

Toorak Village STRUCTURE PLAN 2007-2030



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April 2008

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AERIAL PHOTOGRAPH (2006) OF STUDY AREA

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An Arcade in Toorak Village

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1 SUMMARY



Toorak Road

Jackson Street

The City of Stonnington is committed to supporting the role of Toorak Village as a vibrant Activity Centre meeting the needs of its stakeholders now and in the future. The 'Village' provides a mixed-use hub of retail, business, service and leisure opportunities as well as a focus for additional diversity in particular for higher density residential development on selected sites.

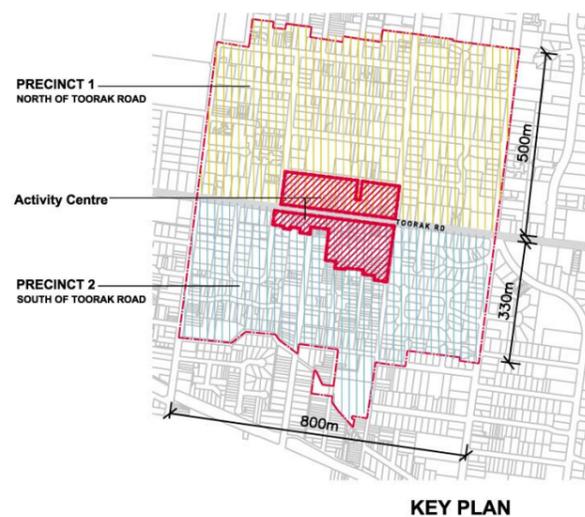
Background

The City of Stonnington is examining with the State Government, the role of Toorak Village as an 'Activity Centre.' 'Activity Centres' are intended for development as 'hubs' for shopping, business, working and leisure and as a focus for additional residential and civic development. The Toorak Village Structure Plan is a result of the State Government's urban consolidation and population growth strategies. A project was developed with the City of Stonnington to identify and involve community representatives and stakeholders to shape the content and direction of the study process and Structure Plan development. A review of the existing Strategic and Statutory Planning included inputs from consultations with the community, stakeholders and sub-consultants.

The process was coordinated by MGS Architects with progress monitored by a Steering Committee comprised of key officers of the City of Stonnington [within the development and planning disciplines], representatives from the now Department of Planning and Community Development [DPCD former DSE] and the Consultant Team which has been expanded to incorporate specialist input on landscape, the public realm, social planning, sustainable transport and economic planning.

The Study Area

The Toorak Village Structure Plan encompasses the 'shopping strip' and its environs referred to as the retail hub. The surrounding residential areas have been included in the study area to better identify and analyse the current relationships and impacts of the Activity Centre and to ensure development in transitional interface areas is appropriately managed in the future. The boundaries encompass the area bounded by Williams Road [west], Bruce Street [north], Orrong Road and Canterbury Road [east], Brookville Gardens and abutting kindergarten and Gordon Street [south]. The study area comprises two precincts North and South of Toorak Road.



Purpose of the Structure Plan

The purpose of the Structure Plan is to guide future development of the Toorak Village Activity Centre. It sets the strategic framework for the land use, built form and public spaces achieving economic, social and environmental objectives for the 'Village'. Through the structure planning process Council also sought to assess and review the designation of Toorak Village as a 'Major Activity Centre' [Melbourne 2030].

Effect of the Structure Plan on Future Development

The Structure Plan aims to establish a sustainable medium and long term role for the Activity Centre and each of the Study Area's precincts, accommodating the emerging needs of the community and capitalising on the strategic economic, physical and social opportunities within the Study Area. A key objective in preparing the plan is to ensure that transformation is accompanied by parallel improvements in the area's physical appearance, infrastructure, amenity, economic viability and liveability.

The Structure Plan serves to direct change and development to areas where transformation is both desirable and sustainable whilst preserving areas from change where their characteristics are special and valued by the community. The goals for 'Activity Centres' in general include:

- Reducing the number of private vehicle trips
- Encouraging economic activity and business synergies
- Broadening the mix of uses
- Providing focal points for the community
- Improving access by walking, cycling and public transport

The Toorak Village Structure Plan study has identified issues that are of particular importance in this context. Key challenges include:

- Improving parking capacity & amenity
- Providing high quality open space and streetscapes, new community infrastructure, an improved pedestrian and cycling network, & enhanced amenity
- Addressing the weaknesses of the centre as a sustainable 'Neighbourhood Activity Centre' that meets the convenience needs of the Toorak community
- Improving the quality of public transport, access, amenities and services and the development of a Sustainable Transport Plan
- Identifying the potential to accommodate housing growth and diversity in alignment with the municipality's future housing needs
- Enhancing the liveability of the area

Stage and Time Frame: 2007-2030

The envisaged timeframe for the Toorak Village Structure Plan is 2007 – 2030, over which time the key objectives and desired outcomes of the Structure Plan and its associated documents will be put into effect and realised. The two stages of implementation are envisaged as 2007-2010 and 2011 and beyond.

2 CONTEXT



Toorak Road 1908

Toorak Road 2007

The Toorak Village Structure Plan will manage the continued transformations of the Activity Centre within a framework of sustainable transport and development outcomes, rejuvenated heritage and character, a distinctive neighbourhood identity and quality urban spaces. The Structure Plan will enable the 'Village' to continue to operate as a vibrant and diverse retail, commercial and community destination that is attractive to residents and visitors alike.

PHYSICAL CONTEXT

'Toorak'

The name of 'Toorak' so closely associated now with the 'Village', may have derived from Aboriginal words of similar pronunciation meaning 'reedy swamp or black crow'. The name was taken from 'Toorak House' built in 1841 [located 2 blocks east of the study area], a residence built in 1849 and later to become Government House until 1879. Access to 'Toorak House' was along the Gardiners Creek Road [later renamed Toorak Road], the first good road through the area. Subdivisions occurred along it and a hotel was built in 1855 on the site now occupied by the Tok-H in Toorak Village shopping centre.

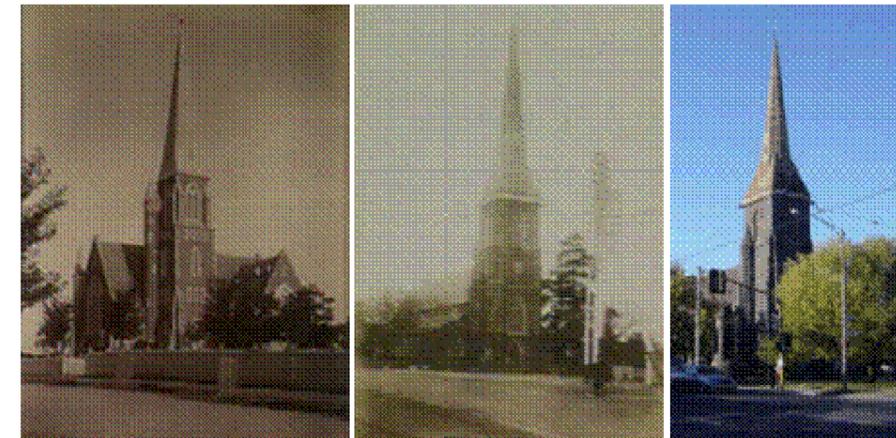


The name Toorak was taken from 'Toorak House' - 21 St Georges Road

Toorak and the 'Village'

Toorak is an affluent residential suburb located 6km south east of the CBD. The Toorak area is primarily residential, the streetscapes are grand in scale, the houses and apartments are larger and more prestigious than most in the city. There is limited public open space but large private gardens throughout the area. It also includes the local Toorak Shopping Centre, known as Toorak Village or the 'Village' which straddles both the north and south side of Toorak Road in between Wallace Avenue and Grange Road on the north side and Tintern Avenue and Canterbury Road on the south side.

The eastern and western extremities of the 'Village' were marked by the churches with three churches built to the east: St. Johns Church of England [1862], St. Peters Roman Catholic church and the Presbyterian Church [1876], whilst to the west, the Methodists built their church in 1887. A tramline along Toorak Road was opened in 1888. In 1890 the Toorak Central School [renamed Toorak Primary School] was opened to the south of Toorak Road and the Glamorgan Preparatory was opened in the early 1920s to the north of Toorak Road which has become the primary school for Geelong Grammar. Collectively these icons became the organising elements of the Toorak community with Toorak Road the lynchpin in this urban pattern with a series of civic elements anchoring its eastern and western rises. The 'Village' sits in the predominantly flat terrain between the Chapel Street Hill to the west and the Toorak Hill to the east.



Enduring and valued views of St. Johns Church, located along Toorak Road, east of the Study Area

Patterns of Change

Whilst Toorak continued to be the renowned as an area of elegant villas in spacious grounds, several gardens were subdivided for smaller allotments or the houses were converted into flats. Flat development was continuous during the 1920s and 1930s, and by the end of the 1930s there were almost as many flats in Toorak as houses. In the post war years the process continued, with high rise structures becoming notable in the 1970s. These higher density forms of development comprise over 50% of all dwellings in Toorak and are the predominant housing type in the environs of the 'Village'.

Toorak's prestige remains undiminished despite some of its grand residences being confined by the newer houses and flats. On smaller sites and side streets notably Ross Street, Canterbury Road and Carters Avenue a new form of mainly 2-3 storey attached town houses has rapidly replaced the original collection of what was predominantly worker's cottages. These changes have largely constrained the ability of the commercial element of the centre to expand beyond its traditional boundaries with areas between to the east, west and north now being largely 'infilled' with strata titled residential accommodation. Glamorgan and its expansion has largely precluded northern expansion, whilst to the south the small scale nature of subdivision has largely prevented commercial growth.

The Village and environs have continued to undergo transformations in the past decade and these can be anticipated to continue. Higher density housing has continued to develop in Wallace Avenue, Toorak Road, Mathoura Road and Canterbury Road in particular. Within the Village itself the most obvious changes have occurred along Jackson Street where Glamorgan has commenced implementation of its Masterplan. Change and growth will continue to be a characteristic of 'Activity Centres' such as the 'Village'. Given this, it is important that future development is managed in a way that protects what the local community values as special about Toorak Village, whilst also enabling new businesses and investment, continued housing choice and additional community facilities, amenities and services to be developed to satisfy present and future needs.

The 'Village' Hub

Toorak takes the form of a traditional strip shopping centre, which straddles Toorak Road and incorporates Jackson Street [north] and Carters Avenue and Ross Street [south]. The 'Village,' comprises a diverse arrangement of commercial buildings that vary markedly in their built form, height, style and use. The buildings flanking Toorak Road are typically 2-3 storey in height with narrow frontages. This narrow subdivision pattern is an important attribute of the morphology of the 'Village' and has contributed to the visual interest and village character that is part of the valued character of the 'Village'.

However the larger sites within the commercially zoned areas that have been redeveloped over the last 20-30 years have generally incorporated higher elements [5 storeys - 427 and 520 Toorak Road and Wallace Avenue; 7 storeys - 28-30 Jackson Street; and 11 storeys - The Trak Centre]. To the north of Toorak Road these higher forms have been located towards the rear of the sites thereby preserving the predominantly 2 and 3 level scale to the Toorak Road frontage and sunlight to the southern Toorak Road footpath. To the south, new development that has been built along side streets has generally been of lower scale but with little or no setback to the street.

Demographics - Toorak

Toorak's population increased by 709 persons from 12, 523 in 1996 to 13, 232 in 2001; the population forecast for 2021 is 15,101 persons. The recent significant change in age structure has seen an increase of adults in the 20 to 64 age group. The forecast suggest that the largest future increases will be in the mature adult age group [65 to 84] and among children and teenagers. The average household size has slightly increased from 2.17 persons [1996] to 2.18 [2001] but is forecast to decrease to 2.08 [2021].

Residential

Higher density housing in the surrounding residential areas has diminished landscape as the historically dominant skyline element around the Activity Centre, as new development has in many cases failed to incorporate provision for canopy trees and gardens. The exception is to the east of the centre where significant detached housing remains. This valued landscape character occurs through a combination of generously scaled front yard and backyard landscaping and low site coverage. This character is under pressure as new development commonly reduces the capacity for canopy tree provision, because of higher site coverage, basement car parking and reduced setbacks. The space around buildings to the north of Bruce Street, Trawalla Avenue and Washington Street areas, in particular, are highly valued in this context and should incorporate provision for lush gardens and trees.

New development of the commercial zones to the south of Toorak Road should be realised to preserve reasonable levels of amenity to abutting residential areas. The relative narrowness of streets and access paths emphasises the need to develop an innovative solution to improved pedestrian paths.

In comparison to the Melbourne metropolitan area, Toorak has more flats than detached houses, high median price values, high income and high home ownership, high percentage of young and older adults [20-29 and over 55] and high percentage of households without children. As the earlier heritage review indicated, The 'Village' has for many years attracted both conventional family housing and a range of townhouse, apartment and flat types that reflect both changing community and resident needs. New opportunities for development are becoming more constrained as sites are developed and subdivided. This is particularly the case south of Toorak Road where recent development in Ross Street, Canterbury Road and Carters Avenue has been widespread. Pressures are emerging within the retail core, in areas north of the 'Village', and along both Grange Road and Toorak Road east of the village.

Community Facilities and Services

The physical analysis demonstrates that the community facilities and services for the Toorak community are sparse with few located within easy walking distance of the Activity Centre. Some of the facilities suffer from poor exposure and lack convenient connections with related services. There are however opportunities to develop some facilities in conjunction with the private sector and abutting public and private land including education institutions, that could provide improved amenities for residents and users as has been achieved with recreation facilities at Melbourne High.

Heritage, Identity and Character



Tudor style buildings flanking Toorak Road north

Toorak Village as the name suggests has a village atmosphere, and in the 1930's an attempt was made to contrive this Village identity through the adoption of Tudor-style facades. By the 1940's the Village had developed a special character with a number of cafes, and speciality shops or 'boutiques'. Its identity and character is partially anchored by the Tudor style buildings that remain sited on strategically important key gateways to the 'Village' along Toorak Road at the eastern and western ends. These buildings provide a fine grain streetscape rhythm of picturesque 2 and 3 level buildings with visible pitched roof-scape treatments that provide a shop front, mid-zone, and roof-scape order. Corner buildings have been given greater presence, scale and articulation and are highly sculptured, addressing both street aspects. Facades have contrasting style arising through their half timbered treatments and infill textured rendered panels. This Tudor style and character has become synonymous with the 'Village' brand although progressively diminished through inattention to streetscapes over time. In many cases heritage and character values have been undermined because there is perceived to be too little recognition of the additional costs involved in retaining and restoring heritage and character fabric. In others they have been undermined by inappropriate adjacent development or extension.



HOUSING MIX AND SPECIAL FEATURES

The Study Area incorporates some fine commercial and residential buildings of individual and contributory heritage merit. These distinctive places anchor the streetscape ensemble and notably include the churches, schools, and Tudor style mixed-use core buildings, and a series of distinctive multi-unit and individual residential buildings. Other valued physical attributes of Toorak Village include the low scale village quality [particularly at streetscape interfaces], and anchoring highly articulated forms of 2 and 3 storey development demarcating the east and west ends of the precinct. Its compactness and legibility, the walkability relative to adjacent residential areas and between destinations within the centre, the mature trees, and its proximity to Melbourne's historically esteemed adjacent residential areas are related notable characteristics.



BUILT FORM AND STREET INTERFACE

Streetscapes

The quality of streetscape landscapes is highly varied within the Study Area. Jackson Street, Toorak Road, Carters Avenue, Ross Street and Canterbury Road in particular are substantially altered by recurring vehicle crossovers. These changes, notably within Canterbury Road, Ross Street and Carters Avenue, have seen their character change with 2 and 3 storey attached urban form replacing earlier worker's cottages. In turn semi-basement parking has for the most part precluded the potential for street planting and front yard planting.

Walking Networks and Public Realm

Provision for walking is the most important concern to address in improving the public realm. Walking is essential, to support every kind of land use. It is the most environmentally friendly way to travel and uses the least space per person. It is healthy, and pedestrian activity contributes to personal safety in the public realm as well as to the vitality of local shops. With the exception of Toorak Road, streets around the centre are characterised by an absence of continuously activated street interfaces, informal surveillance and regular pedestrian/ vehicle conflicts. The compact nature of the area is unique and encourages many nearby residents to walk as almost everything that people may need on a day to day basis is available within walking distance. To address these issues, the Structure Plan incorporates recommendations from a 'Walkability' assessment [Dr John Grant] of the centre that was carried out as part of the study process in July 2005.

