhood Framework Plan report forms the background document for Chapel reVision Structure Plan. This document provides a concise overview of the existing attributes and elements which make each neighbourhood unique. It consists of detailed analysis of each of the 10 existing neighbourhoods defined throughout the Centre. Each chapter explores the vibe and influences which distinguish each neighbourhood’s distinctive urban characteristic. A suite of existing analysis look at existing land uses, built from characteristics, community assets and public open spaces. Looking forward, such analysis synthesize in the identification of key opportunities and recommendations in relation to 4 thematic Framework Plans:

- Movement
- Public Realm
- Development and Land Use
- Response Sites throughout

Further recommendations and opportunities may contribute to a strategic response that achieves the objectives of the Structure Plan. The opportunities and recommendations listed in each chapter of this document form part of the broader implementation initiatives within the Structure Plan.

Neighbourhood Plans aim to outline realistic ways to achieve the broader objectives of themes outlined in the Chapel reVision Discussion Paper and Structure Plan. Some neighbourhoods are not within the Activity Centre boundary as defined in Chapel reVision but form part of the broader study area.

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FORREST HILL



FORREST HILL

TOORAK RD CENTRAL/ SOUTH
YARRA SIDINGS

2

TOORAK ROAD WEST

3

SURREY ROAD

4

JAM FACTORY DISTRICT

5

GROSVENOR GARDENS

6

PRINCES GARDENS

7

MARKET DISTRICT

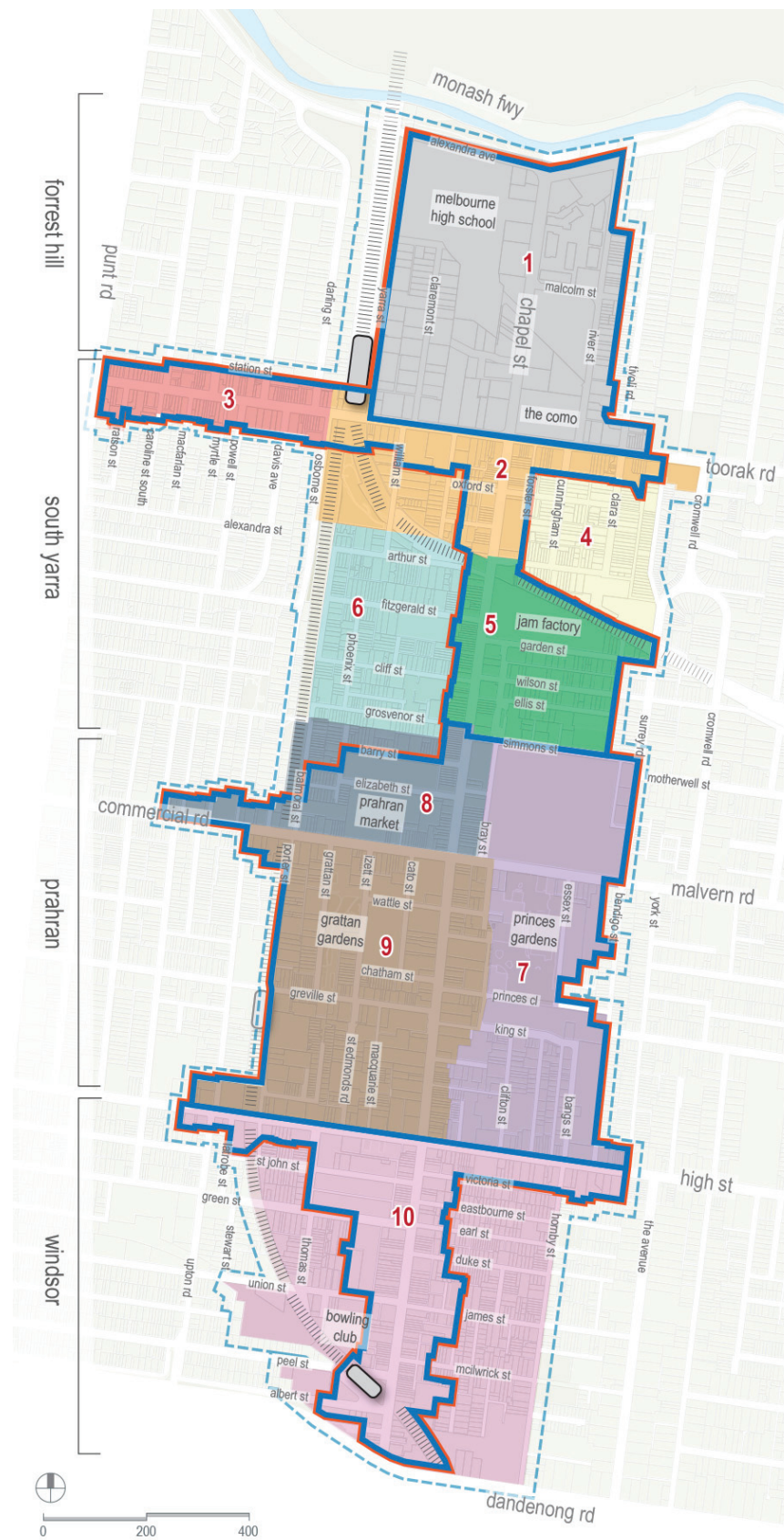
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GREVILLE VILLAGE

9

WINDSOR VILLAGE

10



at a glance

The Vibe

- Cosmopolitan
- Sophisticated
- Inner-urban
- Intelligent and smart
- Inspirational
- Entrepreneurial
- Finesse and savvy
- Contemporary and designer
- Blue chip
- Lifestyle, more informal way of doing business
- Understated area in transition, big buildings replacing smaller industrial ones
- Busy
- Inner - urban professionals with edge
- Emerging coffee culture
- Old money made new
- Prime



Vogue



Melbourne High School



Channel Ten

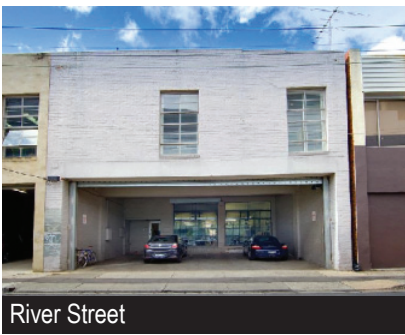
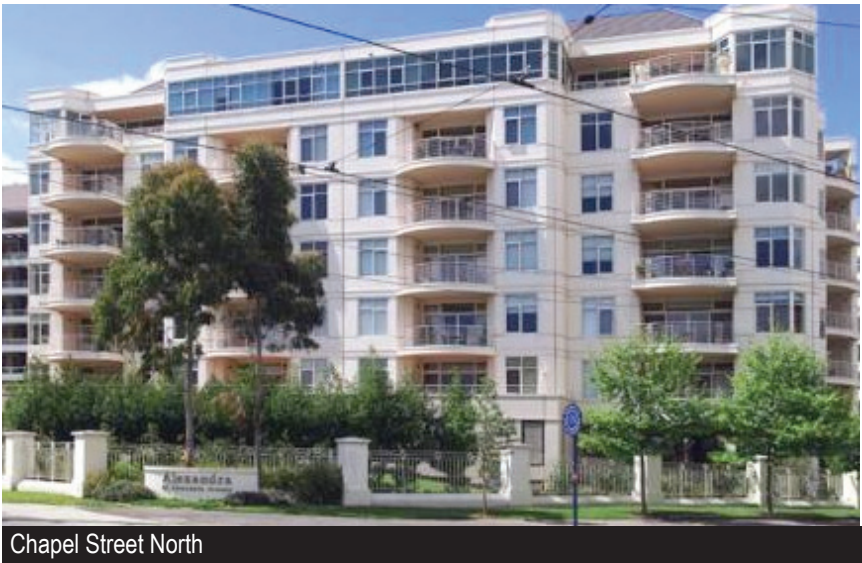
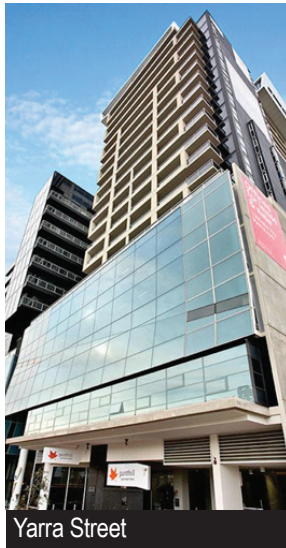


The Olsen Hotel

at a glance

Buildings

- Area in transition
- Existing larger buildings in Chapel Street north
- High density inner urban living
- Views from larger buildings, partially to the city, Yarra, the Bay and Dandenong
- River Street east side lower scale, undercroft parking, 1960 warehouse factory
- Yarra Street and Claremont Street large towers, footpath widening commenced
- Streets in transition from industrial to residential
- Congested with parking and vehicle traffic
- Train line along Yarra Street with no link into station
- Predominately hard surfaces, large structures
- Boulevard landscaping in Chapel Street north
- Landscaping within existing private land in Chapel Street north, east side, within River Street, along the Yarra River, the railway line, Yarra Street north and Melbourne High School along the boundary



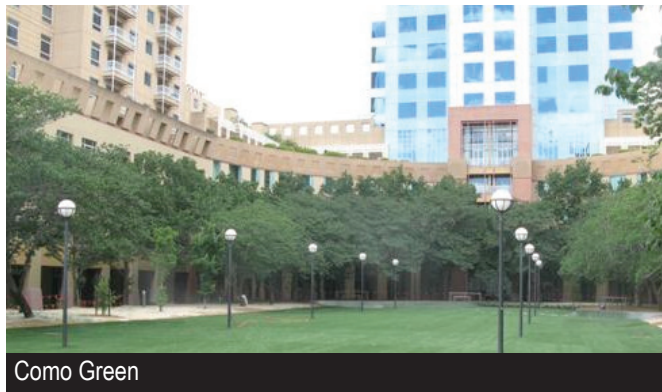
at a glance

Uses

- Offices
- Residential apartments
- Shopping Centre
- Como shopping centre and cinemas
- Channel Ten
- Hotels and serviced apartments
- Yarra Lane - cafes, small business/ commercial
- Light industrial

Open Spaces

- Melbourne High School Oval
- Yarra River and environs
- Rockley Gardens (located nearby)
- Darling Gardens
- Como Green



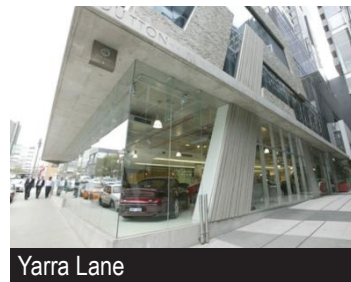
Como Green

Influences

- High development capacity
- Creativity and business
- Entrepreneurial
- Live, work and play
- Residential market dominating uses in the precinct causing lack of true mixed use outcomes
- Displacement of commercial floor space particularly former industrial and warehouse uses .



Rockley gardens



Yarra Lane



Yarra Lane



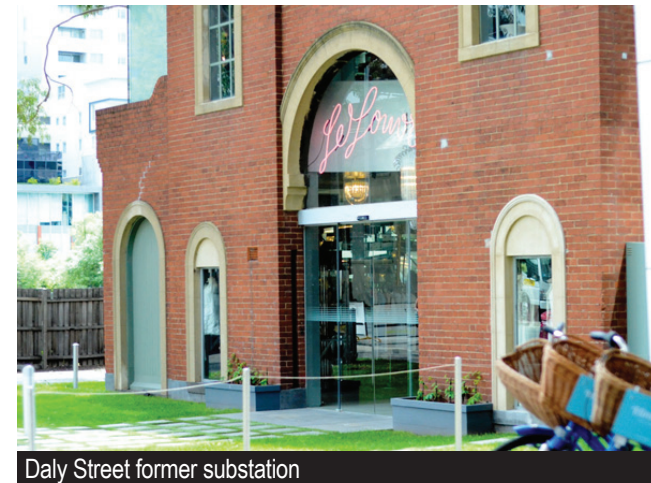
Yarra River



Church Street Bridge

Features to Note

- Church Street Bridge
- Yarra River
- Vogue
- Como Centre
- Yarra Street larger buildings
- Yarra Lane
- South Yarra Station and railway line
- Railway Bridge across Yarra
- Claremont Street buildings with interesting design
- Daly Street former substation
- Olsen Hotel
- SY11



Daly Street former substation



Vogue



Olsen Hotel

Community Uses & Facilities

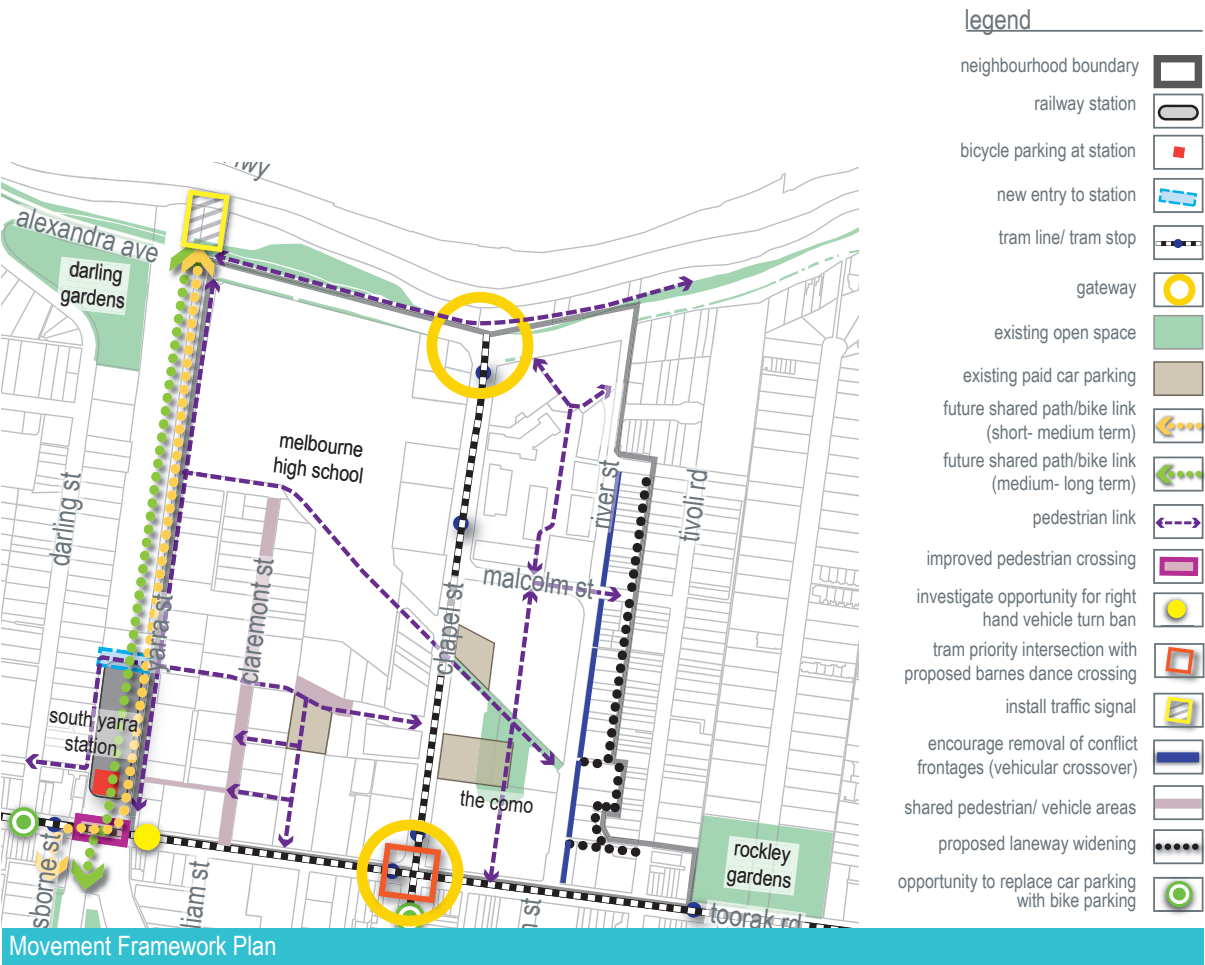
- Refer to Community Framework Plan
- Melbourne High School
- Melbourne High School Hockey & Sports Field



Melbourne High School Oval

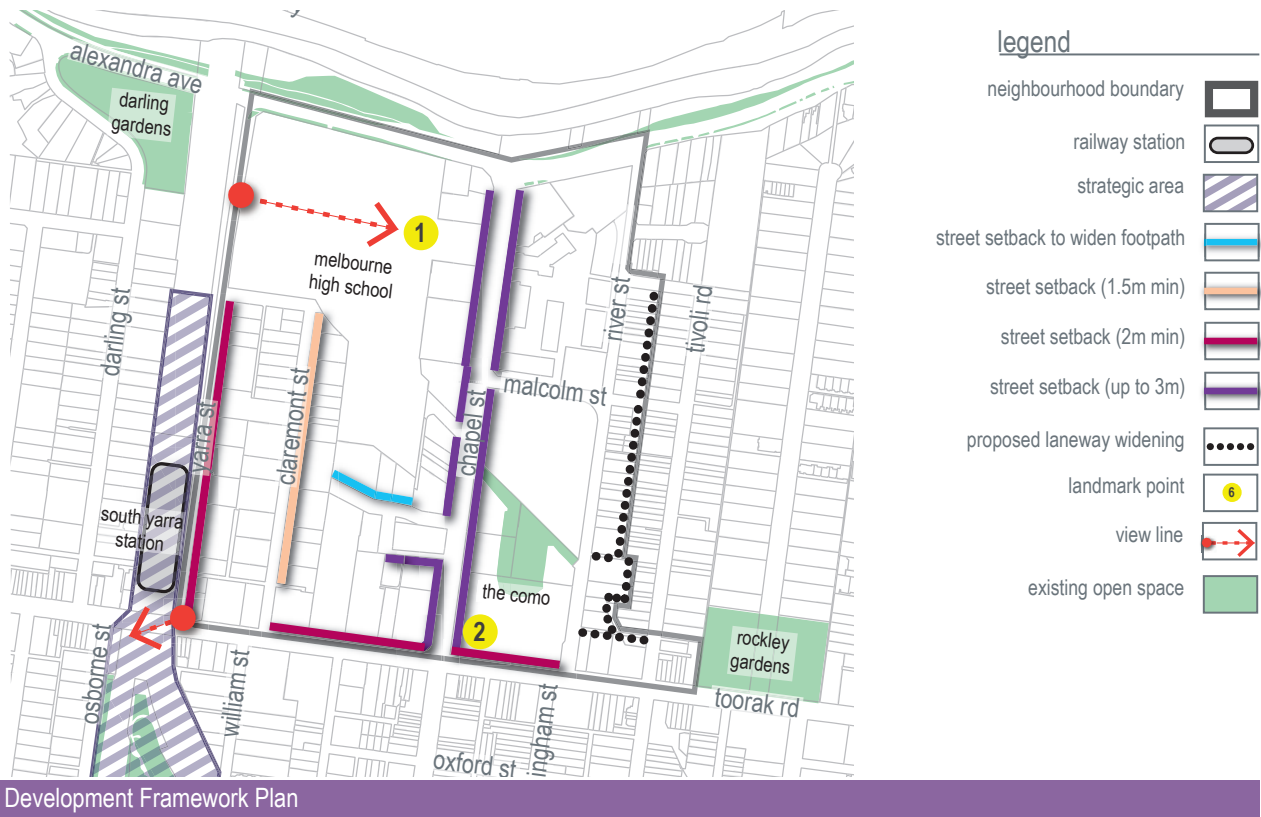
opportunities

Recommendation/ Opportunity	Rationale
MOVEMENT	
Continue to provide a north/south pedestrian link through the South Yarra Corporate Centre site (209 Toorak Road) to connect Daly Street with Toorak Road.	To improve north/south pedestrian connectivity from Toorak Road to Daly Street.
Improve links to South Yarra Sidings Reserve and South Yarra Station.	Improve pedestrian connectivity to public transport and open space.
Enhance pedestrian connections to Darling Gardens from the Forrest Hill Precinct.	Improve pedestrian connections to existing open space.
Investigate opportunities and advocate for a new regional shared trail and bike link, north/south along railway line or along Yarra Street.	To implement an off road shared trail to form part of the regional network.
Investigate the potential for a new east/west pedestrian link to improve pedestrian connectivity from Malcolm Street to Kensington Road.	To improve pedestrian connectivity to Chapel Street from the surrounding residential street network.
Advocate for formalised pedestrian/cycle links through Melbourne High School to improve connectivity from Yarra/Claremont Street to Alexandra Ave and Chapel Street.	To provide off street links to improve pedestrian connectivity.
Advocate for a new access to South Yarra Station from Yarra Street at Yarra Lane.	To provide direct access to Yarra Street from the east-west pedestrian link connecting Chapel Street to Yarra Street.
Reduce car dependency and car parking rates/ reduction of off street car parking and encourage car free development.	To reduce vehicle congestion. The Forrest Hill Precinct is strategically located in close proximity to public transport and the regional bicycle network and encourage a more sustainable approach to high density living.
Investigate the opportunity to restrict a right hand vehicle turn into Toorak Road from Yarra Street.	To reduce congestion and potential vehicular conflicts.
Activate traffic signals at the corner of Yarra Street and Alexandra Avenue.	To improve safer vehicular movements and provide a signalised pedestrian crossing at this point.
Encourage removal of conflict frontages and a reduction of vehicle crossings and entries.	Limit crossovers and non active commercial frontages at ground level and to improve pedestrian safety.
Undertake a way finding signage program in Forrest Hill.	To improve locating business within the precinct.
Potential to explore changes in traffic direction including Yarra Street one way South from Claremont Street north.	Potential to explore vehicle movements to reduce congestion and through traffic, and priorities sustainable forms of transport by creating space for a designated shared bike path in Yarra Street.
Investigate opportunities to create Claremont Street as a shared space.	To reduce speeds of vehicles and prioritise pedestrians.
Utilise the existing east/west vehicle carriageway from the Daly Street car park to Claremont Street as a pedestrian link and improve this link pedestrian use.	Improve pedestrian connectivity.
Advocate and work with VicRoads for improvements to the cycle lane along Chapel Street, north of Toorak Road and improve links to existing Yarra path.	To encourage sustainable forms of transport and improve existing cycle infrastructure.
Daly Street West of Almeida Crescent as a shared space.	To create a pedestrian priority space in Daly Street west of Almeida Crescent.
PUBLIC REALM	
Implement the Forrest Hill Precinct Streetscape Improvements Program and Masterplan in partnership with developers and the State Government.	To transition the area into a new mixed use precinct and implement the Forrest Hill Precinct South Yarra Public Realm/ Streetscape Improvement Masterplan (2008).
Explore opportunities for public use of Melbourne High School oval and recreational facilities.	To better utilise existing infrastructure and open space for the whole community.
Formalise publicly accessible plaza to the front of the South Yarra Corporate Centre (209 Toorak Road South Yarra)	Utilise existing setbacks within private property to provide pedestrian priority space and a pocket plaza along Toorak Road.
Require a minimum 2 metre setback to all levels of a building to properties north of Toorak Road between Claremont Street and Chapel Street.	To provide footpath space if sites redevelop.



opportunities

Recommendation/ Opportunity	Rationale
DEVELOPMENT AND LAND USE	
Activate east/west pedestrian link.	To encourage activation of the east west pedestrian link with retail and commercial uses to provide a safer and more vibrant pedestrian environment.
Explore opportunity for horizontal connections between towers.	To improve connectivity between buildings within this high density area.
Explore opportunities for green roofs as part of large scale developments.	Incorporate green roofs as part of redevelopment proposals in Forrest Hill to encourage sustainable building design.
Provide up to 3 metre setbacks from property boundary within private land holdings for all levels to a building to widen footpaths and provide improved pedestrian spaces along both sides of Chapel Street, north of Toorak Road.	To provide pedestrian oriented space and the planting of canopy trees to create a boulevard effect along Chapel Street north.
Require a new publically accessible plaza on private land to the east side of Claremont Street at the east/west link at the corner of Chapel Street and Daly Street at 627 Chapel Street.	To provide a public heart to the Forrest Hill Precinct along the east/ west link and increase the amount of public open space in this mixed use high density development area.
Provide a minimum 1.5 metre setback within private land holdings along the eastern side of Claremont Street from 2 Claremont Street to 58 Claremont Street.	To increase the width of the footpath to allow adequate space for increased pedestrian movement.
Widen laneway along the west side of River Lane south of Victoria Terrace and south of the unnamed laneway behind Toorak Road. Create a new laneway to the rear of 2-12 River Street.	To improve pedestrian safety along River Street through the removal of conflict driveway crossings. To provide continuous commercial and active street frontage along River Street by removing the number of crossovers and vehicle entries. Create passing bays as sites gradually transition. To provide greater setbacks to sensitive interfaces such as residential land along Tivoli Road
Investigate status of widening, including requiring laneways to be allocated as road reserve and vested into Council as part of the subdivision process in order to cater for the urban intensification and management of the area.	To provide for active and safe continuous frontages along primary streets.



