



# Prahran Housing Precinct Development Plan



28 July 2016



Property and Asset Services

Department of Health and Human Services





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**Department of Health and Human Services**

Prepared by:

Department of Health and Human Services with assistance from



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**HASSELL** HASSELL Melbourne (plans)

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# 1 Introduction

## 1.1 Prahran Housing Precinct Development Plan

This Prahran Housing Precinct Development Plan 2016 (PHPDP) has been prepared by Collie Pty Ltd (Collie) on behalf of the Department of Health and Human Services (DHHS), pursuant to Schedule 5 to the Development Plan Overlay in the Stonnington Planning Scheme, which covers the land to which the PHPDP applies.

## 1.2 Land to which Prahran Housing Precinct Development Plan Applies

The PHPDP area (Figure 1.1) is located in the City of Stonnington approximately 3 kilometres southeast of the Melbourne central business district (CBD). The PHPDP area comprises four sites (as outlined below) owned by the Director of Housing.

- The Horace Petty estate, bound by Simmons Street to the north, Surrey Road to the east, Malvern Road to the south and Bray Street to the west.
- The Essex Street estate, bound by residential properties fronting Malvern Road to the north, a medical centre and residential properties to the east, Bella Street to the south and Essex Street to the west.
- The King Street estate, bound by Princes Close / Princes Street to the north, Bendigo Street to the east, King Street to the south and Little Chapel Street to the west.
- The Bangs Street estate, bound by the Kings Street estate to the north, Bendigo Street to the east, commercial properties fronting High Street to the south and Bangs Street to the west.

The four sites comprise a total land area of approximately 8.62 hectares.

## 1.3 Vision

The vision for the renewal of the Prahran Housing Precinct is to create a liveable, sustainable and well-integrated neighbourhood where residents can thrive.

The Prahran Housing Precinct will provide housing diversity in a manner that integrates public and private housing with a range of non-residential uses and quality public open spaces to create an inclusive and vibrant community.





**Figure 1.1**  
Land to which the Development Plan Applies

0 25 50 100m



Not to Scale

## 2 Background

### 2.1 Masterplan History

The Prahran Housing Precinct has provided affordable, conveniently located public housing for Victorians since the 1960s.

As with many developments from this era however, the Prahran housing estates present significant challenges, including ageing infrastructure and poor design that contributes to the physical and social segregation of residents from the wider community. Furthermore, demographic changes have resulted in a reduction in the number of people residing in the estates, with many single and two-person households occupying dwellings that were originally designed to accommodate larger families of four, five and six people. This has created a mismatch between available housing stock, housing demand and tenant needs.

In order to improve residential amenity, reduce social isolation, improve sustainability and provide for changing household compositions, planning for renewal of the estates has become an increasingly important objective.

In 2010, under a joint Commonwealth-State funding agreement, the Victorian Government, through the Department of Health and Human Services (DHHS) commenced a masterplanning process for public housing renewal in Prahran. Stage 1 of the renewal (188 public housing units) was completed in 2013.

A masterplan, which forms the basis of this PHPDP, was prepared by DHHS and was the subject of three phases of extensive community consultation.

- Phase 1 (2011 and 2013) included background studies and consultation with the community to determine a set of priorities for the renewal of the estates.
- Phase 2 (2014) involved the preparation of two draft masterplans that were presented to the community for comment. The community feedback informed the revised masterplan that was the basis for the next consultation stage.
- Phase 3 (August / September 2015), provided a final opportunity for the community to comment on the revised masterplan before it was translated into this PHPDP and lodged for planning approval.

The community consultation has involved 739 participants across the three phases.

The masterplan process sought input from a range of experts and key stakeholders including various State Government departments and agencies. Consultation with the Stonnington City Council (Council) as the local government authority was also undertaken.

### 2.2 Priorities that have informed the Prahran Housing Precinct Development Plan

#### 2.2.1 Priorities

The six priorities developed to guide the planning for the renewal of the Prahran Housing Precinct are outlined below.

##### **Facilitate a Sustainable and Vibrant Community**

A diverse social mix which includes private and public housing residents to be accommodated across the four PHPDP sites. The number of public dwellings will be maintained across the PHPDP area.

Active ground floor uses, including shops, commercial facilities and office spaces in appropriate buildings on site to assist in meeting the needs of residents and improving the interfaces of the sites with the broader area.

### **Create Well-designed Housing, Facilities and Outdoor Spaces**

New buildings will be of high quality with no visible distinction between public and private housing.

New public open space will be provided to enhance the amenity of the area and support the social interaction of residents, visitors and neighbours in a safe and attractive environment that incorporates passive surveillance.

Public open spaces will be designed as a series of interconnected parks that provide clear pedestrian links through the PHPDP area and into the surrounding network of paths, streets and open spaces.

Areas of public open space will feature a range of facilities to cater for residents of all ages and abilities. Areas for active recreation will feature playgrounds, basketball and ball game areas and cycling paths. These facilities will be complemented by areas for passive recreation that include community gardens, shaded areas, seats and barbeques.

Landscaping will include both soft and hard surfaces and existing significant trees will be retained where practicable.

### **Re-integrate Estates with Neighbouring Areas**

The Prahran Housing Precinct will feature a range of north-south and east-west road and pedestrian connections with clear sight lines that will facilitate permeability and encourage residents to walk to nearby services and facilities.

The Prahran Housing Precinct boundaries will be blurred with no clear distinction between public and private housing. The integrated design will foster a sense of community among residents and promote safety and security through passive surveillance.

### **Incorporate Environmentally Sustainable Design**

New buildings will be more efficient, making use of advanced technology to reduce running costs.

Winter shadowing of public open spaces will be minimised to improve the usability of these areas all year-round.

Other sustainability features which promote health, well-being and quality of life will be explored, including energy generation solutions; recycling of water, waste and organic material; and access to community gardens.

### **Incorporate Universal Design Principles**

New development will include elements of adaptable housing design (AS 4299) to meet the needs of residents with a range of mobility issues.

### **Be Capable of Delivery and Long-term Economic Success**

Redevelopment of the PHPDP area will occur in stages over a 20 to 30 years period, and will provide sufficient flexibility for addressing logistical challenges and responding to economic conditions.

### 3 Existing Conditions

There are a range of building types and heights, open spaces, car parking areas and other facilities and infrastructure across the four existing estates as indicated in Figure 3.1.

The existing housing estate buildings are clearly identifiable in the area and contribute to its mixed built form character.

The PHPDP area is generally flat with a slight fall from south to north as indicated by the contours in Figure 3.2.

The Horace Petty site contains various underground service easements as indicated in Figure 3.3. Indicative overland flow path setbacks (ground floor) are also shown on this plan.

Further details of each site are provided in sections 6 to 9 of this PHPDP.



**HORACE PETTY TOTAL**

**788** 🏠

- A** 2 Simmons Street  
12 Storeys + Ground  
36.4 meters
- B** 259 Malvern Road  
12 Storeys + Ground  
36.4 meters
- C** 2, 4, 6, 8, 10 Simmons Court  
4 Storeys + Ground  
11.4 meters
- D** 1, 3, 5, 7, 9 Simmons Court  
4 Storeys + Ground  
11.4 meters
- E** 261, 263, 265 Malvern Road  
4 Storeys + Ground  
11.4 meters
- F** 1 Browning Walk  
3 Storeys  
8.7 meters
- G** 2 Browning Walk  
3 Storeys  
8.7 meters
- I** 4 Browning Walk  
3 Storeys  
8.7 meters
- H** 3 Browning Walk  
3 Storeys  
8.7 meters
- J** 15-23 Surrey Road  
2 Storeys  
5.8 meters
- K** 5-11 Surrey Road  
2 Storeys  
5.8 meters
- L** 3 Surrey Road  
3 Storeys  
8.7 meters
- M** 1 Surrey Road  
12 Storeys  
35.3 meters
- N** Stage 1  
5-10 Storeys

**ESSEX ST TOTAL**

**63** 🏠

- O** 16&18 Essex Street  
3 Storeys
- P** 14 Essex Street  
3 Storeys
- Q** 10&12 Essex Street  
2 Storeys
- R** 8 Essex Street  
3 Storeys
- S** 4&6 Essex Street  
3 Storeys
- T** 2 Bella Street  
3 Storeys

**KING ST TOTAL**

**192** 🏠

- U** 25 King Street  
12 Storeys
- V** 27 King Street  
12 Storeys

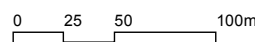
**BANGS ST TOTAL**

**120** 🏠

- X** 21 Bangs Street  
5 Storeys
- Y** 21 Bangs Street  
5 Storeys
- Z** 1 Bangs Street  
5 Storeys
- 1** 1 Bangs Street  
5 Storeys