Walking networks in the 'Village' are characterised by the lack of clear and regular pedestrian links, continuity and in footpaths and street edges, poor connectivity [e.g. Ross Street and Carters Avenue], insufficient resting points, visual and physical obstructions and uneven and narrow footpaths. Pathways are disconnected by major roads that act as barriers to pedestrian movement. The high volumes of through traffic and clearways on Toorak Road impact on the amenity of pedestrians, and non-activated street frontages along major access routes diminish the

safety, security and amenity of pedestrians. The poorly developed links between car parking and shops diminish the attractiveness and amenity of walks, arcades and links. With a few exceptions, the public realm presentation is characterised by visual clutter [especially on Toorak Road], high levels of traffic and congestion, inadequate lighting and visual cues to pedestrian pathways. The quality of public realm is perceived to be poor by both the customers and retailers.



PERMEABILITY AND ACCESS

Parking

Cars are the dominant source of transport to the 'Village'. The use of the rear of small shops for car parking is inefficient and has led to unsightly interfaces with abutting development. At-grade parking is diminishing owing to high land values and an alternative solution for either below or above ground parking is required in the medium to long term. There is also agreement that off-street parking would be more efficiently utilised if there was clear real-time information on car parking availability similar to that utilised in the City of Melbourne and with uniform payment controls for both on-street and on-site parking. A number of detailed studies of car parking needs have been undertaken over the past few years and this work has identified a need for additional parking north of the centre for between 100 and 150 cars.

Public Transport

The 'Village' is serviced by a tram route terminating at Glenferrie Road to the east. The nearest railway Station is at Hawkesburn, approximately 800m to the south west whilst Toorak Station is located 1.1 km south east of Toorak Village. Tram stops are located at the east and western ends of the centre and bus services are located in Williams Road, Bruce Street and Grange Road. None of the services currently offer disability compliant access to the shopping centre.

The transport analysis demonstrated that sustainable transport solutions were consistent with the objectives for the 'Village' and the demographic profile of nearby residents. A number of key issues in relation to public transport services and facilities were identified during the consultation process, for instance, no disability accessible tram stops in the 'Village'; amenities and information for public transport users is inadequate; and access from the rail stations and regional bike paths to the 'Village' is poor.

Excessive and obsolete infrastructure in footpath zones and aging tram tracks require replacement. Tram infrastructure is due to be replaced east of Williams Road in the next 5 -10 years with this work enabling rationalisation of poles, footpath based infrastructure, and the potential rationalisation of other above ground utilities. To this end, Council has developed principles for tram stops in 'Activity Centres' and it is intended to emulate the proposed tram stop, for South Yarra Station, in Toorak Village. This will require a road narrowing within the 'Village' and brings into question the ongoing necessity of clearways in Toorak Road if effective modal interchange at the Premier South Yarra Station and disability access to Toorak Village are to be achieved. In the absence of clearways the potential to further upgrade the quality and pedestrian and retail amenity of Toorak Road will be demonstrably enhanced.

Traffic & Movement

Road, walking and cycling systems are highly constrained, and disability access and modal integration are absent or poorly conceived. Inadequately identified pedestrian crossings frequently conflict with heavy traffic from cars, trams and bicycles, particularly at public transport stops. In order to accommodate the projected future growth of the Study Area, the level, quality and frequency of existing and alternative transport services to and within the Activity Centre will need to be aligned. There is a critical need to develop a comprehensive Sustainable Transport Plan for the Activity Centre.

Major community concerns are road safety, traffic noise, air quality and traffic speed and volumes on Toorak Road, with heavy through traffic impacting on the retail trade. Inadequate provision for student drop-off and collection at Glamorgan School is leading to safety concerns and non-residential traffic along local streets remains a source of conflict between commercial and educational venues and local residents. The pressures for intensification of urban development in Toorak, and the limited capacity to accommodate additional parking requires a solution that is not dependant on cars as the exclusive transport mode.

Exposure, Cache and Distinctiveness

Toorak Village enjoys excellent exposure due to its location on a major metropolitan road corridor. Toorak Road and Grange Road [connecting to CityLink], Toorak Road and Williams Road/ Orrong Road [Nepean Highway and Dandenong/Princess Highway] provide potential for the centre to attract passing trade in addition to its local catchments. This exposure and the resultant traffic has a divisive outcome in the minds of both retailers, public transport operators and local residents. The 'Village' has also traditionally had a number of tenancies and businesses that draw custom from more distant locales attracted by both the distinctiveness and cache of the goods and services on offer. More recent evidence prepared by SGS Economics would suggest however that the majority of business and retail demand is neighbourhood community based and that this is likely to remain the predominant element of retail and business service custom in the foreseeable future. In providing a sustainable context for these neighbourhood needs it is nevertheless a goal that the plan will also continue to support innovative businesses that have a broader regional offer as has occurred in other village areas. Notable examples from other centres include *Readings* in Carlton, *The Avenue Bookstore* and *Jocks Ice-cream* in Albert Park, *Kennedy Cycles* in Black Rock, *Leo's* in Kew and *The Botanical* in the Domain Village. Like these businesses, the 'Village' has had a history of successful business where distinctiveness in service, products and quality have enjoyed enduring markets.

Precincts

Two main character areas or precincts have become apparent through the strategic review. These are:

- North of Toorak Road. Traditional retail core, supermarket and major car parking facilities with a traditional retail street interface to Toorak Road with interconnecting lanes and arcades to the northern car parks and the emerging new northern Jackson Street mixed-use streetscape. The hub of this precinct is contained to the north by the Glamorgan School with its continuing and consolidating presence on Jackson Street and the defining presence of higher density housing to the eastern edge of Grange Road and the western side of Wallace Avenue respectively. The residential developments beyond the hub are larger free standing dwellings and family houses with some contemporary apartments set within a staggered grid road system.
- South of Toorak Road. Traditional retail frontage to Toorak Road, with side streets attracting automotive and professional services with limited off-street car parking. The hub of this precinct is contained to the south by higher density attached and low rise apartment style housing on smaller lots set within a series of small one-way and two-way residential neighbourhoods. To the east of the precinct, heritage overlays and larger developments, contain development. To the west a similar array of older and contemporary higher density housing in combination with poor east west connectivity, largely constrain western expansion of the 'Village'. The southern boundary is defined by Toorak Primary School environs, open space in this precinct is limited. Brookville Gardens [adjacent to the school] and Carters Avenue Reserve, the only locally important recreation space but both are detached from the hub.

Refer Diagram : STUDY AREA

ECONOMIC CONTEXT

Key Roles

The Toorak Village Activity Centre performs a number of key roles:

- Economic and Retail Hierarchy

SGS Economics & Planning has identified that Toorak Village has a 'neighbourhood role' in provision of retail services and that its potential for growth is limited to the area predominantly occupied by the commercially zoned land. The report has identified that Toorak Village is smaller in terms of retail floor space than the Hawksburn, Malvern/Armadale and South Yarra/Prahran centres. In terms of a retail hierarchy, it plays a more minor role than other centres although its retail turnover is higher than Hawksburn Village but less than 15% of South Yarra/Prahran, and less than 25% of Malvern/Armadale with which it currently shares Major Activity Centre designation.

SIZE Sq m	Retail Floor Space May 2005 Sq m Approx	Melbourne 2030 Designated Role	'Activity Centres'	Retail Turnover 2001 Approx
Smallest	19,000	MAJOR <i>Reclassification sought to NEIGHBOURHOOD</i>	TOORAK VILLAGE	\$78 m
	20,500	NEIGHBOURHOOD	HAWKSURN VILLAGE	\$60 m
	42,000	MAJOR	MALVERN/ARMADALE	\$310 m
Largest	65,000	PRINCIPAL	SOUTH YARRA/ PRAHRAN	\$542 m

NEARBY ACTIVITY CENTRES Adapted from SGS

- Retail growth and mix

Toorak Village retailing, tends to be smaller, high-end 'boutique' themed, with a scarcity of major big box chains, department stores, and full service supermarkets. The SGS Report indicates that the retail growth prospects for the 'Village' nevertheless remain sound with retail turnover likely to increase by up to 45% by 2021. The key areas of growth are seen to be in supermarkets [\$10.8m], other food [\$3.2m], and other retail and hospitality and services [each >\$10m]. This independently produced research reinforces community feedback on existing gaps in the provision of retail facilities. The report identifies the retail shortcomings as poorly responding to community needs and failing to adequately acknowledge the potential for quality products given the aging population and high spending capacity, and also condemns the poor quality of the retail environment. An immediate demand for fresh food and additional supermarket capacity is identified. However, in comparison to other centres in Stonnington, the anticipated long term growth is modest and does not imply any expansion to the foot print of the activity centre.

- Commercial Office Space

SGS findings suggest that there will be strong continuing demand for office space in the City of Stonnington in the next 15 years with over 52,000 sq m required. Toorak Village offers a high level of service and specialist medical and financial services and has the potential to compete for some of this space particularly given its strong on-going role in the provision of serviced and professional office space targeting smaller business needs.

- Entertainment

The provision of entertainment venues, whilst popular within the municipality has proven difficult to manage over the years. In recent times there has been an acceptance of restaurant and café venues along major roads and within 'Activity Centres', and their presence has activated streets and found synergies with surrounding business users. Nightclubs and bars however have proven more challenging to manage throughout the municipality. The consultation process confirmed that issues of night time car parking in residential streets and noise and disturbance remain concerns for some residents. The night time economy remains however a major part of the Stonnington City employment

and economic basis contributing over 2,500 direct jobs and over \$110m in expenditure. In undertaking its recent Chapel Vision Structure Plan, Council determined that it was important to provide a sustainable basis for the night-time economy but that this needed to be married with appropriate buffers for residential areas, and the separation of car parking nodes from residential areas. Toorak Village with its abutting residential areas and educational zones makes such a separation extremely difficult to achieve. Hence no further expansion of late night entertainment venues within the 'Village' will be supported.

- Higher density housing
Toorak is synonymous with tree-lined streets featuring large single-family homes as well as its high concentration of prestigious townhouses and apartment dwellings. Its median house price continues to affirm its predominant status in Melbourne housing market. It is anticipated that the Village will remain a notable focus for this form of higher density housing with opportunities for additional appropriate higher density development and this is reinforced by residents' commitment to the continued sustainability of the 'Village' as a local commercial and retail hub for the community. There is significant potential for synergies between higher density short-term accommodation associated with a hotel or serviced apartments in shop-top locations, and continued demand for smaller households which are not highly dependant on car transport. Housing with high car demand will continue to conflict with the demand for parking and access for business that remains a core role of the centre, and is hence discouraged.

Economic Characteristics

Broad consultation and expert analysis has demonstrated the following:

- Inadequate retail and community service sector provision and diversity. The absence of a full line supermarket and fresh food offers [fish, deli, etc] results in a loss of retail spending and greater travel distances for residents who are forced to travel further to alternative locations.
- Poor range of fresh food retailing for the 'Village', which consequently fails to meet weekly shopping needs.
- Business is constrained by inadequate parking amenity, coordination and provision.
- Customers are car-based and this has resulted in the centre being generally characterised by poor walkability despite high demand for pedestrian access. The population living within reasonable walking distance [600m] of the 'Village' is concentrated in older age groups with many living in 1 or 2 person households, in flats or units, and with high incomes. The parking strategy states that 21% of users walked to the 'Village' and a further 12% used other sustainable modes [public transport, cycle and taxi]. These thus account for 33% of the 'Village' users.
- Need to dramatically enhance the quality of walking environments, and to encourage a range of facilities, uses and services that diminish car dependency.
- Absence of suitable high quality, short-term hotel or serviced apartment accommodation addressing the needs of the local community, despite anecdotal strong demand and market interest in a medium sized facility with a minimum of 50 rooms.
- Lack of clarity in relation to Council's vision for additional capacity in retailing, commercial offices, housing and accommodation, community services which hinders private and public sector investment.
- No clear business plan for Toorak Village that provides appropriate incentives for uses that will benefit the centre more broadly.

Activity Centre Status

Residents in neighbourhoods immediately surrounding Toorak Village depend on the centre for basic goods and services, but shop elsewhere for wholesale or bulky items, discount goods, and items found in department stores and large chain stores. Within the City of Stonnington, Malvern/Armadale and Prahran/South Yarra both have a scale and turnover that justifies their Major and Principal Activity Centre status. Toorak Village like Hawksburn is not able to evolve into a 'Major Activity Centre', as defined in 'Melbourne 2030', due to substantive impediments for major development, for example:

- It's proximity to other 'Major' and 'Neighbourhood Activity Centres' - South Yarra/Prahran [2km], Armadale/Malvern [3km] and the new Tooronga Centre further to the east in Toorak Road.
- The industry trend away from specialty/ designer boutiques and small shops, to wholesale and discount 'warehouse' type stores; Toorak Village's regional draw for designer and boutique items does not have potential for much future growth.
- Limited developable and re-developable property, and inadequate 'infill sites'.
- Many of the current buildings on the retail strip have a heritage designation in the local planning scheme e.g. Tudor buildings on Toorak Road.
- The relatively small footprint and scale of the centre means large scale expansion is not practicable.
- Containment by surrounding medium and high-density housing which conflicts with excessively scaled development.
- Limited potential for infrastructure upgrade.
- The exclusive dependence on trams for public transport with rail much more distant.
- Higher density, Activity Centre-type redevelopment is more likely to occur adjacent to railway stations and Toorak Village is not on a train line.

M2030 Re-classification

The SGS report recommends that 'Toorak Village will in the future play a role as a 'Neighbourhood Activity Centre' and not that of a 'Major Activity Centre'. In general, the City of Stonnington is already well-served by all retail sectors and is second only to the CBD in retail floor space. Much of this floor space is concentrated in the 'Armadale/Malvern Major Activity Centre' and the 'South Yarra/Prahran Principal Activity Centre' and South Yarra/Prahran will be focus for intensive development, as designated in Melbourne 2030. Stonnington is also home to Chadstone shopping centre which is a regional draw and Melbourne's largest suburban shopping centre.

The report has considered the modest levels of growth both physically possible and projected by SGS, against the less constrained characteristics and greater levels of growth anticipated for other activity centres in Stonnington. In light of this and other data we see no strong argument for promoting Toorak as a 'Major Activity Centre'; Toorak Village appears best positioned as a 'Neighbourhood Centre' reflecting its essentially local role. This Structure Plan thus recommends that the Council make application to the DPCD for the reclassification of Toorak Village from a 'Major Activity Centre' to a 'Neighbourhood Activity Centre'.

Long Term Sustainability

Toorak Village's long term sustainability depends on its competitiveness, distinctiveness, land-use mix, capacity, convenience and amenity. It is also dependent on its ability to respond to neighbourhood needs. The clustering of land uses needs to be undertaken in a manner that generates the necessary synergistic mix of required services, goods and activities that will underpin the centre's viability into the future. In addition, the weaknesses identified through the consultation and review process, need to be modified for the 'Village' to secure its long term sustainability as a 'Neighbourhood Activity Centre'.

3 VISION AND FRAMEWORK PLAN



Car Parking on Jackson Street

Proposed Plaza Jackson Street

The vision, community issues and objectives have been derived from the various past studies, site analysis and information gathered by the consultant team in consulting with residents, a range of community organisations, business operators, landowners and government agencies in the study area.

A VISION FOR THE STUDY AREA

A vision for Toorak Village has been prepared. It brings together the broad support for economic, social and environmental sustainability and amenity whilst acknowledging the imperative to develop viable partnerships between local government and the investment community to achieve these goals. The collective community vision is:

'To enhance Toorak Village's unique vitality and charm, by improving the quality of its streets, public spaces, car parking infrastructure and public transport, and by providing a compact and sustainable mix of commercial, retail, housing, tourist, and community activities.'

FRAMEWORK PLAN

A Structure Plan is required to articulate how the Activity Centre will develop by defining the preferred direction for future growth. The framework plan gives effect to the vision and objectives for the 'Village' by detailing key development sites and change areas, land use mix and floor space targets, strategic directions and the implementation methodology.

