STONNINGTON PLANNING SCHEME REVIEW

FINAL REVIEW REPORT

JUNE 2010

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STONNINGTON PLANNING SCHEME REVIEW 09-10 – FINAL REVIEW REPORT

1. INTRODUCTION

This Review reports on the findings of the Stonnington Planning Scheme Review 09-10, which commenced in October 2009 and was completed in May 2010.

The Review is required by Section 12B of the Planning and Environment Act (1987), which requires Council to review its Planning Scheme (the Scheme) within a year of the date of approval of its Council Plan (approved on 22 June 2009), and report the findings of the Review to the Minister for Planning.

The Review must evaluate the Scheme to ensure that it is consistent with, and gives effect to, state and local policy directions. The Act requires the Municipal Strategic Statement (MSS) to be consistent with the Council Plan. Other legislation (the Public Health and Wellbeing Act 2008) requires consistency with Council's recently adopted Municipal Public Health Plan.

The Planning Scheme includes state and local provisions. The Review focuses on the local provisions, which are particular to the municipality. Refer *Appendix 1* for a summary of the relevant components of the Planning Scheme and Appendix 18 for a full copy of the current Local Planning Policy Framework (LPPF) - the MSS and Local Policies.

The Review has been undertaken in accordance with the General Practice Note – Review of Planning Schemes – February 2006, which states that the review is an audit of the performance of the planning scheme at a point in time and will inform the continuous improvement of the planning scheme by addressing:
* What has been achieved since the last review?
* Where are we now?
* Where to from here?

The Practice Note states that the report to the Minister should:
* Identify the major issues facing the municipality.
* Outline the key findings of the review and key matters requiring further strategic work to strengthen the strategic objectives of the planning scheme in terms of its efficiency and effectiveness to satisfy the requirements of Section 12 of the Act and indicate what action is proposed to be taken.
* Identify any operation and process improvements proposed to be undertaken.
* Outline issues that require the engagement or assistance of the Department of Planning and Community Development.

An assessment of the operation of planning permit processing has been undertaken as a separate exercise and is not included in this Report. Council's Statutory Planning Department has recently conducted an applicant and objector survey and an independent audit of its functions. It is proposed to submit a separate report (in relation to the planning permit processing survey and audit) with the Planning Scheme Review Report to the Minister as a combined package.

The previous Planning Scheme review was conducted in 2003 as part of the *Municipal Strategic Statement Review (2003)*.

The current Review has been undertaken on two main fronts:
* A broad visioning exercise of the future strategic directions for land use and development in the City.
* An audit of the Planning Scheme provisions in accordance with the requirements of the Act.

In this context, the Review goes well beyond the basic requirements of the Act for a policy neutral review. Council has used the Review process to canvas and advance some broader visions for the future land use and development of the City in consultation with the community.

This Report provides information on the key issues facing the City and details the scope of the current Review, the methodology, the key findings of the audit work and the consultation feedback and makes recommendations for changes to the Planning Scheme and further work.

2. KEY ISSUES FACING THE MUNICIPALITY

The Review has been undertaken in the context of considerable change and debate in the state, federal and global arenas, including issues such as climate change, increased population and legislative changes. The process of the Review has needed to monitor and adapt to this changing context, focussing on the implications of these issues for the City of Stonnington.

2.1 Context of change and uncertainty

At the state level there has been considerable policy change, with some key proposals still unresolved. Many of the key guiding state documents are draft and there is no clear guidance on the final structure and format of several proposed zones and overlays. Council has needed to adopt a position relative to these documents for the purpose of its own Review.

Refer to **Appendix 1** for a list of key recent and current policies and proposals. (For a full list of all relevant studies and policies refer the Audit Discussion Papers in **Appendix 5**.)

Key guiding documents

Several key state policy documents are undergoing change:

- In August 2009, the state government released Response Papers and a *Draft Planning and Environment Amendment (General) Bill* in relation to a proposal to Modernise Victoria's Planning Act. The proposal anticipated fundamental changes to Victoria's planning system, including changes to the objectives for planning in Victoria. At the time of writing this Review Report the Draft Bill has still not been taken to parliament. For the purpose of the Stonnington Planning Scheme Review an assessment has been made against the proposed new objectives for planning as proposed in the Draft Bill.

- In December 2009, DPCD released a *State Planning Policy Framework Review* for consultation. This was effectively a policy neutral review and proposed a new framework for the SPPF. For the purpose of the Stonnington Planning Scheme Review an assessment has been made against the proposed restructured SPPF.

- At the commencement of the Stonnington Planning Scheme Review, DPCD provided Council with a copy of a proposed *Draft Practice Note – Writing a Municipal Strategic Statement*. A key proposal arising from this draft Practice Note is the replacement of all or some of the local policies in Clause 22 with policy guidelines in the MSS. Council has considered this proposal as part of the current Review.

Other current state proposals and studies

- Proposals to introduce *new Residential Zones* were released in 2008. These provide the opportunity to specify very restrictive heights and to continue to advertise most planning permit

applications. It was proposed that, on their introduction, a neutral translation of the existing zones would apply. This would have the effect of replacing the Residential 1 Zone with an Incremental Change Zone over most of the residential areas in Stonnington with a 9 metre height limit. The Advisory Committee report on the proposed zones has not been released. There is no current timetable for their introduction.

- DPCD has recently introduced a new *Urban Redevelopment Zone* proposed to apply to land warranting restructuring to facilitate its development, such as brown-field sites. This zone makes provision for increased height and reduced third party rights. It is not clear whether Council will be required to apply this zone to land in Stonnington.

- The current *DPCD Housing Growth Requirements Study* is predicated on increased height and bulk and reduced advertising / third party rights. Key outcomes proposed of this study are a detailed housing capacity assessment and the setting of housing growth requirements for each metropolitan municipality. The consultants appointed by the state government are applying a standard methodology to the capacity assessment. Council is actively participating in this study and advocating for a Stonnington variation to the one-size fits all approach, in particular seeking the retention of front and side setbacks of development on individual lots to reflect the City's valued character and provide for adequate landscaping and canopy trees.

- The *Transforming Australian Cities - Residential Intensification in Tramway Corridors Study (May 2009)* has significant implications for the City of Stonnington. This document anticipates 4 – 8 storey development along tram corridors generally with no front or side setbacks. A state level working party is still developing guidelines and practice notes. There is current uncertainty as to the geographical ambit of the corridors - whether this applies to the immediately adjoining land or land with a 'walkable distance' (the latter effectively meaning almost the whole of Stonnington).

- The *Advisory Committee Review of Heritage Provisions in Planning Schemes* reported in mid 2007. DPCD circulated proposed changes to the Heritage Overlay in late 2007. Council has adopted a position in relation to the recommendations and is well positioned to adapt to the proposed new Heritage Overlays**.** There is no current timetable for their introduction.

There are mixed messages arising from these current state studies and proposals which have significant implications for Stonnington's future development. Council needs to position itself to take best advantage of the potential outcomes of these proposals.

2.2 Key challenges facing the City

The following is a summary of key issues and challenges identified as part of the Review. For a fuller discussion refer to the Issues Papers in *Appendix 9.*

Accommodating increased population growth

State policy requires planning authorities to make provision for the accommodation of at least 15 years of future growth. In 2010 Stonnington is estimated to have about 98,500 people and 46,000 dwellings. In the next 15 years (2010 – 25), state (*VIF08*) projections are that Stonnington will grow by about 12,000 people and 8000 dwellings (4500 more dwellings than previously predicted). Population growth will be driven by increases in births and in skilled migration. The future population will continue to be mainly young people (20-35 years old), but with growth in older age groups and in one and two person households.

The Council Plan (2009-2013) states that the City's population (currently 97,777) is expected to grow by approximately 9% (another 8,800) in the next 10 years. This is consistent with the

projections for the City in *Melbourne at 5 million* and by the ABS, and with Council's own projections.

Current rates of growth are higher than predicted, fuelled by increased immigration including international students. Current demand for housing is exceeding supply. There are examples of this demand being exploited with substandard accommodation and overcrowding. While there is some debate at national and state level about the need to reduce the rate of population growth, there will still be demand for development in Stonnington, given its high level of accessibility and amenity.

The SPPF now includes specific policy for affordable housing and residential aged care housing. The *Inner Melbourne Action Plan (IMAP) December 2005*, which was developed by the inner municipal Councils of Melbourne, Yarra, Port Phillip and Stonnington, has an action (5.2) seeking provision for affordable housing in the inner metropolitan area and is advocating that the state and federal governments take action on affordable housing. Council has prepared an *Access and Inclusion Strategy* and an *Older Persons Strategy* which have specific policy provision for accessible housing and appropriate housing for the aged and ageing. Council has prepared a *Student Housing Policy* which has been included in the Planning Scheme.

Directing increased growth while protecting neighbourhood character

Some of this additional growth will be accommodated in the Forrest Hill and the Chapel Vision areas, where development demand is exceeding previous assumptions. However, other parts of the City will also be under increased pressure. Areas identified for housing growth, as shown in Council's current Strategic Framework Plan in the MSS (refer **Appendix 2**), includes land in activity centres, identified key sites and beside selected main roads. In theory, these areas have the physical capacity to accommodate the majority of this growth. However, other factors (including infrastructure capacity and market forces) may limit this capacity or delay its development.

State policy (Melbourne 2030) is a higher order policy and allows higher density development in any areas accessible to public transport (effectively most of the City of Stonnington). Refer to **Appendix 3** for plan showing land within 400 metres of the Principal Public Transport Network.

The Minister for Planning has not yet authorised the implementation of Council's Housing and Neighbourhood Policy for incorporation in the Planning Scheme. The Minister requires Council to extend its areas for higher density housing to include land beside activity centres and other main roads with trams and smart bus routes and land around railway stations (including land in the eastern part of the municipality not covered by Council's current policy). Refer **Appendix 4** for a plan showing the additional roads.

Refer to **Appendix 5** for a plan showing the land within 400 metres of the PPTN in combination with the existing and proposed Heritage and Neighbourhood Character Overlays. The application of these overlay areas and the direction of higher density to land 'beside' activity centres and the PPTN will result in a more refined approach consistent with state policy.

Although Council will seek to direct higher density housing to locations beside activity centres and public transport, there will still be incremental development in the residential hinterland and on large sites.

There is a need for better control of the design of development to ensure it is in character with the values and visions for the City's future, with emphasis on the protection of front, side and rear setbacks and associated landscaping which are the key contributors to the leafy character of the municipality. Council will be allowed to introduce stronger neighbourhood character in all areas, including the higher density areas, once it has also identified more land for higher density housing.

<u>Improving environmental sustainability</u>

There is increasing community awareness of the impacts of climate change and widespread support for measures to reduce impacts through greater energy efficiency, water recycling and ESD for building construction. State policy (SPPF) and the current Council Plan (2009-2013) include increased emphasis on environmental issues. Council is demonstrating leadership in the implementation of environmentally sustainable measures in its own service delivery and practices. The Review provides the opportunity to strengthen provisions in the local section of the Planning Scheme to improve environmental practice and design in private development. Council has adopted *Water Sensitive Urban Design Guidelines* and an amendment is in process to include these in the Planning Scheme.

The City of Stonnington has a low ratio of open space per person compared with other municipalities. Council's draft Public Realm Strategy proposes to address this issue by improvements to the public realm (streets, squares and car parks) to address recreational needs. Council is able to collect contributions from new development at the subdivision stage but current legislation does not allow this money to be spent on non-open space public realm improvements.

The Yarra River and Gardiners Creek are key environmental assets. A challenge is to restore and nurture remaining natural areas which provide the best opportunity to conserve and promote native flora and fauna.

The current Planning Scheme does not have adequate policy to prioritise the retention and creation of canopy tree landscaping and recognise its critical contribution to environmental sustainability.

<u>Improving health and wellbeing</u>

The proposed changes to the objectives in the Act introduce a new objective – "*to balance environmental, social and economic considerations in decisions about the use and development of land".* Social issues do not have their own section in the SPPF and issues such as universal access and social inclusion are not adequately addressed.

The Review provides the opportunity to create a stronger link between Council's Municipal Public Health Plan and the Planning Scheme by recognising how different uses and the design of buildings and public realm impact on people's health, particularly in relation to universal access, community safety and social inclusion. One approach is to apply a 'child friendly' impact assessment. This is based on the theory that if a city is designed to be child friendly, all access, inclusion and safety considerations are taken into account and the needs of everyone in the community are addressed.

Increasing residential development in and beside activity centres combined with the increased after hours opening of commercial uses have highlighted amenity and residential interface issues.

A challenge is achieving the right balance of local and visitor uses, day and night-time uses and residential and commercial uses.

The City of Stonnington is well-known for its Chapel Street Precinct and values the economic and cultural contribution it makes. This contribution, while largely positive, does have some negative impacts when it comes to late night trading, specifically alcohol-related impacts on community safety and amenity. Council has been proactive in setting up the Stonnington Liquor Accord, and more recently, in preparing a draft *Late Night Liquor Licence Trading in the Chapel Street Precinct,*

Measuring the Saturation Levels, Research Paper (April 2010). Council has initiated an amendment to include permit conditions for late night liquor trading in the Planning Scheme*.*

Improving infrastructure provision

Increased development is impacting on the provision of utility, transport and community infrastructure. Intensive new development will place added pressure on the ageing engineering infrastructure. Council has little control over the management of major infrastructure. The Review provides the opportunity to highlight the implications of increased development and to lobby the relevant providers for improvements.

The City of Stonnington is well served by public transport (train, tram and bus). However, public transport cannot cope with the existing or future demand. It is at capacity in peak periods before it reaches Stonnington. Stonnington is bounded and crossed by major roads carrying significant volumes of through traffic. Current levels of traffic congestion and pollution seriously undermine the quality of life, especially in the western part of the City. Council no longer issues permits for on-street permit parking. There is evidence that this has not reduced car ownership and the demand for car parking will continue. There is insufficient road width to accommodate all transport needs (pedestrian, cycle, vehicle and public transport). Council opposes clearways in strip shopping centres and continues to seek the retention of kerb-side parking and viable shopping centres.

The recent *VicRoads (Smart Roads) Road Use Hierarchy (Feb 2010)* classifies Stonnington's main roads as preferred traffic routes, tram and/ or bus priority routes, pedestrian priority routes and other traffic routes. This hierarchy has significant implications for traffic management and adjoining land use. Refer plan in *Appendix 6.*

There is a need for an integrated, whole of government approach to land use and infrastructure planning. These issues are not for Stonnington alone.

The Review provides an opportunity to set up a framework to manage and direct change and achieve the optimum outcomes for the current and future City of Stonnington residents, workers and visitors.

3.   SCOPING OF THE REVIEW

The Review commenced in October 2009. *Refer Appendix 7* for an overview of the project.

The project comprised three stages.
- Stage 1- internal consultation and the preparation of issues papers (October 09–February 10).
- Stage 2 - external consultation (March 10 – April 10).
- Stage 3 - finalisation of the review and report (May 10 – June 10).

A Steering Committee was set up which met monthly. Reports were presented to Councillor Briefing sessions at each stage (in November 2009, February 2010 and May 2010).

Initial scoping sessions focussed on a constraints/opportunities exercise in relation to the key environmental, social and economic issues facing the City, and were held with the Steering Committee and officers in other relevant Council departments.

As part of the initial scoping exercise, the objectives and strategies in the Municipal Strategic Statement (MSS) were cross-referenced with those in the Council Plan. *Refer Appendix 8.*

This cross-referencing process identified the following themes as the basis for the research and analysis stage of the Review:

- Environment (open space, environmental sustainability, environmental risks and values, infrastructure).
- Built form (urban design and heritage).
- Residential issues (housing needs, locations, residential character and amenity).
- Economic development (activity centres, industry, office uses, tourism).
- Health and wellbeing (community uses, social issues, entertainment uses).
- Transport (roads, traffic, parking, public transport, walking, cycling).

4.   RESEARCH AND ANALYSIS

4.1 Broad visioning exercise

Council prepared Issues Papers for each theme. Each Issues Paper provided a current status report on the theme, explaining what the theme is about, how it is currently addressed in the Planning Scheme and what has happened since the previous (2003) review with respect to both state and local policy initiatives and studies. The second part of the paper provides a list of the current key issues and challenges relevant to the theme and some preliminary values and visions derived from past and current consultations, drilling down from the values and visions in the Council Plan. Refer *Appendix 9* for a copy of the Issues Papers.

4.2 Preliminary audit

Council based its audit on the *A1 Planning scheme audit tool* in the Continuous Improvement Kit developed by the Department of Planning and Community Development (DPCD) in conjunction with the Municipal Association of Victoria (MAV).

Council prepared a more detailed set of templates to assist the collection and analysis of the information required to complete the recommended audit tool. Refer *Appendix 10* for a copy of the theme audit templates. Using these adapted theme audit templates as working documents Council officers made a preliminary assessment and analysis of the existing provisions in the Planning Scheme for each theme.

The results of the preliminary audit are summarised in *Appendix 11* Audit Discussion Papers. These papers provided information on the relevant provisions in the Planning Scheme, the recommendations from the previous (2003) review, a summary of the more recent studies and policies (state, regional and local), and the findings of the preliminary audit.

These discussion papers were used as the basis for external consultation with key stakeholder groups representing regular users of the Planning Scheme (refer Consultation below).

5.   CONSULTATION

5.1 Broad visioning exercise - consultation

During March and April 2010 consultation was undertaken with the broader community seeking feedback on the preliminary visions and values canvassed in the Issues Papers. A Survey was developed which was sent to the Stonnington Survey Group (an established group representing a cross-section of the people resident in the City) and posted on Council's website. The consultation comprised:

- A website page with links to the Issues Papers and an email link for providing feedback on a Survey of the preliminary values and visions, and seeking written submissions.
- Hard copies of the Issues papers available at the Council service centres, libraries, community centres, aquatic centres and Chapel off Chapel.
- Letters and surveys sent to all community groups, resident groups and traders.
- Advertisements and information in the Stonnington Leader and Stonnington News.
- Survey of the Stonnington Survey Group, of the preliminary values and visions.

Refer to **Appendix 12** for a copy of the Consultation Report.

Overall 192 people responded to the survey or provided written responses. The response demonstrates a very high percentage of support (over 80%) for most of the values and visions. Refer Section 1 of **Appendix 12.**

The Survey participants also provided written feedback. Refer Section 3 and the Appendices 2-7 in **Appendix 12**. The majority of these written comments provided more detail on the proposed values and visions. They provided a balance of views for and against additional development and higher density development. Some comments were about issues which cannot be properly addressed by the Planning Scheme and these comments will be forwarded to the relevant Council department.

A key finding of the Review is that these values and visions form the basis of a revised vision statement and objectives in the MSS in the Planning Scheme.

5.2 Audit - consultation

External consultation on the preliminary audit was undertaken with key stakeholder groups representing regular users of the Planning Scheme being:

- Council's advocates and consultants
- Regular developers and applicants
- Government agencies and adjoining municipalities (plus a supplementary workshop with transport providers).

Refer to **Appendix 12** (Section 2 and Appendices 8 - 13) for the feedback from the stakeholder workshops.

6.   KEY AUDIT FINDINGS

A Final Audit report has been prepared, compiling the results of the preliminary audit and the feedback, using the *A1 Planning scheme audit tool* in the Continuous Improvement Kit developed by the Department of Planning and Community Development (DPCD) in conjunction with the Municipal Association of Victoria (MAV). **Refer Appendix 13.** The key findings are summarised below.

6.1 Consistency and effectiveness of the Planning Scheme

The existing Stonnington Planning Scheme is largely consistent with state policy in the State Planning Policy Framework (SPPF), some key exceptions being:

- The identification of areas for higher density development is more limited.
- The population / dwelling predictions are out of date and too low.
- The policy seeking the retention of a 1- 2 storey character is out of date.

- The policy for car parking provision is out of date.

The Planning Scheme is not effective in these areas of inconsistency as state policy overrides local policy.

Other policies in the Local Planning Policy Framework (LPPF) are too general which can result in inconsistent decisions.

It is recommended that the inconsistencies and generalities are removed and that local policy is aligned with state policy; but that local policy is also refined and strengthened to achieve Council's intentions for land use and development in the City consistent with state policy.

6.2 Clarity and repetition

There is considerable repetition between the SPPF and LPPF and between the MSS and Local (Clause 22 Policies). The repetition and use of different terminology makes it difficult to align state and local policy and therefore difficult to advocate local policy.

Stonnington's revised MSS (2007) is very succinct and working well. It was best practice at the time and award winning. However, many of the Clause 22 Local Policies were written pre 2000 (before M2030 and before ResCode), and at the time when local policy and discretion were considered best practice. *Better Decisions Faster* and current state policy is for less discretion and more prescription.

6.3 Gaps and deficiencies

The audit had identified the need for stronger policy (in the LPPF) in relation to:

- Environment - waste, water, sewerage, biodiversity and environmentally sustainable development (ESD).
- Built form – setbacks and height, high quality design, innovation, materials, roof gardens, visual bulk, overshadowing of public spaces, verandas, awnings, crossovers and the demolition and redevelopment of heritage places.
- Residential issues - higher density development, preferred character for residential precincts, accessible / adaptable housing and energy efficient housing.
- Economic development – improving the local service role of local activity centres, licensed premises (saturation) and noise attenuation.
- Health and wellbeing – community connectedness, social inclusion, safety, health, social impact, universal access and child-friendly cities.
- Transport - primacy of the needs of pedestrians, cyclists and public transport users over the needs of motorists, reduced parking requirements and improved connectivity (pedestrian and cycle links) between residential areas and activity centres and public transport nodes.

7. RECOMMENDED CHANGES TO THE PLANNING SCHEME

Refer to *Appendix 14* for a list of the proposed changes to Council's policy position in the Planning Scheme. This also provides some comments on the reasons for the proposed change and reference to the percentage support for the values and visions, relevant to particular policies, from the community consultation survey.

The draft DPCD Practice Note – *Writing a Municipal Strategic Statement* – includes new sections for policy guidelines in the actual MSS. Other Council LPPF models recommended by DPCD have

transferred most of their Clause 22 policy positions into the MSS. Any Clause 22 Local Policies are for very specific requirements such as Higher Density Development and Advertising Signs.

It is proposed to recommend a revision of the Stonnington LPPF as follows:

- Revise the MSS, using the SPPF headings (as applicable) retaining the existing MSS policies (in general terms, with revisions to address inconsistencies).
- Include the (community endorsed) values and visions in a revised vision statement or objectives in the MSS.
- Delete several existing Clause 22 Local Policies and incorporate the policy positions into the MSS.
- Retain separate Clause 22 Local Policies for specific issues and areas.

This structure will enable clear links to be drawn between the SPPF and the LPPF, and will tighten and strengthen Council policy.

Refer to *Appendix 4* for the proposed changes to the Strategic Framework Plan, *Appendix 15* for a list of proposed changes to the list of Clause 22 Policies and *Appendix 16* for a list of proposed changes to the Reference documents listed in the Scheme.

8.   RECOMMENDATIONS FOR FUTURE WORK

Refer to *Appendix 17* for a list of current and future work actions required to implement the proposed changes to the Planning Scheme. This list includes some advocacy actions of the state government.

Key future work recommendations include:

- The preparation of a new restructured LPPF (with more policy in the MSS and less in the Clause 22 Local Policy section).
- The investigation of potential Neighbourhood Character Overlay Areas.
- The preparation of new Local Policies (including ESD and Higher Density Development).
- The revision of some existing Local Policies to be retained (including the Heritage Policy).
- Structure Plans for other principal and major activity centres (including Malvern / Armadale and Chadstone).
- As part of the Economic Strategy, a review of local activity centres for their potential for improved local service provision.
- A Railway Environs Study (to identify the potential for higher density development and prepare development guidelines).
- An Integrated Land Use and Transport Study of all Stonnington's main roads and the preparation of development guidelines for the adjoining land.

It is proposed that Council, as part of its current Main Roads Study (Council) and its involvement in the Housing Capacity Study (DPCD), undertakes an integrated land use and transport study of its main roads in conjunction with the relevant government agencies, to assess the road capacity and the preferred road use and road management treatments of sections of its main roads. This work will inform the potential for higher density development beside these sections of road and the preparation of development guidelines.

9. RECOMMENDATIONS FOR ADVOCACY ACTIONS

Refer to **Appendix 17** (part 5) for a list of advocacy actions of the state government. These include requests for changes to the VPPs to address anomalies and achieve improvements.

Key advocacy actions of the state government include:

- Council continues to advocate for public transport improvements in line with the projected increases in population, the reduction of through-traffic through the municipality, the retention of third party rights in relation to planning permits and support for landscaped setbacks in all new development (including higher density development) reflecting the existing valued Stonnington character.

- Council seeks clarification of the roles of Burke Road and Williams Road as part of the Principal Public Transport Network (PPTN), given that they have no existing or proposed public transport along their whole length and are shown as 'preferred traffic routes' on the VicRoads *Road Use Hierarchy* map.

10. MONITORING AND REVIEW

The monitoring provisions were removed from the MSS at the time of its revision in 2007 as the information was difficult to collect and not always useful. Council keeps a record of all VCAT decisions including a 'policy implication' assessment. Feedback from VCAT decisions and Panels has informed the audit.

A finding of the Review was to:

- Continue the systematic analysis of VCAT and Panel decisions to inform policy improvements.
- Consider other monitoring mechanisms, including use of the relevant strategic indicators in the Council Plan.
- Request DPCD to establish simple, state standard monitoring systems based on a data base of planning permit parameters and decisions.

APPENDIX 1 – STONNINGTON PLANNING SCHEME REVIEW - BACKGROUND
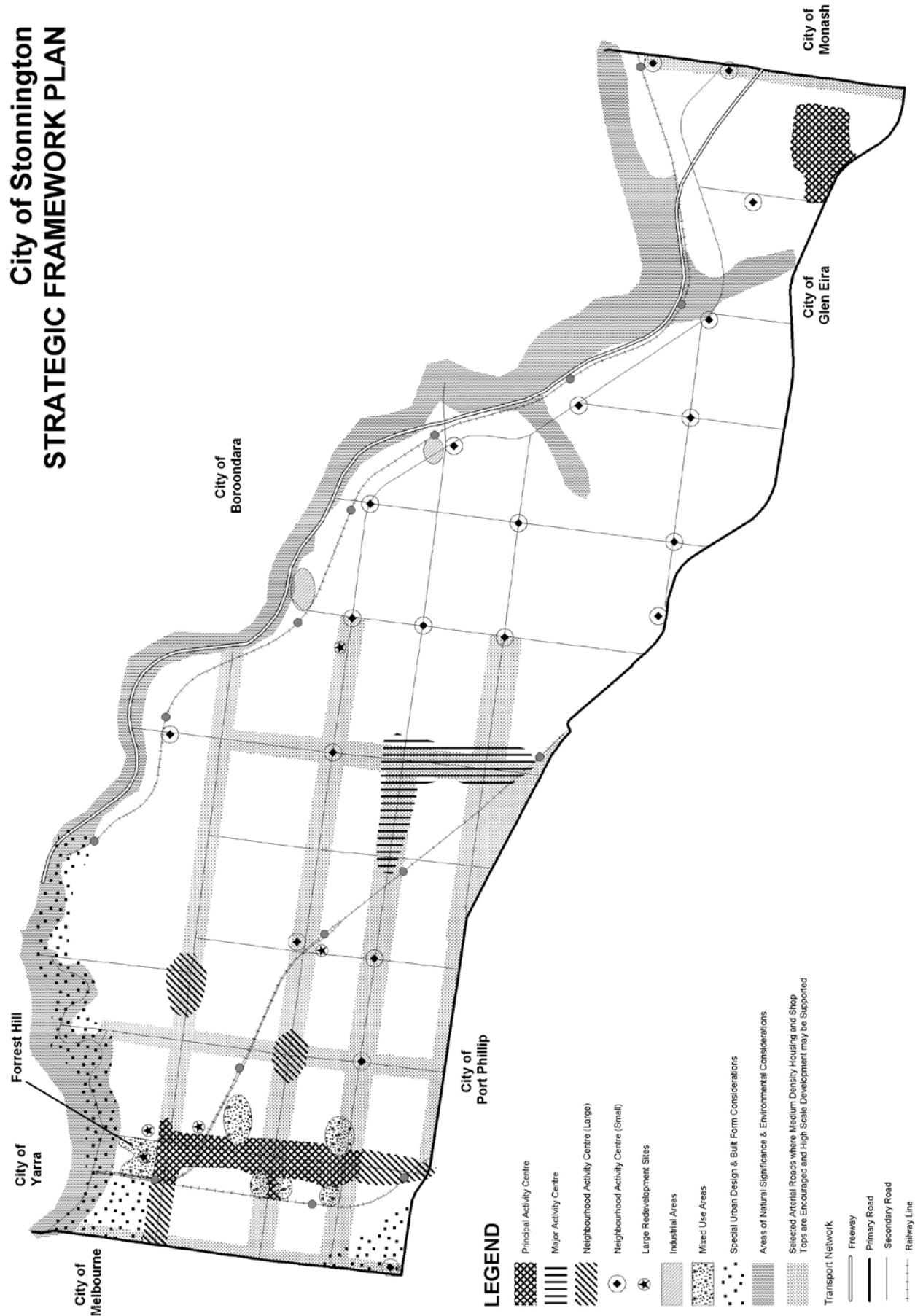
WHAT IS THE PLANNING SCHEME?

The Planning Scheme manages <u>land use</u> and <u>development</u> in the City. It comprises:

State section (standard to all PSs)	**Local section** (unique to municipality)	
SPPF (standard state planning policy framework)	**LPPF** (local planning policy framework)	
	MSS (Municipal Strategic Statement)	**Local Policies** (Clause 22)
VPPs (Victorian Planning Provisions). Standard zones, overlays and particular provisions)	**LPPs** (Local Planning Provisions) Schedules to the zones, overlays and some particular provisions.	

WHAT HAS HAPPENED / IS HAPPENING SINCE THE LAST REVIEW (2003)?

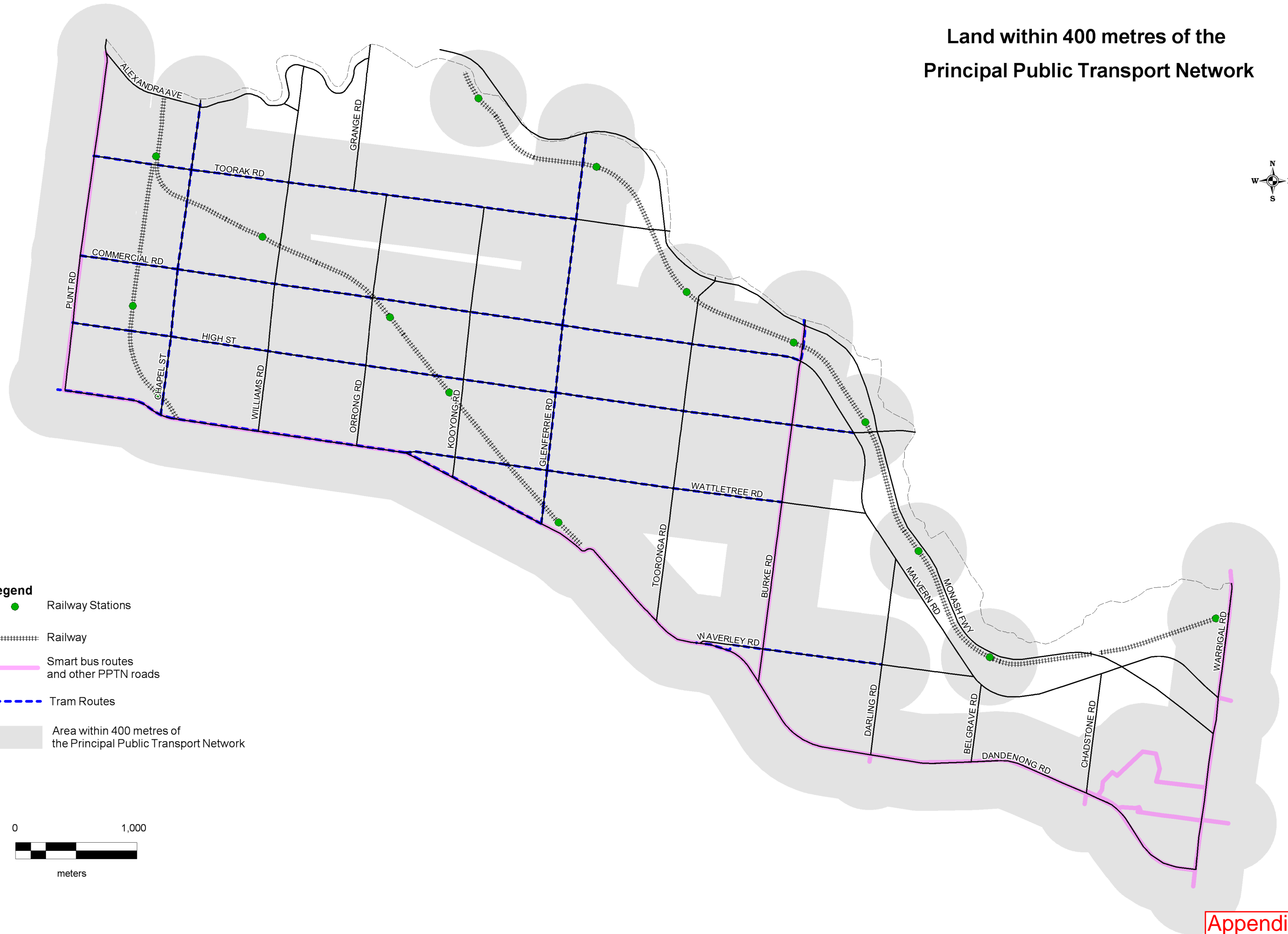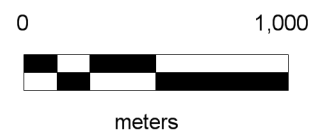**Key Policies (adopted) / *Proposals* (italics = draft or in process @ May 2010)**

State and Regional	**Local (Stonnington)**
New Clause 12 (SPPF) – M2030 / PPTN. *Melbourne @ 5 million (VIF08 predicts +4500 more dwellings in Stonnington cf VIF04).* Better Decisions Faster. Regional Housing Statements Inner Melbourne Action Plan (IMAP) *Transforming Australian Cities – Residential Interface in Tramway Corridors (not yet in PS).* *Housing Growth Requirements Study (in process).* Advisory Committee on Heritage Overlays *(New HOs under consideration by DPCD).* *New Residential Zones (draft).* Other New Zones *(Activity Centre Zone and Urban Redevelopment Zone).* *Proposed revised SPPF (reformat).* *Proposed revised Planning & Environment Act.* *Practice Note – Writing a Municipal Strategic Statement (draft).* *VicRoads Road Use Hierarachy (2010).*	Revised MSS (plain English / policy neutral). Structure Plans: • Forrest Hill (Clause 22.17 / *draft DCP*) • Chapel Vision *(not yet in PS)* • Toorak Village *(not yet in PS)* • Waverley Road UDF / DDO *(not yet in PS - amendment adopted).* Heritage Strategy / Thematic Environmental History / *Heritage Precincts* (half completed - *several amendments in process).* Significant Landscape Overlay (Yarra River). Neighbourhood Character Study / Housing Strategy *(adopted, not yet in PS – Am C67 not authorised).* Student Housing Policy (Cl 22.08). Licensed Premises Policy (Cl 22.10). Sustainable Transport Policy *(not yet in PS)*. Water Sensitive Urban Design Policy *(not yet in PS - amendment authorised).* *Public Realm Strategy (draft adopted).* *Late Night Liquor Licence Trading in Chapel Street Precinct, Measuring the Saturation Levels, Research Paper (draft). Amendment in process.*

City of Stonnington
STRATEGIC FRAMEWORK PLAN

City of Melbourne

City of Yarra

Forrest Hill

City of Boroondara

City of Port Phillip

City of Monash

City of Glen Eira

LEGEND

Principal Activity Centre
Major Activity Centre
Neighbourhood Activity Centre (Large)
Neighbourhood Activity Centre (Small)
Large Redevelopment Sites
Industrial Areas
Mixed Use Areas
Special Urban Design & Built Form Considerations
Areas of Natural Significance & Environmental Considerations
Selected Arterial Roads where Medium Density Housing and Shop Tops are Encouraged and High Scale Development may be Supported

Transport Network
Freeway
Primary Road
Secondary Road
Railway Line

Land within 400 metres of the Principal Public Transport Network

Legend

- Railway Stations
- Railway
- Smart bus routes and other PPTN roads
- Tram Routes
- Area within 400 metres of the Principal Public Transport Network

0   1,000

meters

Appendix 3

ALEXANDRA AVE

TOORAK RD

GRANGE RD

PUNT RD

COMMERCIAL RD

HIGH ST

CHAPEL ST

WILLIAMS RD

ORRONG RD

KOOYONG RD

GLENFERRIE RD

WATTLETREE RD

TOORONGA RD

BURKE RD

MALVERN RD

MONASH FWY

WAVERLEY RD

DARLING RD

BELGRAVE RD

DANDENONG RD

CHADSTONE RD

WARRIGAL RD

City of Stonnington
STRATEGIC FRAMEWORK PLAN (SFP)

(AND PROPOSED CHANGES PER PLANNING SCHEME REVIEW 09-10)

City of Yarra

Forrest Hill

City of Melbourne

City of Boroondara

City of Port Phillip

City of Glen Eira

City of Monash

LEGEND

- Principal Activity Centre
- Major Activity Centre
- Neighbourhood Activity Centre (Large)
- ◆ Neighbourhood Activity Centre (Small)
- ★ Large Redevelopment Sites
- Industrial Areas
- Mixed Use Areas
- Special Urban Design & Built Form Considerations
- Areas of Natural Significance & Environmental Considerations
- (Selected) Arterial Roads where Medium Housing and Shop Tops are Encouraged and High Scale Development may be Supported in the Principal Public Transport Network (PPTN)

Transport Network
- Freeway
- Primary Road
- Secondary Road
- Railway Line
- ● Train Station

Proposed Changes Per PS Review (in colour)

- Clarified Boundaries of All Areas (as shown for Chapel Vision Area)
- Community Hubs
- (Additional) Roads in the Principal Public Transport Network
- Biodiversity Areas (add, once identified)
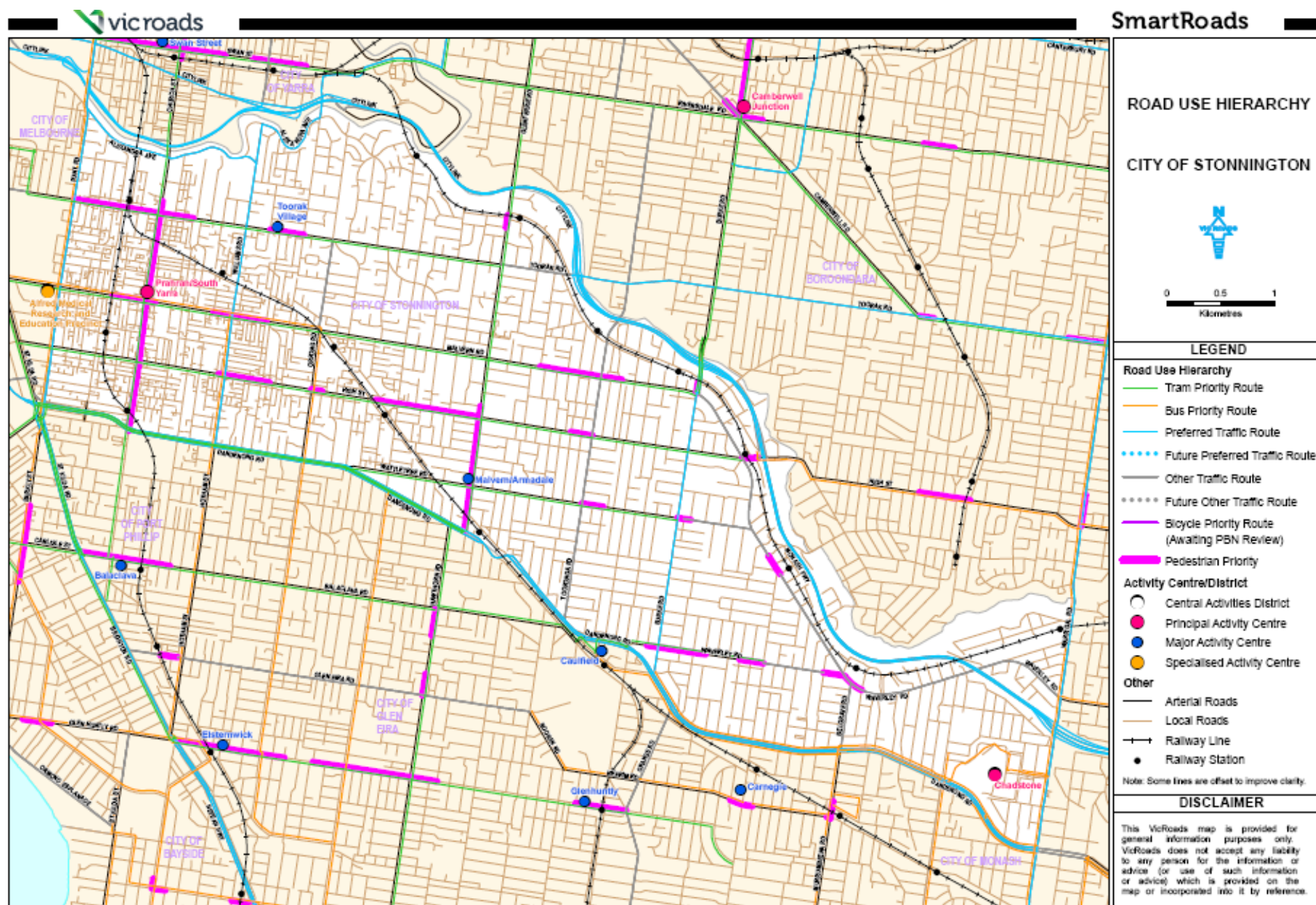- ★ Additional Key Site

Appendix 4

Land within 400 metres of PPTN.

Heritage and Neighbourhood Character Overlay Areas.

Legend

- ● Railway Stations
- ┼┼┼┼┼┼ Railway
- Area within 400 metres of
  the Principal Public Transport Network
- Existing Heritage Overlay Precincts
- Additional Heritage Precincts (2008-2010) - in process
- Existing Neighbourhood Character Overlay - Hedgeley Dene
- Potential Neighbourhood Character Overlays - for further investigation

0   1,000

meters

Appendix 5

ALEXANDRA AVE.
GRANGE RD
TOORAK RD
COMMERCIAL RD
PUNT RD
CHAPEL ST
HIGH ST
WILLIAMS RD
ORRONG RD
KOOYONG RD
GLENFERRIE RD
WATTLETREE RD
TOORONGA RD
BURKE RD
WAVERLEY RD
MALVERN RD
MONASH FWY
DARLING RD
BELGRAVE RD
DANDENONG RD
CHADSTONE RD
WARRIGAL RD

ROAD USE HIERARCHY

CITY OF STONNINGTON

0   0.5   1
Kilometres

LEGEND

Road Use Hierarchy

— Tram Priority Route

— Bus Priority Route

— Preferred Traffic Route

····· Future Preferred Traffic Route

— Other Traffic Route

····· Future Other Traffic Route

— Bicycle Priority Route
(Awaiting PBN Review)

— Pedestrian Priority

Activity Centre/District

○ Central Activities District

● Principal Activity Centre

● Major Activity Centre

● Specialised Activity Centre

Other

— Arterial Roads

— Local Roads

—+— Railway Line

● Railway Station

Note: Some lines are offset to improve clarity.

DISCLAIMER

APPENDIX 7 - PLANNING SCHEME REVIEW (09-10) – PROJECT OVERVIEW

Steering Committee
City Strategy: Stephen Lardner, Belinda Dale (Project leader)
Statutory Planning: Augarette Malki,
Community and Corporate Planning: Craig Rowley, Kelly Martini
DPCD: Helen Blazek, David Bergin

Project methodology
1. Cross-reference 4 MSS themes with 4 Council Plan themes. Identify sub-themes (refer Table 1).
2. Establish sub-theme working groups led by one strategic planner, one statutory planner and a representative from another relevant Council unit (refer Table 2).
3. Sub-theme leaders collect data / undertake preliminary audit.
4. Workshop sub-themes (using preliminary audits) with other internal stakeholders.
5. Prepare draft combined audits for each of the 4 MSS themes (Project Leader).
6. Prepare Issues Papers (6) for broader consultation, based on the Council Plan themes (refer Table 3).
7. Prepare Audit Discussion Papers (6) for targeted consultation with regular planning scheme user groups.
8. Conduct consultation – with external stakeholders and broader community.
9. Finalise review.

Project outcomes
- An audit and review report in accordance with the section 12(B)(4) of the Planning and Environment Act 1987, and recommendations for changes to the Planning Scheme;
- The findings of the review for the broader future vision for land use and development in the City, with recommendations for further work.

Consultation strategy
Internal
- All strategic and statutory planners have lead roles (and ownership of review).
- Other relevant Council units having integral input into the process.
- Input and overview from Councillors / EMT / Meeting of the Middle (which will act as a Technical Working Group).

External
- Advertisements in Stonnington Leader / Stonnington News / Letters to community groups (resident / traders / special interest groups).
- Invite expressions of interest to join mailing list / make submissions.
- Community survey, including COS Community Survey Group.
- Web page /links to Issues Papers and Survey
- Workshops with targeted stakeholder groups (developers_applicants / agencies_authorities_adjoining municipalities / lawyers_advocates).

Timing
Stage 1   Project establishment / pilot audits (Oct 2009).
             Internal sub-theme reviews / (Nov 2009– Jan 2010).
Stage 2   Preparation of Issues papers and Audit Discussion Papers (Feb 10)
             Advertisements / invitations (Mar 2010).
             External consultation / Workshops (Mar / April 2010).
Stage 3.   Final review / report – May / June 2010.

TABLE 1   THEMES AND SUB- THEMES / CROSS-REFERENCING

THEME - MSS / COUNCIL PLAN	Settlement / Environment	Housing	Economic Development	Infrastructure
Environment *Sustainability*	Natural environment. Flooding. Contamination. Sustainability			Transport and parking. Engineering infrastructure.
Liveability *Urban design / Amenity*	Urban character and design (incl. DDOs etc) Open space. Heritage.	Residential character. Residential amenity. Non-residential uses.		Transport and parking. Engineering infrastructure.
Prosperity *Economic development*	Advertising signs. Awnings		Activity centres. Tourism. Licensed premises. Industrial areas	Development contributions Subdivision.
Community *Social issues*	Community Safety Disability access.	Housing needs and locations. Student housing. Affordable housing.	Gaming.	Community services. Institutional uses. Social issues.

TABLE 2   SUB-THEME GROUPINGS (for audits / internal workshops)

Natural environment. Open space. Flooding. Contamination. Sustainability	Transport and parking. Pedestrian and cycle ways	Engineering Infrastructure Development contributions Subdivision.
Urban character and design issues (DDOs etc). Advertising signs / Awnings. Safety and disability access.	Heritage	Housing needs and locations (Student housing, Affordable housing) Residential character (incl. Main roads) and amenity. Non-residential uses.
Activity centres. Tourism. Industrial areas	Licensed premises. Gaming	Community services. Institutional uses. Social issues

TABLE 3   CONSULTATION THEMES

1. Environment	Environmental issues Open space	Engineering Infrastructure	Development contributions
2. Built form	Urban character and design issues.	DDOs, DPOs, SLOs, NCOs etc	Heritage.
3. Residential issues	Housing needs and locations.	Residential character	Residential amenity.-Non-residential uses.
4. Economic development	Activity centres. Tourism. Industry.	Advertising signs Awnings.	Licensed premises. Gaming
5. Health and well-being	*Social issues*	Safety and disability access	Community services. Institutional uses.
6. Transport	Transport & parking	Pedestrian / cycle ways	Public transport

CURRENT MSS THEMES	Settlement & Environ't	Housing	Economic Development	Infrastructure
	Natural Envir't / Open Space Urban Envir't & Character Heritage *Safety / Sustainability*	Housing Needs Residential Character Residential Amenity / Non-residential uses	Activity Centres – Viability Activity Centres – Character Industrial areas	Transport (and parking) Community services / *social* Engineering infrastructure Institutional uses
Notes **Local section parts of PS** LPPF Clause 22 Policies Zones (how applied and use of schedules) Overlays (how applied and use of schedules) Particular provision schedules (if and how used) Incorporated docs (as relevant) *Policies in preparation* *Other possible policies (in italics)*	Open space policy *(22.01)* 52.01 Schedule. PPRZ / Schedule Urban design policy *(22.02).* *Community Safety Policy?* NCO / Schedule SLO / Schedules DDO / Schedules DPO / Schedule Advertising policy *(22.03),* 52.05 Sch & Incorp doc. *Awnings Policy* Heritage policy *(22.0* Incorp docs. HO / Schedule *WSUD policy (22.18)* *ESD policy.* Land management EAO SBO / Schedule LSIO / Schedule	Residential development in commercial areas policy *(22.05)* Residential character, amenity and interface policy *(22.06).* Discretionary uses in residential areas policy *(22.07).* Student housing policy *(22.08).* *Zones* Residential Zone / Schedule Mixed Use Zone / Schedule Business 2 & 5 Zones / Schs *Neighbourhood Character Precinct Policy?* *Housing affordability, accessibility / adaptability (?)* Subdivision	Retail centres policy *(22.09).* Licensed premises policy *(22.10)* and 52.27 Schedule. *Saturation Policy?* Chadstone commercial centre policy *(22.11)* & Incorp doc. Forrest Hill Precinct policy *(22.17)* *Prahran/South Yarra and Windsor Activity Centre Interim Policy (22.19)* Zones Business 1,2 & 5 Zones / Schedules Mixed Use Zone / Schedule Industrial 3 Zone / Schedule	Traffic policy *(22.12).* Parking policy *(22.13)* & 52.06-6 Schedule. PAO / Schedule. Citylink Project Overlay & 66.06 Sch & Incorp doc. Road Zone. Infrastructure policy *(22.15).* *DCP (Forrest Hill)* Community services policy *(22.14).* Public Use Zone / Schedule Institutional uses policy 22.16 IPO / Sch & Incorp docs. SU Zone / Schedules *Social Impact Policy (draft)* *Gaming Policy* & Clause 52.28-3/4 Schedules. 52.03 Sch (Specific site exclusions) & Incorp docs. Subdivision.

CURRENT MSS THEMES	Settlement & Environ't	Housing	Economic Development	Infrastructure
	Natural Envir't / Open Space Urban Envir't & Character Heritage *Safety / Sustainability*	Housing Needs Residential Character Residential Amenity / Non- residential uses	Activity Centres – Viability Activity Centres – Character Industrial areas	Transport (and parking) Community services / *social* Engineering infrastructure Institutional uses

COUNCIL PLAN THEME

ENVIRONMENT **Key Strategic Objective:** **Stonnington will be a responsible environment manager through innovation, leadership, quality delivery and accountability.** **Community values:** Valuing the <u>sustainability of the natural environment</u> (water consumption, climate change, biodiversity, recycling, waste reduction and renewable energy) and the <u>link between the environment and the health and wellbeing</u> of the community. Valuing the balance between the <u>amenity and character of the area</u>. This includes the mix of <u>innovative development</u>, <u>heritage buildings</u> and their protection and effective management of <u>open space</u>.	**Support Council and the community to move towards <u>sustainable energy</u> options by leadership and the adoption of <u>environmental design practice</u>s.** **Manage and strengthen the local <u>biodiversity</u> and protect the flora and fauna of the <u>natural and riparian environment</u>.** Develop and implement the Stonnington <u>Bio-diversity</u> Strategy. Incorporate <u>Water Sensitive Urban Design</u> principles into Council's design and construction practices to reduce the environmental impacts of urbanisation in terms of potential pollution threat to natural waterways.			**Encourage the Council and the community to use <u>sustainable transport</u> options.** Implement the <u>Sustainable Transport Policy</u>. **Maintain and upgrade the <u>infrastructure and services</u> necessary for the seamless day to day operations of the City.** Undertake improvements to the <u>drainage system</u> to extend drainage life and improve <u>stormwater flow</u> and <u>flood impacts</u> on selected sites.

CURRENT MSS THEMES	Settlement & Environ't	Housing	Economic Development	Infrastructure
	Natural Envir't / Open Space Urban Envir't & Character Heritage *Safety / Sustainability*	Housing Needs Residential Character Residential Amenity / Non-residential uses	Activity Centres – Viability Activity Centres – Character Industrial areas	Transport (and parking) Community services / *social* Engineering infrastructure Institutional uses

COUNCIL PLAN THEME

COMMUNITY **Key Strategic Objective:** **Stonnington will be a city where all people can be happy, healthy and safe and have the opportunity to feel part of and contribute to the community.** **Community values:** Valuing the importance of establishing and maintaining good social relationships, actively <u>participating in the community</u> and having a sense of belonging. Valuing the right of people who live, work or visit in Stonnington to access the <u>services</u> and <u>facilities</u> they need to support their health and wellbeing.	**Identify and action <u>community safety</u> initiatives that address real and perceived safety issues.** **Maintain the quality and enhance the use of our facilities, amenities and <u>open space</u> to encourage community participation and cater for the interests and needs for the whole community.** *Stonnington is situated on the traditional land of the Boonwurrung and Wurundjeri people. The Boonwurrung and Woiwurrung (clan of the Wurundjeri people) continued to live along the Yarra River as white settlement expanded beyond the centre of the Port Phillip District (Melbourne) in the 1800s.*	*It is anticipated that the municipality will experience a <u>population growth rate</u> of approximately 9% over the next 10 years* (= +8800 persons by 2019).		**Enhance the health of the community through identification of <u>key health issues</u> and coordinate responses through services and partnerships.** **Continue to plan, deliver and improve the quality, accessibility and relevance of <u>community services</u> to ensure that they meet the current and future needs of all demographic groups through all their stages of life.** **Improve the effectiveness of <u>community engagement</u> and participation to facilitate community involvement in decision-making.** Undertake <u>consultation</u> with the community on land use and development and <u>strategic planning decisions</u>.

CURRENT MSS THEMES	Settlement & Environ't	Housing	Economic Development	Infrastructure
	Natural Envir't / Open Space Urban Envir't & Character Heritage *Safety / Sustainability*	Housing Needs Residential Character Residential Amenity / Non-residential uses	Activity Centres – Viability Activity Centres – Character Industrial areas	Transport (and parking) Community services / *social* Engineering infrastructure Institutional uses

COUNCIL PLAN THEME

LIVEABILITY **Key Strategic Objective:** **Stonnington will be the most desirable place to live, work and visit in Melbourne.** **Community values:** Valuing good <u>urban design</u> that maintains and enhances a quality lifestyle through the effective management of public <u>open space</u> including footpaths, <u>walking</u> tracks, <u>parks recreation</u>al facilities, access to dining and retail opportunities and access to parking	**Maintain and enhance the <u>public realm</u> to provide <u>safe</u>, accessible, usable, clean and attractive spaces and streetscapes.** **Celebrate the municipality's <u>heritage</u> and diverse buildings by balancing its existing character with complementary and sustainable developments.** Implement the <u>Heritage Strategy Action Plan</u> by identifying and assessing additional places and precincts for inclusion in the Heritage Overlay in the PS. Promote and encourage sympathetic development in <u>heritage</u> areas and seek to preserve the municipality's heritage building stock. Promote and encourage excellence in architecture and <u>urban design</u>.	**Maintain and upgrade infrastructure and services necessary for the seamless day to day operations of the city.** Process and determine applications for <u>planning permits</u> for the use, development and subdivision of land. Administer and enforce Council's <u>Local Law</u> for building activities to maintain <u>amenity and safety</u>.	**Understand the uniqueness of Stonnington's <u>shopping strips</u> to promote their attraction to a diverse community.** Further develop and implement the <u>Prahran/South Yarra</u> environs planning controls as per the Chapel Vision Structure Plan. Progress development of the <u>Toorak Village</u> planning controls as per the adopted structure plan. Further develop the <u>Waverley Road</u> permanent planning controls as per the Urban Design Framework. **Encourage awareness of the <u>public realm</u> as both a desirable destination and a gathering space for community participation and enjoyment.**	**Continue to work with key partners to find a balance between <u>sustainable transport options</u> and the lifestyle preferences of the community.** Identify and promote viable <u>sustainable transport</u> options that are targeted towards the Stonnington lifestyle. Identify behaviours and lifestyle preferences that are inconsistent with <u>sustainable transport</u> principles.

CURRENT MSS THEMES	Settlement & Environ't	Housing	Economic Development	Infrastructure
	Natural Envir't / Open Space Urban Envir't & Character Heritage *Safety / Sustainability*	Housing Needs Residential Character Residential Amenity / Non-residential uses	Activity Centres – Viability Activity Centres – Character Industrial areas	Transport (and parking) Community services / *social* Engineering infrastructure Institutional uses

COUNCIL PLAN THEME

| PROSPERITY

Key Strategic Objective:

Stonnington will be a prosperous community and premier tourist and retail destination with thriving local business and an entrepreneurial spirit.

Community values:

Valuing good <u>urban design</u> that maintains and enhances a quality lifestyle through the effective management of public open space including footpaths, walking tracks, parks recreational facilities, access to <u>dining and retail opportunities</u> and <u>access to parking</u> | | | **Promote activities that support and develop local business with the focus in <u>neighbourhood centres.</u>**

Further the existing relationships between late-night operators, the community and Council to work together to actively improve <u>late night amenity</u>.

Work with late night operators and partners of the Stonnington Liquor Accord to improve <u>late night amenity</u> through the implementation of the Action Plan for <u>Chapel Street Precinct</u>.