— PHPDP Boundary

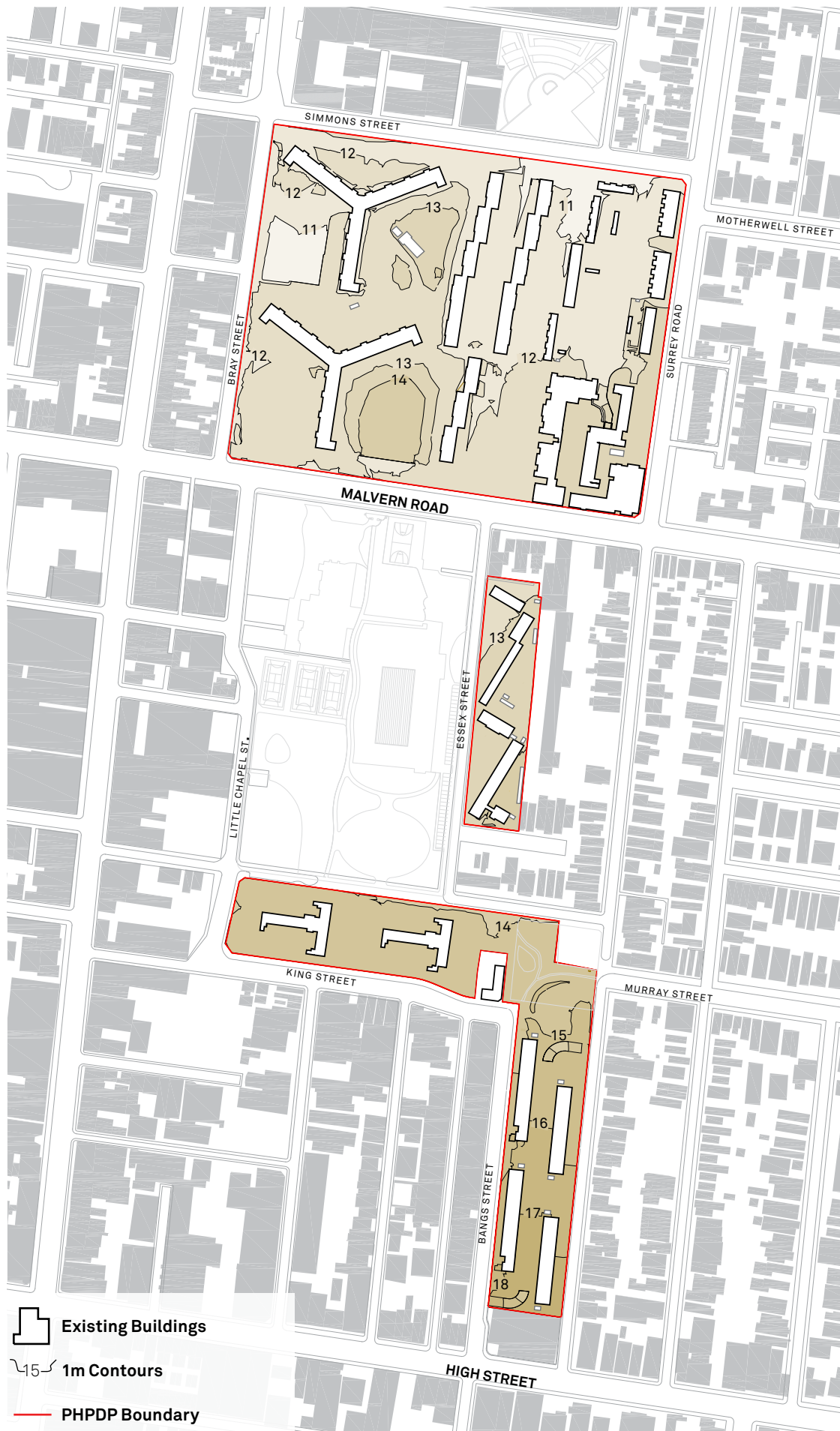
**Figure 3.1**  
Existing Buildings



Not to Scale

**TOTAL**

**1,163** 🏠

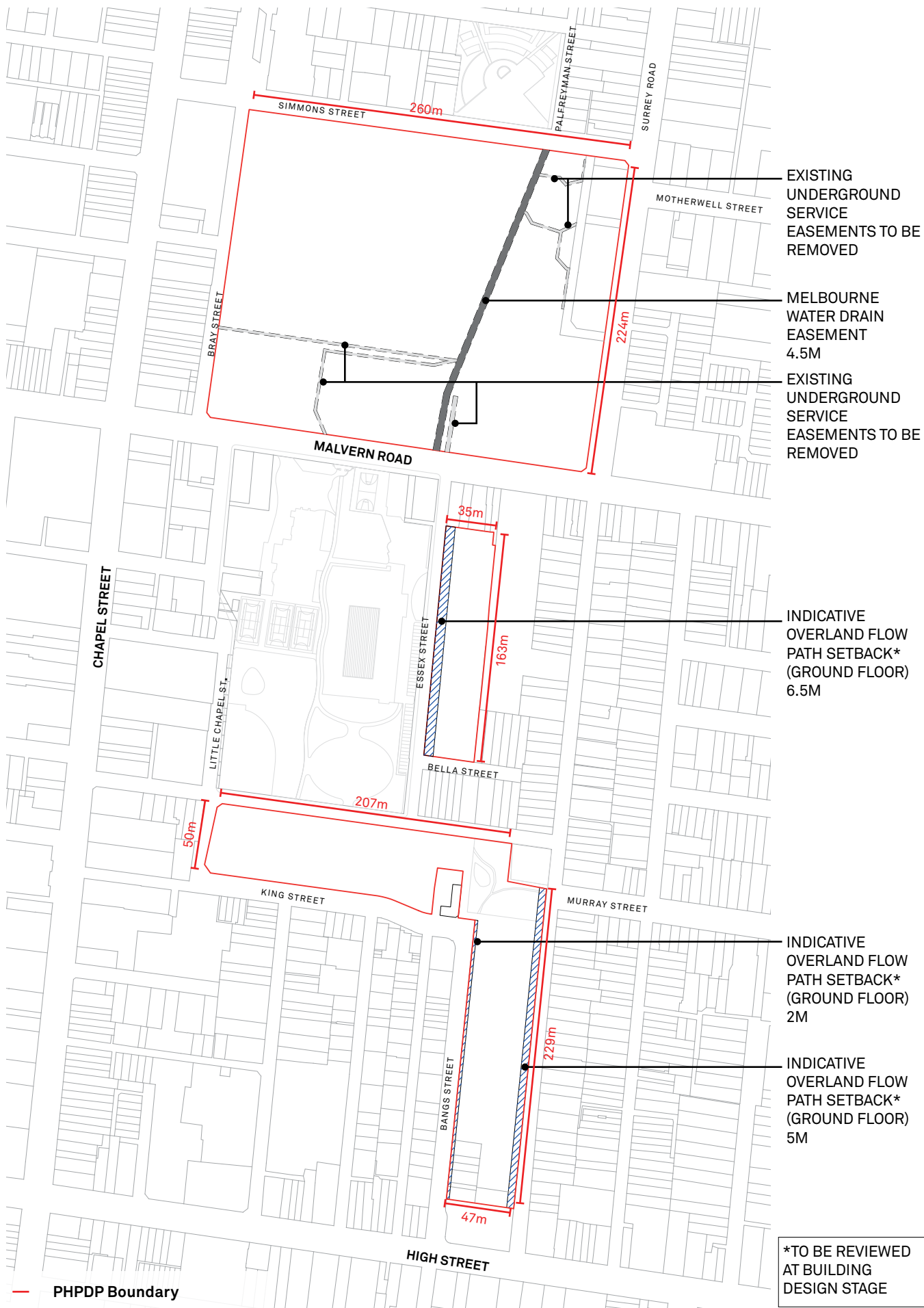


**Figure 3.2**  
Contours

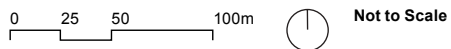
0 25 50 100m



Not to Scale



**Figure 3.3**  
Easements and Indicative Ground Floor Setbacks



### 3.1.2 Surrounding Land Uses and Development

The PHPDP area is in an inner urban location with easy access to a very broad range of facilities and services. A selection of key views and vistas to and from the site are provided in Figure 3.4. The surrounding area is characterised by a wide variety of retail, commercial, medical, residential, health, cultural and recreation uses, some of which are identified in Figure 3.5. The PHPDP is located in proximity to a number of activity centres including Prahran / Chapel Street, Hawksburn / Malvern Road and South Yarra / Toorak Road.

The PHPDP area enjoys excellent access to a range of public transport modes, including trams and trains. Tram services extend along Malvern Road, Chapel Street and High Street, providing access to the Melbourne CBD and surrounding suburbs. Three railway stations on the Sandringham / Frankston / Cranbourne / Pakenham lines are located in proximity and bus services also operate along Malvern Road providing connections to the Melbourne CBD, western suburbs and inner southeast.

The surrounding road network provides good access from the PHPDP area. The Melbourne CBD and the outlying suburbs of Melbourne can be accessed via the Monash Freeway to the north and Dandenong Road and St Kilda Road / Nepean Highway to the south.

A variety of public open spaces are located in the vicinity, including Princes Gardens, Grattan Gardens, Victoria Gardens and further west, Fawkner Park. These public open spaces include a range of facilities to support both active and passive recreational activities.

Built form in the vicinity of the PHPDP area varies greatly in height and size and with a range of new developments interspersed with older buildings. Substantial change has occurred within the Prahran / Hawksburn / South Yarra area with new development and modifications and additions to existing buildings. It is anticipated that the area will continue to undergo significant change.

The emerging built form generally consists of development that is higher than the predominant scale of existing buildings. Recent developments tend to incorporate active ground floor uses such as retail, and accommodate offices and / or dwellings on the upper levels of the building. Developments often incorporate podium and tower components with the podium levels built to the street edge where the site fronts a main road. The new built form is contemporary in design, with articulated facades and a variety of materials and finishes. Generally, older buildings fronting main roads within the nearby activity centres are two to three-storeys in height with no street setback and active ground floor uses. Dwellings and offices often occupy the upper levels of these buildings.



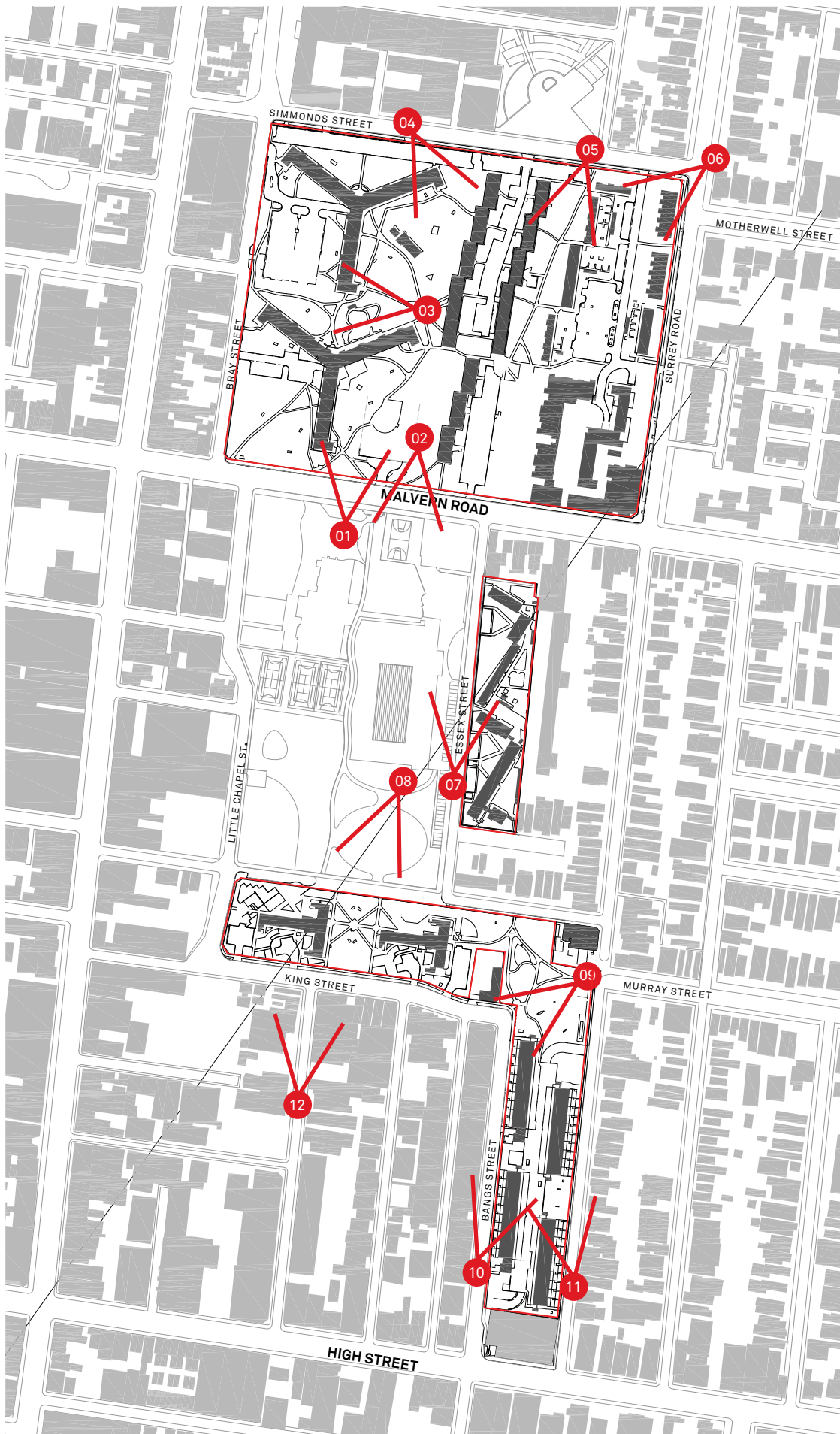


Figure 3.4  
Views to and from the PHPDP sites

0 25 50 100m



Not to Scale



Figure 3.4  
Views to and from the PHPDP sites



07



08



09



10



11



12

Figure 3.4  
Views to and from the PHPDP sites



— PHDP Boundary

- |                              |                                  |  |                                    |
|------------------------------|----------------------------------|--|------------------------------------|
| <b>A</b> Horace Petty Estate | <b>E</b> Prahran Market          | <b>I</b> Stonnington Local Government Service Centre | <b>M</b> Prahran Aquatic Centre    |
| <b>B</b> Essex Street Estate | <b>F</b> Prahran Central         | <b>J</b> Stonnington Library                         | <b>N</b> Victoria Gardens          |
| <b>C</b> King Street Estate  | <b>G</b> Grattan Gardens         | <b>K</b> Chapel Street Activity Centre               | <b>O</b> Hawksburn Railway Station |
| <b>D</b> Bangs Street Estate | <b>H</b> Prahran Railway Station | <b>L</b> Chapel Off Chapel Community Facilities      |                                    |

Figure 3.5  
Surrounding Land Use and Development (September 2015)



Not to Scale

## 4 Stonnington Planning Scheme Requirements

This PHPDP has been prepared in accordance with the requirements of the Stonnington Planning Scheme (the Scheme) and in particular its:

- State and local policies;
- development plan overlay (DPO) (clause 43.04);
- schedule 5 (DPO5) to the DPO.

### 4.1 State and Local Policies

This PHPDP is consistent with the relevant aspects of the State Planning Policy Framework (SPPF) and Local Planning Policy Framework (LPPF) including:

- clause 11 (Settlement);
- clause 15 (Built Environment and Heritage);
- clause 16 (Housing);
- clause 21.03 (Vision);
- clause 21.05 (Housing);
- clause 21.06 (Built Environment and Heritage);
- clause 22.19 (Prahran, South Yarra and Windsor Activity Centre Policy).

The PHPDP facilitates the concentration of major residential developments in and around identified activity centres (clauses 11.01-2 and 11.04-2). A diversity of housing types, including both public and private housing at higher densities, will be provided particularly having regard to the total housing stock in the Prahran area. Lower use of private cars will be encouraged through a reduced provision of car parking, an integrated network of walking and cycling paths and accessibility to public transport.

In accordance with clause 11.02-1, the development of the PHPDP area will contribute to the intensification of the existing urban area through an increase in density. The PHPDP creates a range of public open spaces that are connected and provide for active and passive recreational activities (clause 11.03-1).