The valued characteristics identified by the residents are compactness, walkability, village quality and the scale of the major streetscapes [predominantly 2 and 3 levels]. Thus the majority of the issues and findings respond to changes sought by stakeholders and expressed as community issues and objectives. Specialist analysis and stakeholder consultation has resulted in a better understanding of current and future development demand and the need to align the resultant floor space with the appropriate infrastructure, open space, services, amenities and land use mix that will underpin the Activity Centres' long term sustainability and vitality.

The Structure Plan identifies key development sites and change areas. The analysis has been aligned with an appraisal and mapping of existing building stock, land use, ownership, character, and movement and public transport networks. By matching these, we are then better able to determine where change can both be anticipated and encouraged subject to appropriate standards of design, mix of land-uses and guidelines for development. The purpose of such an approach is to respond to the emerging needs of the area and ensure its on-going competitiveness, whilst ensuring the area maintains the attributes and character that are highly valued. This recognises that change, whilst inevitable in such a highly valued location, can be undertaken in a manner that contributes to not only individual needs, but does so in a manner that contributes to the incremental refurbishment and revitalisation of the whole Activity Centre.

Key Development Sites and Change Areas

A number of 'Key Development Sites' have been identified that provide opportunities to accommodate the quality public spaces and community infrastructure sought by stakeholder groups, as well as the continuing demand for retail and housing. The 'Change Areas' denote varying degrees of anticipated and appropriate change:

- Substantial Change Areas: Denotes areas identified to meet future needs, predominately mixed-use with retail on lower levels and housing on upper levels. These areas relieve development pressure on more sensitive areas.
- Incremental Change Areas: Denotes areas of change through 'continued alterations, minor additions and transformations; accommodating uses in response to new housing, retailing and mixed-use land opportunities. Potential change is modest, within existing built form envelopes and results in a positive contribution to the public realm and surrounding neighbourhood.
- Minimal Change Areas: Denotes areas resulting in little or no visual change in the short to medium term. Potential change is constrained by heritage or neighbourhood values.

Refer 1 : EXISTING ZONING AND PREFERRED LAND USE
Refer 2 : KEY DEVELOPMENT SITES AND CHANGE AREAS

LAND USE MIX AND FLOOR SPACE TARGETS

This Structure Plan intends to accommodate the anticipated change in an orderly manner as a 'Neighbourhood Activity Centre' in terms of following land uses:

- Retail
- Commercial office
- Entertainment
- Quality public realm
- Community infrastructure
- Car parking and transport
- Housing and accommodation

Retail

In terms of retail mix and in comparison to other nearby Activity Centres, the Village's role is a 'neighbourhood' centre with core supermarket, fresh food offers and local services. This is similar to the regeneration and emerging success of Hawksburn Village which has been attributed to the right mix of uses, namely supermarket, fresh food and service. The higher presence of professional and financial services in Toorak Village arguably sustains a larger hospitality base than its neighbouring centre to the south, and is responsive to its extraordinarily wealthy profile relative to the rest of Melbourne.

Toorak Village draws strongly from the surrounding neighbourhood for basic goods and services, but from a wider catchment for specialty items, such as designer dress, men's suits, or fine French cuisine. The 'Village' is surrounded by a relatively dense and affluent residential population, with high buying power and the potential for growth. However growth will be modest as retail development is likely to be concentrated in the 'South Yarra/Prahran Principal Activity Centre'. Growth for the 'Village' is anticipated in 'supermarkets', 'other food', 'other retail' and 'hospitality and services'. Retail will remain focussed along Toorak Road, and north of Toorak Road in the area bounded by Wallace Avenue, Jackson Street and Grange Road.

The demand for additional retail space indicates supermarket expansion of approximately 1,300 sq m through expanding the existing facility, or the provision of a small specialty grocer such as an Aldi, IGA or an organic grocer, rather than two full line supermarkets. Other food expansion, of at least 500 sq m, with proximity to the supermarket and proposed Public Square, is also desirable.

There is also substantial demand for increased provision of 'other retail', 'hospitality and services' in excess of 2,600 sq m and 3,600 sq m respectively. With the need for hospitality to occupy ground floor areas with high amenity, these might be envisaged in redeveloped areas around the new square and along Jackson Street and Toorak Road. Additional retail areas may be located in upper levels and arcade areas, as well as in the expansion of ground and mezzanine levels east of the public square and along the Jackson Street frontage.

Refer 1 : EXISTING ZONING AND PREFERRED LAND USE
Refer 2 : KEY DEVELOPMENT SITES AND CHANGE AREAS
Refer 3 : DEVELOPMENT OPPORTUNITIES: PUBLIC SQUARE AND ENVIRONS
Refer 4 : DEVELOPMENT OPPORTUNITIES: BUILT FORM & HEIGHT

Commercial Office

There will be strong continuing demand for office space in the City of Stonnington in the next 15 years with demand for up to 53,000 sq m. In appropriate locations, Toorak Village has the potential to compete for some of this space particularly given its strong on-going role in the provision of serviced and professional office space. The Structure Plan indicates that the predominant areas for this growth are in air space zones, notably above the Tok-H Centre, on the land to the east of the public square, in shop-top areas along Toorak Road, and in redevelopment of the Worrells property.

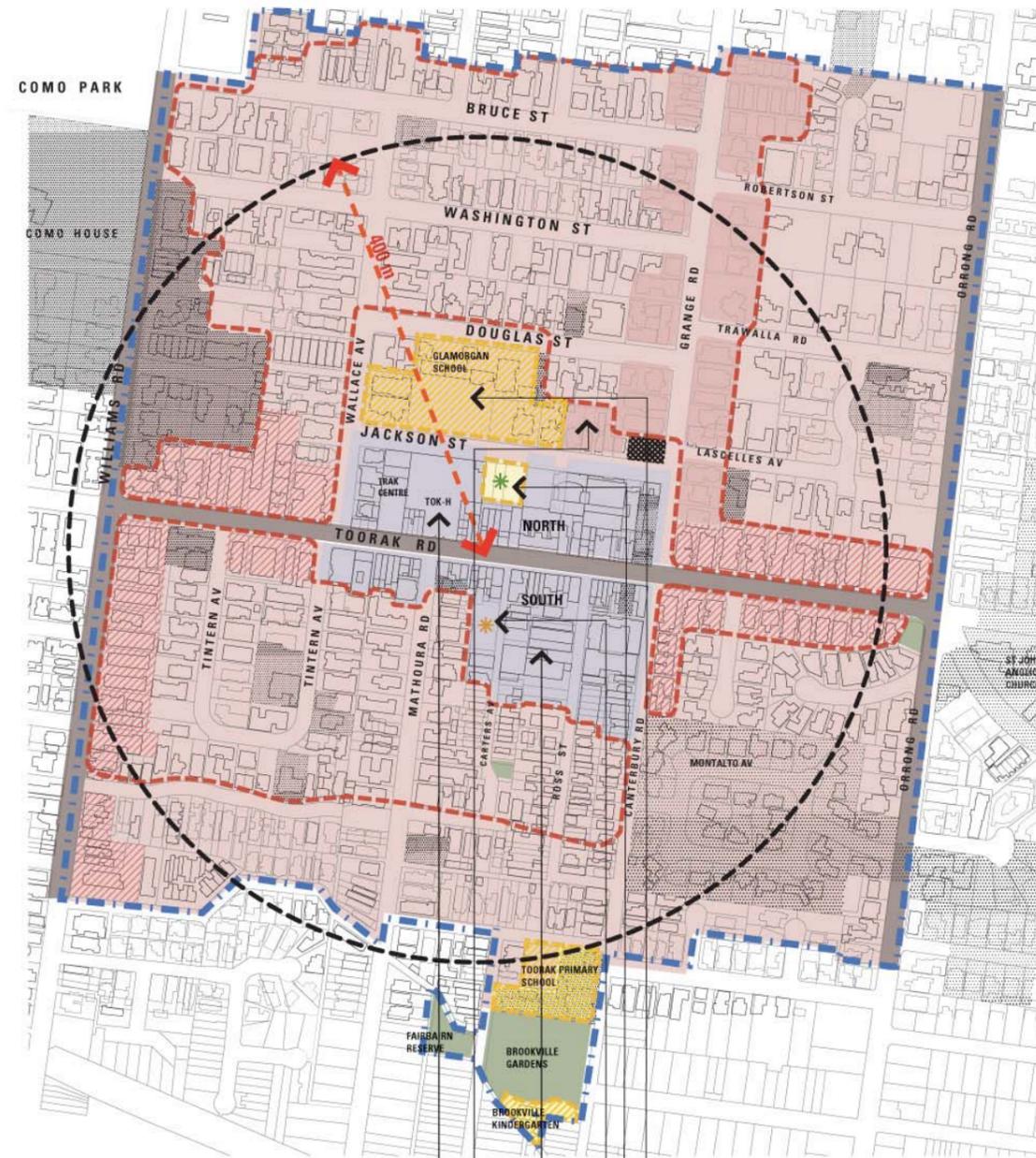
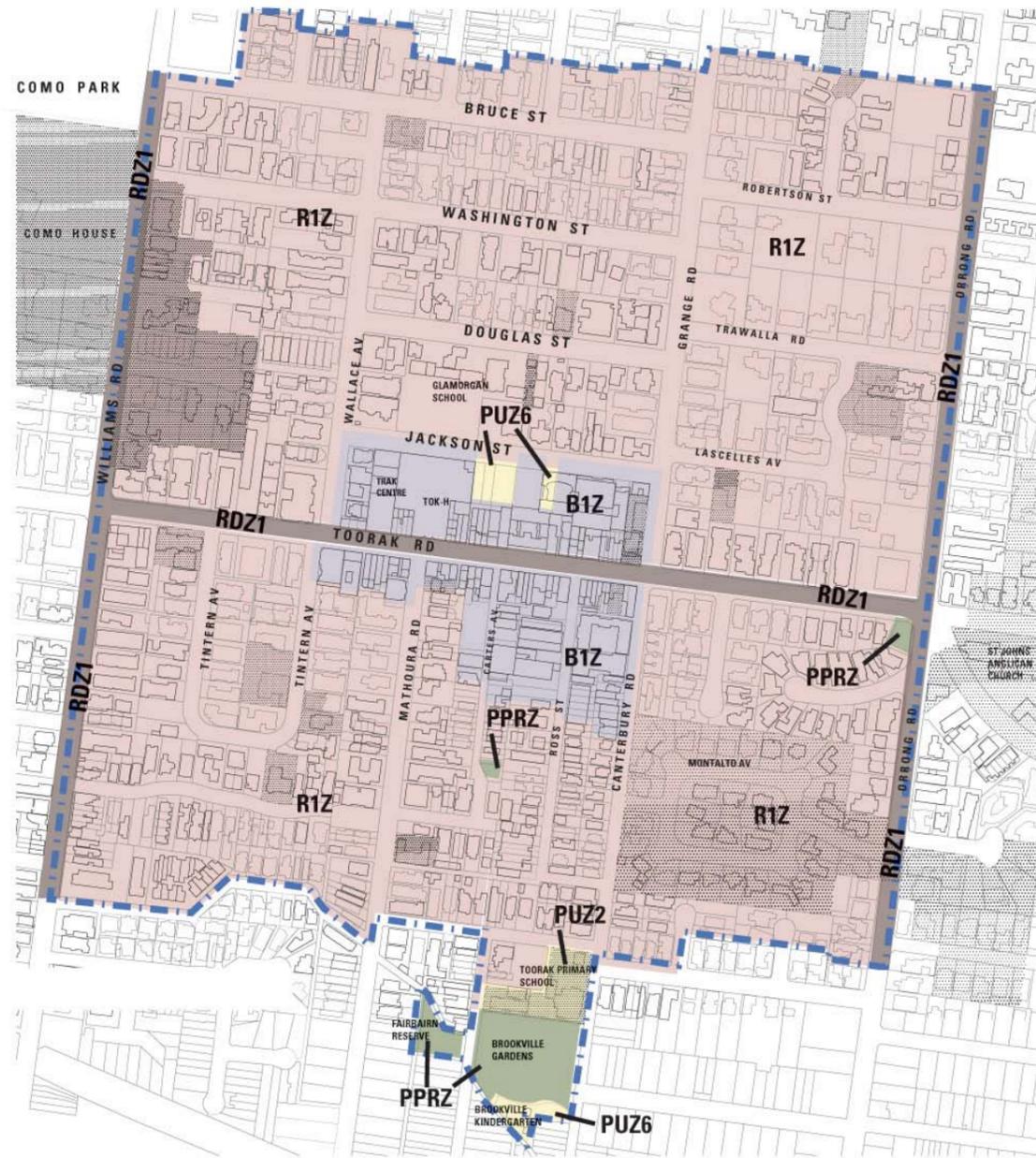
Refer 1 : EXISTING ZONING AND PREFERRED LAND USE
Refer 2 : KEY DEVELOPMENT SITES AND CHANGE AREAS
Refer 3 : DEVELOPMENT OPPORTUNITIES: PUBLIC SQUARE AND ENVIRONS
Refer 4 : DEVELOPMENT OPPORTUNITIES: BUILT FORM & HEIGHT



Stonnington night economy
Source SGS

Entertainment

Surrounding medium density housing precludes the growth of late night entertainment as appropriate buffers and separation of car parking from residential areas are not achievable. Additional entertainment within the 'Village' will not be supported as it will have to be managed without impact on residential areas both within and abutting the centre. The map shows the present clustering of the night time economy in the wider area which is predominantly around Chapel Street. The Chapel Vision [South Yarra, Prahran and Windsor] Structure Plan indicates the areas where growth in this sector can be best managed.



EXISTING ZONING

- BUSINESS
Business 1 Zone B1Z
- PUBLIC LAND
Public Park and Recreation PPRZ
- Public Use Zone Education PUZ2
- Public Use zone Local Government PUZ6
- Road Zone Category 1 RDZ1
- RESIDENTIAL
Residential 1 Zone R1Z

EXISTING OVERLAYS

- Heritage Overlay HO
- Study Area

PREFERRED LAND USE FOR ACTIVITY CENTRE

COMMERCIAL HUB

- NORTH**
-Retail core with supporting office/ hospitality and accommodation over
- Medical and health care with accommodation over
- SOUTH**
-Preferred focus on office/ service and professional suites and accommodation over