opportunities

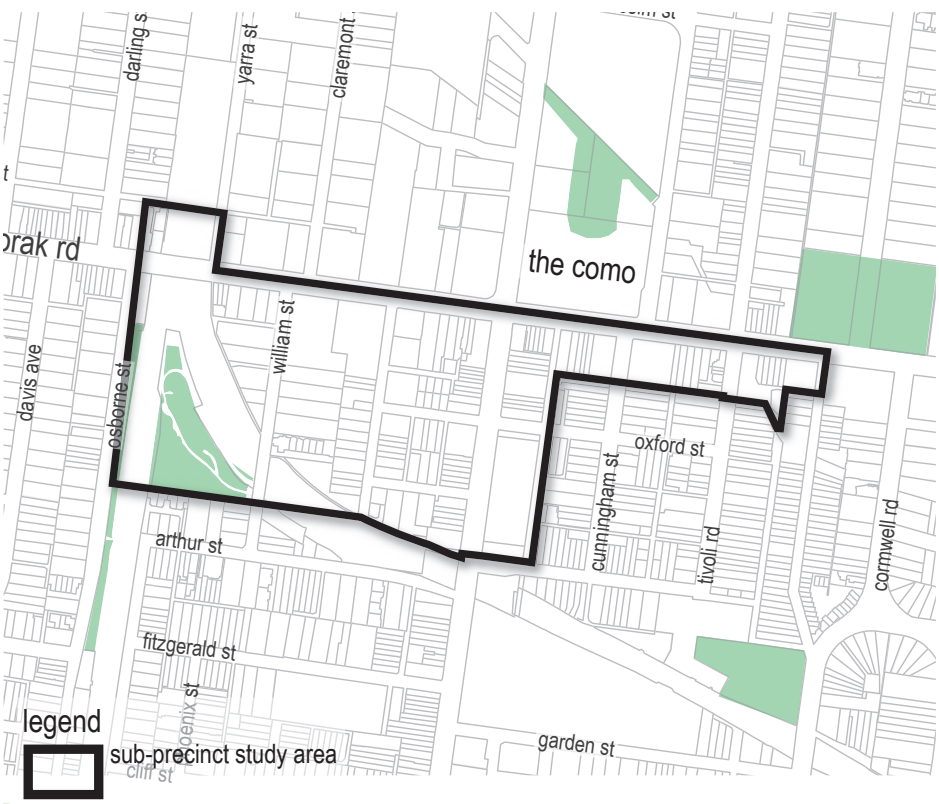
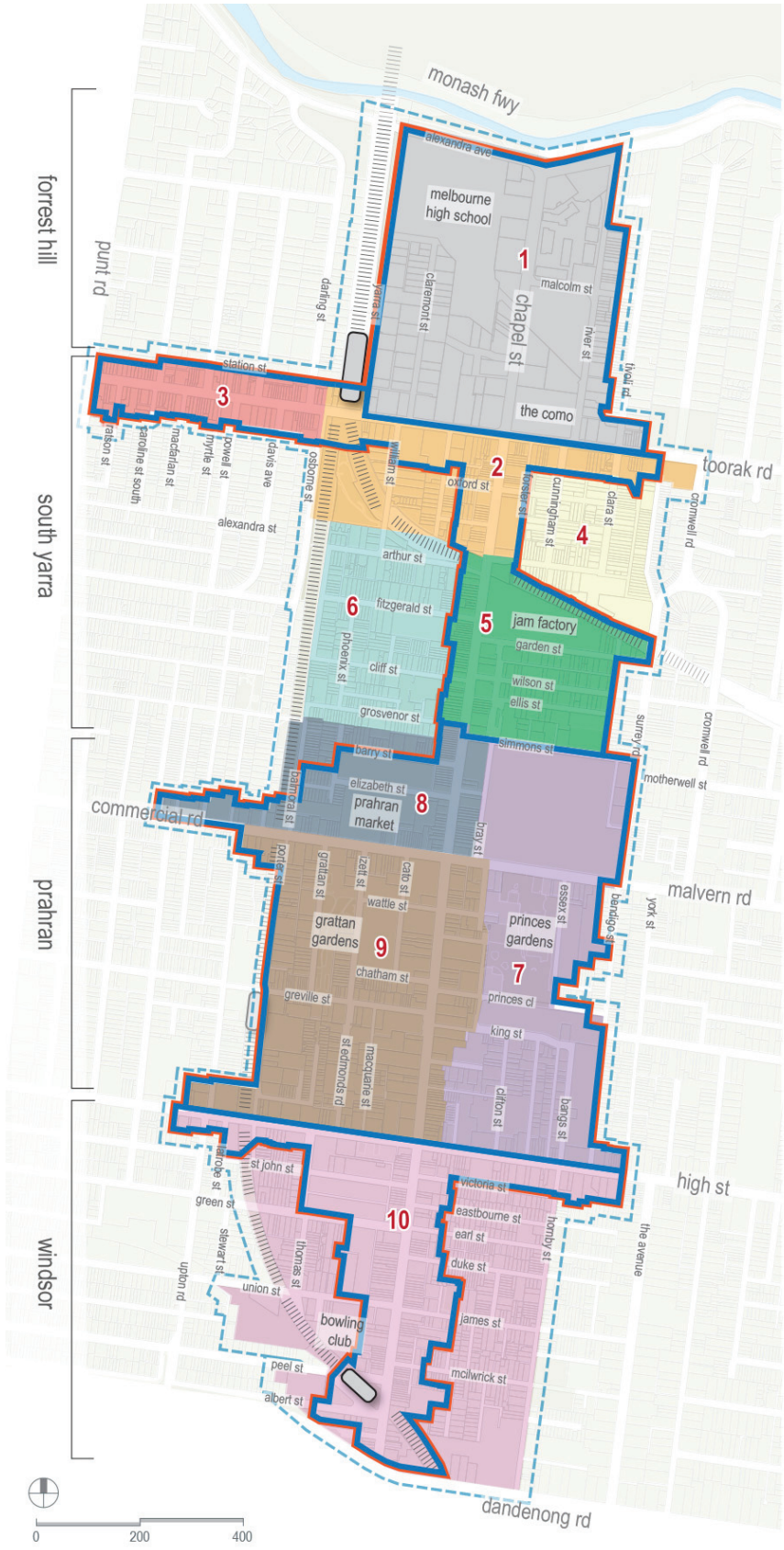
RESPONSE SITES	
Como Site: Require setbacks at ground level to all levels of buildings to provide adequate space for footpaths along Chapel Street and Toorak Road, and nominate this space as road reserve.	To provide footpaths as part of the road reserve.
Como site: Footpath widening along the north side of Toorak Road along the Como Centre frontage.	To ensure a wide footpath is retained if any development occurs on this site.
Como Site: Provide way finding to guide use of links and isolated open space within Como (Como Green).	To improve use and connectivity to the Como Green.
Como Site: Enhance entries to Como Green which invite the public to use this space and which recognises the space as public open space and not private.	To enhance existing entries into Como Green from Chapel Street and River Street as this park is underutilised and hidden.
Como Site: Continue internal links through the Como complex to Como Green and through this site.	To provide internal connections through Como to Como Green and east west link through the Como Green.
Capitol Bakery Site: provide a true mixed use outcome with office, retail and residential development.	To provide a true mixed use outcome at the junction of Toorak Road and Chapel Street.
Capitol Bakery Site: provide setbacks to all levels of a building fronting Toorak Road and Chapel Street to provide a footpath which is designated as road reserve once subdivided and streetscape improvements to this pedestrian space as part of the development.	Current titles on this site extend to the curb. A footpath environment should be provided as part of any redevelopment of this site.
Capitol Bakery Site: provide widening of Almeida Crescent and streetscape improvements to this space as part of the development	To provide a two way traffic flow in Almeida Crescent and streetscape improvements.



TOORAK ROAD CENTRAL SOUTH YARRA SIDINGS



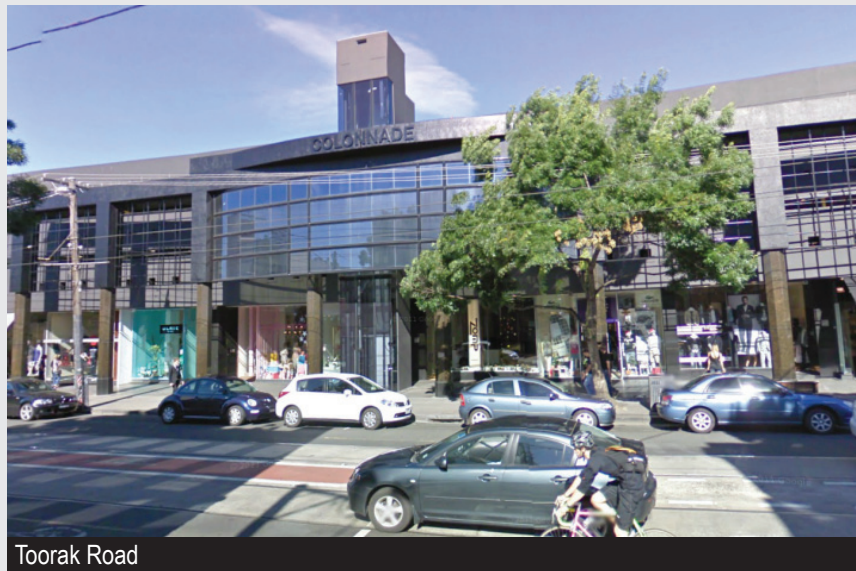
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at a glance

The Vibe

- Only section of Chapel Street that has street trees
- Chapel Street:
 - Café/restaurant culture mixed with high-end retail
 - 24 hour dining available
 - European café feel



Toorak Road



South Yarra Sidings Reserve

Buildings

Toorak Road east of Chapel Street

- Dominant presence of large structures such as the Como Centre on north side and ad hoc street wall due to the Shell Service Station located at the corner of Toorak Road and Tivoli Road
- Victorian buildings next to Rockley Gardens which reinstate the feel of Toorak Road
- Café, retail and restaurants on the south side in smaller scale buildings
- Toorak/ South Yarra Library

Chambers/William Street:

- Low to medium density residential development



Toorak Road



Toorak Road east of Chapel Street:

Toorak Road west of Chapel Street

- South side is fine grain shops, some within large complexes
- North side is under transition with prominent corner position Toorak Road/ Chapel Street – Capitol Bakery site. Heritage buildings to the west next to South Yarra Station.

South Yarra Sidings

- The South Yarra Sidings Reserve is underutilised, a dead end with one way in and one way out



South Yarra Sidings

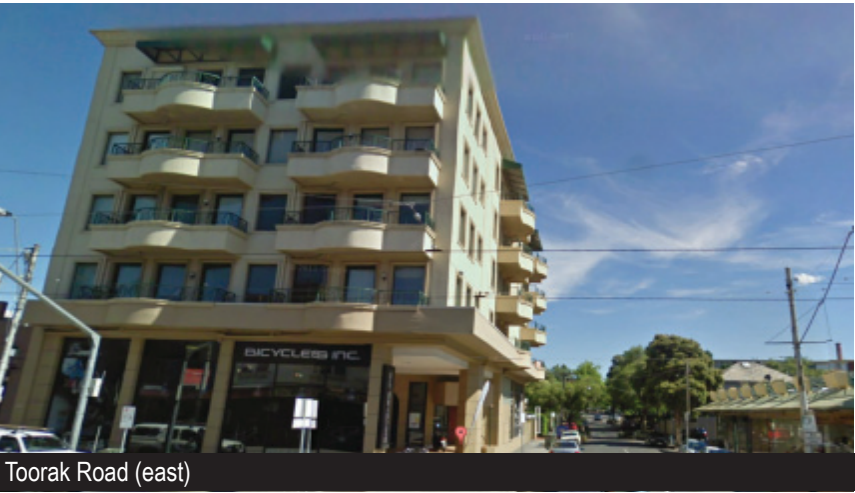


William Street South Yarra

at a glance

Influences

- Capital Bakery site and the potential of substantial change
- Toorak Road/Chapel Street intersection as an entry marker for the precinct
- Como Centre
- Proximity to South Yarra Station and Toorak Road/ Chapel Street trams
- The redevelopment occurring in the Forrest Hill Precinct
- Potential redevelopment of the Jam Factory
- City Link’s last exit being Toorak Road before the tunnel



Community Uses & Facilities

- Lovers Walk connection
- Refer to Community Framework Plan
- South Yarra Station
- Toorak/ South Yarra Library
- Council car park in Surrey Road 135 to 137 Surrey Road (joins with 320 Toorak Road site)
- Como Centre and cinema complex
- Shell service station
- Retail;
 - shops, take away, restaurants

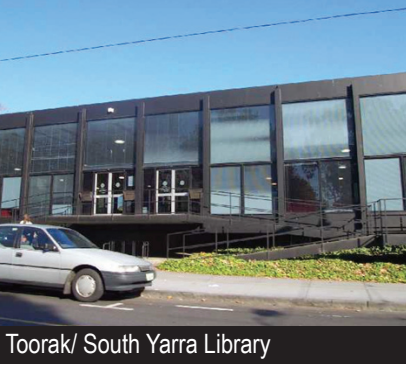
Community Uses & Facilities

- Offices
- Residential
- Toorak/ South Yarra Library



Public Open Spaces

- Rockley Gardens nearby
- South Yarra Sidings Reserve
- Plazas inside Como Centre nearby
- Osborne Street Reserve
- Spaces around Toorak/ South Yarra Library
- Plaza at the front of 177 Toorak Road South Yarra



opportunities

Recommendation/ Opportunity	Rationale
MOVEMENT	
Investigate opportunities for a regional north/south shared path and bicycle link, particularly though the South Yarra Sidings Reserve.	To ensure future strategic planning in this area considers the implementation of a new north/south regional bike network along the Sandringham railway corridor.
Encourage improvements to South Yarra Station including improved access from Toorak Road and Yarra Street.	This South Yarra Station is one of the most highly utilised stations in Stonnington. It is a premier interchange station and improved access is required to cater for patron numbers.
Advocate for a modal interchange at South Yarra station and real time information to provide a more efficient and effective public transport network.	Provide a tram/train interchange at South Yarra station with the latest technology in real time information.
Provide a new pedestrian link into the South Yarra Sidings Reserve directly from Toorak Road.	To improve access to the South Yarra Sidings Reserve, including more direct access from the Forrest Hill Precinct.
Investigate opportunities to provide an improved pedestrian crossing on Toorak Road at South Yarra Station which is extended to include Osborne Street and Yarra Street.	To improve pedestrian access and connections.
Investigate opportunities to provide a pedestrian link into the South Yarra Sidings Reserve from Osborne Street and Portland Place.	To improve access to the South Yarra Sidings Reserve.
Require an east/west pedestrian link from Chambers to William Street through 206 and 210 Toorak Road South Yarra.	Improve east/west pedestrian connectivity through this precinct.
PUBLIC REALM	
Improve the quality and amount of public open space in the South Yarra Sidings Reserve as a central parkland which caters for the surrounding population and increasing density.	The South Yarra Sidings Reserve is an underutilised public open space within South Yarra. The quality of this space should be enhanced, including new and improved access.
Undertake a laneway program in Lovers Walk South Yarra. A project for this space could be to allow padlocks along fencing for people to declare love along this link, similar to those used along bridges in Paris, and Lovers Walk in the Cinque Terre Italy.	To improve the safety, activation and utilisation of this space.
Investigate public realm improvement opportunities to the intersections of Chapel/Bond Street, Chapel/Oxford Street (on both sides).	To provide improved public spaces.
Investigate opportunities to explore a public realm improvements at the corner of Cunningham Street and Toorak Road.	To provide improved public spaces.
Opportunity to explore a public realm treatment at Rockley Road which acts as a physical barrier to the Rockley Gardens to better connect the two sides of the park.	To provide an improved treatment of the road space to slow traffic and connect the two sides of the open space.
Require a publicly accessible plaza to the eastern corner of Toorak Road and Claremont Street.	Utilise existing setbacks within private property to provide a plaza and meeting point at the corner of Claremont Street and Toorak Road.
Investigate the opportunity for a Village Square on the south side of Toorak Road above the railway line as a new meeting point.	To provide a north facing village square above the railway line to provide a new civic focus along Toorak Road and to maintain view lines to the former historic Post Office.

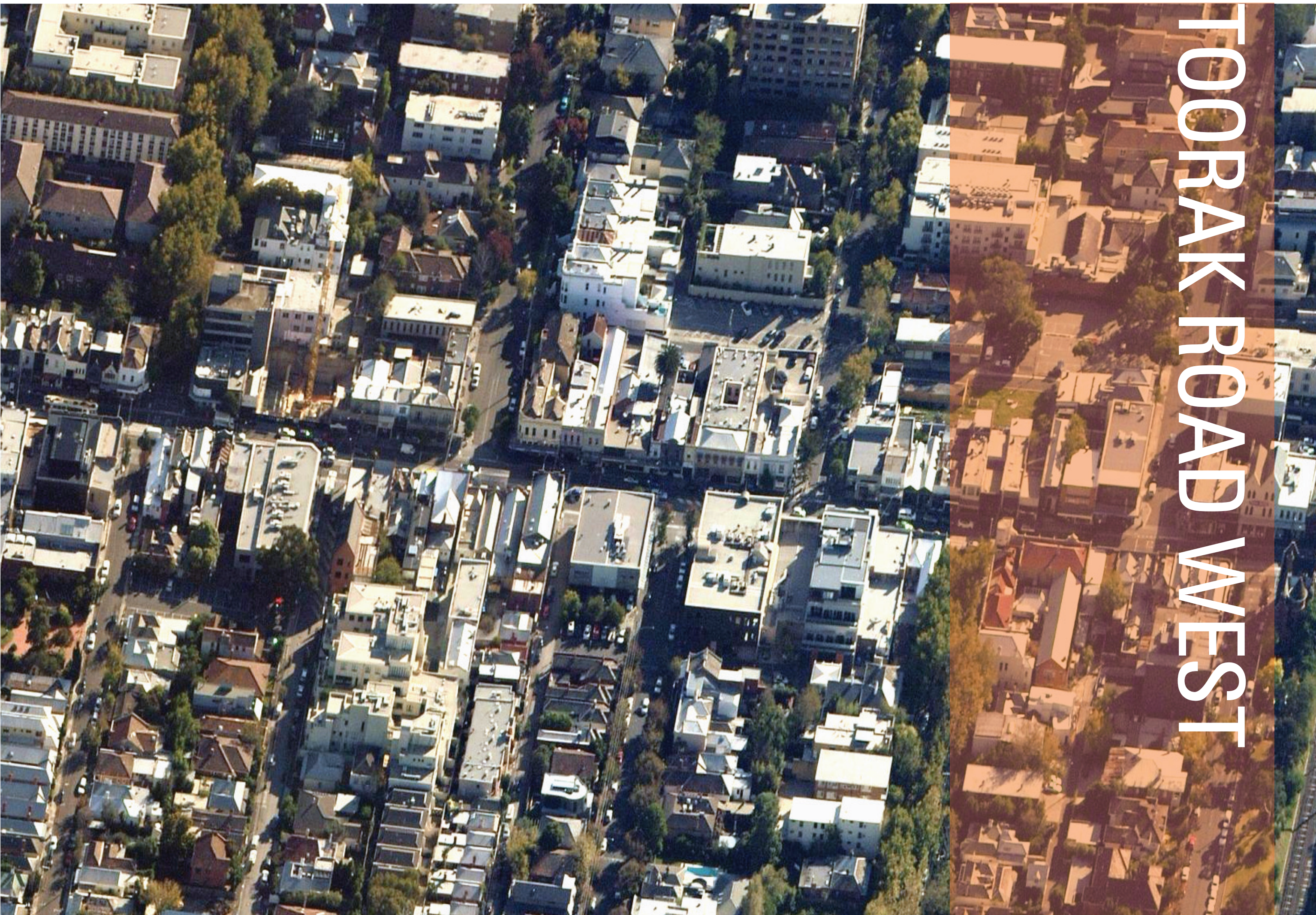


opportunities

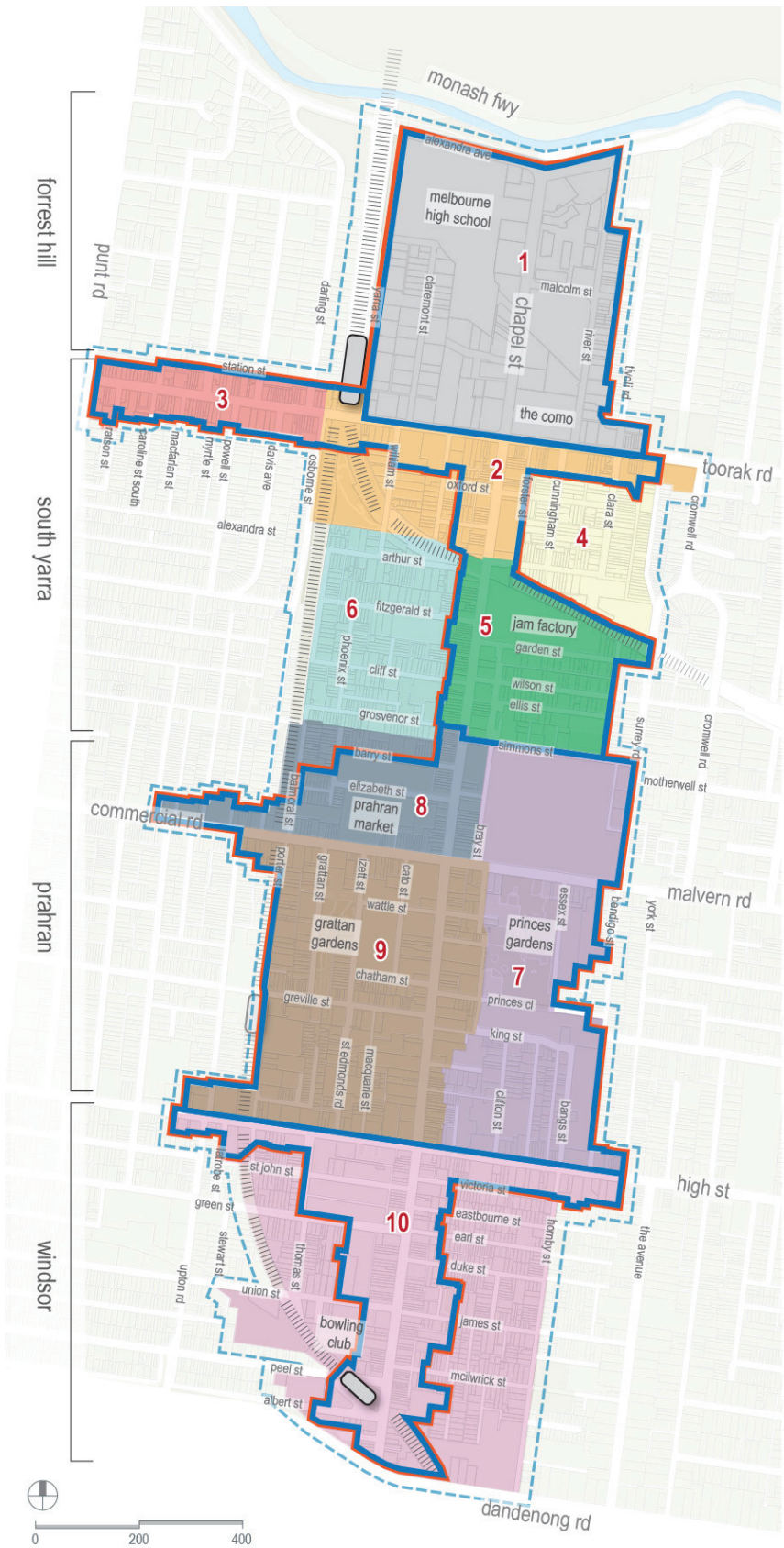
Recommendation/ Opportunity	Rationale
DEVELOPMENT AND LAND USE	
Open view lines to the former South Yarra Post Office and require uninterrupted views to this building from the corner of Yarra Street and Toorak Road.	To preserve and enhance view lines to the former historic Post Office along Toorak Road.
Improve passive surveillance and sightlines along Lovers Walk by ensuring new development overlooks this space and fencing used along the way considers safety and aims to be graffiti proof.	Improve safety along this laneway.
RESPONSE SITES	
South Yarra Station: Advocate for new entries into the South Yarra Station.	Provide new entries into the South Yarra Station.
564 Chapel Street South Yarra (South Yarra Colonnade building): require setbacks which retain existing setbacks at ground level along Chapel Street.	Retain existing setbacks apply along private property as a widened footpath and key pedestrian area, to form a lineal plaza along Chapel Street.



TOORAK ROAD WEST



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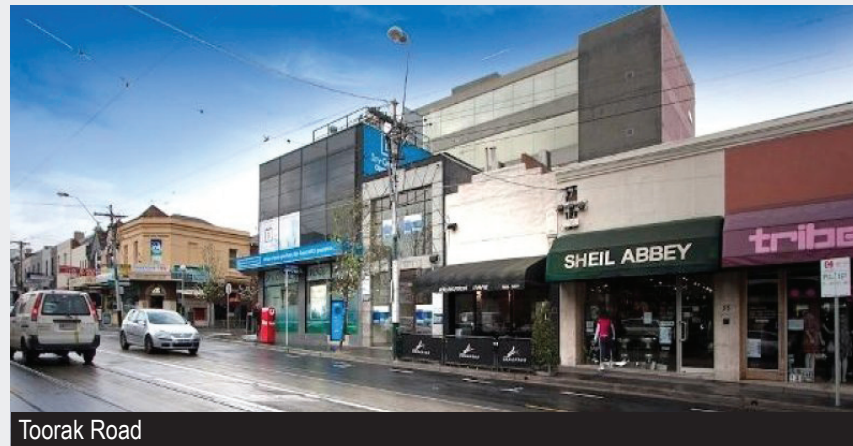
at a glance

The Vibe

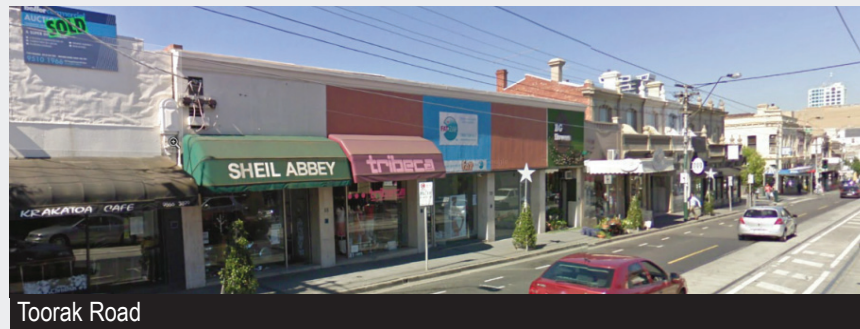
- Tree lined streets off Toorak Road
- Less active shop fronts in parts of Toorak Road
- Large amount of road space where Toorak Road meets side streets (Murphy Street) combined with street trees and seating-creates attractive shaded resting spaces
- Shops of local essential services such as supermarkets and banks
- Variety of shop uses
- Western most entrance into the Activity Centre
- Predominately two storey retail strip along Toorak Road with some sites setting back new development to the rear
- Local shopping centre
- High volume of traffic along Toorak Road
- Shops in side streets (Avoca Street) have character and charm - create a village feel/ sense of place
- Views to Christ Church on the corner of Toorak Road and Punt Road



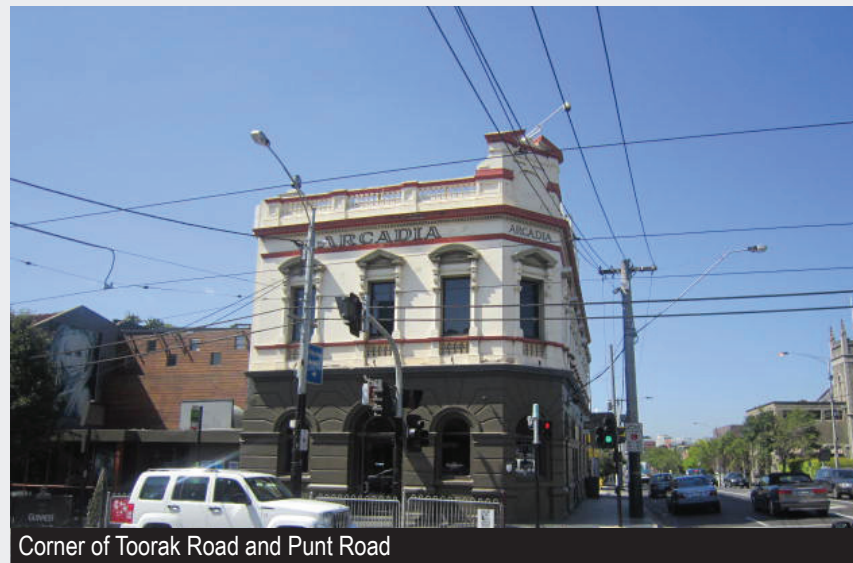
Davis Street/ Toorak Road



Toorak Road



Toorak Road



Corner of Toorak Road and Punt Road

Community Uses & Facilities

- Refer to Community Framework Plan
- Council car parks which service this neighbourhood;
 - Macfarlan Street public car park
 - Darling Street public car park
 - Caroline Street car park

Buildings

- Dominant presence of Christ Church
- Predominantly 1-2 storey built form along Toorak Road



Avoca Street



Views to Christ Church

opportunities

Recommendation/ Opportunity	Rationale
MOVEMENT	
Pedestrian link through car-park 36-38 Caroline Street South Yarra.	To improve connectivity.
Provide a new entry in the South Yarra Station from Darling Street.	To improve access to the South Yarra Station.
PUBLIC REALM	
Opportunity to investigate pause points along Toorak Road i.e. corner of Caroline Street/Toorak Road and Avoca Street/Toorak Road.	To provide public spaces along Toorak Road.
DEVELOPMENT AND LAND USE	
Encourage retail and commercial activity in side streets, particularly in Avoca Street.	Encourage activation of side streets in Toorak Road.
Encourage Toorak Road as a dining destination and area for emerging retailers.	To provide dining services emerging from growth within this area, particularly from the Forrest Hill Precinct.