Improve the quality of Stonnington's <u>retail precincts</u> to match the aspirations of being a premier retail and tourism destination. | |

CURRENT MSS THEMES	Settlement & Environ't	Housing	Economic Development	Infrastructure
	Natural Envir't / Open Space Urban Envir't & Character Heritage *Safety / Sustainability*	Housing Needs Residential Character Residential Amenity / Non-residential uses	Activity Centres – Viability Activity Centres – Character Industrial areas	Transport (and parking) Community services / *social* Engineering infrastructure Institutional uses

| OTHER RELATED COUNCIL POLICIES / STRATEGIES

(in addition to docs currently referenced in PS). | Public Realm Strategy.
Bio-diversity Strategy
Sustainable Environment Plan
Protection of Trees (Local Law).

Thematic Environmental History & Addendum.
Heritage Strategy & Action Plan.
Heritage Overlay Gap Study (Precincts).

Municipal Health Plan (re: community safety).
Community Safety Plan.

Stormwater Management Strategy
Sustainable Water Management Strategy
Waste Management Policy.

Community Safety Plan

Local Law / Footpath Trading Code.

Asset Management Strategy | Local Housing Strategy.

Neighbourhood Character Study & Precinct brochures.

Main Roads Study (in preparation).

Population projections

Access and Inclusion Strategy (re accessible housing).

Older Persons Strategy (re housing needs).

Community Hubs (?)

Local Law (re amenity). | Economic Strategy (in preparation).

Stonnington Liquor Accord.

Cumulative Impact Position Statement (in preparation) | Community Consultation Plan

Sustainable Transport Policy.
Road Management Plan
Road Safety Policy.
Bicycle Strategy

Social Impact Policy.
Responsible Gambling Policy.
Municipal Health Plan.
Reconciliation Action Plan.
Community Safety Plan.

Children and Family Services Guide.
Municipal Early Years Plan.
Youth Strategy/ Youth Council
Multi-cultural Strategy and Action Plan

Draft Recreation Strategy
Library Strategy
Arts and Cultural Development Strategy |

CURRENT MSS THEMES	Settlement & Environ't	Housing	Economic Development	Infrastructure
	Natural Envir't / Open Space Urban Envir't & Character Heritage *Safety / Sustainability*	Housing Needs Residential Character Residential Amenity / Non-residential uses	Activity Centres – Viability Activity Centres – Character Industrial areas	Transport (and parking) Community services / *social* Engineering infrastructure Institutional uses

| OTHER (NON-COUNCIL) RELATED POLICIES / STRATEGIES

Also refer to:

SPPF

New Act (in preparation)

Planning Scheme Reform – models for SPPF / LPPF (in preparation)

Other Council's LPPF (eg Moonee Valley model).

Key VCAT decisions | Regional

IMAP:
• Action 9.1 Regional Sustainability Targets
• Action 9.3 Water Sensitive Urban Design (WSUD)
• Action 10.1 Regional Open Space and Trail Network
• 10.4 Riparian Open Space Project

State

Advisory Cmte Report on Heritage Provisions.

New Heritage Overlay provisions (in preparation)

New Victorian Historic Themes (in preparation) | Regional

IMAP:
• Action 5.2 Regional Affordable Housing

Regional Housing Statements (Inner and East)

State

Melbourne @ 5 million

Integrated Housing Strategy (in preparation)

Housing Growth Requirements Study (in preparation)

New Residential Zones (in preparation) | Regional

IMAP:
• Action 7.4 Regional Economic Development Statement
• Action 6.3 Managing Conflicts in Activity Centres
• Action 11.1 Inner Melbourne Visitor Map
• Action 11.2 Regional Tourism Program

State

New Activity Centre Zone | Regional

IMAP:
• Action 2.2 Inner Melbourne Way-finding Signage
• Action 2.3 Bicycle Network Legibility
• Action 2.5 Bicycle Network

State

Victorian Transport Plan

Linking Melbourne – Melbourne Transport Plan Eddington report

Victorian Cycling Plan

Freight Futures |

APPENDIX 9

PLANNING SCHEME REVIEW 09-10

ISSUES PAPERS

WHAT IS THIS ISSUES PAPER ABOUT?

This paper has issues about **urban design** and **heritage**.

Urban Design is concerned with analysing, organising and shaping the urban environment to create well-designed, environmentally responsible and liveable cities. This encompasses the **design and development** of buildings and their landscape settings, the public realm, landmark views and vistas, pedestrian spaces, heritage buildings and places and consolidation of sites. Key concerns include energy and resource efficiency, architectural quality, landscape quality, the form and character of our neighbourhoods and urban centres, and designing for public safety and universal access.

In this context the **public realm** includes external public spaces accessible to the public, as well as those private spaces that contribute physically or visually to the public realm, such as vegetation within private residences seen from public spaces. The **private realm** includes back yards, interfaces between properties and internal areas.

The Planning Scheme has limited control over public land and no control over single dwellings on lots over 500m2.

In Stonnington the defining **urban design character** elements include:

- The variety and distinctiveness of the residential built form and its responsive relationship to the topography.

- The high quality of architectural design; as an inherited legacy from the past and recognised as an imperative for the present and the future development of the City.

- Established canopy- treed streetscapes, private gardens, landscaped setbacks and backyards.

- Well known and attractive boulevards and entrances to the City and its activity centres.

- Views and vistas to and from the City and, importantly, the relationship of the City's interface with the Yarra River.

- The grid pattern of development.

- The pattern of major public parks and other open spaces.

- The strong network and hierarchy of our activity centres.

- The high accessibility by all modes of transport routes.

Heritage places are those assessed to be of cultural significance to the local community (includes places of architectural, historic, scientific, aesthetic, natural environmental, social and indigenous value).

In Stonnington there are approximately 8,600 properties in the Heritage Overlay (28% of the total), in 72 precincts and 205 individual buildings.

WHAT HAS CHANGED SINCE THE 2003 REVIEW?

Council has prepared a *Public Realm Strategy (Draft April 2009)* which has recommendations for municipal-wide improvements and specific precinct recommendations.

Structure Plans have been prepared for Forrest Hill, Prahran/South Yarra (Chapel Vision) and Toorak Village, and an *Urban Design Framework* for the Waverley Road, Malvern East Neighbourhood Activity Centre. Council is progressively including provisions in the Planning Scheme to manage the built form in these areas.

Council's *Neighbourhood Character Study (December 06)* identified 32 different precincts in the City, each with its own preferred character statement and set of character guidelines. This Study also identified areas with potential for inclusion in the Heritage Overlay (HO) or the Neighbourhood Character Overlay (NCO). The Minister for Planning has stated that he will not allow neighbourhood character controls in the Scheme unless Council identifies more land for higher density housing in the Strategic Framework Plan in the MSS (refer Issues Paper No 3 for more information on this issue).

On the heritage front, Council has prepared a Thematic *Environmental History (2006)*, *Heritage Strategy (2006)* and *Precinct Gap Study (2009)*. Council has added another 2000 properties to the HO with interim protection and another 300 are proposed for inclusion.

FURTHER INFORMATION / NEXT STEPS

Issues papers will be available to view on Council's website and in Council's service centres and libraries in March 2010.

Feedback can be provided by 16 April via:

- www.stonnington.vic.gov.au/planningschemereview

- email StrategicPlanning@stonnington.vic.gov.au

- feedback form (over page) posted to City Strategy, City of Stonnington, PO Box 21 Prahran 3181.

If you have any **queries** please contact Strategic Planning on 82901395, or email StrategicPlanning@stonnington.vic.gov.au

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The Planning and Environment Act (1987) requires Council to review its Planning Scheme within a year of the adoption of its Council Plan (i.e. by mid 2010). The Review will audit the existing Planning Scheme and also scope some broader visions for the future **land-use and development** of the City and ensure its consistency with state and local planning policy and the Council Plan.

Council has prepared six Issues Papers to assist its engagement with the broader community:

1. Environment (open space, environmental sustainability, environmental risks and values, infrastructure).

2. Built form (urban design and heritage).

3. Residential issues (housing needs, locations, residential character / amenity).

4. Economic development (activity centres, industry, office uses, tourism).

5. Health and wellbeing (community uses, social issues, entertainment uses).

6. Transport (roads, traffic, parking, public transport, walking, cycling).

— City of —
STONNINGTON

City of Stonnington
PO Box 21
Prahran 3181
Enquiries: 8290 1333
General Fax: 9521 2255

Call the Stonnington Community Link
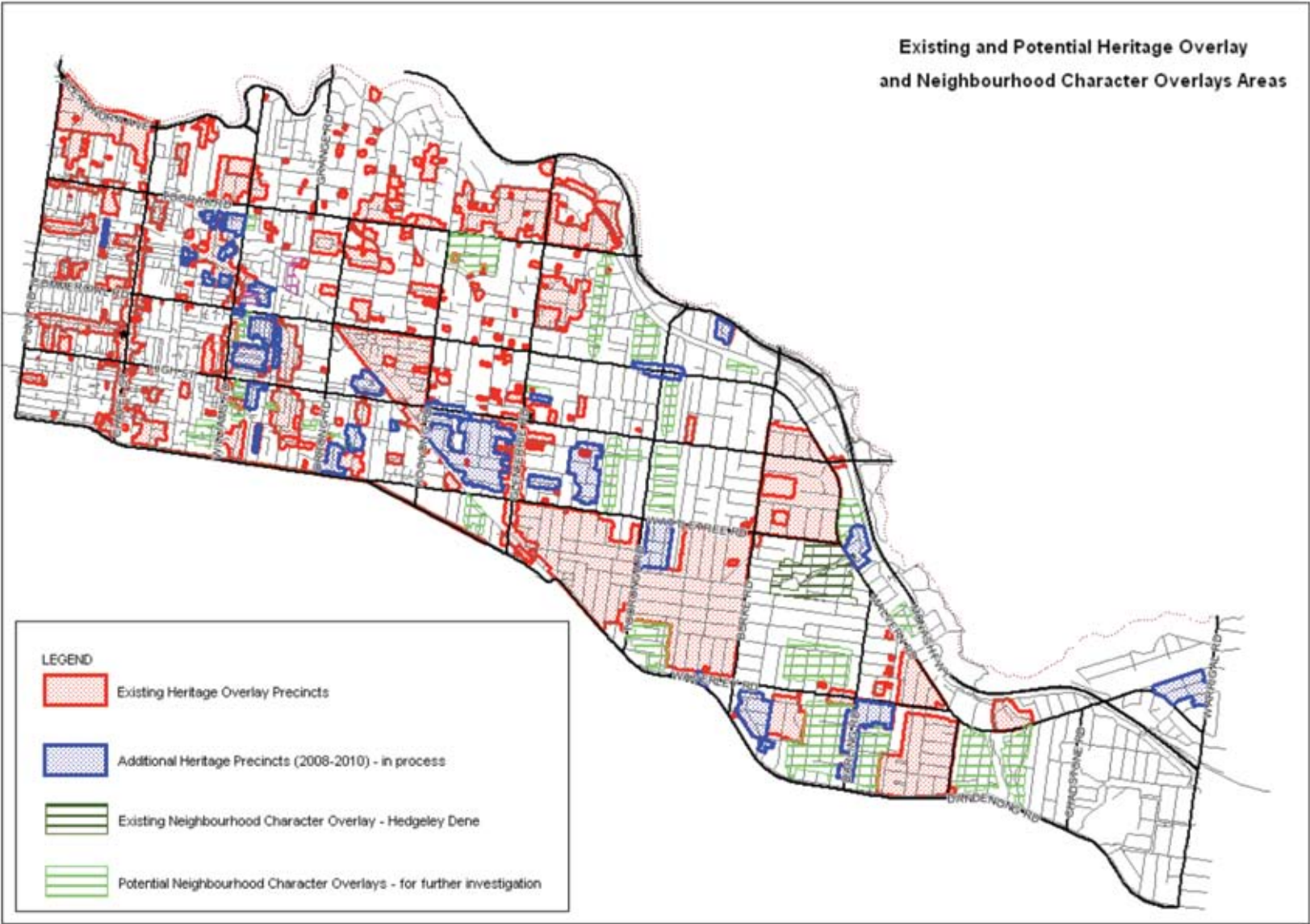A Multilingual Telephone Information Service.
General Enquiries 8290 1333

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

Built form

review
planning scheme

— City of —
STONNINGTON

Existing and Potential Heritage Overlay and Neighbourhood Character Overlays Areas

LEGEND

- Existing Heritage Overlay Precincts
- Additional Heritage Precincts (2008-2010) - in process
- Existing Neighbourhood Character Overlay - Hedgeley Dene
- Potential Neighbourhood Character Overlays - for further investigation

KEY ISSUES / KEY CHALLENGES

Moving from west to east through Stonnington its historical development progresses, with development from the 1850s in the west to the 1950s and 60s in the east.

The City has strong edges with the Yarra River and Gardiners Creek in the north (reinforced by the Monash Freeway and busy roads on the other boundaries (Dandenong Rd, Warrigal Rd and Punt Rd).

There is a strong grid of internal roads and a strong network of large and small activity centres, each with their own individual identity.

In the 19th Century the rolling hills around South Yarra and Toorak were developed with large homes and gardens and the lower flat land in Prahran and Windsor with small workers cottages on fine grained lots. Later development in Malvern and Malvern East reflects the traditional 20th Century suburban pattern of house and landscaped garden allotment.

Although there has been infill development, starting in the 1920s and still continuing today, the pattern and form of development still largely reflects these early historical and geographical drivers.

A key defining and consistent element in residential areas is the canopy treed streetscape and the key contributing factor of landscaped setbacks (front, side and rear). The landscape character of the city is a highly valued asset; and this character is formed through the combined impact of both public and private provision of substantive canopy-treed vegetation and gardens.

New higher density development needs to respect the established context of setbacks trees and gardens to retain the landscaped character of the City.

The Planning Scheme does not provide adequate tools to encourage good design that is respectful of its context. This deficiency needs to be addressed.

Sustainable design and development principles, safety and disability access are frequently ignored or retrofitted into new developments.

Internal amenity (the design and layout of internal spaces) is being sacrificed in some new developments to increase short term yields.

Key views and landmarks are already protected in the Planning Scheme (Shrine, Botanic Gardens and land beside Yarra River). Structure Plans have identified key gateways and landmarks for specific centres.

Structure Plans have identified public realm improvements; however the planning scheme severely limits the capacity to collect contributions to fund high quality public realm design and treatments.

The Thematic Environmental History of Stonnington provides a strong framework for the justification required to protect heritage places. Council is well-advanced with the protection of additional heritage precincts. There are gaps for some themes and further work will identify additional individual places for protection.

An issue is the weight given to heritage places and precincts

along main roads and in activity centres, given the pressures for redevelopment in these areas. Infill development in and beside these areas needs to be respectful of the heritage character of the place.

VALUES AND VISIONS

Council Plan values
Valuing good urban design that maintains and enhances a quality lifestyle through the effective management of public open space including footpaths, walking tracks, parks and recreational facilities.

Valuing the balance between the amenity and character of the area. This includes the mix of innovative development, heritage buildings and their protection and the effective management of open space.

Council Plan Vision
Stonnington will be the most desirable place to live, work and visit in Melbourne.

Do you support the values and visions below?
Please rate them high (H), medium (M) or low (L)

Other values for your comment.	Your Rank H, M or L
A diversity of public spaces for recreation, socialisation and contemplation.
Shady canopy treed streets, reserves and playgrounds.
Clear directional signage (clutter free).
Key views and landmarks that identify the City.
Heritage precincts and significant buildings and places.
High quality streetscapes and street trees.
Local neighbourhood character that maintains a sense of location. The distinctive and different identities of our shopping centres.
High quality built form that reflects an appreciation of its context and the underlying character of the City.
High internal amenity in homes and gardens.
High standards of design for public safety and universal access.

Other Visions for the future for your comment

Good quality architecture and urban design is used to achieve good social, economic and physical outcomes.	
All new developments to be of good design.	
The public realm is enhanced and extended.	
Council activities and public spaces enable community engagement and social inclusion.	

The form and character of the City's residential neighbourhoods, small and major shopping centres are clear and strong.	
Access is improved with better signage and maintenance.	
There are master plans for all shopping centres which reinforce their identity and improve access (paths and cycle ways) and function.	
Environmental sustainability principles are included in all new developments.	
Council encourages 'white' and / or 'green' rooftops.	
New buildings are of human scale when viewed from the street and respond to the topography.	
New development respects established setbacks and landscaping (front, side and rear), with limitations on paving and garages in front setbacks and high front fences.	
Areas of highly consistent character are protected with heritage or character controls.	
New development is well designed and respectful of its context.	
Universal disability access and community safety are incorporated as lead design principles in all developments.	

WHAT DO YOU THINK?

Do you have any other values and visions?

Please list them below or on another sheet of paper.

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Please return feedback form by 16 April to City Strategy, City of Stonnington, PO Box 21 Prahran 3181.

Your name...

Your address (or email) and organisation ....
....

WHAT IS THIS ISSUES PAPER ABOUT?

This Issues Paper focuses on **Economic Development**. In Stonnington, economic development activity includes the following:

- **Activity centres** - including strip shopping centres or stand alone centres that contain retail, office, entertainment, residential, recreational and community uses.

- **Entertainment uses** - including restaurants, cafés, hotels, pubs and taverns, nightclubs, clubs, cinemas and other licensed premises.

- **Industry** - including service industry (e.g. motor repairs), manufacturing, wholesaling and distribution activities.

- **Services** - associated with tourism, arts, culture, health, education.

Stonnington's commercial areas are spread across the city, mainly in strip shopping centres (e.g. Chapel St / Toorak Rd and Glenferrie Rd / High St). Chadstone is a stand-alone centre. These major centres serve large regional catchments well beyond the City and are the focus of a large number of entertainment uses. Many smaller centres serve local catchments. **Mixed use** areas (retail, office and residential) are located around Chapel Street (especially the north end). **Industrial areas** are small, and include the Weir Street and Paran Place areas. For information on community, cultural, health and educational services and entertainment uses refer to Health and Wellbeing Issues paper No 5.

WHAT IS IN THE CURRENT PLANNING SCHEME?

The Municipal Strategic Statement (MSS) seeks to provide opportunities to enhance the economic viability and effectiveness of Stonnington's activity centres and encourages maintaining an individual identity for commercial centres and their development as community foci, in accordance with the centres hierarchy.

The MSS identifies the following hierarchy of shopping centres:

- **Group 1 - Principal:** Prahran / South Yarra and Chadstone.

- **Group 2 - Major:** Glenferrie Road / High Street

- **Group 3 - Large Neighbourhood:** Toorak Road South Yarra (west end), Windsor, Toorak Village and Hawksburn.

- **Group 4 - Small Neighbourhood:** All other centres.

The strategies contained in the MSS seek to support the hierarchy, directing large scale uses to the Group 1 centres. All centres in Groups 1 – 3, except Hawksburn, are zoned **Business 1** and cater for **intensive retailing and complementary uses**.

The MSS seeks a diversity of businesses, goods and services that will enhance economic viability, including a controlled number of entertainment uses mainly in the Group 1 centres. A balance between the potentially competing amenity needs and impacts of retail, office, entertainment uses and residential uses is also sought. Hawksburn and the Group 4 centres seek to maintain a hub of retailing to serve the surrounding community but are zoned Business 2 to allow for restructuring and a wider range of office and service uses to locate in these centres.

The MSS encourages residential development, including shop tops, to locate in retail areas.

The MSS encourages the retention of industries which provide local services and employment and are innovative or technology intensive.

WHAT HAS CHANGED SINCE THE 2003 REVIEW?

State policy

The **State Planning Policy Framework** now incorporates policies from *Melbourne 2030*, including objectives to build up activity centres as a focus of high quality development, activity and living for the whole community, broaden the base of activity in centres that are currently dominated by shopping to include a wider range of services over longer hours, and restrict out-of-centre development and locate a substantial proportion of new housing in or close to activity centres and other strategic redevelopment sites that offer good access to services and transport.

The State Government has introduced DACs (Development Assessment Committees) to replace Council as the responsible authority for making decisions on major developments in Principal Activity Centres. This has not yet been introduced in Stonnington but will apply to the Prahran/ South Yarra Principal activity centre.

The State Government has introduced a new **Activity Centre Zone** also proposed to apply to Principal and Major activity centres. The boundary should match the adopted structure plan boundary for the centre and include additional land for growth around the centre. The schedule to the zone can be tailored to include specific requirements for use and development for different centres and precincts

Local and regional policies and studies

Structure Plans have been prepared for Forrest Hill, Prahran/South Yarra (Chapel Vision) and Toorak Village, and an U*rban Design Framework* for the Waverley Road, Malvern East Neighbourhood Activity Centre. Council is progressively including policy in the Planning Scheme for these areas. An Economic Development Strategy is being prepared.

The I*nner Melbourne Action Plan (IMAP) December 2005*, which was developed by the inner municipal Councils of Melbourne, Yarra, Port Phillip and Stonnington, has prepared a *Regional Economic Development Statement* and an *Inner Melbourne Visitor Map* and **Regional Tourism Program**. An action underway is to *Manage Conflicts in Activity Centres*.

The City of Stonnington is currently finalising policy on late night liquor licenses and how to manage the impact in the Chapel Street precinct.

FURTHER INFORMATION / NEXT STEPS

Issues papers will be available to view on Council's website and in Council's service centres and libraries in March 2010.

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Council has prepared six Issues Papers to assist its engagement with the community:

1. Environment (open space, environmental sustainability, environmental risks and values, infrastructure).

2. Built form (urban design and heritage).

3. Residential issues (housing needs, locations, residential character / amenity).

4. Economic development (activity centres, industry, office uses, tourism).

5. Health & wellbeing issues (community uses, social issues, entertainment uses).

6. Transport (roads, traffic, parking, public transport, walking, cycling).

City of Stonnington

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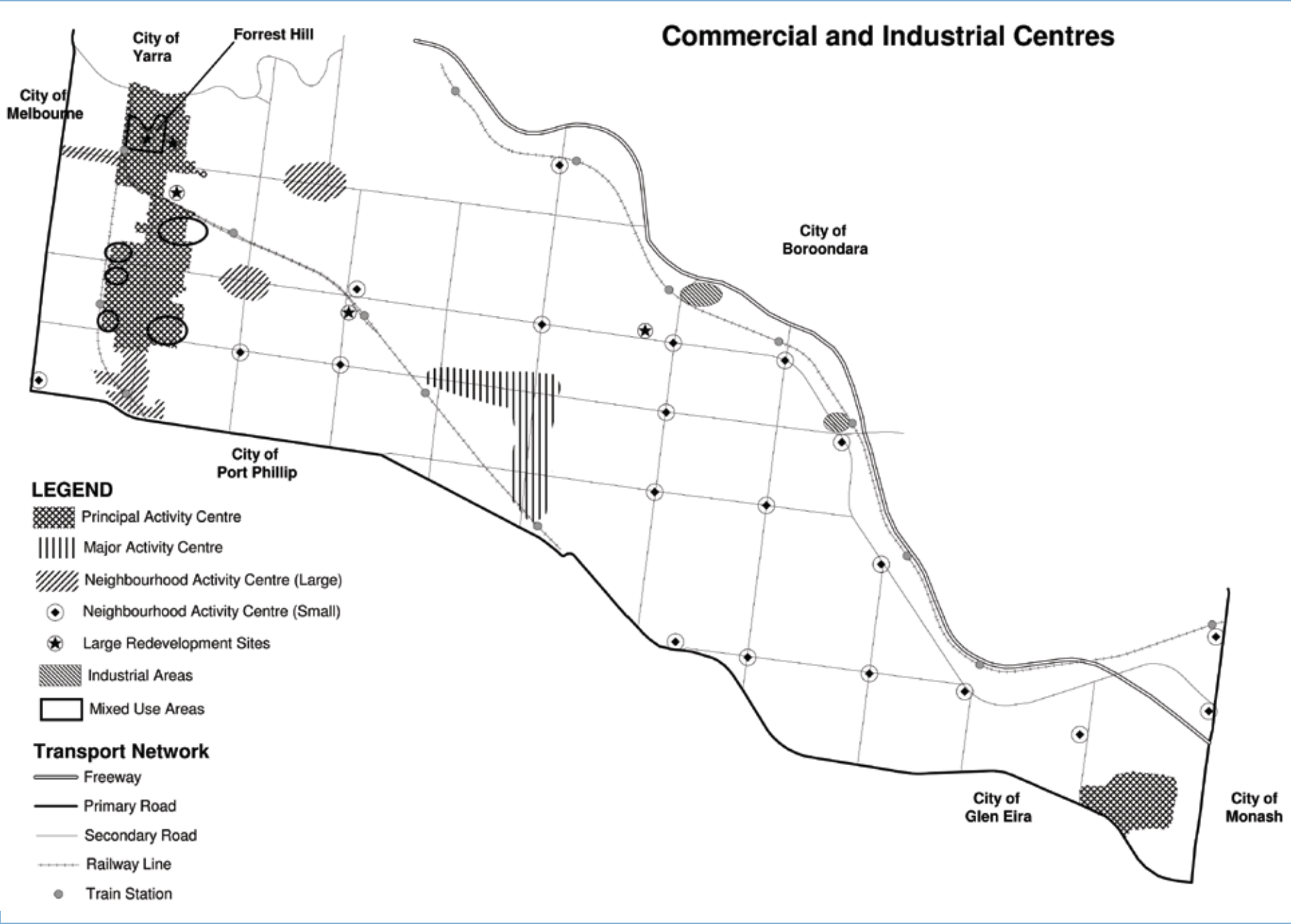A Multilingual Telephone Information Service.

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Economic development

review
planning scheme

Commercial and Industrial Centres

City of Yarra
Forrest Hill
City of Melbourne
City of Boroondara
City of Port Phillip
City of Glen Eira
City of Monash

LEGEND
- Principal Activity Centre
- Major Activity Centre
- Neighbourhood Activity Centre (Large)
- Neighbourhood Activity Centre (Small)
- Large Redevelopment Sites
- Industrial Areas
- Mixed Use Areas

Transport Network
- Freeway
- Primary Road
- Secondary Road
- Railway Line
- Train Station

KEY ISSUES / KEY CHALLENGES

There is a strong network of shopping centres across the City, all having access to one or more forms of public transport.

Stonnington shopping centres have a high profile in Melbourne and serve both regional and local needs. Some of these centres are popular tourist destinations.

Some of the smaller centres are struggling having lost their role as a supplier of local needs and as a local community focus.

Factors that affect the viability of centres include the mix of retailers, traffic congestion, and higher value and specialist uses driving out convenience shopping.

Each centre should have its own distinctive identity. Some centres having different day time and night time identities.

The heritage character of buildings contributes to the identity of centres, and is important to retain and incorporate in redevelopment.

The larger commercial areas and their entertainment venues have generated night-time conflicts that need moderation.

Increasing residential development in and beside activity centres combined with the increased after hours opening of commercial uses have highlighted amenity and residential/commercial conflicts.

A challenge is achieving the right balance of local and visitor uses, day and night-time uses and residential and commercial uses.

Access, parking and through traffic are becoming increasingly difficult problems.

Improved transport and improved safe access to car parks and public transport is fundamental to the ongoing viability of centres.

Industries are moving out and being replaced by office, warehousing or residential uses, especially around the activity centres reducing employment, and new business opportunities

A wide variety of small-scale service industries such as panel beating and repair services, which meet local needs, are under threat of redevelopment.

There is an opportunity to attract and foster industries that can take advantage of Stonnington's locational assets and which can provide employment and services for the local community including:

- high technology, communication and distribution services
- industries capitalising on our key attractions (e.g. clothes, coffee, hairdressing / beauty).
- services associated with the education, health, medical and professional services (including arts, lawyers, architects, graphic designers).
- visitor accommodation including boutique hotels and serviced apartments.

There are limited sites on which to locate these uses of relative high value and low impact.

VALUES AND VISIONS

Council Plan values
Valuing good urban design that maintains and enhances a quality lifestyle through the effective management of access to dining and retail opportunities and access to parking.

Council Plan Vision
Stonnington will be a prosperous community and premier tourist and retail destination with thriving local business and an entrepreneurial spirit.

Do you support the values and visions below?
Please rate them high (H), medium (M) or low (L)

Other Values for your comment.	Your Rank H, M or L
A balance and mix of uses in our shopping centres .	
Diversity and vitality within shopping centres.	
A varying and identifiable different character in each shopping centre.	
The heritage value of many shopping centres.	
The accessibility of shopping centres and public transport.	
A safe environment day and night.	
Access to services and service industries.	
The high quality and accessibility of professional and specialist services.	

Other Visions for the future for your comment.	
Shopping Centres are a destination and a 'place' to go of local and regional significance.	
Shopping Centres provide a local community focus, with larger centres also providing for regional retail, office, entertainment and service needs.	
Each shopping centre has a sense of unique identity and vitality.	
Shopping centres perform both local and visitor roles which are mutually beneficial.	
There is a network of sustainable local centres providing high quality, local services.	
There is a high quality public realm of street tree's, paving and street furniture.	
A walkable environment and enhanced connectivity within shopping centres and adjacent residential areas.	
Safe, walkable access to public transport, car parks, shopping centres (activated laneways – with day and night time uses).	

Enhanced perceptions of safety by improved lighting, passive surveillance and active street frontages.	
After hours opening of commercial and community services (e.g. libraries, market) to improve passive surveillance.	
Increased opportunities for local services and employment in local centres.	
A range and high standard of professional and creative services and industries.	
Place making' within shopping centres.	
The number and operation of entertainment uses does not dominate or adversely affect shopping centres.	
Equal and balanced recognition is given to the four main roles of the larger centres (retail / services / entertainment and residential).	

WHAT DO YOU THINK?

Do you have any other values and visions?

Please list them below or on another sheet of paper.

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WHAT IS THIS ISSUES PAPER ABOUT?

This Issues Paper focuses on Environmental Issues including open space, environmental sustainability, energy efficiency, waste management, environmental risks (including flooding and contaminated land) and values (including biodiversity, native vegetation protection and significant trees) and the provision of infrastructure (including drainage and sewerage).

WHAT IS IN THE CURRENT PLANNING SCHEME?

The State Planning Policy Framework (SPPF) has a comprehensive set of policies for environmental issues.

In the local section (introduced by Council) the Municipal Strategic Statement (MSS) has objectives:

- To minimise the impacts of use and development on the natural environment in relation to air and water quality, recycling, protecting waterways and enhancing public open space.

- To maintain essential engineering services such as drainage, sewerage, water and telecom to acceptable health, safety and engineering standards.

Overlay controls apply to:

- Flood prone areas along the Yarra River and Gardiners Creek (LSIO – Land Subject to Inundation Overlay).

- Land affected by overland flows from the drainage system (SBO – Special Building Overlay).

- Potentially contaminated land (EAO – Environmental Audit Overlay), which applies to land previously zoned Industrial.

- Protection of the landscape along the Yarra River frontage (Special Landscape Overlay).

Council has an Open Space Policy in the Planning Scheme to ensure contributions are made for the acquisition and development of open space.

Reserved public open space is included in the Public Park and Recreation Zone.

OTHER CONTROLS

Council's Local Law protects significant trees.

WHAT HAS CHANGED SINCE THE 2003 REVIEW?

Council has introduced a Significant Landscape Overlay over land fronting the Yarra River, based on recommendations in the Consultant Report *Review of Policies and Controls for the Yarra River Corridor June 2005*.

Council and Melbourne Water introduced a Special Building Overlay in May 2005 over land liable to overland flows from the drainage system in the event of a 1:100 year storm event.

Council has prepared a Sustainable Water Management Strategy (adopted 2003) and a Public Realm Strategy (draft March 2009). A Biodiversity Strategy and Waste Management Strategy are in preparation.

The *Inner Melbourne Action Plan (IMAP) December 2005*, which was developed by the inner municipal Councils of Melbourne, Yarra, Port Phillip and Stonnington, has actions underway in relation to:

- Regional Sustainability Targets

- Use of Recycled Water for Open Space

- Regional Open Space and Trail Network

- Riparian Open Space Project

- Water Sensitive Urban Design (WSUD)

Council has adopted *Water Sensitive Urban Design Guidelines (September 2009)* and sought authorisation from the Minister for Planning to include a policy in the Planning Scheme.

The Council Plan 2009-13 has a strong emphasis on environmental issues.

Strategies include:

- *Strengthen the community's focus on the environmental agenda by building upon innovative and leading practices through educational and communication for all ages.*

- *Support Council and the community to move towards sustainable energy options by leadership and the adoption of environmental design practices.*

- *Manage and strengthen the local biodiversity and protect the flora and fauna of the natural and riparian environment.*

- *Use water conservation and drought management best practices to manage Council's natural assets in the public realm.*

- *Reinforce innovative waste management practices to continue to minimise municipal waste.*

- *Maintain the quality and enhance the use of our facilities, amenities and open space to encourage community participation and cater for the interests and needs for the whole community*

FURTHER INFORMATION / NEXT STEPS

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Environment

planning scheme
review

City of Stonnington

Green Space Types
(main functions only)

Map labels: ALEXANDER AVE, ORRONG RD, Monash Fwy, ALEXANDRA AVE, Darling Gardens, SOUTH YARRA, Como Park, TOORAK, Kooyong Park, Rockley Gardens, TOORAK RD, PUNT RD, South Yarra Siding Reserve, Brockille Gardens, Robert Menzies Reserve, GLENFERRIE RD, COMMERCIAL RD, KOOYONG RD, Princes Gardens, Gardiner Park, PRAHRAN, Orrong Romanis Reserve, Victoria Gardens, CHAPEL ST, Toorak Park, ARMADALE, MALVERN RD, Glenburn Bend Park, HIGH ST, WINDSOR, WILLIAMS RD, Chris Gaham Reserve, Lumley Park, Malvern Cricket Ground, Malvern Public Gardens, Glen Iris Park, Windsor Siding, ORRONG RD, Armadale Reserve, Union Street Reserve, WATTLETREE RD, Hedgeley Dene Gardens, Darling Park, Central Park, BURKE RD, MONASH FWY, Malvern Valley Public Golf Course, TOORONGA RD, MALVERN EAST, WAVERLEY RD, DARLING RD, Waverley Oval, WARRIGAL RD, Ardrie Park, BELGRAVE RD, Urban Forest Reserve, CHADSTONE RD, Phoenix Park, Percy Treyvaud Memorial Park, DANDENONG RD

Legend

Train Stations
Train Tracks

Green space types
- Areas where public open space is lacking within the Stonnington block
- Parks and reserves
- Historical parks
- Sport parks / grounds
- Environmental spaces
- Urban spaces

0   1,000
meters

N W E S

KEY ISSUES / KEY CHALLENGES

Community satisfaction surveys rank the quality of Stonnington's open spaces, which includes our parks gardens and sports grounds, highly.

The City of Stonnington has a low ratio of public open space per person compared to other metropolitan municipalities.

Council's Public Realm Strategy addresses changing perceptions on the use of public open space, broadening the concept to include other parts of the public realm (e.g. streets, squares, car parks) and the private / public interface which contributes to the public realm.

New development provides the opportunity to collect contributions towards open space improvements and to provide new parks in areas currently lacking in open space.

Council is able to collect contributions from new development at the subdivision stage (via the Subdivisions Act), however the current legislation does not allow expenditure of these contributions for non-open space, public realm improvements.

Perceived and actual safety of open space needs to be addressed.

Links between open spaces are poor and need to be extended across the municipality.

The Yarra River and Gardiners Creek are key environmental assets.

Development needs to be sensitive to its impact on natural areas and open space and managed to ensure that the ecological value of natural resources remains intact.

The natural areas and open space provide the best opportunity to conserve and promote flora and fauna.

The creation of wetlands, habitat and vegetation areas can enhance the diversity of opportunities available in the City's parks and gardens.

Properties liable to inundation need to be identified to ensure the flood risk is considered when assessing planning proposals, to avoid inappropriately located uses and development.

More recent drainage analyses have identified further areas liable to overland flows which warrant protection.

Potentially contaminated sites need to be identified and audited for assessment in relation to future development proposals.

Intensive new development in the City will place added pressure on the ageing engineering infrastructure.

Increasing development/consolidation is impacting drainage capacity. There is a need to catch water and treat it and use it on site to reduce the quantity and improve the quality of stormwater runoff.

Future use and development needs to occur in appropriate locations and at an appropriate scale and density consistent with the capacity of local infrastructure.

The MSS needs to be strengthened to ensure there is adequate provision of water and sewerage infrastructure and these issues are considered in assessing any planning proposals.

The Planning Scheme does not adequately provide for environmentally sustainable design (ESD) as part of new developments.

The Planning Scheme does not have an adequate policy to protect significant trees and retain and prioritise canopy landscaping to reduce the practice of borrowed landscape.

VALUES AND VISIONS

Council Plan values
Valuing the sustainability of the natural environment (water consumption, climate change, biodiversity, recycling, waste reduction and renewable energy) and the link between the environment and the health and wellbeing of the community.

Valuing the balance between the amenity and character of the area. This includes effective management of open space.

Council Plan Vision
Stonnington will be a responsible environment manager through innovation, leadership, quality delivery and accountability.

Do you support the values and visions below?
Please rate them high (H), medium (M) or low (L)

Other Values for your comment.	Your Rank H, M or L
Equitable access to open space.	
Open space that provides for a range of activities.	
Pedestrian and bicycle paths link open space.	
Feeling safe in open space.	
The natural environment along the banks of the Yarra River and along the Gardiners Creek.	
Gardens, greenery and the planting of local indigenous trees.	
The planting of European and other exotic trees.	
The protection of native birds and small animals.	
Development that is sensitive to its impact on natural areas.	
Clean air.	
The clear identification of environmental risks (including contaminated land and flood liable land).	
Clean water in the Yarra River and Gardiners Creek.	
Rain water and grey water capture and use in both the public and private realm.	
The provision of essential services including drainage, sewerage, water and telecommunications.	

Other Visions for the future for your comment.	
Council will lead the community towards sustainable energy options.	
Environmental sustainability will be embraced as a way of life.	

Power utilities will pursue energy efficiency in public lighting.	
Innovative waste management is adopted.	
Open space will be increased in areas where there is an identified shortage.	
Partnerships with developers will provide open space and public domain improvements.	
Natural environment areas that support native flora.	
The natural environment is restabilised along the Yarra River and Gardiners Creek.	
Yarra River is a green corridor and not dominated by large scale buildings.	
Stonnington's flood prone areas are all identified to guide future developments.	
All development applications incorporate environmentally sustainable and water sensitive urban design measures.	
The capacity of local infrastructure is forecast and mapped to ensure that use and development occurs in appropriate locations and at an appropriate scale and density.	
Development occurs at a density and scale appropriate to the identified capacity of the area.	
Improved quality and reduced quantity of stormwater entering drainage network.	
Greener streets using diverted rainwater to grow more trees and gardens.	

WHAT DO YOU THINK?

Do you have any other values and visions?

Please list them below or on another sheet of paper.

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....

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WHAT IS THIS ISSUES PAPER ABOUT?

Health and wellbeing relates to healthy lifestyles, connected communities, positive aging and community safety, as identified in the Municipal Public Health Plan.

WHAT IS IN THE CURRENT PLANNING SCHEME?

The Planning Scheme has several specific references consistent with the health and wellbeing principles in the Municipal Public Health Plan. These include:

- Providing for a diversity of housing.
- Creating urban environments that enhance real and perceived personal safety and property security.
- Promoting the use of sustainable personal transport options.
- Guiding the location and provision of health related facilities that benefit the local community.
- Guiding the location and provision of education related facilities that benefit the local community.

Specific policies in the Planning Scheme address:

- Licensed Premises
- Community uses
- Institutional uses (private schools and hospitals)
- Discretionary uses (non-residential uses in the Residential Zone)
- Student Housing
- Urban Design

The Planning Scheme has limited capacity to achieve all our social goals and little control over public land and uses. There are other vehicles to achieve these goals. The Planning Scheme should be maximised to achieve these goals.

For more discussion on design for health and wellbeing, disability access and community safety refer to Built Form Issues Paper, housing needs refer to Residential Issues Paper and on entertainment uses and activity centres refer to Economic Development Issues Paper.

WHAT HAS CHANGED SINCE THE 2003 REVIEW?

State policies

In 2006 *Melbourne 2030* was introduced into the State Planning Policy Framework in the Planning Scheme with the purpose of:

- Promoting health and community well-being by addressing urban design, culture, safety, heritage, arts, housing affordability and infrastructure distribution.
- Acknowledging and meeting the needs of diverse groups.
- Promoting community participation in decision-making.

Local policies

In 2005 Council introduced a new Licensed Premises Policy into the Planning Scheme, to ensure adequate consideration of issues regarding amenity impacts and management of licensed premises. It identifies preferred locations for licensed premises and seeks to ensure that licensed premises do not adversely impact on activity centres.

In 2007, Council introduced a Student Housing Policy which recognises social issues around positive, safe and secure living environments for students in appropriate locations close to the educational facilities. It aims to minimise negative impacts on the adjoining area.

In 2008 Council partnered local Police, Liquor Licensing Victoria and late night traders in the Chapel Street precinct to revitalise the Stonnington Liquor Accord. This included developing a new agreement between all partners and an action plan. The Accord aims to:

- Encourage the implementation of best practices in the management of licensed premises.
- Promote responsible standards of behaviour by patrons and protect their safety.
- Maintain high standards of behaviour in and around licensed premises.

In 2009, Council developed a new Municipal Public Health Plan. This identifies healthy lifestyles, connected communities, positive ageing and community safety as key health and wellbeing considerations.

In 2010, Council is developing a new disability action plan titled 'A City for All', to:

- Reduce barriers to people with a disability accessing goods, services and facilitates.
- Reduce barriers to people with a disability obtaining and maintaining employment.
- Promote inclusion and participation in the community of people with a disability.
- Achieve tangible changes in attitudes and practices which discriminate against people with a disability.

Other important policies and strategies developed by Council in recent years are:

- Stonnington Liquor Accord agreement.
- Municipal Early Years Plan.
- Multicultural strategy and action plan.
- Library Strategy.
- Arts and Culture Development Strategy.

Work currently being developed includes a Social Impact Assessment Policy and a research paper on licensed premises in the Chapel Street precinct and their impact.

FURTHER INFORMATION / NEXT STEPS

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Health and wellbeing

planning scheme
review

— City of —
STONNINGTON

HEALTH AND WELLBEING STATISTICS

Community facilities:

- Two aquatic centres - Harold Holt Swim Centre and Prahran Aquatic Centre
- Orrong Romanis Recreation Centre, Penpraze Park, Kooyong Park, Como Park, Malvern Valley Golf Course
- 21 sports grounds including skate facilities
- Prahran and Phoenix Park adventure playgrounds
- 24 kindergartens, 26 primary schools and 12 secondary schools
- Swinburne National School of Design
- National Institute of Circus Arts.

Crime Statistics:

- In Stonnington, there were 960 recorded crimes against the person per 100,000 population in 2008/09.
- In Stonnington, there were 7,734 recorded crimes against property per 100,000 population in 2008/09.

Health statistics:

Key health statistics identified in the 2009 Municipal Public Health Plan (MPHP) are:

- Lifestyle-related chronic disease is responsible for most of the burden of disease in Stonnington.
- Resident obesity rates are climbing.
- Residents are not exercising at a rate sufficient for long term health.
- Crime rates are decreasing, except for assault.
- Residents feel safer than before.

KEY ISSUES / KEY CHALLENGES

The Planning Scheme can have direct and indirect impacts on health and wellbeing. The Planning Scheme review provides an opportunity to explore whether there are ways to better improve health and wellbeing and to mitigate the negative impacts of certain uses and development.

Municipal Public Health Plan (MPHP)

The key health and wellbeing issues for Stonnington relate to lifestyle choices such insufficient eating of fruit and vegetables and insufficient exercise. These can lead to negative health impacts, such as chronic disease and obesity.

There may be ways to create a stronger link between the MPHP and the Planning Scheme by recognising how different uses and the design of buildings and public realm impact on people's health.

Different uses and developments have impacts on how we move around the City, how we behave and feel, and what activities we do.

One way of identifying these impacts is to look at potential positive and negative outcomes of a use or development. This approach can be applied to many different types of applications, namely proposed licensed premises, gambling facilities, housing and community services.

Medical and education facilities

There are many medical and education facilities located within the City of Stonnington including hospitals and universities that service the broader region. Population projections indicate that there will be an increase in population over the next few decades which will lead to an increase in or expansion of existing medical and education facilities. In recognising this, Council can plan for the potential growth and give consideration to how this will effect the local community in terms of access and built form.

Access, inclusion and safety

Access, inclusion and safety are important factors that underpin how communities function and are key determinants of health and wellbeing. Provision of a range of uses and how the public realm and buildings are designed can have an impact on access, inclusion and safety. Identifying the impacts a use or development may have on these factors could be introduced into the Planning Scheme.

One approach is to apply a 'child friendly' impact assessment. This is based on the theory that if a city is designed to be child friendly, all access, inclusion and safety considerations are taken into account and the needs of everyone in the community are addressed.

Entertainment uses and gambling

Entertainment and gambling uses can have a significant impact on personal health and wellbeing. Increasing alcohol consumption linked to increasing supply and changed community values is a factor in increases chronic disease and obesity and crime. Gambling and alcohol addiction can result in family violence and put immense financial pressure on individuals and families.

VALUES AND VISIONS

Council Plan values

- Good urban design that maintains and enhances a quality lifestyle through the effective management of public open space, recreational facilities, access to dining and retail opportunities and access to parking.
- The importance of establishing and maintaining good social relationships, actively participating in the community and having a sense of belonging.
- The right of people who live, work or visit in Stonnington to access the services and facilities they need to support their health and wellbeing.

Council Plan Vision

Stonnington will be a City where all people can be happy, healthy and safe and have the opportunity to feel part of and contribute to the community.

Do you support the values and visions below?
Please rate them high (H), medium (M) or low (L)

Other Values for your comment.	Your Rank H, M or L
The connectivity, safety and varied character of the City's shopping centres and their residential neighbourhoods.	
The demographic and ethnic diversity of the City's population.	
Environmentally and socially sustainable development.	
A strong network of community facilities and support services.	
The range and standard of professional and community services in the City (including the high quality health and educational services).	

Other Visions for the future for your comment.	
Stonnington is a City of socially inclusive neighbourhoods each focussed around a local shopping centre.	
Strong hubs of community facilities, strategically located for maximum accessibility to those most in need.	
Environmentally, socially and economically sustainable development by private developers, Council and the social sector.	
Urban design solutions (both public realm and built form) facilitate safe, healthy lifestyles, disabled access and sustainability.	

The design of new development is integrated with the surrounding area and addresses community safety issues.	
Community services and facilities are accessible to everyone throughout the municipality and are located within shopping centres and on the Public Transport Network.	
Open space and recreational facilities are shared with the broader community.	
Growth in institutions such as schools and hospitals are planned in advance and designed to effectively manage the amenity impacts on the community.	
The City is a child friendly place and makes provision for supportive, safe and healthy environments for children.	
Social impact assessments are undertaken of all large new proposals.	
Alcohol related and gambling related harm associated with licensed premises is reduced and prevented.	

WHAT DO YOU THINK?

Do you have any other values and visions?

Please list them below or on another sheet of paper.

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Please return feedback form by 16 April to City Strategy, City of Stonnington, PO Box 21 Prahran 3181.

Your name...

Your address (or email) and organisation ....

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WHAT IS THIS ISSUES PAPER ABOUT?

This Issues Paper focuses on **Residential Issues**. **Housing** the City's population involves balancing **demand** (population profile and projections) with **supply** (housing stock), to provide adequate accommodation, choice and diversity in appropriate **locations**. Its provision (design and density) has implications for **residential amenity and residential character**.

WHAT IS IN THE CURRENT PLANNING SCHEME?

Council's current policy is to direct higher density housing to the following **locations** as shown in the Strategic Framework Plan (SFP) in the Municipal Strategic Statement (MSS):

- Land in and beside principal and major activity centres.

- Land in mixed use areas (e.g. Forrest Hill).

- Land beside selected roads with trams (west of Tooronga Rd).

- Land in identified large key sites.

Refer pink, purple and blue areas on the map.

WHAT HAS CHANGED SINCE THE 2003 REVIEW?

Local and regional policies and studies
Council prepared a *Local Housing Strategy (December 06)* and participated in the preparation of the *Inner Regional Housing Statement (November 2005)* and *Eastern Regional Housing Statement (March 2006)*. These reinforced Council's current policy for the preferred locations for higher density housing. Council has also prepared a *Neighbourhood Character Study (December 06)* which identified 32 different precincts in the City, each with its own preferred character statement and set of character guidelines. This Study also identified areas with potential for inclusion in the Heritage Overlay (HO) or Neighbourhood Character Overlay (NCO). For information on heritage areas refer to the Built Form Issues Paper No 2.

The Minister for Planning has stated that he will not allow neighbourhood character controls in the Scheme unless Council:

- Identifies more land for higher density housing in addition to the activity centres and the Principal Public Transport Network (PPTN) i.e. railway stations and other roads with trams and smart bus routes, including land in the eastern part of the municipality. Refer to the plan for potential extension areas; land beside roads (shown in green) and railway stations (shown in orange).

- Makes provision for increases in population in line with the VIF08 population projections (i.e. an additional 8,000 dwellings by 2025).

Current state planning policies and studies
State planning policy (from *Melbourne 2030* and the subsequent *Melbourne @ 5 Million*) has been included in the State Planning Policy Framework (SPPF) in the Scheme. The SPPF has specific policies for higher density housing to be provided in **locations** close to public transport and activity centres (effectively the whole of Stonnington). Decisions on **character** and **amenity** in residential areas are made in accordance with ResCode. State policy overrides local policy.

The Department of Planning and Community Development (DPCD) has commenced a *Housing Growth Requirements Study* and has commissioned consultants to conduct housing capacity assessments of every metropolitan municipality using a standard formula. The formula derives from work in recent studies - *Residential Intensification in Tramway Corridors (March 09)* and *Transforming Australian Cities (July 09)*. The City of Stonnington will be advocating for variations to the standard formula to better reflect and respect the existing built form character in the City.

The Minister for Planning is currently considering new Residential Zones. Their current status is uncertain, but they are expected to be:

- Substantial Change (4 storeys plus) over higher density areas.

- Incremental Change (3 storeys) over the residential hinterland.

- Limited Change (2 storeys), confined to HO and NCO areas.

POPULATION PROJECTIONS

State policy requires planning authorities to make provision for the accommodation of at least 15 years of future growth. In 2010 Stonnington is estimated to have about 98,500 people and 46,000 dwellings. In the next 15 years (2010 – 25), state *(VIF08)* projections are that Stonnington will grow by about 12,000 people and 8,000 dwellings (4,500 more dwellings than previously predicted). Population growth will be driven by increases in births and in skilled migration. The future population will continue to be mainly young people (20-35 years old). There will also be growth in older age groups and in one and two person households.

The Council Plan states that the City's population is expected to grow by approximately 9% (another 8,800) in the next 10 years. This is consistent with the state *(VIF08)* projections.

SPECIAL HOUSING NEEDS

The SPPF in the Scheme now includes specific policy for affordable housing and residential aged care housing. The *Inner Melbourne Action Plan (IMAP) December 2005*, which was developed by the Cities of Melbourne, Yarra, Port Phillip and Stonnington, has an action (5.2) seeking provision for affordable housing in the inner metropolitan area and is advocating that the state government take action on affordable housing. Council has prepared an *Access and Inclusion Strategy* and an *Older Persons Strategy* which have specific policies for accessible housing and appropriate housing for the aged and ageing. Council has prepared a *Student Housing Policy* which has been included in the Planning Scheme.

FURTHER INFORMATION / NEXT STEPS

Issues papers will be available to view on Council's website and in Council's service centres and libraries in March 2010.

Feedback can be provided by 16 April via:

- www.stonnington.vic.gov.au/planningschemereview

- email StrategicPlanning@stonnington.vic.gov.au

- feedback form (over page) posted to City Strategy, City of Stonnington, PO Box 21 Prahran 3181.

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The Planning and Environment Act (1987) requires Council to review its Planning Scheme within a year of the adoption of its Council Plan (i.e. by mid 2010). The Review will audit the existing Planning Scheme and also scope some broader visions for the future land-use and development of the City and ensure its consistency with state and local planning policy and the Council Plan.

Council has prepared six Issues Papers to assist its engagement with the community:

1. Environment (open space, environmental sustainability, environmental risks and values, infrastructure).

2. Built form (urban design and heritage).

3. Residential issues (housing needs, locations, residential character / amenity).

4. Economic development (activity centres, industry, office uses, tourism).

5. Health and wellbeing (community uses, social issues, entertainment uses).

6. Transport (roads, traffic, parking, public transport, walking, cycling).

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Italian	Italiano	9280 0733
Polish	Polski	9280 0734
Russian	Русский	9280 0735
Indonesian	Bahasa Indonesia	9280 0737
All other languages		9280 0736

Residential

planning scheme
review

Forrest Hill

ALEXANDRA AV

TOORAK RD

GRANGE RD

WILLIAMS RD

TOORAK ROAD

PUNT ROAD

CHAPEL ST

COMMERCIAL RD

MALVERN RD

KOOYONG ROAD

DAREBIN ROAD

MALVERN ROAD

HIGH STREET

HIGH STREET

DANDENONG ROAD

WATTLETREE ROAD

TOORONGA RD

BURKE ROAD

WAVERLEY RD

DARLING RD

BELGRAVE ROAD

MONASH FREEWAY

MALVERN ROAD

WAVERLEY ROAD

CHADSTONE ROAD

WARRIGAL RD

DANDENONG RD

Legend
- Key Areas
- Key Sites
- Large Activity Centres
- Small Activity Centres
- Selected Main Roads
- Additional Main Roads (in PPT)
- Train Stations

KEY ISSUES / KEY CHALLENGES

Increased growth is inevitable. Stonnington is a highly sought-after location for development. Regardless of whether the forecasts are correct or whether policies change, Stonnington will still be a location in demand for new development.

Current demand is exceeding supply. There are examples of this demand being exploited with substandard accommodation and overcrowding.

There has been a loss of private residential stock to serviced apartments and non-residential uses.

There is a need to provide accommodation for increases in young people, smaller households and older aged groups (including adaptable and accessible housing for the ageing and those with special needs).

Housing costs are rising and affordability declining. Land is too expensive and building costs too high in Stonnington for the market to supply more affordable housing. The supply of affordable housing will need state or federal government intervention.

There is a need to provide 'relatively more' affordable housing, so that our children can aspire to live in Stonnington and our older residents can afford to downsize and retire in Stonnington.

Existing service provision (such as public transport) is not keeping up with development. Council will be advocating for the provision of upgraded services prior to or at least at the same time as development.

Most of the City is accessible to public transport and can be targeted for development. While Council will seek to direct higher density development to areas in and beside activity centres and public transport, incremental development will still occur in the surrounding residential areas and on large sites.

The key could be better control of the design of new development to ensure it is in character with our values and visions for our future.

Council is not allowed by the State Government to include more specific neighbourhood character precinct guidelines in the Planning Scheme unless it identifies more land for higher density housing (including land in the eastern part of the City).

Our special residential character is defined by older style homes and landscaped setbacks. The contribution of these landscaped front and side setbacks, can be undermined by such elements as high front fences and paved front setback areas (for car parking / garages).

Simplistic height controls can result in bulky, flat roofed, boundary to boundary development and a loss of setbacks and canopy trees.

Setback controls can ensure the retention of landscaped streetscapes. Height is effectively reduced by default depending on the lot size and dimensions and other criteria (including solar access).

In mixed use areas amenity issues still arise although there is increasing tolerance and recognition of reduced amenity.

Council will continue to oppose over-development and substandard residential development and seek neighbourhood character and heritage controls.

Council's Neighbourhood Character Study and Heritage Strategy have identified additional residential precincts for protection of their built form character. Once implemented this will protect about 35% of the residential built form in the City.

VALUES AND VISIONS

Council Plan Value
Valuing the balance between the amenity and character of the area.

Council Plan Vision
Stonnington will be the most desirable place to live, work and visit in Melbourne.

Do you support the values and visions below?
Please rate them high (H), medium (M) or low (L)

Other Values for your comment.

	Your Rank H, M or L
Housing diversity.	
Housing accessibility.	
Social diversity.	
Access to the CBD and to local shopping centres.	
Certainty (clear indication of Go and No Go development areas).	
The special character of our residential areas and their landscaped streetscapes.	
New development is consistent with the existing character of the area.	
Quiet residential streets.	
Back yards, trees.	
Diversity and vitality.	

Other Visions for the future for your comment.

New housing will become relatively more accessible, and representative of lifestyle needs. It will be designed to achieve high standards of amenity, sustainability and social inclusion.	
Housing capacity (including smaller houses) will increase to meet a diverse range of housing needs and suit changing lifestyles.	
Increased utilisation of existing housing.	

Higher density housing directed to main roads and key sites with easy access to public transport.	
There will be a network of sustainable neighbourhoods focussed on upgraded local centres with improved paths and cycle ways from centres to adjacent residential areas.	
New development respects established setbacks and landscaping with limitations on paving and garages in front setbacks and high front fences.	
New developments will meet high standards of good design consistent with existing valued character.	
Areas of highly consistent character will be protected by inclusion in a Heritage Overlay, Neighbourhood Character Overlay or similar.	
All new development, where required, will include noise attenuation measures in the design.	

WHAT DO YOU THINK?

Do you have any other values and visions?

Please list them below or on another sheet of paper.

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Please return feedback form by 16 April to City Strategy, City of Stonnington, PO Box 21 Prahran 3181.