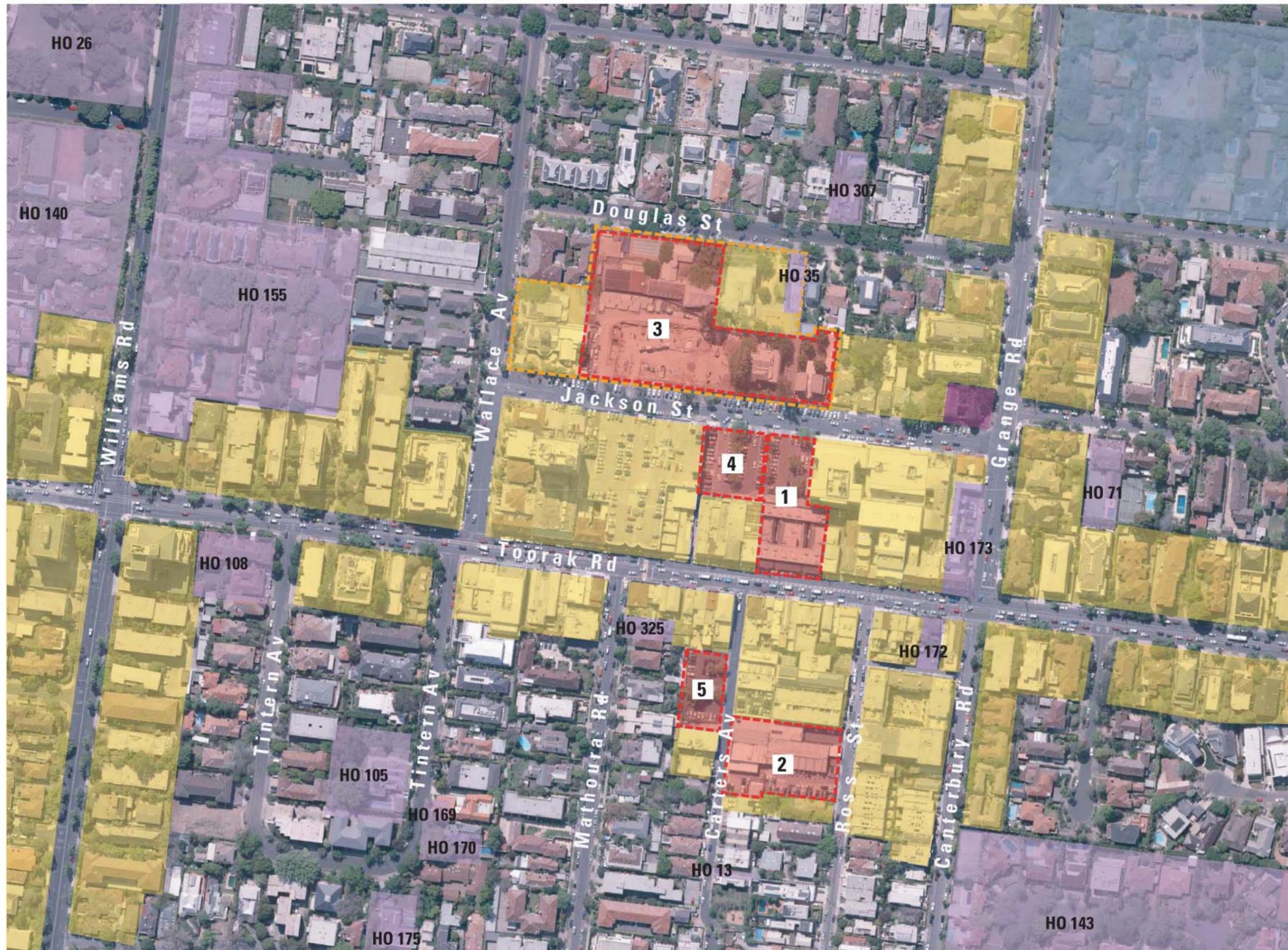
COMMUNITY INFRASTRUCTURE

- Shared community/ education infrastructure
- High quality open space with improved quality retail interfaces and public facilities
- Provide community facilities within new development

PROPOSED HERITAGE OVERLAY



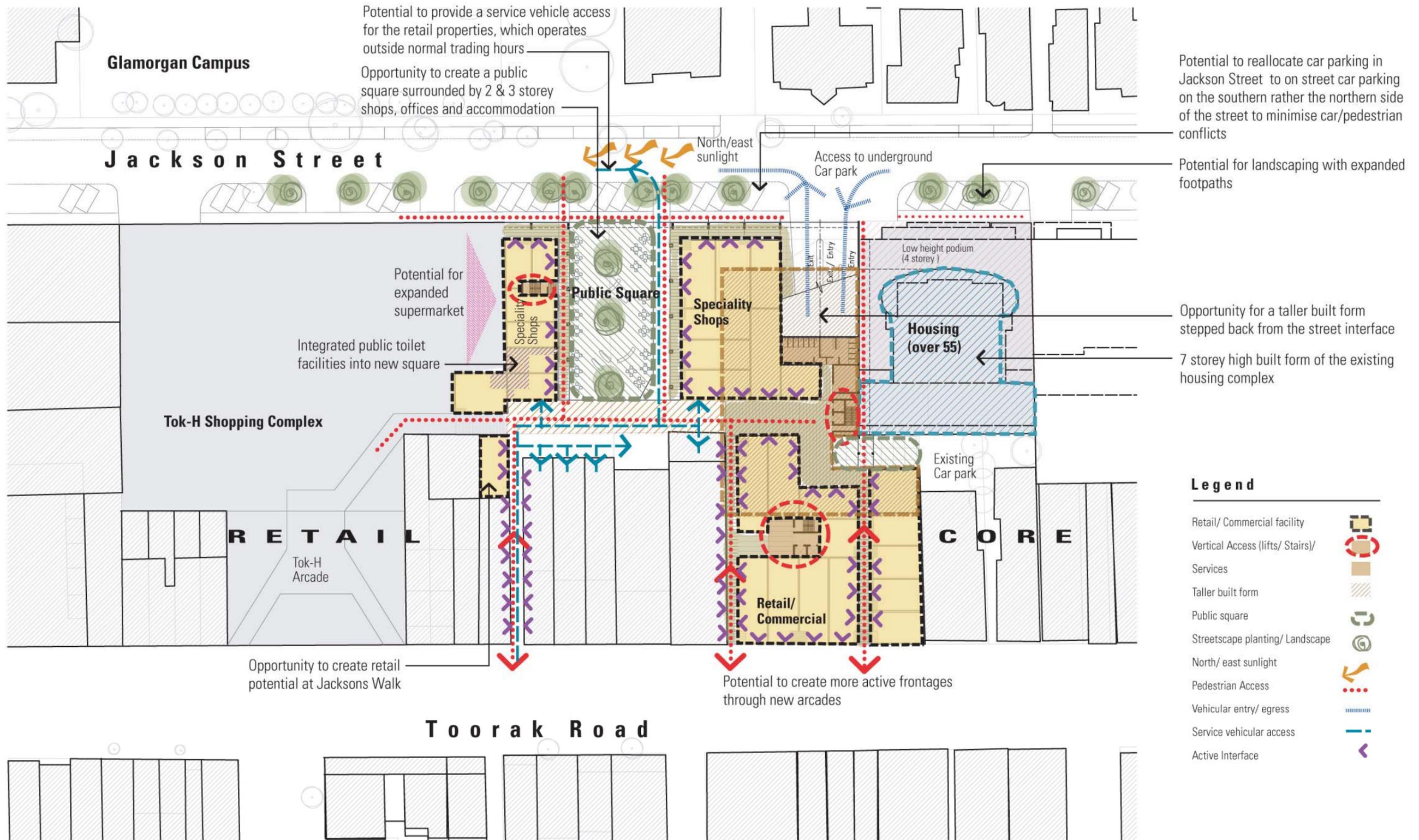
1: EXISTING ZONING & PREFERRED LAND-USE



Legend

Substantial Change/ Key Development sites	
489-505 Toorak Rd	
Worrells site	
Glamorgan owned land	
Council owned land 18-20 Jackson St	
Council owned land (car park in Carters Av)	
Consolidation & Incremental Change	
Minimal Change	
Heritage overlay	
Proposed heritage overlay	
Single dwelling covenant area	

2: KEY DEVELOPMENT SITES AND CHANGE AREAS



3: DEVELOPMENT OPPORTUNITIES : PUBLIC SQUARE AND ENVIRONS

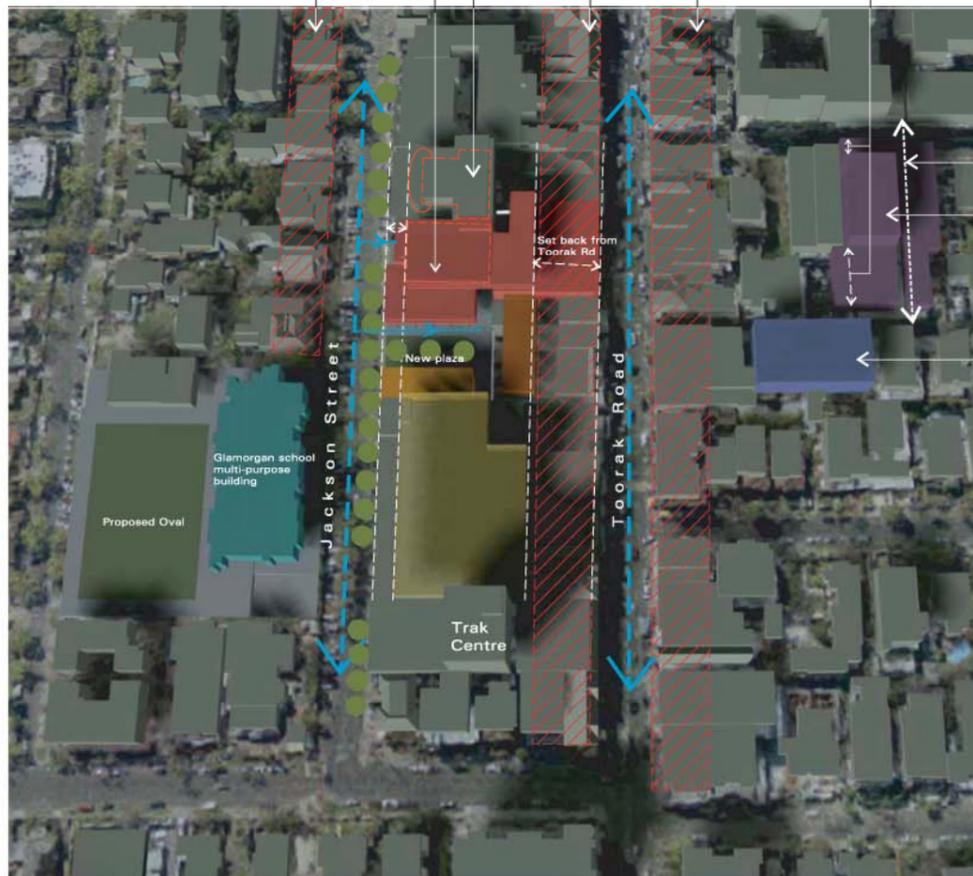
3-6 storey high (11-21.5m) built form setback from residential area to the South, Carters Avenue & Ross Street residential areas

Opportunity for max. 11m high frontage to Toorak Road

7 storey (25m) high built form of the adjacent residential development

Opportunity for a taller built form (25m) setback from Jackson Street

Opportunity for max. 11m high frontage to Jackson Street



Opportunity for additional levels on top of the existing shops on the southern side of new plaza

Opportunity for a taller built form with a similar height and setback to the adjoining development

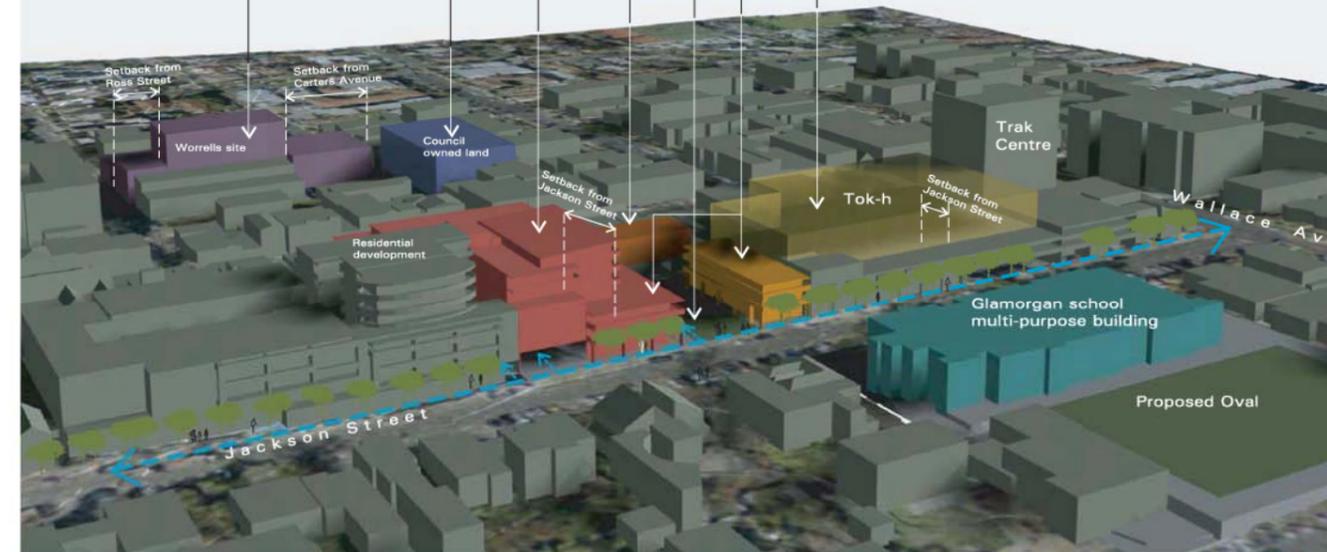
Opportunity for 3-4 storey high(11-14.5m) development incorporating community facilities.

Opportunity for a new commercial/ office development with residential/ boutique hotel on upper levels and basement car park.

Opportunity to create public square surrounded by 2-3 storey shops, offices and accommodation

Opportunity for new retail/ commercial development on the eastern and western sides of the plaza (max 11m height)

Opportunity to construct additional three levels on top of the existing Tok-H building (additional level of car parking & two additional levels of either office or residential accommodation)



Opportunity for a link between Carters Avenue and Ross Street through Worrells site to facilitate enhanced pedestrian and business area

Opportunity for high density housing or office with convenience retail on ground & opportunity for consolidating public and private parking

Opportunity to provide community facilities within new development

LEGEND

Potential built form			
489-505 Toorak road			
Tok-H shopping complex			
New retail/ commercial development on the western side of the plaza			
Existing shops on the southern side of the plaza			
Glamorgan school - new multi-purpose building			
			Worrells Site
			Council Owned Land (Existing car Park in Carters Ave)
			Existing buildings
			Vehicular access

Built form

Plan

4: DEVELOPMENT OPPORTUNITIES : BUILT FORM & HEIGHT

Quality Public Realm

New Public Square

With its large number of smaller households, an ageing community, a growing resident population and the absence of existing open space, the provision of high quality open space is unsurprisingly of high importance. The organisation of the centre and its orientation suggest this could best be provided on the northern side of the Village where the depth of properties, and the street and laneway layout enhances access to sunlight and accessibility to surrounding residential areas. Land ownerships must also be taken into account and is facilitated by the presence of Council owned land on Jackson Street adjacent to the retail supermarket and pedestrian links to Toorak Road.

The accompanying drawings show the preferred scale and its interconnectivity to the retail hub. It suggests a space that should be activated on three sides by mixed-use development with the northern frontage open to Jackson Street. The public square should be finished in high quality materials, and landscaped with shade trees, high quality street furnishings and sitting areas. Landscaping can remain viable and sustainable through the inclusion of stormwater harvesting. Carparking should generally be incorporated below ground with the space configured to accommodate a diverse range of community activities. The scale of development around the square should ensure that 60% of the square retains access to sunlight between the times of 10am and 3pm at the equinox. Retail activities around the square should incorporate outdoor informal dining and café facilities, along with fresh food outlets.

Refer 1 : EXISTING ZONING AND PREFERRED LAND USE

Refer 2 : KEY DEVELOPMENT SITES AND CHANGE AREAS

Refer 3 : DEVELOPMENT OPPORTUNITIES: PUBLIC SQUARE AND ENVIRONS

Refer 4 : DEVELOPMENT OPPORTUNITIES: BUILT FORM & HEIGHT

Upgraded Streetscapes

A new approach needs to be taken to develop a timeless and high quality set of public streets, lanes and arcades through the Village which interconnect with surrounding residential areas. Toorak Road has been progressively degraded through the cluttering of pedestrian paths with signage, pavements maintenance, infrastructure and services. There is a need to consolidate and diminish the impacts of these elements, whilst simultaneously improving the pavements, lighting, landscaping and street furniture with a precinct wide solution. The opportunity also exists for innovative high quality public art, as well as encouraging its inclusion in new buildings within the precinct. These links should also incorporate easy way-finding and convenient links between destinations. Relocation of at-grade car parking to above and below ground locations will facilitate improved pedestrian capacity and attractive streetscapes. In addition to the new public square described above, Toorak Village's existing public spaces need to be enhanced and improved through attention to:

- Lighting
- Seating
- Reduction of clutter
- Footpath surfaces in and around the centre
- Street name signs in the right places, pointing in the correct directions, and visible to pedestrians

Signage

Bristol-type panel signs are world best standards and are now more common in Melbourne's inner suburbs. They are attractively designed with a consistent visual language detailing on-street information, heritage plaques, directional signs, street signs, area and pedestrian maps, and tactile signs. Signs should be installed at the following corners:

- Jackson Street and Wallace Avenue
- Jackson Street and Grange Road
- Toorak Road and Wallace Avenue
- Toorak Road and Grange Road

In addition, directional signs with estimated walk times should be installed at:

- The walkway to Hawksburn railway station where it meets Williams Road
- Outside Como House to advise visitors of the proximity of Toorak Village

A pedestrian map should also be produced for the area within 400m of the 'Village' showing pedestrian routes, laneways and arcades, road crossings, public transport stops and all other details of use to pedestrians.