Movement Framework Plan



Public Realm Framework Plan

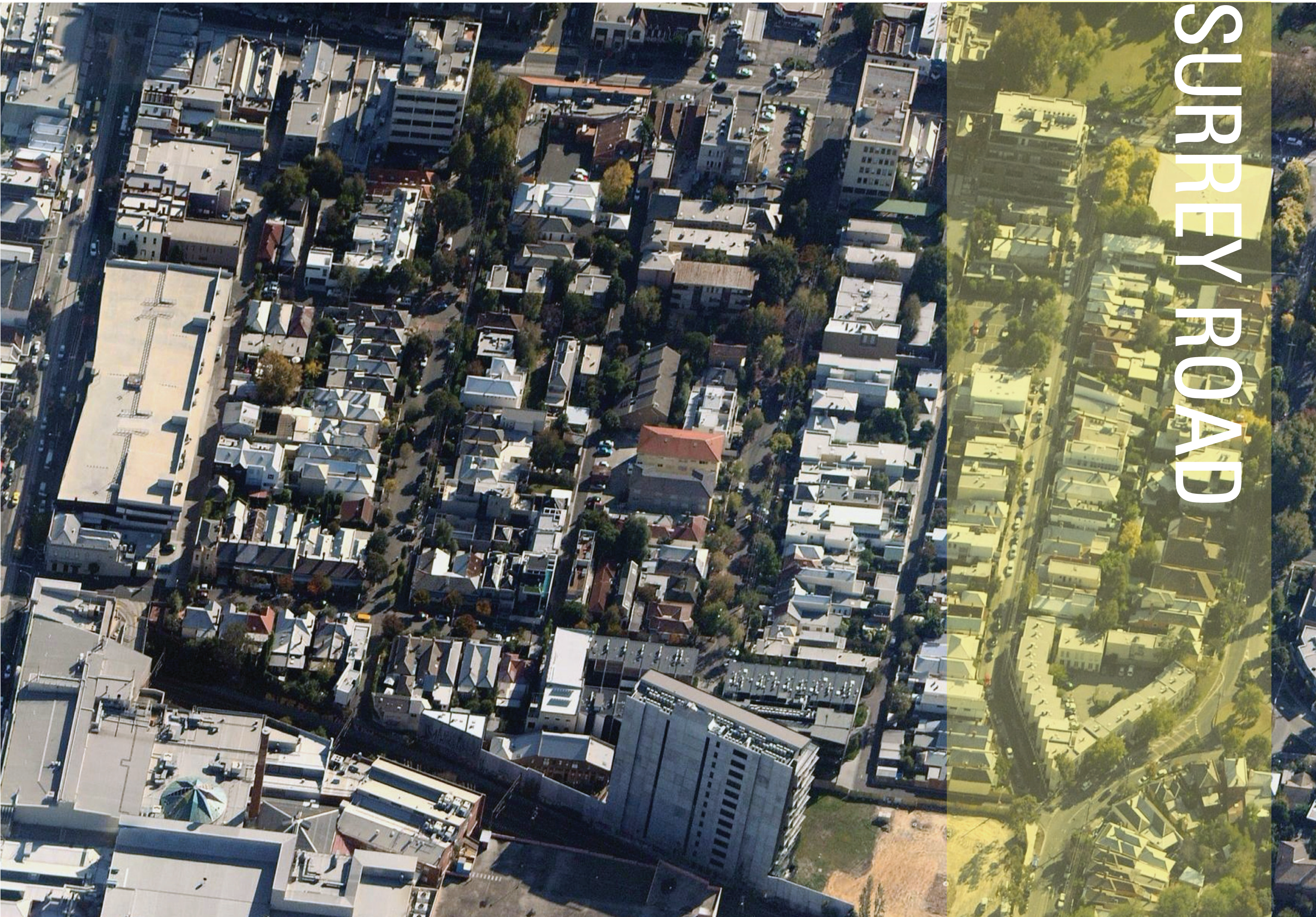


Development Framework Plan



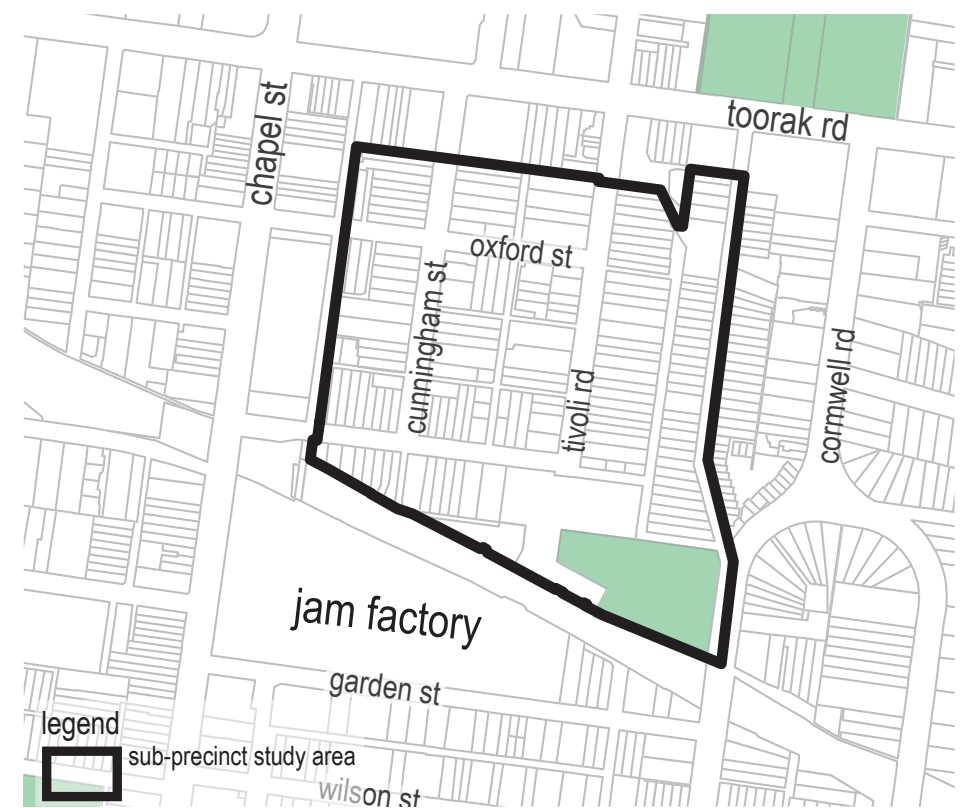
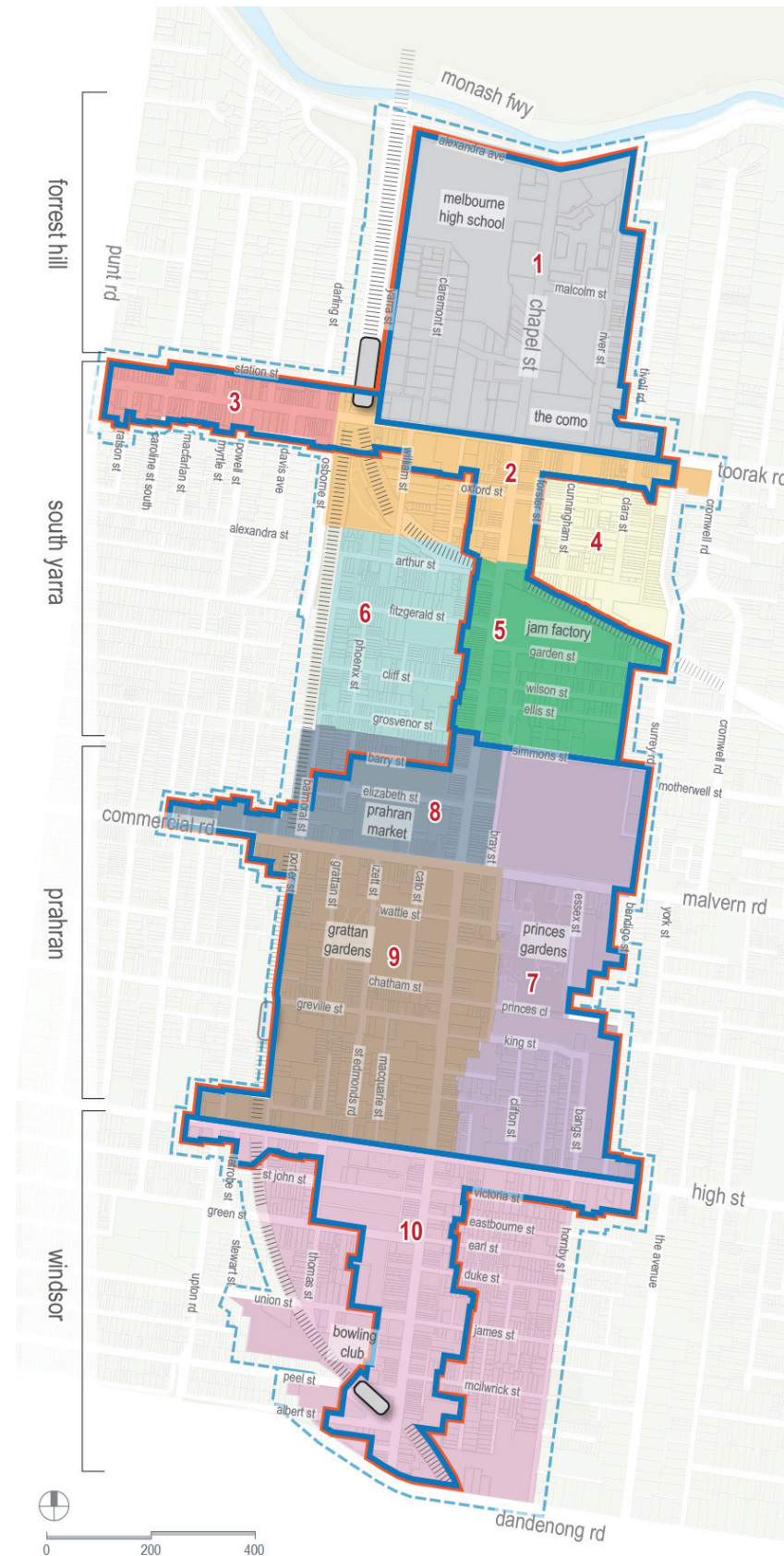
Community Framework Plan

SURREY ROAD



4 SURREY ROAD

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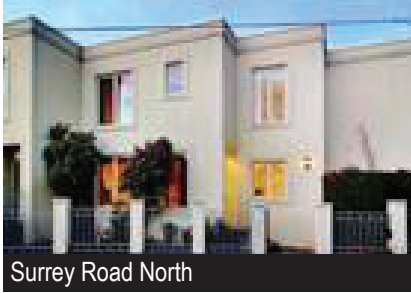
The Vibe

- Established fine grain residential neighbourhood with some medium density housing
- Low density
- Closed network of narrow streets, which feature at grade paving treatments and landscaping
- Predominately north/south residential subdivision
- Heritage Overlay in Cunningham Street
- New green space on Surrey Road



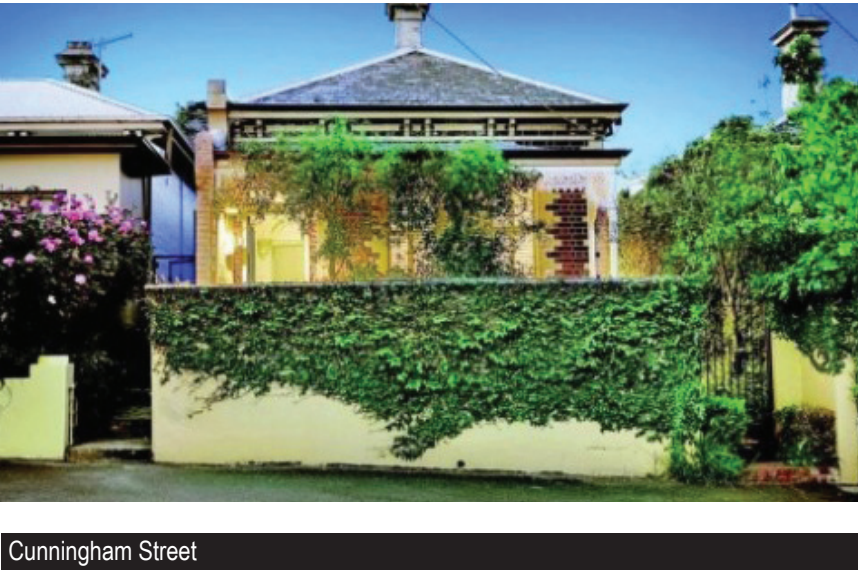
Influences

- Chapel Street
- Train line
- Jam Factory District
- Small fine grained residential streets
- New green space on former depot site
- Clara development



Community Facilities & Uses

- Refer to Community Framework Plan
- Predominately residential
- Surrey Road Park
- Car park 135-137 Surrey Road North South Yarra



opportunities

Recommendation/ Opportunity	Rationale
MOVEMENT	
Provide a pedestrian link from Surrey Road north through Council car park and 316-320 Toorak Road South Yarra to Toorak Road.	To provide improved pedestrian connectivity.
Improve a pedestrian connection from Surrey Road Park to Palermo Street to Lovers Walk and to the South Yarra Train Station.	To provide an off street pedestrian link to South Yarra Station.
Encourage a reduction of car dependency in the area.	There is a noticeable level of congestion in this area, caused by residential use. This neighbourhood is well serviced by public transport and in close proximity to Chapel Street. Car dependency and storage should be reduced.
Continue to provide restricted vehicle access from Chapel Street into the residential areas within this sub precinct/neighbourhood.	Reduce congestion in the surrounding residential neighbourhoods from through traffic.
DEVELOPMENT AND LAND USE	
Investigate the future use of Council car park at 135-137 Surrey Road North South Yarra.	Creating Open Space Strategy.
PUBLIC REALM	
Optimise community use of new park on Surrey Road.	Opportunity for a new public space and gathering/ meeting point for the community.



JAM FACTORY



FORREST HILL	1
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TOORAK RD CENTRAL/SOUTH YARRA SIDINGS	2
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TOORAK ROAD WEST	3
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SURREY ROAD	4
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JAM FACTORY DISTRICT

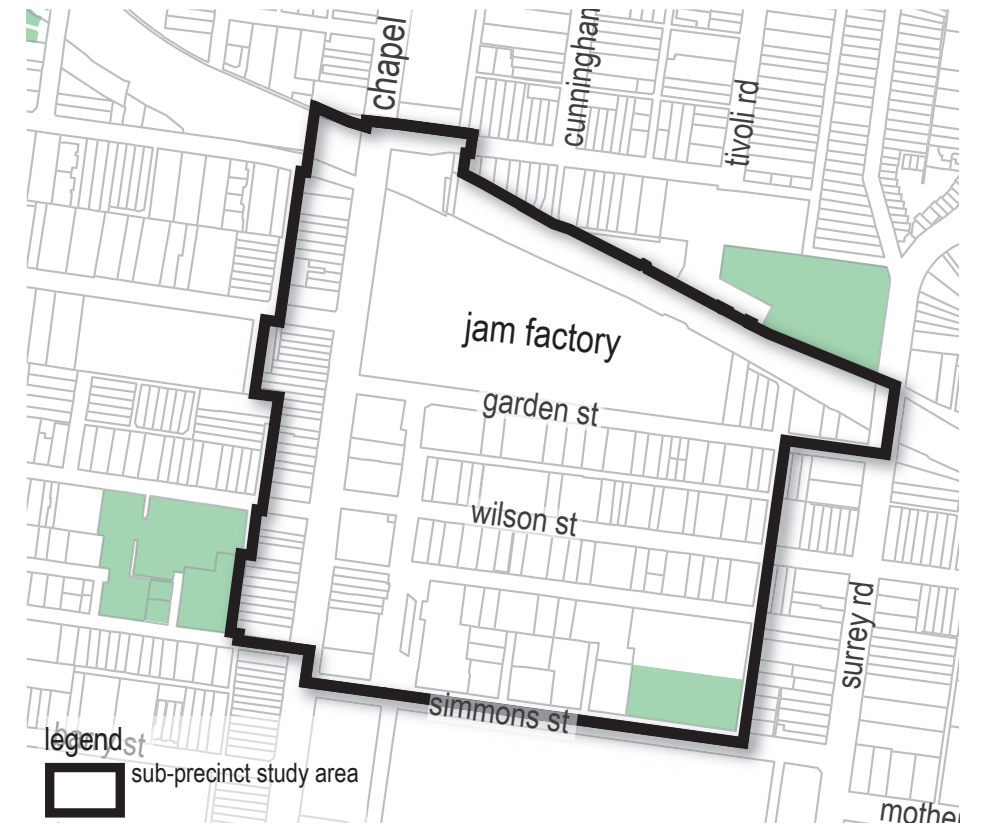
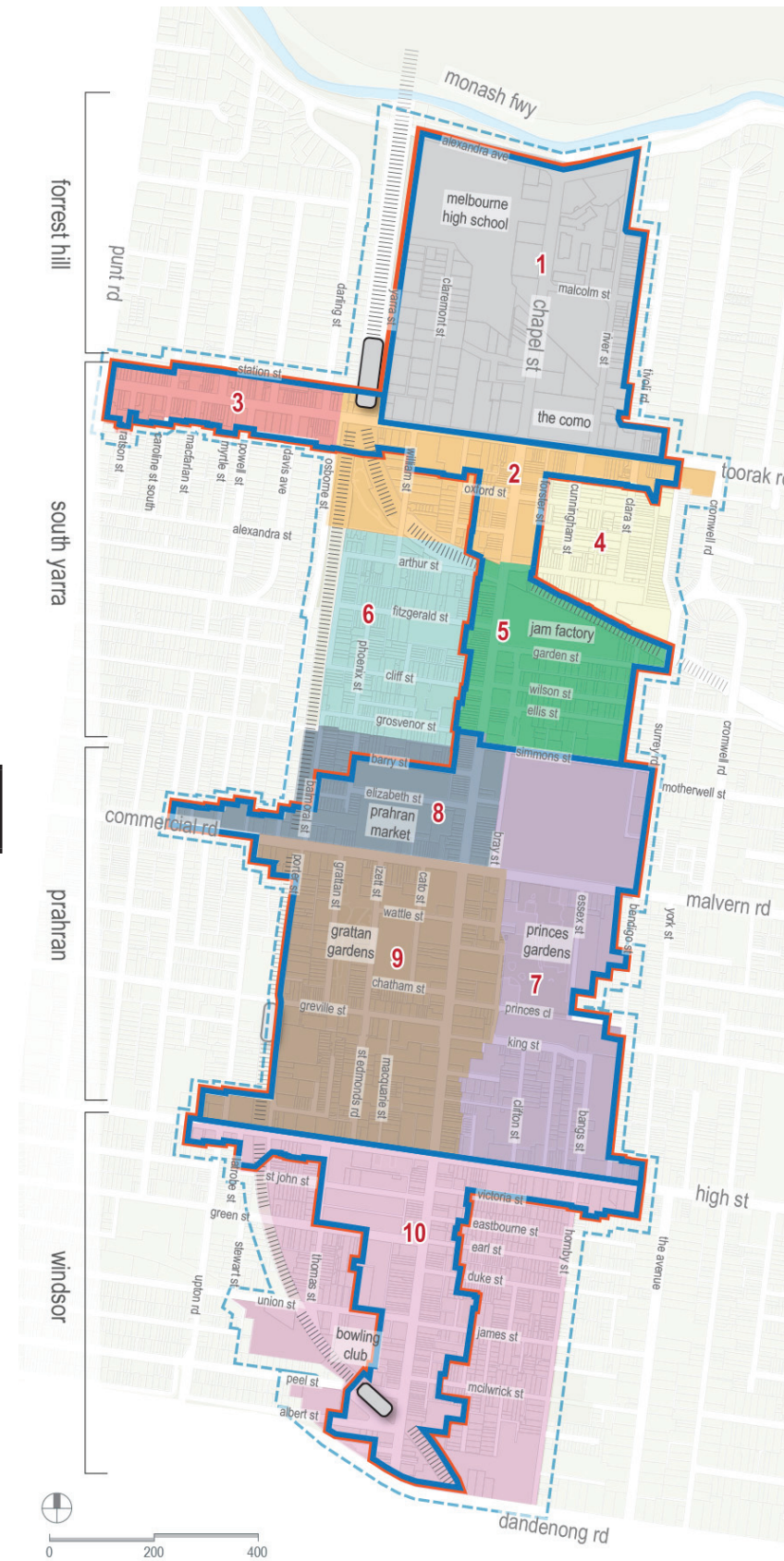
GROSVENOR GARDENS	6
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PRINCES GARDENS	7
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MARKET DISTRICT	8
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GREVILLE VILLAGE	9
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WINDSOR VILLAGE	10
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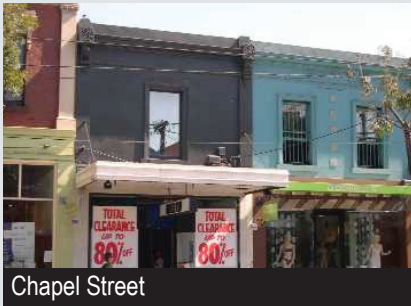
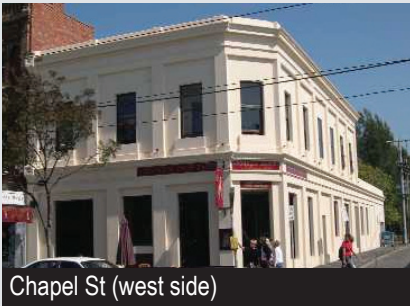


at a glance

The Vibe

Chapel Street South Yarra

- Prime retail and fine grain western side
- Cafes, bars and an Irish pub, large sites on the eastern side/super lots
- Cruising (Chap Laps)
- The centre of Chapel Street's upmarket /street ware shopping
- Trendy
- Vibe on Chapel Street is different to off Chapel Street



Garden Street to Simmons Street

- Remaining light industrial/ warehouse feel



Wilson Street

- Area in transition
- Extensive hard areas due to limited landscaping
- Variety of uses, mixed use with residential feel above with the presence of balconies overlooking streets
- Inconsistent
- Car and parking dominant areas, with crossovers and blank garage doors spanning the entire ground level.
- No life at ground level in side streets other than Bray Street and Tryst Street in the evening
- Occasional alternative market off Simmons Street



Simmons Street to Ellis Street

- Corner of Simmons Street and Chapel Street- prime, the heart of 'Chapel Street' (Café Siena), alive, vibrant, green and a place to seen, buzzing
- Dyeworks Park appears underutilised, yet is an attractive space
- The Society development has activated Bray Street
- Presence of public housing site starts to become apparent



The Jam Factory

- Large entertainment internalised space with activity only along Chapel Street
- Large open spaces internally that are usually empty
- Convenient access to parking from both Chapel Street and Garden Street
- Used as a meeting space and a major attractor being the cinema complex



at a glance

- East/ West street subdivision pattern
- Double fronted properties
- One way lanes and streets apparent (Wilson Street, Garden Lane)
- Access to car parking at ground with dominant crossovers and garage doors as an interface
- Varying building types, with larger buildings to the south such as Society



Garden Lane



Wilson Street

Influences

- Redevelopment opportunity of the Jam Factory which could radically transform this entire area
- History of light industrial uses transformed to mixed use development
- Displacement of employment
- Well established retail / high end fashion on Chapel Street within this sub-precinct
- Central location
- Access
- Heritage chimney



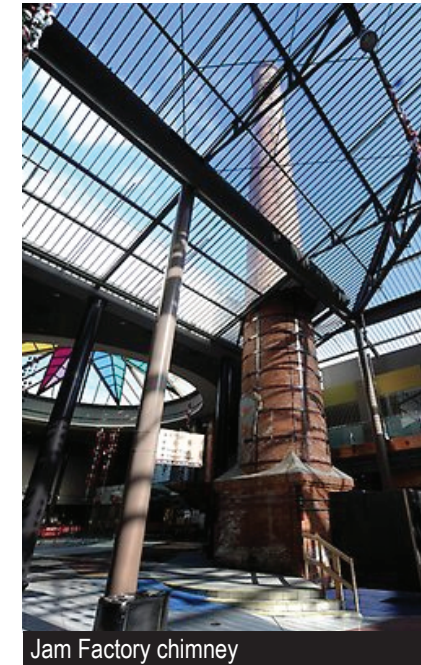
Corner of Simmons & Chapel Street



Bray Street

Public Open Spaces

- Dyeworks Park
- Chapel Street footpaths
- Public spaces on private land, eg. square inside Jam Factory
- Publicly accessible square inside the Jam Factory under the colour glass roof and next to the former Jam Factory heritage chimney