Your name...

Your address (or email) and organisation ....

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WHAT IS THIS ISSUES PAPER ABOUT?

This Issues Paper focuses on transport issues.

Stonnington is bounded by major roads and crossed by many main and secondary roads, carrying significant volumes of traffic. Our City (particularly the western half) has a history of traffic congestion and parking problems.

According to 2006 Census data, 10,334 residents caught public transport to work (train, bus, tram or ferry), compared with 24,395 who drove in private vehicles (car –as driver, car – as passenger, motorbike, or truck). Yet Stonnington is well served by public transport with four railway lines, seven tram routes, and several bus routes crossing the municipality.

WHAT IS IN THE CURRENT PLANNING SCHEME?

Council has an objective to integrate land use planning and development with the transport network, car parking facilities, and traffic management for the benefit of all users. The Municipal Strategic Statement includes strategies to:

- Manage the transport network and parking through coordinated strategies.
- Maximise use of public transport, bicycles and pedestrian travel.
- Integrate land use with the transport network and car parking facilities.
- Protect residential areas from non-local traffic, traffic speed and parking congestion.
- Improve amenity of, accessibility to and within, commercial areas.

WHAT HAS CHANGED SINCE THE 2003 REVIEW?

Local and regional policies and studies
Council's *Sustainable Transport Policy (September 2008)* sets out the following principles:

- Give priority to transport modes in the following order: 1.Walking > 2.Cycling > 3.Public transport > 4.Commercial vehicles serving businesses and institutions > 5.Multiple-occupancy vehicles > 6.Single-occupancy vehicles.
- Moderate the impact of cars by reducing dependence on them (especially for short trips).
- Increase connections within and between activity centres by providing more direct (and clearly indicated) pathways and places to change mode of transport.

- Improve actual and perceived safety to increase public transport use, cycling and walking in public spaces.

Raise the profile of walking, cycling and public transport and the health and environmental benefits of these modes. The *Inner Melbourne Action Plan (December 2005)* has brought improvement to bicycle networks and clarity to walking and cycling routes through better signage. Current projects include pedestrian safety improvements at intersections and a shared cycle/walking pathway between Cremorne and Alma Road.

State policies and studies
The State Planning Policy Framework section of Stonnington's Planning Scheme now contains policy from *Melbourne 2030* with strategies for reducing car use and increasing the use of public transport. There are specific policies for higher density housing to be provided in locations close to public transport and activity centres (see map).

The State Government has released a series of statements and policy for transport including the *Metropolitan Transport Plan-Linking Melbourne (2004), Meeting Our Transport Challenges (May 2006), the Victorian Transport Plan (2008)* and the *Eddington Report*. These impact on Stonnington as follows:

- The definition of Principal Public Transport Network includes all rail and tram routes through Stonnington as well as key main roads – Punt Rd, Dandenong Rd, Warrigal Rd and Burke Rd (despite it not having an existing or proposed bus route along its whole length).
- Train, tram and bus services travelling existing routes through Stonnington should be improved.
- A proposed train tunnel from Footscray to Caulfield may divert some of the train traffic from the Dandenong and Frankston lines.

Recently VicRoads proposed a new road hierarchy (The Age, 7 Feb 2010). This may impact upon Stonnington as follows:

- The identification of several main roads (likely to be those with few or no strip shopping centres) as preferred traffic routes.
- Other main roads (generally those with strip shopping centres) would then be made priority for pedestrians, cyclists and public transport (with cars prioritised at different times of the day).

Council opposes VicRoads plans to extend clearways because of the negative community impact on activity centres and surrounding residential areas.

FURTHER INFORMATION / NEXT STEPS

Issues papers will be available to view on Council's website and in Council's service centres and libraries in March 2010.

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The Planning and Environment Act (1987) requires Council to review its Planning Scheme within a year of the adoption of its Council Plan (i.e. by mid 2010). The Review will audit the existing Planning Scheme and also scope some broader visions for the future **land-use and development** of the city and ensure its consistency with state and local planning policy and the Council Plan.

Council has prepared six Issues Papers to assist its engagement with the community:
1. Environment (open space, environmental sustainability, environmental risks and values, infrastructure).
2. Built form (urban design and heritage).
3. Residential issues (housing needs, locations, residential character / amenity).
4. Economic development (activity centres, industry, office uses, tourism).
5. Health and wellbeing issues (community uses, social issues, entertainment uses).
6. Transport (roads, traffic, parking, public transport, walking, cycling).

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All other languages		9280 0736

Transport

review
planning scheme

LEGEND

- Bus Routes
- Tram Routes
- Railway
- Railway Stations
- Area Within 400 metres of Tram/Bus Routes and Train Stations

Map road labels: TOORAK RD, GRANGE RD, COMMERCIAL RD, PUNT RD, HIGH ST, CHAPEL ST, WILLIAMS RD, ORRONG RD, KOOYONG RD, GLENFERRIE RD, WATTLETREE RD, TOORONGA RD, BURKE RD, MONASH FWY, DARLING RD, MALVERN RD, WAVERLEY RD, WARRIGAL RD, CHADSTONE RD, DANDENONG RD, BELGRAVE RD

KEY ISSUES / KEY CHALLENGES

Stonnington is bounded by major roads and crossed by many main and secondary roads, carrying significant volumes of traffic. Most of the main roads already carry high traffic volumes at or near the threshold of high noise and air pollution risk.

There is heavy traffic congestion at peak periods in Stonnington's North and South Wards. There are high traffic volumes, fast-moving vehicles and traffic congestion which substantially undermine the quality of life (especially in the western part of Stonnington).

New developments with off-street parking and additional demand are adding to existing traffic congestion.

Motorists seeking to avoid freeway tolls and main roads congestion use 'rat-runs' through residential streets.

In some instances vehicles are being driven at speeds in excess of safety limits when using 'rat-runs'.

In some instances vehicles are being driven at speeds in excess of safety limits on main roads outside of the congested peak periods.

There is insufficient road width to accommodate all transport needs (wider footpaths, cycle lanes, on-street parking, tram and bus only lanes and car traffic).

Increasing vulnerable road users (pedestrians and cyclists) need greater safety on roads in Stonnington.

Road and pedestrian safety and parking provision need to be better integrated with land use planning and development, particularly in commercial areas and in higher density residential areas.

Car parking and congestion has reached saturation levels, especially in the western part of Stonnington.

Council opposes clearways in strip shopping centres and continues to seek the retention of on-street parking and viable, community focussed shopping centres.

State policy encourages higher density development in areas with access to public transport, however public transport cannot accommodate current or additional demand.

Public transport is at capacity in peak periods before it reaches Stonnington.

Stonnington's East Ward is less well served by public transport (e.g. local bus services only).

Safety at night around railway stations and links to car parks needs to be improved.

There is a need to improve specific provisions and priority for pedestrians and cyclists.

The hilly topography discourages walking in some areas. The east / west tram routes overcome the topography; however there are gaps in the north-south links.

Some path linkages can be improved (e.g. missing links in cycle network, paths to better link separated open space, public transport interchanges, etc)

Stonnington's footpath grades and surfaces need to be continuously maintained to a high standard.

There are some noise pollution issues associated with freight trains using the Dandenong railway line, as well as trucks using Punt Rd, Dandenong Rd, Warrigal Rd and the Monash Freeway.

There is a need to address transportation issues on a regional scale; the issues are not for Stonnington Council to address alone.

VALUES AND VISIONS

Council Plan Values
We value good urban design that maintains and enhances a quality lifestyle through the effective management of public open space including footpaths, walking tracks, parks and recreational facilities.

Council Plan Vision
Stonnington will be the most desirable place to live, work and visit in Melbourne.

Do you support the values and visions below?
Please rate them high (H), medium (M) or low (L)

Other Values for your comment.	Your Rank H, M or L
Stonnington's geography; its proximity and good connection to central Melbourne.	
Stonnington's amenity and liveability, which could be further enhanced by moderation of car trips and through traffic.	
Neighbourhood walkability and Public Transport.	
Streets which are relatively quiet, clean, and safe, planted with attractive trees, gardens and good quality street lighting.	
Pedestrian safety, particularly around schools, within shopping centres, and in residential areas.	
Public art, seats and canopy trees providing shade and points of interest along walking and cycling routes.	
Extensive availability of public transport services.	
Effective traffic diversions, traffic calming, and pedestrian safety measures in local streets.	
High levels of maintenance along the freeway, main and local roads and high levels of transport infrastructure maintenance generally.	
Accessible off-street and on-street car parking.	

Sustainable Transport Policy Vision
Stonnington will be provided by an integrated, sustainable, safe, convenient, and accessible transport network, that responds to the municipality's unique style and character, minimises impact on the environment and overall amenity, enhances liveability, promotes well being, vitality and prosperity and benefits all users.

Other Visions for the future for your comment.

The primacy of the needs of pedestrians, cyclists and public transport users will be more important than the needs of through traffic.	
Stonnington's economic prosperity will be fostered by well integrated transport and land use, improved connectivity (walking and cycle paths) to local activity centres and reduced car trips to local shops and services.	
Stonnington will gain in streetscape amenity, safety and functionality via reduced on-street car parking and increased off-street car parking within activity centres and better provision for car parking on the periphery of activity centres with active frontages (i.e. shops) along walkable links into the centres.	
Stonnington will have greater accessibility, for older people, and people with a disability, fostered through good design and maintenance of footpaths, roads, and public transport infrastructure.	
Stonnington will be a safe place in which to walk, cycle and travel on public transport, with improved safety at night-time around railway stations through good design.	
Improved public transport capacity to service current peak passenger loads and reduce through traffic congestion.	

WHAT DO YOU THINK?

Do you have any other values and visions?

Please list them below or on another sheet of paper.

....

....

....

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Your address (or email) and organisation ....

....

APPENDIX 10 – STONNINGTON PLANING SCHEME REVIEW 09-10 - THEME AUDIT TEMPLATES

These templates were used as working documents for the preliminary audits undertaken for each theme.
Refer **Appendix 11** Audit Discussion Papers for a summary of the preliminary audit findings and **Appendix 13** for the Final Audit.

1.   CONSISTENCY WITH STATE POLICY: {NAME OF THEME}

Relevant objectives (P& E Act)	SPPF	Other state policies / directions	Any proposed state policies	Current MSS
Current objectives cf proposed objectives *Refer proposed changes in Response Paper No 1 in: G:\PLANN\STRATEGIC PLANNING\Projects\P & E Act Review 09\Response Papers Submission*	Relevant objectives and policies (including in Clause 12).	M2030 Ministerial Directions Other	List and summarise relevant proposals	Relevant objectives
Does the planning scheme further the objectives in Victoria?	*Does the planning scheme advance the strategic directions in the SPPF and adequately implement State Policy applicable to the municipality?*	*Does the MSS respond to or further the directions in Melbourne 2030 or other relevant State policies?*	*What are the implications of current proposals for change to state policies?*	*Are there clear links between the SPPF and LPPF?*
Summary of changes made since last review (Oct 2003)		Recommendations for action / change		

2. MSS – CONTENT: {NAME OF THEME}

Key issues	Objectives	Strategies	Implementation	Reference docs
Track relevant sub-themes across table.				
Do all the objectives have specific land use or development outcomes? *Is any aspect of the MSS not relevant to land use decision-making?* *Do the objectives in the MSS adequately reflect the land-use and development outcomes Council wants to achieve?*	*Do the objectives successfully guide planning decisions?* *Are the objectives being achieved?* *Have any issues emerged with the MSS since previous review?* • *Inconsistencies with State policy* • *Difficulty in defending policy basis at VCAT* • *Outdated policy* • *Issues raised in consultation*	*Are the strategies clearly linked to and achieving the objectives?* *Are the strategies achieving the desired outcomes?*	*Do the strategies help inform planning decisions?*	*List any reference documents that are no longer relevant?* *List any reference documents / or part that should be incorporated into the PS?* *List any other documents that should be incorporated / referenced?*

Summary of changes since previous review (Oct 2003)		Recommendations for action / change

3.   MSS - USE & FORMAT – {NAME OF THEME}

Findings & Recommendations from previous MSS 2003 review	Changes to MSS since last (2003) review.	Comparison with other (Council) models (re theme).	VCAT / Panel findings re MSS format / content (since Am C65).
Refer sections relevant to theme in: G:\PLANN\STRATEGIC PLANNING\Projects\MSS Review 2003\MSS Review Report\Final Report \ Final copy 3/11/2003. Refer Section 10.	As relevant to theme: • Compare current MSS with MSS at time of previous review. • Summarise changes made in Am C65. • Summarise any other changes since last review.	Find some best practice / recent models and summarise key format / content as relevant to theme.	As relevant to theme. Can include key decisions relevant to other Councils' MSSs.
Is there repetition or conflict in the MSS, such as between (theme) policies?	*Have any issues emerged with the MSS since the previous review?* • *Inconsistencies with State policy* • *Difficulty in defending policy basis at VCAT* • *Outdated policy* • *Issues raised in consultation.* *Are the MSS and LPP expressed in plain English?* *Is the intent and language of the LPPF clear, usable and effective in meeting Council land use objectives and decision-making?*	*Does the MSS comply with the format of Municipal Statements (February 1999) VPP Practice Note?* Compare with other (Council's) models.	*Do officer reports refer to the MSS?* *Does the MSS need simplification or clarification in any area?* • *Have issues been raised in consultation?* • *Is there difficulty in arguing a case in officer reports or at VCAT hearings?*
Summary of changes since previous review (Oct 2003)		Recommendations for action / change	

4.   LOCAL POLICIES – ASSESSMENT: {NAME OF THEME}

Existing Local Policies / Objectives \	Key findings in previous review (Oct 2003)	VCAT / Panel findings re Local Policy format / content
List Clause 22 Local Policies (relevant to theme) Summarise key objectives / policies for each Local Policy.		
Has the LPPF been assessed against the relevant VPP Practice Notes? *Are improvements to the statutory drafting of the planning scheme required?*	*Is there repetition / conflict with other policies in the Scheme (SPPF and LPPF)?* *Do we need this Local Policy? Is it / can it be covered in the SPPF / MSS?* *Are there particular planning issues that would benefit from a new or revised local policy?* *{Refer other Council models}*	*Is Council relying on adopted council policies or guidelines in decision-making that are not included in the planning scheme?* *Are there any documents that should be included as local policy {List, as relevant to theme}.* *List any reference documents that are no longer relevant?* *List any reference documents that should be incorporated in whole or part?*

Summary of changes since previous review (Oct 2003)	Recommendations for action / change

5.   USE OF VPP TOOLS (ZONES, OVERLAYS, PARTICULAR PROVISIONS ETC):   {NAME OF THEME}

VPP TOOLS USED	APPLICATION	ALTERNATIVES
List implementation tools used (as relevant to theme)	Summarise application of tools – areas, extent etc.	List alternative tools not used in current PS
Are the VPP tools successful in achieving the objectives, strategies and desired outcomes? *Are the tools clearly linked to the objectives and strategies in the LPPF (are they strategically driven or do they provide a strategic outcome?*	*Are there any VPP tools used that are no longer useful or effective? Should these be modified or deleted from the planning scheme?* *Are there superfluous or inconsistent overlays and schedules that no longer contribute to Council planning goals and objectives?*	*Are there more appropriate tools?*
Summary of changes since previous review (Oct 2003)	Recommendations for action / change	

6.   STRATEGIC GAPS   {NAME OF THEME}

Changes to SPPF since last review	Recommendations from previous review	Progress on previous recommendations	Other projects / policies
List amendments / changes to SPPF since Oct 2003.	Refer sections relevant to theme in: G:\PLANN\STRATEGIC PLANNING\Projects\MSS Review 2003\MSS Review Report\Final Report \ Final copy 3/11/2003. Include Attach 24.		List any other projects / policies which warrant inclusion in Planning Scheme (including responsibility and status). Include regional and state projects, as relevant to theme.
Have changes been made to the SPPF that require amendments to the LPPF?	Has Council reviewed the progress made on strategic gaps and actions identified in the last review?	For projects not progressed: • Are these still relevant / necessary? • What are the reviewed proposals / priorities and programs?	Does Council have commitments, policies or programs to address particular planning issues that should be included in the planning scheme?
Summary of changes since previous review (Oct 2003)		Recommendations for action / change	

7.   LINKS WITH COUNCIL PLAN / OTHER COUNCIL STRATEGIES: {NAME OF THEME}

Key Strategic Objectives & Strategies in Council Plan	Corresponding objectives / strategies in PS	Other Council strategies and policies
Do the LPPF objectives align with the land use and development objectives of the Council Plan?	*Since the last review, do changes to the Council Plan require amendments to the LPPF?* *{Make recommendations for changes to both LPPF and Council Plan, as required}*	*List any specific policies from other Council Strategies warranting inclusion in the PS.*
Summary of changes since previous review (Oct 2003)		Recommendations for action / change

8.   MONITORING: {NAME OF THEME}

Existing monitoring methods	Monitoring results	Alternative monitoring methods
List existing monitoring methods, indicators and targets (relevant to the theme)	List any results	List any alternative methods
Is the planning scheme being regularly monitored and reviewed?	*Are there monitoring processes targeting the key strategic objectives of the scheme?* *Is the information easy to collect?*	*Are the monitoring processes the most appropriate means of measuring the performance of the objectives?* *Can the monitoring of the planning scheme be improved?*

Summary of changes since previous review (Oct 2003)		Recommendations for action / change	

9.   PS REVIEW 09-10 – SUMMARY AUDIT – {NAME OF THEME}

Summary of recommendations in previous (2003) review For previous review refer G:\PLANN\STRATEGIC PLANNING\Projects\MSS Review 2003\MSS Review Report\Final Report.
Summary of key changes since (2003) review (relevant to demonstrating progress / moving forward) • SPPF • LPPF • VPPs • Other (new and proposed studies / requirements) etc For (some) of the other relevant docs refer G:\PLANN\STRATEGIC PLANNING\Projects\PS Review 09-10\Background
Summary of key inconsistencies / gaps / issues • Cf. Council Plan Refer <u>MSS - Council Plan cross ref</u> doc G:\PLANN\STRATEGIC PLANNING\Projects\PS Review 09-10\Background • Cf. State policy / Practice Notes etc
Summary of key recommendations for action / change. • Big picture future vision (ambit claim proposals) • Short term changes to PS (policy neutral / quick fix) • Future work • Advocacy actions

10. PS REVIEW 09-10 – BROADER FUTURE VISION ISSUES – {THEME NAME}

Scope a broader vision for a future sustainable COS, as relevant to land use and development (for this theme)
Consultations. **Include** feedback from previous 2003 Review and current consultations (SC, M of M, Stat Planners, Other)

Background (ie. findings / status reports from relevant studies / Council policies = Profile (to go in revised new MSS)
Key issues (from MSS / studies / consultations) / Key messages
Key values / objectives (drill down from Council Plan). Include feedback from consultations
Key (alternative) visions (outcomes) – express simply in words and pictures (photos/diagrams/maps)
Recommendations for changes to PS / changes to Strategic Framework Plan (Also use a map).

RELEVANT PROVISIONS IN PS	WHAT WE SAID WE WOULD DO IN 2003 (CURRENT STATUS)	WHAT HAS HAPPENED SINCE 2003	PRELIMINARY AUDIT FINDINGS / RECOMMENDATIONS

AUDIT PAPER NO 1. ENVIRONMENT

SPPF (per draft restructure) Policies for open space, environmental sustainability, energy efficiency, waste management, environmental risks (including flooding and contaminated land) and values (including biodiversity, native vegetation protection and significant trees) and the provision of infrastructure (including drainage and sewerage). MSS Policies for open space, flooding, contaminated, provision of infrastructure (including drainage and sewerage). Local Policies Open space policy *(22.01)* Infrastructure policy *(22.15)* Zones PUZ PPRZ Overlays SLO 1 Yarra River – east of Grange Road. EAO SBO LSIO Particular provisions 52.01 Public open Space Contribution and Subdivision 52.17 Native Vegetation 52.19 Telecommunications Facility 55.03-5 Energy Efficiency	Environment Review environment policy in the MSS. *Not Done* Develop an environment strategy. *In Process* Consider the need to develop a specific local policy regarding the environment or modifying existing policies to address environmental issues. *In Process* Assess whether the Significant Landscape Overlay is the most appropriate tool to manage the Yarra River valley and streamside environment. *ESO under consideration by DPCD for regional areas fronting Yarra.* Identify significant landscapes, vegetation and areas that have environmental significance and consider introducing overlays to manage these areas. *Not Done* Infrastructure Review essential services policy in the MSS. *Not Done* Consider preparing Development Contributions Plans for levying financial contributions for specific services (ie drainage). *In prep for Forrest Hill* Reconsider application of the Special Use Zone. *Not Done* Review the application of the Land Subject to Inundation Overlay on a regular basis. *Ongoing*	State and regional studies and policies New Clause 12 (metropolitan section) Jan 2006 introduced M203 policies for 'a greener City' (12.06) to supplement existing Clause 15 Environment. Proposed draft restructure includes more policy and separates Environmental values (draft Clause 12) from Environmental Risks (draft Clause 13). Local (Council studies and policies) New (policy neutral) MSS (Am C65) 2007. (All themes) SLO over land fronting the Yarra River - based on recommendations in the Consultant Report *Review of Policies and Controls for the Yarra River Corridor* June 2005. Current DPCD review of alternative ESO for the region – appears to be on hold. SBO introduced in May 2005. Further work by Council has identified additional land not yet in the PS. Sustainable Water Management Strategy (adopted 2003). Biodiversity Strategy and Waste Management Strategy in preparation. The Inner Melbourne Action Plan (IMAP) *December 2005,* which was developed by the inner municipal Councils of Melbourne, Yarra, Port Phillip and Stonnington, has actions underway in relation to: • Regional Sustainability Targets • Use of Recycled Water for Open Space • Regional Open Space and Trail Network • Riparian Open Space Project • Water Sensitive Urban Design (WSUD) Public Realm Strategy (draft March 2009) has specific recommendations for improvements to open space, the public realm, environmentally sustainable design and biodiversity. Water Sensitive Urban Design Guidelines (September 2009) adopted. Authorisation requested from the Minister for Planning.	SPPF / LPPF consistency • SPPF provides robust framework for addressing <u>environment</u> values/risks and <u>infrastructure</u> in MSS and LPP's. • Current MSS and LPP's do not fully reflect/reinforce/link with SPPF. • Current MSS and LPP's do not mention waste. Inadequate provision in relation to water and sewerage infrastructure and their consideration in assessing planning proposals. **MSS Format** Incorporate MSS into SPPF, rather than having separate documents. (All themes) **MSS Profile / Challenges** Restore <u>Profile</u> and <u>Challenges</u> sections (in brief), to provide context. (All themes). **MSS Vision / Strategic Framework Plan** • Refer Visions in Issues Papers. Include in new MSS, after feedback. (All themes). • SFP - Show more precise boundaries of areas (not blobs). Add Biodiversity Areas to SFP. **MSS objectives / strategies and policies** • Remove all <u>repetition</u> with SPPF and ensure <u>consistency</u> with SPPF. (All themes) • Include key policy statements <u>from Clause 22 policies to be deleted (see below)</u>. All themes • Include more specific objectives / strategies for <u>gaps</u> viz: waste, water, biodiversity, ESD, **REFERENCE DOCUMENTS** • Remove Stonnington Open Space Strategy (2000) and replace with Public Realm Strategy (once it has been adopted) • Add Biodiversity Strategy (in preparation) once it has been adopted. • Add Stonnington WSUD Guidelines (once these are adopted). **EXISTING CLAUSE 22 POLICIES** <u>Delete</u> Open space policy *(22.01) and* Infrastructure policy *(22.15)* and incorporate key policy positions in MSS. **NEW POLICY POSITIONS IN MSS** Include policy in MSS to ensure there is adequate provision of water and sewerage infrastructure and consideration of these issues in assessing any planning proposals, / referrals to service agencies (re drainage/ WSUD) at development application stage - subdivision stage is too late. **NEW (CLAUSE 22) LOCAL POLICIES** • Prepare a new ESD Policy. • Include a Stormwater Management Policy (WSUD). Amendment currently in progress. **ZONES** Review land in the Public Realm Strategy for inclusion in the PPRZ. **OVERLAYS** • Retain and review existing SLO - Apply ESO, when and if DPCD finalises review. • Review / extend SBO – per Council's recent drainage work. **OTHER / FURTHER WORK** • Prepare an acquisition policy to maximise the application of public open space contribution funds. (Public Realm Strategy) • Prepare an acquisition plan for the acquiring of additional open space in areas of under provision and high demand for open space. (Public Realm Strategy)

RELEVANT PROVISIONS IN PS	WHAT WE SAID WE WOULD DO IN 2003 (CURRENT STATUS)	WHAT HAS HAPPENED SINCE 2003	PRELIMINARY AUDIT FINDINGS / RECOMMENDATIONS

AUDIT PAPER NO 2. BUILT FORM

SPPF (per draft restructure) Policies for design and development of the public realm, landmarks, views and vistas, pedestrian spaces, heritage, consolidation of sites and vacant sites, light and shade, energy and resource efficiency, architectural quality, landscape architecture, neighbourhood character, safety. **MSS** Policies for design and development of the public realm, landmarks, views and vistas, heritage, consolidation of sites and vacant sites, architectural quality, landscape architecture, neighbourhood character. **Local Policies** 22.02 Urban Design Policy 22.03 Advertising Signs Policy 22.04 Heritage Policy 22.05 Residential Character, Amenity and Interface Policy. **Overlays** SLO 1 - Yarra River Streamside – east of Grange Road. DDO 1 - Botanic Gardens, DDO 2. - Shrine. DDO 3. - Yarra River Skyline west of Grange Road. DDO 4 - Hedgeley Dene (fences) DDOs 5 & 7 - Waverley Road Neighbourhood Centre DDO 8 - Forrest Hill DPO 1 – Stonington mansion HO NCO 1 - Hedgeley Dene, **Particular provisions** Clause 52.05 Advertising signs **Other (not currently in PS)** Universal access	**Heritage** • Review heritage policies in the MSS. *In process.* • Review Heritage Policy (Clause 22.04) including reference documents relating to heritage. *In process.* • Correct minor anomalies in the Heritage Overlay. *Ongoing* • Complete current stages of the Heritage Strategy. *Done, and more.* • Undertake a review of the heritage significance of all places and areas not currently included in the Heritage Overlay. *Ongoing* • Review the options for controls for sites adjoining heritage places. *In process.* **Urban design** • Review urban design policies in the MSS. *Part in process (via Chapel Vision).* • Review character of municipality to identify areas of significant character and preferred future character. *Done. Not approved by DPCD. Issues Paper No 2* • Commence a built form (including building height and setbacks) review of the municipality. *In part (Structure Plans and main roads work)* • Prepare an Urban Design and Built form study for the Forrest Hill Precinct. *Done* • Review of the proposed building heights and setbacks for Chapel Street/Toorak Road Precincts (Map 1). *In process (via Chapel Vision).* • Commence development of urban design policy/guidelines for buildings over 3 storeys in residential and commercial areas. *Part done (structure plans)* • Review application of the Design and Development Overlay. *Part done (structure plans)*	**State / Regional studies and policies** • New SPPF section on Urban Design (current Cl.19 / proposed Cl. 17). More detailed Clause 52.05. • Safer Design Guidelines. • Activity Centre Guidelines • Design Guidelines for 3+storeys. • Review of Policies and Controls for the Yarra River Corridor, Consultant Report (June 2005). SLO in PS. Current DPCD review of alternative ESO for the region – appears to be on hold. • Transforming Australian Cities (July 09). Residential Intensification in Tramway Corridors (Mar 2009). • Advisory Committee Report on Heritage - Proposed new Heritage Overlays. **Local (Council studies and policies)** • Structure Plans prepared for Forrest Hill (DDO in PS), Chapel Vision (PS policy in preparation) and Toorak Village (DDO in preparation). • UDF prepared for Waverley Road Neighbourhood Activity Centre. Am C75 DDO (yet to be adopted) • Neighbourhood Character Study adopted. Not yet approved by DPCD. • Main Roads Study – underway. • Community Safety Strategy (part of MHP 2009). • Access and Inclusion Plan (new draft prepared). • Public Realm Strategy (Draft Mar 2009) • Thematic *Environmental History (2006). TEH* • Heritage Strategy (2006). • Precinct Gap Study (2009). 32 additional precincts (2300 properties) – current rollout of amendments. • Heritage Policy / Heritage Guidelines / Small Lot Guidelines (currently under review). • DCP for Forrest Hill (will require contributions for public realm improvements), in preparation. • Awnings Policy (in preparation).	**SPPF / LPPF consistency** Lot of repetition of SPPF in LPPF, especially re character. Two storey built form inconsistencies between SPPF and LPPF. SPPF gap - universal access. **MSS objectives / strategies and policies** • Include more specific objectives / strategies for <u>gaps</u> (eg. <u>safety</u> and <u>universal access</u>). • Focus on setbacks (all) / landscaping rather than managing the height and density. • Provide weighting of urban design vs heritage policies. **REFERENCE DOCUMENTS** • Add Structure Plans, Neighbourhood Character Study (but need to update), • Add former Malvern heritage studies, TEH, Precinct Gap Study, Prahran BGDB (?) • Remove Urban Design Strategy (out of date). **EXISTING CLAUSE 22 POLICIES** <u>Delete</u> 22.02 Urban Design Policy, 22.06 Residential Character, Amenity and Interface Policy and incorporate key policy positions in MSS. <u>Retain and review</u> 22.04 Heritage Policy to: • include key general heritage policy positions in MSS. • include adjoining land requirement in Urban Design Policy or MSS. • incorporate statements of significance for each HO and / or use Herm<u>es.</u> • include specific reference to use of gradings and historic themes (from the TEH). • incorporate key policy positions from Heritage Guidelines & Small Lot Guidelines. <u>Retain and review</u> 22.03 Advertising Sign policy. **NEW POLICY POSITIONS IN MSS** • Based on headings in SPPF (Draft Clause 17.01-2 Urban design principles), prepare <u>urban design policy</u> positions for Stonnington for inclusion in the MSS. • Include policy for <u>innovation</u>, <u>materials</u>, <u>high standard</u> of construction, <u>roof gardens</u> and <u>better utilisation</u> of buildings. • Include policy against <u>visual bulk</u> and <u>overshadowing public spaces</u> including footpaths. • Include policy to state <u>garages/ carports</u> not to be located in front setbacks. • Include statement re incorporating <u>verandahs</u> for weather protection in all shopping strips. • Include position on <u>awnings</u> (following consultation and Council recommendation). • Include relevant policies from <u>Vehicle Crossing Policy</u> in MSS. • Include policy re integration of / demarcation between public and private space. **OVERLAYS** • Retain existing DDOs / DPO (all regional standard or recent). • Review DDO 3 Yarra River Skyline - per Consultant Report June 2005. • Review DDO 8 Forrest Hill to clarify issue of boundary to boundary development. • Include new DDO for Toorak Village (in preparation). • Investigate NCOs for areas with highly consistent character (refer Issues Paper 2). • Retain and review existing SLO - Apply ESO, when and if DPCD finalises review. **Particular Provisions** Retain <u>Clause 52.05</u> – Advertising Signs – review sign categories and permit triggers. **OTHER / FUTURE WORK** • Continue HO precinct roll-out. Review existing HOs. • Consider additional individual places (per theme gaps as identified in TEH). • Prepare for new HOs. Identify places for listing as both individual & precinct HOs. • Consider permit exemptions for individual HO places and precincts.

RELEVANT PROVISIONS IN PS	WHAT WE SAID WE WOULD DO IN 2003 (CURRENT STATUS)	WHAT HAS HAPPENED SINCE 2003	PRELIMINARY AUDIT FINDINGS / RECOMMENDATIONS

AUDIT PAPER NO 3 RESIDENTIAL ISSUES

SSPF (per draft restructure) Policies for housing needs (general), special housing needs (affordable housing, aged accommodation, crisis accommodation and community care), locations for higher density housing, residential character and amenity. **MSS** Policies for housing needs (general), special housing needs (affordable housing, aged accommodation, student housing, locations for higher density housing, residential character and amenity and discretionary uses in residential zones. **Local policies** 22.02 Urban design policy. 22.05 Residential development in commercial areas policy. 22.06 Residential character, amenity and interface policy. 22.07 Discretionary uses policy. 22.08 Student Housing. **Zones** R1Z MUZ **Overlays** NCO 1 – Hedgeley Dene **Particular provisions** Clause 52.32 Residential development over 3 storeys Clauses 54, 55 and 56 - ResCode **Other (not currently in PS)** Accessible and adaptable housing. Universal access. Social inclusion.	Participate in Regional Housing Working Groups for inner and eastern regions (implementation of Melbourne 2030). *Done. Based on then and current locations for higher density development in SFP. Capacity analysis at that stage found we could accommodate predictions in accordance with (previous) VIF04 population projections.* Prepare a housing strategy (and implement in Planning Scheme) which: ▪ reviews existing policies in LPPF. ▪ includes population growth and housing growth projections (implementation of Melbourne 2030). ▪ identifies specific areas for housing growth and for limited growth. ▪ identifies preferred character of specific areas. ▪ reviews the Strategic Framework Plan. ▪ includes more specific policy on affordable housing, housing the aged and ageing, student housing. ▪ Includes more specific policy about housing design. *Local Housing Strategy and Neighbourhood Character studies adopted Dec 2006. Am C67 prepared, authorisation requested / refused. (Refer Issues Paper 3 for Minister's response).* Consider whether to apply the Residential 2 Zone (high density zone) and reconsider the application of the Mixed Use Zone as part of the development of a Housing Strategy. *Mixed Use Zone used in Forrest Hill (for northern part). Pursuant to an action in Regional Housing Statements a submission has been made to DPCD re MUZ, requesting introduction of vertical zoning (to achieve a better mix of uses and active frontage at ground level). No response as yet, although new Activity Centre Zone does provide for this.* Revisit the lot size trigger for planning permit applications for housing in the Schedule to the Residential 1 Zone. *Existing threshold to remain.*	**State and regional studies and policies** • New Clause 12 (metropolitan section) Jan 2006 Since 2003, there is more specific direction in SPPF re: locating higher density housing in and around activity centres with access to public transport and services (Draft Cl. 11) and providing for affordable housing and residential aged care. (Draft Cl. 14). • Population projections - Melbourne @ 5M / VIF08: Predict +8000 dwellings (2010-2025), +1100 (2006-2026). 4500 more dwellings than previous predicted. • IMAP (in particular Action 5.2 Affordable Housing. Letter sent to state government requesting action. • Regional Housing Statements – Inner (Nov 2005) and Eastern (Mar 2006). • Towards an Integrated Victorian Housing Strategy Sept 2006 (Dept Human Services). • Accessible Housing Visitable and Adaptable Features in Housing Regulatory Impact Statement (Dec 09). • Transforming Australian Cities (July 09). Residential Intensification in Tramway Corridors (Mar 09). • Housing Growth Requirements Project (DPCD) – current. Consultants (SGS) to apply standard density formula. Council will be seeking local variations re side and front setbacks. • Proposed new Residential Zones (Substantial Change, Incremental Change, Limited Change) **Local (Council studies and policies)** • New (policy neutral) MSS (Am C65) 2007. Added strategies for social / public housing / affordable housing, Forrest Hill - focus for higher density. • Draft Local Housing Strategy adopted (Dec 06). Not yet implemented. • Draft Neighbourhood Character Study adopted (Dec 06). Not yet implemented. • Structure Plans (Forrest Hill – implemented), Waverley Road Neighbourhood Centre (exhibited) Chapel Vision, Toorak Village (ready for adoption). • Main Roads Study (in preparation). • Access and Inclusion Plan (re accessible housing) New draft prepared.	**SPPF / LPPF consistency** LPPF has a more restrictive interpretation of the preferred locations for higher density housing. **MSS profile / Challenges** Include population growth and housing growth projections to 2025. **MSS Vision / Strategic Framework Plan** SFP - Show more precise boundaries of areas (not blobs). Show additional land beside all activity centres, beside all PPTN (including railway stations and additional tram routes at eastern end of City (Refer Issues Paper 3). Add key sites (with capacity for >100 dwellings). **MSS objectives / strategies and policies** • Identify specific areas for housing growth (including additional land to east). • Include statement to effect: *"Higher density housing is directed to locations beside the PPTN and in and beside activity centres which provide local services."* • Identify preferred character for specific precincts (from NC Study – needs to be updated). • Include more specific objectives / strategies for gaps - affordable housing (or rely on SPPF?), aged accommodation (or rely on SPPF?), accessible / adaptable housing (recently proposed to be included via Building Act), energy efficient housing (proposed to be included via Building Act) and social inclusion. • Indicate the weighting of the various policies (eg. higher density housing versus heritage, residential versus commercial uses in activity centres, residential versus commercial uses in interface areas), discretionary uses versus higher density residential on main roads). • Review policies to retain older style dwelling stock (not in HO). **REFERENCE DOCUMENTS** Include Structure Plans, Housing Strategy and Neighbourhood Character Study (need to update) **EXISTING CLAUSE 22 POLICIES** Delete: 22.02 Urban Design Policy, 22.05 Residential Development in Commercial Areas Policy, 22.06 Residential Character, Amenity and Interface Policy and 22.07 Discretionary Uses Policy and incorporate key policy positions in MSS. Retain 22.08 Student Housing Policy and review preferred locations in line with review for extensions to higher density residential areas. **NEW LOCAL POLICIES** • Higher Density / Main Road Development guidelines as a Clause 22 Local Policy. • Neighbourhood Character Precinct Guidelines (as local policy or incorporated document). **NEW POLICY POSITIONS IN MSS** • Include rear setbacks per Residential Intensification of Tramway Corridors doc in MSS. **ZONES** • Neutral transition of new Residential Zones will include all residential areas (currently all R1Z) in new Incremental Change Zone (but 9m height will be too low for most areas). • Consider including higher density areas in Substantial Change Zone – various heights. • Include some HOs in Limited Change Zone (but many are over 6m in height). **OVERLAYS** Investigate potential NCOs to areas with highly consistent character (refer Issues Paper No 2). **PARTICULAR PROVISIONS** Res Code. Retain 500m2 lot size threshold.

RELEVANT PROVISIONS IN PS	WHAT WE SAID WE WOULD DO IN 2003 (CURRENT STATUS)	WHAT HAS HAPPENED SINCE 2003	PRELIMINARY AUDIT FINDINGS / RECOMMENDATIONS

AUDIT PAPER NO 4. ECONOMIC DEVELOPMENT

RELEVANT PROVISIONS IN PS	WHAT WE SAID WE WOULD DO IN 2003 (CURRENT STATUS)	WHAT HAS HAPPENED SINCE 2003	PRELIMINARY AUDIT FINDINGS / RECOMMENDATIONS
SPPF (per draft restructure) Policies for activity centres network and design, uses and access, hierarchy (including delivering higher density housing to locations in and near activity centres). Policies for business, industry, tourism and the innovation and knowledge economy **MSS** Policies for activity centre viability (including mix of uses and hierarchy) and activity centre character (including identity, land use balance, community focus, access, residential interface / amenity). Policies address balancing commercial, entertainment, cultural and residential uses in activity centres. Policies for (2 small) industrial areas address retention of local service industry and encouragement of innovative technology intensive industries, and impact on local amenity and character. **Local policies** Retail centres policy *(22.09)*. Licensed premises policy *(22.10)* Chadstone commercial centre policy *(22.11)* & Incorp doc. Forrest Hill Precinct policy *(22.17)* **Zones** Business 1,2 & 5 Zones Mixed Use Zone Industrial 3 Zone **Overlays** IPO No 2 Chadstone Shopping Centre Incorporated Plan (Jun 2005). **Particular provisions** 52.27 Licensed premises Refer 'Health and Wellbeing' for more detail on entertainment uses and gambling uses.	Commence planning a methodology and program for activity centre planning and structure planning. *In process / Structure Plan work.* *Economic Strategy in preparation.* Review activity centres policy in the MSS. *Not done.* Develop a local policy for activity centres that includes specific local policies for individual activity centres. *See above – in progress* Review application of business zoning and Schedules to the business zones (in conjunction with activity centre and structure planning). *Done in Forrest Hill. Others in process.* Review entertainment uses and licensed premises policies in the MSS. *Licensed premises policy introduced.* Review the local policy for entertainment uses (Clause 22.10) and include a review of gaming and sexually explicit entertainment as part of this review. *Gaming Policy adopted. Not in PS.* Review policies regarding industry in the MSS. *Not done.* Consider whether to develop a local policy for industry as part of the broader review of the need for industrial uses and land zoned for industrial purposes. *Not done.* Consider whether to continue to apply the Industrial 3 Zone to all existing industrial areas within the municipality. *Not done.* Develop a Tourism Strategy. *Not done.*	**State and regional studies and policies** • New Clause 12 (metropolitan section) Jan 2006, introduced M2030 policies for a 'more prosperous City' (Draft Clause 11). General policies for Economic development in Draft Clause 15. • New Activity Centre Zone (not yet applied to Principal Activity Centres (PACs) in Stonnington). • DACs (Development Assessment Committees) not yet applicable to PACs (Principal Activity Centres) in Stonnington. • IMAP ACTIONS 6.3 – Managing Conflicts in Activity Centres (Underway). • IMAP ACTION 7.4 – Regional Economic Development Statement (Complete). • IMAP ACTION 11.1 – Inner Melbourne Visitor Map and 11.2 Regional Tourism Program (Complete) **Local (Council studies and policies)** New (policy neutral) MSS (Am C65) 2007. Completed 3 Structure Plans and 1 Urban Design Framework Plan: • Chapel Vision – Interim Controls in preparation. • Forrest Hill – Permanent Planning Controls introduced into planning scheme (Am C58, gazetted Jun 2009). • Toorak Village – Interim/Permanent Planning Controls under preparation. • Waverley Road UDF – Exhibited (ready for adoption) Economic Development Strategy in preparation	**SPPF / LPPF consistency** MSS classifies Toorak Village as a 'Large Local Neighbourhood Centre', contrary to M2030 (where is it classified as 'Major'). Retain, as fits within Council's more refined hierarchy. **MSS objectives / strategies and policies** • Remove all <u>repetition</u> with SPPF and ensure <u>consistency</u> with SPPF. • Include key policy statements <u>from Clause 22 policies to be deleted (see below)</u>. • Retain classification of <u>Toorak Village</u> as a Large Local Neighbourhood Centre. • Strengthen policy re ensuring a balance of uses (retail, office, services, entertainment uses) in all activity centres, to ensure safe and viable use. **REFERENCE DOCUMENTS** Add Structure Plans (and background documents) and Masterplans (once adopted). **EXISTING CLAUSE 22 POLICIES** • Delete Retail centres policy *(22.09)* and incorporate key policy positions in MSS. • Retain and review Licensed premises policy (22.10). Refer Health and Wellbeing. • Retain Chadstone commercial centre policy *(22.11)* and Forrest Hill Precinct policy *(22.17)*. **NEW (CLAUSE 22) LOCAL POLICIES** • Add Prahran/South Yarra and Windsor Activity Centre Interim Policy (22.19), in preparation. **NEW POLICY POSITIONS IN MSS** • Add policy in MSS to require new residential development in activity centres and mixed use areas to include adequate <u>acoustic protection</u> and amelioration. • Include policy (from Economic Strategy) in the MSS to broaden the range of <u>industry</u> sectors and manage the impact on land use, investment and employment. • Include more specific policy re <u>Toorak Village</u> Activity Centre (from Structure Plan). **ZONES** • Rezone southern part (away from main road) of <u>Toorak Village</u> from B1 to B2 (per Structure Plan). • Include <u>Prahran South Yarra AC</u> in Activity Centre Zone - excluding Large Neighbourhood AC sections along Toorak Road (west of railway line), and Windsor (south of High Street). 2 • Review Small <u>Local Neighbourhood ACs</u> and Hawksburn (Large Local Neighbourhood AC) with view to rezoning from B2Z to B1Z (to encourage restoration of core local retail role). • Review <u>Schedules</u> to B1Z, B2Z and MUZ, to remove restrictions on shops in locations consistent with Chapel Vision Structure Plan to encourage active frontage / surveillance in laneways and streets en route to rear car parks, railway stations and public transport nodes. • No change to INZ3 <u>Weir St area</u>. • Consider rezoning of <u>Paran Place</u> from INZ3 to MUZ. • Review B5 zones (including <u>Howitt St</u> area). Rezone <u>SKM site</u> from B5 to MUZ. **OVERLAYS** • Retain IPO No 2 Chadstone Shopping Centre and Incorporated Plan (Jun 2005). • Add Prahran/South Yarra and Windsor Activity Centre Interim DDO (when adopted). • Add Toorak Village interim/permanent DDO (when adopted). • Add the Forrest Hill DCP (when adopted). **OTHER / FUTURE WORK** • As part of Economic Development Strategy identify selected local activity centres for <u>upgrading to Large Neighbourhood Centres</u>, to improve local service provision / community focus (particularly in the eastern part of the municipality). Identify in SFP and MSS. Prepare Structure Plans / Urban Design Frameworks for all local centres (as prioritised). • Prepare <u>Structure Plans</u> for Chadstone Principal Centre (and surrounding area) and Malvern / Armadale Major Activity Centre.

RELEVANT PROVISIONS IN PS	WHAT WE SAID WE WOULD DO IN 2003 (CURRENT STATUS)	WHAT HAS HAPPENED SINCE 2003	PRELIMINARY AUDIT FINDINGS / RECOMMENDATIONS

AUDIT PAPER NO 5. HEALTH AND WELL-BEING

SPPF Policies for neighbourhood design (draft Clause 11) diversity of housing, special housing needs (affordable housing, special housing needs, aged accommodation, crisis accommodation and community care (draft Clause 14). Safety (draft Clause 17 and social infrastructure, health, education (draft Clause 19). **MSS** Policies for providing for community services (cultural, educational, community, leisure and health) services and managing the impacts of regional health and educational institutions. **Local Policies** Open Space policy (22.01) Licensed Premises policy (22.10) Community services policy (22.14) Institutional uses policy (22.15) **Zones** Public Use Zone Special Use Zone **Overlays** Incorporated Plan Overlay No 1 – Institutional uses **Other (not currently in PS)** Gambling policy Universal (disability) access Accessible and adaptable housing Social inclusion **Particular provisions** Clause 52.27 Licensed premises Refer Residential for more detail on housing / special housing needs.	Review community facilities/services policies in the MSS. *Policy neutral review of MSS (2007) did not change policy.* Review the local policy for community services (Clause 22.14). *No change.* Consider the costs and benefits of preparing Development Contributions Plans to assist funding the development of new community facilities. *Forrest Hill DCP in preparation.* Review entertainment uses and licensed premises policies in the MSS. *In process.* Review the local policy for entertainment uses (Clause 22.10) and include a review of gaming and sexually explicit entertainment as part of this review. *In process.* Review policies regarding gaming premises in the MSS (as part of entertainment uses policy review). Develop a responsible gaming policy. Include a review of gaming policy as part of the review of the Entertainment Uses Local Policy (Clause 22.10). *Responsible Gaming Policy prepared – not yet in PS.* Review the Schedules to Clauses 52.28- Gaming. *No change.*	**State and regional studies and policies** New Clause 12 (metropolitan section) Jan 2006, introduced M2030 policies for a 'fairer city'. Proposed draft SPPF has policies in Clause 11, 14, 17 and 19. Towards an Integrated Victorian Housing Strategy Sept 2006 (Dept Human Services). Accessible Housing Visitable and Adaptable Features in Housing Regulatory Impact Statement (Dec 09). Relevant IMAP actions include: • 5.4 Social infrastructure and services (regional community framework) • 5.5 Infrastructure development (planning and funding models) Recent state government action re licensed premises / live music / security / closing times. **Local (Council studies and policies)** • New (policy neutral) MSS (Am C65) 2007. • Licensed Premises Policy (Clause 22.10) 2005. • Stonnington Liquor Accord agreement (2008), in partnership with local Police, Liquor Licensing Victoria and late night traders in the Chapel Street precinct • Municipal Early Years Plan. • Multicultural strategy and action plan. • Library Strategy. • Youth Strategy. • Arts and Culture Development Strategy. • Responsible Gambling Policy. • Municipal Health Plan (2009) with policies for healthy lifestyles, connected communities, positive ageing and community safety. Work currently being developed includes: • Social Impact Assessment Policy. • Recreation Strategy • Research paper on licensed premises in the Chapel Street precinct and their impact. • New access and inclusion plan titled 'A City for All' (draft prepared).	**SPPF / LPPF consistency** • SPPF provides robust framework for addressing community and social issues in MSS and local policies. Current MSS and local policies do not fully reflect/reinforce the SPPF. • Need to clarify provisions re Crisis Accommodation and blurring with residential buildings / rooming houses / student housing. **MSS Vision / Strategic Framework Plan** • Refer Visions in Issues Paper No 5. Include in new MSS, after feedback. • SFP- Show community hubs. **MSS objectives / strategies and policies** Address social issues. Include more specific objectives / strategies for gaps, viz urban design/built form with specific reference to facilitating/promoting health and community well-being, safety, social interaction, community connectivity, universal access. **REFERENCE DOCUMENTS** Remove Entertainment/Retail Premises Review for Chapel Street, Toorak Road and Environs, Henshall Hansen Associates, 1997 (out of date). Add Municipal Health Plan 2009, Design Guidelines for Licensed Venues, Late Night Liquor Trading in the Chapel Street Precinct (currently draft Nov 2009), Public Realm Strategy (currently draft 2009), Responsible Gambling Policy (in association with amendment to PS). **EXISTING CLAUSE 22 POLICIES** Delete Community services policy (22.14) Institutional uses policy (22.15) and incorporate key policy positions in MSS. Retain Licensed Premises Policy (22.10). **NEW LOCAL POLICIES/ Policy Position in MSS** • Include policy in MSS to encourage residential design which facilitates social interaction and community inclusion (eg. opportunities for daily interaction, shared community spaces, community gardens etc). • Include policy in MSS to require entertainment uses in both new and existing buildings to be designed to reduce noise impacts from the premises and patrons attending/leaving. • Include policy in the MSS to encourage flexible and multi-functional housing that can be adapted for a wide range of people and lifestyles (eg. people with disabilities, the aged and ageing, households whose size and lifestyle needs change, working from home etc) • Include policy in the MSS to require that development design provides for community safety and disability access and is 'child-friendly'. Provisions of this policy to be cross-referenced in local policy/MSS section on built form and urban design. • Require a Social Impact Policy of major developments as a Clause 22 Policy or in the MSS. • Include Council's Responsible Gambling Policy as a Clause 22 Policy. **ZONES** No change. (Note implications of applying new activity centre zone to PUZ areas) **OVERLAYS** • Retain Incorporated Plan Overlay No 1 – Institutional uses. Review other options which might address the dilemma of achieving both master plans and ongoing community input into the detail of new developments. • Review DDO's and DPO's to ensure inclusion of criteria relating to design for health and community well-being, safety, social interaction, community connectivity. **PARTICULAR PROVISIONS** Clause 52.27- Advocate for changes – to clarify permit triggers re redline licensed area and to ensure consistency with Liquor Licensing land use terms.

RELEVANT PROVISIONS IN PS	WHAT WE SAID WE WOULD DO IN 2003 (CURRENT STATUS)	WHAT HAS HAPPENED SINCE 2003	PRELIMINARY AUDIT FINDINGS / RECOMMENDATIONS

AUDIT PAPER NO 6 - TRANSPORT

RELEVANT PROVISIONS IN PS	WHAT WE SAID WE WOULD DO IN 2003 (CURRENT STATUS)	WHAT HAS HAPPENED SINCE 2003	PRELIMINARY AUDIT FINDINGS / RECOMMENDATIONS
SPPF (per draft restructure) Policies to encourage growth in locations with good and easy access to the Principal Public Transport Network. Policies for a more sustainable transport system by integrating land use and transport, with specific policies for sustainable personal transport options, (walking and cycling), cycling, principal public transport network, management of the road system, car parking and freight. Policies in relation to noise, air quality and safety. **MSS** Policies to integrate land use and development with strategies for traffic management, integrated transport, car parking and impacts on residential amenity. **Local policies** Traffic policy (22.12) Parking policy (22.13) **Zones** Road Zone **Overlays** DDO City Link Exhaust Environs PAO (road widening) City Link Project **Particular provisions** 52.06 Car parking 52.07 Loading and unloading of vehicles	Review transport and parking policies in MSS. *Not done* Review local policies for traffic and parking (Clauses 22.12 and 22.13) and consider developing a single integrated transport policy. *Not done.* Develop an Integrated Transport Strategy. *Sustainable Transport Plan approved.* Develop Bicycle Strategy. *Bicycle Strategy approved.* Develop a Walking Action Plan. *Not done.* Review the application of the Public Use Zone-6 Local Government for public car parking. *Not done* Continue to prepare parking studies and strategies to inform parking precinct plans. *In process.* Prepare parking precinct plans for specific precincts for inclusion in the planning scheme. *Not done.* Review application of the Public Acquisition Overlay for road widening. *Minor review St. Edmonds Rd.*	**State and regional studies and policies** • New Clause 12 (metropolitan section) Jan 2006 introduced M2030 policies for better transport links (proposed draft Clause 11). General policies for transport in draft Clause 18). • *Metropolitan Transport Plan-Linking Melbourne (2004),* • *Meeting our Transport Challenges (May 2006),* • *Victorian Transport Plan (2008)* • *Eddington Report.* • Principal Public Transport Network (refer Issues Paper No 3). • Council's *Sustainable Transport Policy (September 2008).* • VicRoads (Smart Roads) Road Use Hierarchy (Feb 2010) Inner Melbourne Action Plan (December 2005): • Action 2.2 Inner Melbourne Wayfinding Signage (Stage 1 complete) • Action 2.3 Bicycle Network Legibility (Complete). • Action 2.4 Regional Greenlight Pedestrian Safety. • Action 2.5 Bicycle Network **Local (Council studies and policies** • New (policy neutral) MSS (Am C65) 2007. • Sustainable Transport Plan (2008) • Bicycle Strategy (2005). To be reviewed. • Road Safety Policy – Moving People Safely in Stonnington. • Road Management Plan.	**SPPF / LPPF consistency** Existing MSS (in theory) is consistent with the SPPF. **MSS Vision / Strategic Framework Plan** SFP: • Show PPTN. Query Burke Road (no existing or proposed tram or bus along whole length). • Show VicRoads road hierarchy (preferred traffic routes / other routes) – yet to be confirmed. **MSS objectives / strategies and policies** • Remove all repetition with SPPF and ensure consistency with SPPF. • Include key policy statements from Clause 22 policies to be deleted (see below) • Include more specific objectives / strategies for gaps such as sustainable transport options • Review issues in Clause 21.05 – Infrastructure and replace with issues from Council's 'Sustainable Transport policy - Background report'. **REFERENCE DOCUMENTS** Add • Road Safety Policy, • Bicycle Strategy – October 2005, • Sustainable Transport Policy – Background Report. **EXISTING CLAUSE 22 POLICIES** Delete Traffic policy (22.12) and Parking policy (22.13) and incorporate key policy positions in MSS. **NEW POLICY POSITIONS IN MSS** • Include a new policy in the MSS, consistent with the priorities adopted in Council's Sustainable Transport Plan to support the primacy of the needs of pedestrians, cyclists and public transport users over the needs of motorists. • Include a policy for reduced parking requirements in the MSS consistent with Council's current internal policy. • Include a policy to encourage improved connectivity (pedestrian and cycle links) between residential areas and activity centres and public transport nodes. • Include a statement to support reduced parking rates in (nominated) activity centres and for (nominated) uses. **ZONES** No change **OVERLAYS** No change **PARTICULAR PROVISIONS** Clause 52.06 – Car Parking rates need to be reviewed as they are out-dated and do not represent current policy position and inner city outcomes. Rates are not in line with Council's Sustainable Transport Policy position. **OTHER / FUTURE WORK** Undertake a study to identify the traffic capacity of current street network. This can then inform developments approved. Ensure new Structure Plan work includes: • Proposals to improve connectivity (pedestrian and cycle links) with residential areas. • Safe design / active frontage of pedestrian links to car parks and public transport. • Traffic capacity limitations and a sustainable transport plan.

APPENDIX 12

PLANNING SCHEME REVIEW 09-10

CONSULTATION REPORT

City of Stonnington
Corporate and Community Planning

Planning Scheme Review Consultation Report

Stonnington Survey Group Survey 13
Workshops and Written Submissions

Section 1a – About the Survey
Section 1b – Key Results in Summary
Section 1c – Results in Detail:
a) Environment
b) Built Form
c) Residential Issues
d) Economic Development
e) Health and Wellbeing
f) Transport
Section 2 – Workshop Feedback Summary
Section 3 – Comments from Written Submissions
Section 4 – Appendix 1:   Planning Scheme Review Survey
Appendix 2 to 7:   Responses to Open-ended Questions
Appendix 8:   Workshop 1 – Consultants and Lawyer Advocates
Appendix 9:   Workshop 2 – Government agencies and adjoining Municipalities
Appendix 10:   Workshop 3 – Developers and Applicants
Appendix 11:   Workshop 4 – Transport Providers
Appendix 12:   Additional Comments from Workshop Invites
Appendix 13:   Comments Prioritised by Workshop Attendees

April 2010

Section 1a – About the Survey

The City of Stonnington is reviewing the Planning Scheme and is interested in what visions and values are important. The purpose of the survey was to gain feedback from the community on a range of themes related to the planning scheme:

- Environment (open space, environmental sustainability, environmental risks and values, infrastructure).

- Built form (urban design and heritage)

- Residential issues (housing needs, locations, residential character / amenity)

- Economic development (activity centres, industry, office uses, tourism)

- Health and wellbeing issues (community uses, social issues, entertainment uses)

- Transport (roads, traffic, parking, public transport, walking, cycling).