Refer 5 : IMPROVED MOVEMENT AND COMMUNITY INFRASTRUCTURE

Community Infrastructure

Shortcomings in the provision of local community services are to be addressed balancing need with preserving valued character and role of the 'Village'. Consideration is to be given to the relocation or instalment of community services or amenities including public amenities, public spaces and community venues. At the most basic level public toilets should be installed in conjunction with a new public square. In the medium term opportunities should be explored near public transport hubs and with local institutions to ensure the community's access to a broad range of recreation, child care, and community space and learning options. The most obvious opportunities would appear to exist in partnership with the adjacent Glamorgan School [notably along the Jackson Street interface] and Toorak Primary School where the development of facilities may both enhance educational outcomes and the facilities available to residents out of school hours. Opportunities are also emerging in potential redevelopment sites, for example the Worrels Motors site in conjunction with the nearby Carter's Avenue car park.

There may also be opportunities to enhance the role of the Brookville Gardens precinct as a community hub. This precinct includes Toorak Primary School, the Brookville Kindergarten, the Brookville Gardens and playground, and the Fairbairn Reserve. It is located some 500m south of Toorak Road and provides community facilities which cannot realistically be provided within Toorak Village shopping centre because of property values and lack of space. Further north in Carters Avenue, there is another small but popular playground called Carters Avenue Reserve.

There is strong local demand for additional Maternal and Child Health services and it is forecast that this demand will increase. There may be opportunities to meet this need by providing a new Maternal and Child Health Centre within the precinct and this should be investigated. In this area, it is anticipated that such a centre would require a large room with internal divisions.

Open space in this area is in short supply and often intensively used. There may be opportunities to expand the Carters Avenue Reserve and playground to the north where there are two small vacant sites. This possibility should also be investigated.

Measures to engage with Toorak's elderly residents should also be explored, especially those who are living alone. This age group is forecast to increase substantially over the next two decades and meaningful opportunities to engage in community life and culture are needed so that the elderly are less likely to become isolated in their homes. Internal meeting spaces for the wider community could be created within private developments such as retirement and aged care homes, and external spaces are needed – for sitting and socialising – which are intimate and well-shaded with comfortable seating. A water feature or public art can provide a focus for such a meeting place and encourages interaction by providing a talking point.

Refer 1 : EXISTING ZONING AND PREFERRED LAND USE

Refer 2 : KEY DEVELOPMENT SITES AND CHANGE AREAS

Transport and Movement

Car parking

Consultation sourced the on-going angst regarding congestion and the lack of parking in the Village. The City of Stonnington has undertaken, evaluated and commissioned various works to scope and define these issues, namely:

- Toorak Village Parking Study 1995 [Ashton Traffic and Gerner Consulting Group]
- City Link Impact 2003 [City of Stonnington]
- Parking Strategy and Parking Precinct Plan 2004 [Ratio Consultants]
- Proposed Commercial Car Park, Glamorgan Grammar School 2005 [Arup]

A need was identified for between 100 and 150 additional above ground spaces on the northern side of the centre, but parking options on both private and Council land were rejected by above ground spaces on the traders and community. Strategic sites for car parking were therefore explored in the Structure Plan, and these provide alternative options including basement and shared parking, but requiring partnerships with adjacent land owners including Council.

Refer 1 : EXISTING ZONING AND PREFERRED LAND USE
Refer 2 : KEY DEVELOPMENT SITES AND CHANGE AREAS
Refer 6 : ADDITIONAL CAR PARKING : STRATEGIC SITES
Refer 7 : ADDITIONAL CAR PARKING : OPTIONS

Pedestrian Movement and Circulation

Toorak Village provides potential for an exciting and vibrant street scene and pedestrians are an integral part of that scene. A safe, convenient and attractive pedestrian environment is vital to Toorak Village and a specialised study has been commissioned to improve the centre's 'walkability'. Key recommendations are:

- The waiting time for pedestrians at the crossings in Toorak Road should be shortened and the green time should be increased.
- Railings in the centre should be removed because they serve no purpose and are unnecessary.

Whilst the north side of Toorak Road has an uninterrupted footpath along its entire length through the centre, the south side of Toorak Road needs to be upgraded. It should be treated to produce a good quality pedestrian environment with a continuous footpath which provides access to all shops along the south side of Toorak Road. There are two ways of addressing this issue:

- All the side road crossings can be raised to footpath height and signed to warn cars that pedestrians are crossing, or
- The crossing areas can be painted or paved with pram crossings adapted to make them all DDA compliant. They would then be signed appropriately to provide a relatively continuous footpath surface.

Finally, better transport integration and improved amenity can be attained through the development in Toorak Road of an upgraded tram stop with disabled access.

Refer 5 : IMPROVED MOVEMENT AND COMMUNITY INFRASTRUCTURE
Refer 8 : DISABLED ACCESS TRAM STOP

Housing and Accommodation

The 'Village' is distinguished by its high income residential population including a large component of medium-rise development combined with an emerging prestigious shop-top housing sector. Additional residential accommodation including short-term, hotel and affordable housing for smaller households with low car parking needs, are essential components of a sustainable housing mix for Toorak Village. In contrast, the promotion of accommodation consisting of larger apartments with higher car parking demands has little synergy with a Village so deplete of surplus car parking and high quality pedestrian areas.

Informed Decisions Consulting has independently prepared population forecasts for the City of Stonnington. They have predicted a growth of 1,250 households in the suburb of Toorak/ Kooyong for the period 2000 - 2031. It estimated that 330 dwellings have been built in the period 2001-2006 and in that same period, planning permits have been issued for 396 dwellings which have not yet been built. This leaves about 520 households to be accommodated on additional sites. The Structure Plan has identified that of these 520 households, about 335 [64%] dwellings

can be accommodated in the study area, and that 185 [36%] households will be accommodated elsewhere in Toorak/Kooyong. Details for the various change areas are:

- Substantial change/ key development site areas
New dwellings in the Substantial Change areas will be apartment accommodation on the upper levels above the retail/ commercial hub. Some will be for smaller households for example housing for the ageing and singles, while some apartments will be of a larger size given the area's history of larger and more prestigious apartments. Hotel and serviced apartment accommodation is also likely in the Substantial Change area. It is predicted that over 100 dwellings will be accommodated on the two key development sites at 489-505 Toorak Road, and on the Worrells site between Carters Avenue and Ross Street. The site at 489 - 505 Toorak Road could be developed at a higher density compared to the Worrells site owing to its lesser potential for off-site impacts on residential neighbourhoods. A higher density of 1/100 sq m could be achieved with options such as serviced apartments or apartments for the ageing. This outcome could yield up to 70 apartments and can be accommodated due to the site's central location in the activity centre hub and its proximity to 'The Place' [a 7 storey mainly residential luxury apartment building for the retired, that includes approximately 55 apartments and 3 levels of basement car parking]. The 1/100 sq m ratio is the average site yield for apartments in Stonnington. At the Worrells site, larger apartments might be anticipated with a consequent reduction in yield and this site also may incorporate other land uses which may diminish the residential yield. A ratio of 1/:200 sq m would achieve approximately 45 dwellings on the site at a height of 4 storeys. The key development sites, including the two listed above, require specific guidelines ensuring a preferred built form outcome, connectivity, appropriate uses and a positive contribution to the public realm including high quality open spaces.

Refer 1 : KEY DEVELOPMENT SITES AND CHANGE AREAS' Sites 1 and 2 respectively

- Incremental Change Areas
Potential change will be modest, within existing built form envelopes, resulting in a positive contribution to the public realm and surrounding neighbourhood. Applying a ratio of 1/200 sq m, approximately 170 dwellings could be accommodated in these areas of which approximately 60 dwellings would be accommodated at two sites: Tok-H [443 - 449 Toorak Road] with an additional 18 over two storeys; and Trak Centre [459 - 465 Toorak Road] with an additional 43 dwellings over two storeys. The remaining 100+ dwellings [at a ratio of 1/200 sq m] would be dispersed over properties in Toorak Road, Williams Road, Jackson Street, some parts of Grange Road, Bruce Street and the northern end of Carters Avenue, Ross Street and Canterbury Road. A further 50+ dwellings could be accommodated in the incremental change areas i.e. residential areas not covered by a Heritage or Neighbourhood Character Overlay, or a Single Dwelling Covenant. The increase in residential population will be valued, but is very modest when compared to the additional 3,000+ households anticipated in Prahran/South Yarra.

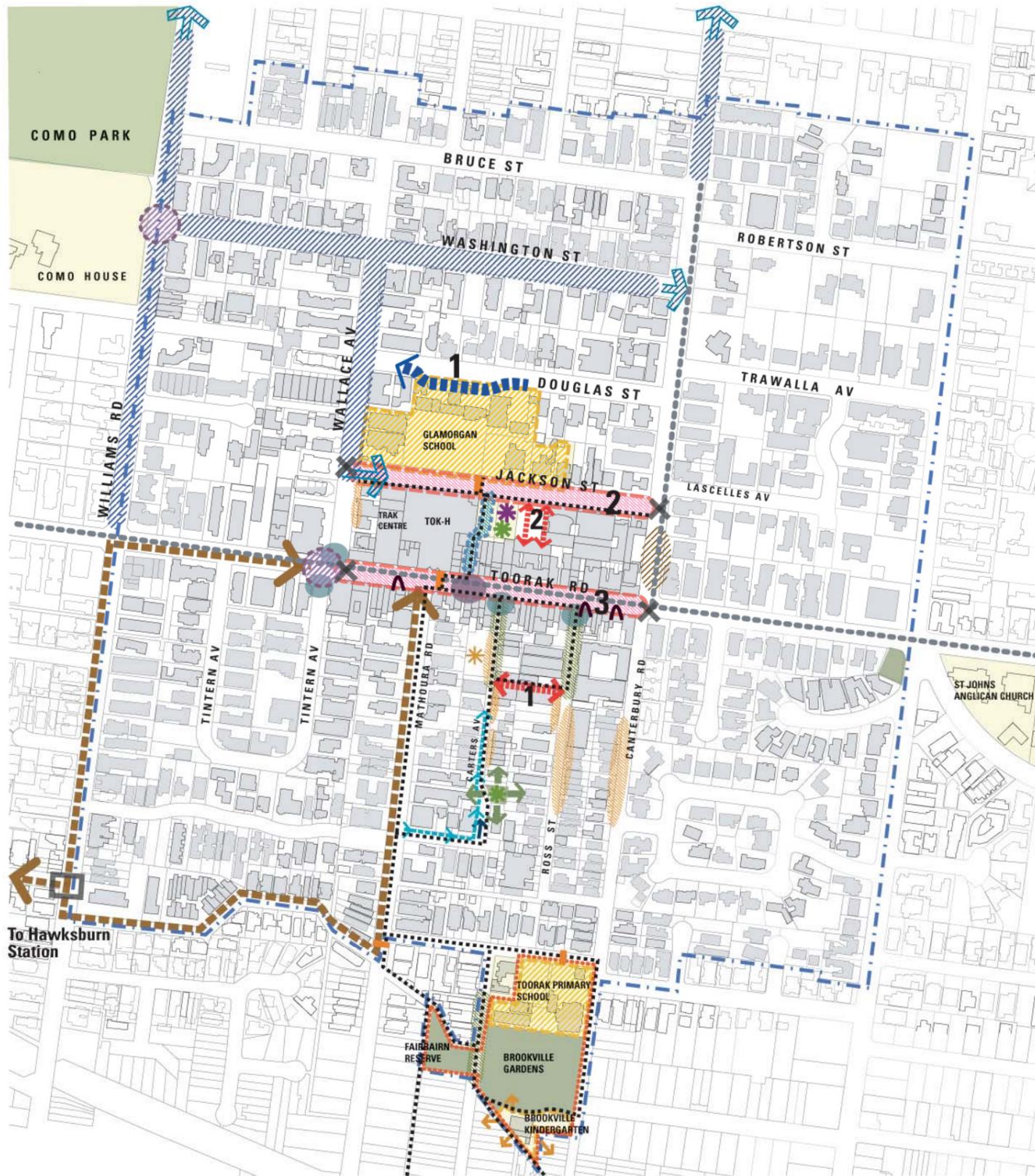
Refer 1 : KEY DEVELOPMENT SITES AND CHANGE AREAS

- Minimum Change Areas
Single Dwelling Covenants are also found on some residential blocks, and these preclude more than one dwelling on a lot. On lots without single dwelling covenants it may be possible to still develop some dual-occupancy solutions, but they will be restricted to larger lots which are capable of meeting specific setback requirements. Minimal change is anticipated due to other planning controls, namely a variety of heritage overlays e.g. Montalto precinct and landscape character areas. Together these comprise a large component of the study area.

STRATEGIES AND IMPLEMENTATION

Strategies and implementation for Toorak Village are set out below under the following themes:

- Economic Role
- Public Realm and Amenity
- Car Parking and Transport
- Housing and Accommodation
- Community Infrastructure
- Built Form and Density



OPPORTUNITY FOR IMPROVED MOVEMENT

Douglas Street Opportunity for safe drop off/ pick up zone for children away from retail vehicles		Station link not well indicated
Jackson Street Opportunity to enhanced southern footpath as a retail promenade Opportunity for landscaping Opportunity to reconfiguration of car park access reducing cross overs Opportunity to improve continuity of bike paths to retail centre Opportunity for 'shared zone' for pedestrians, drivers and cyclists		Poor pedestrian amenity due to cross overs Opportunity to improve pedestrian road crossing Opportunity for pedestrian traffic lights Opportunity for "shared zone" Opportunity for way-finding signs Opportunity to directional walking signs Opportunity for disabled access tram stops (refer drawing 8 - Disabled Access Tram Stop)
Toorak Road Opportunity to address poor disability access to public transport Opportunity for better footpath treatments Opportunity to improve public transport facility and real time information on services Opportunity to remove visual clutter on Toorak Road including railing Opportunity to co-ordinate one style and colour of steel furniture and treatments		Potential for Improved bus stops for patrons Existing bike paths Opportunity to enhance links to bike paths Opportunity for additional bicycle parking rails Potential for a pedestrian link between Carters Avenue and Ross Street Opportunity to enhance continuity of pedestrian links between Jackson Street and Toorak Road in new development Opportunity to increase retail potential at Jackson Walk Opportunity to create a new primary meeting place Opportunity for one way traffic

COMMUNITY INFRASTRUCTURE OPPORTUNITIES

Jackson Street car park High quality open space with improved quality street interface and community facilities. Investigate opportunities to acquire sites abutting for underground car park.	
Carters Avenue car park Opportunity to provide community facilities within new development	
Carters Avenue Reserve Valued public open space with childrens play ground - consider opportunities to expand as surrounding sites become available.	
Glamorgan School Toorak Primary School Opportunities for shared community / education infrastructure	
Brookville Kindergarten Consider opportunities for Maternal and Child Health Services.	
Community Hub	
Opportunity for community walking links	

5: IMPROVED MOVEMENT & COMMUNITY INFRASTRUCTURE



Legend

- Integrated below ground car park on Council owned land in conjunction with the owners of 489-505 Toorak Road 1

- Integrated below ground car park between 489-505 Toorak Road and Glamorgan owned land at 19-25 Jackson Street spanning under Jackson Street 2

- Underground car park on the Worrells land linking Carters Avenue and Ross Street 3

- Integrated above ground car park with additional level of car parking on Tok Holdings owned land at 459-465 Toorak Road 4

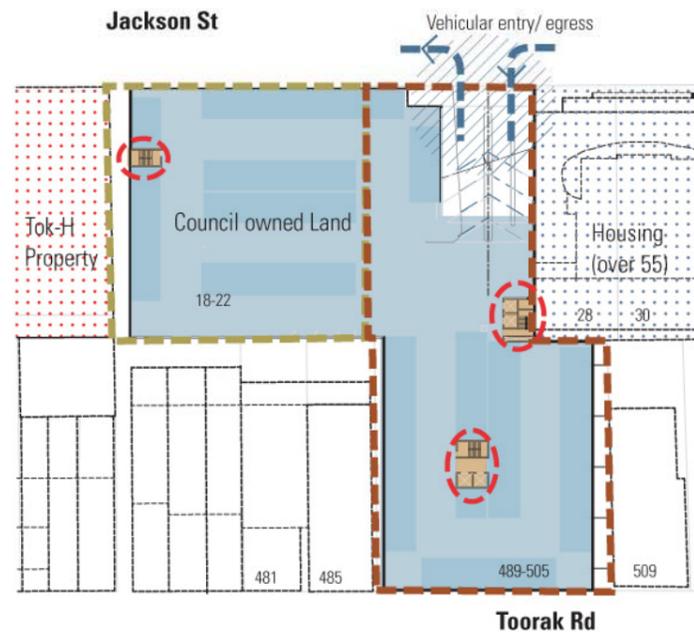
6: ADDITIONAL CAR PARKING - STRATEGIC SITES

Option 1

Integrated below ground car park on Council owned land in conjunction with the owners of 489-505 Toorak Road

Key Points

- Increase efficiency and increase capacity for car parking.
- Single entry/ exit point, minimize the no of vehicle cross overs through Jackson St.
- Enhance pedestrian safety within the centre and the surrounding area.
- Increase opportunities for ground floor retail facilities and public amenities within the centre and ensure the best utilization of land.
- Opportunity to provide high quality public square on Council land and potential to increase pedestrian linkages between Toorak Rd and Jackson St.
- Requires agreement between Council and private owner.