Jam Factory chimney



Dyeworks Park



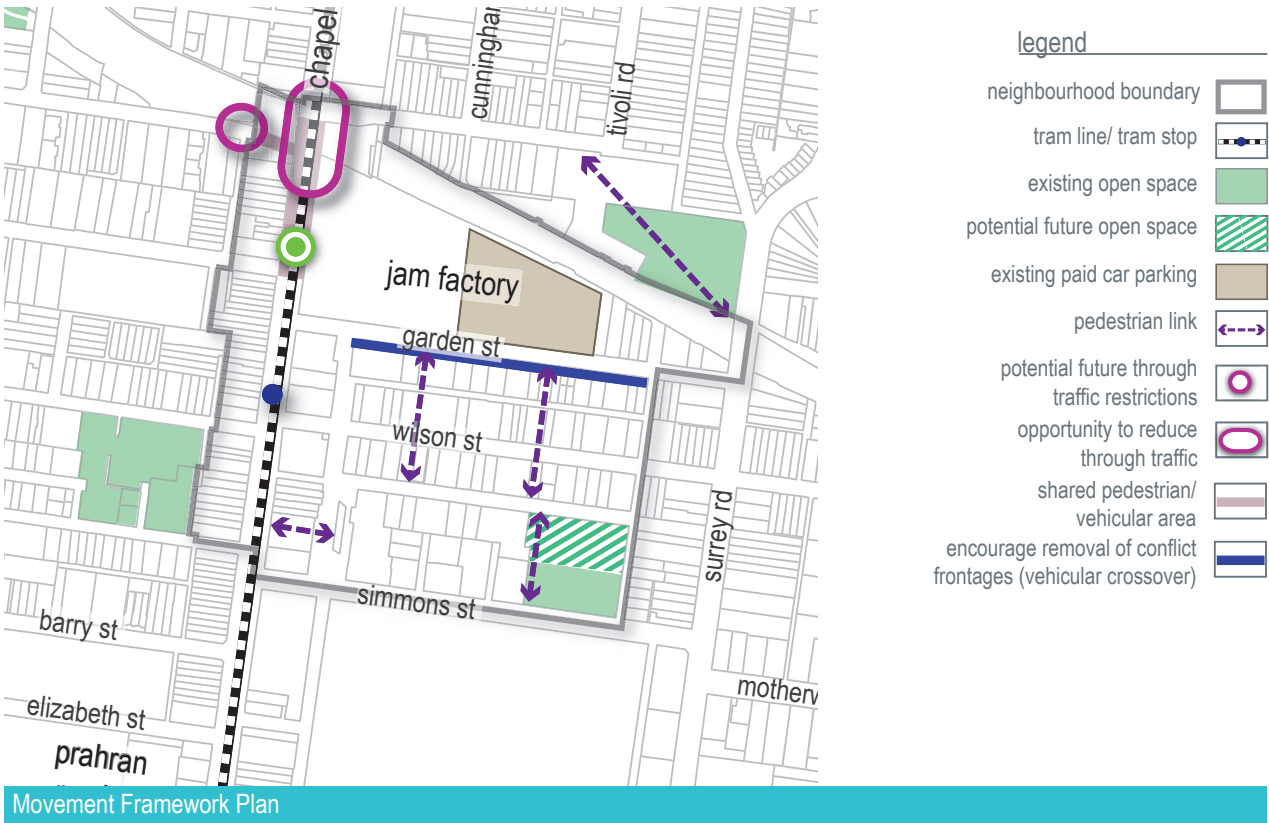
Square inside the Jam Factory

Community Uses & Facilities

- Refer to Community Framework Plan
- Public car park off Ellis Street

opportunities

Recommendation/ Opportunity	Rationale
MOVEMENT	
Jam Factory site: Advocate for a new train station at the Jam Factory (eg. Melbourne Metro project).	Improve access to the railway network due to increased population growth within the Activity Centre.
New pedestrian links as part of redevelopment, particularly new north/ south links between Garden Street and Ellis Street.	Improve pedestrian connectivity, in particular by providing north/ south links.
PUBLIC REALM	
Opportunity to expand the Dyeworks Park into the car park to the north.	To increase the amount of public open space in the area.
Investigate the opportunity for a new pedestrianised laneway/plaza in Ellis Street between Chapel Street and Bray Street & between Bray Street and Chapel Street.	These one way streets carry low traffic volumes and would be better served as a form of public open space. Shops could activate street frontages to transform this street into a pedestrian laneway or plaza.



opportunities

Recommendation/ Opportunity	Rationale
DEVELOPMENT AND LAND USE	
Activate and develop a secondary retail/office economy within the smaller streets in this precinct, particularly at ground and within the lower levels of buildings.	Provide for commercial floor space within mixed use development.
Encourage a reduction of vehicle crossovers and non active commercial frontages at ground level and provide commercial active frontage along Garden Street.	Activate Garden Street and the Jam Factory at ground level with commercial floor space.
Require new development to improve sightlines to Dyeworks Park from the north at 60 Wilson Street.	A series of lots were historically acquired and converted to road and reserve space to provide for improved vehicle flow from Garden Street to Wilson Street. There is an opportunity to improve sight lines to the Dyeworks Park and create a north/ south pedestrian route to improve links between the Jam Factory District, Horace Petty Estate and the Princes Gardens.
Investigate the opportunity for a new pedestrian laneway/ plaza in Ellis Street between Chapel Street and Bray Street and between Bray Street and Chapel Street.	These one way streets carry low traffic volumes and would be better served as a form of public open space. Shops could activate street frontages to transform this street into a pedestrian laneway or plaza.
Setbacks to east side of Bray Street from Ellis Street to Garden Street.	Ground and upper floor setback to 60 Bray Street of 3.6m to align with west property boundary line of 1 Wilson Street. Upper floor balconies can protrude into this setback.



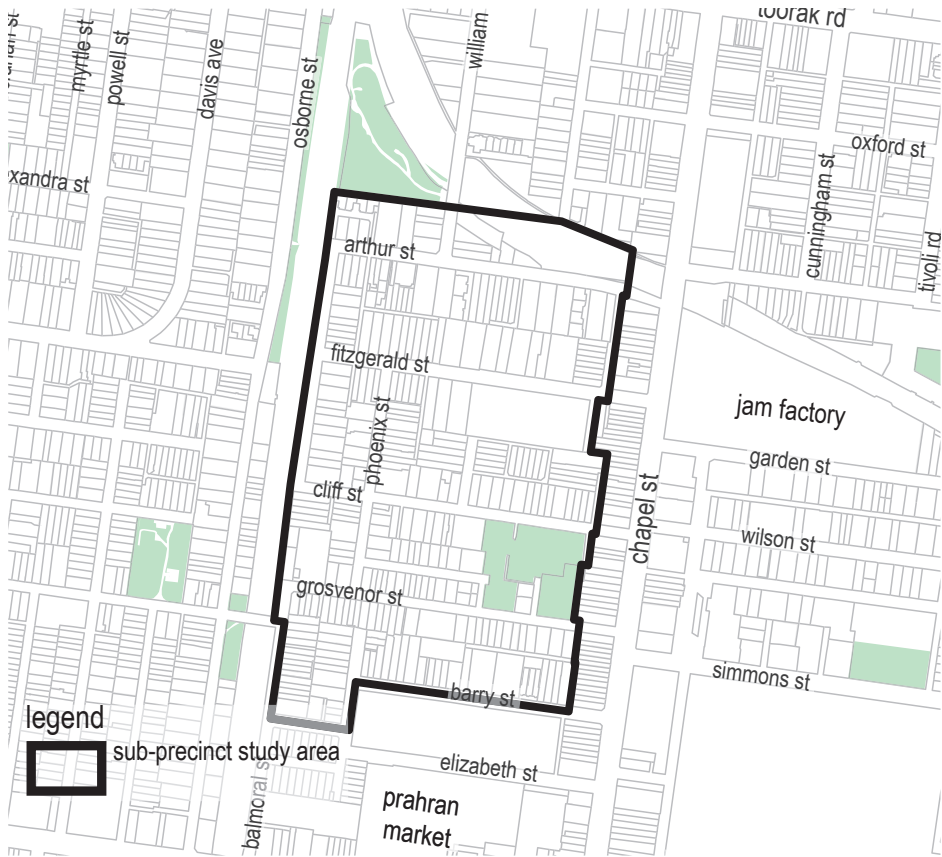
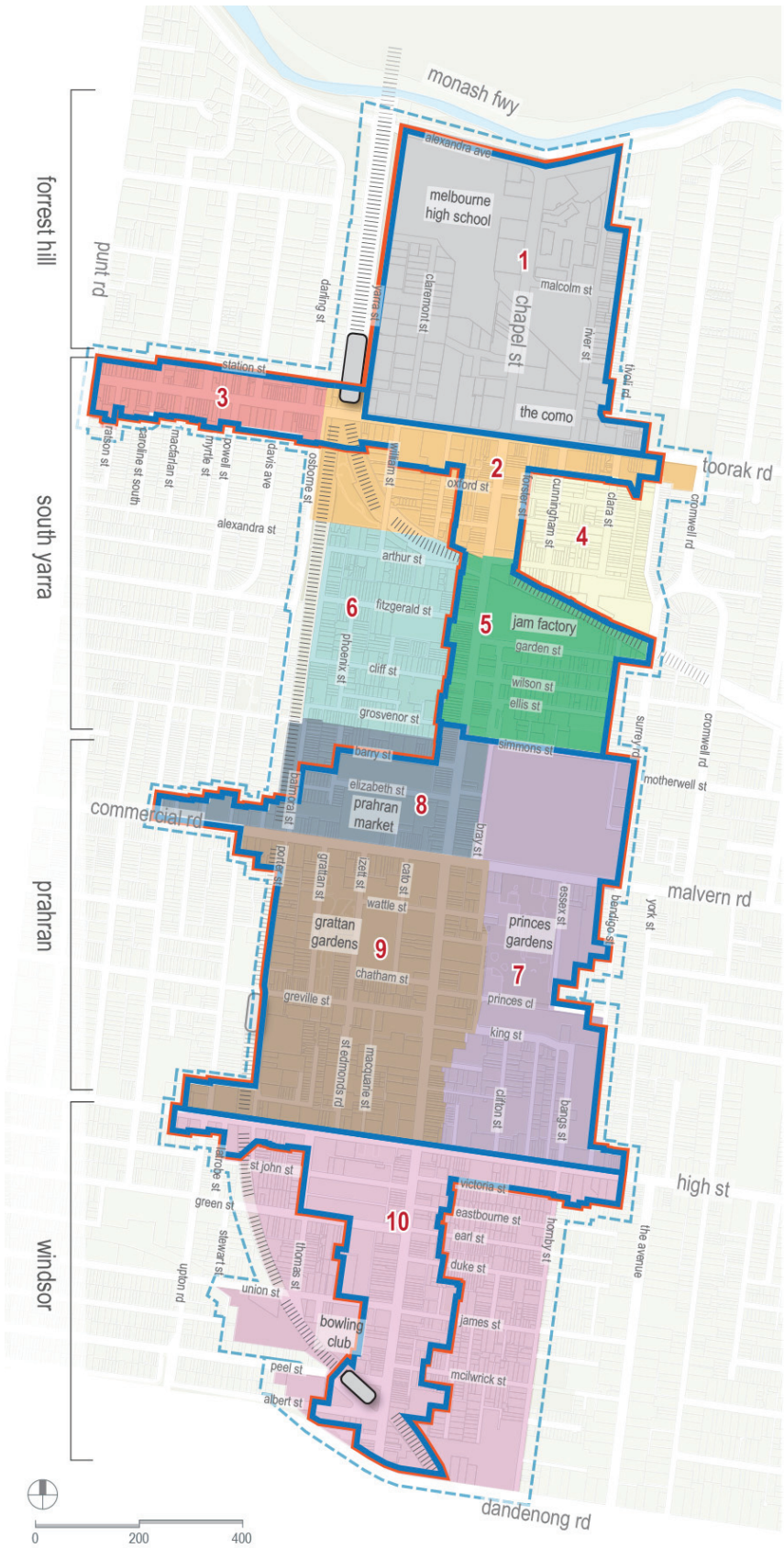
STRATEGIC DEVELOPMENT SITES	
Jam Factory site: Encourage a series of pedestrian links/lanes which are open to the sky through the Jam Factory site if redeveloped.	Laneways and links through this site rather than an internalised mall.
Jam Factory site: Require uses within the Jam Factory site to be highly accessible by pedestrians from Chapel Street and Garden Street.	Improve pedestrian access into this site.
Jam Factory site: Require a publicly accessible north facing village square within the site which is open to the sky if the site is redeveloped.	Provide publicly accessible open space on this site.
Jam Factory site: Require separation between new buildings to provide a high standard of amenity and to minimise shadow to a new village square on this site.	To maintain solar access to a new publically accessible square and meeting place to improve the amenity and useability of this space.
Jam Factory site: Retain key view lines to the heritage chimney and potentially use this chimney as a way finding marker within this site.	Retain a sense of iconic identity by referencing the historic use of this site via use of a heritage iconic markers such as the Jam Factory chimney.
Jam Factory site: Encourage the Jam Factory site to be a destination and a meeting place in South Yarra.	To encourage the Jam Factory site to be an anchor and destination for people to visit and meet at the northern end of Chapel Street.
Jam Factory site: Require active frontages to Chapel Street and Garden Street.	To create a vibrant street frontage and provide passive surveillance and improve safety down side streets.
Jam Factory site: Opportunity for new mixed use development, including a full line supermarket, discount department store and cinema complex.	Provide a mix of uses within this site which addresses net community benefit and need.
Jam Factory site: Advocate for a new pedestrian link from the Jam Factory site to the Surrey Road park.	Improve access and links through the Surrey Road park from the Jam Factory site and district.
Jam Factory site: Encourage retention of existing heritage significance along Chapel Street and Garden Street.	Retain a sense of iconic identity by referencing the historic use of the site.



GROSVENOR GARDENS



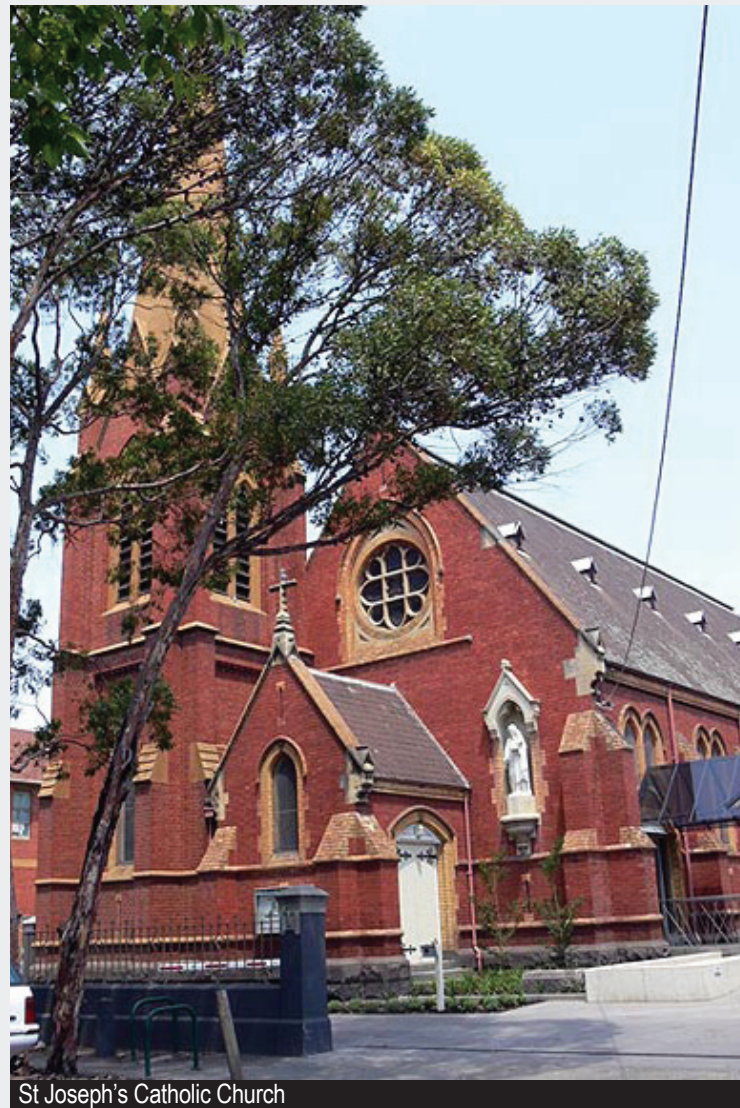
FORREST HILL	1
TOORAK RD CENTRAL/SOUTH YARRA SIDINGS	2
TOORAK ROAD WEST	3
SURREY ROAD	4
JAM FACTORY DISTRICT	5
GROSVENOR GARDENS	6
PRINCES GARDENS	7
MARKET DISTRICT	8
GREVILLE VILLAGE	9
WINDSOR VILLAGE	10



at a glance

The Vibe

- Established fine grain residential neighbourhood with some medium density housing
- Low density
- Closed network of narrow streets, many one way
- Predominately east/west residential subdivision
- Includes two unique heritage precincts, Portland Place and Medley Place



at a glance

Influences

- Chapel Street
- Train line
- Prahran Market
- Small fine grained residential streets
- One way streets

Community Facilities & Uses

- Refer to Community Framework Plan
- St Joseph's Catholic Primary School
- Renown Kindergarten 20 Cliff Street South Yarra
- Grosvenor Street Occasional Care, 53 Grosvenor Street South Yarra
- Council-managed car park on railway line in VicTrack ownership on Arthur Street
- Predominately residential