The PHPDP promotes a high quality urban environment that is safe, liveable and attractive and takes into consideration the strategic context of the site (clause 15.01-1). It promotes walking and cycling through the incorporation of shared paths and footpaths through areas of open space that connect to the broader movement network. The proximity of the site to a variety of public transport services also encourages use of sustainable modes of transport. New development will be of a high architectural standard and will maximise energy efficiency in order to reduce household running costs (clause 15.01-2).

The quality of public housing will be improved through the delivery of new housing that will be integrated with new private housing (clause 16.01-1). The PHPDP facilitates the intensification of housing on a 'strategic redevelopment site' offering excellent access to services and transport (clauses 16.01-2 and 16.01-3). The redevelopment and renewal of the PHPDP area will improve public housing stock and better meet community needs (clause 16.01-5).

Under the Strategic Framework Plan in clause 21.03, the PHPDP area is located in a Principal Activity Centre where higher density housing is encouraged (clause 21.05-2). The PHPDP provides for a variety of uses including commercial uses at ground floor level in accordance with clause 21.05-3. A diversity of housing needs will be catered for through the provision of a mix of public and private housing of varying sizes (clauses 21.05-4 and 21.05-5).

Landscaping of the PHPDP area will be enhanced with existing significant trees to be retained where practicable and new planting to be established in the public and communal open spaces (clause

21.06-1). The PHPDP promotes a high quality urban environment with an appropriate site coverage and large areas of open space that integrate with the surrounding area, blurring the boundaries of the sites (clause 21.06-4).

The PHPDP, along with proposed redevelopment, increases the amount of public open space within Stonnington through the proposed allocation of approximately 20,700 square metres (23 per cent of the PHPDP area) to public open space and its staged transfer to Stonnington City Council (clause 21.07-1).

The PHPDP area is located in the Prahran precinct of the Prahran / South Yarra and Windsor activity centre under clause 22.19. The PHPDP assists in achieving the vision for the Prahran precinct by encouraging active uses along street frontages at ground floor level, improving the supply of a range of housing types in a well serviced area and integrating the sites with the surrounding area.

## 4.2 Activity Centre Zone (Chapel Street Activity Centre)

Amendment C172 (Chapel Street Activity Centre) to the Scheme introduced the Activity Centre Zone (ACZ over the Chapel Street Activity Centre.

The ACZ covers the whole of PHPDP area.

Under the Activity Centre Zone - Schedule 1 (ACZ1), the Horace Petty site is identified as a key strategic development site.

The PHPDP assists in achieving the land use and development objectives of the ACZ1 by:

- facilitating the redevelopment and revitalisation of an identified key strategic development site;
- facilitating mixed use development with opportunities to establish a range of retail, commercial and health uses;
- providing for housing growth and diversity with a range of housing types and sizes;
- improving the public realm through the provision of active ground floor uses and substantial new public open space;
- providing a public open space reserve on the Horace Petty site in a location consistent with the 'Prahran Precinct and Sub-Precinct Map';
- providing communal open spaces, including roof top areas that are landscaped and provide amenity to residents in addition to reducing the 'urban heat island effect';
- ensuring an appropriate transition to surrounding lower scale established residential neighbourhoods;
- maximising permeability with numerous pedestrian and bicycle links through the PHPDP area that align with the 'indicative pedestrian links' shown on the Prahran Precinct Land Use and Framework Plan;
- minimising overshadowing of the public realm through a transition in building heights at setbacks at sensitive interfaces.

## 4.3 Residential Growth Zone

The Scheme includes the PHPDP area in the Residential Growth Zone (RGZ). The PHPDP implements the purposes of the RGZ in the following ways.

- Increasing the density of housing.
- Increasing the diversity in the area of housing types, including both public and private housing.
- Allowing a range of non-residential uses to establish in suitable locations.

## 4.4 Development Plan Overlay

The PHPDP has been prepared in accordance with schedule 5 (The Prahran Housing Precinct) to the DPO (DPO5).

DPO5 sets the vision for the Prahran Housing Precinct which includes to:

- achieve a long term outcome of urban renewal and revitalisation through a diversity of housing types;
- facilitate the provision of housing in an area that benefits from excellent access to a range of services and facilities;
- create a development that is affordable, accessible and well connected to the surrounding neighbourhood;
- achieve a built form outcome that demonstrates a high quality architectural response, implements innovative environmentally sustainable design features and provides a high standard of internal amenity.

These requirements are addressed in detail in sections 5 to 8 of this PHPDP.

Planning permit applications that are generally in accordance with the PHPDP are exempt from the notice requirements, decision requirements and review rights of the *Planning and Environment Act 1987*.

## 4.5 Special Building Overlay

The Special Building Overlay (SBO) covers the majority of the Horace Petty site and all of the Essex Street, Kings Street and Bangs Street sites.

The purpose of the SBO includes to:

- identify urban areas liable to inundation by overland flows from the urban drainage system;
- ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity;
- protect water quality.

Under the SBO, a planning permit is required to construct a building or to construction or carry out works. The requirements of the SBO will be addressed during the detailed design phase of each stage of development.

DHHS has had preliminary discussions with Melbourne Water regarding flood management and the preferred Melbourne Water ground floor setbacks are shown in Figure 2.3 (Easements and Indicative Ground Floor Setbacks). It is noted that these setbacks may reduce based on the detailed design of each stage of development proposed within the PHPDP area.

## 5 Overview: Prahran Housing Precinct Development Plan

The preparation of this PHPDP has had regard to the opportunities and constraints of the sites and the surrounding area. The PHPDP is a 20 to 30-year masterplan to guide the renewal of the Prahran Housing Precinct. It will be reviewed periodically during this timeframe and may be updated to reflect changing needs and development outcomes.

The PHPDP Map below provides the framework plan for the use and development of the four sites.

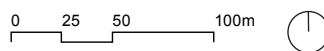
The PHPDP Map (refer Figure 5.1) will guide the long-term renewal of the Prahran Housing Precinct. It aims to provide new and improved housing and public open space for the use of all residents. It also proposes complementary facilities and services to meet the needs of residents and the wider community. The PHPDP will facilitate a broader social mix in order to create an inclusive and vibrant community.

Renewal of the Prahran Housing Precinct will maximise the locational advantages of the PHPDP area, including its proximity to public transport and activity centres, by providing a mixed use and high density development.





Figure 5.1  
Development Plan Map



## 5.1 Dwelling Yield

The final number of dwellings to be developed in the PHPDP area will be determined in the detailed planning stages however, it is expected that it will accommodate between 2,278 and 2,998 dwellings. In order to facilitate new development, some of the existing buildings will be demolished as shown in Figure 5.2.

The number of existing dwellings to be retained on each site is outlined in Table 5.1.

**Table 5.1 Retained Dwellings (Excluding Stage 1)**

Site	Dwellings Retained
Horace Petty 2 Simons Street	144 <sup>^</sup>
259 Malvern Road	144 <sup>^</sup>
1 Surrey Road	108
<i>Horace Petty Sub-Total</i>	(396)
Essex Street	-
King Street	192
Bangs Street	-
<b>Total Retained</b>	<b>588</b>

<sup>^</sup> Final number of dwellings in 'Y' towers subject to re-configuration feasibilities, with likely a range of 150 to 180 converted dwellings for each tower.

The PHPDP dwellings will be a mix of public and private housing and predominantly will be in the form of one, two or three-bedroom apartments and terrace-style dwellings.

The proportion of public and private dwellings will vary for each stage of implementation of the PHPDP, with the overall amount of public housing for the PHPDP area increased by a minimum 10 per cent (based on the original amount of public housing prior to the construction of Stage 1). A summary of the existing and indicative total dwellings is provided in Table 5.2 and the indicative dwelling type mix is provided in Table 5.3.

**Table 5.2 Existing and Indicative Total Dwellings**

Site	Original Public Housing	Current Public Housing Dwellings Inclusive of Stage 1*	Indicative PHPDP Total (retained and new dwellings)
Horace Petty	624	788	1,536 - 2,056
Essex Street	63	63	200 - 300
King Street	192	192	192
Bangs Street	120	120	350 - 450
<b>Total</b>	<b>999</b>	<b>1,163</b>	<b>2,278 - 2,998</b>

\* Stage 1 redevelopment at the Horace Petty site resulted in the demolition of 24 'walk-up' dwellings and the construction of 188 apartments.

**Table 5.3 Indicative Dwelling Type Mix**

Housing Type	Indicative PHPDP Total (retained and new dwellings)
Public	1,099
Private	1,179 - 1,899
<b>Total</b>	<b>2,278 - 2,998</b>

## 5.2 Car Parking

Basement car parking will be constructed and result in a net increase in car parking across the PHPDP area of between 612 and 1,162 car parking spaces (refer Table 5.3), with the exact number to be determined through more detailed planning over the life of the PHPDP.

The basement car parks generally will conform to the footprint of the new buildings and may comprise multiple levels. The precise details of each basement car park will be determined at the planning permit application stage.

The information in this PHPDP regarding car parking, internal and external road networks and traffic impacts has been informed by the *Traffic and Transport Assessment PHPDP, December 2015* prepared by Cardno. Updated car parking and traffic assessments by qualified consultants will be sought at each stage of development and will be provided to Council at specific permit application stages.

**Table 5.4 Existing and Proposed Car Parking Provision**

Site	Existing Car Parking	Proposed Car Parking		Net Increase in Car Parking	
		Minimum	Maximum	Minimum	Maximum
Horace Petty	371	650	980	279	609
Bangs Street	112	295	415	183	303
Essex Street	15	165	265	150	250
King Street <sup>^</sup>	30	30	30	0	0
<b>Total</b>	<b>528</b>	<b>1140</b>	<b>1690</b>	<b>612</b>	<b>1,162</b>

<sup>^</sup> No change at King Street site.

## 5.3 Open Space

Approximately 20,700 square metres of public open space will be provided on a staged basis as part of the area renewal (refer Figure 5.1). This represents 23 per cent of the PHPDP area and is significantly more than the 8 per cent public open space contribution required under clause 52.01 of the Scheme. The proposed open space network has been aligned to link with existing adjacent public open spaces to improve connectivity.

The public open space contribution will more than compensate for the increased number of dwellings and higher building heights. The PHPDP has been designed holistically with a substantial public open space contribution proposed to benefit future residents and the broader community. While the extent of public open space provided reduces the area of developable land, it supports taller buildings and an increased dwelling yield.

The transfer of public open space to Stonnington City Council will occur progressively at the various stages of development and in consultation with Council.

The public open space will be transferred with basic improvements including bulk earthworks, top dressing and seeding for grass, tree planting, paths and shelters and minor play equipment if required. Further embellishments may be provided subject to mutual agreement with Council.

A further 16,000 square metres (approximately) of semi-private (communal) open space will be provided for use by residents. This excludes private open space associated with dwellings.

## 5.4 Connectivity

A new network of footpaths and shared paths through the PHPDP area will connect to the broader pedestrian, bicycle and street network and enhance the accessibility of the PHPDP area (refer Figure5.3). New vehicle access points and new public roads within the Horace Petty site will improve access and safety while integrating the sites with the surrounding street network.

The detailed design response and development plan elements for each of the four sites are described in sections 6 to 9.

The key elements of the PHPDP Map are outlined below.

- An indicative dwelling yield in the range of 2,278 to 2,998 dwellings.
- A variety of building types and heights across various sub-precincts, with the highest of these having a preferred maximum height limit of approximately 16 storeys.
- Setback distances between buildings to ensure appropriate solar access to apartments and open spaces and to minimise unacceptable overlooking.
- A mix of one, two and three-bedroom apartments and terrace-style dwellings.
- Approximately 10,000 square metres of retail / commercial / medical floor space, predominantly at ground floor level.
- Basement car parking with a net increase in car parking spaces of between 612 and 1,162
- Approximately 20,700 square metres of public open space, representing about 23 per cent of the PHPDP area.
- A network of walking and cycling paths with clear sight lines throughout the PHPDP area.
- New pedestrian and vehicle access points to and from the surrounding street network.
- Removal of the vehicle crossovers from Malvern Road.

It is noted that irrespective of definitions in the Scheme, references to the number of storeys throughout this PHPDP exclude basements (provided they project no more than 1.2 metres above ground level).

## 5.5 Materials and Finishes

All new buildings will be modern in design and feature a variety of materials, finishes and colours to provide contrast and articulation to the built form. Preferred building materials and finishes will include render, brickwork, timber panelling, weatherboard, glass, stone and colorbond.

Colours will be non-reflective in order to complement the surrounding environment.