PLAN : Basement level 1

Approximate no. of parking spaces -

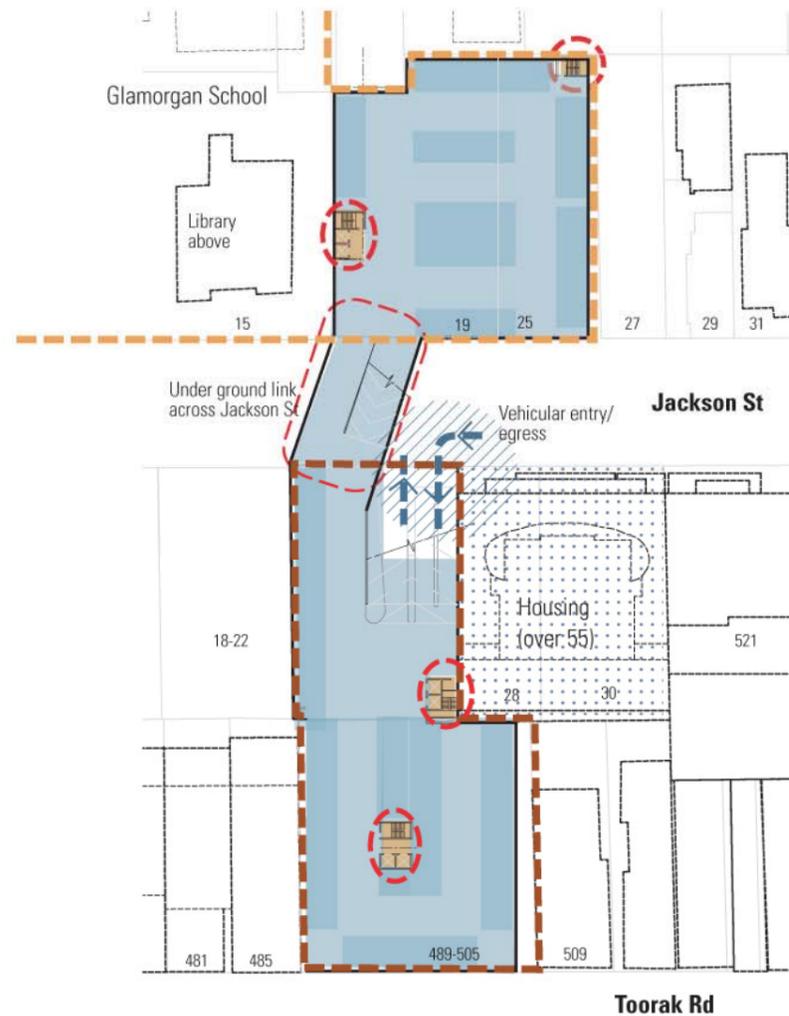
Basement Level one	- 105
Basement Level two	- 120
Total	- 225

Option 2

Integrated below ground car park between 489-505 Toorak Road and Glamorgan owned land at 19-25 Jackson Street spanning under Jackson Street

Key Points

- Increase the opportunity of land-use and increase capacity of parking.
- Minimize the vehicular/ pedestrian conflict in the centre.
- Requires agreement between Glamorgan school and private owner.



PLAN : Basement level 1

Approximate no. of parking spaces -

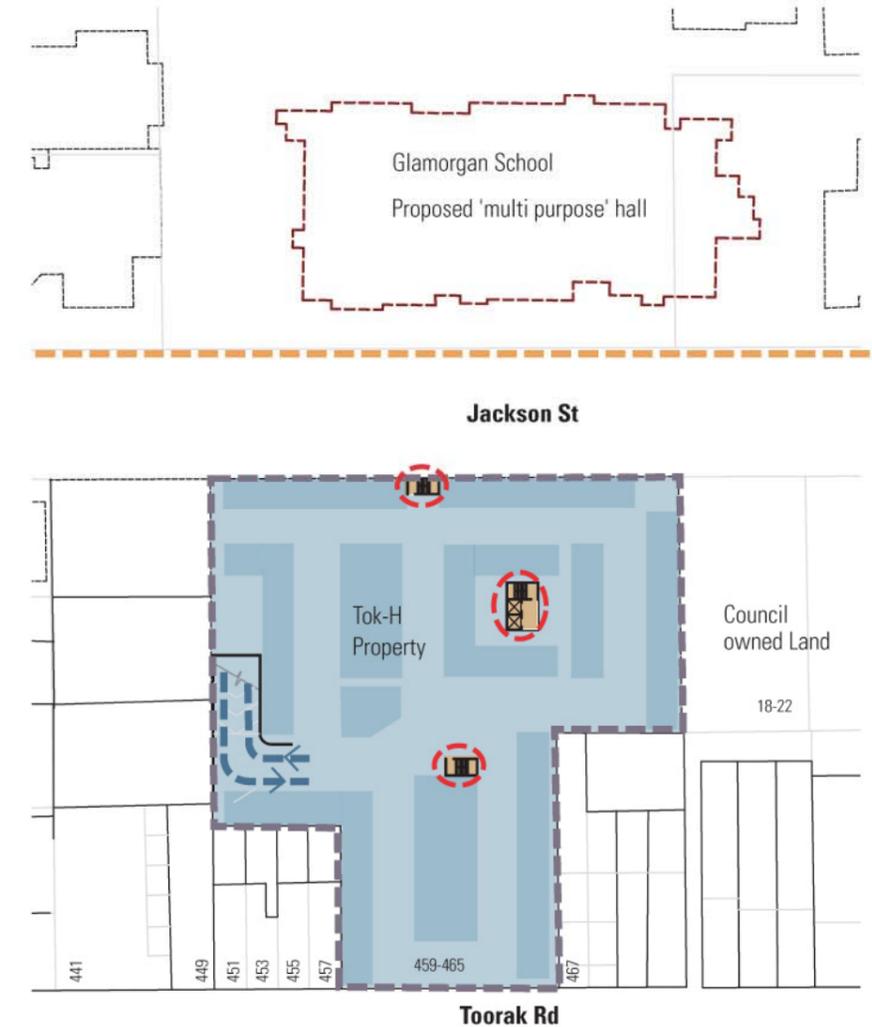
Basement Level one	- 110
Basement Level two	- 125
Total	- 235

Option 3

Integrate an additional level of above ground carparking (over Safeway) in the Tok-H building.

Key Points

- Increase efficiency and increase capacity for car parking.
- Maintain existing vehicular entry/ egress points and cross overs.

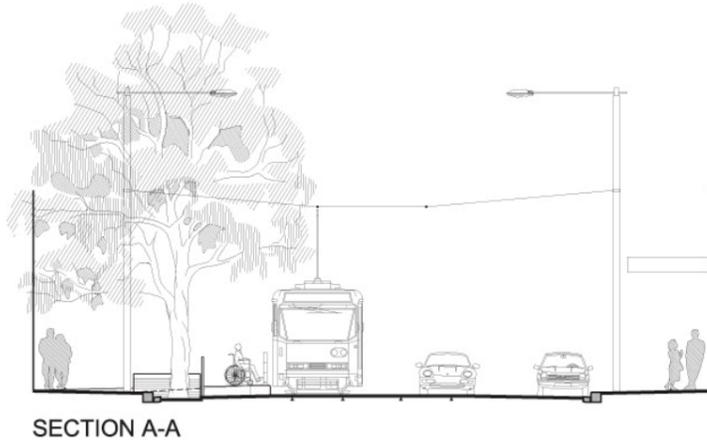


PLAN : Additional level (over Safeway)

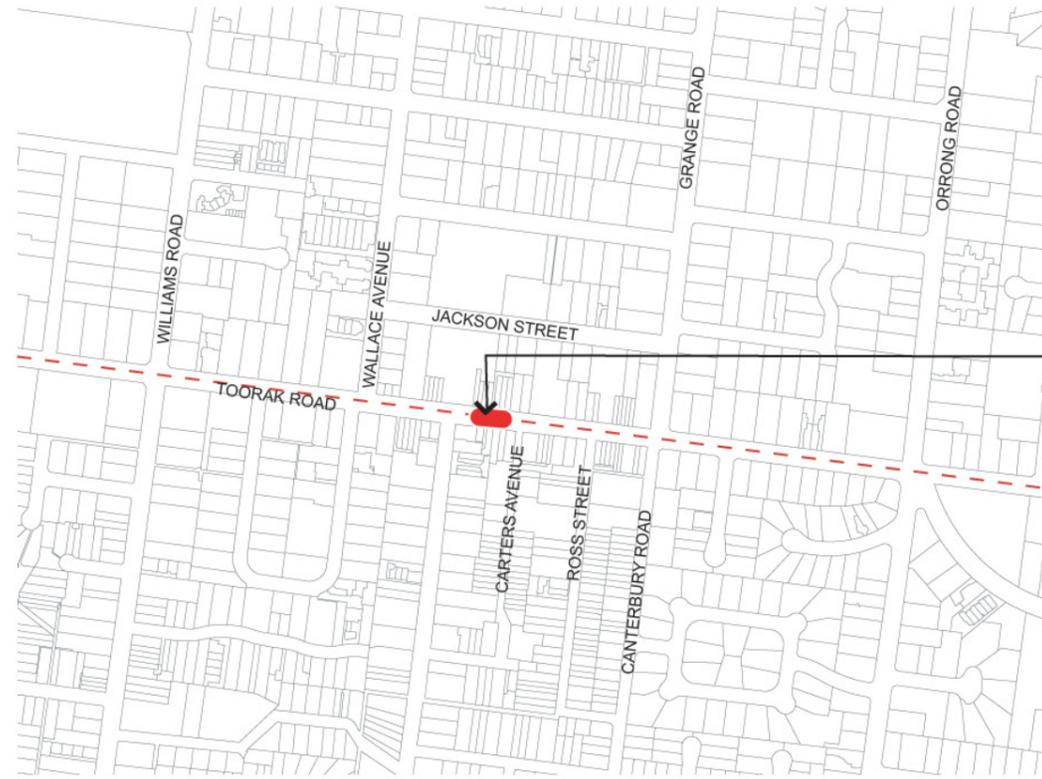
Approximate no. of parking spaces - **150**

7: ADDITIONAL CAR PARKING - OPTIONS

TRAM STOP PLATFORM WITH BIKE LANE



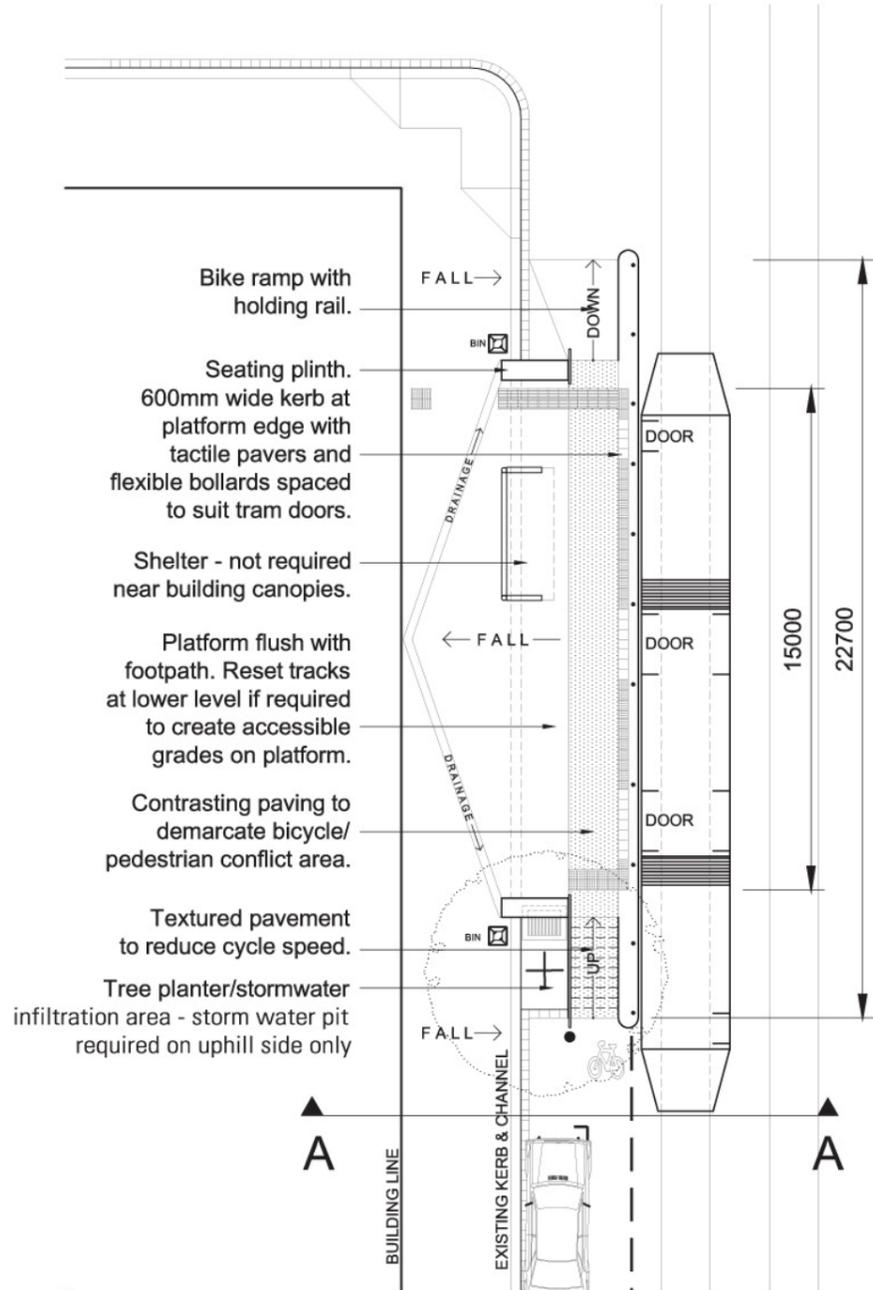
SECTION A-A



LOCATION PLAN

DO NOT SCALE - USE WRITTEN DIMENSIONS ONLY

Abolish peak-hour clearways and create DDA-compliant tram stops by extending footpaths to tramway.