St Joseph's Catholic School



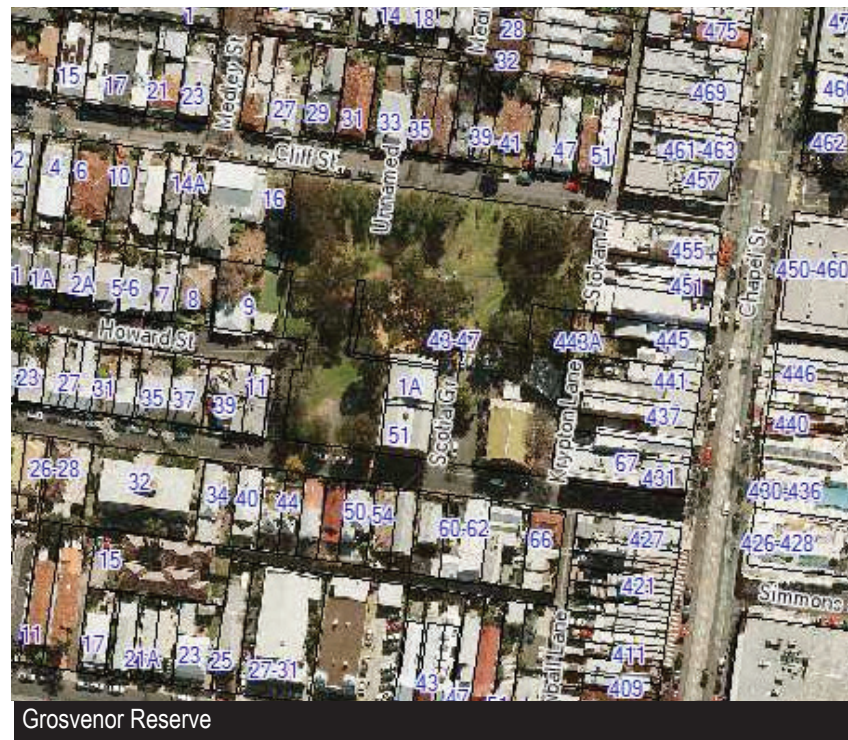
Howard Street



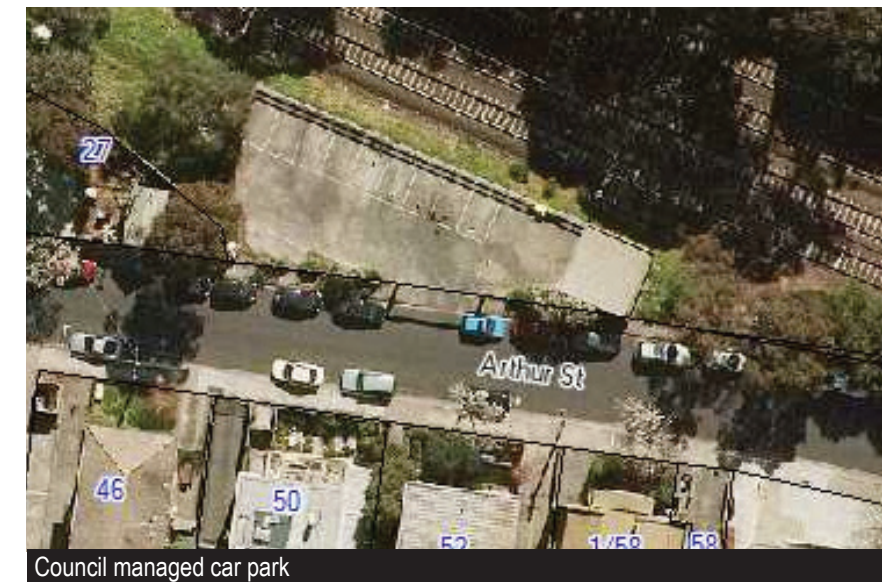
Cliff Street

Public Open Spaces

- Grosvenor Reserve 43-47 Grosvenor Street South Yarra



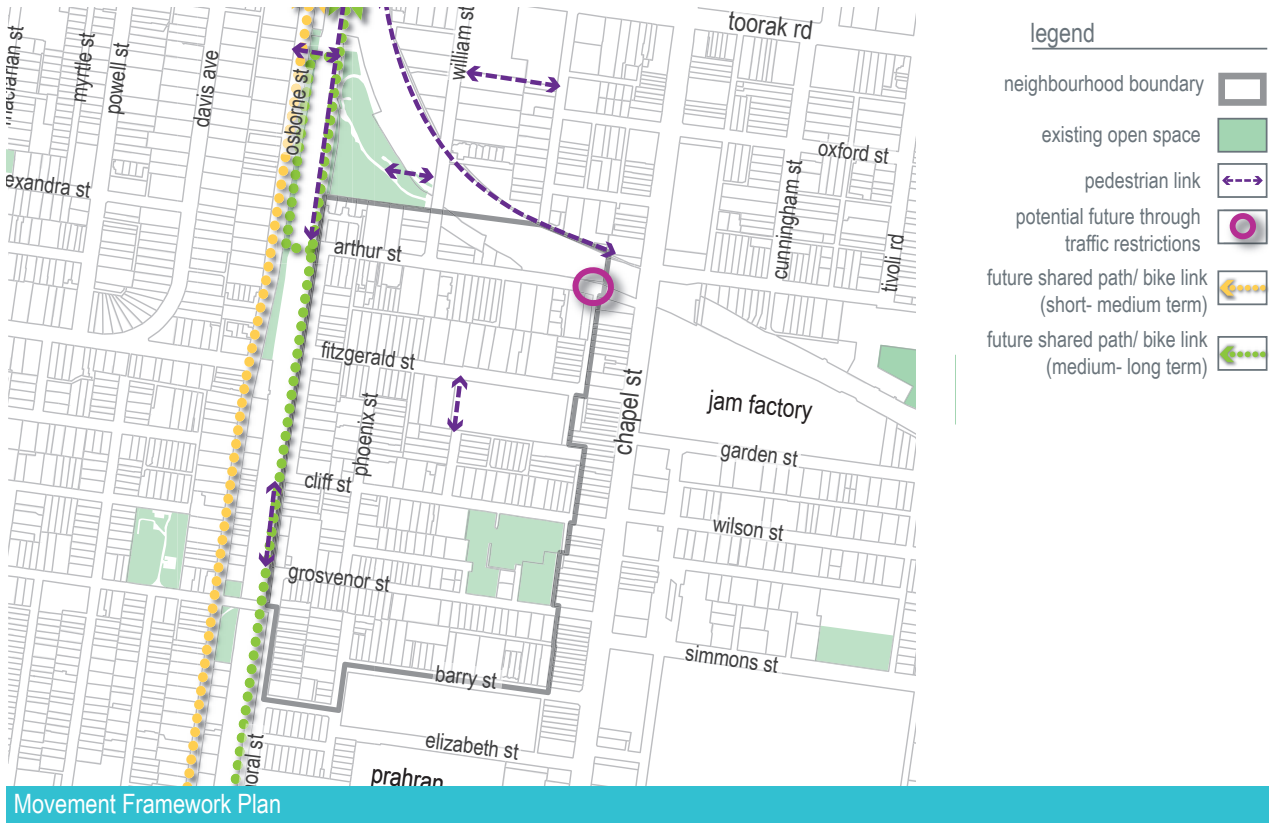
Grosvenor Reserve



Council managed car park

opportunities

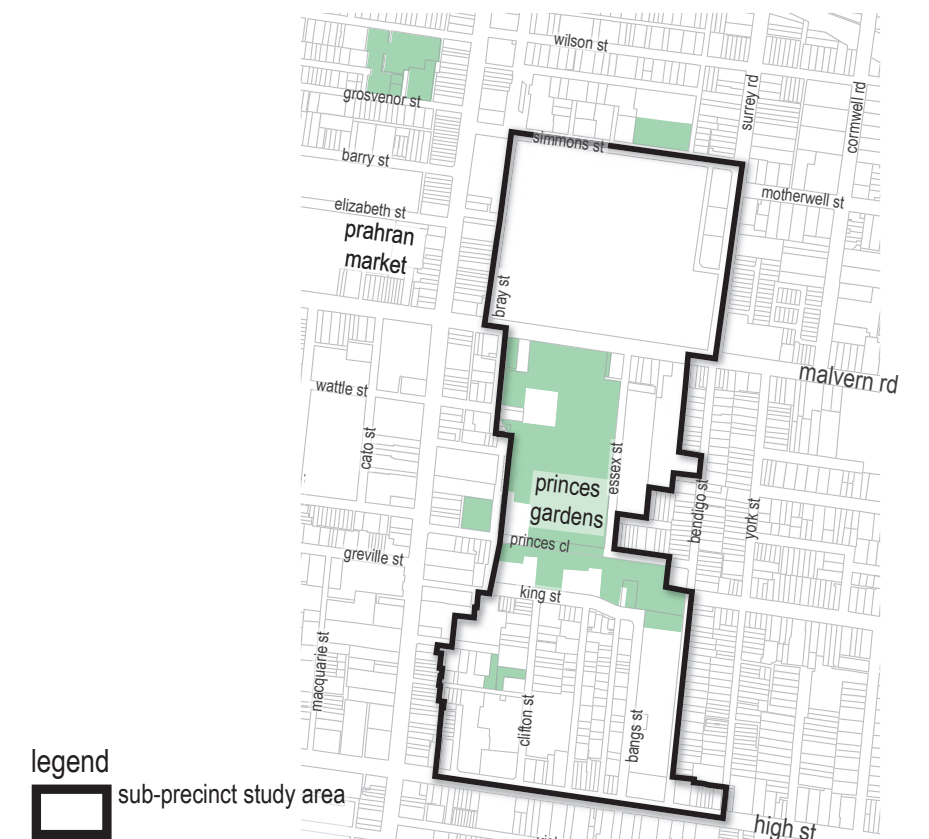
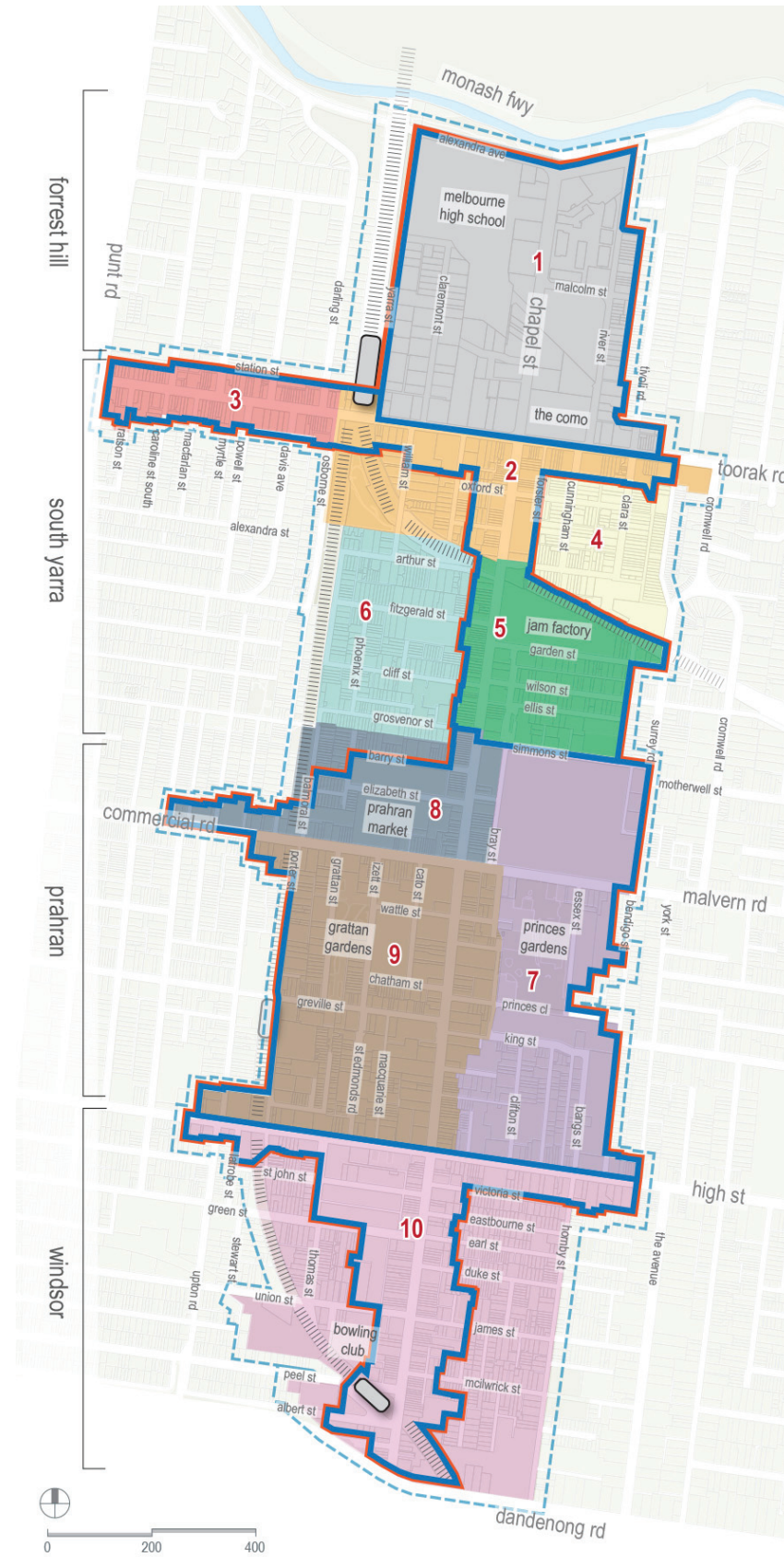
Recommendation/ Opportunity	Rationale
MOVEMENT	
Improved pedestrian access to South Yarra Sidings Reserve.	To provide improved links within this neighbourhood which leads to the South Yarra Sidings Reserve as a primary future open space in this area.
Encourage a reduction in car dependency.	There is a noticeable level of congestion in this area, caused from residential use. This neighbourhood is well serviced by public transport and in close proximity to Chapel Street. Car dependency and storage should be reduced.
Improve pedestrian links through the Grosvenor Reserve.	Pedestrian links through the Grosvenor Reserve to provide off street links within the Centre.
PUBLIC REALM	
Improve entry and presence of Grosvenor Reserve from Chapel Street.	To increase the use and presence of this public park.
Expand Grosvenor Reserve.	To increase the amount of public open space in the area. Strategies for Creating Open Space and Public Realm Strategy.
DEVELOPMENT AND LAND USE	
Reinforce the existing residential character and use of the sub precinct/ neighbourhood.	To maintain the residential character and use in this area as a residential neighbourhood in close proximity to Chapel Street.
RESPONSE SITES	
St Joseph's Catholic School (50 Fitzgerald Street): Retain north/south publically accessible pedestrian links through the site.	Enhanced pedestrian connectivity.
St Joseph's Catholic School (50 Fitzgerald Street): Investigate opportunities for potential community related services/facilities to be located on this site.	Location, buildings and ownership could provide the opportunity for community related uses and services.
St Joseph's Catholic School (50 Fitzgerald Street): Advocate for publically accessible open space to be provided on this site.	Site with potential for publically accessible open space to provide a great amount of open space to the local community.



PRINCES GARDENS



FORREST HILL	1
TOORAK RD CENTRAL/SOUTH YARRA SIDINGS	2
TOORAK ROAD WEST	3
SURREY ROAD	4
JAM FACTORY DISTRICT	5
GROSVENOR GARDENS	6
PRINCES GARDENS	7
MARKET DISTRICT	8
GREVILLE VILLAGE	9
WINDSOR VILLAGE	10



at a glance

The Vibe

- Diverse area with large open spaces, youth- based culture.
- High Street: local shopping and shops that have been around for some time, eg. hardware, bike shop, Centrelink and recent retail within the Trilogy building.
- Clifton/Mount/ Regent Streets— light industrial, tight spaces, confused in transition. Hard surfaces with landscaping only within old housing sites. Many crossovers.
- Clifton Street is under radical transformation with the introduction of a large mixed used development on the former Vision Australia Site. Trilogy activates Clifton Street and increases pedestrian space along footpaths.
- Bang Street, industrial mixed use with public housing.
- Anchor Place/Cecil Place – alternative, converted light industrial units.
- King Street – starting to feel leafy, continuing presence of social housing, presence of Chapel Street emerges.
- Social housing estate on Princes Street – large, presence in the skyline.
- Essex Street –social housing estate and the Prahran Aquatic Centre



Chapel off Chapel



Basketball Court in the Princes Gardens Community Hub



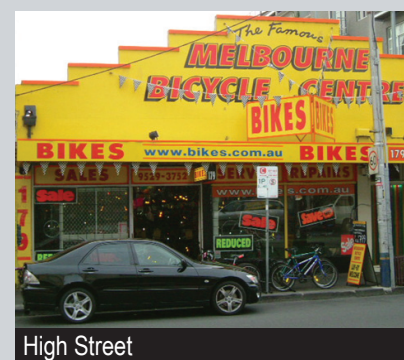
Public housing



King Street



King Street



High Street



Regent Street



Mount Street



Clifton Street

at a glance

- Princes Gardens which is a diverse, active and passive, safe, sunken oval, play ground, child care centre, tennis courts, the Prahran Aquatic Centre which has within it Chapel off Chapel.
- The Prahran Aquatic Centre – open, outdoor is a feature, with public housing towers visible from within the pool. Sentimental and real.
- The basket ball court and skate ramp to the north with a “New York Bronx” feel.
- Medical uses along Malvern Road with entrances to Horace Petty Estate and Princes Gardens.
- Horace Petty Estate – large towers surrounded by open space.
- Many green areas which are a hidden oasis from busy Chapel Street and all the cars / shopping.
- North/ South street subdivision pattern.
- Substantially large sites :
 - Horace Petty site
 - Princes Gardens, Prahran Aquatic Centre and Chapel off Chapel
 - Princes Close housing site
 - Bang Street housing site
 - Essex Street housing site
 - The Hospital
 - Former Vision Australia site



Sunken Oval, Princes Gardens

Influences

- Established medical uses
- DHS and social housing estates
- Established communities on social housing estates
- Princes Gardens
- Chapel off Chapel
- Light industrial use



Community Facilities & Use

- Refer to Community Framework Plan
- Chapel off Chapel
- Centrelink
- Police station in close proximity
- Prahran Aquatic Centre
- Princes Close Childcare Centre
- Maternal and Child Health Centre
- South Yarra Preschool and adventure playground

Open Spaces

- Princes Gardens
- Tennis court in Princes Gardens
- Basketball court and skate ramp at Princes Gardens
- Open space surrounding social housing estates, in particular the Horace Petty Estate



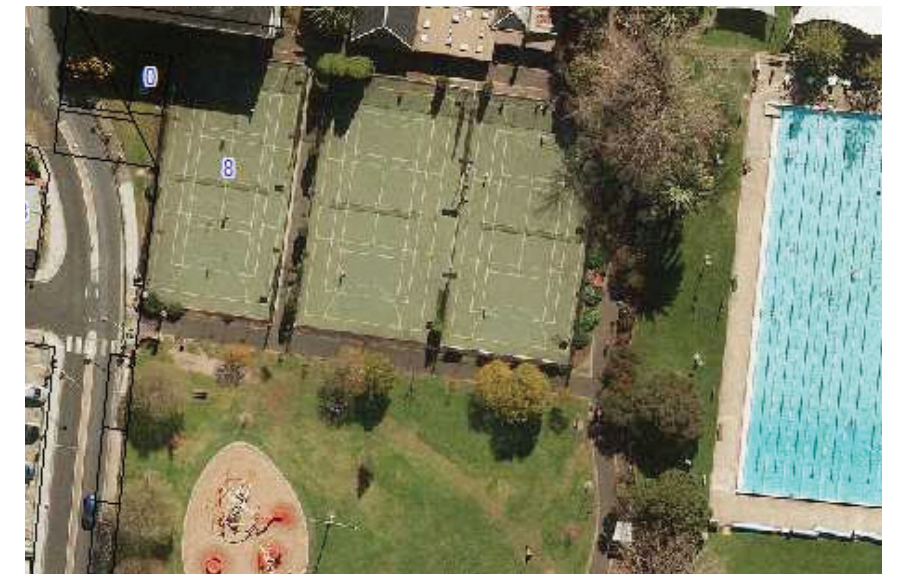
Centrelink



Prahran Aquatic Centre



Chapel off Chapel



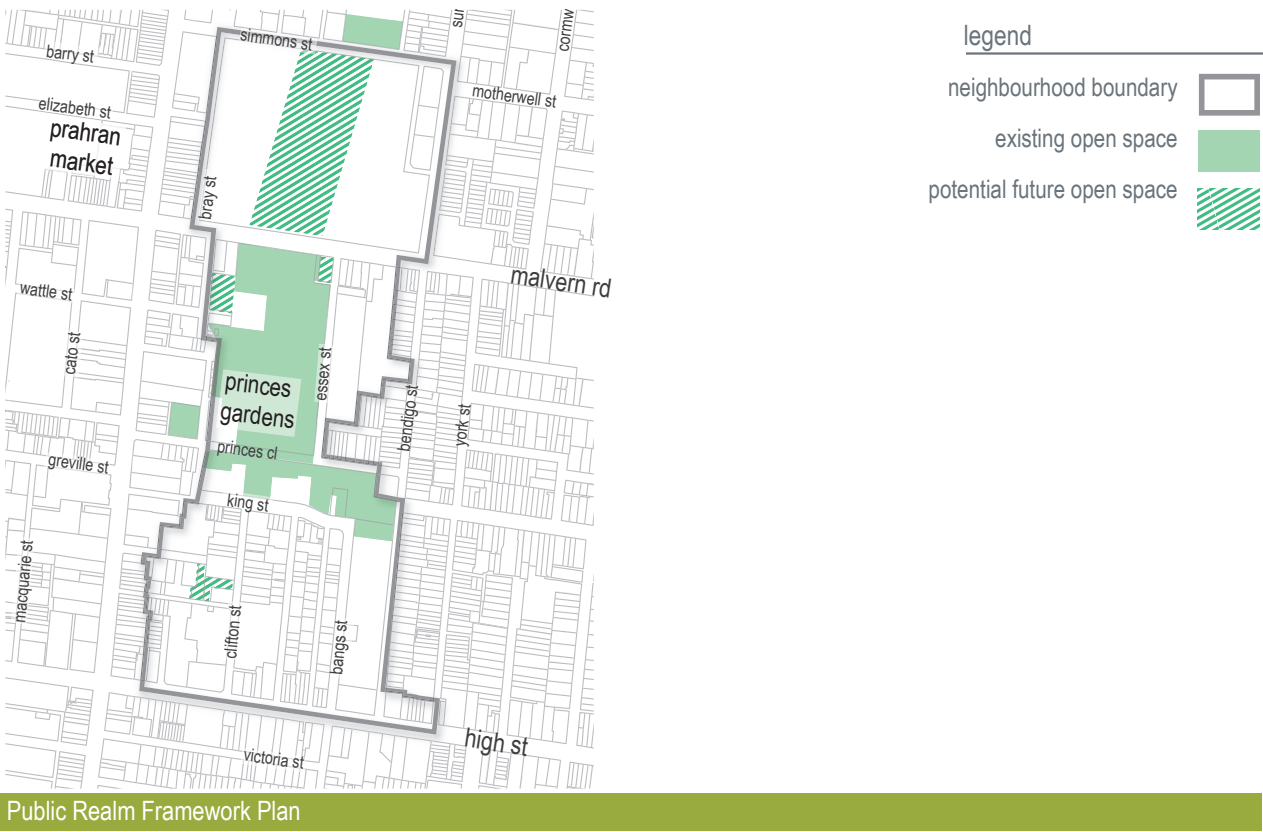
Tennis courts, skate ramp & Prahran Aquatic Centre



New additions to the Horace Petty Housing Estate

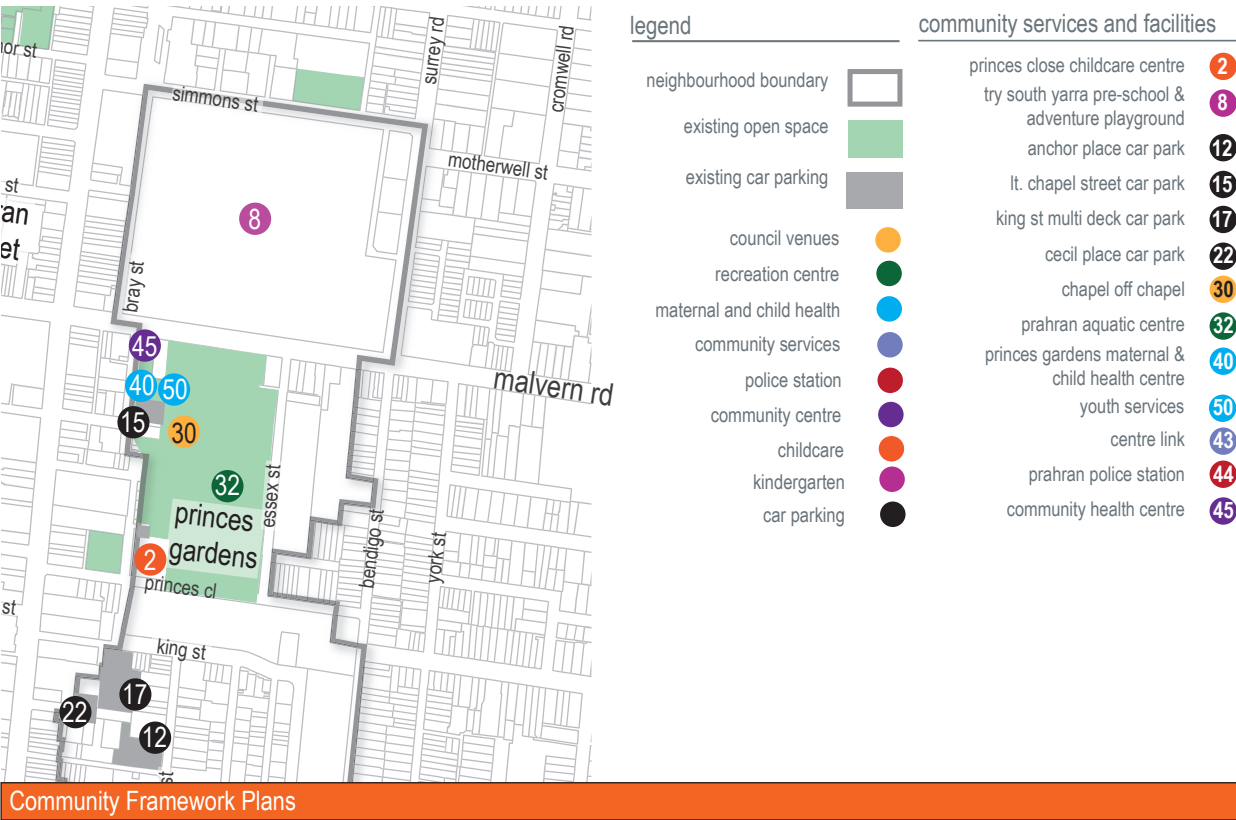
opportunities

Recommendation/ Opportunity	Rationale
MOVEMENT	
Retain and enhance link through the King Street car park site to provide pedestrian connectivity from Cecil Place to King Street.	Retain pedestrian permeability through these sites to encourage more sustainable forms of movement throughout the Activity Centre.
Encourage vehicle access from Bang Street for properties fronting Regent Street to remove vehicle crossings on eastern side of Regent Street.	Provide widened footpaths to cater for the transition of this area from industrial to mixed use, anticipated growth in this area and to reduce conflict frontages.
Require a new north-south pedestrian link which improves connectivity from the Horace Petty Housing Site to the Dyeworks Park to the Jam Factory site.	Improve north/ south pedestrian connectivity from the Jam Factory and Environs District to Princess Gardens through the Horace Petty Estate.
Reinforce pedestrian links between Princes Gardens and Cato Street by creating pedestrian priority spaces e.g. creating wider footpaths and extending outstanding into Chapel Street at the corner of Carlton/Wattle Street and a crossing point.	Princess Gardens mirrors Cato Street. Need to maximise this east-west links across.
Investigate a new east-west pedestrian links as public open space or publically accessible open space to enhance pedestrian connections between Clifton Street and Bendigo Street, either as part of future developments or via land acquisitions.	<p>Increase and improve public open space to enhance the public realm and pedestrian movements within an area undergoing transition to mixed use/higher density housing.</p> <p>To encourage sustainable movement within the Activity Centre.</p> <p>Strategies for Creating Open Space.</p> <p>Public Realm Strategy.</p>
PUBLIC REALM	
New links/lanes, expanded footpaths and pedestrian spaces to create an opportunity for public open space in locations such as Anchor Place and Bendigo, Bangs, Regent, Mount and Clifton Streets.	<p>Provision of public open space within the public realm for outdoor dining and recreation.</p> <p>Strategies for Creating Open Space.</p>
Investigate the opportunity to create a new public pocket park on the car park at 19 Cecil Place.	Provide a greater amount of public open space and pocket parks.
Prepare a masterplan for Bang, Regent, Mount and King Street as an area in transition to mixed use area.	To provide strategic direction and program for streetscape improvements for the area.
Investigate opportunities to widen footpaths on the eastern side of Regent Street, including considering the removal of on street parking.	Provide widened footpaths to cater for the transition of this area from industrial to mixed use and to provide more space for greening up these streets.
Provide a tree lined footpath along the eastern side of Bang Street.	To provide a green corridor along Bang Street.
Social housing estates: Require a master plan which strategically considers all public housing sites within the Activity Centre, in consultation with Council and the Community.	A master plan process will work through key issues and challenges for this site. The master plan should consider the recommendations made for social housing estates outlined in this Structure Plan and as part of separate targeted consultation with Council.
Social housing estates: Require publically accessible open spaces on the Horace Petty Estate and all public housing sites in the Activity Centre, particularly open spaces which integrate and/or link to the existing and/or proposed open space network.	Provide open space as a fundamental asset to the community and future generations on these key strategic sites which are interconnected and linked to existing and proposed networks to facilitate alternative modes of movement within the Centre such as walking and cycling.
Princes Gardens: Investigate opportunities to undergrounding car parking.	Consolidate Council assets and provide more open space at ground level.
Princes Gardens: Investigate opportunities to expand the park and provide more open space.	Expand Princes Gardens to cater for a growing population and to provide a greater amount of public open space for future generations.



opportunities

Recommendation/ Opportunity	Rationale
PUBLIC REALM (CONTINUED)	
Princes Gardens: Retain sunken oval as an important feature of Princes Gardens.	The sunken oval in Princes Gardens is a valued and unique attribute to public open space within the Activity Centre.
Princes Gardens: Improving pedestrian links through the park.	Some of the pedestrian links within the Princes Gardens limit sightlines and do not cater for pedestrian desire lines.
Princes Gardens: Ongoing master planning for Princes Gardens.	To ensure the long term aspirations for the garden are addressed.
Princes Gardens: Opportunity to consolidate community services.	To consolidate community services to reduce the footprint of community buildings on this site and to increase the amount of public open space.
Princes Gardens: Improve presence of this parkland.	Open up view lines to the park and improved access through green links and better connections to the site.
Princes Gardens: Investigate opportunities to better integrate buildings within the park, particularly heritage buildings.	Provide improved interfaces to existing buildings within Princes Gardens, to improve safety, passive surveillance and amenity.
DEVELOPMENT AND LAND USE	
Allow for low impact light industry uses which serve the local community to continue along the west side of Bang Street.	To accommodate land which caters for the local service industry and a range of mixed uses at ground level. To activate a new economy off the mainstreet.
Require a street setback on the east side of Bangs Street.	To widen footpaths to improve access in areas undergoing transition to higher density development. To provide opportunity for landscaping and greening within the public realm.
Require a street setback of up to 2 metres on the west side of Clifton Street.	To widen footpaths to improved access in areas undergoing transition to higher density development. To provide opportunity for landscaping and greening within the public realm.
Require a street setback of up to 1 metre on the west side of Mount Street from High Street to King Street and the north side of Anchor Place (3, 11-13 Anchor Place and along the south boundary of 10 Cecil Place).	To widen footpaths to improve access in areas undergoing transition to higher density development. To provide opportunity for landscaping and greening within the public realm.
New east/ west pedestrian link connecting Clifton Street to Bendigo Street.	Improve midblock east/west connectivity from Bendigo Street to Chapel Street. To activate a new economy off the mainstreet.
Widen footpath - require up to 1 metre setback on western side of Little Chapel Street to provide pedestrian priority space.	Provide widened footpaths to cater for the transition of this area from industrial to mixed use and to provide more space for greening up these streets. To activate a new economy off the mainstreet.
Investigate opportunities to underground or relocate the substation in Anchor Place to improve laneway activation and to provide up to a 1 metre setback at ground level at 3 Anchor Place, 11-13 Anchor Place and 10 Cecil Place along the south boundary to Anchor Place.	Provide for pedestrian space and an improved public realm.
Require a 1 metre setback to the north side of Anchor Place.	Provide pedestrian environments and areas which can be occupied for commercial activity and activation within Anchor Place. To provide improved pedestrian access and public realm space for laneway activity in front of 10 Anchor Place.



opportunities

Recommendation/ Opportunity	Rationale
RESPONSE SITES	
Bang Street public housing site: require an east/west pedestrian link through the Bang Street public housing site particularly from Bang Street to Bendigo Street.	Improve pedestrian connectivity from Bendigo Street to Bang Street.
Bang Street public housing site: Allow for commercial uses that activate the ground floor frontage of Bang Street.	To allow greater flexibility of uses along the Bang Street frontage to activate this street and provide commercial floor space and employment space for public housing residents.
Bang Street public housing site: Require a transitional and sensitive interface to residential properties to the east of this site.	To ensure new development on this site respects the transition to residential lots in Bendigo Street.
Bang Street public housing site: Encourage the revitalisation of the Bang Street public housing site.	The building stock along Bang Street is at the end of its economic life and this stock should be revitalised.
Bang Street public housing site: Advocate a setbacks to increase the footpath width along eastern side of Bang Street and consider the opportunity to create a separate bicycle path within this footpath from High Street to Princes Gardens.	To provide for a widened pedestrian footpath and bicycle lane within the Bang Street public housing site.
Victoria House Hospital site: Provide a new east/west pedestrian link from Bendigo Street to Essex Street.	To improve pedestrian connectivity to Princes Gardens from Bendigo Street.
Victoria House Hospital site: Encourage the retention of medical uses on this site.	Provide medical uses as an important contribution to the Activity Centre and to compliment surrounding large scale medical precincts such as the Alfred Hospital.
Victoria House Hospital site: Encourage new development fronting Bendigo Street to respect the fine grain residential character and residential amenity of this street.	The Vivctoria House Hospital is purchasing residential lots in Bendigo Street which is currently being used for car parking. If a redevelopment of this amalgamated site occurs, development fronting Bendigo Street must respect the residential character and context of this street.
Victoria House Hospital site: Encourage reuse and retention of Victorian era buildings fronting Malvern Road as contributing buildings to the local area.	The Victorian era buildings fronting Malvern Road are not protected by a heritage overlay, however these buildings are identified as providing an important character and contribute to the sense of place. It is recommended that these building be retained on this response site if redevelopment threatens their removal.
Essex Street public housing site: New east/west link through to Bendigo Street.	Investigate the provision of a new east/west link through the site which will provide a long term connection to Bendigo Street via the Victoria House Hospital site. This link aims to improve pedestrian connectivity to the Princes Gardens Park.
Essex Street public housing site: Reinstate a street wall parallel to Essex Street and better integrate this site within this neighbourhood.	Improve the layout and presentation of buildings along the Essex Street public housing site.
Social housing estates: Require active street frontage along main roads and in side streets.	Provide active frontage to main roads and to key streets within the site to improve safety and integration.
Social housing estates: Encourage the development of inclusive communities by improving internal amenity and hertiage significance of any buildings to be retained.	Improve perceptions of safety and utilisation of open space within and through the site.