Sustainable building materials will be selected where possible and lighter coloured roofing materials will reduce solar heat absorption when compared to darker colours.

Further detail regarding materials and finishes will be provided at the planning permit application stage for each phase of development.

## 5.6 Landscaping

Areas of public and semi-private open spaces will be landscaped with a variety of soft and hard treatments to cater for different uses. Figure 5.4 identifies existing trees that achieved a high merit rating in the arboricultural assessment completed by Treemap Arboriculture in 2014. As demonstrated by Figure 5.5, existing significant vegetation will be retained where practicable. New planting will be established to enhance the environment with indigenous and native plants incorporated where possible to attract local fauna and enhance biodiversity. An Indicative Landscape Concept Plan is provided in Figure 5.6.

Landscaping within building setbacks will assist with softening the built form and providing a break in hard surfacing.

Areas of public open space may include public parks and plazas, seated areas for picnics and active recreation facilities. Semi-private open spaces may include features such as rooftop gardens and areas for relaxation, play and small groups.

Areas of open space will include features that cater for a variety of activities for residents of all ages. Open spaces may include the following elements:

- areas suitable for children's play;
- areas for youth activities;
- seating;
- walking and cycling paths;
- community gardens;
- shaded and cleared areas with access to the sun;
- facilities to accommodate basketball and ball games;
- barbeques;
- areas to socialise.

The existing adventure playground will be relocated to a suitable area within the public open space reserve. An indicative location has been nominated on the Indicative landscape Concept Plan.

Open spaces will be designed to improve safety, promote wellbeing and encourage a sense of community.

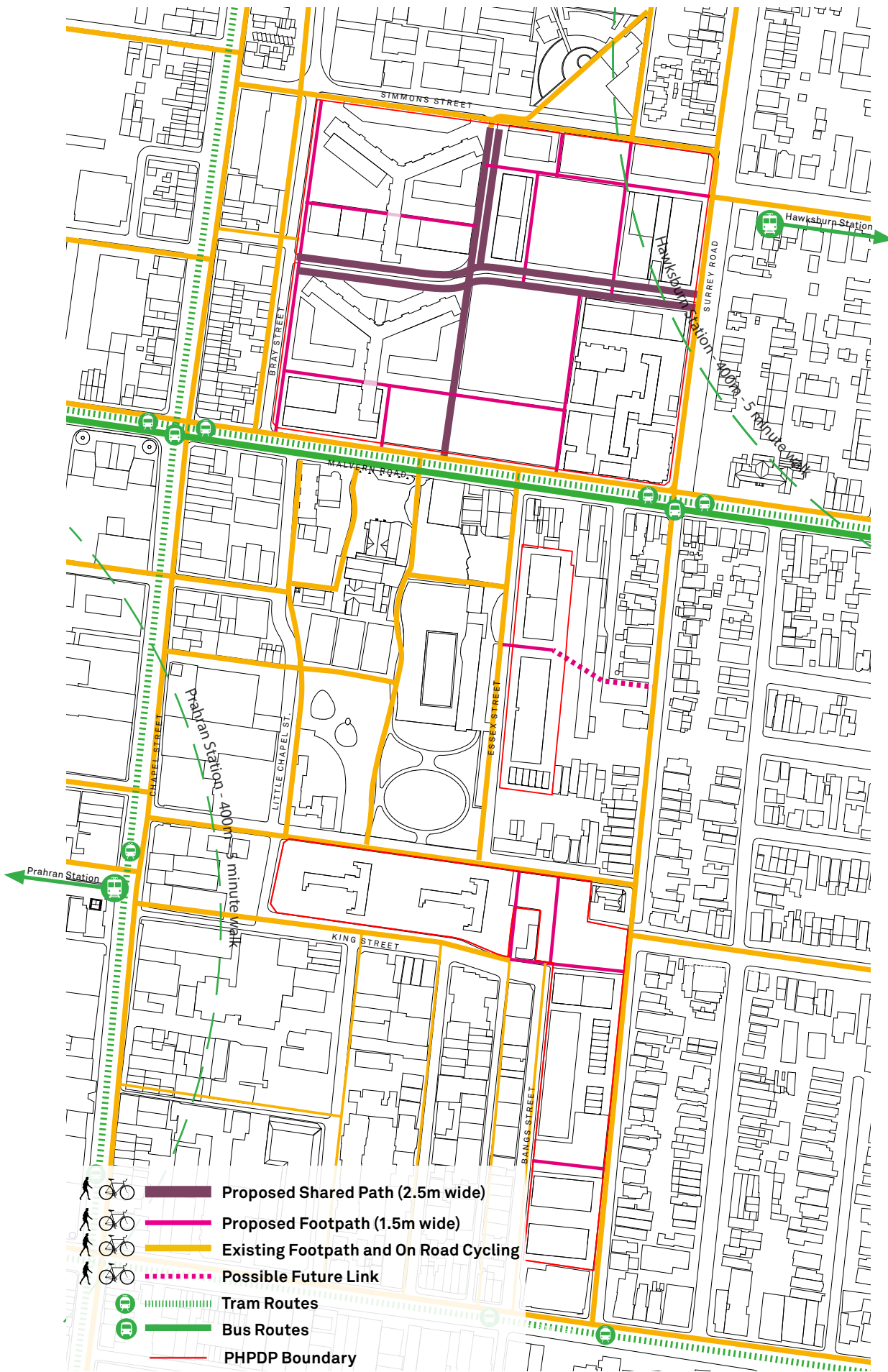


**Figure 5.2**  
Buildings to be Demolished / Retained

0 25 50 100m



Not to Scale



**Figure 5.3**  
**Pedestrian and Bicycle Links and Public Transport Links**

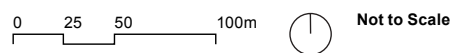




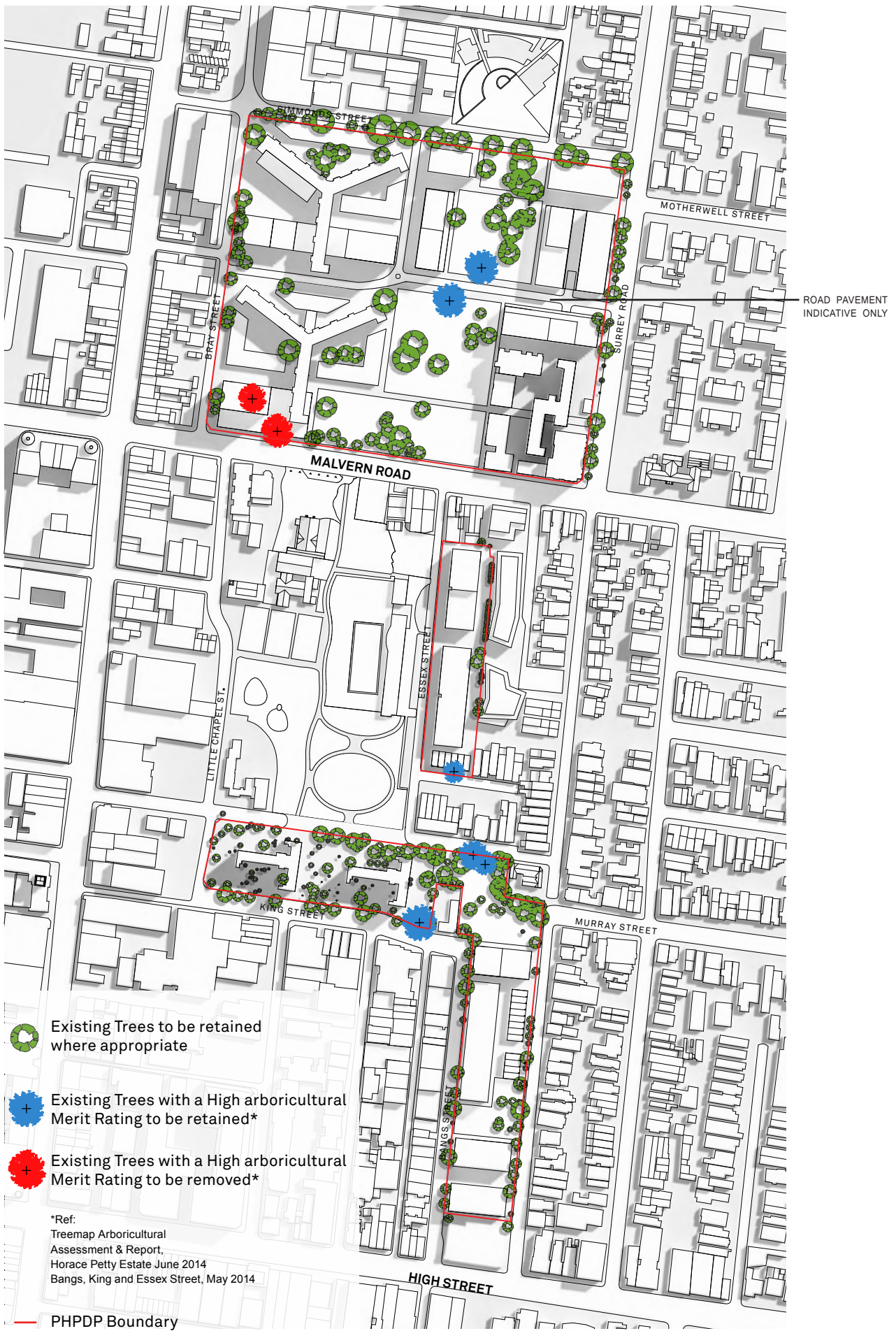
Figure 5.4  
Existing Vegetation

0 25 50 100m



Not to Scale

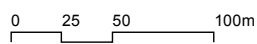




**Figure 5.5**  
**Trees to be Retained and Removed**



**Figure 5.6**  
Indicative Landscape Concept Plan



Not to Scale

## 5.7 Environmentally Sustainable Design Goals

A range of environmentally sustainable design (ESD) goals will be incorporated into the renewal of the PHPDP area. These high quality ESD approaches will have a positive impact on the wellbeing and finances of residents, the costs and maintenance implications for the owners corporations and the extent of natural resource use.

A range of measures described below represent a comprehensive set of ESD goals, and allow the achievements and lessons from one development stage to be captured in subsequent stages. The setting of goals at each stage of development will acknowledge the long timeframes involved in implementation of the PHPDP and will allow the development to respond in a flexible and opportunistic way to the best practice approaches and technologies available at the time.

The ESD goals are summarised below.

### Residents' Wellbeing Goals

Consideration of the following ESD site and building features to enhance the comfort, health and safety of residents, as well as minimise living costs.

- Incorporate passive solar design principles in building design, including maximising winter sunlight into living rooms and open spaces.
- Create energy efficient building envelopes and reduce the heat load on buildings by utilising features such as smart glazing systems and external shading.
- Achieve a higher average thermal performance rating than required by regulations.
- Install energy and water efficient appliances.
- Increase indoor air quality, including cross ventilation of apartments and the use of low toxicity materials and finishes.
- Provide access to a community garden plot for as many interested residents as possible.
- Investigate the practicalities of providing residents with access to real time energy use and cost information for their dwelling.

### Efficiency and Offsetting Goals

Wherever possible, use of the following ESD systems and technologies to ensure efficient operational energy and water use across the sites, and minimise owners corporation costs.

- Energy efficient and durable engineering services and technologies for the site and buildings. This should include the capture and reuse of fire systems testing water.
- Water capture and reuse for building and landscape services, where practicable.
- Offsetting of energy demand and increase to fuel security (resilience in times of peak demand) with energy generation solutions.
- Building management systems (BMS) and associated metering of all services, to allow the monitoring of resource usage and to provide prompt alerts for leaks or maintenance attention.
- Selection of efficient building construction systems and materials which have qualities such as recycled components, are recyclable, minimise construction waste and have low embodied energy and / or high durability.

### Biodiversity

Biodiversity considerations include:

- indigenous and native planting design to attract fauna such as native birds;
- retention of significant trees where practicable and planting of some mature trees;
- stormwater retention and management, for healthy waterways, and to minimise flooding in intense storms.

## Innovation

Developments at various stages of implementation will include exploration of innovative approaches that strengthen the above goals and measures. This may include exploration of funding opportunities and possibilities for collaborative partnerships with government and third parties.

## ESD Performance Management

The following strategies and policies will be applied at each stage of implementation:

- developing and managing environmental management plans;
- resident education and training;
- post occupancy studies for each stage.

The ESD approach for the PHPDP will align with the applicable Scheme policies and requirements. At the planning permit stage for the various stages of development, a sustainable management plan and water sensitive urban design response (including a site management plan and maintenance program) will be prepared in accordance with the requirements of clause 22.05 and clause 22.18.