8: DISABLED ACCESS TRAM STOP

DRAFT

JONES & WHITEHEAD Pty Ltd

CLIENT
City of Stonnington

PROJECT
Toorak Village Structure Plan
Transport Integration
Disabled-access tram stops

PROJECT - DRAWING - REVISION NO. DATE
0605-22 31 Jan 2007

ECONOMIC ROLE

WHAT WE WANT TO ACHIEVE Strategic Directions & Strategies

Support the viability of local retail and commercial economy through facilitating appropriate investment in the centre

- Revitalise the tourism and retail hub of Toorak Village by encouraging investment within and around the existing hub
- Encourage retailers to respond to changing retail trends and market demands with a long term business plan for growth, building upgrade and guidelines for flexibility of land use
- Encourage tourism related services including boutique hotel accommodation and restaurants that contribute to the local retail and commercial cache
- Provide for adequate car parking and public transport access within the commercial hub

Consolidate the role of Toorak Village as a destination for local convenience and weekly shopping needs

- Encourage a vibrant and balanced range of core activities, facilities, and retail outlets [including convenience goods], as well as complementary community services and residential options
- Develop a business plan which encourages the provision of fresh food retailing within the village centre to meet its neighbourhood shopping role
- Enable the expansion of the incumbent supermarket to incorporate full-line grocery facilities commensurate with its neighbourhood role

Foster and promote the role of Toorak Village as a dynamic neighbourhood business and employment hub

- Encourage the development of employment opportunities within the Village, in particular those which align with the skills base of the resident population
- Encourage provision of a boutique hotel or serviced apartments to meet the needs of Toorak businesses and residents for local accommodation for visitors, business people and tourists

Support the role of cafes/restaurants whilst restricting the presence and no further growth of entertainment venues

- Develop Toorak Road and Jackson Street as the 'Eat Streets' where they have good public transport, car parking, and access to sunlight
- Prevent conflicts at the interface between night time activities and housing to maintain high quality amenity in residential zones
- Restrict entertainment to existing operations on sites which are suitable for these activities e.g. near public transport, managed car parks, and with generous buffers to residential areas

Limit the outward expansion of the activity centre

- Provide opportunities for development through intensification, reconfiguration, and the use of airspace of strategic sites
- Locate opportunities for the expansion of retail and commercial functions at key sites whilst minimising impact on existing residential areas
- Promote the development of air-rights for uses that have synergies with existing core uses
- Define the physical boundary of the activity centre hub to distinguish it from the neighbouring, 'leafy' residential areas
- Encourage development of upper levels for commercial/ employment uses which have low vehicle and parking requirements



IMPLEMENTATION METHODOLOGY Staging, partnerships and funding 2007 – 2010 Priority projects Beyond 2010

State Government Actions

- Address the proposed reclassification from 'Major' to 'Neighbourhood Activity Centre' [Melbourne 2030]
- Enhance the quality of disability access to public transport services and facilities in particular through the provision of disability accessible stops. The basis of this need is justified by:
 - The high level of service and specialist medical and financial services
 - The significant ageing profile of the community
 - The large concentration of surrounding higher density housing and the neighbourhood retail role support

Local Government Actions

- Application to DSE for reclassification from 'Major' to 'Neighbourhood Activity Centre' [Melbourne 2030]
- Planning and design for infrastructure replacement
- Promote local events
- Provide for timely investment in additional public parking
- Minimise impacts on retail turnover arising from disruptions to kerbside parking in Toorak Road during works

Private Sector

Land owners to deliver:

- New mixed-use development of 3 to 7 levels
- Expansion of existing supermarket facilities
- Provision of new fresh food and hospitality premises
- Provision of additional commercial office space
- Provision of effective and expanded public carparking
- Attractive commercial and living environments

Key Change Areas

The key sites on where change will occur include:

- Additional levels and alterations and additions to the Tok-H development
- Above shops on southern and western side of new square
- 489-505 Toorak Road
- Glamorgan School – new multi-purpose building
- Worrells site

State Government Actions

Initiatives undertaken by the State should include:

- Support for precinct based water conservation and reuse
- Support for energy conservation and reuse

Private Sector

- Redevelopment of key land holdings south of Toorak Road including the Worrell's Motors site for mixed-use development including residential
- Continued development of shop-top commercial development and accommodation for smaller households and businesses with low car parking demand
- Partnering of one or more adjacent land owners with the Council to deliver:
 - New mixed-use development of 3 to 8 levels
 - Expansion of existing supermarket facilities
 - Provision of new fresh food and hospitality premises
 - Expansion of car parking
 - High quality public open space

Local Government Actions

- Continued expansion of pedestrian networks
- Investment in the provision of additional community infrastructure in partnership with local institutions or on Council owned land such as the Carters Avenue Carpark [subject to replacing carparking elsewhere]

Private Sector Projects/Developments

- Limited infill for small to medium scale development

AMENITY AND THE PUBLIC REALM

WHAT WE WANT TO ACHIEVE Strategic Directions & Strategies

Reinforce the sense of place and legibility of the Toorak Village Activity Centre

- Retain valued heritage and character buildings that contribute to the Toorak Road character and retain the lower 2-3 level pedestrian scale of the Toorak Road frontage
- Create a sense of arrival through the use of built form, landscaping, street design and artworks to mark strategic sites and gateways
- Enhance and protect views of landmarks that add to the area's identity and assist in orientation, including view lines to the Tudor style buildings, and St Johns Church to the east
- Reinforce a sense of place and visual identity for the centre by co-ordinating one style and branding for street furniture, lighting and treatments

Enhance quality and character of the public realm and public spaces

- Plant trees and use greenery where there are suitable opportunities to provide shade, and to enhance the appearance of spaces and streets within the centre
- Continue to beautify residential and mixed-use streetscapes with significant tree planting
- Consider the inclusion of public art where there is space to create genuinely effective artistic statements, for instance at gateway sites
- Promote buildings and land uses that encourage walking or the use of public transport rather than driving
- Develop a public plaza or square to accommodate community events, exhibitions and commercial activities
- Improve the quality of pavement, walking areas and landscaping using enhanced lighting, weather protection, and shade, and design measures which provide visual continuity and more attractive amenity
- Increase attention to the quality of interfaces between buildings and walking areas to encourage increased continuity of activity and informal surveillance along walking links and streets

Improve pedestrian access and amenity

- Increase the usability of existing pedestrian spaces by removing obstacles from footpaths especially unnecessary furniture, signs and decorations. Mount multiple signs on a single pole where possible, and place cables underground, and remove redundant poles. Mount tram wires, lights and signs on buildings where possible and keep street trading activities clear of paths
- Reduce carriageway widths and widen footpaths on key connector streets and identify opportunities to widen busy pedestrian pavements and crossings in Toorak Road and Jackson Street
- Introduce 'Shared Zones' in narrow streets where conflicts exist between pedestrians and drivers and where footpaths cannot be widened. Shared Zones have equal rights for drivers and pedestrians and the speed limit is 'walking pace'.
- Relocate pedestrian crossings so they align with connecting streets and public transport stops
- Improve pedestrian amenity by including elevated cross-overs in Canterbury Rd, Ross St, Carters Avenue, Tintern Ave and Wallace Avenue
- Create new interconnecting public walkways as follows:
 - East-west through the redevelopment of larger lots off Toorak Road e.g. between Carters Avenue and Ross Street
 - North-south through the redevelopment of larger lots north of Toorak Road
- Expand treed pedestrian networks and landscaped laneways, in particular through enhancements in Jackson Street
- Within the activity centre hub, extend seating and landscaped areas into side streets off Toorak Road
- Create more safe crossing points for pedestrians e.g. at the western end of the centre
- Create a safer drop-off and pick-up zone for school children away from shoppers' cars and delivery trucks

Ensure that public spaces are - and appear to be - safe at all times

- Ensure initiatives are informed by the State Government's Safer Design Guidelines
- Improve informal surveillance of public spaces by encouraging development with windows, open spaces, and balconies that overlook adjoining public spaces, especially at ground and first floor levels
- Encourage active frontages to the new public square, especially along arcades, lanes, street frontages and pedestrian links
- Ensure facilities around the new square satisfy objectives for increased retail diversity, supermarket capacity, housing diversity and safer, high quality linkages between Jackson Street and Toorak Road
- Create new pedestrian links to avoid dead ends and entrapment risks and to ensure that streets, public spaces, transport stops and car parks are well-lit at night

Encourage a vibrant street life and outdoor activity

- Create public spaces and streetscapes that encourage people to spend time outdoors e.g. the new square, extended walking areas, seating, and kerbside dining
- Review the extent and location of footpath trading in terms of both displays and al fresco dining to ensure that it does not become so extensive or inequitable that the centre's neighbourhood and convenience shopping functions are jeopardised

Expand and integrate the public open space network

- Identify opportunities to provide additional open space e.g. a landscaped square linking Jackson Street, the Tok-H, Jackson's Walk, the adjacent arcades and Toorak Road
- Provide small interesting open spaces in the form of new plazas or spaces between buildings e.g. the proposed new square and possible expansion of the Carters Avenue Reserve
- Develop landscaped walking and cycle routes along streets leading to Toorak Road e.g. Jackson Street, Wallace Avenue and Grange Road - which prioritise safe access on either side of the road
- Upgrade existing streets as green corridors for attractive pedestrian and cycle promenades

IMPLEMENTATION METHODOLOGY Staging, partnerships and funding 2007 – 2010 Priority projects Beyond 2010

State Government Actions

- Contribute via place improvements grants to timely upgrade of key places such as the Toorak Primary School and Toorak Road

Local Government Actions

- Parks and public space improvements, identify funding sources such as open space contributions scheme, paid parking revenues, and partnerships, special rates scheme and/or public improvements grants
- Acquisition of vacant lot/s such as that adjacent to Carter Avenue Reserve to create larger pocket parks
- Upgrade of pedestrian areas and linkages including Toorak Road, Jackson Street and Jackson Walk
- Improvements to landscaping within Toorak Village
- Development of a new public square and quality pedestrian links to Toorak Road
- Amendment to Planning Scheme to incorporate a development plan overlay for the central retail core
- Undertake Footpath Trading and Capacity Review
- Provide incentives for redevelopment sites to incorporate open space and landscaping
- Create incentives for the construction of particular types of buildings or land uses that are of strategic importance in achieving a viable long term future for the Village
- Finalisation of guidelines for the development of key development sites
- Provide developer support for public space improvements - encourage the provision of open space on strategic sites and require a supporting maintenance plan
- Use public open space contributions for new open spaces or improvements to existing spaces, especially in conjunction with adjacent commercial development

Private Sector

- Partnering of one or more adjacent land owners with the abutting land owners to deliver:
 - High quality open spaces,
 - Improved provision for cyclists including secure and short term storage and shower and change facilities

Key Change Areas

The key sites/ areas on where change will occur include:

- Jackson St Public Car park
- Toorak Road and Jackson Street
- Jackson Walk
- Linkages between Carters Avenue and Ross Street
- Potential for expansion of Carter's Avenue Reserve

Local Government Actions

- Continued upgrade of pedestrian areas and linkages including Toorak Road, Jackson Street and Jackson Walk
- Continued improvements to landscaping within Toorak Village

Private Sector

- Partnering of land owners with the abutting Council-owned land to deliver high quality open spaces

Private Sector Projects/Developments

- Limited infill and small to medium scale development

A SAFE, SUSTAINABLE AND EFFICIENT TRANSPORT NETWORK

WHAT WE WANT TO ACHIEVE Strategic Directions & Strategies

Maximise accessibility by sustainable transport modes through legible, well-connected and safe walking, cycling and public transport networks

- Carry our recommendations from the 'Walkability' assessment to enhance walkability in and around the Village e.g.:
 - Pedestrian link to the closest train station [Hawksburn] to be well indicated
 - Improvements to pedestrian crossings at minor roads along the south side of Toorak Road
 - Rescheduling of traffic lights to give reduce waiting times for pedestrians
 - Introduce new 'Bristol-type' information panels and additional directional walking signs
- Facilitate and promote cycling by creating new links to the regional bicycle network and by installing additional bicycle parking facilities
- Provide real-time schedule displays and ticket machines in central locations
- Provide for an improved bus stop for patrons in Grange Road
- Upgrade the ageing tram tracks and provide an accessible stop for people with disabilities
- Improve disabled access to trams through footpath extensions which minimise their impact on other modes especially pedestrians and cyclists
- Link and integrate walking, cycling and public transport signage as recommended in the Walkability Assessment

Provide priority to pedestrians within the centre to enhance the liveability and vitality of the activity centre

- Improve the quality of pedestrian crossings and reduce potential vehicular/pedestrian conflict, especially along Toorak Road, Jackson Streets and Carters Avenue
- Promote an enhanced pedestrian environment by investigating opportunities for 'Shared Zones' to reduce traffic speeds, and narrowed carriageways in Jackson Street, and parts of Carters Avenue and Ross Street
- Investigate the potential to relocate on-street car parking in Jackson Street from the northern to the southern side of the street to minimise car/pedestrian conflicts and enhance customer convenience
- Create a safer drop-off and pick-up zone for school children away from traffic in Jackson Street, through a new 'kiss and ride' facility on the south side of Douglas Avenue
- Negotiate with VicRoads to improve shopper amenity and safety in Toorak Road through measures such as a 40kmh speed limit and re-routing of trucks

Discourage the use of private cars for travel to the centre in favour of other travel modes

- Encourage a mix of uses within the Activity Centre which serves a range of needs which can be accessed by walking or cycling and thereby minimises the need for multiple car trips
- Ensure a high degree of pedestrian permeability and connection is provided from, to and throughout the Study Area
- Provide for residential occupancy on upper building levels to encourage walking and to reduce the number of short vehicle trips
- Improve the ease of access to the centre for public transport users so that public transport patronage to the centre is encouraged

Manage car parking resources to maximise efficiencies and to reduce negative impacts on the amenity of the centre

- Develop a multi-level basement car park in one or more of the following locations:
 - Between 481-505 Toorak Road and Glamorgan owned land at 19-25 Jackson Street [spanning underneath Jackson Street]
 - On Council-owned land in conjunction with the owners of land at 489-505 Toorak Road
 - On the Worrells site linking Carters Av and Ross St, possibly integrated with an underground car park on the Council site in Carters Av
- Integrate an additional level of above ground car parking over Safeway in the Tok-H building
- Address difficult vehicle entry and user access to the Tok-H car park including through improved car park signage
- Develop centre wide signage and real-time parking availability information to make better use of car parking and to reduce customer frustration

IMPLEMENTATION METHODOLOGY Staging, partnerships and funding 2007 – 2010 Priority projects

Beyond 2010

State Government Actions

- Replacement and upgrade of tram infrastructure between Williams Road and Glenferrie Road
- Primary source of funding
- Development of improved bike paths from the City Trail to the centre
- Replace ageing tram tracks and rationalise and diminish poles and footpath based infrastructure through the Toorak Village precinct.
- Development of new disability accessible tram stop for the centre

Local Government Actions

- Car parking hub infrastructure to deliver increased basement level public car parking in the retail core
- Facilitate communications with local stakeholders and to co-ordinate public realm design, project management and funding
- Promote investment in additional public parking but minimise the impacts on trading occurring from the disruptions occasioned by these infrastructural works
- Implementation of a paid parking and parking management scheme to provide more parking and protection of residential areas
- Preparation of development guidelines for the Worrell's site and Council car park in Carters Avenue
- Finalisation of guidelines for the development of other key sites notably for those sites interfacing with the new square and for redevelopment of Worrell's site and Carters Avenue car park
- Support reduced car parking requirements where appropriate

Private Sector

- Efficient shared public car parking
- Safe student drop-off zone for Glamorgan School in Douglas Street with associated street improvements

Key Change Areas

- Provision of disability accessible public transport stops in Toorak Road [tram] and Grange Road [bus]
- Glamorgan School redevelopment in accordance with the master plan including drop-off zone in Douglas Street
- Council owned land north of Toorak Road at 18-22 Jackson Street
- Potential redevelopment of 489-505 Toorak Road, the arcade, and associated car parking east of the Council car park

State Government Actions

- Removal of clearway in Toorak Road to enhance the walkability, disability access and amenity of the 'Village'

Private Sector

- Partnering of abutting land owners to deliver efficient shared public car parking

Local Government Actions

- Investigation with owners of Worrells site into potential to replicate opportunities for efficient provision of public parking and street to street links in any redevelopment of the site.
- Investigation of opportunities to acquire sites abutting the existing Carter's Avenue carpark to facilitate more efficient above or below ground parking solutions and improved inter-street connectivity.
- Improved provision for short and longer term bicycle provision within the precinct.