Recommendation/ Opportunity	Rationale
RESPONSE SITES	
Social housing estates: Consider the provision of retail and commercial uses on these sites service the broader community and not just residents within the estate.	Integrate the uses developed on these sites with the broader community.
Social housing estates: Linking open space on social housing estates to surrounding open spaces.	Integration and connectivity.
Social housing estates: High quality design and internal amenity of new buildings, including acoustic treatment between living uses and/or common spaces.	High quality urban design, integration, and improved internal amenity and perceptions of safety by reducing noise.
Social housing estates: Improve the integration of these large sites by any new development contributing to limiting an island effect.	Eliminate the island effect caused by these large strategic sites.
Social housing estates: Encourage the reconnection with the surrounding street network and reconsider operation of these networks.	Re-establish a series of streets and networks within the Horace Petty Estate site to reduce the island effect of such a large consolidated land parcel within the Activity Centre.
Social housing estates: Encourage a variety of buildings and designs to remove the homogenous nature of buildings within social housing estates to better integrate with the fine grain character of the local area.	Diversity of building stock to remove stigma and island effect.
Social housing estates: Consider incorporating references to the history of the sites as part of a redevelopment.	To investigate the history of the site and to respect this history as part of any major reconfiguration of the site.
Social housing sites: Address the needs and wellbeing of the current and future community.	Provide a range of services for the Housing Estate community.
Social housing estates: Protect and foster social networks within social housing estates.	Social networks are important to a healthy and resilient community.
Social housing estates: Consider opportunities for community services and uses within social housing estates.	Provide space for identified community uses and services within these large strategic sites.
Social housing estates: Discourage undesirable uses on social housing estates or uses which cause antisocial behaviour or alcohol related harm.	To limit undesirable uses on these sites adjacent to vulnerable communities.
Social housing estates: Provision of substantial landscaping on social housing estates, particularly with vegetation that attracts a mix of exotic and native birds.	Provide substantial landscaping within these sites to encourage ecological diversity within the Activity Centre and provide spaces of green relief for the community.
Social housing estates: Opportunity to provide flexibility to allow commercial activity on the site to provide employment opportunities for social housing tenants.	Provision of employment opportunities for public housing residence.

opportunities

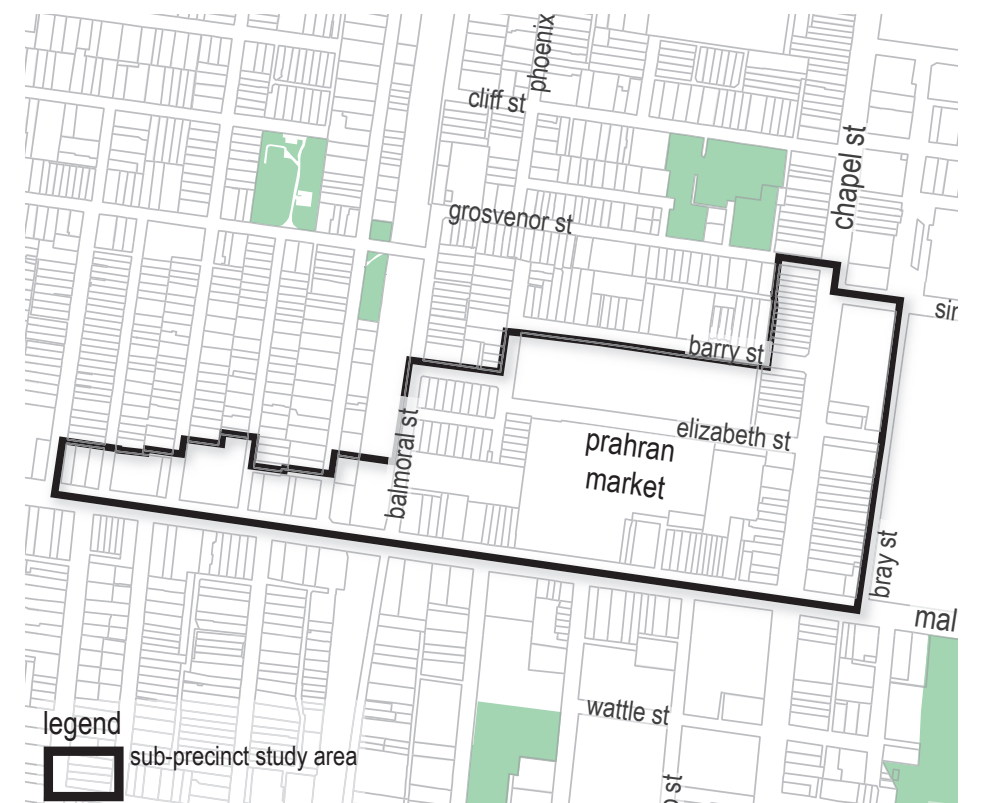
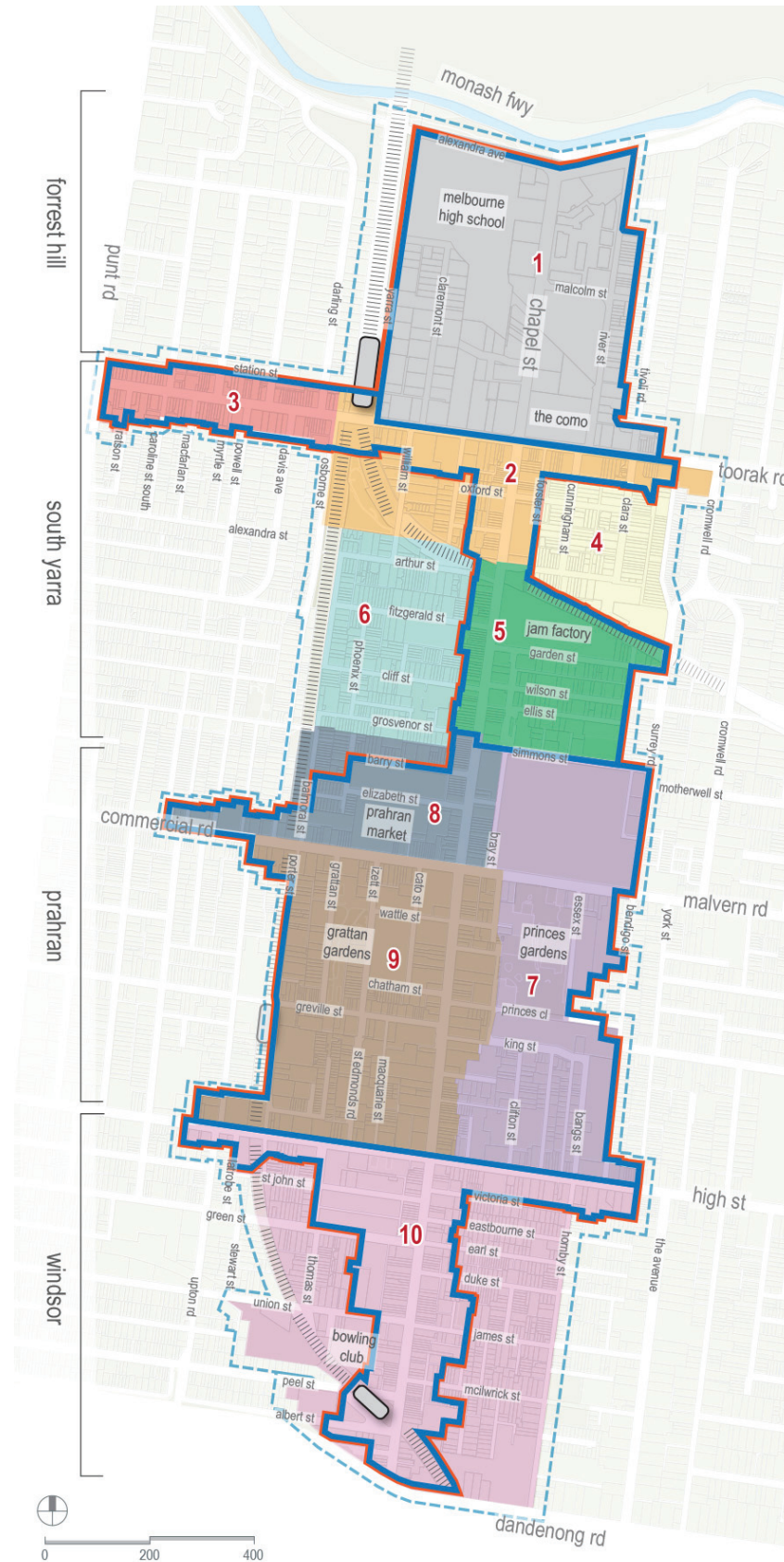
Recommendation/ Opportunity	Rationale
STRATEGIC DEVELOPMENT SITES	
Horace Petty Estate: Require a north/ south and east/ west pedestrian link through the Horace Petty Estate.	To formalise important pedestrian links through this site to provide an alternative off road network within the Activity Centre which improves connections such as connectivity to the Princes Gardens, Jam Factory and the new public park on Surrey Road.
Horace Petty Estate: Encourage a north-south lineal parkland.	Formalise a new north/south lineal parkland through the public housing site as an important recreational space which is welcoming and available to the entire community.
Investigate the realignment of the Bray Street and Little Chapel Street intersection and widen Bray Street.	The potential to realign a troublesome intersection and widen Bray Street to accommodate a wider footpath along the west side to facilitate the activation of the rear of Chapel Street shops.
Horace Petty Estate: Encourage active frontages along Bray Street and at the Bray Street/Simmons Street junction.	To activate the rear of shops and provide land uses along the Horace Petty Estate site which activate Bray Street.
Horace Petty Housing Estate: Encourage a consistent street wall and buildings to the street edge along Malvern Road to reflect the character of the nearby Victorian era street wall.	To provide street wall and interface along Malvern Road which is consistent with the existing Victorian main street character.
Horace Petty Estate: Encourage new development to overlook streets and open spaces.	Improve safety and passive surveillance of the area.
Horace Petty Estate: Activate Malvern Road at ground level with commercial floor space and consider the provision of outdoor dining.	Activate a key commercial corridor in the Activity Centre and provide greater integration of this site.
Horace Petty Estate: Advocate for, as Council's position, approximately 2 hectares of north facing open space as Council's on the Horace Petty Estate.	Provide open space as a fundamental asset to the community and future generations on this strategic site.
Horace Petty Estate: Encourage the remove of the 'Y' towers on the Horace Petty Estate.	These towers shadow open space and dominate the skyline and contribute to the stigma of the site.

MARKET DISTRICT



8 MARKET DISTRICT

FORREST HILL	1
TOORAK RD CENTRAL/SOUTH YARRA SIDINGS	2
TOORAK ROAD WEST	3
SURREY ROAD	4
JAM FACTORY DISTRICT	5
GROSVENOR GARDENS	6
PRINCES GARDENS	7
MARKET DISTRICT	8
GREVILLE VILLAGE	9
WINDSOR VILLAGE	10



at a glance

The Vibe

- Vibrant market place during market days.
- Market is an attraction to local residents.
- A key attraction is the car parking in Elizabeth Street; Nightclubs and nightlife provide an active and busy period at night.
- Two large venues with 24 hour liquor licences.
- 24 hour take away food venues such as KFC, McDonalds and Lambs on Chapel attract people through the night, particularly on weekends.



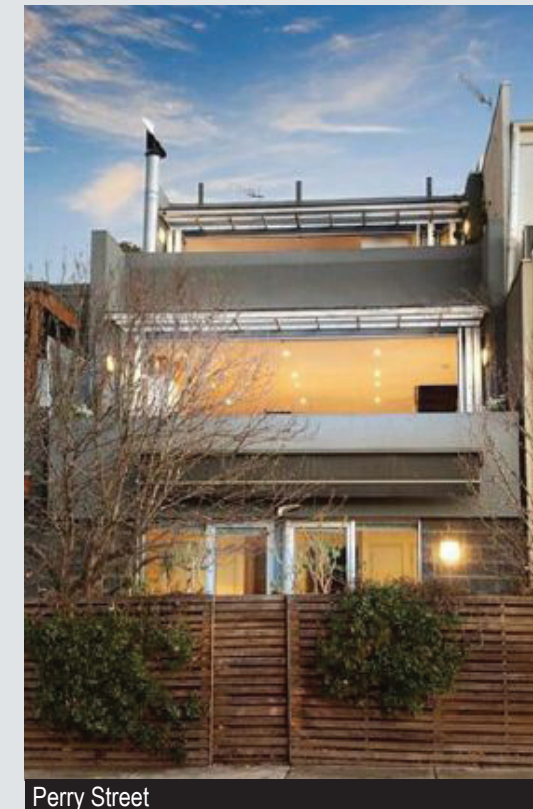
Chapel Street (Looking North)



Corner of Chapel and Elizabeth Streets



Chapel Street (Looking South)



Perry Street

at a glance

Community Facilities & Uses

- Refer to Community Framework Plan
- Prahran Market
- Elizabeth Street car park
- Greek Church and hall
- Residential
- Serviced apartments
- Aldi
- Night clubs (licensed venues 24/7)
- Boutique retail, shops and offices
- Cafes
- Gym
- Bank
- Large take away chains
- Dick Smith

Public Open Spaces

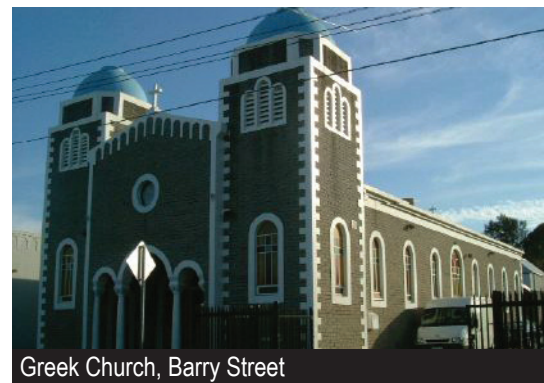
- Plaza in the Prahran market

Influences

- Vibrancy at the corner of Simmons Street and Chapel Street
- Prahran Market
- Elizabeth Street car park
- Access to Prahran Station not used
- Aldi
- Night clubs
- KFC, McDonalds
- Retail along Chapel Street



Barry Street



Greek Church, Barry Street



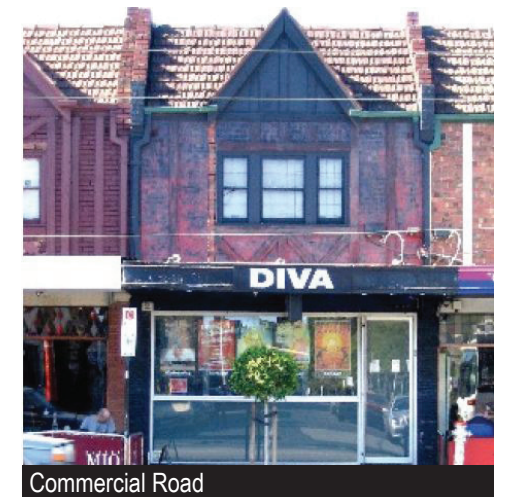
ALDI, Elizabeth Street



Prahran Market



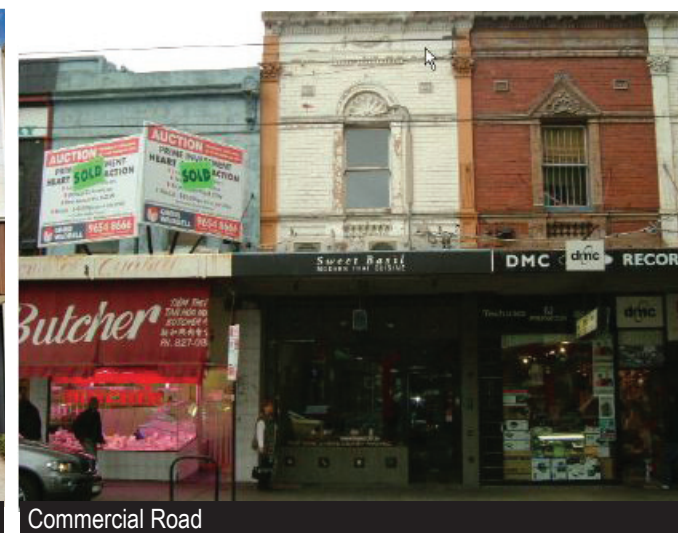
Elizabeth Street car park



Commercial Road



Balmoral Place



Commercial Road



Corner of Chapel and Simmons Streets

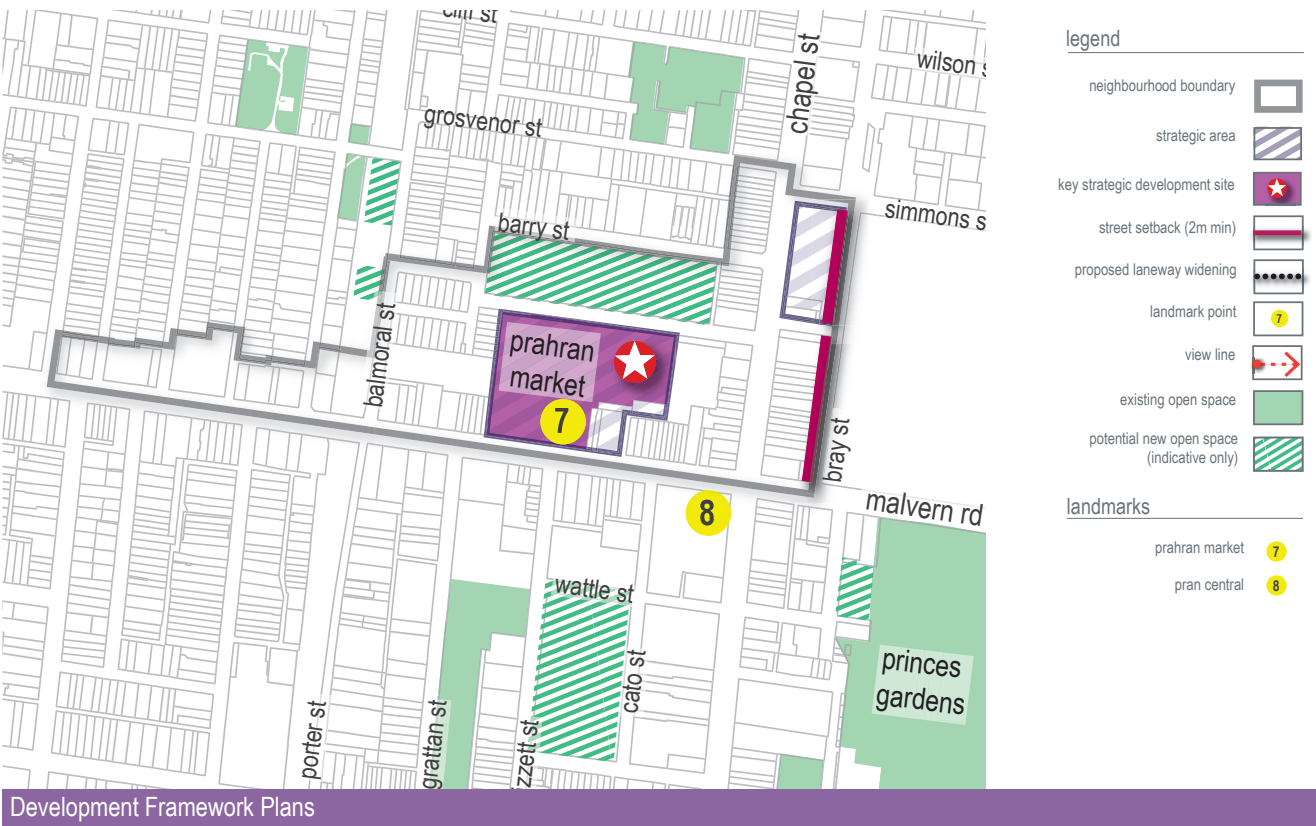
opportunities

Recommendation/ Opportunity	Rationale
MOVEMENT	
Improve links from the Prahran Market to the Prahran Train Station.	Improve pedestrian connectivity to and from the Prahran Train Station.
Provide pedestrian links through the Prahran Market.	Provide pedestrian connectivity through the Prahran Market site.
Improve east/west pedestrian connectivity from Barry Street to the Horace Petty Estate.	To improve pedestrian connectivity from the Elizabeth Street car park site to Horace Petty Estate pedestrian links.
Investigate the opportunity for shared space in Elizabeth Street to pedestrianise the area.	To provide for pedestrian orientated space within Elizabeth Street.
PUBLIC REALM	
Investigate the potential for a new plaza in Simmons Street between Chapel Street and Bray Street.	Provision of new open space.
Retain a public plaza at the Prahran Market.	To continue to provide valued public open space within the Prahran Market.
Prepare a public realm improvements Masterplan for the Market District. Public realm opportunities could include greening up Elizabeth Street, Grey Street, Simmons Street and Bray Street (western side).	To improve the public realm and encourage the activation of buildings to side streets off Chapel Street.
Undertake a laneway program for the north/south laneway between 219 and 223 Commercial Road South Yarra to provide a new and active pedestrianised environment.	To provide new and interesting laneway and environments.
Develop a streetscape improvements masterplan for the Market District.	To provide a strategic direction and program for streetscape improvements in this area.



opportunities

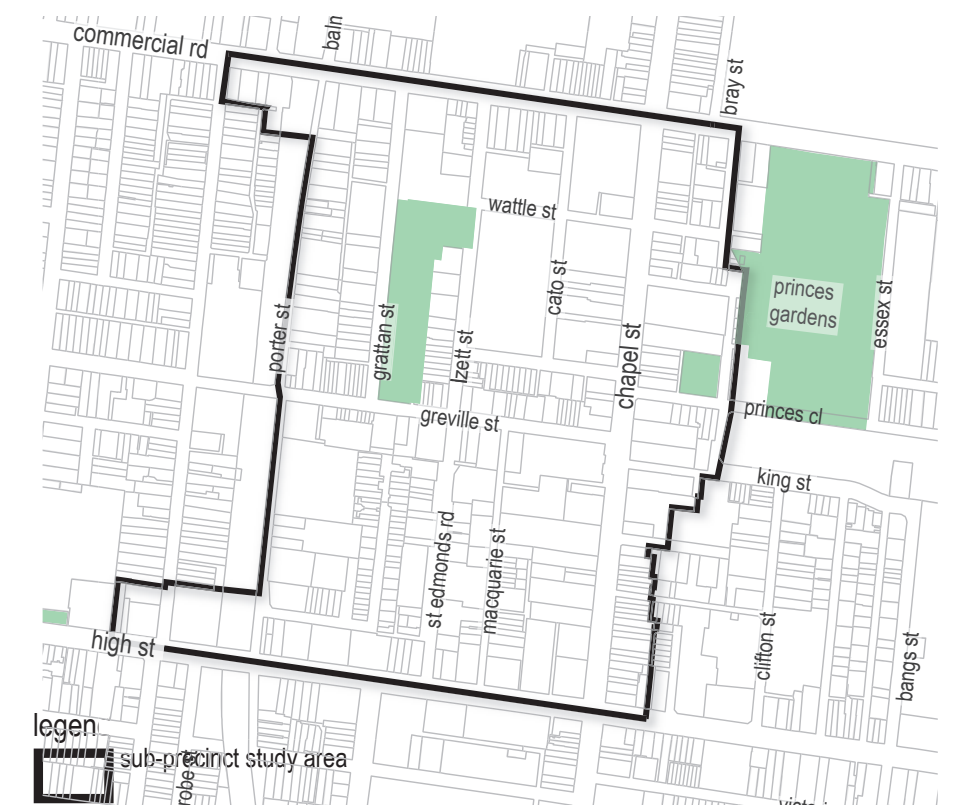
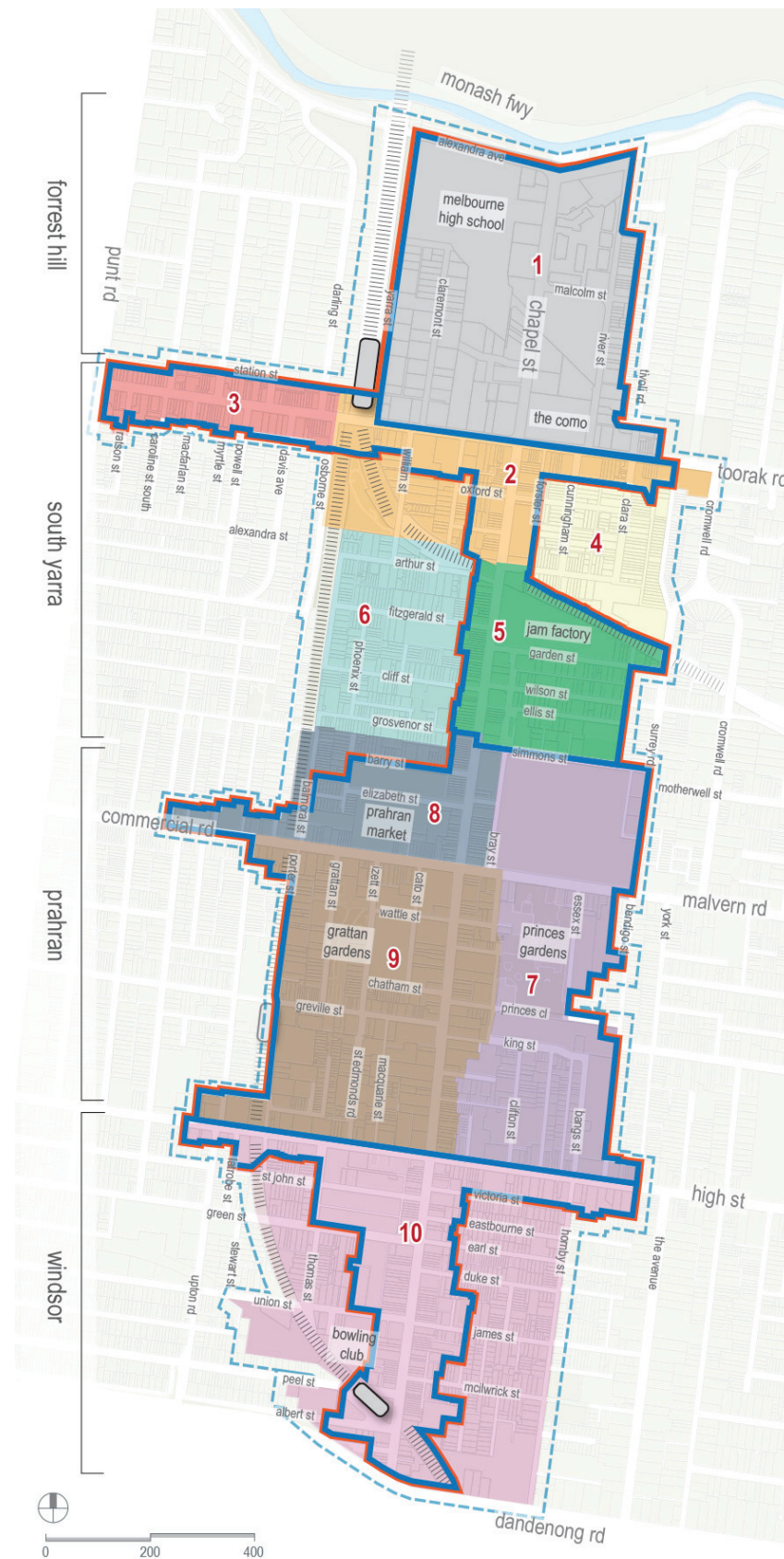
Recommendation/ Opportunity	Rationale
DEVELOPMENT AND LAND USE	
Activate buildings fronting side streets and lanes within the Market District.	To provide more active spaces at ground level.
Activate Elizabeth Street and the street wall along Elizabeth Street at north/west corner of Chapel Street and Elizabeth Street - 383 Chapel Street South Yarra.	To improve the interface of buildings fronting Elizabeth Street and to activate blank street wall to create a vibrant environment, and to improve perceptions of safety and passive surveillance in this area.
Potential new east/west pedestrian link to the Prahran Market from Balmoral Street through 3 Balmoral Street.	To provide a new link into the market if this site is ever redeveloped with potential uses that compliment the Market.
Require a new east/west pedestrian laneway through 219-221 Commercial Road which connects the Prahran Market car park to the existing north/south laneway abutting this site.	To create a new and vibrant connection and link from an existing dead end laneway to the Prahran Market.
Activate the south-west corner of Simmons Street and Bray Street to compliment surrounding uses and life/vibrancy of this junction.	The junction of Simmons and Chapel Street is a vibrant and active area along Chapel Street. This vibrancy can be extended to the corner of Simmons Street and Bray Street.
Elizabeth Street car park site: Investigate the opportunity for a new public open space on the Elizabeth Street car park site.	Opportunity to use existing Council land for public open space.
Elizabeth Street Car park site: undertake an investigation to consider efficient use of this community owned asset, including consideration of undergrounding this car park, potentially under the Prahran Market shed.	To consolidate community assets within the Activity Centre for alternative community needs as determined by the generation at the time.
Widen and setback west side of Bray Street between Simmons Street and Malvern Road.	<p>To improve north-south pedestrian links between the Jam Factory and Malvern Road and from the Horace Petty Estate to the Princes Gardens.</p> <p>To provide for activation of the rear of Chapel Street shops and improved pedestrian spaces, particularly at 402 Chapel Street where title is owned to the curb of Bray Street.</p> <p>To widen footpaths to improved access in areas undergoing transition. To provide opportunity for landscaping and greening within the public realm.</p> <p>To improve and provides footpaths for all people, including those with disabilities.</p>
RESPONSE SITES	
Aldi site: Provide a new pedestrian link through this site which connects to the existing laneways.	To improve pedestrian connectivity.
Aldi site: Activation of pedestrian links including the laneway to the south of this site.	To provide the potential for a shared active space which links into the broader pedestrian network.
Aldi site: provide a setback to widen the laneway width to the south of this site within this property.	To provide the potential for a shared space with laneways to the rear of main roads.
KEY STRATEGIC DEVELOPMENT SITES	
Prahran Market site: Rentention of makret sheds and natural light to the Market.	The market sheds provide natural light to the Market and are fundamental to the operation and character of the Market
Prahran Market site: Retaining the operation of the Prahran Market as an important and iconic community facility and service	To provide the ongoing supply of fresh food and produce in a market setting.
Prahran Market site: Encourage the Prahran Market to extend operational days (possibly 7 days) to provide fresh food and produce to the community.	To provide fresh food and produce 7 days per week and to provide ongoing vibrant and economic activity generated by the Market.