## 5.8 Waste Management

The weekly quantities of waste estimated within the PHPDP area are based on the City of Stonnington *Residential Waste Management Guidelines (May 2012)*. Waste generation for each dwelling is expected to be 120 litres per week for garbage and 60 litres per week for recycling.

The waste system will be based on the following principles.

- Shared, rather than individual bins to be provided.
- Apartment buildings up to and including three storeys to typically have bin-based systems requiring residents to take their garbage and recyclables to a bin room in the building or external bin enclosure for disposal. The bin room will be accessible to residents to place waste in the bins. The owners corporation or property managers will be responsible for placing the bins on the kerb for collection or arranging for a private contractor to take the bins to the point of collection.
- Residents within three-storey apartment buildings will be provided with stackable recycling bins to store and carry all recyclables to the recycling bin room or enclosure.
- Apartment buildings above three storeys in height may feature waste chutes with access from all floors for garbage and recycling which will empty into bins within a bin room not accessible to residents. The owners corporation or property managers will be responsible for placing the bins on the kerb for collection or arranging for a private contractor to take the bins to the point of collection.
- Chutes will generally empty into larger 660 or 1100 litre bins on tracked (linear or carousel) systems. Compaction mechanisms on garbage bins will be used where appropriate.
- Where collection occurs in basement car parks, low profile collection vehicles will be used.
- An area for hard waste will be provided in conjunction with the proposed bin rooms and / or enclosures.
- Mechanical ventilation systems will be provided in bin rooms and will ensure that odour and noise do not impact unreasonably on residents.
- All residents will be provided with waste management information as part of the apartment user guide.

Before the development of each stage, a detailed Waste Management Plan will be prepared incorporating the principles outlined above and utilising changing collection systems and technologies as appropriate.

Further details regarding waste management can be found in the *Waste Management Concept Plan* prepared by Wastemin Pty Ltd, December 2015.

## 5.9 Environmental Site Assessment

Preliminary site assessment reports for the PHPDP area have been provided by:

- Senversa Pty Ltd  
Preliminary Environmental Site Assessment: 1-21 Bangs Street, 2-16 Essex Street and 25-27 King Street Prahran (16 June 2015);
- Coffey Environments Pty Ltd  
Prahran Housing Estate Environmental Site Assessment Corner Malvern/Surrey/Bray and Simmons Streets, Prahran (3 September 2009).

A summary of the findings of these assessments is as follows.

### Horace Petty Site

- A review of the previous site history indicates that the site consisted of residential properties with a number of service lanes from as early as 1896. As part of the early site use, a number of timber yards existed as well as a soap factory and blue stone pitcher manufacturer.
- Preliminary testing at the Horace Petty site has revealed fill of varying depth (on average up to 1 metre) containing brick fragments and gravel. Analysis of the fill has detected soil contamination at various locations on the site.
- Concentrations of contaminated soils were found to be in areas unlikely to be accessible to current residents of the site (that is, underneath concrete, in areas with extensive grass cover or in deeper fill).

### Bangs Street, Essex Street and King Street Sites

- A review of the available records indicates that the sites have been used for residential purposes since the late 1800s. The surrounding area has been used for predominantly residential purposes, with some light industrial and commercial uses.
- There is no clear evidence of past industrial uses or activities at the sites.
- The sites appear to be underlain by fill soils, followed by Red Bluff sands from the Brighton Group Formation. Groundwater beneath the sites is expected to be less than 5 metres below ground surface and flow to the west and northwest towards Albert Park Lake to the west.
- Any potential for soil contamination is associated with the following historical site uses:
  - filling and levelling of the sites (including building demolition waste);
  - the possible storage of chemicals at the sites;
  - the operation of substations;
  - the historical garden use of fertilisers, pesticides and herbicides across the sites.
- Historical fill is considered to represent a medium potential for land contamination at these sites.

Before the commencement of works for any stage of the PHPDP and depending on the proposed use, site testing and remediation works will be completed in compliance with the relevant environmental requirements.

## 6 Horace Petty Site: Design Response and Development Plan Elements

### 6.1 Site Analysis

The Horace Petty site is the largest of the four sites in the PHPDP, with an area of approximately 59,700 square metres or nearly 6 hectares. It was one of the first high-rise public housing developments in Melbourne, with construction completed in 1967. It is occupied by a range of buildings, including three older high-rise towers (two Y towers and one Z tower), several 'walk-up' housing blocks, townhouses and large poorly designed communal open spaces. Key features of the Horace Petty site are summarised below.

- 788 dwellings in buildings that range in height from two storeys to 13 storeys.
- A total of 371 car parking spaces with a mix of at-grade spaces and basement car parking.
- A relatively flat topography with a gentle downward slope of 3 metres from southeast to north.
- A number of scattered trees throughout the communal open spaces.
- A range of communal open spaces consisting of active recreational areas with a centralised basketball half court, an adventure playground and kindergarden, as well as areas of soft and hard landscaping for passive recreation.
- A number of pedestrian / bicycle paths through the site and connecting to the surrounding streets.
- Existing vehicle access via Simmons Court, Browning Walk, Wicklow Lane, Bray Street, Surrey Road and Malvern Road.
- A 4.5 metres wide easement extending north-south through the east part of the site and various other drainage and sewerage easements in the northeast and southwest of the site.

The northwest and southwest quadrant of the Horace Petty site contains the two Y towers, both of which are 36.4 metres in height and contain 144 dwellings each. A 13-storey 'Z' tower, containing 108 dwellings is located in the southeast corner of the site and has a height of 35.6 metres.

West and south of the Z tower (on the northwest corner of Malvern and Surrey Roads) is the recently completed Stage 1 redevelopment that ranges in height from five to ten storeys and contains 188 apartments with a mix of one and two-bedroom units. Stage 1 was completed in 2013 and included a new park and playground.

A network of paths through the open spaces provide pedestrian and bicycle access to the buildings and communal facilities within the site.

### 6.2 Proposed Development and Use

The Horace Petty site will comprise a mix of building types and uses including residential, retail, commercial and health (refer Figure 5.1). The buildings will be dispersed through the site and will be separated by a large central area of public open space that extends north-south from Simmons Street to Malvern Road. It is anticipated that a health / commercial facility will be established at the corner of Bray Street and Malvern Road, with apartments on the levels above.

Various other retail / commercial uses will occupy the ground floors of other buildings fronting Bray Street and the proposed east-west public road. These ground floor tenancies will bring activity and new services to the site.

Residential use will remain the principal use of the site. Dwellings will be provided in the form of apartments and terrace-style dwellings with either one, two or three bedrooms.

Residential development will include both public and private housing to create a diverse but inclusive community.

Car parking will be in basement car parks.

## 6.3 Built Form

An indicative built form footprint is shown in Figure 6.1. It must be stressed that this footprint is indicative and may change over the life of the PHPDP but any change will remain in accordance with the PHPDP Map (Figure 6.1).

The PHPDP assumes a number of existing buildings will be either retained or demolished and replaced with new buildings.

### 6.3.1 Retained Buildings

The two Y towers, the Z tower and the Stage 1 redevelopment in the southeast part of the site will be retained (Table 5.1). All other buildings are expected to be demolished and replaced where relevant, over time.

As part of the redevelopment, refurbishment of the Y towers will be explored to meet the needs of smaller households, improve efficiency and reduce running costs. The reconfiguration of these buildings may increase the number of dwellings by approximately 150 to 180. It is expected that the external appearance, thermal efficiency and long-term maintenance of the two buildings could also be improved through options such as re-cladding of the tower facades.

Simmons Court and Wicklow Lane will also be removed. Wicklow Lane is designated as a public road and will be closed by the Director of Housing in accordance with the *Housing Act 1983* at the appropriate stage of development.

### 6.3.2 Building Heights

The Horace Petty buildings will range in height up to 16 storeys (refer Figure 6.2).

The tallest buildings will be concentrated in the western part of the site where the two Y towers will remain.

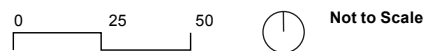
New low-rise apartment buildings will be located around parts of the bases of the existing Y towers. These buildings will have a frontage to Simmons Street, Bray Street and the south side of the proposed east-west road.

As indicated on the Indicative Building Footprint Plan (Figure 6.1), new buildings are expected to be constructed over time as part of the development of this site. Building heights will vary across Horace Petty with buildings stepping down in height at the interfaces of the site with its neighbours and future internal areas of public open space.

The proposed built form has sought to respond to the existing and emerging built form in the surrounding area. Taller development will be concentrated adjacent to the existing buildings that are to be retained, including the Y towers, Z tower and Stage 1 redevelopment. With the exception of two buildings that are approximately 16 storeys in height, all new buildings will be below the maximum height of the existing towers that are being retained.



**Figure 6.1**  
**Indicative Building Footprints and Setbacks - Horace Petty**







**Figure 6.2**  
**Preferred Maximum Building Heights - Horace Petty**

### 6.3.3 Building Setbacks

New development along the Surrey Road frontage will be set back approximately 3 metres from the street frontage in response to the lower scale of existing development on the east side of that Road.

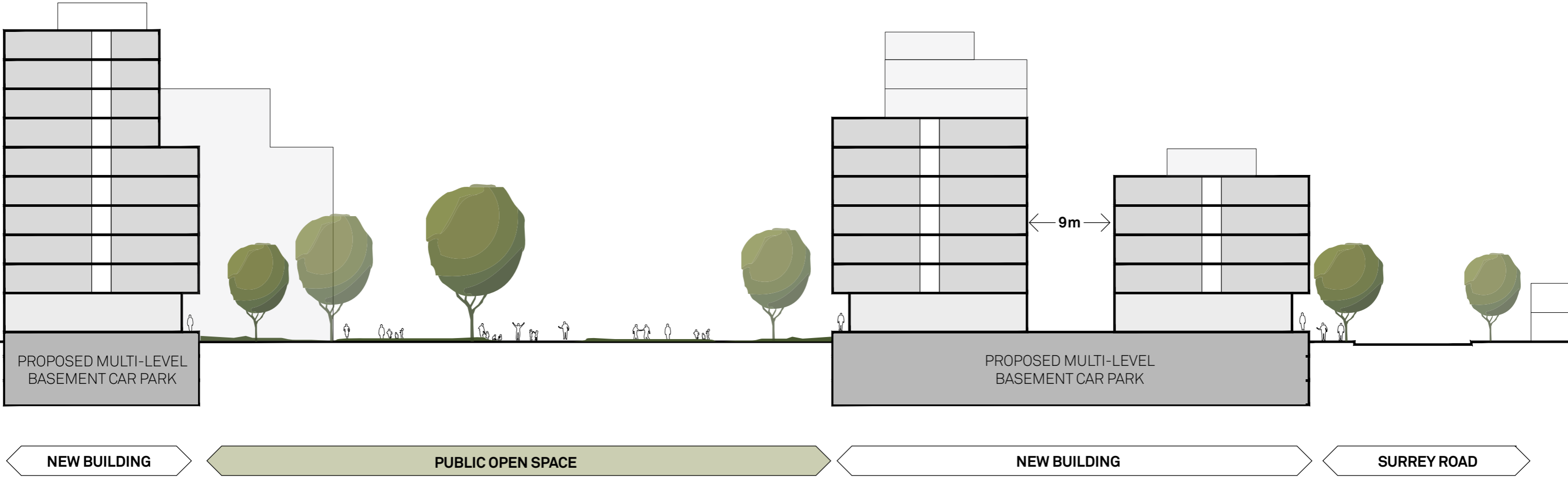
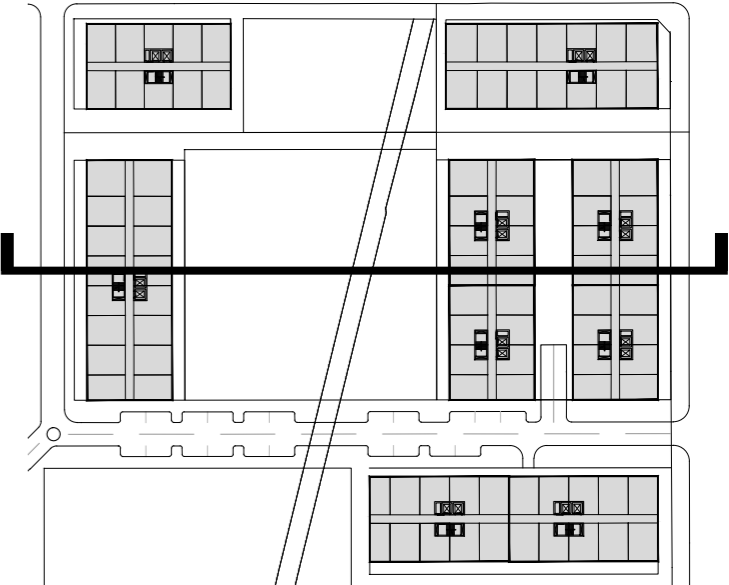
North-south setback distances of approximately 9 to 14 metres between new buildings will minimise unacceptable overlooking, maximise northern solar access and reduce unacceptable overshadowing, as indicated by the building setbacks in Figure 6.3 to 6.8. These setbacks ensure that a reasonable level of amenity is provided to future occupants while also creating breaks in the built form.