Appendix 1 – Survey Questions

Sample
An analysis of the Stonnington Survey Group sample is shown on the graphs below.
Overall, 187 respondents completed the survey. Of those respondents who provided their personal details, the majority of respondents were females at 63% the rest were males at 37% the age group with the greatest representation came from person's aged 55-64

Ward

- North 15%
- South 45%
- East 40%

Suburb

- Armadale 18%
- Toorak 3%
- South Yarra 10%
- Prahran 11%
- Malvern 19%
- Malvern East 19%
- Windsor 8%
- Glen Iris 11%
- Kooyong 1%
- Hawksburn 0%
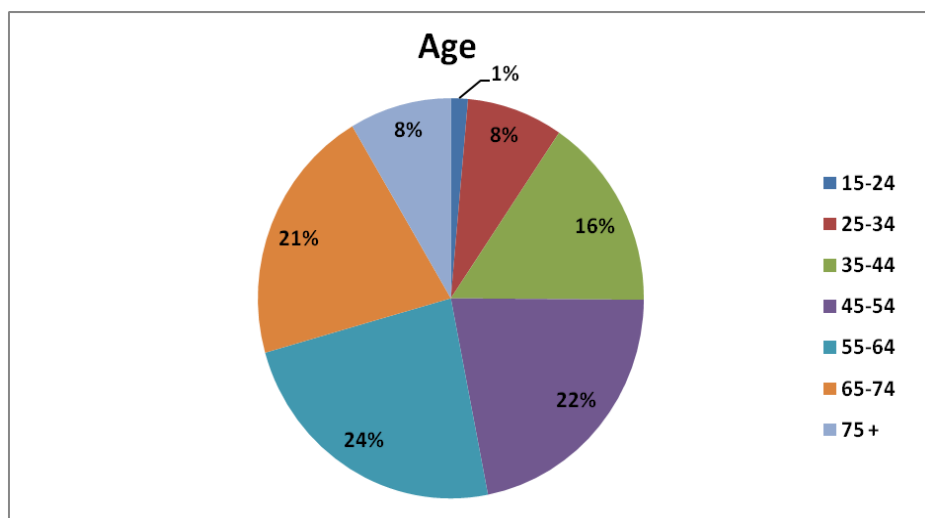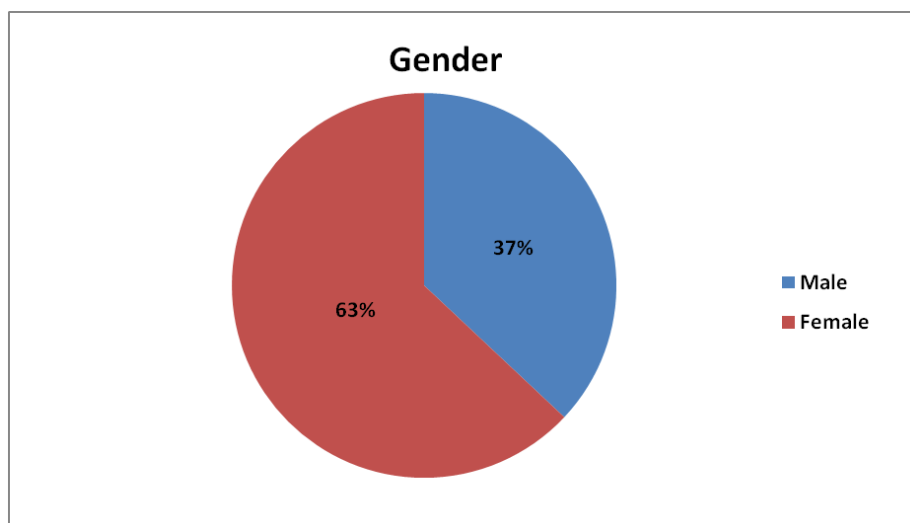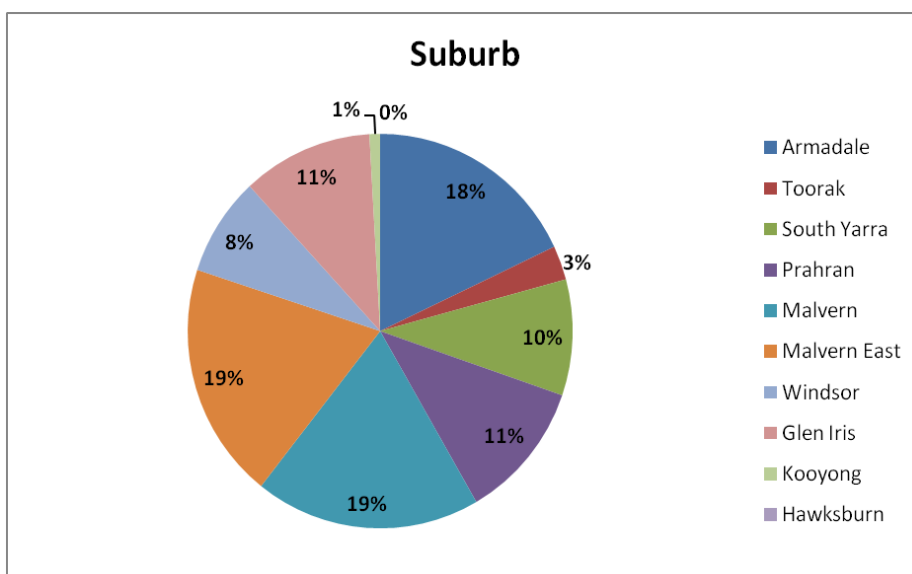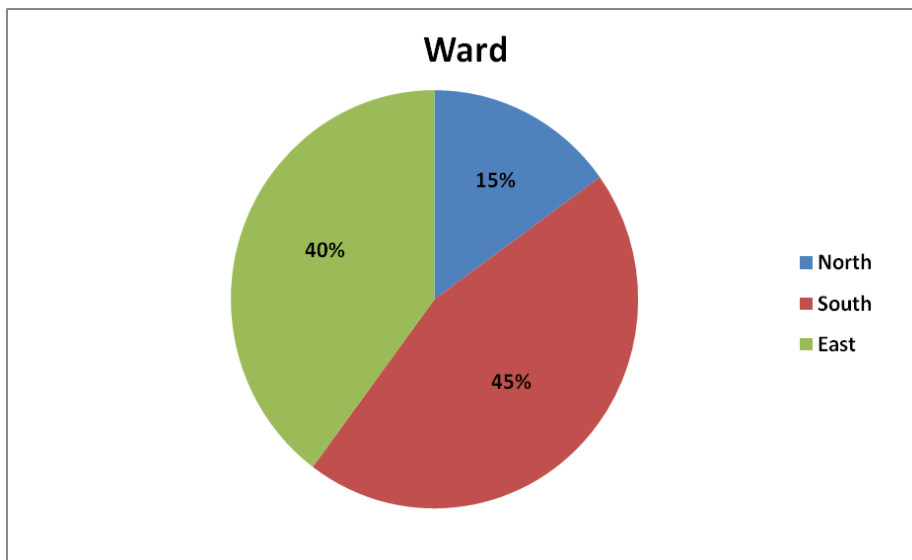
Section 1b – Key Results in Summary
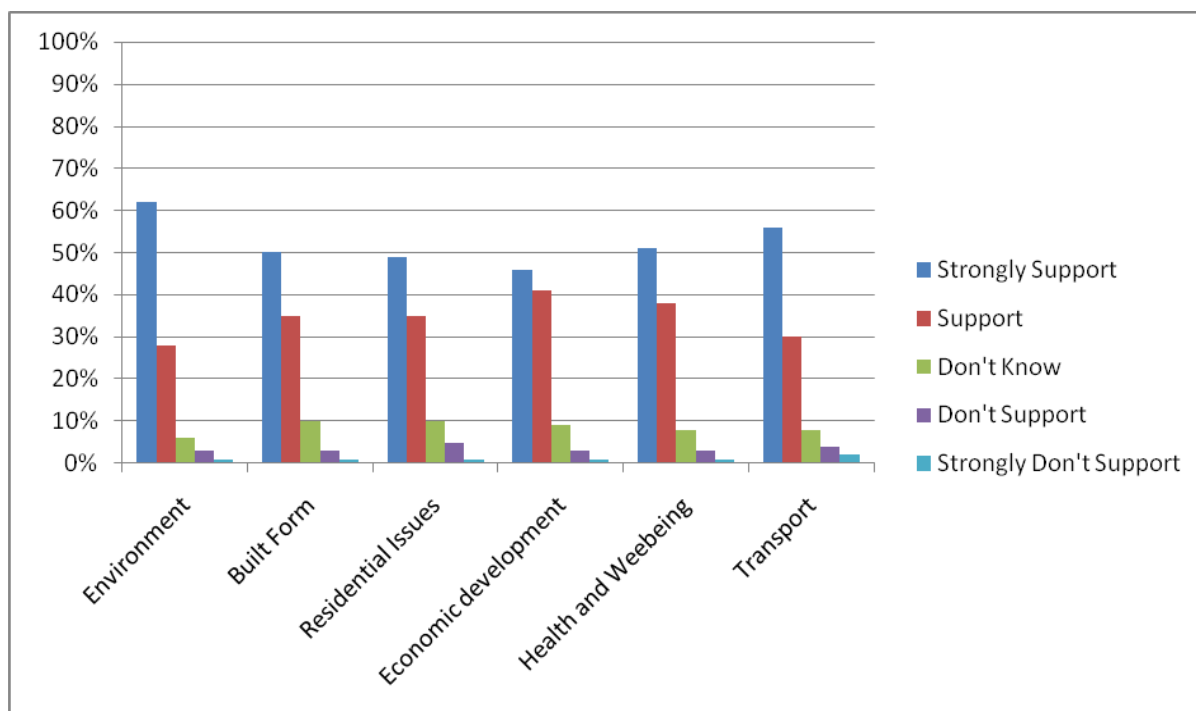
	Strongly Support	Support	Don't Know	Don't Support	Strongly Don't Support
Environment	62%	28%	6%	3%	1%
Built Form	50%	35%	10%	3%	1%
Residential Issues	49%	35%	10%	5%	1%
Economic development	46%	41%	9%	3%	1%
Health and Wellbeing	51%	38%	8%	3%	1%
Transport	56%	30%	8%	4%	2%

The majority of the Stonnington Survey group 2010 have overall strongly supported all statements for each theme. Survey results showed that *environment* had the highest score, with 62% of respondents indicating that they strongly support the environment statements flowed by *transport* with 56%.

Section 1c – Results in Detail:
Explanation:
The survey questions ask respondents to rate the values/statements on a five point scale from *strongly support* to *strongly don't support*. The results are shown below in tables as percentage of the respondents who rated the values/statements as ether *strongly support, support, don't know, don't support and strongly don't support.* Under each table there is a summary of comments made if the respondents had any other ideas for values and visions.

a) Environment
To what extent do you support these following values and statements on Environment?

	Strongly Support	Support	Total Supportive	Don't Know	Don't Support	Strongly Don't Support	Total Unsupportive	Mean
Access to parks and reserves	83%	16%	**99%**	0%	1%	0%	**1%**	5
Open space that provides for a range of activities	73%	23%	**96%**	2%	2%	0%	**2%**	5
Pedestrian and bicycle paths that link to parks and gardens	53%	41%	**94%**	2%	3%	1%	**4%**	4
Feeling safe in parks and gardens	77%	18%	**95%**	1%	3%	1%	**4%**	5
The planting of local indigenous trees	41%	38%	**79%**	13%	6%	2%	**8%**	4
The planting of European and other exotic trees	18%	41%	**59%**	17%	19%	5%	**24%**	3
The protection of nature, birds and small animals	66%	26%	**92%**	5%	3%	0%	**3%**	5
Development that respects/minimises its impact on natural areas	72%	24%	**96%**	4%	1%	0%	**1%**	5
The clear identification of environmental risks (including contaminated land and flood liable land)	64%	31%	**95%**	5%	0%	1%	**1%**	5
Rain water capture and use on both public and private property	80%	19%	**99%**	0%	1%	0%	**1%**	5
Council leading the community towards sustainable energy options	55%	30%	**85%**	10%	3%	2%	**5%**	4
Public spaces improved where there is an existing shortage of public parks	65%	28%	**93%**	5%	2%	0%	**2%**	5
Partnerships with developers that provide open space and public domain improvements	47%	36%	**83%**	10%	4%	3%	**7%**	4
Natural environment areas supporting native flora	54%	36%	**90%**	6%	3%	1%	**4%**	4
The natural environment re-established along the Yarra River and Gardiners Creek	60%	29%	**89%**	6%	4%	1%	**5%**	4
The Yarra River is a green corridor and not dominated by large scale buildings	70%	21%	**91%**	5%	4%	0%	**4%**	5
All new development applications incorporate environmentally sustainable and water sensitive urban design measures	66%	27%	**93%**	4%	1%	2%	**3%**	5
The capacity of local utility infrastructure is forecast and mapped to ensure that development occurs in appropriate locations and at an appropriate scale and density	64%	26%	**90%**	6%	2%	2%	**4%**	4
Stormwater entering drainage network is improved in quality and reduced in quantity	64%	26%	**90%**	9%	1%	0%	**1%**	5

Do you have any other values and visions of Stonnington that related to Environment?
Summary of comments made:
- Stormwater capture and storage for re-use
- More native plants and trees
- Protection of birds and animals
- We need to clean Yarra River so you can swim in safely and ideally drink
- Reduction of noise levels in residential areas that are affected by very high traffic such as Dandenong Road

Appendix 2 – full list of comments on Environment

b) Built Form
To what extent do you support these following values and visions on Built Form?

	Strongly Support	Support	Total Supportive	Don't Know	Don't Support	Strongly Don't Support	Total Unsupportive	Mean
The diversity of public spaces for recreation, social interaction and contemplation	57%	39%	**96%**	2%	2%	0%	**2%**	5
Trees that provide shade in reserves and playgrounds	81%	19%	**100%**	0%	0%	0%	**0%**	5
Clear directional signage (clutter free)	55%	37%	**92%**	7%	0%	1%	**1%**	4
Key views and landmarks that identify the City	39%	42%	**81%**	15%	4%	0%	**4%**	4
Heritage precincts and significant buildings and places	53%	39%	**92%**	6%	1%	1%	**2%**	4
High quality streetscapes and street trees	63%	33%	**96%**	2%	1%	1%	**2%**	5
Local neighbourhood character that maintains a sense of location	52%	34%	**86%**	10%	3%	0%	**3%**	4
The distinctive and different identities of our shopping centres	30%	41%	**71%**	18%	9%	2%	**11%**	4
Diversity of buildings	23%	50%	**73%**	18%	7%	2%	**9%**	4
High internal amenity in homes and gardens	36%	37%	**73%**	25%	2%	0%	**2%**	4
High standards of design for public safety and universal access	56%	35%	**91%**	6%	2%	1%	**3%**	4
Good quality architecture and urban design used to achieve good social, economic and physical outcomes	59%	36%	**95%**	3%	1%	1%	**2%**	5
The public realm is enhanced and extended	42%	40%	**82%**	14%	3%	1%	**4%**	4
Council activities and public spaces enable community engagement and social inclusion	45%	45%	**90%**	7%	1%	2%	**3%**	4
The character of the City's residential neighbourhoods and shopping centres is clear and strong	41%	39%	**80%**	13%	6%	1%	**7%**	4
Council encourages 'white' and / or 'green' (energy efficient) rooftops	36%	35%	**71%**	23%	2%	4%	**6%**	4
New buildings are not too imposing when viewed from the street and respond to the topography	60%	26%	**86%**	9%	4%	1%	**5%**	4
New development respects established front, side and rear setbacks and landscaping	63%	25%	**88%**	5%	5%	2%	**7%**	4
Paving and garages in front setbacks and high front fences are limited	29%	36%	**65%**	20%	13%	2%	**15%**	4
Areas of highly consistent character are protected with heritage or character controls	52%	32%	**84%**	9%	6%	1%	**7%**	4
New development is well designed and respectful of the character of the area	70%	25%	**95%**	4%	1%	0%	**1%**	5
Universal disability access and community safety are incorporated as lead design principles in all developments	56%	32%	**88%**	9%	2%	1%	**3%**	4

Do you have any other values and visions of Stonnington that related to Built Form?
Summary of comments made:
- Heritage – comments for and against
- Comments for and against developers and development projects
- Design values and principles considered important, but several differing interpretations of what constitutes good design
- Some criticism of developers and development
- Access for all – some supportive comments and some opposing
- Queries about decision making responsibility – who it resides with and the mechanism by which decisions are made

Appendix 3 – full list of comments on Built Form

c) Residential Issues
To what extent do you support these following values and visions on Residential Development?

	Strongly Support	Support	Total Supportive	Don't Know	Don't Support	Strongly Don't Support	Total Unsupportive	Mean
The diversity and vitality of streets and suburbs is important	42%	43%	**85%**	11%	3%	1%	**4%**	4
Quiet residential streets are important	76%	23%	**99%**	0%	1%	0%	**1%**	5
Access to the CBD and to local shopping areas	55%	42%	**97%**	2%	1%	0%	**1%**	5
Go and No-Go development areas are clearly identified	51%	29%	**80%**	17%	2%	1%	**3%**	4
The established character of residential areas and landscaped streetscapes is important	56%	37%	**93%**	4%	3%	0%	**3%**	4
The consistency of new development is with the existing character of the area	61%	26%	**87%**	9%	4%	0%	**4%**	4
Backyards with canopy trees and gardens	50%	30%	**80%**	15%	5%	0%	**5%**	4
New housing designed to achieve high standards of amenity, sustainability and social inclusion	54%	36%	**90%**	5%	3%	2%	**5%**	4
Housing capacity (including smaller houses) increased to meet a diverse range of housing needs and suit changing lifestyles	31%	40%	**71%**	15%	10%	4%	**14%**	4
Increased utilisation of existing housing	32%	35%	**67%**	18%	12%	3%	**15%**	4
Higher density housing directed to main roads and key sites with easy access to public transport	32%	39%	**71%**	14%	11%	4%	**15%**	4
A network of neighbourhoods focussed on upgraded local centres with improved pedestrian paths and bike paths from centres to adjacent residential areas	42%	44%	**86%**	10%	3%	1%	**4%**	4

Do you have any other values and visions of Stonnington that related to Residential Development?

Summary of comments made:

- No more high rise apartment blocks
- Creative judgement is used when approving/disproving new housing development
- Maintain existing character
- Comments for and against developers and development projects

Appendix 4 – full list of comments on Residential Development

d) Economic Development
To what extent do you support these following visions and values on Economic Development?

	Strongly Support	Support	Total Supportive	Don't Know	Don't Support	Strongly Don't Support	Total Unsupportive	Mean
Shopping strips should have a balance and mix of uses	45%	48%	**93%**	5%	2%	0%	**2%**	4
A diversity and vitality within shopping areas	44%	46%	**90%**	6%	3%	1%	**4%**	4
Protecting heritage value of many shopping areas	53%	33%	**86%**	9%	4%	1%	**5%**	4
The accessibility of shopping areas and public transport	63%	34%	**97%**	3%	0%	0%	**0%**	5
Shopping areas are a destination and a place to go of local and regional significance	40%	45%	**85%**	11%	2%	2%	**4%**	4
Shopping strips provide a local community focus, with larger centres also providing for regional retail office entertainment and service needs	36%	51%	**87%**	9%	3%	1%	**4%**	4
Each shopping area has a sense of unique identity	33%	37%	**70%**	21%	8%	1%	**9%**	4
Shopping areas perform both local and visitor roles which are mutually beneficial	36%	45%	**81%**	15%	4%	1%	**5%**	4
There is a network of local centres providing high quality, local services	43%	44%	**87%**	11%	1%	1%	**2%**	4
A walkable environment and enhanced connection in shopping centres and with the surrounding residential areas	55%	37%	**92%**	5%	2%	1%	**3%**	4
Safe, walkable access to public transport, car parks, shopping centres, during the day and night	74%	23%	**97%**	2%	0%	1%	**1%**	5
Enhanced perceptions of safety by improved lighting, passive surveillance	61%	31%	**92%**	4%	3%	1%	**4%**	4
After hours opening of commercial and community services(eg. libraries, market) to improve community safety	34%	47%	**81%**	8%	8%	3%	**11%**	4
Increased opportunities for local services and employment in all local centres	38%	49%	**87%**	11%	2%	1%	**3%**	4
A range and high standard of professional, specialist and creative services and industries	35%	50%	**85%**	12%	1%	2%	**3%**	4
The number and operation of entertainment uses does not dominate or adversely affect shopping areas	62%	29%	**91%**	5%	3%	1%	**4%**	4
Equal and balanced recognition of the roles of larger centres (retail / services /entertainment/residential)	29%	46%	**75%**	18%	3%	4%	**7%**	4

Do you have any other values and visions of Stonnington that related to Economic Development?

Summary of comments made:

- Enhanced perceptions of safety
- More police presence on the streets
- More strip shopping areas and less of places like Chadstone
- No clearways

Appendix 5 – full list of comments on Economic Development

e) Health and Wellbeing
To what extent do you support these following visions and values on Health and Wellbeing?

	Strongly Support	Support	Total Supportive	Don't Know	Don't Support	Strongly Don't Support	Total Unsupportive	Mean
The connectivity, safety and varied character of the City's shopping areas and their residential neighbourhoods	40%	47%	**87%**	11%	2%	0%	**2%**	4
The demographic and ethnic diversity of the City's population is important	30%	45%	**75%**	10%	12%	3%	**15%**	4
The range and high standard of professional and community services in the City (including health and educational services) is important	49%	46%	**95%**	3%	1%	1%	**2%**	4
Stonnington is a city of socially inclusive neighbourhoods each focussed around a local shopping area	29%	46%	**75%**	17%	7%	1%	**8%**	4
Strong hubs of community facilities, strategically located for maximum accessibility to those most in need	39%	49%	**88%**	10%	1%	1%	**2%**	4
Urban design supports safe, healthy lifestyles, disabled access and sustainability	51%	44%	**95%**	3%	1%	1%	**2%**	4
Community services and facilities are accessible to everyone throughout the municipality and are located within shopping areas and on the public transport network	54%	40%	**94%**	4%	1%	1%	**2%**	4
The growth of schools and hospitals is planned in advance and designed to effectively manage the amenity impacts on the community	56%	36%	**92%**	7%	0%	1%	**1%**	4
The City is a child friendly place and makes provision for supportive, safe and healthy environments for children	59%	34%	**93%**	5%	2%	0%	**2%**	4
Social impact assessments are undertaken on all large proposals	60%	28%	**88%**	9%	2%	1%	**3%**	4
Alcohol/gambling related harm associated with licensed premises is reduced and minimised	75%	20%	**95%**	3%	2%	0%	**2%**	5
New development in noisy areas should include noise attenuation measures in the design	72%	23%	**95%**	4%	1%	0%	**1%**	5

Do you have any other values and visions of Stonnington that related to Health and Wellbeing?

Summary of comments made:

- Licensed premises minimised
- More health and wellbeing programs made available
- Provide more support and education for children
- Stonnington is lacking indoor sport facility
- Provided spaces that an support the well being of families

Appendix 6 – full list of comments on Health and Wellbeing

f) Transport
To what extent do you support these following visions and values on Transport?

	Strongly Support	Support	Total Supportive	Don't Know	Don't Support	Strongly Don't Support	Total Unsupportive	Mean
Stonnington's proximity and good connection to central Melbourne	67%	29%	**96%**	2%	1%	1%	**2%**	5
Stonnington's amenity and liveability, which could be further enhanced by fewer people driving in and through the City	52%	26%	**78%**	14%	5%	3%	**8%**	4
Improved footpath network that links with public transport	59%	28%	**87%**	10%	2%	1%	**3%**	4
Pedestrian safety, particularly around schools, within shopping centres, and in residential areas	66%	28%	**94%**	4%	2%	0%	**2%**	5
Public art, seats and canopy trees providing shade and points of interest along walking and cycling routes	49%	42%	**91%**	5%	3%	1%	**4%**	4
Effective traffic diversions, traffic calming, and pedestrian safety measures in local streets	51%	33%	**84%**	9%	5%	2%	**7%**	4
Accessible off-street and on-street car parking	58%	32%	**90%**	6%	2%	2%	**4%**	4
The needs of pedestrians, cyclists and public transport users placed above than the needs of motorists	40%	23%	**63%**	13%	16%	8%	**24%**	3
Reduced car trips to local shops and services by improving walking and cycling paths	45%	26%	**71%**	14%	12%	3%	**15%**	4
Improved streetscape amenity and safety, by reduced on-street car parking and increased off-street car parking within shopping areas	38%	36%	**74%**	11%	8%	7%	**15%**	4
Greater accessibility for older people and people with a disability, through good design and maintenance of footpaths, roads, and public transport infrastructure	62%	32%	**94%**	5%	1%	0%	**1%**	5
Improved safety for walking, cycling and travel on public transport and around railway stations through good design	64%	31%	**95%**	3%	1%	1%	**2%**	5
Improved public transport capacity to service current peak passenger loads	77%	19%	**96%**	2%	1%	1%	**2%**	5

Do you have any other values and visions of Stonnington that related to Transport?

Summary of comments made:
- More parking lots
- Improve lighting, around railway station especially
- More bike paths and lanes on roads needed
- Disability access

Appendix 7 – full list of comments on Transport

Section 2 – Workshop Feedback Summary

Four stakeholder workshops were conducted as part of the planning scheme review. The workshops were directed to regular users of the Planning Scheme. They focussed on the actual provisions in the Scheme, how well they are working and the recommendations for change. Participants for the first workshop consisted of representatives from consultants and lawyers. Participants to the second workshop consisted of government agencies and adjoining municipalities. And the third workshop had representatives from developers and applicants. A 4th workshop was held with transport agencies.

Section 2 provides a summary of comments from each workshop. The full list of comments can be found in the appendices:
Appendix 8:   Workshop 1 – Consultants and Lawyer Advocates
Appendix 9:   Workshop 2 – Government agencies and adjoining Municipalities
Appendix 10: Workshop 3 – Developers and Applicants
Appendix 11: Workshop 4 – Transport Providers

Additional comments were received from participants who could not attend the workshops.
Appendix 12 – Additional Comments from Workshop Invites.

Workshop Process

Participants were provided with the audit papers for each theme before the workshop. The following outline is generally how each workshop was undertaken:

- Introduction

Overview of the Planning Scheme Review and why we are having the workshop
Overview of what the group will do during the workshop.

- Activity 1

In pairs or groups, participants discussed topics under each of the 6 themes

Participants were given questions to consider:
What's working?
What should change/improve?
Secondary question:
Where would the change/improvement go in the Planning Scheme?

- Activity 2

Participants prioritised comments, theirs and others, with stickers.

- Discussion

The priorities were discussed as a group. Further comments were clarified and further comments provided.

Key Themes

Six key themes were used in each workshop as discussion points and to clarify and add further issues. Each theme had key topics (*see below*).

Environment & Infrastructure

- Addressing environmental risks
- Drainage, stormwater & sewage
- Water & waste management
- Biodiversity
- Environmental sustainable design
- Water sensitive urban design
- Rivers & creeks
- Public open space contribution

Built Form and Heritage

- Universal access
- Community safety
- Character
- Heritage
- Urban design
- Urban design vs heritage
- Neighbourhood character controls

Residential Development

- Housing growth
- Non-residential uses in residential zones
- Higher density vs heritage
- Residential vs commercial
- Student housing
- Higher density locations
- New residential zone

Health and Wellbeing

- Crisis accommodation/rooming houses/student housing
- Community safety/universal access
- Child friendly cities
- Community hubs/facilities
- Health and wellbeing through design
- Assessing social impacts
- Master planning for institutional uses

Transport

- Road hierarchy
- Through traffic
- Pedestrian/cycle
- Public transport
- Freight
- Access to transport
- Parking
- Sustainable transport options
- Heavy traffic vs adjoining land use

Economic Development

- Balance of uses in activity centre
- Licensed premises
- Activity centre ranking
- Activity centre zoning

MUNICIPAL STRATEGIC STATEMENT (MSS)

- Need greater detail in policy and MSS. Stonnington to be more decisive in policy about what it wants and where.
- Balance economic development with character and heritage requirements.
- Consider all applications in light of safety and universal access.
- Weighting of intensity of change vs. neighbourhood character is needed. Stonnington needs to be realistic about allowing some degree of change and identify what this is.
- Weighting of heritage vs. urban design

21.01 - Strategic Framework Plan (SFP)

- Extend higher density along four east-west arterial roads that currently stop short otherwise explain why it stops where it does. Include Dandenong Road.
- Legend – define "medium density" and "high scale".
- Clearly identify areas where high density can be built.
- Ensure consistency with 21.01-2.
- Identify more large development sites and nominate more areas where development can happen then support these by structure plans.
- Update to account for Chapel Vision.
- Clearly define areas – not just blobs.
- Identify more large development sites.

21.04 – Economic Development

- Activity Centre ranking is confusing. Some smaller centres not listed and not clear which group they fit into.
- Allow smaller activity centres to grow.
- If Stonnington is to increase density in and beside activity centres, need to make it clear what "beside" means.
- Include Malvern Central Shopping Centre in Major Activity Centre due to its development potential.
- Require new residential buildings to have acoustic attenuation, especially in activity centres.

EXISTING CLAUSE 22 POLICIES

22.01 – Open Space Policy

- Policy potentially not needed in light of MSS and 21.02-1. Until appeal decision handed down:
  o Need to specify where Council intends to spend money.
  o Allow opportunities to contribute to improve open space i.e. specific park/streetscape in or around the site.
  o Design policies for every area where development is encouraged in order to succeed at VCAT. For instance, redevelop known contaminated areas for open space.
  o Clarify whether cash or land.

22.02 – Urban Design Policy

- Difference of opinion about whether to retain as local policy or absorb content into MSS.

- 1-2 storey reference is out of date.
- Describing built form by height (stories) should be discouraged. Instead, use height x setbacks, outlook, privacy, landscaping.
- Need to be consistent with all other policy statements in the MSS and SPPF.
- Specify what preferred neighbourhood character is.
- Good design should include reference to energy efficiency / environmentally sustainable design/ water sensitive urban design.
- Define what is meant by "high standard of construction".
- Include reference to verandas for weather protection
- Specify that we do not want carports in front setbacks in all areas.
- Include reference to roof top development.
- Building over roads/ laneways - Council needs to develop a policy position.
- 'Public' artwork can be encouraged in private developments, i.e. 1%-2% of construction cost to art can result in leniency by Council in other matters.

22.04 – Heritage Policy
- Remove reference to impact to adjoining buildings as there is no permit trigger to consider this impact.
- Move main recommendations of Heritage Guidelines into the Policy.
- List of reference documents should be reviewed, updated and streamlined
- Acknowledge that well-designed contemporary design can sit well and enhance heritage buildings.
- Avoid 'dead hand' of conservation of buildings of limited value.
- Protect only important assets – cannot get the required numbers of new dwellings if too many things are protected. Work out what must stay and allow innovation around it.
- Undertake detailed heritage review every 5 years as some of the heritage studies are currently out of date.

22.06 – Residential Character, amenity and interface policy

- Support its deletion - better off having a separate Neighbourhood Character Policy.
- Although others believe Neighbourhood Character Policy/ Guidelines are not helpful.

22.07 – Discretionary uses in residential areas policy

- Provide greater direction for non-residential uses.
- Provide flexibility with exclusions i.e. medical centre/office accommodation.

22.08 – Student Housing policy

- Review locations of student housing (SH) in line with extension of SFP to the east.
- Controls are too restrictive. Sites not nominated in policy might still result in an excellent outcome.
- Consider whether SH nominated areas are more restricted than areas nominated for higher density – as SH should be directed to same areas as higher density.
- Car parking rates for SH too high to win at VCAT. Between 0.1 and 0.2 are generally accepted by VCAT - with none in some cases.
- Design outcomes need to be site responsive not prescribed by policy.
- Do not want student housing ghettos.
- Include definition of student housing in planning scheme.

22.10 – Licensed premises policy

- Is doing its job
- Licensed premises can assist in creating vitality but conflict with increased residential density and the two need to be balanced.

22.12 and 22.13 – Traffic Policy and Parking Policy

- Policies are not adequate or detailed enough.
- Reduce provision for on-site car parking and permit parking for developments close to public transport (to encourage use of public transport and reduce traffic flows onto tram routes).
- Decreasing car parking requirements should be policy in the scheme. Council to incorporate empirical car parking rates into Schemes so they are enforceable.
- Encourage use of alternative transport (walking, cycling and bus) to schools.
- Pedestrian/cycle:
    - Encourage people to use these modes of transport through good provision and excellent upkeep.
    - Provide safe routes connecting to various activity centres.
    - Allow developments with scooter/cycle parking in lieu of car park for apartments in activity centre less than 50m^2.

22.16 – Institutional Uses Policy
- Support Council requiring master plans for hospitals and schools.
- Ensure master planning process does not pose unreasonable time delays on schools.

NEW CLAUSE 22 POLICIES

Four storey + buildings
- Stonnington should have a policy for buildings over three storeys high.
- Higher Density Guidelines offers two options - that Council can use either of overshadowing at equinox or winter solstice. Council needs to identify which applies where.

ESD
- Moreland and Hobson's Bay have a STEPS assessment. Consider adopting a similar policy.
- ESD vs Heritage: Offer incentives for developers to incorporate ESD into design.

Universal Access
- Has huge economic cost, is dealt with by Building regulations and is limiting of development
- Is costly but necessary.
- Heritage and disabled access are mutually exclusive. Heritage buildings should be exempted from providing universal access.

Neighbourhood Character
- Need to be in LPPF.
- But alternative view that a separate Neighbourhood Character Policy is not needed.

ZONES

- Rezone substantial change areas so as to align with SFP.
- Apply new Urban Development Zone to land adjoining tram corridors and railway stations.
- Will Council place Chadstone in the Activity Centre Zone?
- Stonnington needs to identify what height is acceptable in the Substantial change zone and where the Limited Change zone will apply.

OVERLAYS

Hedgeley Dene Neighbourhood Character Overlay. Include in proposed 'Limited Change Zone'.

PARTICULAR PROVISIONS

Clause 52.06 – Car Parking
Incorporate parking precinct plans for smaller activity centres to try to limit parking requirements in small centres.

REFERENCE DOCUMENTS - New

Include recent '*Public Transport Guidelines for Land Use and Development'* as a reference document in the Planning Scheme. Apply principles even to smaller developments.

OTHER COMMENTS / FUTURE WORK

Residential issues

- Proximity to facilities outside the municipality should be considered as a basis for density.
- Define what high density is for Stonnington and where it can go.
- Plan for infrastructure provision in areas identified for increased density.
- Council to determine whether provision of higher density housing in and around activity centres and along transport routes will deliver / meet need.
- Advocate to DPCD for a true additional Mixed Use Zone (i.e. Business rather than a Residential Zone).
- Need to maintain affordable housing as important housing stock – difficult to achieve through planning – need leadership from other arms of government.
- Policies need to encourage provision of crisis accommodation and rooming houses.

Transport

Need for a successful integrated implementation of land use and transport planning.

Intensification of development along tram corridors - State government working party is looking at detailed design options and implications for land beside tram corridors, which will result in the production of guidelines and practice notes. Issues currently being addressed include:
- Extent of higher density corridor (to abutting land, or land within 100 m or 400m).
- Capability of roads to sustain development in a traffic sense.
- Capacity of tram corridors.
- Need to address traffic conditions, including reduced parking provision for adjoining development and shifting through traffic.

The timing of the Stonnington Planning Scheme Review is ahead of more detailed work being done by Department Of Transport and DPCD. Once completed this more detailed work will give guidance on good design of new development and its integration with public transport.

PPTN (Principal Public Transport Network) is currently being reviewed. Proposed to add Chadstone bus interchange loop to PPTN. Will probably retain Burke Road in PPTN (although there is no bus or tram service along its full length).

Road hierarchy:
- Support for VicRoads '*Smart Roads - Road Use Hierarchy'* map for City of Stonnington. This requires endorsement by Council.
- Need a detailed road capacity study of Stonnington's roads.

Investigate opportunities for development in some railway car parks and as air rights over railway lines.

Consider increased parking restrictions near schools.

Seek opportunities for increased property setbacks to allow for construction of platform access to public transport.

Opportunity for improved train / tram interchange area at Malvern station.

Trains should be placed underground.

Need public transport coverage to all areas. This will require reduced traffic flows and detailed design appropriate to local circumstances. A fully integrated solution will be dependent on funding and political will.

Increase capacity and quality of public transport services to meet increased demand. Give priority to public transport on roads.

Heavy traffic vs. adjoining land use: Vic Roads opposition to high density.
Clause 52.29 – need clear direction as to support or lack of it from Vic Roads.

Provide safe cycling routes connecting to various activity centres.

Health and wellbeing

Health and wellbeing through design are generally a matter for State/Federal governments rather than local Council.

Assessing social impacts:
- Need to ensure that requirements are not ad hoc in nature: if going to have overall social services strategy and want to have private sector pay for it, have to put Development Contribution Plan in place because it will be unusual in an existing urban area for a single development to generate need/sufficient nexus for the facilities to be provided.
- Need to be careful that a social impact assessment (SIA) does not become a survey of residents about "who wants change". It should also not be a requirement selectively applied.

Environment

Need to assess capacity of drainage, stormwater and sewage infrastructure in line with expected growth and projected increase in density.

Economic development

If pressure for out of centre development exists, policy to protect areas where Stonnington does not want development to go may be necessary.

Need consistent definition on what defines the boundaries of Activity Centres (are they the business zoning or do they include some residential around them?).

Chapel Vision (CV)

Is a "laborious document and not user friendly" – need to identify what sites are in and what sites are out and also what happens to land on the edge of the precinct.
Need to improve clarity of CV. It also needs to be reviewed given its age, why has it not yet been incorporated into the Scheme?

CV needs to identify what is acceptable overshadowing and visual impact relative to public places including footpaths.

Align CV with SFP to improve policy consistency.

Structure Planning

More structure planning is needed to inform the SFP.

Need structure plan to guide development around Chadstone.

Provide structure planning for all activity centres.

Infrastructure

Need to assess capacity of drainage, stormwater and sewage infrastructure in line with expected growth and projected increase in density.

Plan for infrastructure provision in areas identified for increased density.

Section 3 – Comments from Written Submissions

Residents also had an opportunity to make a submission through pamphlets that could be received from the service centres. These pamphlets were broken up into the six Planning Scheme topics:

- Environment & Infrastructure
- Built Form and Heritage
- Residential Development
- Economic Development
- Health and Wellbeing
- Transport

The following are the comments that were made for each topic:

Do you have any other values and visions of Stonnington that related to **Environment?**

- New developments need to include indigenous trees and no more Italian conifers.
- Develop a central database of all service locations, their capacities, (stormwater, sewers, gas, water, electricity, telecommunications) I.e. some are very old, development may require upgrading, perhaps the need for a levy etc, involvement of current service providers.

Do you have any other values and visions of Stonnington that related to **Built Form?**

- Much of the new development does not reflect neighbourhood character.
- Too many high rises, these create many social problems and add to traffic/transport problems.
- For future commercial and residential development within the Armadale Triangle area review or initiate new studies with recommendations.
- Within Armadale Triangle define what is special about this precinct, what needs to be retained and what needs to be reinforced? For example the main axis formed by Kingsway linking the Armadale Station, the corner building No.8 Morey, and No.13-14 Morey and Kings Arcade. How does one retain, maintain and sustain these buildings for the future? How can S.C.C assist?

Do you have any other values and visions of Stonnington that related to **Residential Development?**

- Overdevelopment will see Stonnington become a Melbourne fringe city and it will lose its identity and just be an extension of Melbourne in character. It needs to retain its village/community 'feel'.
- Improvements to the Armadale Triangle residential zoning could be reviewed, what are the heritage qualities of the existing single occupancy housing? Should more intensive residential use be encouraged, 2030 State planning policies, Federal policies, Local Government policies etc?
- Federal Government funding might be available for an urban action plan that could result in a new residential development overlay or zoning classification for this relatively dormant area.
- The type of housing, in particular height and density to Kooyong Road, and policies that encourage a mix of residential with commercial office development.

Do you have any other values and visions of Stonnington that related to **Economic Development**?

- Zoning areas appropriately to support ongoing viability of activity centres through alternative land use and development. For example the site located at 209 Darling Road would be more suitable in a Business 2 Zone (like most other commercial properties in the centre) or in a Mixed Use Zone. This site forms part of the activity centre along the intersection of Darling Road and Malvern Road however is currently located in a Residential 1 Zone.
- Keeping employment local such as small-scale service industries is an important part of the balance and removes the necessity to travel.
- In areas such as Armadale Triangle the commercial zoning may need to be reconsidered from Business 2 to Business 1. By doing this you enable or assist buildings to be more economically viable, sustainable and allow more options for their future use.
- No.11 Kingsway – currently residential, suggest a rezoning to permit mixture of commercial and residential use, this is in fact its recent history.
- Within Armadale Triangle what sort of commercial activity should be encouraged Eg? Antiques? (This former major activity antique in precinct has diminished). There is potential to support shops that can increase commercial office activity or residential density, cafes and restaurants. Establish a database of owners of commercial properties, for example contact e-mails; encourage the forming of precinct specific trading group property owners and traders.

Do you have any other values and visions of Stonnington that related to **Health and Wellbeing**?

- Restrict all-night clubs/venues and alcohol licensing hours. Keep those types of venues in Melbourne City.
- The Toorak South Yarra library has been thoughtful moving into computers the way they have done, however the space provided is rather small. My suggestion is that the library should allocate extra room/space within or near the existing library to accommodate the usage of these facilities. With the added facilities the time periods allocated to each session could be extended to cater for longer usage. Also the supervisors on duty should be very knowledgeable about computers, especially for users who have little understanding of computers.
- Within Armadale Triangle what is the role of the local police? Limitations, how does one better deal with graffiti in this precinct? (Encourage legal pieces, discourage tags).

Do you have any other values and visions of Stonnington that related to **Transport**?

- Better connectivity between public transport and the street by locating stops closer to intersections. An example of what not to do is at the corner of Commercial Road and Punt Road, westbound to northbound.
- Make greater use of taxis.
- Future development options such as the former council site of the Armadale Post Office is a key for future car parking improvements, not just for this precinct but High Street and Armadale Station surroundings.
- Parking review, signage, capacity, future buy back of sold off portion of S.C.C. car park, time controls, Shared Zoning at Kingsway and intersection with Morey street (currently being reviewed by S.C.C. Transport and parking department).
- Promotion of public transport links, encourage the new rail franchiser Metro (replacing Connex) to improve station amenity – manning of stations etc, physical improvements.

Appendices

Planning Scheme Review Survey

Privacy Statement

The information provided in this survey will be used by the City of Stonnington to assist in the provision, planning and development of Council services. Information provided by you will only be used for the purposes for which it was collected and will not be disclosed to any outside organisation or third party. Individuals about whom "personal information" is provided may apply to the Privacy Officer by telephoning 8290 1333 for access to, or correction of, the information.

To complete this survey, please:

- **Tick the box or circle adjacent to your selected response**
- **Note that questions requiring a text response have a maximum number of words**
- **Return your completed survey in the reply paid envelope provided**

Planning Scheme Review

The City of Stonnington is reviewing the Planning Scheme and is interested in what visions and values are important to you. The purpose of this survey is to gain feedback from the community on a range of topics related to the planning scheme:

Environment (open space, environmental sustainability, environmental risks and values, infrastructure).

Built form (urban design and heritage)

Residential issues (housing needs, locations, residential character / amenity)

Economic development (activity centres, industry, office uses, tourism)

Health and wellbeing issues (community uses, social issues, entertainment uses)

Transport (roads, traffic, parking, public transport, walking, cycling).

Environment

Council Plan 2009-2013 includes the following on Environment:

Valuing the sustainability of the natural environment (water consumption, climate change, biodiversity, recycling, waste reduction and renewable energy) and the link between the environment and the health and wellbeing of the community.

Valuing the balance between the amenity and character of the area. This includes effective management of open space.

Stonnington will be a responsible environment manager through innovation, leadership, quality delivery and accountability.

Q1a. To what extent do you support these following values and statements on Environment?

	Strongly support	Support	Don't know	Don't support	Strongly don't support
Access to parks and reserves	☐	☐	☐	☐	☐
Open space that provides for a range of activities	☐	☐	☐	☐	☐
Pedestrian and bicycle paths that link to parks and gardens	☐	☐	☐	☐	☐
Feeling safe in parks and gardens	☐	☐	☐	☐	☐
The planting of local indigenous trees	☐	☐	☐	☐	☐
The planting of European and other exotic trees	☐	☐	☐	☐	☐
The protection of nature, birds and small animals	☐	☐	☐	☐	☐
Development that respects/minimises its impact on natural areas	☐	☐	☐	☐	☐

Q1a. continued

	Strongly support	Support	Don't know	Don't support	Strongly don't support
The clear identification of environmental risks (including contaminated land and flood liable land)	☐	☐	☐	☐	☐
Rain water capture and use on both public and private property	☐	☐	☐	☐	☐
Council leading the community towards sustainable energy options	☐	☐	☐	☐	☐
Public spaces improved where there is an existing shortage of public parks	☐	☐	☐	☐	☐
Partnerships with developers that provide open space and public domain improvements	☐	☐	☐	☐	☐
Natural environment areas supporting native flora	☐	☐	☐	☐	☐
The natural environment re-established along the Yarra River and Gardiners Creek	☐	☐	☐	☐	☐
The Yarra River is a green corridor and not dominated by large scale buildings	☐	☐	☐	☐	☐
All new development applications incorporate environmentally sustainable and water sensitive urban design measures	☐	☐	☐	☐	☐
The capacity of local utility infrastructure is forecast and mapped to ensure that development occurs in appropriate locations and at an appropriate scale and density	☐	☐	☐	☐	☐
Stormwater entering drainage network is improved in quality and reduced in quantity	☐	☐	☐	☐	☐

Q1b.   Do you have any other values and visions of Stonnington that related to Environment?
_____
_____
_____
_____

Built Form

Council Plan 2009-2013 includes the following on Built Form:

Valuing good urban design that maintains and enhances a quality lifestyle through the effective management of public open space including footpaths, walking tracks, parks and recreational facilities.

Valuing the balance between the amenity and character of the area. This includes the mix of innovative development, heritage buildings and their protection and the effective management of open space.

Stonnington will be the most desirable place to live, work and visit in Melbourne.

Q2a. To what extent do you support these following values and visions on Built Form?

	Strongly support	Support	Don't know	Don't support	Strongly don't support
The diversity of public spaces for recreation, social interaction and contemplation	☐	☐	☐	☐	☐
Trees that provide shade in reserves and playgrounds	☐	☐	☐	☐	☐
Clear directional signage (clutter free)	☐	☐	☐	☐	☐
Key views and landmarks that identify the City	☐	☐	☐	☐	☐
Heritage precincts and significant buildings and places	☐	☐	☐	☐	☐
High quality streetscapes and street trees	☐	☐	☐	☐	☐
Local neighbourhood character that maintains a sense of location	☐	☐	☐	☐	☐
The distinctive and different identities of our shopping centres	☐	☐	☐	☐	☐
Diversity of buildings	☐	☐	☐	☐	☐
High internal amenity in homes and gardens	☐	☐	☐	☐	☐
High standards of design for public safety and universal access	☐	☐	☐	☐	☐
Good quality architecture and urban design used to achieve good social, economic and physical outcomes	☐	☐	☐	☐	☐
The public realm is enhanced and extended	☐	☐	☐	☐	☐
Council activities and public spaces enable community engagement and social inclusion	☐	☐	☐	☐	☐
The character of the City's residential neighbourhoods and shopping centres is clear and strong	☐	☐	☐	☐	☐

Q2a. continued

	Strongly support	Support	Don't know	Don't support	Strongly don't support
Council encourages 'white' and / or 'green' (energy efficient) rooftops	☐	☐	☐	☐	☐
New buildings are not too imposing when viewed from the street and respond to the topography	☐	☐	☐	☐	☐
New development respects established front, side and rear setbacks and landscaping	☐	☐	☐	☐	☐
Paving and garages in front setbacks and high front fences are limited	☐	☐	☐	☐	☐
Areas of highly consistent character are protected with heritage or character controls	☐	☐	☐	☐	☐
New development is well designed and respectful of the character of the area	☐	☐	☐	☐	☐
Universal disability access and community safety are incorporated as lead design principles in all developments	☐	☐	☐	☐	☐

Q2b.   Do you have any other values and visions of Stonnington that related to Built Form?
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Residential Development

Council Plan 2009-2013 includes the following on Residential Development

Valuing the balance between the amenity and character of the area.

Stonnington will be the most desirable place to live, work and visit in Melbourne.

Q3a. To what extent do you support these following values and visions on Residential Development?

	Strongly support	Support	Don't know	Don't support	Strongly don't support
The diversity and vitality of streets and suburbs is important	☐	☐	☐	☐	☐

	Strongly support	Support	Don't know	Don't support	Strongly don't support
Quiet residential streets are important	☐	☐	☐	☐	☐
Access to the CBD and to local shopping areas	☐	☐	☐	☐	☐

Q3a. continued

	Strongly support	Support	Don't know	Don't support	Strongly don't support
Go and No-Go development areas are clearly identified	☐	☐	☐	☐	☐
The established character of residential areas and landscaped streetscapes is important	☐	☐	☐	☐	☐
The consistency of new development is with the existing character of the area	☐	☐	☐	☐	☐
Backyards with canopy trees and gardens	☐	☐	☐	☐	☐
New housing designed to achieve high standards of amenity, sustainability and social inclusion	☐	☐	☐	☐	☐
Housing capacity (including smaller houses) increased to meet a diverse range of housing needs and suit changing lifestyles	☐	☐	☐	☐	☐
Increased utilisation of existing housing	☐	☐	☐	☐	☐
Higher density housing directed to main roads and key sites with easy access to public transport	☐	☐	☐	☐	☐
A network of neighbourhoods focussed on upgraded local centres with improved pedestrian paths and bike paths from centres to adjacent residential areas	☐	☐	☐	☐	☐

Q3b.   Do you have any other values and visions of Stonnington that related to Residential Development?

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Economic Development

Council Plan 2009-2013 includes the following on Economic Development:

Valuing good urban design that maintains and enhances a quality lifestyle through the effective management of public open space including footpaths, walking tracks, parks, recreational facilities, access to dining and retail opportunities and access to parking.

Stonnington will be a prosperous community and premier tourist and retail destination with thriving local business and an entrepreneurial spirit.

Q4a. To what extent do you support these following visions and values on Economic Development?

	Strongly support	Support	Don't know	Don't support	Strongly don't support
Shopping strips should have a balance and mix of uses	☐	☐	☐	☐	☐
A diversity and vitality within shopping areas	☐	☐	☐	☐	☐
Protecting heritage value of many shopping areas	☐	☐	☐	☐	☐
The accessibility of shopping areas and public transport	☐	☐	☐	☐	☐
Shopping areas are a destination and a place to go of local and regional significance	☐	☐	☐	☐	☐
Shopping strips provide a local community focus, with larger centres also providing for regional retail office entertainment and service needs	☐	☐	☐	☐	☐
Each shopping area has a sense of unique identity	☐	☐	☐	☐	☐
Shopping areas perform both local and visitor roles which are mutually beneficial	☐	☐	☐	☐	☐
There is a network of local centres providing high quality, local services	☐	☐	☐	☐	☐
A walkable environment and enhanced connection in shopping centres and with the surrounding residential areas	☐	☐	☐	☐	☐
Safe, walkable access to public transport, car parks, shopping centres, during the day and night	☐	☐	☐	☐	☐
Enhanced perceptions of safety by improved lighting, passive surveillance	☐	☐	☐	☐	☐

Q4a. continued

	Strongly support	Support	Don't know	Don't support	Strongly don't support
After hours opening of commercial and community services(eg. libraries, market) to improve community safety)	☐	☐	☐	☐	☐

Increased opportunities for local services and employment in all local centres	☐	☐	☐	☐	☐
A range and high standard of professional, specialist and creative services and industries	☐	☐	☐	☐	☐
The number and operation of entertainment uses does not dominate or adversely affect shopping areas	☐	☐	☐	☐	☐
Equal and balanced recognition of the roles of larger centres (retail / services /entertainment/residential)	☐	☐	☐	☐	☐

Q4b.   Do you have any other values and visions of Stonnington that related to Economic Development?
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Health and Wellbeing

Council Plan 2009-2013 includes the following on Health and Wellbeing:

Valuing good urban design that maintains and enhances a quality lifestyle through the effective management of public open space, recreational facilities, access to dining and retail opportunities and access to parking.

Valuing the importance of establishing and maintaining good social relationships, actively participating in the community and having a sense of belonging.

Valuing the right of people who live, work or visit in Stonnington to access the services and facilities they need to support their health and wellbeing.

Stonnington will be a city where all people can be happy, healthy and safe and have the opportunity to feel part of and contribute to the community.

Q5a. To what extent do you support these following visions and values on Health and Wellbeing?

	Strongly support	Support	Don't know	Don't support	Strongly don't support
The connectivity, safety and varied character of the City's shopping areas and their residential neighbourhoods	☐	☐	☐	☐	☐

Q5a. continued

	Strongly support	Support	Don't know	Don't support	Strongly don't support
The demographic and ethnic diversity of the City's population is important	☐	☐	☐	☐	☐
The range and high standard of professional and community services in the City (including health and educational services) is important	☐	☐	☐	☐	☐

Stonnington is a city of socially inclusive neighbourhoods each focussed around a local shopping area	☐	☐	☐	☐	☐
Strong hubs of community facilities, strategically located for maximum accessibility to those most in need	☐	☐	☐	☐	☐
Urban design supports safe, healthy lifestyles, disabled access and sustainability	☐	☐	☐	☐	☐
Community services and facilities are accessible to everyone throughout the municipality and are located within shopping areas and on the public transport network	☐	☐	☐	☐	☐
The growth of schools and hospitals is planned in advance and designed to effectively manage the amenity impacts on the community	☐	☐	☐	☐	☐
The City is a child friendly place and makes provision for supportive, safe and healthy environments for children	☐	☐	☐	☐	☐
Social impact assessments are undertaken on all large proposals	☐	☐	☐	☐	☐
Alcohol/gambling related harm associated with licensed premises is reduced and minimised	☐	☐	☐	☐	☐
New development in noisy areas should include noise attenuation measures in the design	☐	☐	☐	☐	☐

Q5b.   Do you have any other values and visions of Stonnington that related to Health and Wellbeing?

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Transport

Council Plan 2009-2013 includes the following on Transport:

We value good urban design that maintains and enhances a quality lifestyle through the effective management of public open space including footpaths, walking tracks, parks and recreational facilities.

Stonnington will be the most desirable place to live, work and visit in Melbourne.

Sustainable Transport Policy Vision: Stonnington will be provided by an integrated, sustainable, safe, convenient, and accessible transport network, that responds to the municipality's unique style and character, minimises impact on the environment and overall amenity, enhances liveability, promotes well being, vitality and prosperity and benefits all users.

Q6a.   To what extent do you support these following visions and values on Transport?

	Strongly support	Support	Don't know	Don't support	Strongly don't support
Stonnington's proximity and good connection to central Melbourne	☐	☐	☐	☐	☐
Stonnington's amenity and liveability, which could be further enhanced by fewer people driving in and through the City	☐	☐	☐	☐	☐
Improved footpath network that links with public transport	☐	☐	☐	☐	☐
Pedestrian safety, particularly around schools, within shopping centres, and in residential areas	☐	☐	☐	☐	☐
Public art, seats and canopy trees providing shade and points of interest along walking and cycling routes	☐	☐	☐	☐	☐
Effective traffic diversions, traffic calming, and pedestrian safety measures in local streets	☐	☐	☐	☐	☐
Accessible off-street and on-street car parking	☐	☐	☐	☐	☐
The needs of pedestrians, cyclists and public transport users placed above than the needs of motorists	☐	☐	☐	☐	☐
Reduced car trips to local shops and services by improving walking and cycling paths	☐	☐	☐	☐	☐
Improved streetscape amenity and safety, by reduced on-street car parking and increased off-street car parking within shopping areas	☐	☐	☐	☐	☐
Greater accessibility for older people and people with a disability, through good design and maintenance of footpaths, roads, and public transport infrastructure	☐	☐	☐	☐	☐

Q6a. continued

	Strongly support	Support	Don't know	Don't support	Strongly don't support
Improved safety for walking, cycling and travel on public transport and around railway stations through good design	☐	☐	☐	☐	☐
Improved public transport capacity to service current peak passenger loads	☐	☐	☐	☐	☐

Q6b.   Do you have any other values and visions of Stonnington that related to Transport?

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This completes the survey. Thank you for your time.

Appendix 2 – Full list of comments on Environment

Do you have any other values and visions of Stonnington that related to Environment?

- People living in boom corporate situations (like myself) could be given incentive to capture rain water by having the council/water supply industry help them evolve a model for both solar power and rainwater capture, resulting in the members of body corporate situations getting together perhaps, if affordable some Govt/council monetary/labour incentive to action. To galvanise members and their body corporate managers to start now- not after infinite discussion with no result.

- Unblock current drains where a problem especially in autumn and plan to make a more natural catchment of excess H20 in neighbouring parks or nature strips. Somewhere where all excess water can be used and re directed for useful purpose. Something free from council to protect natural vegetation that home owners can use to benefit, not vegetation outside own property and neighbouring.

- Stormwater capture and storage for re-use

- Recognition of traffic density as an environmental issue. Sustainable population growth within the city?