GREVILLE VILLAGE



FORREST HILL	1
TOORAK RD CENTRAL/SOUTH YARRA SIDINGS	2
TOORAK ROAD WEST	3
SURREY ROAD	4
JAM FACTORY DISTRICT	5
GROSVENOR GARDENS	6
PRINCES GARDENS	7
MARKET DISTRICT	8
GREVILLE VILLAGE	9
WINDSOR VILLAGE	10



at a glance

The Vibe

High Street

- From former light industrial to grand/heritage department stores and buildings as you move from west to east.



Porter Street

- Residential area converted to industrial in the 1960s, generally small, narrow sites, footpaths/ roads, abutting railway line and at part a steep railway embankment. Emerging character and crossovers dominate the public realm. There is a feeling of needing to be alert as you walk down this street due to narrow footpaths, obstacles and competition for space.
- Potential redevelopment sites.
- Narrowness, lack of sightlines/potential hidden spaces, railway line and embankment in parts adds to a feeling of being unsafe as a pedestrian during the day and night.
- Passive surveillance from upper levels of new development.
- Vehicle access route travelling south with no traffic calming measures.



Porter Street - Greville Street to Commercial Road

- Some sites setback, mismatched public realm, with driveways and setbacks borrowed to assist pedestrians to navigate north/south.
- Light industrial uses, mixed in with town houses.



Grattan Street

- Parkland to east and changing environment along western side transitioning from former industrial/residential uses to mixed use developments.
- Retail allowed as part of interim controls, some garage style retail commencing.
- Narrow footpaths.
- Laneway to rear for some of the larger lots.
- Mixed use forming with active ground levels (gym etc).



Percy Street

- Predominately a single/double to three storey residential street with front landscaped setbacks. Some new town house additions.



St Edmonds Road

- Mixture of town house development, new large townhouses, apartments and former light industrial/warehouse buildings with undercroft car parking.



at a glance

Macquarie Street

- Narrow north/ south street, one way south bound with former industrial/warehouse uses and housing sites in transition. New development is dominated by crossovers and access provided to St Edmonds Road frontages.



Macquarie Street Prahran



Macquarie Street Prahran



Macquarie Street Prahran



Macquarie Street Prahran

Izett Street

- Small terrace houses converted to commercial use, rich in character and fine grain.
- Street in transition to mixed use development with balconies overlooking street, some sites gain access to Izett Street and crossover.
- Cato Street car park entry and exit. No pedestrian footpath on the eastern side of Izett Street along the Cato Street car park.
- Pedestrian crossing at Grattan Gardens
- Entry to Safeway car park and loading dock along Izett Street, conflicts with pedestrians. Blank interface to Izett Street.



Izett Street Prahran



Izett Street

Chatham Street

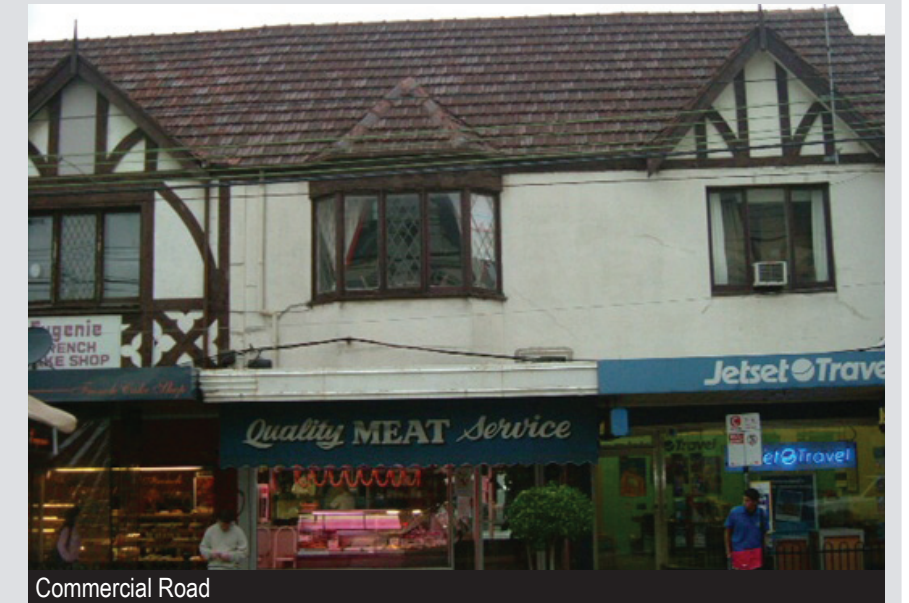
- Small terrace housing, and a redevelopment site.
- Entry and exit to Cato Street car park



Chatham Street

Chapel Street (High Street to Commercial Road)

- Existing heritage buildings ranging from Victorian era to the Emporium style architecture of 1910.
- High street walls to Chapel Street with grand architecture
- Central retail/community hub
- Large anchor tenants (supermarkets and Dan Murphy's)
- Transition to fine grain retail in Greville Street from large anchor tenants.



Commercial Road

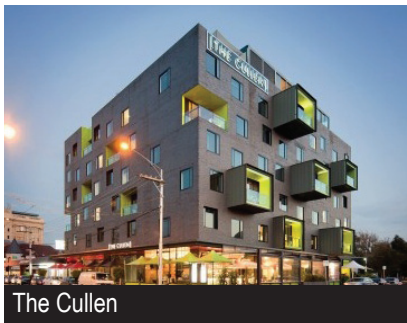


Former court house & fire station

at a glance

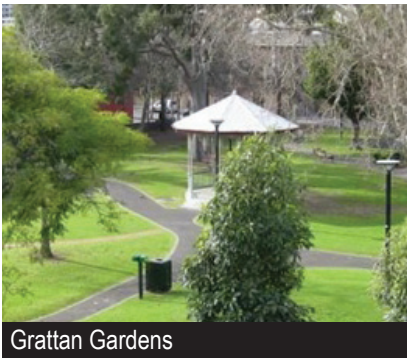
Influences

- Connection to Prahran station – Chapel Street to Prahran station link along Greville Street.
- Cato Street car park.
- Anchor tenants – Coles, Safeway, Dan Murphy's, JB Hi Fi, Rebel
- Council services in Town Hall. Prahran library, functions on Chapel, adjacent to Prahran Market.
- Laneways and small streets off key principal activity streets.
- Existing reminisce of industrial/warehouse uses in Porter Street.
- Civic centre – Prahran Town Hall, Function on Chapel, Prahran Library, Grattan Gardens Community Centre.



Community Facilities & Land Uses

- Refer to Community Framework Plan
- Grattan Gardens Community Centre
- Prahran Library
- Prahran Town Hall & former court house
- Car park Little Chapel Street
- Prahran Mission
- Large anchor stores (ie. Coles & Safeway)
- Side streets and upstairs performing uses
- Medical
- Studio spaces
- Exercise venues – gyms, studios etc
- Office
- Boutique retail
- High end restaurants and bars
- Residential



Public Open Spaces

- Grattan Gardens
- Plaza in Pran Central
- Prahran Library foyer
- Prahran Town Hall forecourt



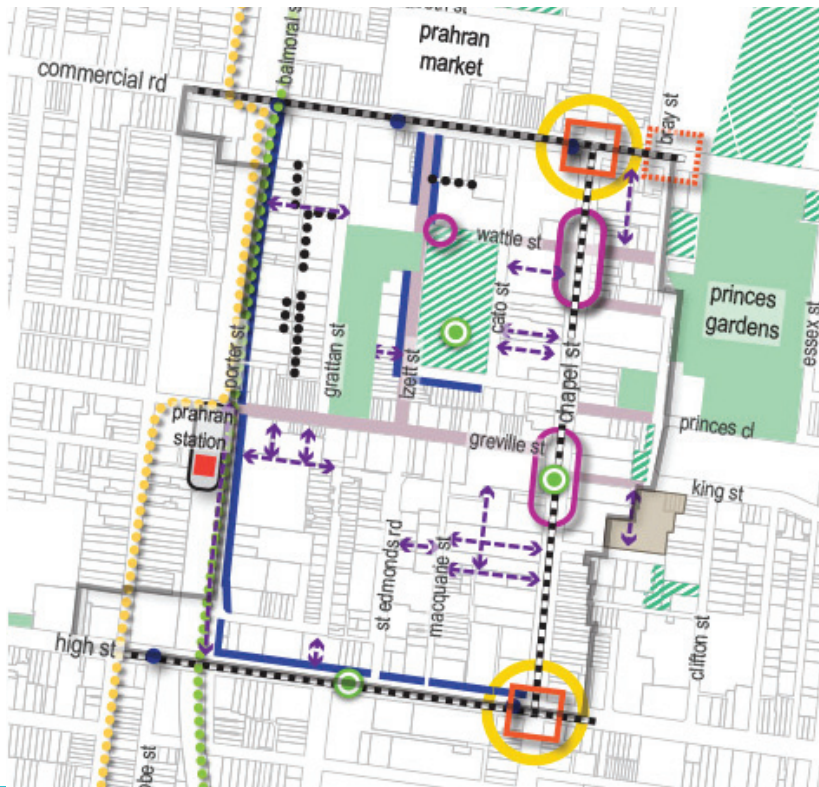
Additional Landmark Buildings

- Chapel Street Big Store Building
- Railway station
- Prahran Town Hall
- Chapel Street Emporium buildings
- Former Station Hotel building

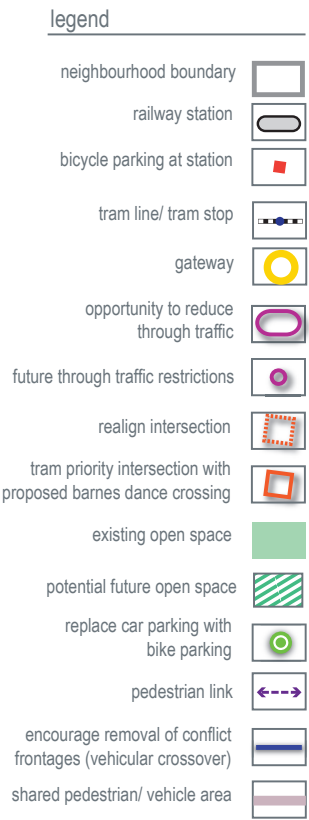


opportunities

Recommendation/ Opportunity	Rationale
MOVEMENT	
Require the continuation of east/west internal pedestrian links through heritage buildings which connect Chapel Street to Cato Street.	Retain existing internal links which strategically connect Cato Street car park to Chapel Street as key connections to Chapel Street.
Improve pedestrian/vehicle crossing at Greville Street / St Edmonds Road intersection.	To reduce pedestrian/vehicle conflict and improve pedestrian safety and the urban design treatment of this intersection.
Investigate opportunities to provide a new east/ west pedestrian link to improve connectivity from Grattan to Porter Street.	To improve connectivity and connections to Grattan Gardens including access to a future potential bike link along the Sandringham railway corridor and other strategic links within the activity centre, such as Wattle/Carlton Street to Princes Gardens.
Investigate opportunities for a new east/west pedestrian link from Cato to Chapel Street.	To improve connectivity from the Cato Street car park site to Chapel Street.
Advocate for the extension of platforms at Prahran Station to connect with High Street and create new entry/exit points to the station from High Street.	Pedestrians are currently following desire lines which exit Prahran Station at Porter Street and travelling south along the road carriage way. This is presenting a safety issue. New entry and exit points from High Street would provide an alternate and new access point to Prahran Station and also free up the existing link from High Street to Greville Street along the west side to form part of the Regional Shared Path link.
Consider the opportunity for a shared path with a designated bicycle lane along the existing pedestrian link adjacent to the west side of the rail line from High Street to Greville Street if pedestrian access is secured through the extension of platforms and new entry/exit point from High Street.	Opportunity to form part of the north/south regional shared trail.
Investigate opportunities to install traffic lights at the corner of Porter/High Street.	To facilitate a safer pedestrian crossing at High Street for large crowds travelling from the Prahran Station to the University site.
Investigate opportunities to reduce through traffic and provide shared spaces in Greville Street.	To enhance the street and public realm to create a more pedestrian friendly environment.
Encourage no future vehicle access from High Street at 143 High Street (car free development) and 157 High Street (access potentially from the rear).	Remove crossovers and future vehicle access along a key pedestrian street to facilitate a safe designated walking environment from Prahran Station to High Street.
PUBLIC REALM	
Improve the pedestrian environment from Prahran Station to Chapel Street along Greville Street.	Provide a more pedestrian orientated space.
Improve use of Stonnington Gardens on High Street as a pocket park.	Underutilised existing public gardens which could be utilised as a pocket park. Perception of park as private open space.
Investigate the potential to relocate Maternal Child Health and the Toy Library to Princes Close to consolidate Council uses and services.	Consolidate Council's assets located near or on open space areas to provide the opportunity to expand open space.
Improve the east/west pedestrian connection from Wattle Street to Princes Gardens and investigate the use of shared spaces along this link.	The only direct east/west link within the Prahran area across Chapel Street other than our main roads. This strategic pedestrian link will connect Princes Gardens to Grattan Gardens and associated community facilities.
Potential to relocate child minding services to the above an underground car park at 3-5 Princes Close Prahran.	Consolidating Council assets and uses to provide for increase in open space.
Undertake a feasibility investigation into the redevelopment of the Cato Street car park into a potential new open space.	To identify the strategic potential of this site.



Movement Framework Plan

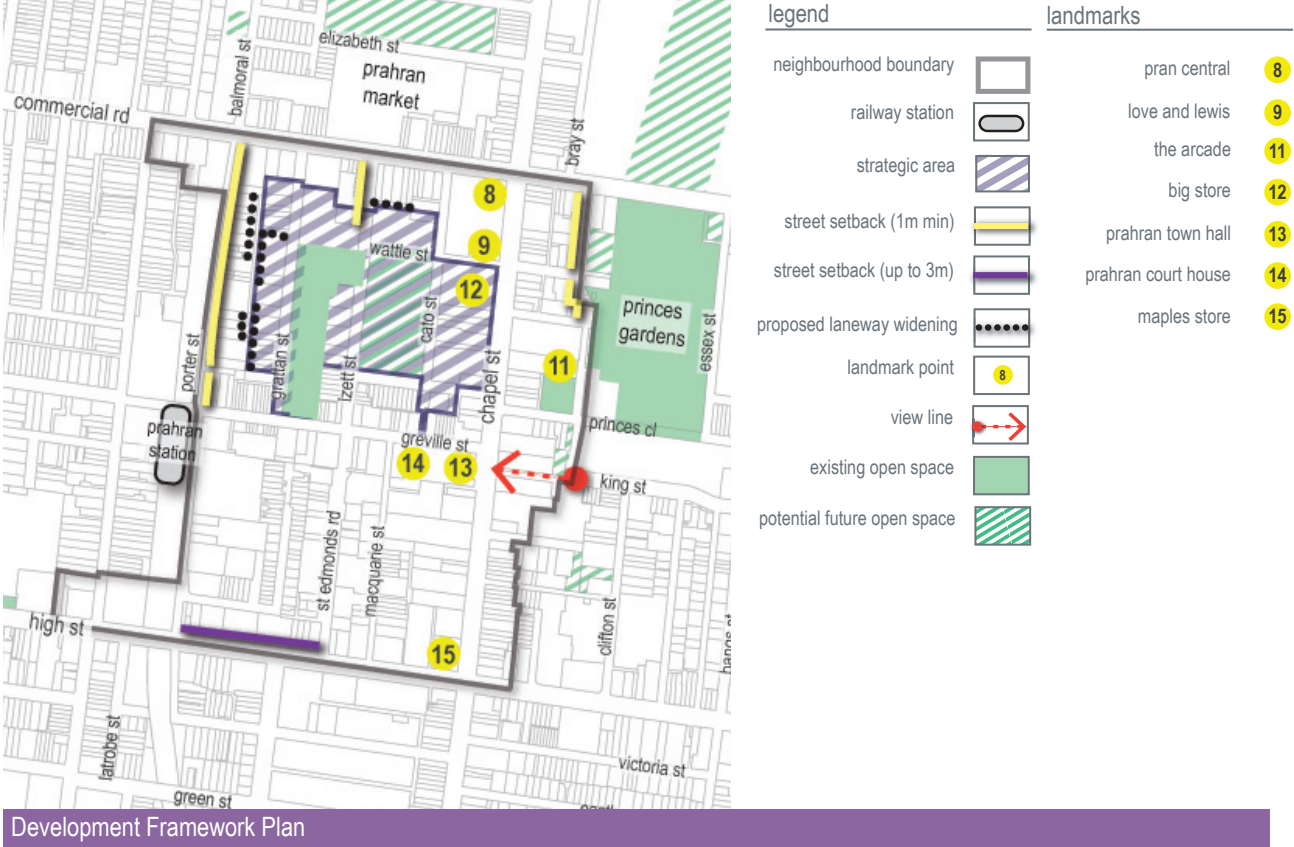


Public Realm Framework Plan



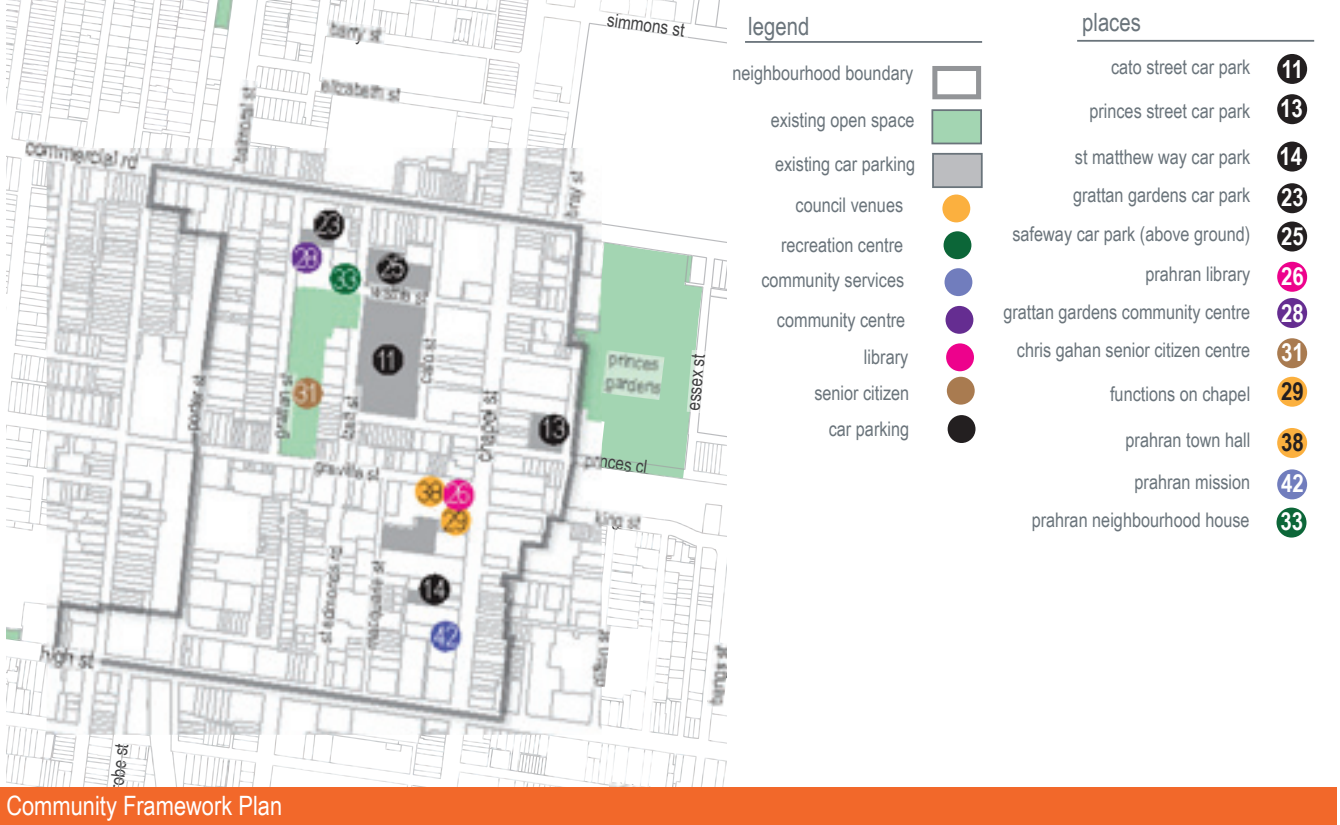
opportunities

Recommendation/ Opportunity	Rationale
DEVELOPMENT AND LAND USE	
Require a street setback of up to 1 metre on the west side of Izett Street from Grattan Gardens to Commercial Road	To improve north-south pedestrian links between Commercial Road/ Prahran Market and Prahran Station/Greville Village. To widen footpaths to improved access in areas undergoing transition to higher density development. To provide opportunity for landscaping and greening within the public realm.
Require a new north/south pedestrian link through private property directly adjacent to Thomas Street to improve pedestrian connectivity from High Street to Greville Street via Percy Street.	To provide an alternative pedestrian link to Prahran Station and Greville Street from the University site.
Potential for new link for regional shared path on western side of railway line on sites: 87-93 Greville Street.	Provision of regional shared trail on private land as part of a redevelopment due to constraints within the railway reserve.
Potential for new link for regional shared path on western side of railway line on sites: 2-6 Thomas Place.	Provision of regional shared trail on private land as part of a redevelopment due to constraints within the railway reserve.
Potential for new link for regional shared path on western side of railway line on sites: 1-7 Thomas Place.	Provision of regional shared trail on private land as part of a redevelopment due to constraints within the railway reserve.
Potential for new link for regional shared path on western side of railway line on sites: 9-17 Thomas Place.	Provision of regional shared trail on private land as part of a redevelopment due to constraints within the railway reserve.
Potential for new link for regional shared path on western side of railway line on sites: 122-126 Commercial Road (Eckersley site) (potential land swap with laneway into this site).	Provision of regional shared trail on private land as part of a redevelopment due to constraints within the railway reserve.
Potential for new link for regional shared path on western side of railway line on sites: 19-21 Thomas Place.	Provision of regional shared trail on private land as part of a redevelopment due to constraints within the railway reserve.
Encourage no future vehicle access via High Street for properties 129-135 High Street. If vehicle access is required, access can be obtained from the rear of these properties.	Remove crossovers and future vehicle access along a key pedestrian street to facilitate a safe designated walking environment from Prahran Station to High Street.
Encourage car free development in Porter Street.	Crossovers are dominating Porter Street at ground level. A consistent commercial frontage and safer pedestrian environment is preferred.
Require a street setback of up to 1 metre on the east side of Porter Street.	To improve north-south pedestrian links between Commercial Road/ Prahran Market and Prahran Station. To widen footpaths to improved access in areas undergoing transition to higher density development. To provide opportunity for landscaping and greening within the public realm. To provide for more pedestrian friendly space at ground level in a very narrow and confined street.
Provide a minimum 3 metre setback from the front boundary along the north side of High Street from 99 to 135 High Street Prahran and landscaped spaces within this setback.	An existing setback of up to 5.8 metres applies. A setback of minimum 3 metres for the entire building should apply to align with existing setbacks of terrace houses 129-135 High Street. This space along High Street could be used for increased pedestrian footpath and/or a landscape corridor as crossovers and parking is gradually removed and access is provided from the rear.
Provide building setbacks within private property along the west side of St Edmonds Road to provide landscaping opportunities within the private front gardens which contribute to the greening of this street.	Provide a landscape setting along the east side of St Edmonds Road which provides a landscaped streetscape character.
Widen laneway along Hinton Lane.	To improve north-south pedestrian links between Greville Street and Commercial Road. To improve pedestrian safety by removing crossovers where possible from Grattan Street and Porter Street. To provide continuous commercial and active street frontage along Grattan Street by reducing the number of crossovers and vehicle entries.



opportunities

Recommendation/ Opportunity	Rationale
RESPONSE SITES	
Cato Street car park: Prepare a feasibility study and masterplan for the Cato Street car park and environs precinct.	To provide a strategic outline for the future potential of this area, including public open spaces on Cato Street.
122-126 Commercial Road, Prahran: Consider opportunities to provide for a shared path/ bike link through the site.	Provide a shared regional path link as part of redevelopment of this site.
Cato Street car park: Opportunity for a new cultural and urban public 'heart' for the western part of Stonnington.	The Cato Street car park site could provide the opportunity to be a new public heart in the western part of the City.
Cato Street car park: A requirement which protects solar access to the entire Cato Street Car Park site at the winter solstice.	Provision of solar access to improve the amenity of one of the most important public sites in the western part of Stonnington.
Cato Street car park: Improve interface and pedestrian connections to the Grattan Gardens from the Cato Street car park.	Provide a strategic connection and improved integration with Grattan Gardens.
Dan Murphy's site: Encourage the revitalisation of heritage building if heritage elements remain under cladding.	Retain the heritage character around the Cato Street car park site.
Safeway site: Require active frontages to all street frontages.	To provide an improved interface as part of a redevelopment of this site and removal of blank walls within the a central precinct in Prahran.
Safeway site: Reconsider vehicle access opportunities and the location of service delivery vehicles.	Create a safer crossing point and an improved pedestrian environment to better connect the Cato Street Car Park with the Prahran Market.
Safeway site: Opportunity to consider widening laneway to rear to provide alternative access arrangements to the Safeway site.	To provide the opportunity for a single crossover and access point from Izett Street to a number of commercial properties.
Safeway site: Require the supermarket tenancy to be placed underground with active retail frontages at street level.	The provision of an above ground supermarket creates inactive frontages at ground level around what will be the urban heart of the western end of Stonnington - Cato Street car park as an opportunity for open space. Such uses should be underground in a central inner Melbourne area such as Prahran.