Private sector projects/developments

- Considerable infill and small to medium scale development



HOUSING AND ACCOMMODATION

WHAT WE WANT TO ACHIEVE Strategic Directions & Strategies

Identify opportunities for residential development within and adjacent to the activity centre to achieve a more diverse housing stock

- Increase residential densities in and adjacent to the activity centre on identified key strategic sites, on main roads, and beside public transport routes
- Facilitate the development of hotel or short term accommodation in upper levels within the retail core
- Investigate the potential to widen the mixed use nature of existing developments such as Tok-H by including residential accommodation
- Determine guidelines for height controls on key redevelopment sites within the retail core, and for their interface with residential areas
- Develop opportunities for shop-top housing i.e. residences above shops for small households and community/affordable housing within close proximity to public transport, employment and other facilities and with reduced car parking needs
- Include tourist accommodation such as short-term hotel or serviced apartments and higher density residential on identified strategic sites
- Promote higher densities and mixed land uses within the activity centre and on larger redevelopment sites
- Design infill opportunities and perimeter higher density housing so that they define a clear edge to the retail core and enhance the identity of adjoining residential areas

Direct and manage housing growth to protect the character and amenity of established residential areas

- Protect the defined character and heritage of established residential neighbourhoods and streetscapes whilst facilitating change in targeted areas. Where landscape or built form character has been identified as a significant element of neighbourhood character it is expected that new development will be respectful and responsive to that character.

Develop initiatives which target specific housing types such as aged housing, affordable housing, and home offices

- Investigate the use of development contributions or other mechanisms for the funding of social and affordable housing as part of new housing developments
- Housing within the activity centre should target household types that minimise car parking demand but maximise synergies with local retail, tourism and business
- Specific housing types should be supported by appropriate planning scheme provisions with potentially lower car parking requirements and investment in the Village amenity and retail improvements
- Encourage housing types within the activity centre that minimise the demand for car travel and parking e.g. older person/single housing, serviced apartments and hotel accommodation

IMPLEMENTATION METHODOLOGY Staging, partnerships and funding

2007 – 2010 Priority projects

Beyond 2010

Local Government Actions

- Provide incentives for redevelopment sites to incorporate preferred housing and accommodation types and disincentives for land-uses without demonstrable positive impacts
- Support reduced car parking requirements for housing types with lower carparking demand such as serviced apartment and hotel accommodation, and small single person households

Private Sector

- Provision of short-term hotel or serviced apartment accommodation

Key Change Areas

- Worrells Site
- Tok H and Trak Shopping Centres
- 489 - 505 Toorak Road

Private sector projects/developments

- Limited infill and small to medium scale development



COMMUNITY FACILITIES AND SERVICES

WHAT WE WANT TO ACHIEVE Strategic Directions & Strategies

Encourage the provision of new community facilities, services and spaces as a part of new development within the activity centre

- Introduce new community facilities and spaces [including public toilets] in the Jackson Street and Carters Avenue car park with improved street interface,
- Encourage synergies between community facilities, services and spaces, and retail activities and public transport to encourage greater use and participation

Facilitate the development of a local 'community hub' through clustering or co-location of community facilities and services

- Strengthen and expand the community hub around Toorak Primary School, Brookville Kindergarten, Brookville Gardens and Fairbairn Reserve
- Investigate opportunities to provide Maternal and Child Health Services as part of this community hub

Provide high quality public spaces to support community life and to foster integration

- Investigate opportunities to expand the Carters Avenue Reserve and children's playground as surrounding sites become available
- Encourage greater community use of educational and recreational facilities at Glamorgan and Toorak Primary School to better meet local needs



IMPLEMENTATION METHODOLOGY Staging, partnerships and funding Staging

2007 – 2010 Priority projects

Beyond 2010

State Government Actions

- Support for improved community infrastructure and services catering to the large number of smaller households and ageing residents in the area

Local Government Actions

- Investigate opportunities with adjacent schools for shared utilisation of facilities for community, education and/or recreation purposes
- Finalisation of feasibility studies to improve the range and targeting of community, life-long learning, and recreational opportunities in the vicinity of the Activity Centre

Key Change Areas

- Glamorgan School
- Toorak Primary School
- Carters Avenue car park
- Other

State Government Actions

- Support for community infrastructure projects to support community building amongst smaller resident households

Local Government Actions

- Partnering with the private sector and State Government to deliver community and recreation facilities in Toorak Village

BUILT FORM AND DENSITY

WHAT WE WANT TO ACHIEVE Strategic Directions & Strategies

Protect the built heritage of Toorak Village as a significant part of its urban identity

- Ensure that the scale of new buildings in the activity centre hub respects and complements the built heritage of the Village
- Ensure future treatments of key streets - notably Toorak Road - provide a coherent visual streetscape identity, quality and continuity commensurate with the valued Tudor Village character buildings in their fine grain treatments, scale and articulation.

Ensure that the scale of new buildings in the Village complements the natural features of the study area and the preferred future character and quality of its built form

- Better articulate the edges of the activity centre hub, and the appropriate scale and form of new development in terms of streetscape, amenity and abutting development
- Maintain the lower 'village scale' built form [maximum of 2-3 storeys] within the 6 metres setback to Toorak Road
- Direct larger scale development to key change areas and strategic sites where change is both desirable and where existing character supports increased height and density

Ensure new development retains sunlight access to all principle activity streets and public open spaces

- Ensure that new developments retain sunlight access to key activity streets such as Toorak Road and Jackson Street, and open spaces including the proposed town square. Sunlight access is an important amenity performance standard which should be recognised given the important pedestrian role of Toorak Road and Jackson Street and its primacy as a retail strip.
- Ensure that new development does not impact upon the sense of openness, sky visibility and sunlight access to footpaths especially on the southern side of the street.
- Ensure that the design of development on strategic sites minimises the overshadowing of Toorak Road and public spaces such as the public square

Encourage integrated built form solutions that improve the public realm and the interface of the centre with surrounding areas

- Encourage a built form mix which facilitates air rights development where its impacts on the public realm can be minimised, and where it can enhance infrastructure, activity, and the quality of pedestrian places and connections
- Better articulate the edges of the retail core, and the appropriate scale of buildings to streets and the appropriate form of new development relative to streetscape amenity, views and abutting development
- Encourage new buildings and additions to reinforce the visible coherence and identity of the 'Village'
- Continue to use the scale, high varied articulation, rhythm and materiality of the valued Tudor form as the basis for streetscape design responses in primary walking streets and lanes
- Ensure that new development minimises any physical impacts on abutting residential areas
- Ensure that the quality of the streetscape interface and public realm treatments is a key principle for new development within the Activity Centre
- Ensure that new development recognises that new development south of Toorak Road - particularly in Canterbury Road, Ross Street and Carters Avenue - needs to give careful consideration to residential interfaces and the relative narrowness of the streets and access paths

Embrace opportunities for change on strategic sites to enhance the role and function of the Activity Centre

- Facilitate and support proposals for key change sites within the activity centre hub which are in accordance with this Structure Plan
- Work in partnership with the State Government, local community, and the private sector to overcome barriers to development
- Amend the Stonnington Planning Scheme to encourage the redevelopment of under-utilised land parcels for higher and better use where appropriate
- Maximise site coverage in all areas of the activity centre hub, except for the proposed public square and linking pedestrian networks
- Use opportunities arising from new development projects to positively guide and shape the urban environment eg new outdoor spaces, landscaping, or street level activity to create vibrant streetscapes

Undertake a comprehensive planning and design analysis of strategic sites and key change precincts

- Prepare detailed guidelines for strategic sites as necessary
- Where required, those guidelines should address the following matters:
 - The form, massing, profile, material finishes, detailed design of the proposed building and the size of dimensions of the site
 - The predominant neighbourhood and streetscape character and the degree in which it should guide built form
 - Off-site impacts such as overlooking or overshadowing as well as impacts on views to and from the site
 - The overall site yield and floor space and the effects on services, traffic generation and parking demand
 - Access to and circulation through and around the site for vehicles, pedestrians and cyclists
 - Land use at ground level and how the building engages with and contributes to the activity of the street and the public realm

Develop incentives for ESD¹ principles to be incorporated into redevelopment to achieve environmental, economic and community benefits

- Incorporate energy efficient design techniques in all new development to produce buildings that are environmentally progressive
- Work with developers and builders to produce buildings that are environmentally efficient, with the objectives of:
 - Providing healthier and more productive living and working environments
 - Reducing the amount of materials and energy required in the construction of new developments
 - Reducing the energy and resource requirements of buildings over their lifespan, also creating long term economic benefit

Facilitate a consistently high standard of architectural design that complements the diversity of the urban fabric and the character of Toorak Village

- Ensure that materials and finishes of the new development contribute to the texture and fine grain nature of the surrounding area
- Ensure new development is of a scale, massing, form and articulation that respects and reinforces the existing or emerging streetscape context
- Encourage a zero frontage setback and hard streetscape edges within the core retail areas and regular entrances to both shops and upper levels

IMPLEMENTATION METHODOLOGY Staging, partnerships and funding 2007 – 2010 Priority projects and beyond 2010

State Government Actions

Local Government Actions

Private Sector Projects/developments

Considerable infill and small to medium scale development. Refer to:

- Economic Role
- Public Realm and Amenity
- Car Parking and Transport
- Housing and Accommodation
- Community Infrastructure

Key Change Areas

- Major under-developed sites north of Toorak Road including the Council carpark and adjacent properties at 489-505 Toorak Road, and more minor changes to the Trak Centre, Tok H Centre and Glamorgan School
- Major sites south of Toorak Road and in particular the Worrell's Site and potentially the Carters Avenue Carpark

4 IMPLEMENTATION PROGRAM



Jackson Street

The implementation program describes further the implementation methodology with reference to staging, partnerships, funding, project management, monitoring and review, and a supportive planning framework.

Successful Implementation

The successful implementation of a Structure Plan is dependent on external economic and market conditions but also at a local level:

- An appropriate environment for investment
- Targets for land-use outcomes, Activity Centre capacity, amenity, liveability improvements and infrastructure development
- Partnerships between Local and State agencies
- The timely preparation of master plans for key sites with detailed plans and budgeting for capital works
- Amendments to the Stonnington Planning Scheme to provide the appropriate statutory support and directions for preferred outcomes.
- Direct and indirect funding sources
- The determination of priorities, funding sources and a staging plan
- The alignment of public realm improvements with private sector developments and infrastructure upgrades
- Appropriate staff resources to implement the structure plan

Equity and Fairness

To successfully undertake substantive place-making transformations envisaged in the Key Development Sites and Change Areas, there needs to be an effective partnership between Council and the private sector. Without this the ability to deliver substantive improvements in the areas of highest need, namely for carparking or public open space, is highly constrained. Enabling the upgrade of tram infrastructure, whilst a State obligation, will involve trader inconvenience that needs to be understood and managed as a program to ensure the impacts are minimised. Any carparking contribution scheme must reflect the total outcome sought and must relate contributions by each of the stakeholders to that outcome. In some instances contributions might be offset by other initiatives. It is also clear that the future sustainability of Toorak Village is linked to a long term shift in movement patterns from private vehicle to walking, cycling and public transport. In the short term it will be important to develop an appropriate contribution methodology that is both equitable and aligned with the benefits and behavioural changes sought through the Structure Plan.

STAGING

The two stages of implementation are Stage 1 : 2007-2010 [priority projects for 3 years] and Stage 2 : 2011 and beyond. The later years of the Structure Plan will enable responsible officers within Council to measure the resultant built outcomes against the stated objectives of the Structure Plan. The resultant information will form an invaluable resource for the development of future plans, and will help determine the success and effectiveness of individual guidelines.

PARTNERSHIPS AND FUNDING

The 'Village' environs need to be a safe, inclusive and liveable place. The provision of high quality public open space and community facilities is essential for its future prosperity. Indeed, the measure of all liveable cities is to a large degree based on the quality of these elements and their inter-relationships. It is essential in this context that stakeholders recognise the importance of Council potentially cross-subsidising elements of both the infrastructure and services. There are also opportunities to enhance the quality and diversity of these facilities through the development of partnerships. The Structure Plan is not intended to resolve funding matters in detail, however some matters have very clear sources whilst others involve partnerships. Known sources of funding are shown in SECTION 3 : VISION AND FRAMEWORK PLAN.

There is a diverse range of landowners in the 'Village' which makes partnerships essential if place-making and car parking objectives are to be achieved. Successful partnerships between the City of Stonnington, landowners and tenants are needed to achieve these desired outcomes owing to the relatively small ownership of land by local government. Viable partnerships will involve State and Local Government agencies, community organisations, institutions, not-for-profit and community groups, and the investment community. Partnership and funding objectives are to:

- Create certainty, by incorporating solutions within the Structure Plan with State, Council and stakeholder input
- Encourage private and public partnerships to facilitate high quality links, improved carparking, and new pedestrian squares and spaces
- Rigorously examine preferred development outcomes and revise statutory provisions accordingly
- Facilitate accelerated time lines for project approval for developments that contribute to Structure Plan objectives
- Optimise the use of Council property assets and development controls to achieve desired outcomes

SUPPORTIVE PLANNING FRAMEWORK

It is proposed to endorse the 'Neighbourhood Activity Centre' classification, to support development where change is deemed appropriate and to protect the valued attributes of the existing 'Village' character. This necessitates a number of planning initiatives to reflect the strategies of the Toorak Village Structure Plan including:

- Reclassification to 'Neighbourhood Activity Centre'
- Rezoning
- Design and Development Overlays
- Funding

Reclassification to 'Neighbourhood Activity Centre'

An application will be made to the DPCD for the reclassification of Toorak Village from a 'Major Activity Centre' to a 'Neighbourhood Activity Centre' to properly reflect the centre's neighbourhood role and future growth potential. The goal is to ensure that development expectations properly reflect the limited scope of the centre for development. This Structure Plan provides the rationale for this designation based largely on the economic analysis, the centre's role and its limited growth potential.

Rezoning

The following amendment is required:

- Rezoning of part of 28-30 Jackson Street ['The Place'] from Public Use Zone [PUZ6] to Business 2 Zone [BZ2] to reflect current and future use.

Design and Development Overlays

Design and Development Overlays for Key Development Sites and Change Areas to encompass the urban design provisions and built form outcomes are necessary. An amendment to the Planning Scheme may also be required to incorporate an overlay for the central retail core identifying the extent of change and provision for new public open space zones and linkages as well as preferred land uses.

Funding

The improvements outlined in this Structure Plan will be staged over many years but there will be significant cost implications. Council will not be able to fund these improvements on its own and their implementation will require a partnership approach between State and Local Government, agencies, developers, business and owners. A suite of funding mechanisms will be explored which will include measures such as special rates and charges through the Local Government Act, development contributions, cash in lieu payments, and paid parking arrangements.

On the other hand, there may be opportunities to provide incentives for proposals, which align strongly with the principles of this plan. For instance, parking requirements can be reduced if it can be shown that demand will be lower, and development capacity might be increased for retaining valued streetscape elements, public realm improvements, and achieving a modal shift to more sustainable transport.

PLACE MANAGEMENT, MONITORING AND REVIEW

The successful implementation of the Structure Plan for Toorak Village will require active project management across disciplines, and sufficient human and capital resources will need to be applied including the appointment of a Project Officer for the precinct. The Plan will need to be monitored and reviewed regularly, and this will be a key responsibility of the Project Officer.

FOR FURTHER INFORMATION

Write to: MGS Architects, 10-22 Manton Lane, Melbourne 3000 [Attention Toorak Village Structure Plan]
OR
Strategic Planning Unit, City of Stonnington, PO Box 21, Prahran VIC 3181

In person: City of Stonnington Offices, Prahran Town Hall, corner Greville and Chapel Streets, Prahran

Phone: Council's Strategic Planning Unit [03] 8290 3414

Email: strategicplanning@stonnington.vic.gov.au

Website: www.stonnington.vic.gov.au - Toorak Village Structure Plan

Stonnington Community Link

Should you require information on Toorak Village in languages other than English, Stonnington Community Link is an automated multilingual telephone service.

Residents can telephone a specific number and choose from the pre-recorded information options and/or can directly speak to a Council officer via an interpreter.

Cantonese	9280 0731
Greek	9280 0732
English	9280 0737
Italian	9280 0733
Polish	9280 0734
Russian	9280 0735
Other Languages	9280 0736