Buildings that have a frontage to one of the adjoining streets will be designed to address the street as indicated by the preferred street address symbol on the Indicative Building Footprints plan (Figure 6.1). Building entrances will be provided along the street frontage and active commercial uses on the ground floor of a number of these building will further activate these interfaces.

Development adjacent to the public open space reserves will be designed to address the open space through the orientation of building entrances and windows which will encourage passive surveillance.

A large proportion of the frontage to Malvern Road will be addressed by the proposed substantial public open space reserve that links Simmons Street to Malvern Road.

KEY PLAN



**Figure 6.3**  
**Building Setbacks - Horace Petty North East Quadrant**

Not to Scale

KEY PLAN

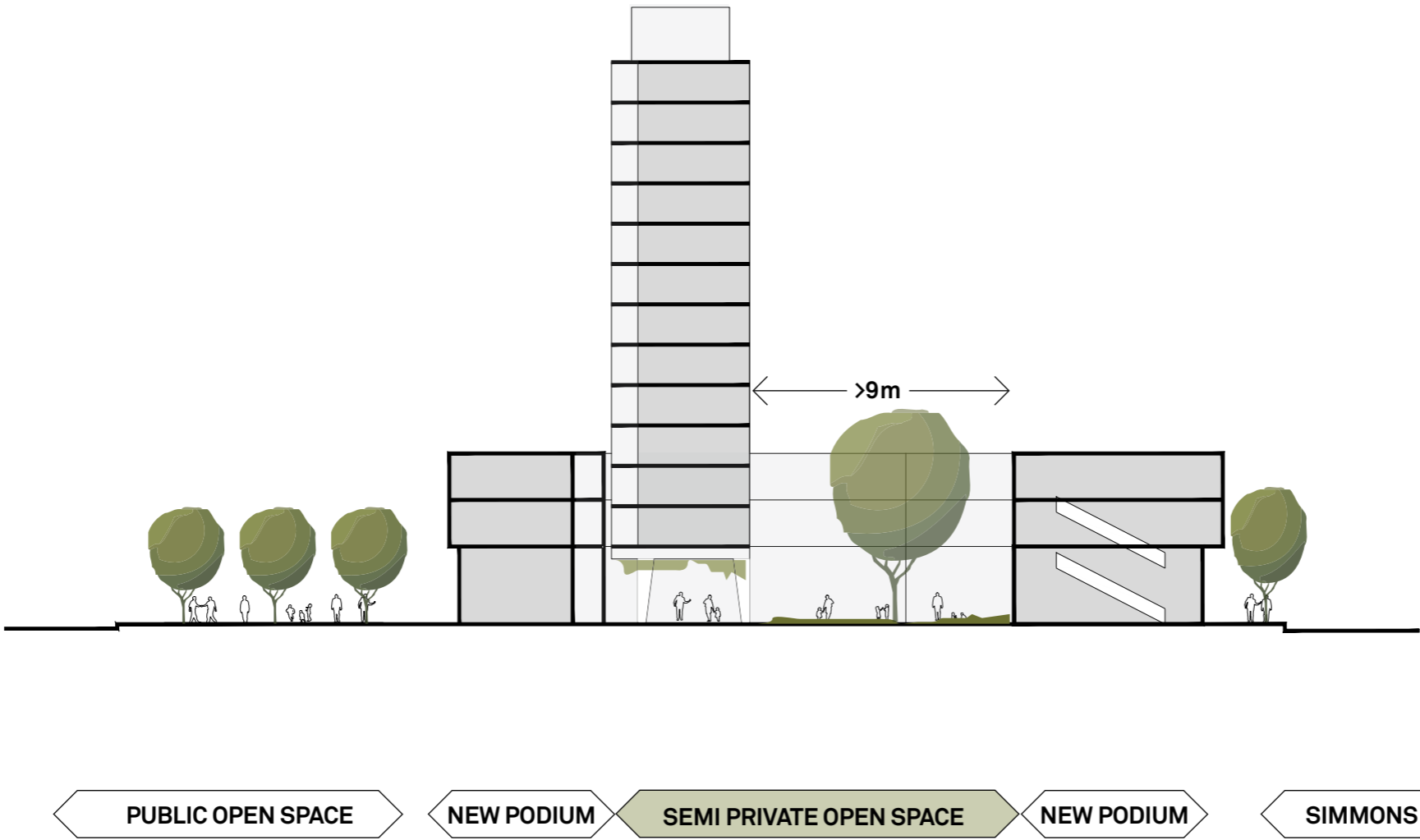
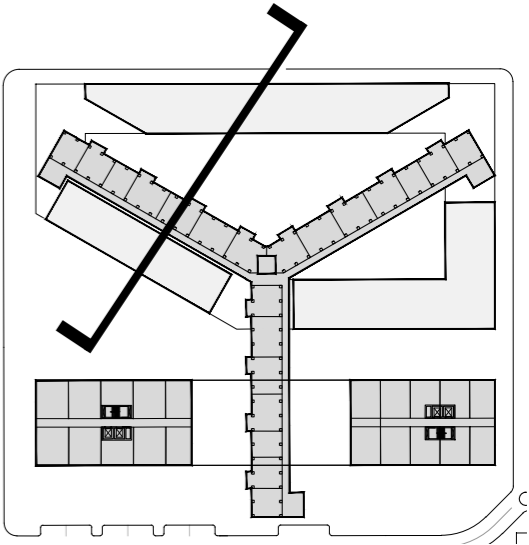
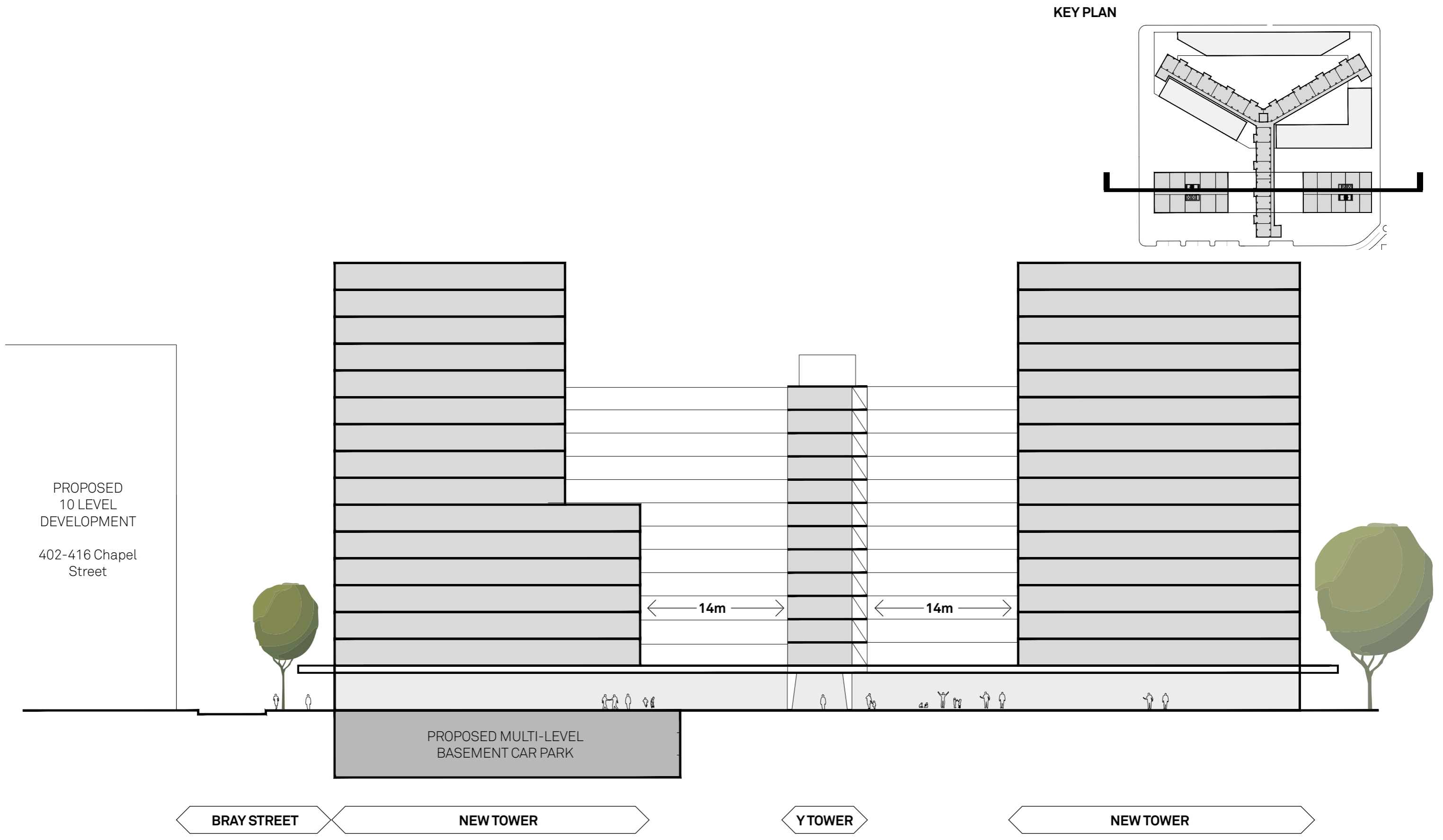


Figure 6.4  
Building Setbacks - Horace Petty North West A Quadrant

Not to Scale



**Figure 6.5**  
**Building Setbacks - Horace Petty North West B Quadrant**

Not to Scale

KEY PLAN

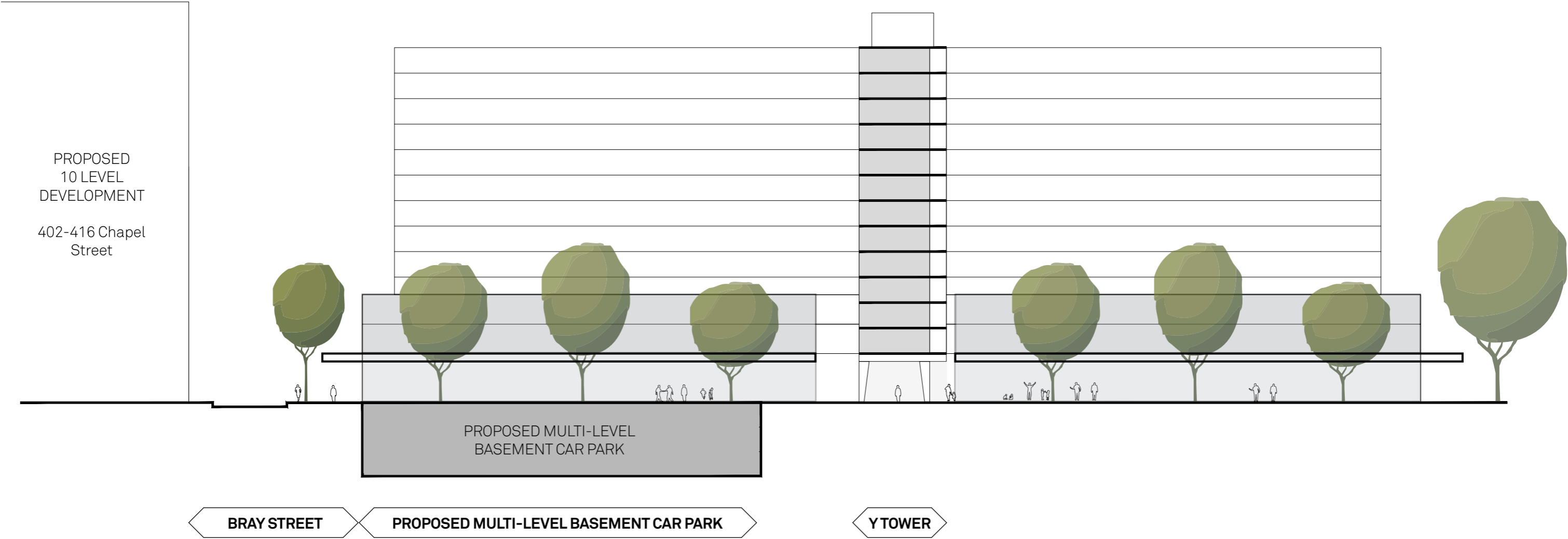
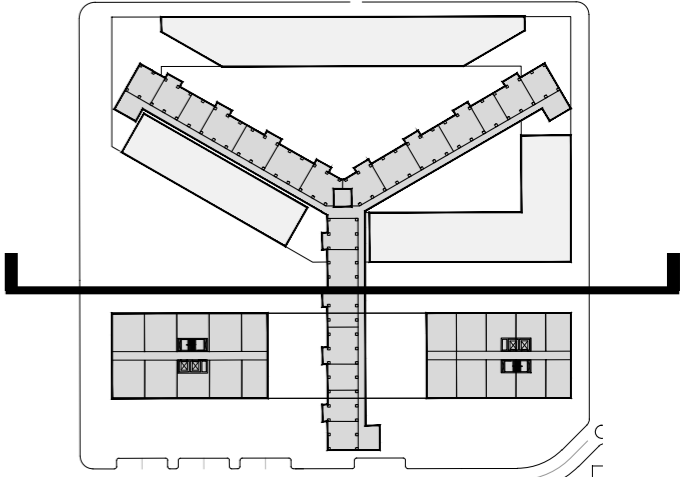