WINDSOR VILLAGE

FORREST HILL	1
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TOORAK RD CENTRAL/SOUTH YARRA SIDINGS	2
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TOORAK ROAD WEST	3
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SURREY ROAD	4
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JAM FACTORY DISTRICT	5
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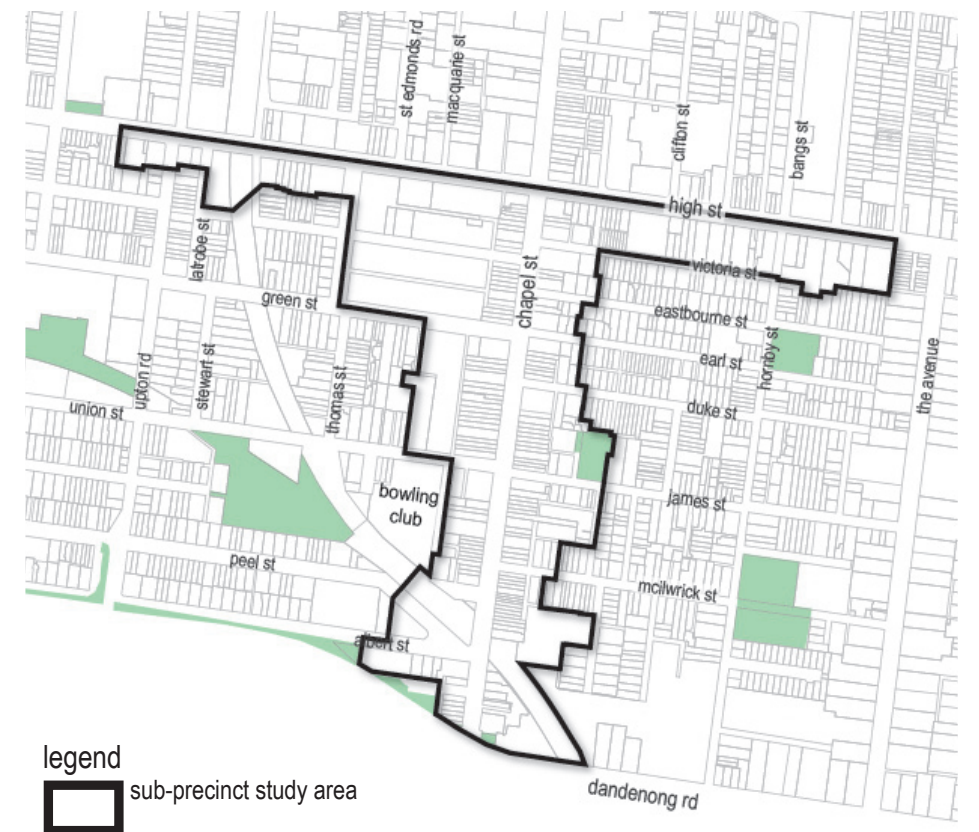
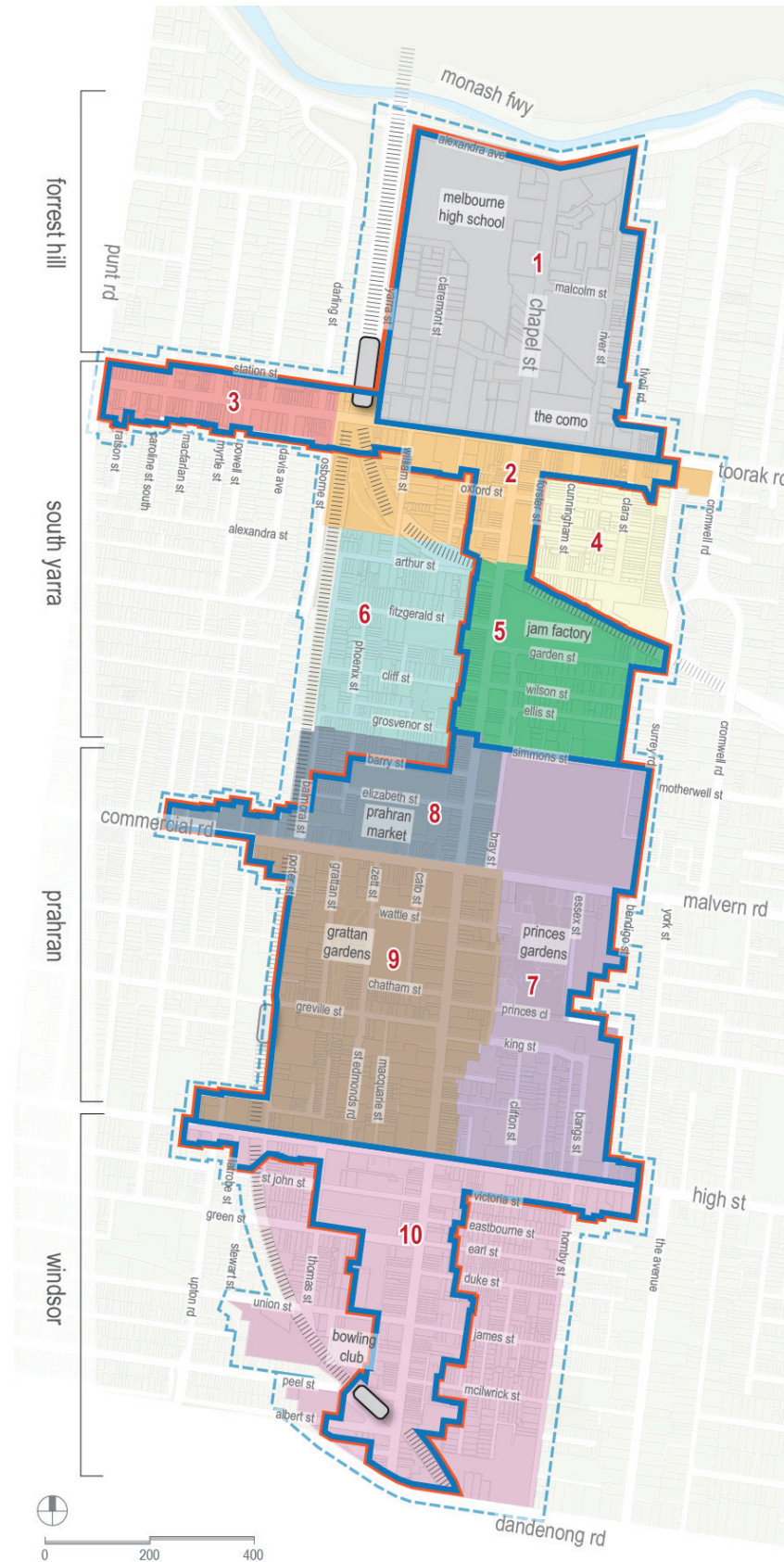
GROSVENOR GARDENS	6
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PRINCES GARDENS	7
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MARKET DISTRICT	8
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GREVILLE VILLAGE	9
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WINDSOR VILLAGE	10
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at a glance

The Vibe

- Colourful and bohemian feel
- Slightly retro with an edge
- Diverse stores
- Cosmopolitan and vibrant
- Student/ eclectic feel from High Street to the station (west side)
- Street art along side streets – personal/local feel
- Local and unique shopping
- Fine grain and rich
- Strong street focus. i.e.- footpath trading/dining/bars



at a glance

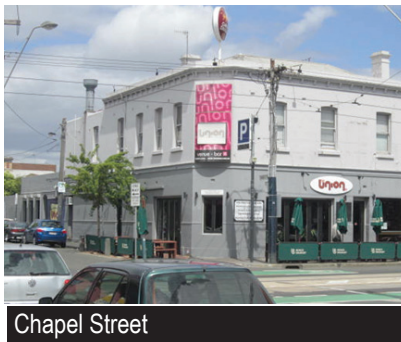
Buildings

Chapel Street

- Distinctive Victorian and Edwardian character and fine grain pattern of subdivision and residential in streets off Chapel Street
- 2-3 storey built form, with mainly 2 storey Victorian era scale buildings along Chapel Street
- Fine grain/scale
- Laneways to rear of Chapel Street shops
- Light industrial /warehouse style buildings sporadically located in and around streets off Chapel Street
- Buildings used on the west side of Chapel Street Windsor for related university uses



Chapel Street Windsor



Chapel Street



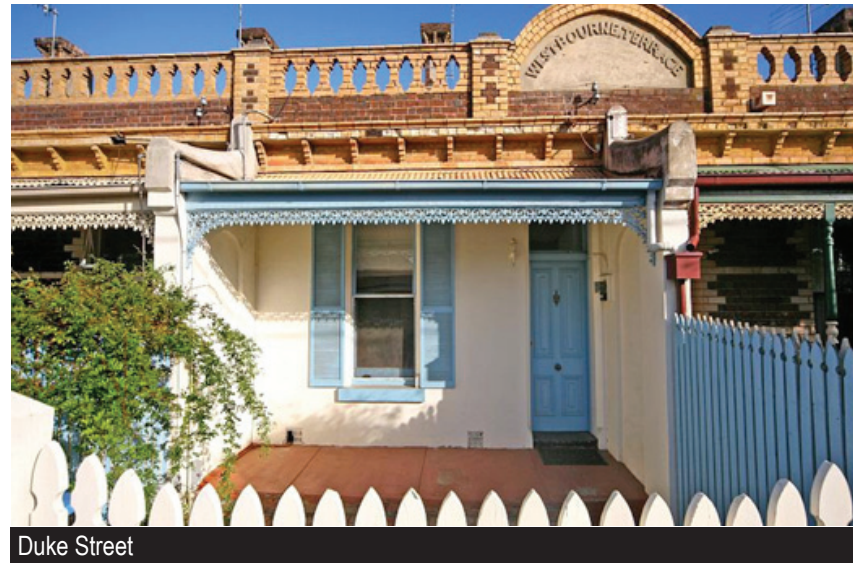
Chapel Street



Union Street



Victoria Street



Duke Street



McIlwrick Street



Duke street



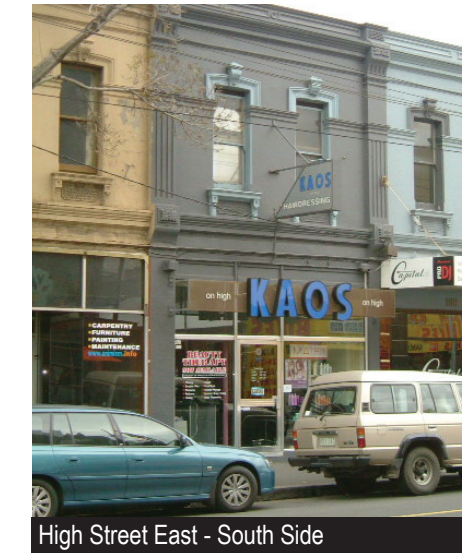
James Street



High Street West - South Side

High Street East, South Side

- Large warehouse and light industrial buildings and small scale shops including cafes, furniture stores and take away
- Residential development



High Street East - South Side



High St East, South Side



High Street East - South Side

High Street West, South Side

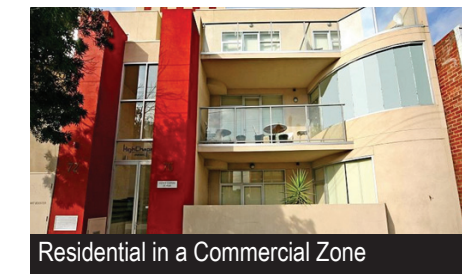
- Remaining residential character and uses with some non-residential uses. Some being converted to high density residential
- Larger former warehouse sites
- Prahran hotel
- Entire residential development in a Commercial Zoned site
- Small scale business in a Commercial Zone



Small scale business in a Commercial Zone



Larger former warehouse sites



Residential in a Commercial Zone



Prahran hotel

at a glance

Key Features

- Mechanics Institute: 140 High Street Prahran
- Former Hall: 145 High Street
- Windsor Railway Station
- Presentation College (Prahran's oldest existing school): 107 Dandenong Road
- University site
- National Institute of Circus Arts (NICA)
- Chapel Street buildings with Victorian shop fronts
- Fire station: 164-166 Albert Street
- Windsor Siding Reserve
- 170 Peel Street, Windsor
- Astor Theatre in Chapel Street St Kilda East (opposite Windsor)
- Older industrial buildings



Peel Street Windsor

Examples of Uses



Prahran Mechanics Institute



Windsor Railway Station



Fire station

- Melbourne Bowling Club
- Fire station
- Ubiquitous uses: cafes, restaurants, bars (many with onstreet dining), and fashion
- Post Office and news agents
- Fruit and vegetable grocer
- Dry cleaners
- Small independent supermarket
- Second hand/opportunity shops
- Small book shops
- Furniture, electrical and a paint shop
- Liquor store, hairdressers, travel agents
- Real estate, office (legal, graphic design)
- Tailor, locksmiths, music store, flower shop
- Backpackers accommodation
- Local hotels
- Medical centre



Swinburne University



Windsor Railway Station



Presentation College



National Institute of Circus Arts (NICA)

at a glance

Community Uses and Facilities

- Education facilities:
 - University site – Prahran Campus (tertiary institution)
 - University site – Prahran Gallery
 - Childcare centre (kindergarten)
 - Presentation College (secondary school)
 - Stonnington Primary School
 - National Institute of Circus Arts (NICA)
- Community Centre: 61-71 McIlwrick Street Windsor
- Hornbrook Children's Centre : 47 Earl Street Windsor
- Will Sampson Memorial Hall
- Will Sampson Elderly Citizens Centre: 102 Henry Street Windsor (next to Windsor Sidings)
- Day Care Centre: 109 Henry Street Windsor
- Windsor car park
- Public car parking on Bowling Green Street
- Melbourne Bowling Club



University site



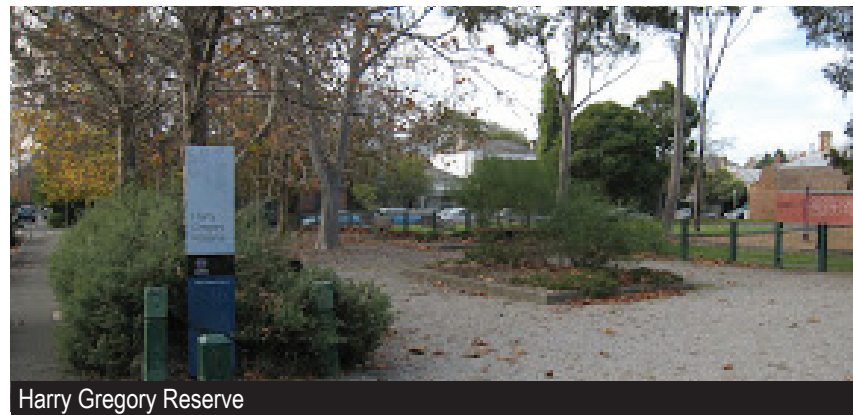
Day Care Centre 109 Henry St



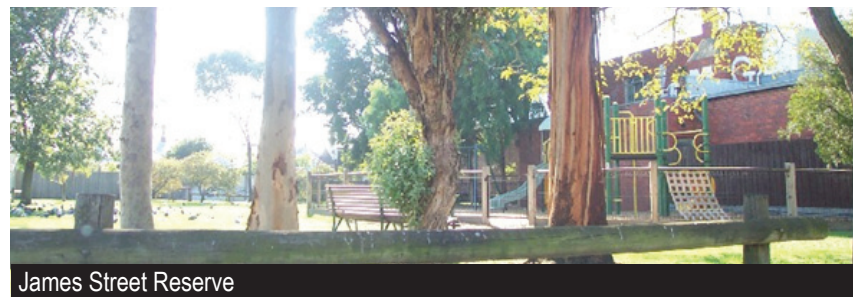
Will Sampson Centre

Existing Public Open Spaces

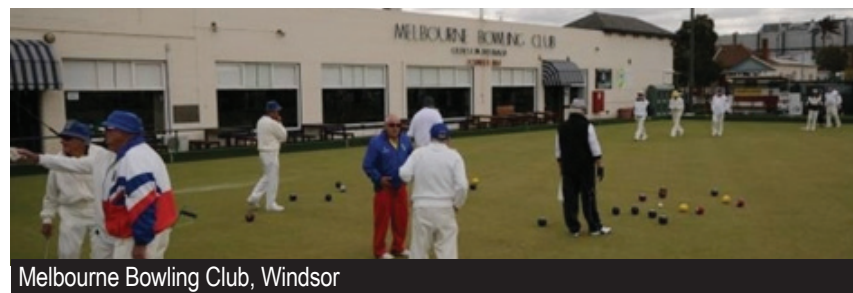
- Windsor Sidings Reserve
- James Street Reserve
- Harry Gregory Reserve, Hornby Street
- On-street dining area



Harry Gregory Reserve



James Street Reserve



Melbourne Bowling Club, Windsor



Windsor Sidings reserve

Influences

- Access/ one way street network
- More chain store presence
- Strong cafe/ evening focus
- Lower rents; allow small businesses and largely independent operators. 2012 rent level range from \$600 to \$750/sqm
- Increases in rents is causing turnover of uses which make the area unique
- Alternative locations for secondary and tertiary uses and new business
- University site, National Institute of Circus Arts (NICA)
- Location of the station



Onstreet dining areas



Swinburne University of Technology

opportunities

Recommendation/ opportunity	Rationale
MOVEMENT	
Opportunity to green up McIlwrick Street and encourage use as a pedestrian link to improve pedestrian connectivity from The Avenue to Chapel Street through Chris Gahan Reserve.	Improve connectivity to existing public open space to and from Chapel Street.
Investigate potential for a shared path (bicycle/pedestrian link) along the Sandringham railway line from Chapel Street to High Street.	As part of the Regional Bike Link Initiative. Listed as a priority route on the PTN.
Improve train/tram pedestrian connections, particularly from Windsor Station to Dandenong Road.	There is a high volume of people connecting from Windsor Station to Dandenong Road trams.
Advocate for improved pedestrian connections to the Astor Theatre and St Kilda West from Windsor across Dandenong Road.	To improve pedestrian connectivity across Dandenong Road as a large physical barrier separating the Activity Centre from St Kilda West.
Investigate opportunities for shared spaces to improve pedestrian access. (possible sites could include around Windsor Station - Maddock Street/ Peel Street, St John Street.	To undertake future strategic planning work on residential land west of current commercial zoning bound by the railway line in Windsor to consider the future use and zoning of this land. Noting the Residential Growth Zone will be available from 1 July 2013.
Discourage any air rights development to the north side of High Street to provide the future opportunity for platforms to be extend to High Street.	To improve access and pedestrian safety as pedestrians currently walk along Porter Street to follow their desire line movement.
Investigate opportunities for Shared path (bike/pedestrian) link from Chapel Street to Dandenong Road through the school and/or railway link.	As part of the Regional Bike Link initiative. Listed as a priority route on the PTN. This will provide improved pedestrian connectivity from Presentation Girls College to the Windsor Station and to the pedestrian bridge which overpasses Dandenong Road.
Remove future vehicle access from Maddock Street and provide alternative access to properties via Council car park to the rear with a new access way through 1 Maddock Street, Windsor.	To potentially close down Maddock Street to traffic in the future with only service vehicles gaining access to provide a new open space in the area.
Improve infrastructure and public safety to pathways along the Sandringham Corridor on both sides of the railway line from South Yarra Siding reserve and Union Street to Windsor station and Maddock/Bowling Green Street.	To create a safer environment for pedestrian and encourage use of pedestrian link a key public transport facility To improve urban design, including lighting, appearance and passive surveillance.
Widen and extend existing laneway to the rear of 106, 108 and 112 High Street and remove conflict crossovers along High Street.	To improve pedestrian safety along High Street as a priority pedestrian area as a main street that connects the University site and Chapel Street to Prahran Station. To improve traffic flows along High Street by gaining access from the rear in line as supported by VicRoad. To provide for a continuous commercial frontage uninterrupted by driveways and crossovers.
Widen and extend laneways which connect Bowling Green Street and unnamed lanes to Windsor Station.	To improve pedestrian access to Windsor Station. To provide north-south pedestrian links which connect Windsor Station to the University site.
Encourage removal of conflict frontages along the west side of White Street.	To improve pedestrian safety along White Street and to reduce traffic congestion in a narrow street where alternative access can be accommodated as part of a redevelopment of the site from the rear.



opportunities

Recommendation/ Opportunity	Rationale
PUBLIC REALM	
Investigate opportunities to expand and improve the Windsor Sidings reserve.	Provide more open space for the community and to remove buildings which impact upon existing open space.
Encourage the retention of the bowling green as a form of open space for the current and future community.	Bowling Green may have a role as a form of public open space for the community.
Investigate opportunities to extend footpaths into the road reserve to create space within the public realm in opportune locations within Windsor (possible locations include Union Street/Chapel Street and Green Street/Chapel Street).	Create new and interesting public spaces with the use of road reserves as a form of public realm.
Investigate a new plaza in Maddock Street as part of a Village Square.	To create a new form of open space for the community.
Investigate new plazas at the intersection of Peel Street/Albert Street/Chapel Street as part of a Village Square.	To create a new form of open space for the community.
Opportunity to undertake a laneway program in lane between Green Street and Union Street and the lane between Lincoln Place car park and Duke Street.	Create a new vibrant and active laneway prior to redevelopment occurring at 40 Green Street to capitalise upon the eclectic existing character of this lane.
Possible provision of new public space in the Windsor car park if ever redeveloped and improved access from Chapel Street.	To increase public open space.
Investigate a new public open space onto the James Street car park to expand the James Street Reserve.	To increase public open space.
DEVELOPMENT AND LAND USE	
Widen laneway along the west side of Mechanics Lane and Artists Lane and extend existing unnamed laneways and Windsor Place on the east side of Chapel Street	To provide commercial activity, a secondary economy and active frontages at ground level and within the lower levels of buildings off Chapel Street. To provide new addresses for redevelopment occurring behind Chapel Street. To provide a safer and more engaging pedestrian environment and the opportunity for public realm improvements.
Include properties along the south side of High Street between Thomas Street and Railway line within the Activity Centre Boundary and allow commercial activity on these sites (currently R1Z).	To provide commercial activity and active frontages at ground level and within the lower level of buildings along High Street. The land use will relate to existing and preferred uses which relates to the opposite side of the street.
Widening the north/south laneways as part of any re-development through the use of setbacks to the rear of Chapel Street properties to the western side of Chapel Street and where necessary create new laneway links and activate a new economy off the main street.	To provide improved two way access and shared spaces which provide pedestrian and vehicle access.
Investigate the opportunity to create a new shared path/bike link through 94-96 High Street (Cromwell site).	Opportunity to implement bike link within a redevelopment site due to limited space within the railway reserve.
Undertake a separate investigation as part of a future study on all residential land to the west of Chapel Street bound by the railway line to strategically consider the zoning and future use of this land.	Consider the future use of land within a strategically located area in Windsor for further live/ work spaces.
Improve pedestrian access link to Windsor Station along Bowling Green Street.	To improve safety and provide for better sight lines and improved access.
Investigate a preferred maximum building height requirement for existing residential zoned area bound by Victoria Street, Hornby Street, Dandenong Road and Chapel Street, Windsor as part the introduction of new residential zones in line with the zone reform.	To retain the fine grain and low scale built form character of this area and to minimise impacts from higher density development.



Public Realm Framework Plan



Development Framework Plan

opportunities

Recommendation/ Opportunity	Rationale
RESPONSE SITES	
Nuttelex site (corner of James and White Streets): Require a setback of up to 3 metres to all levels to widen the existing laneway and/ or create a new laneway at 6 metres to the rear of Chapel Street properties as part of a redevelopment of the Nuttelex site.	To provide for improved access and connectivity.
Nuttelex site: Opportunity to contribute to public open space improvements to the James Street Reserve.	To improve surrounding open space which is directly affected by higher density development.
Nuttelex site: Require a respectful interface to White Street and the fine grain subdivision pattern of existing residential properties.	Interface considerations as large land holding will contribute to the formation of a new street character.
Nuttelex site: Streetscape and infrastructure improvements to White and James Street.	To incorporate streetscape and public realm improvements as part of the redevelopment to transition the site and area to the new form and use associated with the development.
Nuttelex site: Create widened laneways with active frontage at ground level.	To improve connectivity, safety and activate frontages at ground level.
Nuttelex site: Create North/South pedestrian access way along western side for access and east/west pedestrian links through the site.	To improve connectivity, safety and activate frontages at ground level.
Nuttelex site: Require a true mixed use outcome to support the Windsor economy.	Provide a true mixed use outcome on this site which provides employment space.
Nuttelex site: Provide for a minimum 2 metre street setback to all levels along the west side of White Street to widen footpaths.	To widen footpaths as White Street currently provides a narrow space for pedestrian movement North/South.
Widen the existing north-south laneway between Union and Green Street by requiring a setback from site boundary of up to 3 metres of 40 Green Street.	To provide improved two way access and a shared space to improve pedestrian access and to accommodate more intensive development and activate a new economy off the main street.
KEY STRATEGIC DEVELOPMENT SITE	
North/ East - Corner of Chapel Street and Dandenong Road: <ul style="list-style-type: none">To consolidate sitesInvestigate providing a shared path and pedestrian link from Chapel Street to Dandenong Road.	Ensure redevelopment of this site provides an improved entrance and improves connectivity within the neighbourhood.
Require a landscaped setback along the Dandenong Road interface.	To soften the presentation of 12 storeys to Dandenong Road and integrate with the setbacks and character of properties along Dandenong Road