- Residents should be responsible for cleaning paths, gutters and nature strips, not by putting debris in drains. In particular businesses should do so. The spraying of herbicide on verges should cease- It is so ugly and useless.

- Community vegetable plots near high rise buildings for residential use

- I feel quite strongly about the stormwater treatment.

- Just as we have recyclable collection, green collection, a hard waste (metal) collection, council could initiate a computer related items (monitors, printers etc) collection. This could be done in partnership with specialist computer recycling companies, and council take a payment or percentage from their companies.

- Limit night time artificial lighting to what is strictly needed for security.

- Stormwater should be somehow mapped and utilised.

- Possums & native trees can be over supported, in my view. Native trees need much maintenance to look good, but I am in favour, and well informed re choices. Capture & use of water is very important, as is lowering electricity & hydrocarbon use.

- Streets need more trees; every street in Stonnington should be tree line. Wattletree Road should live up to its name. Private shrubs should not encroach on footpath, this must be enforced, am constantly being scratched by rose bushes hanging over fences onto footpath. Council not enforcing this by law strongly enough.

- Clearly the building of high density housing is generally associated with reduced grass/trees garden, which leads to increased run off rainwater into our drains which are already inadequate. With loss of precious water loss of trees will also contribute to reduced air quality, retention of bird and other wildlife.

- Maintain the environmental heritage of the area, the area historically. Not all indigenous and native.

- Parks should be created where possible.

- Strongly support the continuation of tree lined streets.

- Education and discussion about what sustainable energy/environment risk mean to us

- Provide more townhouse style developments rather than apartments. Each house needs a small garden for environmental sustainability - compost, worm gardens to reduce waste; plants to provide carbon dioxide sinks, water capture and shade; water tank placement for laundry and toilets; somewhere to hang out washing instead of tumble drying. Apartments can't achieve these essentials in an environmentally responsible society.

- Where natural environment with indigenous flora is envisaged consideration of flammability (bush fire) and branch shedding must be included.

- Stormwater investigation of recycling of water for use on gardens, sports ovals, parks.

- There seems to be a considerable amount of development occurring in Stonnington, which is indicative of higher density living. I do hope that Stonnington realises the ways in which this can impact on resources, and living standards. It is my hope that Stonnington maintains its low rise profile, and while new developments and renovations to existing dwelling will need to increase in scale, anything beyond double story developments or improvements needs to be carefully regulated. Each household has a right to accessing solar energy, light and a degree of privacy.

- Maximum number of trees in streets and parks.

- Fines for littering, more frequent pavement collection of green waste. Free bulbs of native plants for residents to plant in their gardens or sale of native plants for cheap.

- Cleaning up mess in streets is an area sadly neglected by Stonnington council. Would prevent pollution in natural areas eg Yarra river.

- The Yarra River is key - we need a clean Yarra that you can swim in safely, and ideally, drink. Simple! The major local problem seems to be within Stonnington.

- Intro of ponds and water parks to encourage local species of birds/frogs etc to exist

- More bike lanes on major roads (ie commercial and Malvern roads) to encourage less traffic and healthy lifestyles.

- To capture stormwater, then use it later on to water ovals, trees and gardens. This strategy will require water storages.

- Environment should include night light and truck/car noise intrudes into residential home.

- All Council rubbish bins (especially outside supermarkets and food outlets) should have both general rubbish and recyclable options i.e. two separate bins.

- Provide more recycling public bins/amenities to keep parks and roads tidy and dispose of waste responsibly.

- Provide a free consultation to each established house hold on ways they can collect rain water and become more energy wise.

- Tree varieties with suitable habits, whether native or exotic gums shed branches. Manchurian pears have troublesome roots.

- With the increasing housing density, parks and gardens and any open natural space is very important.

Appendix 3 – Full list of comments on Built Form

Do you have any other values and visions of Stonnington that related to Built Form?

- Design for new developments should be more thoroughly looked into. Sometimes new designs are not pleasing.

- New developments with more than 1 bedroom should provide 2 garage spaces.

- Additional public lighting needed in Council Park alongside Tooronga Station, probably need about another 6 additionally placed public lighting to improve security and extend the enjoyment of park into the evening.

- Consideration of development on Main Roads needs much more thought to enable access, egress easily. Living on Burke Road is now a nightmare as result of more traffic despite in 1992 trying to limit too much intense land use.

- I feel that high density developments in residential streets, should be discouraged, particularly these that are mult storied, with little garden or space around the buildings and little parking. Although they will make more money for developers they will impact negatively on the family life for them living grand then and ultimately change its unique space and character of Stonnington such that it will no longer be the unique wonderful place that we have chosen to live in and protect.

- Long term planning's essential. Employment of experts in architecture and town planning, limit the way extensions on houses are developed, so that no land is left as happens new and truly awful, plan a very individual type of quality suburb.

- Innovative development but less of the overcrowding of land which was originally for single use but has a permit for more than one dwelling.

- The council should recognise the necessity that 'heritage' areas must meet the needs of today's residents and not be unduly restricted when renovating eg. Need for garages in front of houses should be recognised.

- Need to balance growth/development with managing population. eg Increase number of dwellings, need to increase capacity of local schools etc.

- Too much ugly, over scale design gets through in the residential streetscapes.

- While I support the maintenance of existing heritage areas, I do feel strongly that limiting improvements to existing houses that are working toward sustainability and increased liveability needs to be prioritised. Improvements to existing dwellings that increases tenancy and solar passive design, etc need to be given some degree of priority, and can be incorporated sensitively without imposing on existing character in certain precincts. An example of this is sightlines on street frontages, solar panels and sustainable architecture is not unsightly and can be developed in ways that do not detract from the original character of homes. Staunch enforcement of heritage areas may need some leniency in regards to sustainable improvements.

- More Council publicity and education about the value of local character and heritage. This will help create a greater sense of community.

- High density housing along tram routes seems inevitable and strongly impacts Stonnington - we need to be proactive on this one. Malvern Rd, High St, Wattletree Rd for example.

- Transport, retail and infrastructure must be increased to meet high density housing development.

- I suggest that a "Design Review" committee is established comprising members of the public. The Committee given the responsibility to review designs and submit their recommendations to Council.

- Planning applications for multilevel buildings need to be assessed on important characteristics eg. Height appropriate to surrounding buildings and physical appearance. Traffic management issues NOT irrelevant little tinkering with number of bicycle parking spots and screening and landscaping issues. Case in point: The proposed 4 level apartment complex in James St, Windsor.

- Maintain heritage of area, too many poor modern designs allowed to alter area character forever.
- Be careful not to have too much shade and wind tunnels created by high buildings, concrete paving. Soil is good for a more stable climate.

Appendix 4 – Full list of comments on Residential Development

Do you have any other values and visions of Stonnington that related to Residential Development?

- House 'development' to be strictly limited in heritage areas in order to maintain heritage characteristics.
- Density equals traffic. More traffic erodes local amenity.
- I support higher density housing at key sites but not along main roads.
- Higher density housing to enable people to live closer to the city and prevent sprawling suburbia.
- Stop Chadstone shopping centre from its ever increasing sprawl.
- There are already too many people in Australia resulting in too much traffic. No higher density housing should be approved. Gracious old homes on big blocks should not be demolished. Access to public transport is pointless if trains are full and infrequent.
- We've got far too many permits for multi dwellings with increased traffic problems, parking etc.
- Protection of existing neighbourhoods from inappropriate development is important.
- The key point is keeping development limited to specific areas. Eg main road intersections often have shops etc. Redevelop these to include parking (undercover) and apartment living. Not allow every house in street to be knocked down to make two/three. This can't cope with parking issues etc. If this must go ahead then they must incorporate sustainable living standards.
- Residential(high and medium density) developments approved only of a percentage of the dwellings(within the development) are offered for public housing uses.
- There is a great demand for single one storey apartments or houses but on every occasion developers want to build two storey properties.
- High density housing kept near public transport. Underground car parks.
- Where homes are developed ensure front gardens haven room for trees.
- I support higher density to accommodate Australia's growing population and Melbourne's development as Australia's number one city.
- No more high rise apartment blocks, like the ones going up in Prahran and South Yarra
- Increasing the living density will place further pressure on existing services, such as shops and trams, which may not adequately cope.
- Residential character is already being ruined by allowing building of double storey on original single storey houses - this should be stopped. Tearing down old houses to make "better" use of larger blocks of land (replaced with several units) should also be stopped.
- Overdevelopment of units/flats - causing parking problems - water shortage - not enough facilities.

Appendix 5 – full list of comments on Economic Development

Do you have any other values and visions of Stonnington that related to Economic Development?

- Look at some slightly lapsed clubs, arenas and amenities that might be redeveloped such as bowling and other sporting clubs, churches, church halls, sporting ovals, etc.

- Stonnington should prioritise needs/amenity of local residents above those of visitors to area.

- Proper access of facilities that go with afterhour's service. Eg extra rubbish bins/shelter/chairs so residents don't have own rubbish bins trashed. Some barriers for residents if venues are used either very early or late for entertainment.

- Expansion of "entertainment" venues should not be at the expense of local residents standard of living ie. Peace, access to parking, safety, attracting too many visitors will compromise the quality of life of local residents.

- Appropriate parking available and less use of traffic wardens to fine rather than to warn especially visitors unless area is being repeatedly abused by identified individuals. Rubbish, graffiti.

- What about employment.

- As a retailer on High Street, feeling the impact of clearways. I can honestly say that there will be no shops, in High Street. They are already starting to close!!Clearways are huge and are frightening shopping strips in High St look like parking lots.

- More strip shopping areas and less of places like Chadstone which is way too large.

- Entertainment venues which play loud music and serve alcohol until early morning should not be situated near residential areas if restaurants, theatres, cinemas which close at midnight.

- More development of and around the train stations, especially the old, historic ones like Malvern and Armadale that are neglected treasures.

- Enhanced perceptions of safety are improved. Noise and night light will bring poor quality sleep.

- Passive surveillance is another crime method of safety management. More police on beat and mixed use of nightclub zones is far more effective than surveillance cameras which dutifully record people being bashed, robbed or worse.

- More patrolling police who concentrate on being where people are and mixing with the community to improve visibility and positive action to crime, aggressive and antisocial behaviour

- Maintain some shops that are not food or clothes related.

Appendix 6 – full list of comments on Health and Wellbeing

Do you have any other values and visions of Stonnington that related to Health and Wellbeing?

- In particular, not overdeveloping our residential streets to the extent that it is no longer safe for our children to play in the street outside than home, or walk/ride to school because of excessive traffic/poorly designed exits from underground car parks. This is important for our children's health (encourages physical activities, reducing obesity) their safety and in terms of social networking between children in our streets and community.
- Emphasise on noise pollution and air pollution on health and well being. More trees more planning.
- Section could be elaborated to guide residents to safe activity centres.
- What about serious drug education for kids? Stonnington should set a real example for other councils can copy and learn from that teaches school aged kids dangers/risks of drugs so choices are informed of this course is less likely taken.
- Services and entertainment should be able to be reached on foot by bike or public transport. Use of cars should not be encouraged and children should be made safe as possible from traffic.
- Stonnington is a wonderful place for families, access to parks and child friendly areas, and a variety of recreational options is something I am proud of as a long term resident. This includes areas around the chapel street precinct. I would hope that council maintains an awareness of this. And continues to provide spaces that support the well being of families.
- cctv cameras in highly volatile areas of clubs/pubs etc with clear signage.
- The council would have been well advises to push for noise reduction on the extension works on the south eastern freeway. This seems more important to health and well being that campaigning against the restricted parking times on main roads.
- Encourage use of trams, discourage use of cars, so as to reduce traffic congestion and air pollution.
- Stonnington is lack of indoor sport facility. e.g. badminton and table tennis.
- Residential development on main roads is a health risk to future residents eg. asthma, respiratory illness.
- Why not stop any new development occurring in the first place. Increasing the population and allowing more commercial development is not conductive to health and wellbeing. Hospitals and schools are the state government's responsibility.
- More health and wellbeing programs made available would be good.
- Better repair of footpaths. Roots in Glendearg Grove are dangerous.

Appendix 7 – full list of comments on Transport

Do you have any other values and visions of Stonnington that related to Transport?

- Railway Stations should be manned at all times. Trams should re-introduce conductors.
- When near a supermarket ramps on roads need a smooth transition to car as cobbled streets slow users down and make for accidents. Also places meant for dog use near public amenities like supermarket for them to be safe and wait. More spots for elderly to meet and greet.
- We already have a good transport access in our city to the CBD the footpaths and surrounding area of railway stations to be safer at night.
- You want to reduce on-street parking in shopping areas by making it off-street parking. You can't charge car park rates like most off-street parking sites do. People will choose to shop where parking is free.
- Equal needs of cyclists, pedestrians and public transport users to those of motorists.
- Free circle bus - like Port Phillip.
- Campaign to put railways under roads.
- Would be improved by street lighting and by presence of staff on train stations. Clearly not much point encouraging people to use public transport to get to work if the congested public transport system does not allow them to get to work on time as trains too full to board.
- Recent extension of clearway hours in High St Armadale does not appear to have reduced congestion along High St and giving priority to motorists with an additional lane to use, will just attract increased traffic along High St over time.
- Parking for profoundly disabled is almost nonexistent.
- Improve lighting around railway stations especially Hawksburn, coming home late at night from the station, the roads (Luxton Rd) are pitch black.
- Very satisfied with access to transport.
- Good balance for flow of cars that are on the road (reduce on street parking) and public transport that is a viable option.
- More bike paths and lanes on roads needed.
- Cycling is a dangerous pastime, but an excellent (sustainable) means of transport - cycling access and opportunities for commuting need to be enhanced.
- More bike lanes on main roads, such as commercial road, Malvern road, High street etc
- Reduce off-street parking and increased resident permits preventing all day parking by shopping and public transport users.
- Particular emphasis should be placed on parking for older citizens who can find public transport difficult to use.
- Unmanned railway stations at night - security problem.
- Improved cycling tracks - not nearly as good as Booroondara cycling tracks.
- Improved car parking around railway stations.

Appendix 8: Workshop 1 – Consultants and Lawyer Advocates

Environment & Infrastructure

The follow are unedited comments from participants. Some comments include an asterisk which indicates that it was prioritised by the participants. Multiple asterisks indicates that a comment was prioritised by more than one participant.

Addressing environmental risks:
- Not aware of cases having to have addressed river frontage problems etc.
- Seems to be well managed.
- Former industrial sites most likely already covered by EAOs, for example.
- Council should look at expanding powers to allow it to refer out proposals to its <u>own</u> environment experts to protect it and residents (applicant to pay).

Drainage, stormwater & sewage:
- Work already done to identify SBO areas etc.
- Query whether there's anything more to be done from Planning Scheme perspective.

Water & waste management:
- See urban design policies.

Biodiversity:
- No legless lizards problem.
- Well covered already.

Environmental sustainable design:
- Should be linked to/incorporated into urban design policy.
- Moreland and Hobsons Bay have a STEPES assessment. Consider adopting a similar policy.

Water sensitive urban design:
- No need for separate policy – incorporate into urban design policy.

Rivers & creeks:
- No response.

Public open space contribution:
- Query whether the policy is needed having regard to references in MSS, Schedule to 52.01 – possibly the references in the MSS at 21.02-1 are sufficient.
- Until Appeal decision handed down:
  o need to specify where you are intending to spend money.
  o Nexus
  o design policies for every area where development is encouraged if you want to succeed before tribunal
  o for instance, redevelop known contained areas for open space.

Built Form and Heritage

Universal access:
- Disabled access – huge economic cost.
- Dealt with by Building regulations.
- Costly but necessary.
- Heritage and disabled access:
  - mutually exclusive.
  - limiting of development.
  - give an exemption to protect heritage (which is limited in Australia). *

Community safety:
- Inter-relationship with licensed premises.

Character:
- Character and heritage are a limitation (or increased cost) to economic development.
- Removal of 3P appeal rights – referring to Minister if economical developmental needs should override heritage and character problems.
- See comments on urban design – Council to have a greater role.
- Believe policies are working. Need mediations to satisfy VCAT as to relevance.

Heritage:
- Council's guidelines need to be updated. * *
- Still relevant but VCAT unimpressed b/c dated 1996 (so say reviewed and appropriate if need be. See green comments).

Urban design:
- The Policy works.
- Council's own urban policy officers should have active role in leading VCAT's view of what Council wants.
- If need more staff to do so, seek to employ them.

Urban design vs heritage:
- Consolidate and streamline Cl22.02, Cl22.05, 22.06. * *
- Agree to describe built form by height (stories) should be discouraged. Height x setbacks, outlook, privacy, landscaping.
- Focus all – balance heritage – consider both – not balanced.
- Why put U/D policy in MSS? Dept. directive.
- Have U/D policy that address specific issues – roof top, housing, carports.
- Too late for review of DDO3 (2005).

Neighbourhood character controls:
- Critical to protect important areas. *
- Need to be in LPPF.
- Constant tension between neighbourhood character and increased need to intensify development in activity centres (and expand them).

Residential Development

Housing growth:
- Density should not be so rigid as currently occurs in framework plan. Expand it to include all main roads, particularly tram lines.
- Too much regulation of individual sites.
- large development sites. Why are there so few?
- Student housing – ensure can't become substandard rooming houses.
- Rezone – "substantial change" to align with strategic framework plan.
- Overlays:
  o Hedgeley Dene – neighbourhood character overlay, try to use a "limited change" control.
- Tram corridors.
- Reduced parking issues.
- Mixed use zone/substantial change zone.
- Proximity to facilities outside the municipality should be considered as a basis for density.

Non-residential uses in residential zones:
- Policy should provide greater direction for non-residential uses (consider specific uses eg. Boroondara PS etc.).

Higher density vs heritage:
- No response.

Residential vs commercial:
- No response.

Student housing:
- Requires individual policy:
  o refer comments Health & Wellbeing that design outcomes need to be site-responsive not prescribed by policy.
- Preferred locations to higher density areas OK.

Higher density locations:
- No response.

Incremental change zone:
Substantial change zone – height?:
Limited change zone – locations?:
- NCO.
- Agree to have areas specific to change – not zones but Local Policy.

Economic Development

Balance of uses in activity centre:

- And licensed premises are linked.
- Encourage rezoning of small centres to B1Z for more use flexibility.
- Perhaps increase height limits b/c less politically fraught.
- Eastern part of municipality.
- Ultimately will be market driven but can encourage by changing to B1Z, putting in precinct parking plan and liaising with other departments of Council to encourage eg. rate reductions for honeymoon period etc. *

Licensed premises

- And balance of uses in activity centres interlinked.
- Residents opposed totally.
- But conflict with increased residential density. *
- Current policy is comprehensive and more detailed than many other municipalities.
- Not going to be successful if try to introduce a 'saturation' level into policy.
- Recent amendments to 52.27 have assisted because they have clarified permit triggers to include changes to hours of operation and patron numbers.

Activity centre ranking:

- Group 1 – Chadstone & Chapel St.; Group 2 – Glenferrie Rd.; Group 3 & 4 – centre hierarchy is excellent – no change.
- No change appropriate.
- Ranking is confusing. Some smaller centres not listed and not clear which group they fit into.

Activity centre zoning:

- Not aware of any issues.
- If want to actively encourage shift from offices etc. to shops in smaller centres, could amend from B2Z to B1Z:
  - Incorporate parking precinct plans for smaller centres to try to limit parking requirements in small centres. (Success and viability for smaller centres will not sit only with Planning Scheme – need to liaise with economic development unit to consider rate reductions for honeymoon period, etc.). * *

Health and Wellbeing

Crisis accommodation/rooming houses/student housing:
- Housing shortage across the board and therefore really need to have policies that do something that's more than neutral (and preferably encourage!).
- Policy needs to understand different builtform needs of different forms of housing, eg. new student use in existing buildings vs within new buildings.
- Need different policies for each of crisis & shared vs student.

Community safety/universal access:
- Consider all applications in light of safety and disability.

Child friendly cities:
- No response.

Community hubs/facilities:
- No response.

Health and wellbeing through design:
- Urban Design Policy – covers this issue.

Assessing social impacts:
- Need to ensure that requirements are not ad hoc in nature:
  o if going to have overall social services strategy and want to have private sector pay for it, have to put DCP etc in place b/c will be unusual in an existing urban area for a single development to generate need/sufficient nexus for the facilities to be provided.
- Need to be careful that a SIA does not become a survey of residents about "who wants change" – also, should not be a requirement selectively applied. An SIA about a building of 100 units is going to result in "no-one wants this" – but really, their issues will really be traffic, height, bulding design etc. – not social impact. How does an SIA assist Council to make a decision about a 100 apartment building or a licensed premises.

Master planning for institutional uses:
- Support master planning.
- Private hospitals & schools.
- Master planning would help Council assist multiple uses of sites.

Transport

Road hierarchy:
- Dictated by Road Zones categorisation by the States.

Through traffic:
- No response.

Pedestrian/cycle:
- Support cycle lanes etc. (and scooter lanes).

Public transport:
- 22.12 and 22.13 need to be expanded.

Freight:
- No response.

Access to transport:
- No response.

Parking:
- Council's internal policy is not enforceable.
- Must ensure that levels of parking imposed is consistent with amounts that the market is prepared to bear.
- No need for separate parking and traffic policies.
- Consider parking precinct plan for smaller activity centres to reduce parking requirements in order to encourage shops, cafes etc. and viability of small centres without parking being a permit hurdle.
- Traffic policy (current) is very onerous.

Sustainable transport options:
- Green travel plans are most practical in eg. student accommodation, but not really useful in apartment buildings etc.
- Policy could recognise dual use of car parking (eg. office day and other night) – but 52.06 really does this already, so no separate need.
- 22.12 and 22.13 are inadequate.
- Need to be upgraded to facilitate alternatives to cars.

Heavy traffic vs adjoining land use:
- Vic Roads opposition to high density.
- 52.29 – want clear direction as to support or lack of it. *

Environment & Infrastructure

Addressing environmental risks:
- No response.

Drainage, stormwater & sewage:
- Unsure. Capacity to accommodate growth (all services). *
- Be clear about growth areas and timing. *

Water & waste management:
- Great to get information upfront.
- Renewal of assets.

Biodiversity:
- No response.

Environmental sustainable design:
- How far will Stonnington go?
- Could include broad statements re recycled materials, energy efficiency, etc.
- Policy to address gaps in Building Code??? (eg. offices, industrial?).
- ESD vs Heritage:
  o issues with water tanks, wind turbines etc in heritage areas (not just Stonnington issue).

Water sensitive urban design:
- Reflect policy (currently awaiting authorisation). *

Rivers & creeks:
- Stonnington has LSIO and SBO overlay in PS. Works very well as MW gets to see development and subdivision early in the planning process. We get to set TP conditions, object, request more information, etc.
- Not sure if the Port Phillip and Westernport River Health Strategy is referenced. It covers Yarra Catchment (lower), covers 'Yarra Valley Action Plan', covers Water Sensitive Urban Design, Stormwater Quality Improvement Projects, Litter Strategy Aims. *
- Forrest Hill Precinct may cause redevelopment problem as flooding issues will be difficult to address, due to depth of flooding – safety, access and duration of flooding.

Public open space contribution:
- Whitehorse City Council Open Space contribution is meant to be fantastic.
- Role of open space policy:
  o cash or land
  o outline locations where land would be desirable?
- Opportunities to provide contribution to improve open space as part of development contribution ie. specific park/streetscape in or around the site.

Built Form and Heritage

Universal access:
- Have the proposed State provisions & Fed Access to Premises overtaken the need for PS provisions?
- May be appropriate to include statements in MSS.
- Yarra has a very general statement in our MSS. We tried to include a Local Policy that dealt with access for all abilities but were not successful.

Community safety:
- No response.

Character:
- No need to protect new corridors along rail lines ie. from Toorak Road south along Sandringham line.

Heritage:
- No response.

Urban design:
- WSUD (Policy awaiting authorisation).
- General statement – frustration at not being able to successfully introduce mandatory 'reasonable' height controls (via DDOs eg.) despite justification through urban design analysis.

Urban design vs heritage:
- How would you determine relative weighting of UD vs Heritage policies (Audit Paper No. 2)?

Neighbourhood character controls:
- Won't these be able to be included in the new Resdi Zones?

Residential Development

Housing growth:

Councils should be able to identify where higher density should occur – proactive approach.

Need to be able to demonstrate that future housing needs (targets?) can be met.

Non-residential uses in residential zones:

No response.

Higher density vs heritage:

Heritage prevails! But that shouldn't stop some appropriate development on the site (if possible).

Yarra has large areas of heritage overlays but these include industrial and commercial areas and higher densities still occur (design needs careful thought).

Residential vs commercial:

Conflicts between uses. Mixed uses? – building in acoustic attenuation in new dwellings (can this be addressed in PS?).

Need for true additional Mixed Use Zone (ie. business rather than a Res Zone) (not just a Stonnington issue!!).

Utilisation of shop top built form along major retail/activity centre areas provide an opportunity for housing if normal planning requirements are adapted to allow it.

Student housing:

No definition in Planning Scheme (VPPs).

Glen Eira has student housing policy.

Opportunities for different restrictions for student/affordable housing such as car parking ratios may help facilitate this type of development.

Higher density locations:

Are the housing growth areas clearly defined?

What is meant by higher densities? ie. the Stonnington definition.

Are the high density locations/opportunities being taken up?

What level of Res development is expected in the Mixed Use areas?

Identify population hot spots to enable planning of infrastructure. *

Airspace development opportunities over rail provide another avenue to deliver higher density close to public transport infrastructure.

Incremental change zone:

Substantial change zone – height?: Around major or principal activity centre.

 Limited change zone – locations?: Heritage.

Economic Development

Balance of uses in activity centre:

In Glen Eira, some declining local centres focus on one particular use (ie. office). However most centres in Glen Eira encourage a mix of uses as per proposal.

Acoustic protection for dwellings in activity centres is very important. Some high density residential owners complain about noise occurring in the street below (ie. bakers opening up early or large bins being emptied at 3am). Developers have that responsibility.

Yarra encourages a diversity of land uses within centres focussing on any specific 'character' or 'role', eg. Victoria Street – focus on Asian food supplies.

Difficult to maintain the convenience functions at activity centres.

Licensed premises

Major issues with amenity impacts (noise, vandalism, parking, behaviour) on neighbouring and nearby residential uses.

Activity centre ranking:

Glen Eira has ranked Activity Centres (Major, Neighbourhood & Local) and allows different densities of housing in and around the centre depending on its size.

In inner city areas, Activity Centre boundary definition differs to DCPD Practice Note and advice. This makes Structure Planning an interesting process. At Yarra for the purposes of structure planning, we define the Activity Centre as predominantly commercially zoned areas and areas for change.

Activity centre zoning:

Malvern Central Shopping Centre is not/does not seem to be included in Major Activity Centre Zone. Is this deliberate? It should probably be included considering its significance to this area and development potential.

Differing views on the boundaries of Activity Centres (are they the business zoning or do they include some reside around them?) Different approaches across Melbourne and with DPCD.

Is there pressure for out of centre development? If so, policy may be necessary (?)

Health and Wellbeing

Crisis accommodation/rooming houses/student housing:

Affordable housing provisions in PS, eg. inclusionary zonings.

Need to maintain this important housing stock – difficult to achieve through planning.

Concerns about the quality of this form of actions for residents (eg. access to light, etc).

Community safety/universal access:

Need to be able to include 'Universal Access' policies and statements in PSs. Yarra attempted this through a local policy but it was not supported by DPCD.

Child friendly cities:

No response.

Community hubs/facilities:

Ideally should focus on Activity Centres (PT access, walking distance to residents etc).

Challenge:

- to encourage sense of community in high rise forms of housing.
- some planning policies encourage community space.
- has this been successful?

Health and wellbeing through design:

No response.

Assessing social impacts:

Port Phillip:

MSS Review (C62) has included some requirements for consideration of social impacts (at exhibition stage).

impacts of large housing developments, gaming & licensed premises and loss of open space.

Master planning for institutional uses:

Current tools available are not ideal because of reduced third party rights once a development plan (master plan is approved) – community/Council concern.

Transport

Road hierarchy:
No response.

Through traffic:
A major issue for Yarra.
Punt Road and all major road.
Clearways issue as an example.
Impacts on 'attractiveness' of activity centres/accessibility/ability to navigate and move around.
Physical impacts of roads eg. forming barriers for communities.

Pedestrian/cycle:
Encouraged and supported.
Along waterways ('Shared Pathway Guidelines' – Melbourne Water document).
Links between municipalities:

- key routes;
- on-road;
- off-road.

Dedicated lanes (e.g. Copenhagen Model).

Public transport:
Increased demand for Public Transport from additional dwellings in the inner city has not been matched with increased capacity/better services. *
Focus development around PT nodes or PPTN. *

Freight:
Use rail network.

Access to transport:
Airspace developments over train stations and rail lines offer opportunities to improve access to transport/public transport.

Parking:
Car parking ratios close to public transport.
Opportunities for water sensitive urban design.
Opportunities for other options/reductions, eg. provision of flexi car spaces, bike parking.

Sustainable transport options:
Supported but go hand-in-hand with public transport improvements.
Focus on pedestrians, cyclist and PT as priority.

Environment & Infrastructure

Addressing environmental risks:
- No response.

Drainage, stormwater & sewage:
- Collection of stormwater for use on parklands and sporting facilities.
- Sub-ground storage tank in areas of high run-off.
- Wetlands.

Water & waste management:
- On-site detention.
- Industry & commercial properties to be encouraged to also introduce such measures.

Biodiversity:
- No response.

Environmental sustainable design:
- See Knox & Monash policies/permit conditions that seek better environmental outcomes for developments of 3+ units.
- Difficult to balance – new homes with strong environmental credentials (as mandated) vs existing housing stock.
- Encourage through policy, however remember that there are other regulations that control this.
- Offer incentives for developers to develop with ESD in mind.

Water sensitive urban design:
- Encourage for all developments.

Rivers & creeks:
- Maintain flows.
- Rivers & creeks are great outdoor areas – should be kept clear and safe with some supporting facilities.
- Look for opportunity to unearth old creeks by opening up stormwater barrel drains, combine with wetland development.

Public open space contribution:
- Sliding scale to get $$s from all developments.
- Use wisely.

Other:
- 'Public' artwork can be encouraged in private developments, ie. 1%-2% of construction cost to art can result in leniency by Council in other matters. This principle is well established in parts of Europe.

Built Form and Heritage

Universal access:
- To Council articles and files which will help to better address design issues.

Community safety:
- No response.

Character:
- Continued acknowledgement that well-designed contemporary design can sit well and enhance heritage buildings.

Heritage:
- No response.

Urban design:
- Should allow areas to evolve in line with current design – avoid 'dead hand' of conservation of buildings of limited value.

Urban design vs heritage:
- Can't get the required numbers of new dwellings if too many things are protected.
- Work out what must stay and allow innovation around it.
- Adaptive re-use may be the only protection for some buildings.
- Undertake detailed heritage review every 5 years.

Neighbourhood character controls:
- Proposed designs to be assessed by design of proposal not just RES Code requirements and Building Regulations and Council requirements.
- Don't have to replicate.
- Design for today's lifestyle buildings to reflect this.
- Difficult to determine also perhaps limits innovation.
- Overlay limits development.

Other:
- No response.

Residential Development

Housing growth:
- Really residential developments.
- It's inevitable – plan for it.

Higher density vs heritage:
- Who defines value/need?
- Higher density is both essential and desirable for a number of reasons, and is to be encouraged. It can sit comfortably with heritage buildings.
- Need to see a continued clear direction for areas where high density can be built.

- Can be done with smarter design.

Residential vs commercial:
- Residential can sit well in amongst commercial buildings, and can enhance both uses. Residents who choose to live in commercial areas are aware of potential shortcomings.
- The mix of housing in commercial areas is to be encouraged.

Student housing:
- Important that infrastructure supports student housing developments.

Higher density locations:
- Need to identify.
- Need realistic housing – demand analysis to drive this.
- Need above analysis to determine whether provision of higher density housing in and around activity centres and along transport routes will deliver the need.
- High support for new higher density developments.
- Encourages more active streets/safety outcomes.

Incremental change zone:
Substantial change zone – height?:
Limited change zone – locations?:
- How does this impact individual land owners?
- Needs clear reasons to delineate between precincts ie. different sides of road in different zones may be difficult to support.
- Should recognise what number of targets in each zone – is this realistic? – what might this mean suburb by suburb?

Other:
- No response.

Economic Development

Balance of uses in activity centre:
- Allow greater diversification of uses so focus is not Chapel Street precinct.
- Structure planning for all activity centres. May assist with balance of uses provided eg. Chapel Vision.
- Similar activities to be grouped in same centres.
- Greatly increased residential densities in activity centres is desirable.

Licensed premises
- Can assist in creating vibrant streetscapes – don't limit permissions/hours of operation if limited off-site impacts.
- Feedback from Chapel Street bar owners is that Council is not supportive, and increasingly discouraging in terms of use, hours, regulations, etc. Chapel Street is a rare asset and the increasing life at night to the Windsor and should be supported.
- Bars and pubs and night clubs to have 24hr licences with more police and security present in areas.

Activity centre ranking:

- Ascribe greater value to smaller convenience-based centres.
- Provide criteria and/or guidelines to allow your smaller activity centres to grow.
- Minor, non-recognised activity areas should be encouraged.

Activity centre zoning:
- Is Council working towards the ACZ on Chadstone?
- B1, B2 and Mixed Use zones appropriate.

Other:
- No response.

Health and Wellbeing

Crisis accommodation/rooming houses/student housing:
- Controls for student housing too restrictive – it's not the same as a unit development.
- Sites not nominated in policy might still result in an excellent outcome.
- Don't want precincts of student housing alone – mix it up.
- Crisis and mental health accommodation integrated into community.
- Crisis accommodation with professional staff.

Community safety/universal access:
- No response.

Child friendly cities:
- Maintenance of sporting facilities and parklands > developer contributions.

Community hubs/facilities:
- Ensure they are co-located with retail/commercial/residential uses within activity centre for ease of accessibility.
- Generally speaking these are already clearly defined in Stonnington – continue to reinforce them.
- To be well organised in large/medium or even small community centres, shop centres, sport centres, etc.

Health and wellbeing through design:
- Positive encouragement for cyclists and bike facilities – both infrastructure (paths) and end-of-trip facilities.
- Encourage activities for the youth.
- Generally a matter for State/Federal governments rather than a local Council issue.
- Well addressed public spaces through design.

Assessing social impacts:
- No response.

Master planning for institutional uses:
- Ensure master planning process does not pose unreasonable time delays on schools.

Other:
- No response.

Transport

Road hierarchy:
- Conflict between road users and ecological sustainability > clearway debate.

Through traffic:
- Traffic lights vs synchronisation.

Pedestrian/cycle:
- Encourage people to use these modes of transport through good provision and excellent upkeep.
- Provide safe routes connecting to various activity centres.
- All developments with scooter/cycle parking in lieu of car park for apartments in activity centre less than 50m^2.

Public transport:
- Good infrastructure let down currently by service limitations.
- Underground transport with Metro.

Freight:
- No response.

Access to transport:
- Good access should be reflected in lower car park provision for residential development.
- Where new development have excellent access to transport, allow reduction in car parking (particularly for smaller dwellings) to encourage the use of public transport.

Parking:
- Restrictions may lead to more people considering other transport options.
- No parking at any time, any day.
- Limit parking at peak hour on main roads, create off-street car parks nearby, this brings more people to an area, ie additional level over existing car parks (charge for parking).

Sustainable transport options:
- Encourage by allowing reduction in car parking requirements for new uses.
- Need transport coverage to entire area.
- Is parking required by other centres rather than just railway stations?
- Melbourne needs Metro.
- Allow for duplication of car parking between commercial and residential.

Heavy traffic vs adjoining land use:
- Underground transport.

Transport

Road hierarchy:
- Support for VicRoads '*Smart Roads - Road Use Hierarchy'* map for City of Stonnington. This requires endorsement by Council.
- Need a detailed road capacity study of Stonnington's roads. Road space is a major issue and the resolution of the competing needs is a major task.

Through traffic:
- Through traffic is a major contributor to Stonnington's traffic congestion.
- Confine through traffic to 'preferred traffic routes' in the *Road Use Hierarchy* map.

Pedestrian/cycle:
- Stonnington is well placed to encourage cycling to the CBD for work and leisure.

Public transport:
- Bus and tram services are severely impeded by traffic congestion and rail level crossings.
- PPTN (Principal Public Transport Network) is currently being reviewed. Proposed to add Chadstone bus interchange loop to PPTN. Will probably retain Burke Road in PPTN (although there is no bus or tram service along its full length) as it does form part of an important public transport route.
- Currently no 'demand' for a Smart Bus route along Burke Road. Noted that Burke Road will never be a successful public transport route unless the Gardiners Creek crossing is improved. Tooronga Road (the current alternative) is equally difficult.
- Only way to increase public transport use is to improve public transport services. A key requirement is to give priority to public transport on roads. This will require reduced traffic flows and detailed design appropriate to local circumstances. A fully integrated solution will be very expensive and dependent on funding and political will.
- The state Transport Plan prioritises upgrading of the existing public transport network ahead of the extension of the network.
- Current state network study of opportunities to upgrade tram stops in conjunction with DOT. Opportunities vary by street and site and do not work in all circumstances.
- Recent Boroondara / Glen Eira bus line review has implications for Stonnington.
- Local bus route services provide important cross City transport and school transport.
- Private vehicle school traffic is a major contributor to traffic congestion and one of the reasons for the extended clearway times. Encourage use of alternative transport (walking, cycling and bus) to schools. Consider increased parking restrictions near schools.
- Include recent '*Public Transport Guidelines for Land Use and Development'* as a reference document in the Planning Scheme. Apply principles even to smaller developments.

Freight:
- Confine to rail and preferred traffic routes (per '*Smart Roads - Road Use Hierarchy'* map).

Access to transport:
- Federal legislation requires provision for disabled access to public transport.
- Seek opportunities for increased property setbacks to allow for construction of platform access to public transport.

Parking:
- Reduce provision for on-site car parking and permit parking for developments close to

public transport (to encourage use of public transport and reduce traffic flows on tram routes).

Sustainable transport options:
- Require transport studies in support planning applications to include 'green travel plans' demonstrating provision for such as bicycle storage, car share schemes, way finding and promotion of public transport use.

Heavy traffic vs adjoining land use:
- Development beside preferred traffic routes can be managed on a case by case basis.
- Require vehicle access onto main roads from adjoining land to be 'left in' and 'left out'.

Intensification of land use in locations adjoining public transport:

- State government working party is looking at detailed design options and implications for land beside tram corridors, which will result in the production of guidelines and practice notes. Issues currently being addressed include:
  - Extent of higher density corridor (to abutting land, or land within 100 m or 400m).
  - Capability of roads to sustain development in a traffic sense.
  - Not every tram corridor will have same opportunities.
  - Need to address traffic conditions, including reduced parking provision for adjoining development and shifting through traffic.

- Opportunities for development in some railway car parks and as air rights over railway lines.

- Include recent '*Public Transport Guidelines for Land Use and Development'* as a reference document in the Planning Scheme. Apply principles even to smaller developments.

- Apply new Urban Development Zone to land adjoining tram corridors and railway stations.

General

- Need for a successful integrated implementation of land use and transport planning.
- The timing of the Stonnington Planning Scheme Review is ahead of more detailed work being done by DOT and DPCD. Once completed this more detailed work will give guidance on good design of new development and its integration with public transport.

Specific

- Chadstone shopping centre. Likely to remain car dominant. No immediate plans to extend tram or rail link.
- Malvern station. Opportunity for improved train / tram interchange area.

Appendix 12 - Additional Comments from Workshop Invitees

Municipal Strategic Statement (MSS)

21.01 - Strategic Framework Plan (SFP)
Extend higher density along four east-west arterial roads that currently stop short otherwise explain why it stops where it does. Include Dandenong Road. *
Legend – define "medium density" and "high scale"
Ensure consistency with 21.01-2
Identify more large development sites and nominate more areas where development can happen then support these by structure plans.
Update to account for Chapel Vision
Clearly define areas – not just blobs.

Local Policy (LP)

22.02 – Urban Design Policy
Difference of opinion about whether to retain as local policy or absorb content into MSS. *

1-2 storey reference is out of date.

Need to be consistent with all other policy statements in the MSS and SPPF.

Specify what preferred neighbourhood character is.

Good design should include reference to energy efficiency.

Define what is meant by "high standard of construction".

Good idea to include reference to verandahs for weather protection and to confirm that we do not want car ports in front setbacks in all areas.

Deletion of 22.02 is fine - depending on what other tools there are in the Scheme - if other tools are enough, info. in 22.02 can be absorbed into MSS, otherwise will need to keep and strengthen.

Visual bulk and overshadowing of public places including footpaths - CV needs to express greater certainty of what is acceptable overshadowing. refer VCAT decision for 13, 14 and 15 Grattan St.

33 Simmons St - VCAT member Davies thought the (relatively extensive) overshadowing (when compared to 13 Grattan St) was acceptable. What needs to be clarified is that Council wants higher blgs while some or no overshadowing is acceptable. Need to spell out with more certainty.

Higher Density Guidelines offers two options - that Council can use either of overshadowing at equinox or winter solstice. Council needs to ID which applies where. (refer p22).

Higher Density Guidelines are a reasonable doc. but it's in how it's applied.

Building over roads/ laneways etc - Council needs to develop a policy position.

22.04 – Heritage Policy
Remove reference to impact to adjoining buildings as there is no permit trigger to consider this impact.
Move main recommendations of Heritage Guidelines into the Policy
List of reference documents should be streamlined

22.06 – Residential Character, amenity and interface policy
Support its deletion - better off having a neighbourhood character policy. Although others believe Neighbourhood Character Policy/ Guidelines are not helpful. *
Be clear to link what's in policy at present, with preferred Neighbourhood Character areas.

22.10 – Licensed premises policy
Is doing its job.

New Clause 22 Policies
Stonnington should have a policy for buildings over three storeys high.
Decreasing car parking requirements should be policy in the scheme.
General
Need greater detail in policy and MSS – developers have the upper hand at the moment as there's a "policy vacuum for exactly what Stonnington wants".

Weighting of intensity of change vs. neighbourhood character is needed. Stonnington needs to be realistic about allowing some degree of change and identify what this is.

Weighting of heritage vs. urban design *.

If Stonnington is to increase density in and beside activity centres, need to make it clear what "beside" means.

Chapel Vision
Is a "laborious document and not user friendly" – need to identify what sites are in and what sites are out and also what happens to land on the edge of the precinct.
Need to improve clarity of Chapel Vision. It also needs to be reviewed given its age and that it hasn't been implemented into the Scheme yet.
CV doesn't align and is not consistent with SFP - precise boundaries would be good.

Student Housing
Review locations of student housing (SH) in line with extension of SFP to the east.

Consider whether SH nominated areas are more restricted that areas nominated for higher density. Car parking rates for SH too high to win at VCAT. Between 0.1 and 0.2 are generally accepted by VCAT - with none in some cases.

Parking
Support the introduction of a reduced car parking policy.

Structure Planning
More structure planning is needed to inform the SFP.
Need structure plan to guide development around Chadstone.

Consultants and Lawyer Advocates Comments Prioritised by Participants

Built Form and Heritage

Universal access:
Heritage and disabled access:

- mutually exclusive
- limiting of development
- give an exemption to protect heritage (which is limited in Australia).

Heritage:

Council's guidelines need to be updated.

Urban design vs heritage:

Consolidate and streamline Cl22.02, Cl22.05, 22.06.

Neighbourhood character controls:

Critical to protect important areas.

Economic Development

Balance of uses in activity centre:

Ultimately will be market driven but can encourage by changing to B1Z, putting in precinct parking plan and liaising with other departments of Council to encourage eg. rate reductions for honeymoon period etc.

Licensed premises:

Conflict with increased residential density.

Activity centre zoning:

If want to actively encourage shift from offices etc. to shops in smaller centres, could amend from B2Z to B1Z:

Incorporate parking precinct plans for smaller centres to try to limit parking requirements in small centres. (Success and viability for smaller centres will not sit only with Planning Scheme – need to liaise with economic development unit to consider rate reductions for honeymoon period, etc.).

Transport

Heavy traffic vs adjoining land use:

52.29 – want clear direction as to support or lack of it.

Workshop 2

Government agencies and adjoining Municipalities Comments Prioritised by Participants

<u>Environment & Infrastructure</u>

Drainage, stormwater & sewage:

Unsure. Re capacity to accommodate growth (all services).
Be clear about growth areas and timing.
Stormwater Quality Improvement Projects, Litter Strategy Aims.
Water sensitive urban design:

Reflect policy (currently awaiting authorisation).

<u>Residential Development</u>

Higher density locations:

Identify population hot spots to enable planning of infrastructure.

<u>Transport</u>

Public transport:

Increased demand for Public Transport from additional dwellings in the inner city has not been matched with increased capacity/better services.
Focus development around PT nodes or PPTN.

Developers and Applicants Comments Prioritised by Participants

Environment & Infrastructure

'Public' artwork can be encouraged in private developments, ie. 1%-2% of construction cost to art can result in leniency by Council in other matters. This principle is well established in parts of Europe.

Built Form and Heritage

Character:

Continued acknowledgement that well-designed contemporary design can sit well and enhance heritage buildings.

Urban design vs heritage:

Can't get the required numbers of new dwellings if too many things are protected.

Neighbourhood character controls:

Design for today's lifestyle buildings to reflect this.

Residential Development

Housing growth:

It's inevitable – plan for it.

Non-residential uses in residential zones:

Mix of uses to be encouraged – commercial with residential above.

Higher density vs heritage:

Need to see a continued clear direction for areas where high density can be built.
Higher density locations:

Need to identify.

Economic Development

Licensed premises:

Feedback from Chapel Street bar owners is that Council is not supportive, and increasingly discouraging in terms of use, hours, regulations, etc. Chapel Street is a rare asset and the increasing life at night to the Windsor and should be supported.

Activity centre ranking:

Ascribe greater value to smaller convenience-based centres.

Health and Wellbeing

Community hubs/facilities:

- Ensure they are co-located with retail/commercial/residential uses within activity centre for ease of accessibility.

Health and wellbeing through design:

- Positive encouragement for cyclists and bike facilities – both infrastructure (paths) and end-of-trip facilities.

Transport

Pedestrian/cycle:

- Encourage people to use these modes of transport through good provision and excellent upkeep.

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Access to transport:

- Good access should be reflected in lower car park provision for residential development.

Sustainable transport options:

- Encourage by allowing reduction in car parking requirements for new uses.

APPENDIX 13   STONNINGTON PLANNING REVIEW 09-10– FINAL AUDIT REPORT

Name of auditor(s):   City of Stonnington
Date of audit: May 2010 (Final)
Date of previous audit: Stonnington MSS Review 2003

CONSISTENCY WITH STATE POLICY	NO	YES	INDICATE FUTURE ACTIONS
Does the planning scheme further the objectives in Victoria? {refer current and proposed objectives} An assessment was made against the existing and proposed objectives for planning in Victoria (in S 4(1) of the Planning and Environment Act 1987). The audit found: • In general terms the existing Stonnington Planning Scheme furthers the objectives of the Act. • The implementation of the Planning Scheme is not 'fair' in that it does not serve Victorians equally. There is insufficient certainty and too much discretion. This can result in inequitable and inconsistent decisions, depending on the financial resources and political sway brought to bear. • There is a need for a shared and objective view on the meaning of 'high quality design'. Development tends to be ad hoc, driven by the market and interpreted subjectively, often meeting only minimum standards. • The proposed changes to the objectives in the Act place more emphasis on fairness, balance, high quality and sustainable design and the need for an integrated approach to land use, transport and infrastructure planning.		Yes	Support the proposed changes to the objectives in the Planning and Environment Act. Increase the level of 'certainty' in the local provisions in the Stonnington Planning Scheme. Advocate at state level for an improved understanding of the principles of good design and the achievement of high standards (rather than meeting the bottom line) in every new development.
Does the planning scheme advance the strategic directions in the SPPF and adequately implement State Policy applicable to the municipality? An assessment was made against the proposed new SPPF (which is a reformatted version of the current SPPF). The audit found: • The proposed SPPF provides a robust framework for addressing land use and development issues in the MSS and LPPF. • The MSS is more limited than the SPPF and does not address all land use and development issues. There are some inconsistencies in the LPPF (see below), however, the SPPF effectively overrides the LPPF. • There are some gaps in the SPPF (eg. universal access). • There are some gaps in the MSS/ LPPP (see below).		Yes, in most part.	Support the proposed (reformatted) SPPF. Advocate for inclusion of objectives and policies for universal access in the SPPF. Seek clarification of the provisions in relation to Crisis Accommodation and the blurring of rooming houses and student accommodation in the VPPs / SPPF. Include objectives and strategies to address gaps in the MSS (see below).

Does the MSS respond to or further the directions in Melbourne 2030 or other relevant State policies?	No and	Yes	
The LPPF in most part is consistent with M2030 and other relevant state policies. The audit identified some inconsistencies:			Review the provisions for higher density housing and neighbourhood character in the Stonnington Planning Scheme including:
• The MSS presents a more limited interpretation than *Melbourne 2030* of the opportunities for higher density housing in the City. The SPPF / M2030 terminology of '*close to activity centres'* and '*sites with good access' to public transport'* effectively opens up almost the whole of Stonnington to higher density development. The policy in the MSS is that higher density development is limited to land in: - Nominated key sites (with capacity for more than 100 dwellings); - Mixed use zones and in and beside major and principal activity centres; - Beside selected main roads (not including land in the east of the City). Council's Am C67 sought to reinforce this current position and introduce more specific provisions / guidelines in relation to neighbourhood character. The response from the Minister requires Council to open up additional land beside all activity centres, and beside all the PPTN (including railway stations and additional tram routes at eastern end of City) before he will allow increased neighbourhood character protection.			• Taking into account the findings of the DPCD Housing Capacity Study, review the land requirements and appropriate locations for housing growth and higher density development (including land in the eastern part of the municipality). • Review the 2006 Neighbourhood Character Study recommendations. • Based on the above, prepare a new amendment to the Planning Scheme to include housing and neighbourhood character provisions in the Planning Scheme. • Apply the new Residential Zones (if introduced) as applicable.
• Council's current MSS predates the more recent *Melbourne at 5 Million* which has increased population predictions. In the next 15 years Stonnington will be expected to accommodate 4500 more dwellings than previously predicted. This is consistent with Council's own predictions.			Restore the "Profile" section of the MSS and include 15 year population projections in line with Council's own population projections.
• LPPF policies for the 2 storey built form character and the retention of older style dwellings are inconsistent, out of date and unenforceable.			Review the existing Clause 22.02 Urban Design Policy in the Planning Scheme to address gaps and inconsistencies and consider inclusion in MSS.
• Toorak Village is classified as a 'Major' activity centre in M2030 and a 'Large Local Neighbourhood' activity centre in the LPPF.			Retain the 'Large Neighbourhood Centre' classification for Toorak Village. Council's activity centre hierarchy in the LPPF is more comprehensive and more refined than the M2030 hierarchy. This more refined classification has been endorsed by the Structure Plan work completed for Toorak Village.
• There is lack of clarity in the Planning Scheme in relation to parking provisions. The SPPF implies reduced parking and the LPPF seeks supply to meet demand. VPP Clause 52.06 is very out of date.			Review the parking provisions in the LPPF in line with Council's adopted Sustainable Transport Policy.

What are the implications of current proposals for change to state policies?

The Stonnington Planning Scheme Review has been undertaken during a period of change and with some key proposals still unresolved at state level.

Current proposals affecting residential use and development

There are mixed messages arising from the following current state proposals:
- The proposed new Residential Zones provide the opportunity to specify very restrictive heights and Council can (and probably will) seek to advertise most planning permit applications. There is no current timetable for their introduction.
- Conversely, the current *DPCD Housing Growth Requirements Study* is predicated on increased height and bulk and reduced advertising / third party rights.
- The *Transforming Australian Cities - Residential Intensification in Tramway Corridors Study* has significant implications for the City of Stonnington. A state level working party is still developing guidelines and practice notes. There is current uncertainty as to geographical ambit of the corridors - whether this applies to the immediately adjoining land or land with a 'walkable distance' (the latter effectively meaning almost the whole of Stonnington).
- The new Urban Redevelopment Zone proposed to apply to brown-field sites may also be applied to land beside tram corridors. This zone makes provision for increased height and reduced third party rights.

Current proposals affecting heritage

Council has adopted a position in relation to the recommendations of the Advisory *Committee Review of Heritage Provisions in Planning Schemes* and is well positioned to adapt to the proposed new Heritage Overlays. There is no current timetable for their introduction.

Current proposals affecting traffic management

The recent *VicRoads (Smart Roads) Road Use Hierarchy (Feb 2010)* classifies Stonnington's main roads as preferred traffic routes, tram and/ or bus priority routes, pedestrian priority routes and other traffic routes. This hierarchy has significant implications for traffic management and adjoining land use.

Review the provisions for higher density housing and neighbourhood character in the Stonnington Planning Scheme including:

- Taking into account the findings of the DPCD *Housing Growth Requirements Study*, review the land identified for housing growth and higher density development (including land in the eastern part of the municipality).

- Review the 2006 Neighbourhood Character Study recommendations.

- Based on the above, prepare a new amendment to the Planning Scheme to include housing and neighbourhood character provisions in the Planning Scheme.

- Apply the new Residential Zones (if introduced) as applicable.

Advocate for local variations for front and side setbacks in tram corridors to reflect valued character and provide for adequate landscaping and canopy trees.

Advocate for the retention of third party rights in relation to planning permits.

Undertake a neutral translation of places in the Heritage Overlay into the proposed triple tiered Heritage Overlays (if introduced).

Identify places with their own citations for listing in both individual and precinct Heritage Overlays.

Continue the roll-out of the inclusion of additional precincts and places in the Heritage Overlay and the review of existing citations.

Consider permit exemptions for individual HO places and precincts.

Review the implications of the *VicRoads (Smart Roads) Road Use Hierarchy (Feb 2010)* for Stonnington and consider its adoption

Are there clear links between the SPPF and LPPF?	No and	Yes	
In general terms the links are clear. However, the MSS and LPPs do not fully reflect and reinforce the links with the SPPF; there is a lot of overlap and some inconsistencies. Council's new (revised, plain English) MSS is much simpler and clearer than the MSS of the last 2003 review. The current MSS (2007) was best practice at the time and was award winning. The current SPPF is considered very unwieldy and out of date. The proposed new reformatted SPPF is much clearer and provides a much better framework on which to hang an MSS policy framework. The problem is mainly with the Clause 22 Local Policies, where there is a lot of overlap and some inconsistencies with the MSS and the SPPF. Many of the Local Policies have not changed since the approval of the New Format Planning Scheme in July 2000 and pre-date M2030 and ResCode. Although the previous (2003) review recommended changes, the focus of work since then has been on introducing new policies (to address gaps) rather than re-visting existing policies.			Review the MSS and LPPF to remove all repetition and ensure consistency with the SPPF. Use the same headings as the proposed reformatted SPPF. • Settlement principles / Vision • Environmental values • Environmental risks • Housing • Economic development • Built form (including character, urban design, heritage, ESD), • Transport • Infrastructure (including community and utility services) Delete (selected) existing Clause 22 Local Policies and include key policy positions (currently in Clause 22 Local Policies) in the MSS. Refer to track changes list of Clause 22 Policies (Appendix 15) for proposed deletions. These two actions will achieve greater clarity, tighter links and stronger policy. NB. It is proposed to retain some Clause Local Policies for specific issues (see below)
LOCAL PLANNING POLICY FRAMEWORK	**NO**	**YES**	**INDICATE FUTURE ACTIONS**

Have any issues emerged with the MSS since the previous review? What are the deficiencies / gaps?
 	
The audit included internal and external consultation. The external consultation included a values and vision exercise with the whole community and workshops with regular users of the planning scheme. The audit found the following deficiencies and gaps in the MSS.
 	
General
• The amended (plain English) MSS removed the Profile and Challenges section of the MSS.
• The Vision section is limited in scope and content.
• The Strategic Framework Plan is too 'blobby' and out of date.
 	
Environmental issues
• Need stronger policy in relation to waste, water and sewerage infrastructure, biodiversity and environmentally sustainable development.
		Yes	General
			
			• Restore the Profile section in the MSS.
			• Review and enlarge the 'Vision' section of the MSS, including incorporation of the findings of the vision and values community consultation exercise conducted as part of this 09-10 Review.
			• Review the Strategic Framework Plan to:
			  - Show more precise boundaries of areas (not blobs).
			  - Update to show boundaries per recent Structure Plan / UDF work.
			  - Show additional land <u>beside</u> all activity centres, <u>beside</u> all PPTN (including railway stations and additional tram routes at eastern end of City
			  - Add key sites (with capacity for >100 dwellings) / identify other sites (less potential).
			  - Add Community Hubs, Biodiversity areas
			  - Ensures consistency with Cl 21.02 (Vision) and include clearer definitions of the meaning of 'medium density' and 'high scale'.

Built form

- There is a lot of repetition of SPPF in the LPPF in relation to 'character'.
- Inconsistency in relation to the 2 storey position in the current LPPF.
- Need stronger policy in relation to safety, universal access, high quality design, innovation, materials, roof gardens, visual bulk, overshadowing of public spaces, awnings and crossovers.
- Too much focus on height at the expense of the importance of setbacks (front, side and rear) and landscaping as the key character parameters.