Figure 6.6  
Building Setbacks - Horace Petty North West C Quadrant

Not to Scale

KEY PLAN

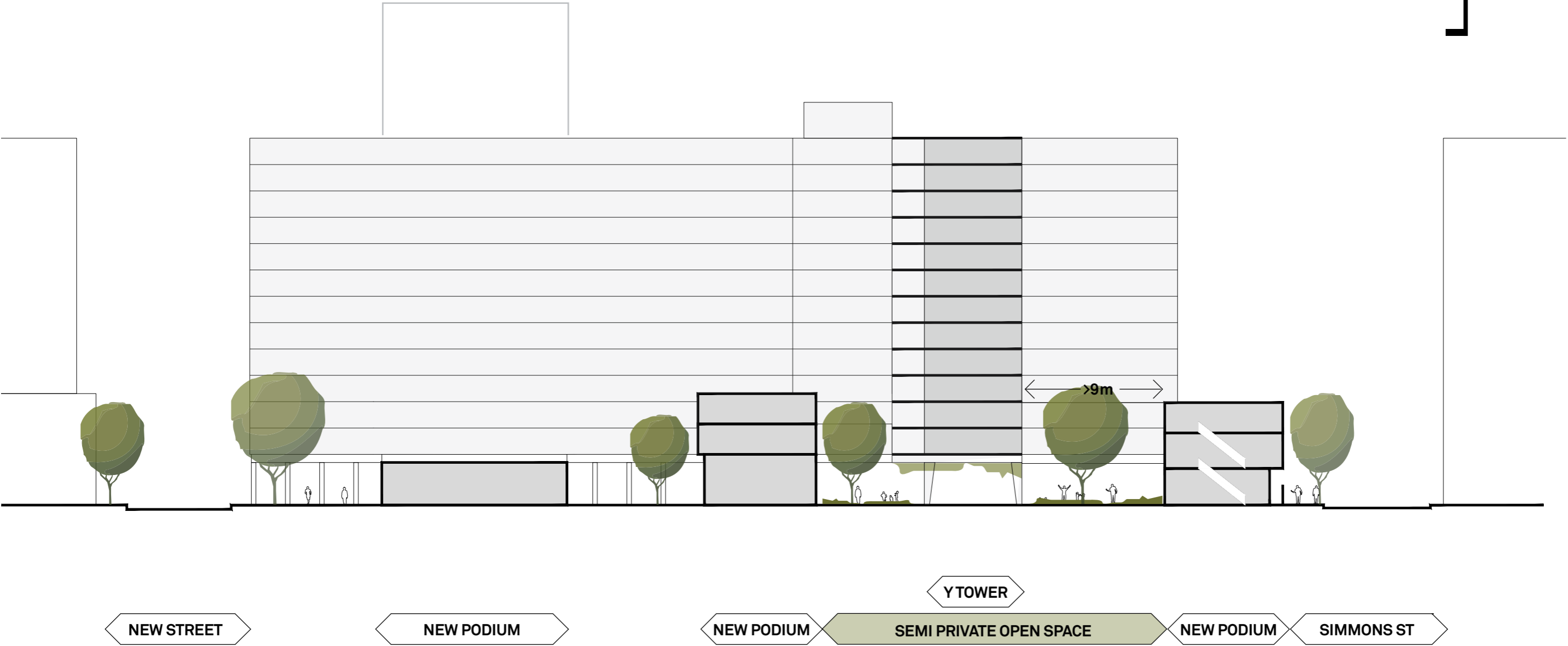
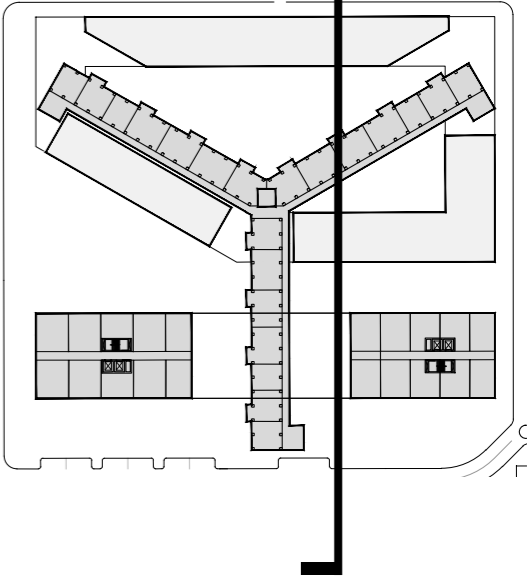
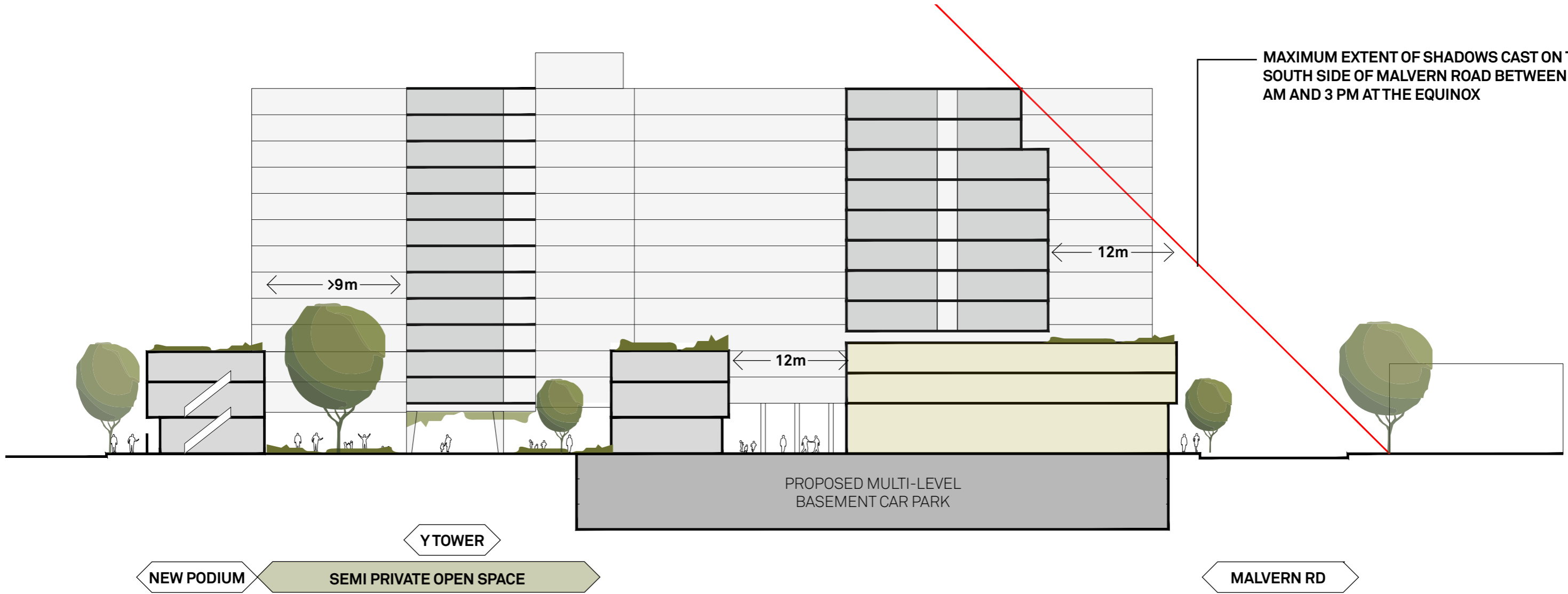
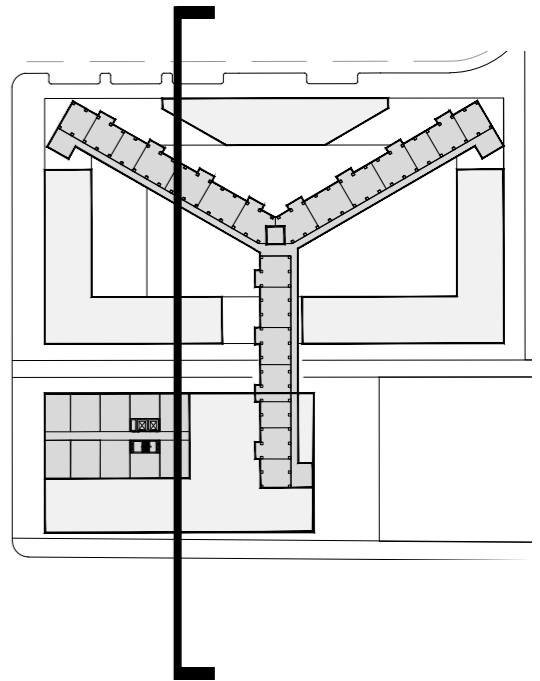


Figure 6.7  
Building Setbacks - Horace Petty North West D Quadrant

Not to Scale

KEY PLAN



MAXIMUM EXTENT OF SHADOWS CAST ON THE SOUTH SIDE OF MALVERN ROAD BETWEEN 10 AM AND 3 PM AT THE EQUINOX

Figure 6.8  
Building Setbacks - Horace Petty South West Quadrant

Not to Scale



## 6.4 Movement and Connectivity

The movement network (refer Figure 5.3) has been designed to provide for safe and efficient vehicle, pedestrian and bicycle access through the site and to and from the surrounding road and bicycle / pedestrian path network. A comprehensive bicycle / pedestrian network will be established through the Horace Petty site with a range of north-south and east-west connections that will link to the broader network of walking and cycling paths. Clear sight lines are provided along the network to improve safety and encourage use of these shared paths.

### 6.4.1 Internal Road Network

A new public east-west road will provide a vehicular connection from Bray Street to Surrey Road through the centre of the site. This street will intersect with a second public road that extends in a southern direction from Simmons Street to the east-west street. Both of these roads will have a road reservation width of 16 metres as indicated in Figure 6.9. The *Traffic and Transport Assessment PHPDP, December 2015* prepared by Cardno to inform this PHPDP, recommends a 13.5-metre wide road reservation for the north-south road as it is intended to carry a lower traffic volume however, in order to achieve an optimal urban design outcome, a 16-metre width is proposed.

On street car parking will occur along the new public roads to the satisfaction of the responsible authority. Such car parking may be indented bays with tree outstands, conventional parking lanes or a combination of both.

Speed along these the new public roads will be managed through posted speed limits, pavement treatments and landscaping. If the need arises, traffic calming measures including speed humps, could be considered.

### 6.4.2 Movement and Car Parking

Vehicle access to the internal road network on the Horace Petty site will be provided via three roadway connections to the external road network as described below.

- The east-west road will connect to Surrey Road at the east boundary, approximately 70 metres south of the Motherwell Street roundabout and 120 metres north of the Malvern Road intersection. This road connection has been sited to avoid any queuing impacts and sight distance issues.
- The west end of the internal east-west street will connect to Bray Street, approximately 15 metres south of the Grey Street intersection. While the location of access is constrained by the siting of the existing Y tower, it has been sited far enough north of the Malvern Road signals to minimise any queuing impact and a suitable distance south of the Simmons Street roundabout to address potential sight distance conflicts. The location of this access point creates a 'right-left' stagger with Grey Street and allows a vehicle departing the site to turn into Grey Street unobstructed.
- The north-south internal street will connect to Simmons Street towards the middle of the north site boundary, directly opposite Oak Place. Although four-way intersections are typically avoided to reduce the potential for cross-intersection collisions, it is noted that Oak Place is an access lane that would carry a particularly low traffic volume and generate minimal cross intersection vehicle movements. Safety at the intersection could be reinforced through good intersections design, signage, line-marking and lighting.