Residential issues

- Locations for higher density development are inconsistent with the SPPF
- No policy for preferred character for residential precincts and limited character protection (Note, Am C67 requested but not yet authorised).
- Gaps in relation to affordable housing aged accommodation, accessible / adaptable housing energy efficient housing and social inclusion.
- Problem with weighting of the various policies (eg. higher density housing versus heritage, residential versus commercial uses in activity centres, residential versus commercial uses in interface areas), discretionary uses versus higher density residential on main roads).
- Policies to retain older style dwelling stock (not in HO) are unenforceable.

Economic development

- Need to strengthen policy to achieve balance of uses (retail, office, services, entertainment uses) in activity centres.
- Need to better manage the impact of licensed premises (currently assessed at saturation in some areas).

Health and wellbeing

- Need to address gaps in relation to policy for community connectedness, social inclusion, safety, health, social impact, universal access, child-friendly cities and noise attenuation.

Transport

- Some of current objectives in the MSS are confusing and contradictory.
- Need to include new policy for the primacy of the needs of pedestrians, cyclists and public transport users over the needs of motorists, reduced parking requirements, improved connectivity (pedestrian and cycle links) between residential areas and activity centres and public transport nodes.

Environment   In the MSS:

- Include stronger policy in the MSS for waste, water and sewerage infrastructure, biodiversity and environmentally sustainable development.
- Review the existing Open space policy *(22.01)* and Infrastructure policy *(22.15)* and incorporate key policy positions in MSS, but with strengthened policy.

Built form   In the MSS:

- Include stronger policy (in the MSS) to address gaps in relation to safety, universal access, high quality design, innovation, materials, roof gardens, visual bulk, overshadowing of public spaces, awnings and crossovers, building over roads and laneways.
- Focus on 'setbacks' (front, side and rear) and 'landscaping' (rather than 'height') as the key character parameters.
- Delete existing 22.02 Urban Design Policy, 22.06 Residential Character, Amenity and Interface Policy and incorporate key policy positions in MSS (removing repetition and inconsistencies).
- Investigate options to indicate the relative weighting of heritage vs urban design and economic development vs character.

Residential.   In the MSS:

- Identify specific areas for housing growth (including additional land to east).
- Include statement like: *"Higher density housing is directed to locations beside the PPTN and in and beside activity centres which provide local services."*
- Identify preferred character for specific precincts (per Neighbourhood Character Study - to be updated).
- Include more specific objectives / strategies for gaps - accessible / adaptable housing, energy efficient housing and social inclusion.
- Indicate the weighting of the various policies (eg. higher density housing versus heritage, residential versus commercial uses in activity centres, residential versus commercial uses in interface areas), discretionary uses versus higher density residential on main roads).
- Review policies to retain older style dwelling stock (not in HO).
- Delete existing 22.02 Urban Design Policy, 22.05 Residential Development in Commercial Areas Policy, 22.06 Residential Character, Amenity and Interface Policy and 22.07 Discretionary Uses Policy and incorporate key policy positions in MSS (removing repetition and inconsistencies).

Economic development.   In the MSS:

- Strengthen policy re ensuring a balance of uses (retail, office, services, entertainment uses) in all activity centres, to ensure safe and viable use.
- Strengthen policy to prevent increased impact of licensed premises in areas

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assessed to be at saturation (current amendment in process).
- Add policy in MSS to require new residential development in activity centres and mixed use areas to include adequate acoustic protection and amelioration.
- Include policy (from Economic Strategy) in the MSS to broaden the range of industry sectors and manage the impact on land use, investment and employment.
- Include specific policy re Toorak Village Activity Centre (from Structure Plan).
- Delete existing Retail centres policy *(22.09)* and incorporate key policy positions in MSS (removing repetition and inconsistencies).

Health and wellbeing. Include policy in the MSS to:
- Encourage residential design which facilitates social interaction and community inclusion (eg. opportunities for daily interaction, shared community spaces, community gardens etc).
- Require entertainment uses in both new and existing buildings to be designed to reduce noise impacts from the premises and patrons attending/leaving.
- Encourage flexible and multi-functional housing that can be adapted for a wide range of people and lifestyles (eg. people with disabilities, the aged and ageing, households whose size and lifestyle needs change, working from home etc).
- Require that development design provides for community safety and disability access and is 'child-friendly'.
- Require a Social Impact Assessment of (selected) major developments / rezonings at the time of PS amendments.

Transport In the MSS:
- Include new policy, consistent with the priorities adopted in Council's Sustainable Transport Plan to support the primacy of the needs of pedestrians, cyclists and public transport users over the needs of motorists.
- Include a policy for reduced parking requirements in the MSS consistent with Council's current internal policy, in (nominated) activity centres and for (nominated) uses.
- Include a policy to encourage improved connectivity (pedestrian and cycle links) between residential areas and activity centres and public transport nodes.
- Delete Traffic policy (22.12) and Parking policy (22.13) and incorporate key policy positions in MSS (removing repetition and inconsistencies).

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Is there repetition or conflict in the MSS, such as between (theme) policies?

The new (revised) MSS is very succinct and clear. There are some issues with weightings (see above).

</td><td>No</td><td></td><td>

In the MSS, consider indicating the weighting of the various policies (eg. higher density housing versus heritage, residential versus commercial uses in activity centres, residential versus commercial uses in interface areas), discretionary uses versus higher density residential on main roads).

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Does the MSS comply with the format of Municipal Statements (February 1999) VPP Practice Note? Council's current MSS meets the current Practice Note. DPCD have prepared a new (draft) Practice Note: Writing a Municipal Strategic Statement. This proposes an additional section "Policy Guidelines".		Yes	Review the MSS in line with the new (draft) Practice Note: Writing a Municipal Strategic Statement, including use of the section 'Policy Guidelines' Delete (selected) existing Clause 22 Local Policies and include key policy positions (currently in Clause 22 Local Policies) in the MSS. Refer to track changes list of Clause 22 Policies (Appendix 15) for proposed deletions.
Does the MSS need simplification or clarification in any area? The new (revised) MSS is very succinct and clear. There are some issues with weightings (see above) and with inconsistencies with the SPPF.	No		Review the MSS and LPPF to remove all repetition and ensure consistency with the SPPF. In the MSS, indicate the weighting of the various policies (see above).
Is any aspect of the MSS not relevant to land use decision-making?	No		

Are there any matters raised in VCAT decisions, or Planning Panels or Advisory Committee reports that require improvement to the LPPF?
 	
Key points consistently raised at VCAT / Panels are:
• MSS - policy for higher density areas is inconsistent with state policy.
• Urban design policy (22.02) - out of date and inconsistent with state policy.
• Heritage Policy (22.04) – grading definitions are confusing, requirement in relation to adjoining land is unenforceable, key guidelines need to be included in the policy.
• Discretionary Uses Policy (22.07) – policy to encourage non residential uses to locate in Business Zones is not 'discretionary'.
• Student Housing Policy (22.08) – requirements in relation to the preferred locations, parking requirements and S173 Agreements are too prescriptive and tend to be ignored.
• Traffic Policy (22.12) and Parking Policy (22.13) - out of date and inconsistent with state policy.
			Review and revise MSS (including the Strategic Framework Plan) to remove inconsistencies, provide more certainty and strengthen local policy (refer above).
			
			Review and revise the Clause 22 Local Policies to remove inconsistencies, provide more certainty and strengthen local policy (refer below).
			
			• Delete (selected) existing Clause 22 Local Policies and include key policy positions in the MSS, as follows:
			   - Open space policy *(22.01),*
			   - Urban Design Policy *(22.02),*
			   - Residential Development in Commercial Areas Policy (22.05),
			   - Residential Character, Amenity and Interface Policy (22.06),
			   - Discretionary Uses Policy (22.07),
			   - Retail centres policy *(22.09),*
			   - Traffic policy (22.12),
			   - Parking policy (22.13),
			   - Community services policy (22.14),
			   - Infrastructure policy *(22.15),*
			   - Institutional uses policy (22.16),
			
			• Retain (selected) existing Clause 22 Local Policies and strengthen local policy.
			   - Advertising Signs Policy (22.03) – minor review
			   - Heritage Policy (22.04) – major review
			   - Student Housing Policy (22.08) – minor review
			   - Licensed Premises Policy (22.10) – minor review
			   - Chadstone Commercial Centre Policy (22.11)
			   - Forrest Hill Precinct Policy (22.17)

Is Council relying on adopted council policies or guidelines in decision-making that are not included in the planning scheme?
• Water Sensitive Urban Design Policy (current amendment in process)
• Vehicle Crossing Policy (currently internal policy).
• Awnings (internal policy in preparation).
• Licensed Premises Saturation Policy (current amendment in process).
• Chapel Vision Structure Plan (current amendment in process to include a Prahran South Yarra Activity Centre Policy).
• Responsible Gambling Policy (currently internal policy).
• Parking Policy (currently an internal policy based on Council's adopted Sustainable Transport Policy, and a more specific rate for Forrest Hill).
		Yes	Include specific policy provision in the Planning Scheme:
			
			In the MSS:
			    • Crossovers
			    • Parking
			    • Awnings
			
			As new Clause 22 Local Policies:
			    • Responsible Gambling
			    • Prahran South Yarra Activity Centre Policy
			
			Other: - Licensed Premises Saturation (in an Incorporated Plan)

Are there particular planning issues that would benefit from a new or revised local policy?
• Neighbourhood Character Precinct Guidelines (draft adopted, not used)
• Guidelines for Higher Density Development
• ESD policy
		Yes	Include new policy provision in the Planning Scheme (as Clause 22 Policies).
			    • Neighbourhood Character Precinct Guidelines (draft adopted, not used)
			    • Guidelines for Higher Density Development
			    • ESD policy

Are there any documents that should be included as local policy • Heritage Guidelines (currently a reference document in the PS).		Yes	Revise existing Clause 22.04 Heritage Policy to include the key policy positions from the existing Heritage Guidelines' reference document.
ASSESS THE STRATEGIC OBJECTIVES / STRATEGIES IN THE MSS	**NO**	**YES**	**INDICATE FUTURE ACTIONS**
Do the objectives / strategies in the MSS adequately reflect the land-use and development outcomes Council wants to achieve? Yes, in general terms. Need to be more specific and address identified gaps (refer above).		Yes (in most part)	Review and revise the objectives in the MSS taking into account the feedback on the Values and Visions exercise with the broader community as part of this current 09-10 Review. Include more specific objectives and strategies to address gaps identified in the Audit undertaken as part of this current 09-10 Review (refer above).
Do all the objectives / strategies have specific land use or development outcomes?		Yes	NA
Are the objectives / strategies being achieved? Do the objectives / strategies successfully guide planning decisions? Yes, except: • Some objectives / strategies are inconsistent or more limiting than state policy and are overridden (notably in relation to higher density housing, character, student housing, transport and parking. • Some objectives / strategies are too general and the decision varies on a site by site basis, depending on the weighting given to different policies and the financial resources and political sway brought to bear.		Yes (in most part)	Review and revise the MSS to: • remove all repetition and ensure consistency with the SPPF. • Include an indication of the weighting to be given to different competing policies • Include more specific objectives, including addressing identified gaps.

STRATEGIC GAPS	NO	YES	INDICATE FUTURE ACTIONS
Has Council reviewed the progress made on strategic gaps and actions identified in the last review? The following is a list of work achieved since the last review and a summary status report on other actions identified in the previous review. **General** Plain English review of the MSS (Am C65). *Included in PS* 2007. **Environment** Actions achieved since 2003 / in process • SLO over land fronting Yarra River (east of Grange Road) per based on recommendations in the Consultant Report *Review of* Policies and Controls for the Yarra River Corridor June 2005. (*Included in PS 2005*) • SBO over land liable to overland flows *(Included in PS 2005).* • Public Realm Strategy *(draft adopted March 2009).* • Water Sensitive Urban Design Guidelines (Sept 2009) *Amd in process.* • Biodiversity Strategy and Waste Management Strategy *(in preparation)* • Development Contributions Plans for levying financial contributions for specific services. *(In preparation for Forrest Hill).* • Review of application of Special Use Zone. *(Done, no change).* Actions not progressed • Review environment and essential services policies in the MSS. **Built form** Actions achieved since 2003 / in process • Structure Plans prepared for Forrest Hill *(DDO in PS),* Chapel Vision *(PS policy in preparation)* and Toorak Village *(DDO in preparation).* • Waverley Road Neighbourhood Activity Centre UDF/ DDO. *Adopted.* • Neighbourhood Character Study (2006). *Am C67 not yet authorized* • Heritage Strategy *(2006)* • Thematic *Environmental History* **(2006)**. TEH. • Precinct Gap Study (2009). 32 precincts. *Current rollout of amendments.* • Awnings Policy *(in preparation).*	No and	Yes	This column records actions for future work identified as part of this current 09-10 Review. **General** Review and revise MSS (including the Strategic Framework Plan) to remove inconsistencies, provide more certainty and strengthen local policy (refer above). **Environment** • Review the policies for Environment in the LPPF to include more specific objectives / strategies in MSS for waste, water, biodiversity and ESD. • Include a Water Sensitive Urban Design Policy in the PS (Amd in process). • Prepare a new ESD Policy. • Prepare a contribution and acquisition policy for public open space (in line with Council's Public Realm Strategy). • Continue involvement in DPCD proposal (currently on hold) for ESO for regional areas fronting Yarra River. • Prepare an amendment to review and extend the Special Building Overlay to areas identified as liable to overland flows from the drainage system. • In association with state government agencies, assess the infrastructure capacity, and prepare a plan for improvements, in areas identified for higher density areas. **Built form** • Review the policies for Urban Design in the LPPF to include more specific policy in relation to setbacks and height, high quality design, innovation, materials, roof gardens, visual bulk, overshadowing of public spaces, verandas, awnings, crossovers and the demolition and redevelopment of heritage places. • Review the Advertising Signs Policy. • Include Awnings Policy in MSS (policy in preparation). • Include policy for vehicle crossovers in the MSS (per Council's adopted policy). • Include policy to encourage 'public artworks' in private developments. • Include Prahran South Yarra Activity Centre Policy and DDO in Planning Scheme (amendment in preparation). • Include Toorak Village Activity Centre DDO in Planning Scheme (in prep). • Review the existing Neighbourhood Character Study to confirm the preferred character and guidelines for precincts for inclusion in the LPPF, and to confirm areas with potential for inclusion in the NCO. • Prepare a Policy for Higher Density Development (4+storeys).

Actions not progressed
- Review urban design policies / guidelines *(in process – Chapel Vision)*
- Review application of the DDO. *Part done (Structure plans).*

Residential

Actions achieved since 2003 / in process
- New (policy neutral) MSS *(Am C65, 2007)*. Added strategies for social / public housing / affordable housing, Forrest Hill - focus for higher density.
- Participation in Regional Housing Working Groups for inner and eastern regions (implementation of Melbourne 2030). *Adopted 2005 / 6.*
- Local Housing Strategy and Neighbourhood Character studies *(adopted Dec 2006).* Am C67 prepared, authorisation requested / refused.
- Application of Mixed Use Zone to redevelopment areas (including Forrest Hill) and request of DPCD for provision for vertical zoning in MU Zone.
- Revisit the lot size trigger for planning permit applications for housing in the Schedule to the Residential 1 Zone. *Existing threshold to remain.*

Actions not progressed
- Implementation of Housing Strategy in Planning Scheme. Adopted Dec 2006 - Am C67 prepared, authorisation requested / refused.

Economic development

Actions achieved since 2003 / in process
- Structure Plans prepared for Forrest Hill *(DDO in PS)*, Chapel Vision *(PS policy in preparation)* and Toorak Village *(DDO in preparation).*
- Waverley Road Neighbourhood Activity Centre UDF/ DDO. *Adopted.*
- Licensed Premises Policy *(included in PS 2005).*
- Late Night Liquor Trading in Chapel Street Precinct – Measuring Saturation Levels *(adopted 2010, amendment in process).*
- Economic Development Strategy *(in preparation).*

Actions not progressed
- Review activity centres policy in the MSS. *Not done.*
- Develop a local policy for activity centres that includes specific local policies for individual activity centres. *See above – in progress*
- Review application of business zoning and Schedules to the business zones (in conjunction with activity centre and structure planning). *Done in Forrest Hill. Others in process.*

- Review and revise Heritage Policy to include more specific policy from the Heritage Guidelines and reference to the TEH themes (in preparation).
- Continue implementation of Heritage Strategy (precincts and individual places) – in process.

Residential issues
- Review the policies for Residential Issues in the LPPF to include more specific policy in relation to higher density development, preferred character for residential precincts, accessible / adaptable housing and energy efficient housing.
- Apply the new Residential Zones (when introduced) to residential zoned land.
- As part of the current Main Roads Study (Council) and the Housing Capacity Study (DPCD):
  - Endorse the VicRoads Road Use Hierarchy Plan (Feb 2010).
  - Undertake an Integrated Land Use and Transport Study of all Stonnington's main PPTN roads (in conjunction with relevant government agencies), addressing road capacity, preferred use and traffic management treatments and the implications for adjoining land use.
  - Prepare Guidelines for Development beside Main Roads (including lobbying DPCD for a Stonnington variation to the built form beside main roads).
- Undertake a Railway Environs Study (to define areas for higher density development and prepare development guidelines).
- Review the Student Housing Policy (to remove inconsistencies).
- Review the Discretionary Uses in Residential Zones Policy (to clarify and strengthen).

Economic development
- Review the policies for Economic development in the LPPF in relation to improving the local service role of local activity centres, licensed premises (saturation) and noise attenuation.
- As part of the Economic Development Strategy:
  - Make recommendations for improvements to the local service provision / community focus of local activity centres.
  - Prioritise selected centres for improvements / structure plan work.
- As part of the Economic Development Strategy, review local activity centres currently zoned Business 2 (office dominant) with a view to their rezoning to Business 1 (shop dominant) to reflect their preferred local centre role.
- As part of the Economic Development Strategy undertake a review of employment and investment requirements and make recommendations for changes to the Industrial and Business Zones.

- Review policies and zoning regarding industry in the MSS. *Not done.*
- Develop a Tourism Strategy. *Not done.*
 	
Health and well-being
 	
Actions achieved since 2003 / in process
- Municipal Health Plan (2009) with policies for healthy lifestyles, connected communities, positive ageing and community safety *(not yet in PS).*
- Access and Inclusion Plan *(new draft prepared,, not yet in PS*
- Responsible Gambling Policy *(adopted, not yet in PS).*
 	
Actions not progressed
- Review community facilities/services policies in the MSS. *Not done*
- Consider the costs and benefits of preparing Development Contributions Plans to assist funding the development of new community facilities. *Forrest Hill DCP in preparation.*
 	
Transport
 	
Actions achieved since 2003 / in process
 	
- Sustainable Transport Plan (2008) *– not yet in PS.*
- Bicycle Strategy (2005). To be reviewed *– not yet in PS.*
- Road Safety Policy *– not yet in PS.*
- Road Management Plan *not yet in PS*
- Review application of the Public Acquisition Overlay for road widening. *Minor review St. Edmonds Rd.*
 	
Actions not progressed
- Review transport and parking policies in LPPF and consider developing a single integrated transport policy. *Not done*
- Develop a Walking Action Plan. *Not done.*
- Continue to prepare parking studies and strategies to inform parking precinct plans and prepare parking precinct plans. *In process.*
- Prepare parking precinct plans for specific precincts for inclusion in the planning scheme. *Not done.*
		- Prepare Structure Plans for:
		    - Malvern / Armadale Activity Centre
		    - Chadstone Principal Activity Centre and hinterland
		    - Other local centres (as prioritised in the Economic Development Strategy)
		- Include Prahran South Yarra Activity Centre in an Activity Centre Zone.
		- Review the current policy restricting shops in locations away from Chapel Street, consistent with the recommendations in Chapel Vision, and amend Schedules to Business and Mixed Use Zones.
		- Include Licensed Premises Saturation policy in PS (amendment in process).
		
		Health and well-being
		- Review the policies for Health and well-being in the LPPF to include more specific policy in relation to community uses, community connectedness, social inclusion, safety, health, social impact, universal access and child-friendly cities.
		- Include a Responsible Gambling Policy in the Planning Scheme (per Council's adopted policy).
		- Lobby the state government to include policy in the state section of the Planning Scheme for universal access and accessible / adaptable housing.
		
		Transport
		- Review the policies for Transport in the LPPF primacy of the needs of pedestrians, cyclists and public transport users over the needs of motorists, reduced parking requirements and improved connectivity (pedestrian and cycle links) between residential areas and activity centres and public transport nodes.
		- Include revised policy for parking and transport in the MSS (per Council's adopted Sustainable Transport Policy).
		- As part of the current Main Roads Study (Council) and the Housing Capacity Study (DPCD),
		    - Endorse the VicRoads Road Use Hierarchy Plan (Feb 2010).
		    - Undertake an Integrated Land Use and Transport Study of all Stonnington's main PPTN roads (in conjunction with relevant government agencies), addressing road capacity, preferred use and traffic management treatments and the implications for adjoining land use.
		- Ensure new Structure Plan work includes:
		    - Proposals to improve connectivity (pedestrian and cycle links) with residential areas.
		    - Safe design / active frontage of pedestrian links to car parks and public transport.
		    - Traffic capacity limitations and a sustainable transport plan.

	NO	YES	
Have changes been made to the SPPF that require amendments to the LPPF? As part of Council's new (policy neutral) MSS (Am C65, 2007), new policy was added to the local section in line with the state section, viz: • additional strategies for social / public housing / affordable housing, • the nomination of Forrest Hill as the focus for higher density development, • inclusion of policy to improve air quality. This audit has identified policy not consistent with the state section, viz: • The identification of areas for higher density development is more limited. • The population / dwelling predictions are out of date and too low. • The policy seeking the retention of a 1- 2 storey character is out of date. • The policy for car parking provision is out of date.		Yes	Review the MSS and LPPF to remove all repetition and ensure consistency with the SPPF. Restore the "Profile' section of the MSS and include 15 year population projections in line with Council's own population projections. Taking into account the findings of the DPCD *Housing Growth Requirements Study*, review the land identified for housing growth and higher density development (including land in the eastern part of the municipality). Review the parking provisions in the LPPF in line with Council's adopted Sustainable Transport Policy.
Does Council have commitments, policies or programs to address particular planning issues that should be included in the planning scheme? • Water Sensitive Urban Design Policy (current amendment in process) • Vehicle Crossing Policy (currently internal policy). • Awnings (internal policy in preparation). • Licensed Premises Saturation Policy (current amendment in process). • Chapel Vision Structure Plan (current amendment in process to include a Prahran South Yarra Activity Centre Policy). • Responsible Gambling Policy (currently internal policy). • Parking Policy (currently an internal policy based on Council's adopted Sustainable Transport Policy, and a more specific rate for Forrest Hill). • Heritage Guidelines (currently a reference document in the PS).			In the MSS include specific policy provision for: • Crossovers (per adopted Vehicle Crossing Policy). • Parking (per Council's adopted Sustainable Transport Policy). • Awnings (in preparation). Prepare new Clause 22 Local Policies: • Responsible Gambling (per adopted policy). • Prahran South Yarra Activity Centre Policy (in preparation). • Neighbourhood Character Precinct Guidelines (draft adopted, not used). Include Council's adopted policy for Licensed Premises Saturation in an Incorporated Plan Overlay or similar. Revise existing Clause 22.04 Heritage Policy to include the key policy positions from the existing Heritage Guidelines' reference document.
LINKS WITH COUNCIL PLAN	**NO**	**YES**	**INDICATE FUTURE ACTIONS**
Do the LPPF objectives align with the land use and development objectives of the Council Plan? The key strategic objectives and strategies in the current Council Plan (2009-2013) closely align with those in the Planning Scheme, but are more general and do not cover all policy areas in the Planning Scheme. A key gap in the Council Plan is strategies in relation to residential needs, locations and character in the City.		Yes	The following changes to the Planning Scheme / future actions are sorted in accordance with the themes in the Council Plan, and only include actions triggered by those in the Council Plan.

The Council Plan does include future population projections for the City, viz:
"*It is anticipated that the municipality will experience a population growth rate of approximately 9% over the next 10 years.*"
This projection is based on Council's own projections and is in line with VIF08 (ie. +8800 persons by 2019).

Some specific strategic objectives and actions in the Council Plan point to the need for change in the Planning Scheme.

The Council Plan objectives and strategies relevant to the Planning Scheme are listed below. For a fuller cross-referencing of the objectives and strategies in the current MSS and the Council Plan refer to Appendix 8 in this Review Report.

ENVIRONMENT
Key Strategic Objective:
Stonnington will be a responsible environment manager through innovation, leadership, quality delivery and accountability.
Relevant strategies
- Support Council and the community to move towards sustainable energy options by leadership and the adoption of environmental design practices.
- Manage and strengthen the local biodiversity and protect the flora and fauna of the natural and riparian environment.
- Encourage the Council and the community to use sustainable transport options.
- Maintain and upgrade the infrastructure and services necessary for the seamless day to day operations of the City.

COMMUNITY
Key Strategic Objective:
Stonnington will be a city where all people can be happy, healthy and safe and have the opportunity to feel part of and contribute to the community.
Relevant strategies
- Identify and action community safety initiatives that address real and perceived safety issues.
- Maintain the quality and enhance the use of our facilities, amenities and open space to encourage community participation and cater for the interests and needs for the whole community.
- Enhance the health of the community through identification of key health issues and coordinate responses through services and partnerships.
- Continue to plan, deliver and improve the quality, accessibility and

Restore the "Profile' section of the MSS and include 15 year population projections in line with Council's own population projections.

ENVIRONMENT
- Review the policies for Environment in the LPPF to include more specific objectives / strategies in MSS for waste, water, biodiversity and ESD.
- Include a Water Sensitive Urban Design Policy in the PS (Amd in process).
- Prepare a new ESD Policy.
- Prepare a contribution and acquisition policy for public open space (in line with Council's Draft Public Realm Strategy).
- Continue involvement in DPCD proposal (currently on hold) for ESO for regional areas fronting Yarra River.
- Review the policies for Transport in the LPPF primacy of the needs of pedestrians, cyclists and public transport users over the needs of motorists, reduced parking requirements and improved connectivity (pedestrian and cycle links) between residential areas and activity centres and public transport nodes.
- Include revised policy for parking and transport in the MSS (per Council's adopted Sustainable Transport Policy).
- Council continues to advocate for public transport improvements in line with the projected increases in population and the reduction of through-traffic through the municipality.

COMMUNITY
- Review the policies for Health and well-being in the LPPF to include more specific policy in relation to community uses, community connectedness, social inclusion, safety, health, social impact, universal access and child-friendly cities.
- Lobby the state government to include policy in the state section of the Planning Scheme for universal access and accessible / adaptable housing.

LIVEABILITY
- Review the policies for Urban Design in the LPPF to include more specific policy in relation to setbacks and height, high quality design, innovation, materials, roof gardens, visual bulk, overshadowing of public spaces, verandas, awnings, crossovers and the demolition and redevelopment of heritage places.
- Review and revise Heritage Policy to include more specific policy from the Heritage Guidelines and reference to the TEH themes (in preparation).
- Continue implementation of Heritage Strategy (precincts and individual places) – in process.
- Include Prahran South Yarra Activity Centre Policy and DDO in Planning

relevance of community services to ensure that they meet the current and future needs of all demographic groups through all their stages of life. **LIVEABILITY** **Key Strategic Objective:** Stonnington will be the most desirable place to live, work and visit in Melbourne. **Relevant strategies** • Maintain and enhance the public realm to provide safe, accessible, usable, clean and attractive spaces and streetscapes. • Celebrate the municipality's heritage and diverse buildings by balancing its existing character with complementary and sustainable developments. • Maintain and upgrade infrastructure and services necessary for the seamless day to day operations of the city. • Understand the uniqueness of Stonnington's shopping strips to promote their attraction to a diverse community. • Continue to work with key partners to find a balance between sustainable transport options and the lifestyle preferences of the community. **PROSPERITY** **Key Strategic Objective:** • Stonnington will be a prosperous community and premier tourist and retail destination with thriving local business and an entrepreneurial spirit. **Relevant strategies** • Promote activities that support and develop local business with the focus in neighbourhood centres. • Further the existing relationships between late-night operators, the community and Council to work together to actively improve late night amenity.			Scheme (amendment in preparation). • Include Toorak Village Activity Centre DDO in Planning Scheme (in prep). • As part of the current Main Roads Study (Council) and the Housing Capacity Study (DPCD), - Endorse the VicRoads Road Use Hierarchy Plan (Feb 2010). - Undertake an Integrated Land Use and Transport Study of all Stonnington's main PPTN roads (in conjunction with relevant government agencies), addressing road capacity, preferred use and traffic management treatments and the implications for adjoining land use. • Ensure new Structure Plan work includes: - Proposals to improve connectivity (pedestrian and cycle links) with residential areas. - Safe design / active frontage of pedestrian links to car parks and public transport. - Traffic capacity limitations and a sustainable transport plan. • Prepare an amendment to review and extend the Special Building Overlay to areas identified as liable to overland flows from the drainage system. • In association with state government agencies, assess the infrastructure capacity, and prepare a plan for improvements, in areas identified for higher density areas. **PROSPERITY** • As part of the Economic Development Strategy: - Make recommendations for improvements to the local service provision / community focus of local activity centres. - Prioritise selected centres for improvements / structure plan work. • Review the policies for Economic development in the LPPF in relation to improving the local service role of local activity centres, licensed premises (saturation) and noise attenuation. • Include Licensed Premises Saturation policy in PS (amendment in process).
Since the last review, do changes to the Council Plan require amendments to the LPPF? New Council Plan ▪ Adds 'Liveability' as a separate strategic objective ▪ No longer makes any specific reference to affordable housing. Makes little reference to residential news / locations / character in the City. ▪ Has increased emphasis on environmental issues and sustainable transport.			Refer above for future actions arising from the latest review of the Council Plan. Council considers inclusion of more on Council's values and vision for residential needs, locations and character in the City in a future revision of the Council Plan.

ASSESS USE OF THE VPP IMPLEMENTATION TOOLS (ZONES AND OVERLAYS)	NO	YES	INDICATE FUTURE ACTIONS
Are the VPP tools successful in achieving the objectives, strategies and desired outcomes? Are the most appropriate tools in use? Are there more appropriate tools? The audit identified cases where a different VPP tool might be appropriate or there are anomalies in the current application of the tool. • The zoning of local activity centres to Business 1 Zone (shop dominant). These centres are currently zoned Business 2 (office dominant). This B2 zoning was applied in the year 2000 to struggling centres to encourage other uses. However the requirement for a permit for shop may impede the revival of these centres as genuine local shopping centres. • The Mixed Use Zone is currently used in areas to encourage redevelopment to accommodate a different range of uses, with residential use dominant. The audit found two sites warranting review for a re-zoning – Paran Place (Glen Iris) and the SKM site (590 Orrong Road). • The audit identified a minor anomaly in DDO8 (Forrest Hill) in relation to the provision in relation to boundary to boundary development. • Council has identified several sites where the application of the zone or overlay warrants review to correct boundary anomalies. The audit has anticipated several proposed changes to the VPPs, such as: • The proposed new Residential Zones • The proposed new Heritage Overlays • The recent new Activity Centre Zone and Urban Redevelopment Zone.		Yes, in most part.	As part of the Economic Development Strategy, review local activity centres currently zoned Business 2 (office dominant) with a view to their rezoning to Business 1 (shop dominant) to reflect their preferred local shopping centre function. Rezone the southern part of Toorak Village (away from the main road) from B1 to B2 (in accordance with the Toorak Village Structure Plan). Consider the application of a Mixed Use Zone to Paran Place (currently zoned Industrial 1) and the former SKM site at 590 Orrong Road to encourage their redevelopment with a mix of uses but with residential dominant. Continue amendments to the Planning Scheme to correct boundary anomalies. Retain the Incorporated Plan Overlay 1 – Institutional Uses, which encourages the preparation of master plans for schools and hospitals. Review other options which might address the dilemma of achieving both master plans and ongoing community input (with third party consultation rights) into the detail of new developments. Apply the new Residential Zones (if introduced) as applicable. Undertake a neutral translation of places in the Heritage Overlay into the proposed triple tiered Heritage Overlays (if introduced). Include Prahran South Yarra Principal Activity Centre in an Activity Centre Zone. Review the Design and Development Overlay 8 (Forrest Hill) in relation to boundary to boundary development.
Are there any VPP tools used that are no longer useful or effective? Should these be modified or deleted from the planning scheme? The audit identified several gaps and anomalies in the VPP tools as follows: • There are gaps in the SPPF in relation to universal access and accessible / adaptable housing. These are currently addressed at the Building Permit stage of development. This often requires retrofitting of developments with approved planning permits that were not required to take these requirements into account. • There are no definitions in the Planning Scheme for crisis accommodation,			**Advocacy actions of the state government** Include policy in the state section for universal access and accessible / adaptable housing. Clarify the definitions of crisis accommodation, rooming houses and student housing.

rooming houses and student housing. This is being exploited by some landowners resulting in over-use / unsafe use of some residential buildings, and enforcement proceedings are limited. • Council has requested DPCD to consider changing the provisions of the Mixed Use Zone (currently residential use is as-of-right) to provide for vertical zoning and a genuine mix of uses, appropriate to different areas. • The audit identified anomalies in several Particular Provisions, viz: - Clause 52.06 Car parking –inconsistent with the SPPF. - Clause 52.05 Advertising Signs – confusion in relation to the requirements for changing an illuminated sign and some definitions - Clause 52.01 Public Open Space Contributions – potential for subdividers to exploit the 2 lot exemption - by creating a series of 2 lot subdivisions to eventually create a multi-lot subdivision with payment. • Council has requested DPCD make provision for the expenditure of open space contributions on non-open space public realm improvements (in accordance with Council's draft Public Realm Strategy).			Change the Mixed Use Zone (currently residential use is as-of-right) to provide for vertical zoning and a genuine mix of uses, appropriate to different areas. Change the parking standards in Clause 52.06 (out of date). Remove anomalies in the advertising sign provisions in Clause 52.05 (re permit requirements for changing an illuminated sign and some definitions). Removal of the anomaly in Clause 52.01 Public Open Space Contributions in relation to 2 lot subdivision, to confine the 2 lot exemption to the initial subdivision of the lot. Include provision for the expenditure of open space contributions on non-open space public realm improvements.
Are the tools clearly linked to the objectives and strategies in the LPPF (are they strategically driven or do they provide a strategic outcome?) Apart from the suggested changes (above), the audit found the use of the VPP tools was strategically driven and provide a strategic outcome.		Yes	Refer above
FORMAT, CONSISTENCY & USABILITY	**NO**	**YES**	**INDICATE FUTURE ACTIONS**
Are the MSS and LPP expressed in plain English? The new (plain English) MSS was award winning and considered best practice at the time of its introduction (2007). Some of the older Clause 22 Policies are unclear and confusing. These have been identified for review / incorporation into a revised MSS (refer above).	No and	Yes	Review the MSS and LPPF to remove all repetition and ensure consistency with the SPPF. Delete (selected) existing Clause 22 Local Policies and include key policy positions (currently in Clause 22 Local Policies) in the MSS. Refer to track changes list of Clause 22 Policies (Appendix 15) for proposed deletions.
Is the intent and language of the LPPF clear, usable and effective in meeting Council land use objectives and decision-making? Some of the older Clause 22 Policies are unclear and confusing. These have been identified for review / incorporation into a revised MSS (refer above).	No and	Yes	Refer above

	No	Yes	
Are there superfluous or inconsistent policies, overlays and schedules that no longer contribute to Council planning goals and objectives? The current Schedules to the Business and Mixed Use Zones have a 0m2 limitation for a shop in areas behind Chapel Street. This provision originally to protect the viability of Chapel Street's retail core is out of date and contrary to the recently adopted Chapel Vision Structure Plan.	No and	Yes	Refer above. Review the current policy restricting shops in locations away from Chapel Street, consistent with the recommendations in Chapel Vision, and amend Schedules to Business and Mixed Use Zones.
Are improvements to the statutory drafting of the planning scheme required? The new (plain English) MSS was award winning and considered best practice at the time of its introduction (2007). Some of the older Clause 22 Policies are unclear and confusing. These have been identified for review / incorporation into a revised MSS (refer above).	No and	Yes	Review the MSS and LPPF to remove all repetition and ensure consistency with the SPPF.
Has the LPPF been assessed against the relevant VPP Practice Notes? Some of the older Clause 22 Policies are unclear and confusing. These have been identified for review / incorporation into a revised MSS (refer above). The more recently introduced Local Policies and Overlay Schedules were tested against the Practice Notes by the amendment process and by Panels.		Yes	Review the MSS and LPPF to remove all repetition and ensure consistency with the SPPF.
ASSESS THE MONITORING OF THE SCHEME	**NO**	**YES**	**INDICATE FUTURE ACTIONS** `
Is the planning scheme being regularly monitored and reviewed? The monitoring provisions were removed from the MSS at the time of its revision in 2007. Council keeps a record of all VCAT decisions including a 'policy implication' assessment. Feedback from VCAT decisions and Panels has informed the audit. The new Council plan includes strategic indicators to measure the performance of the Plan.	No and	Yes	Continue the systematic analysis of VCAT and Panel decisions to inform policy improvements. Consider other monitoring mechanisms, including use of the relevant strategic indicators in the Council Plan. Request DPCD establish simple, state standard monitoring systems based on a data base of planning permit parameters and decisions.
Are there monitoring processes targeting the key strategic objectives of the scheme? Is the information easy to collect? The previous monitoring measures and targets were deleted as the information was difficult to collect and not always useful.		No	Refer above

Are the monitoring processes the most appropriate means of measuring the performance of the objectives? The VCAT appeals analysis tracking is very informative in assessing the performance of the Planning Scheme.		Yes	Continue the systematic analysis of VCAT and Panel decisions to inform policy improvements. Consider other monitoring mechanisms, including use of the relevant strategic indicators in the Council Plan.
Can the monitoring of the planning scheme be improved?		Yes	Consider other monitoring mechanisms, including use of the relevant strategic indicators in the Council Plan.

APPENDIX 14 – PLANNING SCHEME REVIEW 09-10 – PROPOSED CHANGES TO PLANNING SCHEME – KEY POLICY POSITIONS

PROPOSED CHANGE TO POLICY POSITIONS	COMMENTS	COMMUNITY SURVEY FEEDBACK
• Restore Profile and Challenges section in the MSS based on the background information and issue in the Issues Papers.	• Profile and Challenges sections were removed in new (policy neutral) MSS (2006). • They provide valuable background on the context, constraints and opportunities in the City.	NA.
• Revise Vision section in MSS to incorporate the feedback on the community visions and values consultation exercise.	• Current Vision section in MSS is limited. Community consultation exercise provides valuable insights into the City's future vision.	• High percentage response to all values and visions proposed in Survey.
• Include population growth and housing growth projections to 2025.	• Required by state section of PS. • Council's own projections are in the Council Plan. These are in line with VIF08 and Melbourne at 5 million, at about 1% pa (less than for the rest of Melbourne and less than the current rate of growth).	• 71% support for increased housing capacity to meet range of needs and changing lifestyles. • Written comments for and against increased managing increased growth in Stonnington.
• Include greater detail / more decisive policy in MSS about what Council wants and where.	• Current MSS is general and open to interpretation, resulting in some ad hoc and inequitable decisions.	• 80% support for clearly identified Go and No Go areas (Residential vision)

• Change the Strategic Framework Plan to:
  - Extend higher density areas to land beside all activity centres, beside all PPTN (including railway stations and additional tram routes at eastern end of City.
 	
  - Show more precise boundaries (less blobby).
 	
  - Legend – clarify meaning of "medium density" and "high scale".
 	
  - Update to show boundaries of Chapel Vision and other Structure Plan areas.
 	
  - Show community hubs / biodiversity areas.
	• Current SFP is out of date and inconsistent with state policy.
	• Current state policy allows higher density development over most of the City and overrides the MSS.
	• By showing the extended areas, Council can also direct higher density to land 'beside' the PPTN and activity centres and thus protect the residential hinterland. This will still be consistent with state policy and allow Council to introduce stronger Neighbourhood Character controls in all areas (including the higher density areas).
	• Higher density = 4+storeys. Council may be able to limit this to 4 storeys when the new Residential Zones are available.
		• 71% support for higher density housing directed to main roads and key sites with easy access to public transport. (Residential)
		• 80% support for clearly identified Go and No Go areas. (Residential).
		• Some minority concerns about increased height and density (less than 15%). Residential.
		
		• 88% support for strong community hubs (H & W)
		• 90 / 92% support for protection of natural environment, nature, birds and small animals. (Environment)

- Add key sites (with capacity for >100 dwellings).	• Additional key site (Malvern East station car park & former SEC site) – has been identified by DPCDs Housing Capacity Study.	
• Consider all applications in light of safety and universal access.	• Consistent with Council Plan and Municipal Health Plan. • MSS must be consistent with these plans.	• 88 / 91% support (Built Form) • 95% support (Health and Wellbeing). • 94 /95% (Transport)
• Weighting of intensity of change vs. neighbourhood character is needed. Stonnington needs to be realistic about allowing some degree of change and identify what this is.	• Current state policy gives greater weighting to change and less to character than in the MSS, and effectively overrides the MSS. • Council needs to allow some additional change (but can be more prescriptive than state policy) if it also wants to increase character protection.	• 71- 80% support for some change / provided change is directed (Residential) • 80-95% support for increased character protection (Residential and Built Form)
• Focus on setbacks (all) and landscaping as well as managing height and density.	• Feedback from internal audits and external stakeholder workshops. Critical that Council positions itself to achieve a Stonnington variation to the one size fits all solution which may be imposed by the current state Housing Capacity Study (based on Tram Corridors study).	• 88% support for setback controls. • 86% support for requiring new buildings to be not too imposing when viewed from the street (Built Form).
• Include policy to require entertainment uses in both new and existing buildings to be designed to reduce noise impacts from the premises and patrons attending/leaving.	• Very little in existing PS. • Currently rely on EPA regulations.	• 91/95% support for control of entertainment uses (Eco Dev, Health & Wellbeing).
• Require new residential buildings in and beside activity centres and main roads to have noise attenuation.	• Feedback from internal and external audits. Nothing in existing PS. Need to lobby DPCD to include in PS rather than leaving it to be retrofitted at building stage, if at all.	• 95% support (Health & Wellbeing
• Strengthen policy in relation to discretionary (non-residential) uses in residential zones	• Need to clarify circumstances where non-residential uses are acceptable in residential zones (by type of use).	• No specific vision or value in Survey.
• Include a new policy, consistent with the priorities adopted in Council's Sustainable Transport Policy to support the primacy of the needs of pedestrians, cyclists and public transport users over the needs of motorists.	• Current MSS and Local Policy is out of date • Consistent with Council's current policy in its Sustainable Transport Plan.	• 63% support (24% don't support) for primacy of the needs of pedestrians, cyclists and public transport users over the needs of motorists.

Include a policy for reduced parking requirements in the MSS consistent with Council's current internal policy. Include a statement to support reduced parking rates in (nominated) activity centres and for (nominated) uses.		• 74% support (15% don't support) for reduced on street parking and increased off street parking. • 87-96% support for improvements to walking, cycling and public transport.
• Include stronger policy re environmental issues (ESD) and social issues (health, safety, social inclusion, social impact, child-friendly).	• Consistent with Council Plan and Municipal Health Plan. • MSS must be consistent with these Plans.	• 90% + for all key environmental visions and values (Environment). • 87-95% support for health/safety. • 75% support for social inclusion. • 93% support for child-friendly. • 88% support for social impact surveys. (Health and Wellbeing)
• Retain classification of Toorak Village as a Large Local Neighbourhood Centre.	Inconsistent with M2030, but in this case Council has argued that it has a more refined hierarchy and that the Structure Plan work has confirmed the role of Toorak Village as a 'Large' Local AC.	• No specific vision or value in Survey.
• Review and revise Urban Design Policy in PS: - Remove reference to 1-2 storey character. - Describe built form by height x setbacks, outlook, privacy, landscaping. - Include need to respect the existing subdivision grain and rhythm of the built form character. - Define the meaning of "preferred" neighbourhood character. - Include policy in relation to visual bulk, overshadowing, roof top development, awnings, verandahs, garages / carports in front setbacks. - Develop a policy position for building over roads/ laneways. - Include a policy to encourage 'public' artwork in private developments.	• The 1-2 storey character description is out of date for much of the City. • Feedback from the internal and external audit process is that height controls are a blunt tool which tend to result in bulky squat developments. Controls which focus on requiring adequate setbacks (front, side and rear) achieve better retention of the established character and landscaping (including canopy trees), and if applied properly have the effect of managing height appropriate to the context. • Council will be able to define 'preferred character' when it is allowed to include character provisions in the PS. • Other aspects are current gaps in the policy.	• 70-100% support for all Built Form values and visions in Survey. • 80-95% support for increased character protection values and visions. • 88% support for new development to respect established front, side and rear setbacks and landscaping. • 86% support for requiring new buildings to be not too imposing when viewed from the street. • 65% support (15% don't support) limitation on paving and garages in front setbacks and high front fences. • 91% support for public art.
• Review and revise Heritage Policy to include more specific policy from the Heritage Guidelines and reference to the TEH themes.	• Consistent with Council's current Heritage Strategy, Heritage Guidelines and Thematic Environmental History (TEH).	• 92% support for value of heritage precincts and significant buildings and places.

• Make minor revisions to Student Housing Policy:
  - Review locations of student housing (SH) in line with extension of higher density housing (refer SFP) to the east.
 	
  - Review car parking rates (too high).
 	
  - Include definition of student housing in planning scheme in VPPS (lobby DPCD).
	• VCAT decisions consistently override Council's policy for:
	  - Locations for student housing (too restrictive),
	  - Parking space requirements (too high).
	• Extension of areas will effectively open up land in Dandenong Road.
	• Need to lobby DPCD for definition of student housing (to enable its more specific management).
		• No specific values and visions for student housing in Survey.
		
		• 73% support for diversity of buildings (Built form)
		
		• 75% support for the demographic and ethnic diverslty of the City's population (Health & Wellbeing).

As part of the Economic Development Strategy:
 	
  - Make recommendations for improvements to the local service provision / community focus of local activity centres.
 	
  - Prioritise selected centres for improvements / structure plan work.
 	
  - Review Small Local Neighbourhood ACs and Hawksburn (Large Local Neighbourhood AC) with view to rezoning from B2Z to B1Z (to encourage restoration of core local retail role).
	• Proposed to undertake a review to identify centres that have potential to improve their viability as local shopping centres.
	
	• Most local centres are zoned B, which is an office dominant zone and a permit is required for a shop.
	
	• The B2 zoning was applied in the year 2000 to then struggling centres to encourage other uses. However, the requirement for a permit for a shop may impede the revival of these centres as genuine local shopping centres.
		• 71 / 90%% support for the diversity of character and vitality of individual shopping centres (Eco Dev).
		• 81% support for centres performing both local and visitor roles which are mutually beneficial. (Eco Dev)
		• 87% support for shopping centres providing a local community focus, with larger centres also providing for regional office, entertainment and service needs. (Eco Dev)
		• 87% support for a network of local centres providing high quality local services (Eco Dev).
		• 86% support for a network of neighbourhoods focussed on upgraded local centres with improved pedestrian paths and bike paths from centres to adjacent residential areas (Residential).

• Review the current policy restricting shops in locations away from Chapel Street, and amend Schedules to Business and Mixed Use Zones.	• Consistent with Chapel Vision	• No specific values and visions in the Survey.

As part of the current <u>Main Roads Study</u> (Council) and the <u>Housing Capacity Study</u> (DPCD): • Endorse the VicRoads Road Use Hierarchy Plan (Feb 2010). • Undertake a <u>Road Capacity Study</u> of all Stonnington's main roads with trams (in conjunction with relevant government agencies); • Prepare <u>Guidelines for Development beside Main Roads</u> (including lobbying DPCD for a Stonnington variation to the built form beside main roads). Undertake a <u>Railway Environs Study</u> (define areas for higher density development and prepare development guidelines). Lobby the state government to: • Introduce traffic management measures to significantly reduce through traffic through the municipality.	• The current DPCD Housing Capacity Study is based on the Intensification of Development in Tramway Corridors Study and is likely to result in a one-size fits all recommendation for higher density development beside the PPTN. • Council needs to position itself to lobby for a Stonnington specific variation, to reflect and protect its character. • Recommended that Council takes the initiative and conducts a <u>Road Capacity Study</u> (of its main roads) in conjunction with relevant government agencies, to investigate the options for accommodating both kerbside parking and public transport by traffic management schemes that deter through traffic. • Building on the results of this study, prepare <u>development guidelines</u> appropriate to different sections of main roads and railway stations. • It is recommended that Council endorse VicRoads Road Use Hierarchy Plan (Feb 2010), as a prelude to this study.	• 78% support for Stonnington's amenity and liveability which could further enhanced by fewer people driving in and through the City. • 84% support for effective traffic diversions, traffic calming and pedestrian safety measures. • 71% support for reduced car trips to local shops and services by improving walking and cycling. • 73% support for improved streetscape amenity and safety by reduced on-street car parking and increased off-street car parking within shopping areas.

APPENDIX 15 – PLANNING SCHEME REVIEW 09-10

PROPOSED CHANGES TO CLAUSE 22 LOCAL POLICIES

(RED = PROPOSED NEW POLICY, **BLUE = RETAIN AND REVIEW)**

22   LOCAL PLANNING POLICIES

The local planning policies are grouped in accordance with the four key focus areas in *Vision for the City of Stonnington, Clause 21.03,* being:

Settlement and the environment

- ~~Open space policy~~ *(Clause 22.01).*
- ESD policy (new)
- ~~Urban design policy~~ *(Clause 22.02).*
- Advertising policy *(Clause 22.03).Minor review*
- Heritage policy *(Clause 22.04). Major review*
- Water sensitive urban design policy (with proposed Am C109)

Housing

- ~~Residential development in commercial areas policy~~ *(Clause 22.05).*
- Higher density housing policy (new)
- ~~Residential character, amenity and interface policy~~ *(Clause 22.06).*
- Neighbourhood character precinct policy (new). ??
- ~~Discretionary uses in residential areas policy~~ *(Clause 22.07).*
- Student housing policy *(Clause 22.08). Minor review*

Economic development

- ~~Retail centres policy~~ *(Clause 22.09).*
- Licensed premises policy *(Clause 22.10). Minor review*
- Chadstone commercial centre policy *(Clause 22.11).*
- Prahran South Yarra Activity Centre Policy (with proposed Am C78)

Infrastructure

- ~~Traffic policy~~ *(Clause 22.12).*
- ~~Parking policy~~ *(Clause 22.13).*
- ~~Community services policy~~ *(Clause 22.14).*
- ~~Infrastructure policy~~ *(Clause 22.15).*
- ~~Institutional uses policy~~ *(Clause 22.16).*
- Forrest Hill Precinct policy *(Clause 22.17) Minor review*

APPENDIX 16 – PLANNING SCHEME REVIEW 09-10

PROPOSED CHANGES TO LIST OF REFERENCE DOCUMENTS

(RED = PROPOSED ADDITION PER PS REVIEW 09-10)

21.06 **REFERENCE DOCUMENTS**

The following strategic studies have informed the preparation of this planning scheme. All relevant material has been included in the Scheme and decisions makers should use these documents for background research only. Material in these documents that potentially provides guidance on decision making but is not specifically referenced by the Scheme should not be given any weight.

- Access and Inclusion Strategy (once adopted, with new amendment to change MSS).

- Bicycle Strategy (with new amendment to change MSS)

- Biodiversity Strategy (once adopted, with new amendment to change MSS)

- City of Malvern Heritage Study, Nigel Lewis and Assoc. 1992

- Malvern Urban Character Study, Laceworks Landscape Collaborative, 1989

- Chapel Vision (with proposed Am C78 to introduce Prahran / South Yarra Activity Centre Policy)

- Commercial Strategy: Stonnington City Council, 1999 (??) / or replace with Economic Development Strategy (once adopted)

- Conservation Review: City of Prahran Volumes 1-4; Context Pty Ltd, 1993

- Design Guidelines for Licensed Venues (with new amendment C129 to vary Licensed Premises Policy)

- Economic Development Strategy (once adopted)

- ~~Entertainment/Retail Premises Review for Chapel Street, Toorak Road and Environs; Henshall Hansen Associates, 1997~~

- Forrest Hill Structure Plan; Stonnington City Council, 2005

- Forrest Hill Master Plan (with proposed Am C63 to introduce DCP)

- Hedgeley Dene Precinct – Urban Character and Landscape Study; RG Harvey and J Lee, 1998

- Heritage Guidelines; Stonnington City Council, 2002 Currently being updated

- Heritage Overlay Citations; Stonnington City Council (various dates)

- Late Night Liquor Trading in Chapel Street Precinct (once adopted, with new amendment C129 to vary Licensed Premises Policy and include an Incorporated Plan Overlay)

- Municipal Public Health Plan 2009-2013 (with new amendment to change MSS)

- Neighbourhood Character Study ?? (needs updating)

- Prahran Conservation Study: Conservation Controls; Nigel Lewis, 1983

- Prahran Data Base: Prahran Conservation Study Listing; Nigel Lewis, 1992

- Prahran Character and Conservation Study; Prahran City Council, 1992

- Precinct Gap Study (2009). With current Am C112

- Public Realm Strategy (once adopted, with new amendment to change MSS).

- Responsible Gambling Policy (with new amendment to introduce Gambling Policy)

- Review of Policies and Controls for the Yarra River Corridor - Punt Road to Burke Road; Consultant Report, June 2005

- Road Safety Policy (with new amendment to change MSS)

- ~~Stonnington Open Space Strategy; Thompson Berrill Landscape Design Pty Ltd, 2000~~

- Sustainable Transport Policy (with new amendment to change MSS)

- Thematic Environmental History (2006). With current Am C112

- Toorak Village Structure Plan (with proposed Am C77 to introduce DDO)

- ~~Urban Design Strategy; Stonnington City Council, 1998~~

- Water Sensitive Urban Design Guidelines (2009). With requested Am C109

- Waverley Road Malvern East Neighbourhood Centre Urban Design Framework (with gazettal of Am C75)

APPENDIX 17   PLANNING SCHEME REVIEW 09-10

RECOMMENDATIONS FOR FURTHER WORK – IMPLEMENTATION – SUMMARY

1.   Work currently in progress

1.1. Include a Water Sensitive Urban Design Policy in the Planning Scheme (amendment in process).

1.2. Continue implementation of Heritage Strategy - precincts and individual places (amendments in process).

1.3. Include Awnings Policy in MSS (policy in preparation).

1.4. Review and revise the Heritage Policy and Heritage Guidelines (in preparation), including clearer policy in relation to demolition and reference to the thematic history themes.

1.5. Include Licensed Premises Saturation provisions in an Incorporated Plan Overlay (amendment in process).

1.6. Include a Prahran South Yarra Activity Centre Policy and Design and Development Overlay in the Planning Scheme (amendments in preparation).

1.7. Include Toorak Village Activity Centre Design and Development Overlay in Planning Scheme (amendment in preparation).

1.8. Rezone the southern part of Toorak Village (away from the main road) from B1 to B2 (in accordance with the Toorak Village Structure Plan).

1.9. Continue amendments to the Planning Scheme to correct boundary anomalies.

2.   Work ready to proceed

2.1. Include a Responsible Gambling Policy in the Planning Scheme (per Council's adopted policy).

2.2. Include revised policy for parking and transport in the MSS (per Council's adopted Sustainable Transport Policy).

2.3. Include policy for vehicle crossovers in the MSS (per Council's adopted policy).

3.   Policy Neutral

3.1. Review and revise MSS to:
   - Incorporate key policy positions from Clause 22 Local Policies to be deleted (refer list in Appendix 15).
   - Remove inconsistencies and repetition with SPPF and LPPF.
   - Update / clarify the Strategic Framework Plan – refer Appendix 4 (not including policy changes).
   - Update the list of Reference documents in the Planning Scheme (refer list in Appendix 16).

3.2. Apply the new Residential Zones (when and if introduced) to residential zoned land.

3.3. Undertake a neutral translation of the heritage places and precincts into the new multi-tiered heritage Overlays (when and if introduced).

4. Future Work

General

4.1. Further review the MSS. Undertake work to:
- Restore Profile and Challenges section of the MSS (including population projections to 2025).
- Review the 'Vision' section of the MSS, including incorporation of the findings of the vision and values community consultation exercise conducted as part of this 09-10 Review.
- Clarify locations for higher density development (refer Main Roads Study - see below).
- Increase certainty and clarity of strategic directions.
- Investigate options to indicate the weighting of different policies, as appropriate.
- Incorporate new, strengthened policy positions, as identified in the audit in relation to:
  - Environment - waste, water, biodiversity and ESD.
  - Urban Design - setbacks and height, high quality design, innovation, materials, roof gardens, visual bulk, overshadowing of public spaces, building over roads/laneways, public art in private development and land adjoining heritage places.
  - Residential Issues - higher density development, preferred character for residential precincts, accessible / adaptable housing and energy efficient housing.
  - Economic development - improving the local service role of local activity centres, licensed premises (saturation) and noise attenuation.
  - Health and well-being - community connectedness, social inclusion, safety, health, social impact, universal access and child-friendly cities.
  - Transport - primacy of the needs of pedestrians, cyclists and public transport users over the needs of motorists, reduced parking requirements and improved connectivity (pedestrian and cycle links) between residential areas and activity centres and public transport nodes.

Environment

4.2. Prepare a new Environmentally Sustainable Development (ESD) Policy.

4.3. Prepare a contribution and acquisition policy for public open space (in line with Council's Draft Public Realm Strategy).

4.4. Continue involvement in DPCD proposal (currently on hold) for Environmental Significance Overlay for regional areas fronting the Yarra River.

4.5. Prepare an amendment to review and extend the Special Building Overlay to areas identified as liable to overland flows from the drainage system.

4.6. In association with state government agencies, assess the infrastructure capacity, and prepare a plan for improvements, in areas identified for higher density areas.

Built Form

4.7. Review the Urban Design Policy (to remove inconsistencies and strengthen with new policy).

4.8. Review the Advertising Signs Policy.

4.9. Review the existing Neighbourhood Character Study to:
- confirm the preferred character and guidelines for precincts and whether to include a Neighbourhood Character Precinct Policy in the Planning Scheme.
- confirm areas with potential for inclusion in the Neighbourhood Character Overlay.

4.10. Review the Design and Development Overlay 8 (Forrest Hill) to clarify the provision in relation to boundary to boundary development.

Residential Issues

4.11. Review the Student Housing Policy (to remove inconsistencies in relation to the car parking ratios and preferred locations).

4.12. Review the Discretionary Uses in Residential Zones Policy (to clarify and strengthen policy in relation to non-residential uses in Residential Zones).

4.13. Prepare a Policy for Higher Density Development (4+storeys).

4.14. As part of the current Main Roads Study (Council) and the Housing Capacity Study (DPCD):
- Endorse the VicRoads Road Use Hierarchy Plan (Feb 2010).
- Undertake an Integrated Land Use and Transport Study of all Stonnington's main PPTN roads (in conjunction with relevant government agencies), addressing road capacity, preferred use and traffic management treatments and the implications for adjoining land use.
- Prepare Guidelines for Development beside Main Roads (including lobbying DPCD for a Stonnington variation to the built form beside main roads).

4.15. Undertake a Railway Environs Study (define areas for higher density development and prepare development guidelines).

Economic Development

4.16. As part of the Economic Development Strategy:
- Make recommendations for improvements to the local service provision / community focus of local activity centres.
- Prioritise selected centres for improvements / structure plan work.

4.17. As part of the Economic Development Strategy, review local activity centres currently zoned Business 2 (office dominant) with a view to their rezoning to Business 1 (shop dominant) to reflect their preferred local centre role.

4.18. As part of the Economic Development Strategy undertake a review of employment and investment requirements and make recommendations for changes to the Industrial and Business Zones.

4.19. Prepare Structure Plans for:
- Malvern / Armadale Activity Centre
- Chadstone Principal Activity Centre and hinterland
- Other local centres (as prioritised in the Economic Development Strategy)

4.20. Include Prahran / South Yarra Activity Centre in an Activity Centre Zone.

4.21. Review the current policy restricting shops in locations away from Chapel Street, consistent with the recommendations in Chapel Vision, and amend Schedules to Business and Mixed Use Zones.

4.22. Consider the application of a Mixed Use Zone to Paran Place, Glen Iris (currently zoned Industrial 1) and the former SKM site at 590 Orrong Road, Armadale to encourage their redevelopment with a mix of uses but with a dominance of residential.

Health and Wellbeing

4.23 Retain the Incorporated Plan Overlay 1 – Institutional Uses, which encourages the preparation of master plans for schools and hospitals. Review other options which might address the dilemma of achieving both master plans and ongoing community input (with third party consultation rights) into the detail of new developments.

Transport

4.24 Ensure new Structure Plan work includes:
- Proposals to improve connectivity (pedestrian and cycle links) with residential areas.
- Safe design / active frontage of pedestrian links to car parks and public transport.
- Traffic capacity limitations and a sustainable transport plan.

4.25 (Same as 4.14) As part of the current Main Roads Study (Council) and the Housing Capacity Study (DPCD):
- Endorse the VicRoads Road Use Hierarchy Plan (Feb 2010) – refer Appendix 6.
- Undertake an Integrated Land Use and Transport Study of all Stonnington's main PPTN roads (in conjunction with relevant government agencies), addressing road capacity, preferred use and traffic management treatments and the implications for adjoining land use.
- Prepare Guidelines for Development beside Main Roads (including lobbying DPCD for a Stonnington variation to the built form beside main roads).

5. Advocacy actions of the State government

5.1. Council continues to advocate for:
- public transport improvements in line with the projected increases in population.
- the introduction of traffic management measures to significantly reduce through traffic through the municipality.
- the retention of third party rights in relation to planning permits.
- the retention of landscaped setbacks in all new development (including higher density development) reflecting the existing valued Stonnington character.
- an improved understanding of the principles of good design and the achievement of high standards (rather than meeting the bottom line) in every new development.

5.2. Council seeks clarification in relation to:
- the role of Burke Road as part of the Principal Public Transport Network (PPTN), given that it has no existing or proposed public transport along its whole length and is shown as a preferred traffic route on the VicRoads *Road Use Hierarchy* map, and the implications for higher density development beside this road.
- the role of Williams Road, which is shown as a preferred traffic route on the VicRoads *Road Use Hierarchy* map, and the implications for higher density development beside this road.

5.3. Council recommends changes to the VPPs (state section) to:
- Include policy in the state section for universal access and accessible / adaptable housing.
- Clarify the definitions of crisis accommodation, rooming houses and student housing.
- Change the Mixed Use Zone (currently residential use is as-of-right) to provide for vertical zoning and a genuine mix of uses, appropriate to different areas.
- Change the parking standards in Clause 52.06 (out of date).
- Remove anomalies in the advertising sign provisions in Clause 52.05 (re permit requirements for changing an illuminated sign and some definitions).
- Removal of the anomaly in Clause 5 2.01 Public Open Space Contributions in relation to 2 lot subdivisions.
- Include provision for the expenditure of open space contributions on non-open space public realm improvements.

6. Future monitoring actions

6.1. Continue the systematic analysis of VCAT and Panel decisions to inform policy improvements.

6.2. Consider other monitoring mechanisms, including use of the relevant strategic indicators in the Council Plan.

6.3. Request DPCD establish simple, state standard monitoring systems based on a data base of planning permit parameters and decisions.

APPENDIX 18

PLANNING SCHEME REVIEW 09-10

EXISTING PLANNING CONTROLS

(@ JUNE 2010)

Extracts

- **MSS (CLAUSE 21)**

- **LOCAL POLICIES (CLAUSE 22)**

- **MAP – ZONES**

- **MAP – HERITAGE OVERLAYS**

- **MAP – FLOODING AND DRAINAGE OVERLAYS**

- **MAP – OTHER DEVELOPMENT OVERLAYS**

21.00   MUNICIPAL STRATEGIC STATEMENT

15/02/2007
C65

21.01

15/02/2007
C65

VISION FOR THE CITY OF STONNINGTON

21.01-1

15/02/2007
C65

Vision

Stonnington's Corporate Plan – *The Council Plan 2005/2009* – describes the following vision for the City:

"Stonnington will be seen as community minded, unique in style and character, renowned for its quality and attractive environs, cosmopolitan lifestyles and prosperous business sector."

Council is committed to promoting community understanding of and participation in land use planning. In doing this, it seeks to balance competing needs according to four strategic themes as follows:

- Settlement and the Environment

- Housing

- Economic Development

- Infrastructure

These strategic themes do not represent a significant change or new direction for the City. Rather, they seek to reinforce existing strengths, identify new opportunities, and minimise any negative impacts of future use and development.

21.01-2

15/02/2007
C65

Strategic Framework Plan

The Strategic Framework Plan is a snapshot of these four strategic themes. It identifies locations where specific outcomes are encouraged, including redevelopment and mixed use opportunities. Areas of natural significance and environmental constraints on use and development are also identified.

The major strategic components identified on the plan are as follows:

Settlement and the Environment

- Recognition of areas of natural significance and environmental constraints, for instance along the Yarra River and Gardiners Creek.

- Special urban design and built form areas related to the Royal Botanic Gardens and the Shrine of Remembrance in the City of Melbourne, and to reflect the landscape significance of the Yarra River.

Housing

- Identified arterial roads where medium density housing including shop tops is encouraged and higher scale development may be supported.

- Identified sites where redevelopment opportunities exist.

Economic Development

- An activity centres hierarchy.

- Mixed use areas where medium density housing and a variety of commercial activities are encouraged.

- Industrial areas for larger scale industries and service uses.

Infrastructure

- A regional transport network including primary and secondary arterial roads, railway lines, fifteen train stations, tram and bus services.

Note: The Framework Plan is conceptual only and internal boundaries are not defined.

City of Stonnington
STRATEGIC FRAMEWORK PLAN

City of Monash

City of Glen Eira

City of Boroondara

City of Port Phillip

City of Yarra

Forrest Hill

City of Melbourne

LEGEND

- Principal Activity Centre
- Major Activity Centre
- Neighbourhood Activity Centre (Large)
- Neighbourhood Activity Centre (Small)
- Large Redevelopment Sites
- Industrial Areas
- Mixed Use Areas
- Special Urban Design & Built Form Considerations
- Areas of Natural Significance & Environmental Considerations
- Selected Arterial Roads where Medium Density Housing and Shop Tops are Encouraged and High Scale Development may be Supported

Transport Network
- Freeway
- Primary Road
- Secondary Road
- Railway Line

21.02

SETTLEMENT AND THE ENVIRONMENT

21.02-01

Natural Environment and Open Space

Key Issues

- Residents and visitors alike value Stonnington's natural environment including along the Yarra River and along the Gardiners Creek.

- The natural areas and urban open space are resources that together provide the best opportunity to conserve and promote flora and fauna.

- The creation of wetlands, habitat and vegetation areas can enhance the diversity of opportunities available in the City's parks and gardens.

- Development needs to be sensitive to its impact on natural areas and open space and appropriately managed to ensure that the ecological value of Stonnington's natural resources remains intact for future generations.

- Management of the Yarra River and Gardiners Creek floodplains is critical to maintaining the ecological values of these waterways and to lessening the risks of inundation.

- It is important that the risks of inundation of properties are considered when assessing planning proposals and to avoid inappropriately located uses and development.

- Potentially contaminated sites need to be identified and audited for assessment in relation to future development proposals.

Objective

To minimise the impacts of use and development on the natural environment in relation to air and water quality, recycling, protecting waterways and enhancing public open space.

Strategies

Strategies to achieve this objective include:

Yarra River and Gardiners Creek

- Ensure development along the Yarra River and Gardiners Creek and their floodplains is consistent with floodplain management objectives and maximises their potential to create public open space, wetlands and recreational, cultural and other leisure activities.

Land Liable to Inundation

- Ensure development on land subject to inundation is managed to provide for the passage and temporary storage of floodwaters and to minimise flood damage.

Public Open Space

- Maximise the availability and use of public open space through equitable access, providing additional spaces in areas of greatest need, improving the range of opportunities available, and by linking pedestrian and bicycle paths to open space.

- Encourage the maintenance and improvement of open space owned by other authorities.

- Facilitate the use of Crown or government land for public open space when it is no longer needed for restricted activities.

- Encourage innovative solutions to increase the amount of public open space available in Stonnington.

Other

- Promote the concept of sustainability and develop benchmarks to measure progress.

- Ensure that land use and transport planning and infrastructure provision contribute to improved air quality.

Implementation

Implementation tools to achieve this objective include:

- Apply the Land Subject To Inundation Overlay to flood prone areas along the Yarra River and Gardiners Creek.

- Apply the Special Building Overlay to land affected by inundation from the drainage system.

- Apply the Significant Landscape Overlay to the Yarra River frontage.

- Apply the Environmental Audit Overlay to potentially contaminated land.

- Use the Open Space Policy (Clause 22.01) in the consideration of planning applications for subdivision.

21.02-2

25/06/2009
C58

Urban Environment and Character

Key Issues

- Stonnington's urban environment and character has developed from a rich social and built history and the cultural diversity of its population. It is important that future development does not destroy the positive qualities of this character.

- The vibrant public realm will be undermined if future development does not relate positively to public spaces.

- Future use and development needs to be well designed and sensitive to positive aspects of Stonnington's character.

- It also needs to protect historically and architecturally significant buildings and respect the City's vistas and views, especially gateways to the City and the Yarra River environs.

Objective

To ensure that the qualities and attributes that define the City's urban environment and character are recognised and enhanced.

Strategies

Strategies to achieve this objective include:

Urban Design

- Maintain a high standard of physical and visual amenity in the public realm in relation to streetscape improvements, and the design and location of fixtures.

- Encourage high quality and energy efficient design that contributes positively to the character of the City as a whole and enhances its landscapes, public spaces, buildings, shopping centres, main thoroughfares, streetscapes and gateway localities.

Neighbourhood Character

- Encourage use and development that:

  - Respects the valued built form and character of the local precinct

- Provides an attractive entry and exit to the City

- Respects Stonnington's green and garden-like setting

- Respects the predominant 2-storey character of residential areas and most commercial areas

- Is consistent with valued design features of nearby development

Height & Density

- Manage the height and density of future use and development to enhance the character of Stonnington's built form and the City's views and vistas.

- Support development higher than two storeys on land shown on the Strategic Framework Plan, namely:

  - Land with a frontage to a Road Zone (Category 1)

  - Principal activity centres

  - Identified gateway localities and large sites

- Promote the Forrest Hill Precinct as an area suitable for higher density housing with a mix of compatible uses and more intensive development on larger sites.

Advertising Signs

- Encourage advertising signs that are compatible with the locality and the building and which preserve existing vistas and views.

Implementation

Implementation tools to achieve this objective include:

- Apply the Design and Development Overlay in the consideration of planning applications in relation to:

  - The Royal Botanic Gardens

  - The Shrine of Remembrance and its outline

  - Skyline areas along the Yarra River

  - Waverley Road activity centre (interim height controls)

  - Forrest Hill Precinct

- Apply the Neighbourhood Character Overlay and the Design and Development Overlay to the Hedgley Dene Precinct.

- Use the Urban Design and Forrest Hill policies (Clauses 22.02 and 22.17 and Schedule 8 to Clause 43.02) in the consideration of planning applications.

- Use the Advertising policy (Clause 22.03) in the consideration of planning applications.

21.02-3 Heritage

15/02/2007
C65

Key Issues

- There are many buildings and areas of historic, architectural or cultural significance in Stonnington reflecting important aspects of the City's evolution and heritage.

- Provisions relating to heritage places will influence future development in the City. They include controls over demolition and works on heritage buildings, in conservation areas, and over protected streetscapes.

Objective

To protect Stonnington's heritage places - buildings, areas and streetscapes - and to ensure that any additions, alterations and replacement buildings are sympathetic to the heritage place.

Strategies

Strategies to achieve this objective include:

Heritage Places

- Identify, assess and protect places with architectural, cultural or historical significance.

- Ensure that any additions and alterations and replacement buildings are sympathetic to the heritage place and its setting.

- Retain, recycle, restore and renovate protected heritage places.

Streetscapes Trees and Gardens

- Protect significant streetscapes, trees and gardens.

- Develop a register of significant trees and gardens and encourage their retention.

Implementation

Implementation tools to achieve this objective include:

- Apply the Heritage Overlay to identified places.

- Use the Heritage policy (Clause 22.04) in relation to sites identified in the Heritage Overlay and abutting properties.

- Apply Council's Heritage Guidelines (2002) for new buildings, and for changes to existing buildings to ensure new development is compatible with heritage values.

21.03   **HOUSING**

25/06/2009
C58

21.03-1   **Housing Needs**

25/06/2009
C58

Key Issues

- Stonnington has to cater for the diverse housing needs of the existing and future population.

- The City already possesses a diverse housing stock and is well positioned to meet these needs.

- Population projections indicate a continuing need for accommodation for smaller households rather than for families, but this varies across the City.

- Options for smaller households include multi-unit developments, dual occupancies and other forms of medium density housing. Such housing needs to be in appropriate locations which respect established residential character.

- The loss of existing housing stock can reduce accommodation options and housing choice.

- A housing strategy will provide guidance for residents, owners and developers about what can be built in various parts of the City.

- Prospects for housing growth are limited but there are opportunities for mixed use, higher density housing in a limited number of areas such as the Forrest Hill precinct.

- The need for associated social and physical infrastructure should continue to be a focus for residential planning in Stonnington.

Objective

To maintain housing diversity and provide housing choice to meet the needs of Stonnington's population.

Strategies

Strategies to achieve this objective include:

Housing Needs

- Encourage a variety of dwelling types that can be adapted to meet community needs, including for families, young people, the elderly and the disabled.

- Support suitable student accommodation close to large tertiary institutions such as Swinburne, Holmesglen and Monash.

- Encourage closer coordination with the providers of social housing and the upgrading and redevelopment of existing public housing.

- Identify opportunities for well-located affordable housing.

Locations for Housing Diversity

- Direct residential development - including medium density housing - to the following areas as shown on the Strategic Framework Plan provided the scale and character of adjoining residential areas are respected:

  - In activity centres as components of new development and shop tops

  - In mixed-use areas as freestanding residential development

  - Large redevelopment sites where the infrastructure capacity can be optimised

- Arterial roads in areas where a high proportion of medium density housing already exists

■ Provide for small-scale housing in mixed-use areas where it is consistent with the character and amenity of adjoining dwellings and the operations of nearby commercial uses.

■ Promote the Forrest Hill precinct for higher density housing in association with a mix of compatible uses and intensive built form on larger sites.

Implementation

Implementation tools to achieve this objective include:

■ Use the Residential Development in Commercial Areas policy (Clause 22.05) and the Forrest Hill Precinct policy (Clause 22.17) in the consideration of planning applications.

■ Apply the Development Plan Overlay to achieve the integrated management of the use and development of large sites, including the Stonington Mansion site.

■ Prepare an overall Housing Strategy for Stonnington to address local housing needs.

■ Use local policy to manage student housing (Student Housing Policy, Clause 22.08).

21.03-2

15/02/2007
C65

Residential Areas

Key Issues

■ Stonnington's mix of population and its competitive advantages of location, accessibility, retailing and entertainment attract high and medium density housing.

■ The City has well-established residential areas with attractive streetscapes and generally high amenity standards.

■ Existing residents are likely to be resistant to ad hoc, inappropriately located and extensive new housing development.

■ The impact on surrounding areas of high and medium density development needs to be well managed in order to provide reassurance to the local community.

■ Areas of recognised special character need to be protected from unsympathetic redevelopment.

■ Developers and designers need to be better informed about the key elements of an area's character and how new development can complement and enhance these elements.

Objective

To maintain the distinctive character of Stonnington's residential areas and ensure that use and development is consistent with the character, scale, appearance and amenity of the area.

Strategies

Strategies to achieve this objective include:

Residential Character

■ Encourage use, development and subdivision in residential areas that:

- Promotes the retention and renovation of older style dwellings which are in sound condition and which contribute to the character of the streets

- Provides for residential 'infill' development consistent with maintaining a balance of dwelling types in the area

- Displays good design which reflects the surrounding scale, height, density, bulk, setbacks, style, form and character of buildings, fences, gardens and the streetscape

- Minimises impacts on amenity, including impacts from overlooking, overshadowing, traffic, parking and noise

- Encourage improvements to the overall appearance and amenity of residential areas, including the protection of areas of identified special character.

Amenity

- Protect the amenity of residential properties, particularly those which are close to commercial areas and affected by intrusive activities such as traffic, parking and noise.

- Encourage the effective control of on-street parking, for instance during the construction of new developments.

Non-Residential Uses

- Discourage non-residential uses in residential areas (other than along arterial roads) and encourage them to locate in nearby commercial areas.

- Encourage home occupation and home office uses in residential areas that will not affect amenity.

- Encourage the conversion of non-conforming uses to more compatible uses.

Implementation

Implementation tools to achieve this objective include:

- Use the Residential Development in Commercial Areas policy (Clauses 22.05) and the Residential Character Amenity and Interface policy (Clauses 22.05 and 22.06) in the consideration of planning applications.

- Use the Discretionary Uses in Residential Areas policy (Clause 22.07) in the consideration of planning applications.

- Prepare Neighbourhood Character controls to protect the character of identified neighbourhoods.

21.04

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C58

ECONOMIC DEVELOPMENT

21.04-1

25/06/2009
C58

Activity Centres - Viability

Key Issues

- Stonnington contains activity centres that have a high profile in Melbourne and serve both regional and local needs. Some of these centres are popular tourist destinations.

- The effects of competition and changing shopping patterns are a continual challenge to the economic viability of activity centres.

- Licensed premises and other entertainment uses can have a negative impact on retail viability due to their late hours of operation, noise, traffic and parking congestion.

- There are many factors which affect the viability of activity centres including the mix of retailers, traffic congestion, and higher value uses driving out convenience shopping.

- It is important to maintain a balance and mix of uses in activity centres.

- A mechanism to monitor and track this balance need to be established to identify what should be done to provide a suitable mix of economically viable uses.

Objective

To provide opportunities to enhance the economic viability and effectiveness of Stonnington's retail areas.

Strategies

Strategies to achieve this objective include:

Activity Centres

- Encourage a mix of uses and activities in the principal and major activity centres.

- Discourage a predominance of uses such as restaurants and licensed premises in activity centres.

Economic Viability

- Retain commercial land that has a mix of viable uses and employment opportunities and which provides opportunities for further development.

- Encourage businesses, goods and services which will enhance the viability of Stonnington's activity centres, especially small businesses and uses that are high value and low impact.

Better Management

- Encourage the more effective use of commercial properties including the upper floors of commercial premises, and properties that become vacant.

- Initiate effective management programs for individual activity centres, particularly the larger strip centres.

Implementation

Implementation tools to achieve this objective include:

- Apply the Business 1 Zone to principal, major and neighbourhood activity centres to support their primary retail role.

- Apply the Business 2, Business 5 and Mixed Use Zones to other centres to facilitate a range of uses including offices and housing.

- Use the Schedule to the Mixed Use Zone and Business 2 Zone to limit the combined leasable floor area for shop in the Forrest Hill precinct to maintain the primary retail role of Toorak Road and Chapel Street.

- Apply the Incorporated Plan Overlay to the Chadstone principal activity centre.

- Use the Retail Centres policy (Clause 22.09) in the consideration of planning applications.

- Use the Licensed Premises policy (Clause 22.10) to manage licensed premises.

- Carry out activity centre and structure planning in response to Melbourne 2030 to specify preferred future directions for activity centres and to manage the land use mix and development outcomes.

21.04-2   Activity Centres - Character

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Key Issues

- Commercial areas - and in particular the smaller retail strip centres - are constantly challenged by changing shopping patterns and competition.

- Many areas lack a coordinated approach and some appear to be run down.

- The individual identity and economic well being of commercial areas needs to be promoted to make them the commercial and social focus for the local community.

- A coordinated approach is needed which maintains a balance of established commercial areas providing local services and employment opportunities with opportunities for further development.

- The larger commercial areas and their entertainment venues have generated negative impacts on surrounding residential areas and these have been difficult to control.

Objective

To establish an identity and community focus for Stonnington's commercial areas which recognises their diversity and distinctive character while protecting the amenity of surrounding residential areas.

Strategies

Strategies to achieve this objective include:

Identity
- Promote the distinctiveness of the City's commercial areas at each level of the activity centres hierarchy as shown in the table.

- Manage the scale, density and design of future commercial development to reflect the character and identity of each area.

- Encourage the construction of verandas for weather protection which are consistent with the character of individual centres.

- Consolidate the activity centres hierarchy by promoting development and expansion as appropriate to the role and position of each centre as shown in the table.

Land Use Balance

- Promote mixed use areas around principal and major activity centres shown on the Strategic Framework Plan that encourage a broad range of cultural, commercial and higher density housing opportunities.

- In mixed use areas, encourage a transition to compatible redevelopment and provide housing opportunities as part of a balanced mixture of residential, commercial and industrial uses.

- Encourage small-scale professional offices that will provide services and employment opportunities for the local community.

Community Focus

- Encourage appropriate services in the City's various commercial areas which complement their role as a focus for the local community.

- Encourage uses associated with tourism, arts and culture, health and education.

- Ensure the further enhancement of Stonnington's vibrant shopping centres by supporting the active use of footpaths consistent with local laws, and special events such as festivals.

Access

- Improve accessibility to and within commercial areas, particularly at the larger activity centres.

Residential Amenity

- Consolidate new retail and commercial land use activities within the boundaries of the activity centres as shown on the Strategic Framework Plan.

- Discourage licensed premises from locating close to residential zones.

- Encourage licensed premises which trade after 11.00pm to locate at appropriate locations in principal and major activity centres.

Implementation

Implementation tools to achieve this objective include:

- Use the Chadstone Commercial Centre policy (Clause 22.11) in the consideration of planning applications in this centre.

- Use the Retail Centres policy (Clause 22.09) in the consideration of planning applications.

- Use the Licensed Premises policy (Clause 22.10) in the consideration of planning applications.

- Use the Residential Development in Commercial Areas policy (Clause 22.05) and the Residential Character, Amenity and Interface policy (Clause 22.06) in the consideration of applications.

- Prepare Structure Plans or Urban Design Frameworks for key Activity Centres such as Prahran-South Yarra, Toorak Village and Waverley Road, Malvern East.

ACTIVITY CENTRE HIERARCHY	ROLE
GROUP 1 - PRINCIPAL Prahran/South Yarra (includes Forrest Hill) Chadstone	Regional centre with both local and regional roles accommodating larger scale retail uses, complementary entertainment uses and goods and services to meet everyday and specialty needs.
GROUP 2 - MAJOR Glenferrie Road, Malvern High Street, Armadale	Sub-regional centre with both local and sub-regional roles accommodating a variety of goods and services to meet both everyday and specialty needs.
GROUP 3 – NEIGHBOURHOOD (LARGE) Toorak Village	Larger local centres catering for everyday needs and wider specialty markets.

ACTIVITY CENTRE HIERARCHY	ROLE
Toorak Road, South Yarra	
Chapel Street, Windsor	
Hawksburn	
GROUP 4 - NEIGHBOURHOOD (SMALL) Waverley Road, Malvern East and other small Activity Centres (B2 Zones)	Small local centres including traditional strip centres and more extensive centres with mixed retail and service uses. Seek to retain a "hub" of retail uses for everyday needs while encouraging other changes to improve effectiveness and appearance.
GROUP 5 - MIXED USE Small Mixed Use Areas (Mixed Use & B5 Zones)	Areas scattered throughout Stonnington containing a mix of service and industrial uses but also some retail and residential uses.

21.04-3　Industrial Areas

15/02/2007
C65

Key Issues

- Industries are continually moving out and being replaced by higher order uses, especially around the activity centres.

- Some industrial areas have poor access and small sites which limit their industrial capability.

- The City contains a wide variety of small-scale service industries such as panel beating and repair services, which meet local needs.

- It may be difficult to adapt commercial land and properties for new technologies, and sometimes there are conflicts between industrial and mixed use areas with residential areas.

- Council is keen to attract high technology, communication and distribution services which can take advantage of Stonnington's locational assets and which can provide employment and services for the local community.

Objective

To provide for a wide variety of industrial and service uses in the City while protecting the amenity of surrounding residential areas.

Strategies

Strategies to achieve this objective include:

Preferred Uses

- Retain industrial properties for industrial use and development which:

  - Is innovative, technology intensive or involves communications, information or distribution services.

  - Provides opportunities for local employment.

  - Provides services of benefit to the local and regional community.

- Encourage and maintain the following uses in local industrial areas:

  - Large scale, technology intensive industries in the Weir Street industrial area.

  - A balance of industry and service uses in the Paran Place industrial area.

  - Small scale, low impact, high tech industrial uses in the Prahran mixed-use areas.

Local Amenity and Character

- Manage the use and development of mixed-use and industrial areas in a way which is sensitive to the area's character, maintains the amenity of nearby residential uses, and respects the operation of nearby commercial uses.

- Encourage service and medical uses to locate within mixed-use and industrial areas.

Implementation

Implementation tools to achieve this objective include:

- Use the Residential Development in Commercial Areas policy (Clause 22.05) and the Residential Character, Amenity and Interface policy (Clause 22.06) in the consideration of applications.

21.05   **INFRASTRUCTURE**

15/02/2007
C65

21.05-1   **Transport**

15/02/2007
C65

Key Issues

- High traffic volumes, fast-moving vehicles and traffic congestion substantially undermine the quality of life in some parts of Stonnington.

- Road and pedestrian safety and parking provision need to be continually addressed and integrated with land use planning and development. This is especially so in commercial areas and in higher density residential areas.

- Better use of the public transport system needs to be encouraged, and provision for pedestrians and cyclists needs to be improved.

Objective

To integrate land use planning and development with the transport network, car parking facilities, and traffic management for the benefit of all users.

Strategies

Strategies to achieve this objective include:

Traffic Management
- Plan and manage land use and development to reflect the accessibility and traffic capacity of each area.

Integrated Transport
- Plan and manage the transport network by supporting the existing hierarchy of roads and promoting safe and efficient movement.

- Maximise the use of public transport, bicycles and pedestrian travel.

- Improve accessibility into and within commercial areas.

Car Parking
- Plan and manage car parking by setting priorities for the most efficient use of parking spaces, including through the use of funding mechanisms.

- Plan and manage land use and development to reflect the parking capacity of each area and the need for off-street parking.

Residential Amenity
- Protect residential areas from non-local traffic and parking, and from excessive traffic speeds.

Implementation

Implementation tools to achieve this objective include:
- Apply the Public Acquisition Overlay to land identified by the Roads Corporation and by Stonnington City Council as necessary to improve the road network.

- Use the Parking Policy (Clause 22.13) in the consideration of planning applications.

- Use the Traffic Policy (Clause 22.12) in the consideration of planning applications.

21.05-2   Community Services

Key Issues

- There is a wide variety of cultural, educational and community services catering for the needs of families, young people and the elderly.

- The City's population also has good access to the wide range of regional and national facilities available in central Melbourne.

- Services tend to be unevenly located by being concentrated in the west of the City.

- There has been a loss of facilities catering for families.

Objective

To provide community services that are equitable and flexible and can be adapted to a changing population and changing community needs.

Strategies

Strategies to achieve this objective include:

Equitable Distribution
- Maintain and improve existing leisure and community services while directing additional services to areas with the greatest need.

More Effective Use
- Maximise the benefits to the community through the location and design of new facilities and services and minimising their impact on surrounding properties.

Implementation

Implementation tools to achieve this objective include:

- Use the Community Services policy (Clause 22.14) in the consideration of planning applications.

21.05-3   Engineering Infrastructure

Key Issues

- Intensive new development in the City will place added pressure on the ageing engineering infrastructure.

- The condition of the drainage system and its capacity needs to be particularly acknowledged when considering future use and development.

- Future use and development needs to occur in appropriate locations and at an appropriate scale and density consistent with the capacity of local infrastructure.

Objective

To maintain essential engineering services such as drainage, sewerage, water, and telecom to acceptable health, safety and engineering standards.

Strategies

Strategies to achieve this objective include:

New Development

- Ensure that new development contributes to cumulative engineering infrastructure costs when it places additional demands on existing capacity.

- Take account of limitations in Stonnington's infrastructure - and in particular the drainage system - when assessing the location, type, intensity and design of new use and development.

- Encourage replacing infrastructure or upgrading its capacity when new development takes place.

Upgrading Infrastructure

- Concentrate the further upgrading and development of Stonnington's engineering infrastructure in areas of greatest need.

- Encourage best practice environmental management in design and construction.

Implementation

Implementation tools to achieve this objective include:

- Use the Infrastructure policy (Clause 22.15) in the consideration of planning applications.

- Prepare Development Contributions Plans for nominated development areas such as the Forrest Hill precinct.

21.05-4   Institutional Uses

15/02/2007
C65

Key Issues

- There are many important institutional uses such as hospitals and schools of regional importance in Stonnington which are assets to the local and wider community.

- Many of these uses are found in residential areas and there can be adverse impacts on residential amenity.

- Adequate measures need to be in place to minimise the detriment to local amenity from the operation and further expansion of these facilities.

Objective

To ensure the effective management and community integration of the use and development of institutional uses including health, educational and recreational facilities.

Strategies

Strategies to achieve this objective include:

Effective Planning and Management

- Provide residents and institutional bodies effective guidance and greater certainty about the development of schools, hospitals and similar facilities, especially in residential areas.

- Investigate implementation measures which complement the Institutional Uses policy, including more detailed guidelines for masterplans.

Implementation

Implementation tools to achieve this objective include:

- Apply the Incorporated Plan Overlay to encourage the preparation of master plans for institutional uses.

- Use the Institutional Uses policy (Clause 22.16) in the consideration of planning applications.

21.06

REFERENCE DOCUMENTS

The following strategic studies have informed the preparation of this planning scheme. All relevant material has been included in the Scheme and decisions makers should use these documents for background research only. Material in these documents that potentially provides guidance on decision making but is not specifically referenced by the Scheme should not be given any weight.

- Commercial Strategy: Stonnington City Council, 1999

- Conservation Review: City of Prahran Volumes 1-4; Context Pty Ltd, 1993

- Entertainment/Retail Premises Review for Chapel Street, Toorak Road and Environs; Henshall Hansen Associates, 1997

- Forrest Hill Structure Plan; Stonnington City Council, 2005

- Hedgeley Dene Precinct – Urban Character and Landscape Study; RG Harvey and J Lee, 1998

- Heritage Guidelines; Stonnington City Council, 2002

- Heritage Overlay Citations; Stonnington City Council (various dates)

- Prahran Conservation Study: Conservation Controls; Nigel Lewis, 1983

- Prahran Data Base: Prahran Conservation Study Listing; Nigel Lewis, 1992

- Prahran Character and Conservation Study; Prahran City Council, 1992

- Review of Policies and Controls for the Yarra River Corridor - Punt Road to Burke Road; Consultant Report, June 2005

- Stonnington Open Space Strategy; Thompson Berrill Landscape Design Pty Ltd, 2000

- Urban Design Strategy; Stonnington City Council, 1998

22   LOCAL PLANNING POLICIES

The local planning policies are grouped in accordance with the four key focus areas in *Vision for the City of Stonnington, Clause 21.03*, being:

Settlement and the environment

- Open space policy *(Clause 22.01)*.

- Urban design policy *(Clause 22.02)*.

- Advertising policy *(Clause 22.03)*.

- Heritage policy *(Clause 22.04)*.

Housing

- Residential development in commercial areas policy *(Clause 22.05)*.

- Residential character, amenity and interface policy *(Clause 22.06)*.

- Discretionary uses in residential areas policy *(Clause 22.07)*.

- Student housing policy *(Clause 22.08)*.

Economic development

- Retail centres policy *(Clause 22.09)*.

- Licensed premises policy *(Clause 22.10)*.

- Chadstone commercial centre policy *(Clause 22.11)*.

Infrastructure

- Traffic policy *(Clause 22.12)*.

- Parking policy *(Clause 22.13)*.

- Community services policy *(Clause 22.14)*.

- Infrastructure policy *(Clause 22.15)*.

- Institutional uses policy *(Clause 22.16)*.

- Forrest Hill Precinct policy *(Clause 22.17)*

This provides a link to the twelve objectives and relevant strategies and implementation measures identified for achieving the strategic intent and vision for the municipality.

These key focus areas are also consistent with those in the State Planning Policy Framework.

22.01

15/02/2007
C65

OPEN SPACE POLICY

This policy relates to the key focus area of *settlement and the environment* and applies to the consideration of all applications for subdivision and applications to use or develop land in a Development Contributions Plan Overlay. It is to be applied in conjunction with Clause 52.01.

22.01-1

15/02/2007
C65

Policy basis

The Municipal Strategic Statement *(Clause 21.02-1)* and the particular provision on Subdivision *(Clause 52.01)* provides for useable land to be contributed for public open space purposes as part of new residential, commercial and industrial development.

The Municipal Strategic Statement seeks to maintain and enhance Stonnington's open space. Given the relatively low proportion of open space and the high density of residential areas, additional open space and improvements to existing open space is to be sought.

22.01-2

19/01/2006
VC37

Objectives

- To ensure contributions are made for the acquisition and development of open space.

- To encourage use and development approval to be sought prior to subdivision.

22.01-3

19/01/2006
VC37

Policy

It is policy that:

- An applicant who proposes to subdivide land is to make a contribution to the responsible authority for public open space of an amount specified in the schedule to Clause 52.01, that being the requirements of the Subdivision Act 1988 on a 2 lot plan of subdivision, 2% on a 3 lot plan of subdivision, 3% on a 4 lot plan of subdivision, 4% on a 5 lot plan of subdivision and 5% on a plan of subdivision for 6 or more lots.

- The provision of additional open space will be encouraged as part of major new development where the responsible authority has identified a need in a comprehensive Development Contributions Plan.

22.01-4

19/01/2006
VC37

Reference document

Stonnington Open Space Strategy, (Thompson Bervill Landscape Design Pty Ltd) 2000

22.02

25/06/2009
C58

URBAN DESIGN POLICY

This policy relates to the key focus area of *settlement and the environment* and applies to the consideration of all applications to use or develop land, except land affected by the Forrest Hill Precinct policy detailed in Clause 22.17 and Schedule 8 to Clause 43.02.

22.02-1

15/02/2007
C65

Policy basis

The Municipal Strategic Statement *(Clause 21.02-2)* encourages an integrated urban design approach be applied to all new development, including the proposed height and scale of the development in relation to its particular setting and location, and that the character of the City continue to be recognised and enhanced.

It encourages all new development to generally respect the one to two storey built form character of the City in residential areas and most commercial areas, and directs higher scale development to particular land designated on the Strategic Framework Plan, generally land:

▪ With a frontage to a Road Zone (category 1).

▪ Within commercial centres in the group 1 category of the centres hierarchy.

▪ At identified gateway localities and large sites.

22.02-2

19/01/2006
VC37

Objectives

▪ To ensure the design and scale of new development makes a positive contribution to the built form of the area and is respectful to the existing character and streetscape.

▪ To encourage innovation, good design and high standards in the construction of new buildings.

▪ To maintain the diverse character of the City's building forms, including through the renovation and recycling of existing buildings.

▪ To ensure the use of materials and form of construction respects the character of the area.

▪ To encourage the development of large sites that is consistent with the role and character of the surrounding area and commercial and residential strategies.

22.02-3

19/01/2006
VC37

Policy

It is policy that:

▪ Use and development maintain the character of the area.

▪ Development achieves a high standard of urban design with the selection of building materials and with the construction.

▪ New buildings:

  ▪ Not be significantly higher or lower than the surrounding buildings.

  ▪ Be oriented to match the alignment of existing buildings in the street.

  ▪ Setbacks, especially the frontage setback, be consistent with those of adjoining buildings, such as buildings in retail areas generally being built to the street.

  ▪ Parts of the building over 2 storeys and any roof gardens be set back behind the facade to minimise impacts on the streetscape.

  ▪ Forms and the materials used reflect and complement the character of nearby buildings in the street.

- Design, height and location of any proposed new front fences, carports, garages and landscaping complement both the building on the site and the streetscape, such as if fences are low, carports and garages are not generally to be located in the frontage setback.

- Scale forms of alterations and additions, particularly roofs, windows, doors and the materials used, match or complement those of the existing building.

- Development be of a height and scale that is consistent with its particular setting and location and generally respect the one to two storey built form character of the City's residential areas and most commercial and industrial areas.

- Development in the Chapel Street, Toorak Road commercial centre not exceed the preferred height or setback defined on Map 1: Chapel Street and Toorak Road Precincts. If the preferred height or setback is exceeded, the applicant is to demonstrate satisfactorily that the development:

  - Is compatible with and respectful of the scale and character of existing buildings and the area.

  - Encourages and facilitates the appropriate retention, recycling, restoration, renovation, redecoration, maintenance and effective use of existing and significant buildings, including their shop fronts and verandahs.

  - Promotes the conservation of architecturally and historically significant buildings.

  - Achieves a pleasing physical environment, including pedestrian and shopper safety and amenity, by encouraging a high standard of architecture, urban design and streetscape works.

  - Accommodates uses that are specifically encouraged in the area, and in particular, residential uses on upper floors.

  - Meets all relevant requirements within the zone and overlay.

- In locations other than the Chapel Street, Toorak Road commercial centre if a development be of a height and scale that is inconsistent with its particular setting and location, the applicant is to demonstrate satisfactorily that:

  - The building does not abut a heritage place.

  - Portions of the building over two storeys are set back from the frontage to maintain the streetscape.

  - The upper floors of the building will be used for residential purposes, if applicable.

  - The building has been designed to complement the character of the area.

  - The building will not adversely affect the amenity of any adjoining residential properties through overlooking, overshadowing or traffic and parking associated with the use.

- On large sites, over 0.5 of a hectare in commercial areas and 1 hectare in residential areas, in business, industrial, residential or public land zones, higher scale development be encouraged if the applicant has demonstrated satisfactorily that:

  - The proposed development is consistent with the role and character of the area or will stimulate restructure of surrounding land.

  - Buildings are designed to reflect and complement the built form character of the surrounding area.

  - Buildings are scaled down to integrate with any abutting residential properties.

- The responsible authority encourages the following and may support built form variations to this policy if this will facilitate:

  - The restoration and retention of heritage places.

  - Renovation and recycling of older style buildings.

- Effective use of upper floors of commercial buildings.

- Shop top dwellings and residential development within commercial areas.

- Communication and technology based industries.

- Medical and other service uses locating in commercial rather than residential areas, particularly in Group 4 centres.

- Improvements to public transport, such as bus or taxi parking, community services or infrastructure as part of new development.
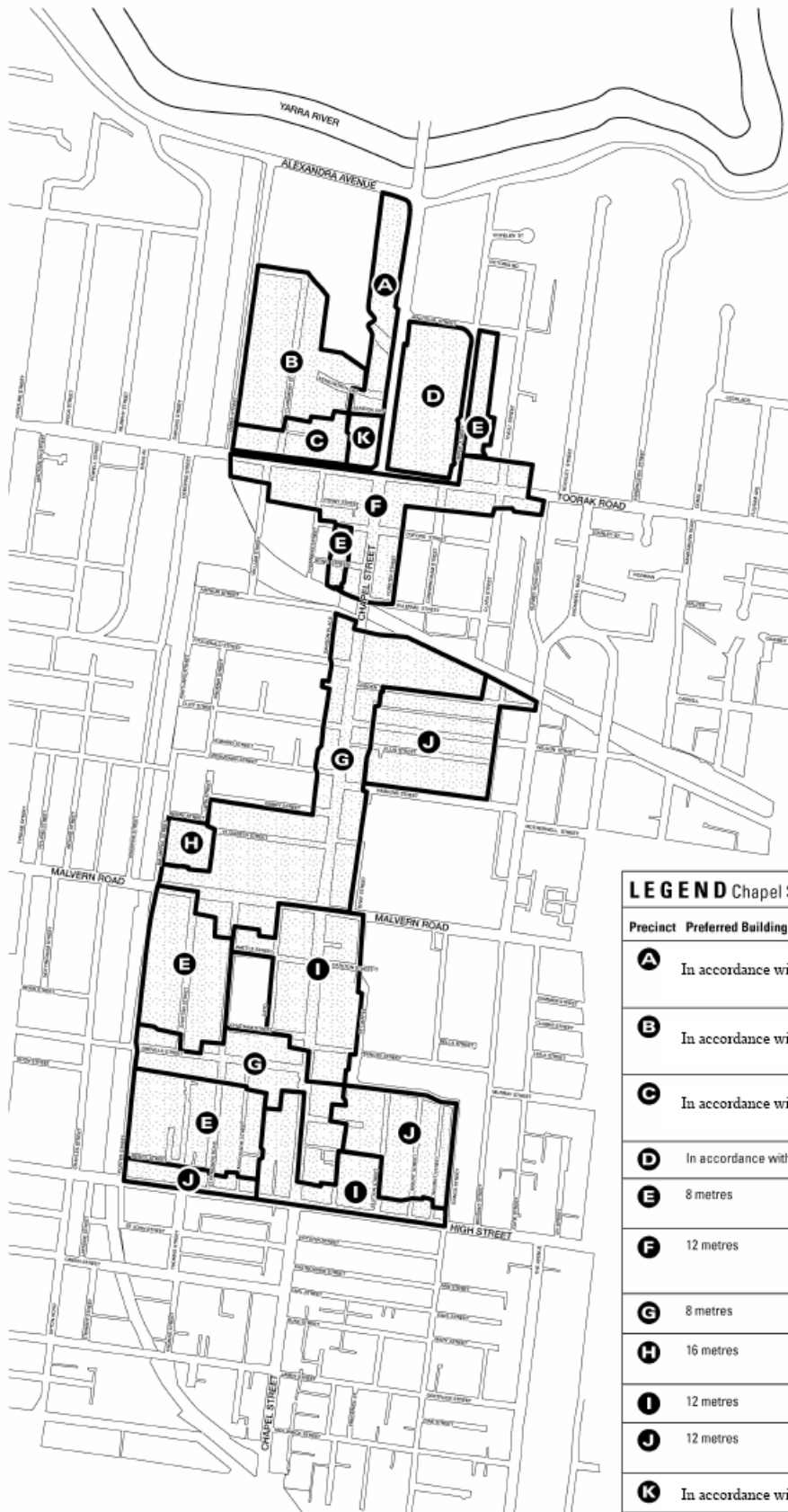
22.02-4 Reference documents

20/04/2006
C55

Review of Policies and Controls for the Yarra River Corridor: Punt Road to Burke Road (Consultant Report) June 2005.

STONNINGTON *City Council*
Map 1: Chapel Street and Toorak Road Precincts

LEGEND Chapel Street and Toorak Road precincts		
Precinct	Preferred Building Height	Setback
A	In accordance with	Clause 43.02 - DDO8
B	In accordance with	Clause 43.02 - DDO8
C	In accordance with	Clause 43.02 - DDO8
D	In accordance with any planning permit issued in the area.	
E	8 metres	The building be consistent with adjoining properties.
F	12 metres	The building be setback 6 metres for parts of the building over 8 metres.
G	8 metres	Nil
H	16 metres	The building be consistent with adjoining properties.
I	12 metres	Nil
J	12 metres	The building be consistent with adjoining properties.
K	In accordance with	Clause 43.02 - DDO8

22.03

15/02/2007
C65

ADVERTISING POLICY

This policy relates to the key focus area of *settlement and the environment* and applies to the consideration of all applications for advertising signs. It is to be applied in conjunction with Clause 52.05.

22.03-1

15/02/2007
C65

Policy basis

The Municipal Strategic Statement *(Clause 21.02-2)* and the particular provision on Advertising signs *(Clause 52.05)* encourage advertising signs that are compatible with the particular building and area, including the conflicts of competing signage, and preserve the character of existing vistas and views.

22.03-2

19/01/2006
VC37

Objectives

- To limit advertising on commercial buildings consistent with the character of the area.

- To generally have commercial signage located below verandah line.

- To minimise signage in residential areas and ensure it is consistent with the character of the area.

22.03-3

19/01/2006
VC37

Policy

It is policy that:

In commercial areas

- Above verandah signs, sky signs, promotional signs and moving message signs be generally discouraged unless the applicant can demonstrate that the sign will not create visual clutter, a maximum of 1 sign per premises, at least 5 metres between signs where more than one business occupies the premises, and a maximum sign area of 1.5 sq. metres for above verandah signs are preferred, and that the sign:

  · Displays the name of the associated building or development.

  · Identifies an upper floor use of the building.

  · Replaces an existing sign.

  · Is designed to complement the buildings on the site, particularly on land in a Heritage Overlay, such as attached to the building and not erected on a framework on the verandah.

  · Maintains the character of the area and the streetscape.

  · Does not interfere with the function of an adjoining road, such as by its colour and location interfering with traffic signals.

  · Is innovative and enhances the vitality of the area.

- Festoon lighting (other than temporary lighting over December and January), flashing and intermittent lights be generally discouraged unless the lighting is 'bud' or 'fairy' or 'flood' lights and the applicant can demonstrate that the lighting:

  · Will not create visual clutter.

  · Is designed to complement the buildings on the site, particularly on land in a Heritage Overlay.

  · Maintains the character of the area and the streetscape.

·   Does not interfere with the function of an adjoining road.

In residential areas

▪   Signs other than those displaying the name and address of a building and its use, or managing agents, be discouraged unless the applicant can demonstrate that the sign:

   ·   Is designed to complement the buildings on the site, particularly on land in a Heritage Overlay, such as whether the materials used, the colours and the style matches the building.

   ·   Maintains the character of the residential area and the streetscape, fixed to the fence or facade and not freestanding, and not more than 0.1 of a sq. metre in area if in a residential street or 0.5 of a sq. metre in area if on land with a frontage to a Road Zone (category 1).

22.04   HERITAGE POLICY

15/02/2007
C65

This policy relates to the key focus area of *settlement and the environment* and applies to heritage places included in the Heritage Overlay and properties immediately abutting the place. Heritage places will often include a building, grounds, outbuildings and settings.

22.04-1   Policy basis

15/02/2007
C65

The Municipal Strategic Statement *(Clause 21.02-3)* provides a key strategic direction to protect, enhance and manage significant heritage assets within the City. Heritage and urban conservation studies and strategies implemented within the City have recognised these assets and have resulted in areas and individual properties having a Heritage Overlay control. The protection and management of significant heritage assets in the municipality helps our understanding of the past, enriches the present and will be of value to future generations.

22.04-2   Objectives

19/01/2006
VC37

- To recognise, conserve and enhance places in the City identified as having architectural, cultural or historic significance.

- To ensure that any additions, alterations and replacement buildings are sympathetic to the heritage area and / or surrounds.

- To ensure that the cultural significance of a site, involving the aesthetic, historic, scientific or social value of a place to past, present and future generations, is assessed and used to guide planning decisions.

22.04-3   Policy

19/01/2006
VC37

It is policy that:

- Before deciding on an application to use or develop land, the responsible authority will consider, as appropriate, the potential impact of a proposal on the heritage values of the site and/or its setting and area.

- The heritage significance of all places identified in previous studies and the contributing elements within those places be considered when assessing an application in relation to any part of the heritage place. Gradings frequently applied in the City are:

  - A1 Buildings - are of national or state importance, irreplaceable parts of Australia's built form heritage.

  - A2 Buildings - are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis.

  - B Buildings - make an architectural and historic contribution that is important within the local area.

  - C Buildings - are either reasonably intact representatives of particular periods or styles, or they have been substantially altered but stand in a row or street that retains much of its original character and are considered to have amenity or streetscape value.

- Significant buildings be defined as A1, A2 and B graded buildings. Contributory buildings be defined as C graded buildings.

- New buildings and works be compatible with the characteristics of the heritage place and undertaken generally in accordance with any guidelines prepared by the responsible authority.

- The design, bulk and setback of any new buildings and works be responsive to existing heritage assets.

- The use and development of heritage sites and adjoining land be compatible with and not adversely affect the significance of cultural heritage sites; this includes conservation of heritage buildings in their site and local area context.
- The consideration of heritage values extend beyond particular buildings, to include places, landscapes and features.

22.04-4   Reference documents

19/01/2006
VC37

Prahran Conservation Study, Conservation Controls (Nigel Lewis) 1983.

Prahran Data Base, Prahran Conservation Study Listing (Nigel Lewis) 1992.

Prahran Character and Conservation Study (Prahran City Council) 1992.

Conservation Review, City of Prahran Volumes 1-4 (Context Pty Ltd) 1993.

Heritage Guidelines City of Stonnington 2002.

Heritage Overlay Citations (Stonnington City Council).

22.05

RESIDENTIAL DEVELOPMENT IN COMMERCIAL AREAS POLICY

This policy relates to the key focus area of *housing* and applies to the consideration of residential use and development applications in all business and mixed use zones and overlays within those zones.

22.05-1

Policy basis

The Municipal Strategic Statement *(Clause 21.07)* encourages residential development, including medium density housing, to locate in commercial areas as components of new development, as shop tops through renovation and re-use of upper floors of existing buildings, or as freestanding residential development in mixed-use areas - as identified on the Strategic Framework Plan.

It also seeks to ensure that such development maintains character and Stonnington's high standards of residential amenity.

22.05-2

Objectives

- To encourage residential use in commercial areas, particularly upper floors of existing buildings.

- To ensure that development is carried out to standards of design and construction that will maintain the character and amenity of the surrounding area.

- To maintain the diverse built form character of the City through renovation, recycling and the re-use of older buildings.

22.05-3

Policy

It is policy that:

- The applicant demonstrate that the proposal is consistent with the appropriate objectives and standards of Clause 55 and provides a high standard of amenity for the occupants, particularly with satisfactory:

  - Standards of design and construction.

  - Landscaping of all open areas.

  - Drainage.

  - Sealing of driveways and car spaces.

  - Lighting of public areas and pedestrian access.

  - Storage of garbage and provision for mail delivery.

  - Protection of street trees.

  - Access for the disabled.

- The applicant demonstrate that the proposal is consistent with maintaining the character and amenity of any adjoining dwellings and the operations of any existing nearby commercial and industrial uses, particularly relating to unreasonable:

  - Overlooking and overshadowing.

  - Noise, odours or emissions, traffic or parking associated with the use.

  - Visual bulk.

- Where the proposal is to convert an existing upper floor premises to residential use, such as a shop top dwelling, the applicant also demonstrate that:

    · Satisfactory access is provided for all users of the property.

    · There is adequate fire separation and alternate means of escape.

- In order to further encourage shop top dwellings, the responsible authority may:

    · Reduce the carparking and/or open space requirements or allow for combined use of land for parking and open space.

    · Allow combined kitchen and laundry facilities.

- The responsible authority may agree to height or development bonuses if this will facilitate:

    · The restoration and retention of heritage places.

    · Renovation and recycling of older style buildings.

    · Effective use of upper floors of commercial buildings.

    · Shop top dwellings and residential development within commercial areas.

22.06

15/02/2007
C65

RESIDENTIAL CHARACTER, AMENITY AND INTERFACE POLICY

This policy relates to the key focus area of *housing* and applies to the consideration of all applications to use or develop land.

22.06-1

15/02/2007
C65

Policy basis

The Municipal Strategic Statement *(Clauses 21.03-2, 21.04-2 and 21.04-3)* seeks to manage use and development to achieve consistency with the character, scale, appearance and amenity of residential and mixed-use areas and to protect that amenity from the effects of neighbouring commercial, entertainment and industrial land uses.

22.06-2

19/01/2006
VC37

Objectives

- To maintain and enhance the residential character and amenity of residential areas.

- To encourage new development that reflects the scale, character and appearance of surrounding residential areas.

- To minimise any increased traffic and car parking impacts on surrounding residential areas.

- To encourage a high standard of urban design and construction.

22.06-3

19/01/2006
VC37

Policy

It is policy that when considering an application for a use or development, the applicant demonstrate that:

- The proposed development achieves a high standard of urban design and construction, as required in Clause 22.02-1.

- The proposed development reflects, maintains and enhances the predominant scale and built form character of the surrounding area.

- The proposed use and development maintains and enhances the overall amenity of the surrounding area, particularly the protection of residential properties from unreasonable:

  · Overlooking and overshadowing.

  · Noise, odours or emissions, traffic or parking associated with the use.

  · Visual bulk.

- Subdivision, if applicable, respects and is consistent with the existing subdivision pattern and does not undermine the character of the surrounding area.

22.07

15/02/2007
C65

DISCRETIONARY USES IN RESIDENTIAL AREAS POLICY

This policy relates to the key focus area of *housing* and applies to the consideration of all applications to use or develop land in Residential 1 Zones and overlays within that zone.

22.07-1

15/02/2007
C65

Policy basis

Non-residential activities such as medical clinics and institutional uses, namely health, education and recreation facilities, are a feature that extends throughout the City's residential areas.

Non-residential uses serve the needs of the local community and often the wider regional population. However they can generate amenity impacts on adjoining residential areas. The MSS *(Clause 21.03-2)* therefore encourages future non-residential uses to locate in business rather than residential zones and, in some circumstances, to land with a frontage to a Road Zone. The expansion or development in residential areas of entertainment uses, food and drink premises and place of assembl*y* as defined in this Planning Scheme, is generally discouraged due to their amenity impacts.

22.07-2

19/01/2006
VC37

Objectives

- To retain existing residential uses.

- To encourage new development that reflects the scale, built form and landscape character of the surrounding residential area.

- To minimise amenity impacts on adjoining and nearby residential areas.

- To encourage non-residential uses to locate in business zones, particularly in Group 4 commercial centres, and to limit these uses in residential zones to those locations that satisfy the performance criteria contained in this policy.

22.07-3

19/01/2006
VC37

Policy

It is policy that:

- When considering an application for a new non-residential use or an extension to an existing one, the applicant demonstrate that:

  - The proposal will not have an adverse impact on the amenity of the surrounding residential area through noise, hours of operation, traffic or parking associated with the use.

  - The development complements and maintains the predominant scale and built form character of the street or area.

  - If the site is located in the Toorak area, the development maintains the dominant landscape character of that area.

- A new non-residential use locating in a residential area will only be encouraged if the responsible authority can be satisfied that:

  - The use is not appropriate to locate in a nearby commercial area, particularly premises in a Group 4 commercial centre.

  - The use is on land with a frontage to a Road Zone (category 1) and concentrates its traffic and car parking to that frontage.

  - The use and development will not have an adverse impact on the amenity of the surrounding and nearby residential areas through noise, hours of operation, traffic and car parking.

  - The use will cater for a need in the local community.

- · The use will be conducted in a building constructed as a dwelling or a heritage building.

- · The use and development will maintain the residential and streetscape character of the area.

■ Except on land with a frontage to a Road Zone (category 1), the responsible authority will only encourage development that does not maintain the two storey built form character of the area if the building does not exceed three storeys and the applicant has demonstrated that:

- · Portions of the proposed building over two storeys are set back from the frontage to maintain streetscape character.

- · The proposed building does not abut a heritage building graded A or B in a local heritage study.

■ When the land has a frontage to a Road Zone (category 1), the applicant must demonstrate that:

- · The scale of the proposed building is consistent with abutting and nearby buildings on the road.

- · The proposed building does not abut a heritage building graded A or B in a local heritage study.

22.07-4   Reference documents

19/01/2006
VC37

Review of Policies and Controls for the Yarra River Corridor: Punt Road to Burke Road (Consultant Report) June 2005.

22.08 STUDENT HOUSING POLICY

06/09/2007
C61

This policy applies where a planning permit is required for the use or development of *student housing*.

Student housing is the use or development of land for:

- Accommodation, whether it be dormitory, hostel or apartment, that is purpose built to accommodate bona fide students while studying at tertiary institutions; or

- Accommodation that is modified or converted (for ten or more habitable rooms) to accommodate bona fide students while studying at tertiary institutions. This would include accommodation that was used in the past as a dwelling.

22.08-1 Policy basis

06/09/2007
C61

The City of Stonnington has three large tertiary institutions within or very close to the municipality. These are:

- Holmesglen Institute of TAFE, Chadstone Campus.

- Monash University, Caulfield Campus.

- Swinburne University of Technology, Prahran Campus.

These cater for a large number of overseas students with specialised accommodation needs, a small percentage of whom seek purpose-built housing. This housing has specific requirements and impacts which need to be addressed at the planning permit application stage. The local student housing market is dominated by the Monash Caulfield campus.

Areas within the City of Stonnington that are close to these institutions also generally offer direct public transport access to other major tertiary institutions in central Melbourne or to Swinburne's Hawthorn campus.

Clause 21.07-03 of the Municipal Strategic Statement includes the following strategy for student housing: *"Encourage provision of suitable student accommodation close to large institutional uses such as Swinburne, Holmesglen and Monash"*.

22.08-2 Objectives

06/09/2007
C61

- To channel purpose-built student housing into locations which have good access by foot or public transport to the tertiary institutions which generate the demand for this type of housing, and which offer high accessibility to relevant facilities such as shops, community facilities and appropriate services.

- To provide on-site car and bicycle parking to meet anticipated student needs.

- To ensure that the design, mass, scale, and character of student housing is appropriate to its location and sensitive to its impact on surrounding properties.

- To ensure that the layout, standards, and facilities for student housing provides a positive living experience for students.

- To ensure that the layout of the site and the design of buildings contributes to a high level of personal safety and security for student occupants.

- To ensure that appropriate management is in place to minimise negative impacts on surrounding properties, and to create a positive and safe living environment for students.

- To ensure that student housing is only occupied by bona fide tertiary students.

22.08-3   Policy

06/09/2007
C61

Location

It is policy to:

- Direct student housing uses and developments to identified *preferred student housing locations* being the following areas (as shown on Map 1 of this policy):

  - Areas within 800m of Monash University Caulfield Campus.

  - Areas within 400m of Swinburne UOT Prahran Campus, and Holmesglen Institute of TAFE and within 400m of tram-lines and railway stations which offer direct access to the Monash Caulfield campus.

  Within these areas, proposals will be expected to locate within:

  - Business and Mixed Use Zones, or

  - Land beside selected arterial roads which has been allocated for medium density housing as shown on the Strategic Framework Plan, or

  - Land bounded by Burke/Waverley/Dandenong Roads adjacent to Monash University.

  Applications for student housing within *preferred student housing locations* will be supported, in principle, provided that they meet relevant planning scheme policy and requirements eg for parking, amenity, and design.

- Discourage student housing proposals outside the nominated *preferred student housing locations.*

Traffic and Parking

It is policy to:

- Require any permit application for student housing to be accompanied by a Traffic & Parking Impact Report prepared by a qualified traffic engineer (unless deemed unnecessary by the responsible authority).
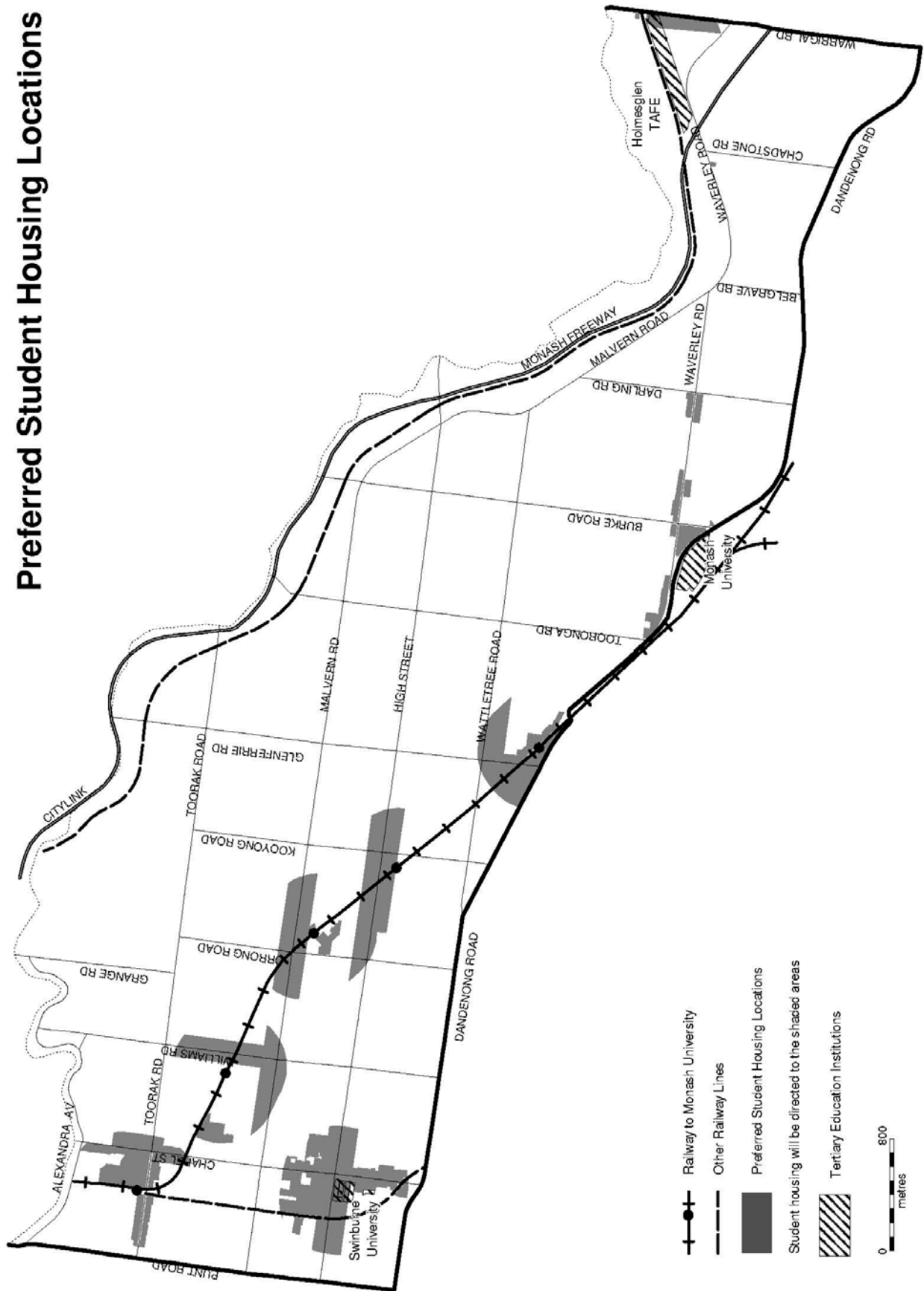
Car Parking

- Require car parking provision that reflects the reduced car ownership pattern of overseas students and the location of the student housing ie close to the tertiary institution or public transport.

- Take account of provision for car sharing among students as a means by which car ownership and dependence on cars can be reduced.

  Provided it is justified by the Traffic & Parking Impact Report to the satisfaction of the responsible authority, this policy may be met by providing car parking as follows:

Location	Car Parking Rate
Preferred Student Housing Locations: - *Within 800m of Monash University Caulfield Campus* - *Within 400m of Swinburne and Holmesglen and within 400m of railway stations and trams with direct access to the Monash Caulfield Campus*	*0.25 spaces per student bed*

Preferred Student Housing Locations

Legend:

- Railway to Monash University
- Other Railway Lines
- Preferred Student Housing Locations
- Student housing will be directed to the shaded areas
- Tertiary Education Institutions

0 — 800 metres

Resident Parking Schemes

- Not issue Resident Parking Permits to occupants of student housing.

Bicycle Parking

- Require a safe and accessible area to be specifically set aside for bicycle parking in every development.

  Ways of complying with this policy would be by:

  - *Providing bicycle storage at the rate of one for every three beds.*

  - *Locating bicycle storage to avoid access via steps and to be accessible to pedestrian entrances.*

  - *Locating bicycle storage away from areas of high pedestrian and vehicle flows.*

Neighbourhood Character and Amenity

It is policy to:

- Apply the design and siting parameters specified elsewhere in the Planning Scheme to student housing developments, including as applicable:

  - Urban Design Policy (Cl 22.02).

  - Residential Development in Commercial Areas (Cl 22.05).

  - Residential Character, Amenity and Interface (Cl 22.06).

  - Retail Centres Policy (Cl 22.09).

Internal Layout and Facilities

It is policy to:

- Require the provision of *facilities* that promote student interaction and a sense of community, such as a common lounge or recreation room.

- Ensure that the *internal common areas* provided are capable of being used for multiple functions to meet a range of study, social, cultural and religious needs of residents.

- Ensure *internal common areas* are located in 'high movement areas' to achieve passive surveillance.

- Encourage a direct relationship between *common outdoor and internal spaces* to enhance function and safety.

- Ensure that *lighting* of communal internal and external access areas is adequate.

- Ensure each resident has access to *communal or private open space* (as appropriate) that is well designed, safe, accessible and can be maintained appropriately.

  One way to comply with this policy would be by providing an area - preferably at ground level - of communal open space at a ratio of 2.5m^2 per bed In a maximum of two parcels, each parcel with a minimum dimension of 3m.

- Ensure *solar access* into any communal open space area.

One way to comply with this policy would be by ensuring that the communal open space is located on the north side of the building and the southern boundary of the open space is set back from any wall on the north of the space at least (2+0.9h) metres, where 'h' is the height of the wall.

▪ Ensure that developments address potential *offsite impacts* such as noise, waste disposal, and neighbourhood character.

▪ Ensure each student resident enjoys a *private personal space* in a habitable room to sleep and study.

▪ Design each habitable room so that it is not excessively *overlooked* by another room, either in the same building or an adjoining property.

▪ Ensure that the internal design of the student housing enables every habitable room to have direct access to *daylight and fresh air.*

The preferred way to comply with this policy is that, as a general principle, all sources of light to study bedrooms must be from external walls open to the sky and not through highlight windows to corridors or through glazed internal light wells or atria.

▪ Require that each habitable room in student housing is *large enough* to include a desk, book shelves, ample storage space, and a freestanding table or bench to provide a space to eat.

▪ Require each unit to include *kitchen facilities* such as a hot plate, microwave and/or oven, bench space, sink and fridge. Consideration will be given to 'shared' cooking facilities where proposals involve the conversion of existing buildings.

▪ Ensure the provision of *laundry and drying* facilities in appropriate locations.

Conversion of Existing Buildings

It is policy to:

▪ Consider the following issues when assessing applications for the conversion of an existing building to student housing:

- The capacity of the building to meet the requirements of this policy, including; the provision of outdoor space, internal common areas, and self-contained units.

- The value or significance of the building to be retained, in terms of heritage value and / or contribution to the existing streetscape and neighbourhood character.

- The capacity of the development to retain valued garden and landscape elements which contribute to the existing streetscape and neighbourhood character.

- In order to allow some flexibility in the reuse of existing buildings, shared cooking and dining facilities may be considered but shared bathroom facilities will not be supported.

Management

It is policy to:

▪ Ensure ongoing management arrangements are in place to enable the proper and appropriate use of student housing.

Section 173 Agreements

▪ The responsible authority may impose obligations pursuant to Section 173 of the *Planning and Environment Act 1987* that imposes requirements on the land owner to the effect:

- That no person may reside in the student housing unless that person is a bona fide student whether part-time, full-time or short-term, or resides there in a supervisory, management or caretaker capacity.

- That the car spaces must only be used in association with the use of the student housing and must not be subdivided, or sold, or leased separately from the student housing.

- That the number of students residing on-site who have cars shall not exceed the number of on-site car spaces provided by the development.

- That if the land ceases to be used for student housing, a new planning permit will be required for an alternative use if so required by the Planning Scheme.

  Any alternative use must particularly address and comply with the Planning Scheme requirements for the proposed use and where applicable make provision on-site for any additional parking demand. Any dispensations for on-site car parking for the student housing will not be transferable for any proposed alternative use and any subsequent use will be assessed in accordance with planning scheme car parking requirements.

The owner of the property must pay all of the responsible authority's reasonable legal costs and expenses for this agreement including its preparation, execution and registration on title.

Permit Conditions

- Impose permit conditions requiring the provision of a Management Plan to be submitted and approved to the satisfaction of the responsible authority, before the use of the student housing commences.

- Require the Management Plan to include any requirements of the responsible authority including but not limited to:

  - Permanent display of the Management Plan in a common area.

  - Employment of a suitably qualified manager or lead tenant who is accommodated on-site.

  - The nature of the management of the complex and the contact details of the manager/lead tenant.

  - Provision for at-call contact details to be displayed so they are clearly visible to any person outside the site for response 24 hours a day and seven days a week.

  - Provision of information on community and education services, including health, counselling and cultural services.

  - Provision of information on local public transport and to encourage walking (eg. information on facilities within walking distance, local public transport timetables, outlets for purchase of Met tickets, car share services etc).

  - Provision to ensure that the student housing does not cause negative impacts on the amenity of the surrounding area.

  - House rules regarding occupancy and behaviour of students and visitors, and grievance procedures.

  - The means by which car spaces are to be allocated and a register that documents allocation of these spaces.

  - Resolution process for disputes between students.

  - Critical Incident Management and Emergency & Evacuation Procedures.

- Management procedures over holiday periods.

- Details of rubbish bin storage and waste collection.

- Evidence that all occupants are bona fide students.

The inclusion of these or other additional requirements in the Management Plan will depend on the circumstances of the use or development and particularly whether it is located in a residential or commercial area.

Keeping Student Housing for Students

It is policy to:

- Include a requirement through the S173 Agreement that no person may reside in the student housing unless that person is a bona fide student, whether part-time, full-time or short-term, or resides there in a supervisory, management or caretaker capacity.

22.08-4

06/09/2007
C61

Decision guidelines

In assessing applications the responsible authority will consider:

- The extent to which the use and development meets the objectives and requirements of this policy.

- Whether the use and development is appropriately located in relation to the *preferred student housing locations* as nominated in this policy.

- The potential of the proposal to ensure a safe, pleasant environment for students and to minimise negative off-site impacts.

- Whether the design and built form of the development meets the objectives relating to personal safety included in the Safer Design Guidelines for Victoria (CPV & DSE 2005) and the Design Guidelines for Higher Density Residential Development (DSE 2004).

- Whether the development includes the provision of communal areas that promote social interaction, for instance through common rooms and open spaces.

- Whether there is adequate car parking provision.

- Any traffic impacts.

22.08-5

06/09/2007
C61

Reference Document

Student Housing Study; City of Stonnington, October 2006

22.09   **RETAIL CENTRES POLICY**

15/02/2007
C65

This policy relates to the key focus area of economic development and applies to the consideration of all applications to use or develop land in all business zones and overlays within those zones.

22.09-1   **Policy basis**

15/02/2007
C65

The Municipal Strategic Statement (MSS) seeks to provide opportunities to enhance the economic viability and effectiveness of Stonnington's retail areas (Clause 21.04-1), and encourages maintaining an individual identity and role for commercial centres, including their development as community foci, in accordance with the commercial centres hierarchy (Clause 21.04-2).

The majority of Stonnington's commercial areas are strip shopping centres. The MSS identifies the following hierarchy of shopping centres in the City:

Group 1 centres: Chapel Street – Toorak Road and Chadstone.

Group 2 centres: Glenferrie Road and High Street.

Group 3 centres: Toorak Road, South Yarra (west end), Windsor; Toorak Village and Hawksburn.

Group 4 centres: All other centres.

The strategies contained in the MSS seek to support the hierarchy, directing large scale uses to Group 1 centres. The zoning of Stonnington's retail areas generally complements this hierarchy. All centres in Groups 1 – 3, except Hawksburn, are zoned Business 1 and cater for intensive retailing and complementary uses. Hawksburn and the Group 4 centres seek to maintain a hub of retailing to serve the surrounding community but are zoned Business 2 to allow for restructuring and a wider range of office and service uses to locate.

The MSS seeks to maintain and enhance the individual identity and distinctive character of all of Stonnington's commercial areas. A diversity of businesses, goods and services that will enhance economic viability is encouraged, including a variety of entertainment uses mainly in the Group 1 centres. However, a balance between retail and entertainment uses is sought along with the protection of the amenity of any surrounding residential areas. For the purposes of this policy, entertainment uses include Food and drink premises and Place of assembly as defined in this Planning Scheme.

The MSS also encourages residential development, including shop tops, to locate in retail areas.

22.09-2   **Objectives**

19/01/2006
VC37

- To support and reinforce a hierarchy of shopping centres.

- To maintain the individual character in terms of use and built form in existing centres.

- To maintain and enhance the commercial viability of existing centres.

22.09-3   **Policy**

19/01/2006
VC37

It is policy that:

- The scale and type of use proposed be consistent with maintaining the commercial centres hierarchy, economic viability, effective land use and the character of the particular area.

- Large scale or regional retail, office or service uses be discouraged from locating in a Group 2, 3 or 4 centre unless it can be demonstrated, through a retail and economic assessment of the proposal, that:

- There is a need for the use in that location.

- The use will be of benefit to the local community.

- The use will not cause economic detriment to any other centre.

- The use will not undermine the commercial centres hierarchy in *Clause 21.10-3*.

▪ A retail and economic analysis accompany any proposal for a large scale retail, office or service use to demonstrate that the use consolidates the role and strategic directions of the centre, as identified in the commercial centres hierarchy.

▪ In Group 1 centres, proposals be considered on the basis that these centres cater for regional retail, office and service activities and needs.

▪ In Group 2 centres, proposals be considered on the basis that:

- These centres cater for sub-regional retail, office and service activities and needs.

- The proposal retains the individual character of the centres while complementing the area as a whole, that is:

  – Predominantly specialty retailing and food, particularly uses that attract tourists, visitors and weekend trade, in High Street.

  – Predominantly everyday and some specialty retailing, with a wider mix of office and service uses at the northern and southern ends, in Glenferrie Road.

▪ In Group 3 centres, proposals be considered on the basis that:

▪ These centres cater for neighbourhood and specialty retail, office and service activities and needs.

▪ The proposal retains the individual character of the centres while complementing the area as a whole, that is:

- Predominantly retail and limited further entertainment uses, catering for everyday and specialty needs, in Toorak Road, South Yarra (west end).

- Predominantly retail and some entertainment uses, with a wider mix of office and service uses at the southern end, in Windsor.

- Predominantly retail, catering for everyday and some specialty needs, with a unique 'Tudor' built form character, in Toorak Village.

- Predominantly retail, with a food shopping character, plus a wider mix of office and service uses at the western end, in Hawksburn.

▪ In Group 4 centres, proposals be considered on the basis that:

- These centres cater for local and everyday retail, office and service activities and needs of the surrounding area.

- The proposal promotes effective land use and complements the individual character of the particular centre.

22.10   LICENSED PREMISES POLICY

15/02/2007
C65

This policy relates to the key focus area of *economic development* and applies to the consideration of all applications for new licensed premises and for the expansion of the licensed area or the extension of the trading hours of existing licensed premises, where a permit is required pursuant to Clause 52.27.

22.10-1   Policy basis

15/02/2007
C65

The City of Stonnington has approximately 480 licensed premises that provide an environment for social interaction with live music, food and entertainment within the municipality.

The Municipal Strategic Statement (MSS) recognises the importance of licensed premises in the municipality in contributing to the vibrancy and economic strength of the municipality. It outlines the problems that can accompany licensed premises such as the off-site amenity impacts including noise on other nearby uses and the problems which occur when these uses begin to affect retailing vibrancy and economic viability of an area.

The MSS seeks to address the negative impacts of licensed premises in Clauses 21.04-1 and 21.04-2.

22.10-2   Objectives

19/01/2006
VC37

- To effectively manage the amenity conflicts between licensed premises and other uses.

- To manage the impacts of licensed premises on the diversity of uses and economic viability of activity centres.

- To encourage daytime uses and active frontages within activity centres.

- To provide reasonable commercial opportunities for the trading of licensed premises.

22.10-3   Policy

19/01/2006
VC37

It is policy that:

- The operation of licensed premises should have no unreasonable impact on the amenity of surrounding uses, in relation to noise, hours of operation and car parking demand.

- Noise emissions from licensed premises should comply with the standards specified in the State Environment Protection Policies.

- On-site noise attenuation measures be implemented where amenity impacts on surrounding uses may result from licensed premises.

- The location of the licensed premises, its use, nature of surrounding uses and hours of operation, its zoning and the zoning of surrounding land be considered in the determination of the hours of operation of the licensed premises.

- New licensed premises and the expansion of the licensed area or extension of the trading hours of existing licensed premises in the Residential 1, Mixed Use or Industrial 3 Zones are discouraged unless the responsible authority is satisfied that the use will not adversely affect the amenity of the area.

- The preferred location for trading after 11:00pm is in principal and major activity centres, subject to compliance with all other aspects of this policy.

- Trading after 11:00pm is discouraged for licensed premises adjacent to a residential zone/use unless the responsible authority is satisfied that the use will not adversely affect the amenity of the area.

- Licensed premises should not be concentrated to the extent that there is an adverse cumulative effect on the area.

- Day-time uses and active frontages are encouraged within activity centres.

- Licensed premises should be located so as to discourage patrons parking in a Residential 1 Zone.

- Licensed premises should operate in a manner that provides for the safety of patrons, the general public and nearby owners and occupiers of land.

- Light spill should not detract from the amenity of the surrounding area.

22.10-4
19/01/2006
VC37

Application requirements

All applications for the establishment of a new licensed premises or the expansion of the   licensed area or extension of the trading hours of an existing licensed premises should include the following information, as appropriate:

- Site and floor plans showing:

  - The existing and proposed floor plans of all levels of the building and site.

  - The proposed use of all areas within the building and site including outdoor dining areas and areas adjacent to the boundaries of the site used in association with the licensed premises (i.e. outdoor seating, public spaces, kerbside dining, and car parking areas).

  - Identification of 'active areas' - loud parts of room, queuing area, location of music performance areas or speakers.

  - Location of all external doors and windows.

  - The proposed maximum number of patrons allocated to identified areas.

  - The location of waste storage areas.

- Site context plan showing:

  - The nature and location of uses surrounding the proposed licensed premises and their hours of operation.

  - The proximity of the premises to residential properties, including details of doors, windows and open space areas of all residential uses and accommodation in close proximity to the site.

- A written submission including the following information:

  - A description of the proposed use including type of uses, hours of operation, and type of music/entertainment.

  - A written description of the site context.

  - A detailed impact assessment of potential off-site impacts of the establishment and operation of the proposed licensed premises or the expansion of the licensed area or extension of the trading hours of existing licensed premises.

  - An assessment by a registered building surveyor detailing the patron capacity of the licensed premises.

  - Details of proposed management of the premises including emergency procedure management plan, crowd control, responsible serving of alcohol, external areas allocated for smokers and waste management plan.

- A Noise and Amenity Action Plan which addresses any issues identified in the site context plan and contains the following information:

- The identification of all noise sources associated with the licensed premises (including, but not limited to, music noise, external areas allocated for smokers, queuing lines, entries and exits to the premises and courtyards).

- Hours of operation for all parts of the premises.

- Details of the provision of music including the frequency and hours of entertainment provided by live bands and DJs.

- The identification of noise sensitive areas including residential uses and accommodation in close proximity to the licensed premises.

- Measures to be undertaken to address all noise sources identified, including on and off-site noise attenuation measures.

- Details of staffing arrangements including numbers and working hours of all security staff.

- Standard procedures to be undertaken by staff in the event of a complaint by a member of the public, the Victoria Police, an authorised officer of the responsible authority or an officer of the liquor licensing authority.

- Location of lighting within the boundaries of the site, security lighting outside the licensed premises and any overspill of lighting.

- Details of waste management plan including storage and hours of collection for general rubbish and bottles, and delivery times associated with the licensed premises.

- Details of any measures to work with neighbours or other residents in the immediate area to address complaints and general operational issues.

- Any other measures to be undertaken to ensure minimal amenity impacts from the licensed premises.

- Location and operation of air-conditioning, exhaust fan systems and security alarms.

If, in the opinion of the responsible authority, an application requirement is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.

22.10-5   Decision guidelines

19/01/2006
VC37

Before deciding on an application, the following matters should be considered in addition to the decision guidelines at Clause 65:

All applications

- The zoning of the land and the zoning of surrounding land.

- The location of the proposed licensed premises, the nature of its use, and proposed hours of operation.

- The nature of surrounding uses and their hours of operation.

- The existing uses of the land.

- The potential effect of the use on the amenity of the surrounding area.

- The proximity of the proposed licensed premises to residential uses and accommodation.

- If adjacent to a residential zone/use, the impact of the licensed premises after 11:00pm caused by the operation of the use including noise emissions, patrons leaving the premises and the availability and location of car parking.

- The impact of the proposed licensed premises on the mix of uses located within the activity centre and the vitality and viability of the activity centre during the day and at night.

- The impact of the proposed licensed premises on the activity centre.

- The adequacy of management of the licensed premises including security.

- The adequacy of measures proposed in the Noise and Amenity Action Plan.

- The availability and location of sufficient car parking for the use.

- The impact of the proposed licensed premises on the local traffic network and car parking availability in the area.

- The views of the Victoria Police.

- Any other relevant matter.

Applications to expand the licensed area or extend the trading hours of existing licensed premises

- The adequacy of existing management of the licensed premises having regard to:

  - The views of the Victoria Police.

  - Relevant information available to the responsible authority including records of attendances, complaints and/or problems with the premises, and breaches of planning permit or liquor licence conditions.

  - The conditions of the existing liquor licence or planning permit controlling noise, security, patron numbers and hours of operation.

- Any other relevant matter.

22.11 CHADSTONE COMMERCIAL CENTRE POLICY

15/02/2007
C65

This policy relates to the key focus area of economic development and applies, where appropriate, to the consideration of applications to use or develop land at the Chadstone commercial centre.

22.11-1 Policy basis

15/02/2007
C65

The Municipal Strategic Statement (MSS) recognises the Chadstone commercial centre as a regional retail and entertainment focus in the City *(Clause 21.04-2)*. New development will occur in the future in accordance with that role.

Council is committed, where appropriate, to encourage effective liaison and consultation between the centre and residents in resolving any potential conflicts that may arise as a result of the centre meeting that role.

22.11-2 Objectives

19/01/2006
VC37

- To ensure the form, scale and layout of the use and development have regard to the visual amenity and character of the surrounding area.

- To ensure that after hours activities within the Centre recognise the amenity of the adjacent areas as well as the nature of the centre.

- To provide an opportunity for those affected by the operations of the Centre to assist the responsible authority in achieving these objectives.

22.11-3 Policy

19/01/2006
VC37

It is policy that before deciding on an application that is generally in accordance with the incorporated plan, the responsible authority will display the application for public comment in the following manner:

- Within 28 days after it is received by the responsible authority.

- For at least 14 days but not longer than 28 days.

- By giving written notice of the display to the Roads Corporation, the Public Transport Corporation, the Cities of Glen Eira and Monash and owners and occupiers of all properties in Chadstone Road (south of Bellevue Avenue), Rangeview Avenue, Chapman Street, Midlothian Street, Virginia Grove, Capon Street, Webster Street, Castlebar Road (west of Webster Street) and Princes Highway (south side between Poath Road and a point opposite Castlebar Road).

In determining the extent or need for notification of each particular application, regard will be given to the scale and likely impact of the proposal on the surrounding residential area.

22.12 **TRAFFIC POLICY**

15/02/2007
C65

This policy relates to the key focus area of *infrastructure* and applies to the consideration of all applications to use or develop land.

22.12-1 **Policy basis**

15/02/2007
C65

The Municipal Strategic Statement (MSS) seeks to manage use and development in relation to accessibility and traffic capacities in the various areas of the City *(Clause 21.05-1)*.

Traffic congestion is seen as a major weakness for commercial and residential activity, particularly in the west of the City. The MSS seeks to ensure that new use, development and redevelopment do not exacerbate traffic problems.

22.12-2 **Objectives**

19/01/2006
VC37

- To maintain the effective functioning of roads and streets.

- To maintain and enhance pedestrian amenity and safety.

- To maintain the amenity of residential and commercial areas.

22.12-3 **Policy**

19/01/2006
VC37

It is policy that use and development demonstrate, using a traffic impact study if necessary, that traffic generated by a proposal will not materially affect uses in the surrounding area. If this cannot be satisfactorily demonstrated, the responsible authority will require the applicant to:

- Limit the floor area of the use or the density of development or limit on-site carparking.

- Undertake, or contribute towards, traffic management works to minimise the traffic impacts of the use or development.

22.13

15/02/2007
C65

PARKING POLICY

This policy relates to the key focus area of *infrastructure* and applies to the consideration of all applications to use or develop land.

22.13-1

15/02/2007
C65

Policy basis

The Municipal Strategic Statement (MSS) *(Clause 21.05-1)* and the particular provision on Car parking *(Clause 52.06)* seek to establish and manage parking requirements for use and development, including the use of precinct plans for commercial areas.

Parking supply and congestion are seen as major problems, predominantly in the west of the City. The MSS seeks to improve carparking through a variety of measures including increasing supply, reducing demand and encouraging alternative forms of transport.

22.13-2

19/01/2006
VC37

Objectives

- To encourage uses with a low parking generation.

- To ensure future increases in demand for parking are met by parallel increases in parking supply.

- To maintain the amenity of residential and commercial areas.

22.13-3

19/01/2006
VC37

Policy

It is policy that:

- Proposals that involve an increase in floor area or tenancies or a change in use make appropriate provision for parking.

- Parking provided on site be designed to:

  · Respect the streetscape and character of the area.

  · Ensure the safety and security of the users.

  · Protect the amenity of adjoining properties, particularly residential properties such as by providing landscaped buffers.

- Payment in lieu of parking on-site be considered by the responsible authority if the proposal is located in a designated area for future public car parks and improved access works.

- Reduction of the parking required for a use or development be considered by the responsible authority if:

  · The proposal is for alterations, additions or change of use and waiving up to three (3) car spaces facilitates the renovation, recycling or upgrading of existing older style buildings, the effective use of upper floors of commercial buildings, shop top housing or residential development in commercial areas.

  · The proposal involves the restoration of a heritage building.

  · Parking actually generated by the use is lower than the requirements in Clause 52.06.

  · Public transport is available and will be used by staff/patron/residents to access the site.

  · The proposal facilitates improvements to public transport, such as bus or taxi parking or other infrastructure, as part of the development.

  · Sufficient carparking is available in nearby streets or car parks during operating hours.

  · The amenity of nearby residents is not adversely affected through the use of local residential streets for parking.

- The proposal facilitates medical and other service uses locating in commercial rather than residential areas, particularly in Group 4 commercial centres.

22.14   COMMUNITY SERVICES POLICY

15/02/2007
C65

This policy relates to the key focus area of *infrastructure* and applies to the consideration of all applications to use or develop land, including applications in a Development Contributions Plan Overlay.

22.14-1   Policy basis

15/02/2007
C65

The Municipal Strategic Statement *(Clause 21.05-2)* encourages the provision of community facilities as part of major development where there is an identified need.

22.14-2   Objectives

19/01/2006
VC37

- To maintain and improve community services in the City.

- To provide for additional community services in areas with the greatest needs.

22.14-3   Policy

19/01/2006
VC37

It is policy that:

- The responsible authority may agree to development bonuses if this facilitates improvements to community facilities as part of new development.

- The provision of additional leisure and community facilities be encouraged as part of major development where the responsible authority identifies a need in a comprehensive Development Contributions Plan.

22.15   INFRASTRUCTURE POLICY

15/02/2007
C65

This policy relates to the key focus area of *infrastructure* and applies to the consideration of all applications to use or develop land, including applications in a Development Contributions Plan Overlay.

22.15-1   Policy basis

15/02/2007
C65

The Municipal Strategic Statement (MSS) *(Clause 21.05-3)* seeks to ensure that use and development is consistent with the capacity of infrastructure in the area, including introducing requirements relating to development contributions as part of major new development where there is an identified need. The MSS particularly notes the limited capacity of the City's drainage infrastructure.

22.15-2   Objectives

19/01/2006
VC37

- To upgrade Stonnington's drainage infrastructure.

- To ensure that future use and development is consistent with infrastructure capacity in the area.

- To use drainage contributions to contribute to upgrading the drainage system.

22.15-3   Policy

19/01/2006
VC37

If the applicant cannot satisfactorily demonstrate that a use or development will not have an adverse effect on infrastructure, it is policy to:

- Place conditions on the use or development, including limiting the density of development or allowable stormwater runoff.

- Require the applicant to undertake or contribute towards works that improve the capacity of infrastructure in the area, including where the responsible authority identifies a need in a comprehensive Development Contributions Plan.

22.16 INSTITUTIONAL USES POLICY

15/02/2007
C65

This policy relates to the key focus area of infrastructure and applies to the following institutional uses:

Cabrini Hospital – Malvern

Cabrini Hospital - Prahran

Caulfield Grammar – Junior School

Christ Church Grammar School

De La Salle College – Senior Campus

De La Salle College – Junior Campus

Geelong Grammar School – Glamorgan Campus

Holy Eucharist Primary School

King David School

Kooyong Lawn Tennis Club

Korowa Anglican Girls School

Lauriston Girls School

Loreto Mandeville Hall

Malvern Community School

Melbourne Girls Grammar School – Junior School Campus

Our Lady of Lourdes School

Presentation College

Royal South Yarra Tennis Club

Sacre Coeur School

St. Catherine's School

St. Joseph's Primary School – Malvern

St. Joseph's Primary School – South Yarra

St. Kevin's College

St. Kevin's Junior School

St. Mary's Primary School

St. Roch's Primary School

The Avenue Hospital

Victoria House Hospital

Vision Australia Foundation

22.16-1 Policy basis

15/02/2007
C65

The extent of institutional uses in residential areas of Stonnington is substantial. There are approximately thirty in the City, and they service the needs of not only the local community but also a wider regional population.

These institutions employ a significant number of people and generate economic activity that benefits local businesses. They also are important in ensuring that Stonnington remains a prime residential location for families and students.

Several of them have experienced substantial growth in recent years. This has raised amenity concerns as the majority of them are surrounded by residential uses. Adjoining residents, particularly, rarely accept them as complementary to their local residential activities. Problems typically relate to parking, traffic access and circulation, noise, indifferent built form, difficulties in accommodating expansion proposals and uncertainty as to how much more the institution may grow.

The MSS (Clause 21.05-4) notes that masterplans could provide greater certainty in managing their future development. The preparation of such plans would need to involve the surrounding community.

A masterplan could outline how the site is to accommodate any new buildings, works and future uses. The plan could address built form matters and attempt to pro-actively plan for and deal with issues relating to parking and traffic problems surrounding the institution.

22.16-2
19/01/2006
VC37

Objectives

- To accommodate, wherever possible, the future use and development needs of institutional uses in recognition of the positive and significant contribution they make to the City.

- To ensure that the future use and development needs of institutional uses take place in an orderly manner and are complementary to the context of the surroundings, especially any surrounding residential areas,

- To provide certainty and to reach consensus on appropriate future use and development for individual institutions and their surrounding community.

- To develop and maintain a cooperative relationship between the responsible authority, the community and the institution on matters relating to the interface between the institutional use and the surrounding area.

22.16-3
19/01/2006
VC37

Policy

It is policy that:

- The responsible authority actively encourages the preparation of masterplans for all institutions located in residential areas.

- If an institution elects not to prepare a masterplan, the requirements of this policy equally apply to any planning permit application for buildings and works relating to the institution (where appropriate).

- All masterplans be developed in consultation with the responsible authority and the community in accordance with the following process:

  · Preparation of an initial 'pre-plan' and the identification of issues.

  · Development of a draft masterplan by the institution.

  · Lodgement of the draft masterplan with the responsible authority and the commencement of a planning scheme amendment process (if applicable).

  · A concurrent consultation process with the proponent, residents and the responsible authority to determine the most appropriate consultation process, procedures and timelines for their implementation.

  · Agreement on the masterplan to enable it to proceed through the planning scheme amendment process (if applicable).

- ▪ Regarding the institution and its management, the masterplan or planning permit application describe or show, as appropriate:

  - · Vision and objectives of the institution.

  - · Nature of activities undertaken on the site.

  - · The extent of activities including hours of operation, visitor activities and staff shifts.

  - · The extent of activities and hours of use outside the normal operating hours by the institution and by persons and/or groups not directly related to the institution.

  - · The use of other sites and public land, such as ovals, by the institution.

  - · Current and projected staff numbers and student numbers, if applicable.

  - · Any unique features of the institution.

  - · Anticipated and proposed activities.

- ▪ Regarding the use and development, the masterplan or planning permit application describe or show, as appropriate:

  - · Existing conditions.

  - · The size and dimensions of the land.

  - · Proposed future boundaries, if applicable.

  - · Contours and levels, including levels of adjoining sites.

  - · Setbacks from all boundaries and buildings to be removed or retained.

  - · Future building envelopes and three dimensional massing, including the scale of the development, design elements and treatment of the residential and street interface.

  - · Projection of floor area needs and specialist building needs.

  - · Treatment of any residential interfaces.

  - · Existing mature trees.

  - · Landscaping, landscape buffers and hard pavement areas.

  - · Any proposed use and development outside the Incorporated Plan Overlay or existing site area, whichever is applicable.

  - · Number of years intended to be covered by the masterplan.

  - · Staging, including an indicative time frame for development.

- ▪ Regarding traffic and parking, the masterplan or planning permit application describe or show, as appropriate:

  - · Proposed circulation and access systems for both vehicles and pedestrians.

  - · Proposed means of dealing with identified traffic and parking issues.

  - · Parking provision, including overflow areas and the use of any public land for parking (where applicable).

  - · Loading areas.

22.16-4 Reference documents

19/01/2006
VC37

Planning Information Sheet 9 – Institutional uses in residential areas (Stonnington City Council) 1997.

22.17 **FORREST HILL PRECINCT POLICY**

This policy applies to all applications to use or develop land in the Forrest Hill Precinct, being the area bounded by Chapel Street, Toorak Road, the railway line and Alexandra Avenue. The Policy is to be read in conjunction with Schedule 8 to the Design and Development Overlay at Clause 43.02.

22.17-1 **Policy basis**

The Forrest Hill Structure Plan 2005 was prepared :

- To implement the metropolitan strategy Melbourne 2030 – Planning for Sustainable Growth.

- To manage pressure for redevelopment of the precinct, as it changes from an industrial past to a mixed-use future.

- To recognise the potential of the precinct to accommodate more intensive development and provide capacity for new higher density housing, office and other compatible uses.

The Forrest Hill Structure Plan envisages a vibrant, higher density mixed use precinct that makes a significant contribution towards providing housing and employment opportunities in the Prahran South Yarra principal activity centre and the broader City of Stonnington. New development will embody design excellence, make a positive contribution to the appearance, amenity and safety of the public domain, foster sustainable transport outcomes and improve pedestrian access and connectivity.

22.17-2 **Objectives**

- To create a vibrant, sustainable mixed-use precinct where people live, work and visit.

- To realise the potential of the Forrest Hill Precinct to accommodate intensive development and to achieve urban consolidation.

- To encourage a mix of higher density housing, employment and other compatible uses.

- To ensure the activity mix of the precinct complements, but does not compete with, the primary retail function of the remainder of the Prahran South Yarra principal activity centre.

- To ensure new development contributes to a high quality, safe and distinctive public realm with an emphasis on walkability, active street frontages, sunlight access, creation of new public and private spaces, a new east west link and enhanced access to the rail and tram network.

- To provide for the regeneration of the Forrest Hill Precinct while protecting and conserving its existing heritage places.

- To encourage innovation, design excellence and environmentally sustainable design outcomes.

- To encourage site amalgamation and intensive development on large sites, while ensuring the design of buildings achieve a fine grain rhythm at street level.

- To ensure development of land liable to inundation and overland flows is compatible with the level of flood hazard and local drainage conditions.

22.17-3 **Policy**

Land Uses

- Encourage a mix of land uses, across the precinct, and layered horizontally within multilevel development, including high density residential and office development.

- Encourage community service uses such as childcare centres and medical centres (on non-flood liable land), which support the urban village role of the precinct.

- Discourage larger-scale retail premises that would detract from the primary retail role of the Prahran South Yarra activity centre, including supermarkets and department stores.

- Encourage active land uses (such as shops, galleries, cafes and restaurants) at ground level.

- Discourage the establishment or expansion of service industries (such as panel beating).

- Discourage uses that may result in amenity conflicts with residential activity including entertainment uses (nightclubs, taverns etc) that operate into the late evening / early morning.

- Maintain the educational role of Melbourne High and encourage the wider community use of school facilities.

Urban Structure and Character

- Retain and reinforce:
    - a 'hard street edge' reflective of the traditional industrial character
    - the established grid of streets and laneways
    - identified heritage places
    - coherent gateways, in particular the northern gateway site at 681 & 709 Chapel St and the primary gateway site at 241 – 257 Toorak Rd and 625 Chapel St.
    - significant view lines

- Create a new precinct character based on a built form typology of podiums built to the street edge with tower elements set back to maintain sunlight access and sky views.

- Provide for a variation of building heights between sub-precincts, to respond to their urban context and the desire to create a distinctive built form character for each area. In particular:
    - Encourage taller buildings, along Yarra Street, at the edge of the precinct.
    - Encourage mid-rise buildings, along Claremont, Daly and Almeida Streets.
    - Create a consistent street-wall height along Chapel Street reflecting the prevailing height on the eastern side of Chapel Street.
    - Maintain the human scale of buildings fronting the Toorak Road retail strip.
    - Recognise the potential for taller structures behind Toorak Road to be setback from street frontages.

- Encourage buildings at prominent locations to incorporate design features or art works that add to the distinctiveness of the precinct.

- Ensure the facades of buildings avoid extensive expanses of blank glass or solid wall.

- Provide reasonable solar access and privacy to all spaces within residential units.
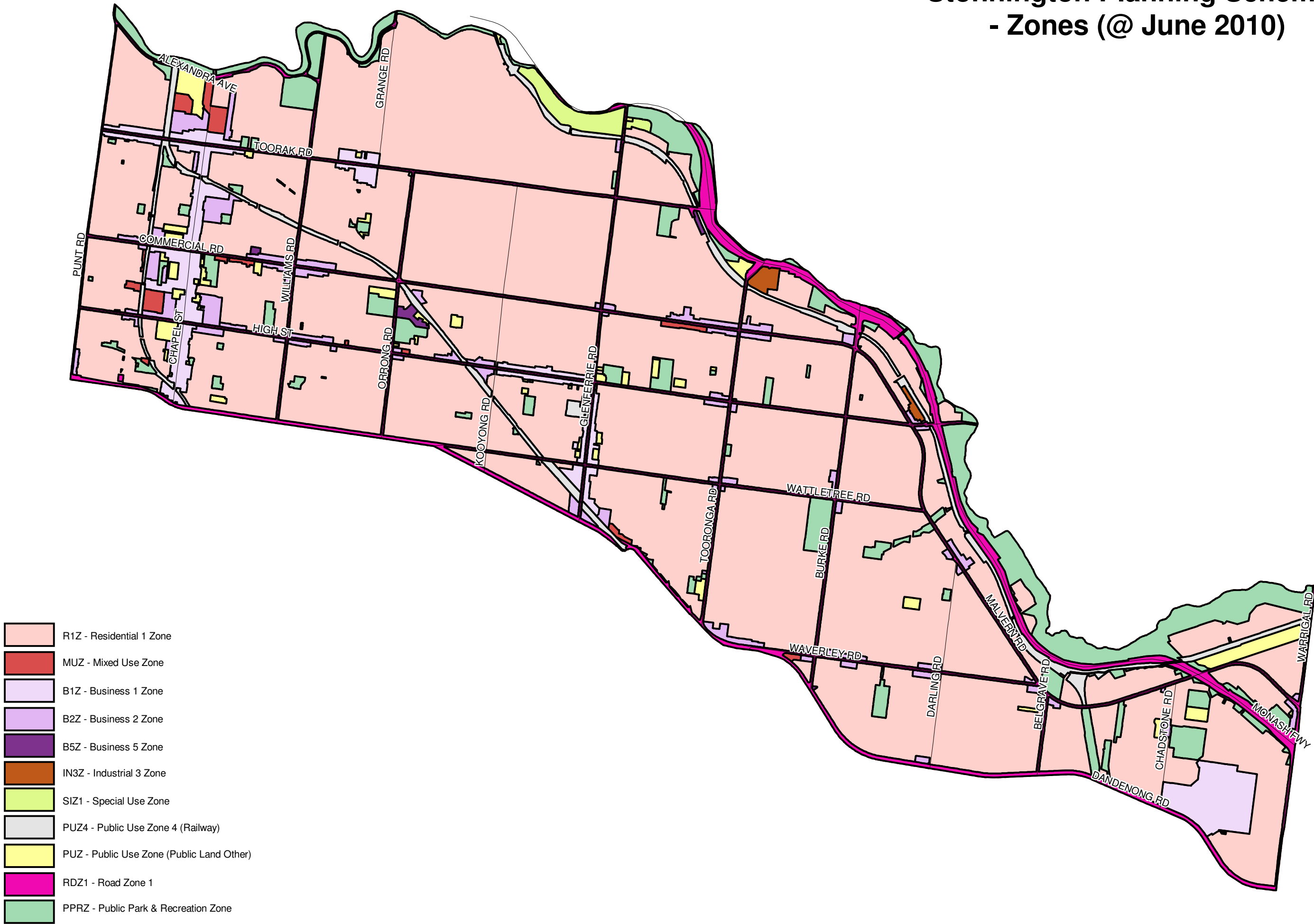
Mid block east-west link

- Provide a public pedestrian/cyclist laneway that extends between Yarra Street and Chapel Street, on the Daly Street alignment.

- Provide a mid block east-west link incorporating a small urban square.
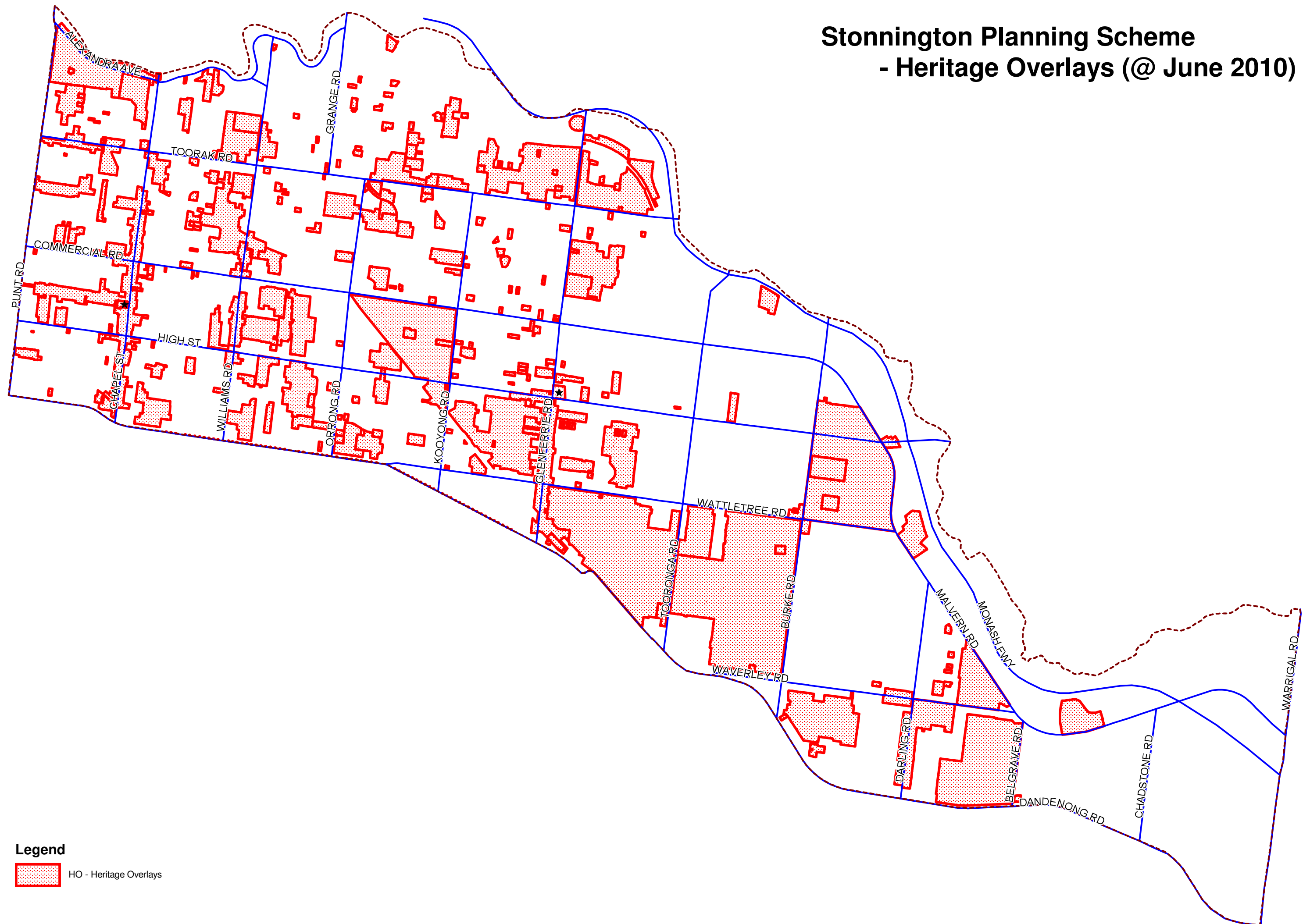
Public Realm

- Ensure that development makes a positive contribution to the public domain and pedestrian environment by introducing active frontages, encouraging pedestrian activity, providing weather protection and minimising adverse amenity impacts on the street level microclimate, including overshadowing, overlooking and wind effects.

- Ensure reasonable sunlight penetration to footpaths, laneways and public open spaces.

- Ensure that the public domain is clearly defined by the street wall alignment, with projections permitted on the building façade provided they are maintained within the title boundary.

- Encourage the introduction of landscaping to improve the amenity and appearance of the public domain and outdoor areas.

- Reinforce the boulevard character of Chapel Street.

- Improve connectivity of the precinct with the Yarra River corridor, primarily through improved pedestrian and bicycle connections and crossings, and signage to improve legibility.

- Require the setback of buildings along Yarra Street to contribute to enhanced public space and a widened footpath.

- Require new development to contribute to public realm improvements that enhance accessibility to and within the precinct through;

    - Provision of a consistent, high standard network of continuous footpaths that are sufficiently wide and well paved;

    - Raised threshold treatments across Yarra and Claremont Streets to improve pedestrian movement along Toorak Road;

    - Signalising the Yarra Street/Alexandra Avenue intersection to improve pedestrian and bicycle crossings and access to the main Yarra and Capital City Trails and the regional bike network, and

    - The redesign and reconstruction of Yarra Street to provide for a widened footpath, vehicle access, on-street parking and traffic calming measures.

- Minimise the adverse impact of vehicle entrances and service areas on the streetscape, the pedestrian environment and the traffic function of surrounding streets.

Stonnington Planning Scheme
- Zones (@ June 2010)

Legend:

- R1Z - Residential 1 Zone
- MUZ - Mixed Use Zone
- B1Z - Business 1 Zone
- B2Z - Business 2 Zone
- B5Z - Business 5 Zone
- IN3Z - Industrial 3 Zone
- SIZ1 - Special Use Zone
- PUZ4 - Public Use Zone 4 (Railway)
- PUZ - Public Use Zone (Public Land Other)
- RDZ1 - Road Zone 1
- PPRZ - Public Park & Recreation Zone

Map labels (roads): ALEXANDRA AVE, GRANGE RD, TOORAK RD, PUNT RD, COMMERCIAL RD, WILLIAMS RD, CHAPEL ST, HIGH ST, ORRONG RD, KOOYONG RD, GLENFERRIE RD, TOORONGA RD, WATTLETREE RD, BURKE RD, MALVERN RD, WAVERLEY RD, DARLING RD, BELGRAVE RD, CHADSTONE RD, DANDENONG RD, MONASH FWY, WARRIGAL RD

Stonnington Planning Scheme
- Heritage Overlays (@ June 2010)

Legend

HO - Heritage Overlays

**Stonnington Planning Scheme
- Flooding and Drainage Overlays (@ June 2010)**
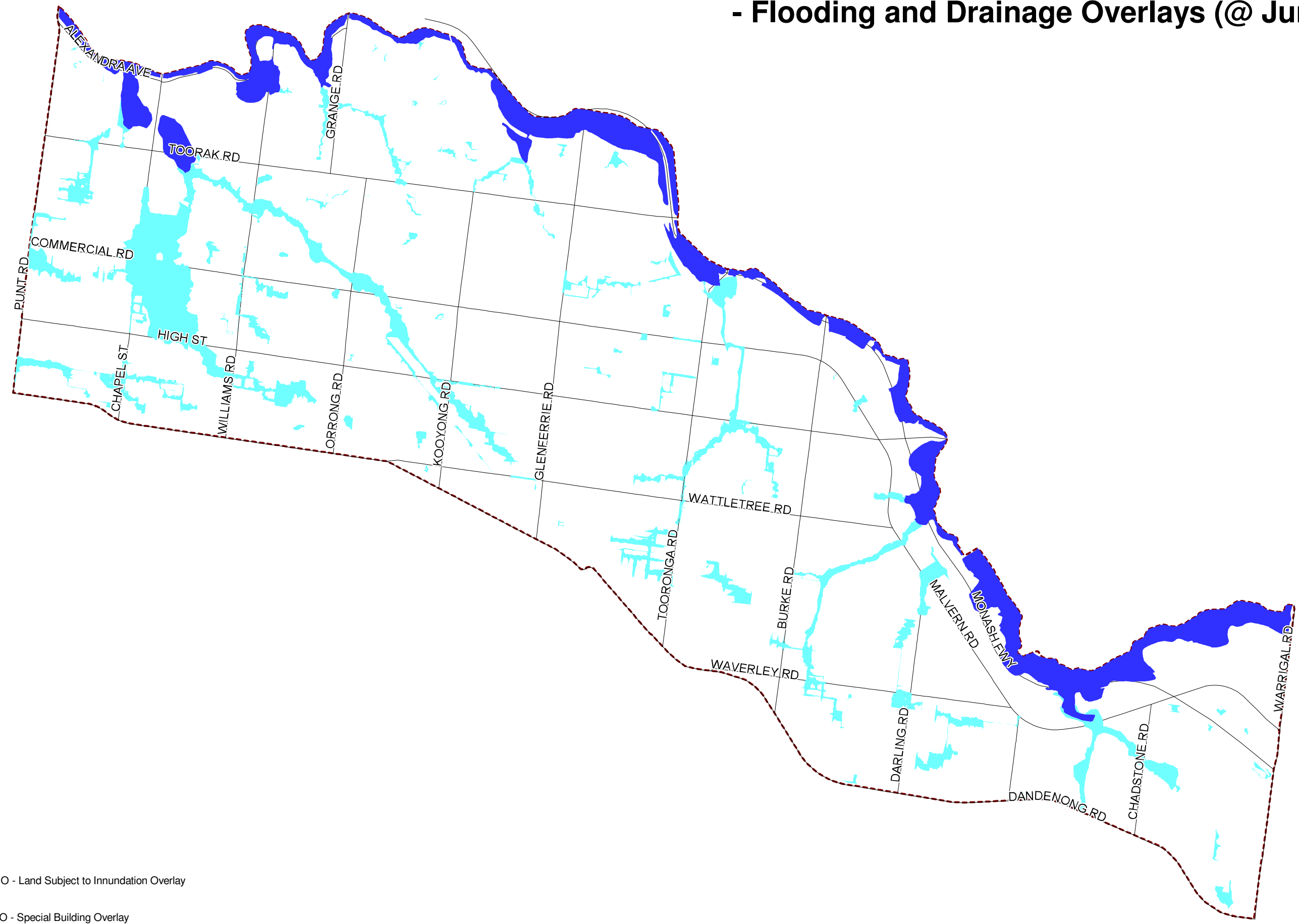
Legend

LSIO - Land Subject to Innundation Overlay

SBO - Special Building Overlay

Stonnington Planning Scheme
- Development Overlays (@ June 2010)

Legend

- SLO - Significant Landscape Overlay
- PAO - Public Acquisition Overlay
- NCO - Neighbourhood Character Overlay
- DDO - Design and Development Overlay
- EAO - Environmental Audit Overlay
- DPO - Development Plan Overlay
- IPO - Incorporated Plan Overlay
- CLPO - City Link Project Overlay

Map road labels: ALEXANDRA AVE, ALEXANDER AVE, GRANGE RD, TOORAK RD, COMMERCIAL RD, PUNT RD, HIGH ST, CHAPEL ST, WILLIAMS RD, ORRONG RD, KOOYONG RD, GLENFERRIE RD, WATTLETREE RD, TOORONGA RD, BURKE RD, MALVERN RD, MONASH FWY, WARRIGAL RD, WAVERLEY RD, DARLING RD, BELGRAVE RD, DANDENONG RD, CHADSTONE RD