In addition to the above, the Horace Petty site is proposed to have three connections to the external road network that will provide direct vehicular access to the basement car parks. These access points are described below.

- A northern Bray Street basement access approximately 30 metres south of the Simmons Street roundabout.
- A southern Bray Street basement access approximately 80 metres north of the Malvern Road traffic signals.
- A basement access from Simmons Street approximately 15 metres east of the roadway connection opposite Oak Place.

These access points are in appropriate locations to avoid sight distance issues and queuing impacts. As noted previously, vehicle access will not be provided from Malvern Road.

Some on-street car parking spaces along the frontages to Bray Street, Simmons Street and Surrey Road are recommended to be removed as a consequence of the new entries however, this can be offset by the provision of additional on-street parking spaces within the Horace Petty site.

### 6.4.3 Car and Bicycle Parking Provision

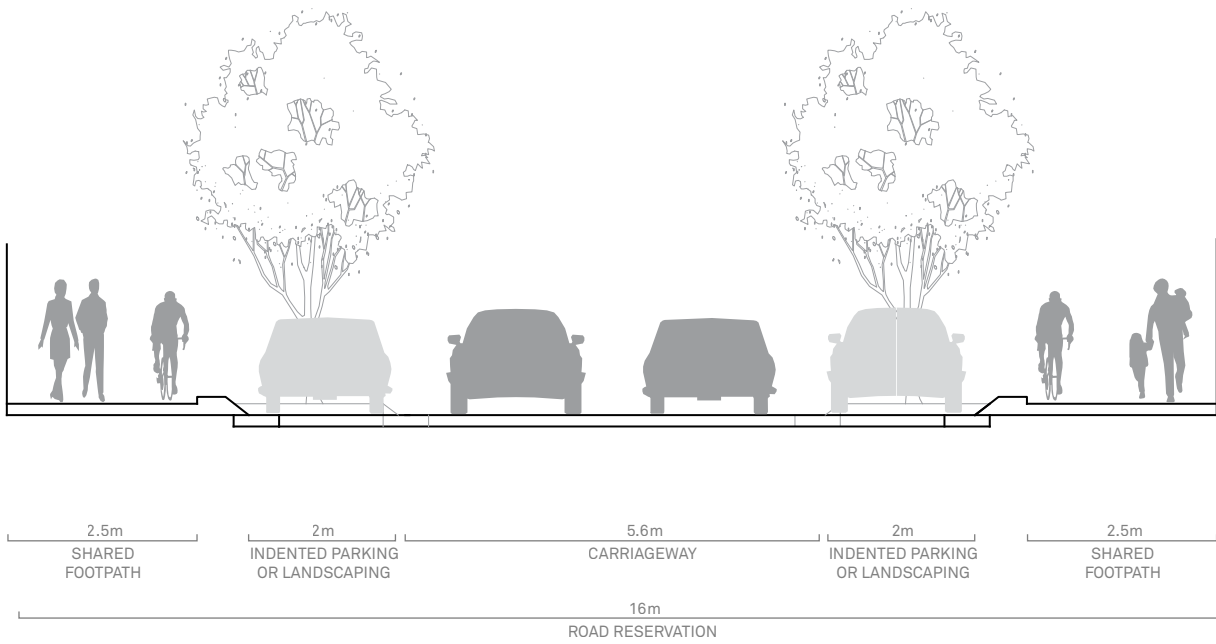
Between 650 and 980 car parking spaces will be provided in six basement car parks, which equates to a car parking rate of between 0.5 and 0.6 spaces per dwelling. A reduced car parking rate is appropriate given the availability of public transport in the area and the lower than average car ownership rate of public housing residents. The intended locations of the basement car park entrance points are shown in Figure 6.2 however, the precise locations of the basements and car parking entrances may vary with the design of the buildings.

Bicycle parking will be provided as required under the Scheme.

### 6.4.4 Traffic Impact

Analysis of the surrounding road network and traffic volumes completed by Cardno in the report titled, *Traffic and Transport Assessment PHPDP, December 2015*, indicates that the additional traffic generated by the increased number of dwellings and car parking spaces will have its most significant impact on the Malvern Road / Bray Street / Little Chapel Street intersection and the Malvern Road / Surrey Road / Bendigo Street (north approach) intersection. These intersections are particularly sensitive to the additional movements generated on the northern approaches of Bray Street and Surrey Road. Both of these approaches permit turning movements in all directions but are essentially supplied with a single approach lane as kerbside parking spaces limit the number of southbound vehicles that can turn left while vehicles are propped to turn right at both intersections.

The operation of both of these intersections could be improved by the removal of the two parking bays closest to each intersection on the northern approaches. Under this scenario, Sidra analysis indicates that both intersections would operate better under post-PHPDP volumes than they do under existing conditions.



**Figure 6.9**  
**Public Road Cross Section**

## 6.5 Open Space

Open space is an integral component of the renewal of the Horace Petty site and will contribute to residential amenity. Approximately 15,700 square metres of public open space is being provided, representing 26.3 per cent of the Horace Petty site area.

The majority of this open space is provided in a series of large connected parks that extend from Simmons Street to Malvern Road. Clear north-south pedestrian and bicycle connections will be established through the parks which have been aligned to connect to existing adjacent public open spaces, including Dyeworks Park to the north and Princes Gardens to the south.

An additional smaller area of open space will be provided adjacent to Bray Street in the form of a new plaza with an area of approximately 500 square metres.

The open spaces will feature a range of facilities suited to residents of all ages. Possible facilities include an adventure playground, community gardens, barbecues, basketball and ball game areas, shade trees, seating and walking and cycling paths.

The areas of open space described above form part of the public open space proposed for the PHPDP area and will be transferred to Stonnington City Council in stages as adjacent development is completed. The maintenance and management of the public open space will become the responsibility of Stonnington City Council.

In addition to the public open space provision, new apartment and terrace-style dwellings will be provided with an area of private open space in the form of a balcony where appropriate, or a secluded courtyard at ground level.

Residents will benefit from semi-private open space that will be provided in the form of courtyards and rooftop areas. These areas of communal open spaces will feature communal food gardens, shaded areas and seating for passive recreation for use by residents of a particular building or sub-precinct.

## 7 Essex Street Site: Design Response and Development Plan Elements

### 7.1 Site Analysis

The Essex Street site is located south of Malvern Road and to the east of Essex Street. It is the smallest of the four sites, with an area of 5,800 square metres. It was the first of the four Prahran public housing developments to be completed, opening in 1963. It has the following key features.

- A total of 63 dwellings across six 'walk up' buildings that are either two or three-storeys in height and are arranged in a zigzag form across the site.
- 15 at-grade car parking spaces.
- Vehicle access from Essex Street and pedestrian access from Essex Street and Bella Street.
- Areas of both soft landscaping (including scattered canopy trees) and hard stand areas.
- Relatively flat topography with a slight fall of 1 metre from south to north.
- A 6.5 metres wide ground level setback from Essex Street.

The Essex Street site adjoins a medical centre to the east. This site, at the time of preparation of the PHPDP, was proposed to be redeveloped for part medical centre and part residential (townhouses and apartment buildings) uses.

### 7.2 Proposed Use and Development

Essex Street will be a solely residential site with areas of communal open space.

All existing buildings will be demolished to make way for new apartment buildings and terrace-style dwellings of varying sizes. Demolition may occur in stages. Approximately 200 to 300 new dwellings will be constructed above basement car parking across the site. All dwellings will be provided with private open space in the form of a balcony where appropriate or secluded courtyard at ground level.

Semi-private open space accessible to residents may be provided on rooftops and could include rooftop gardens.

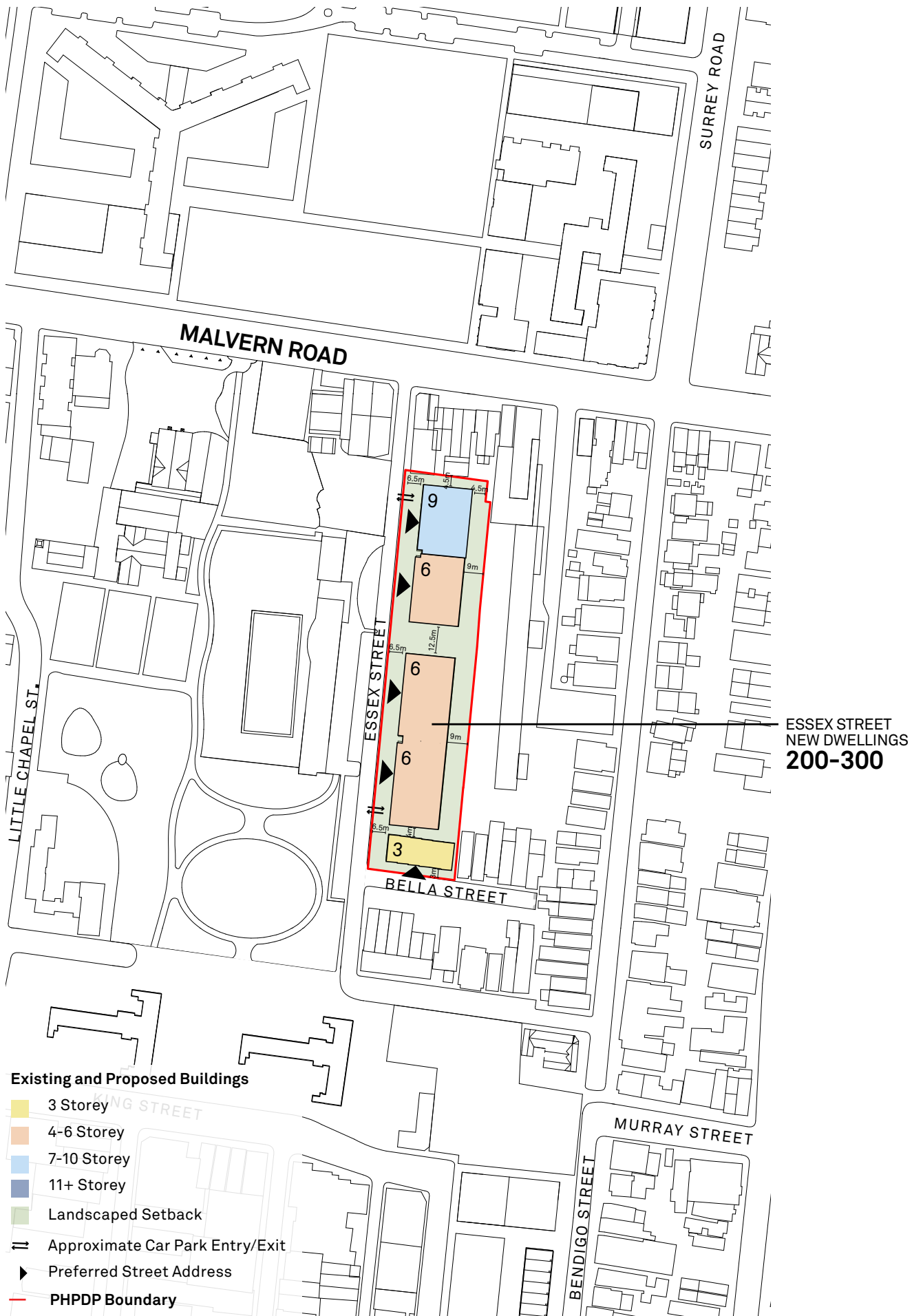
An east-west pedestrian link through the site may be established depending on the outcome of the development proposal for the adjoining site to the east.

Undeveloped areas around the buildings will be landscaped.

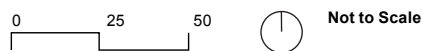
Two vehicle access points to the basement car park will be provided from Essex Street. The exact locations of basements and vehicle entrances will be determined with the detailed design of the new buildings

### 7.3 Built Form

As indicated by the Indicative Building Footprints and Setbacks plan (Figure 7.1) a range of new buildings will be constructed with heights of between approximately three and nine storeys.



**Figure 7.1**  
**Indicative Building Footprints and Setbacks - Essex Street**



### 7.3.2 Building Heights

The Preferred Maximum Building Heights plan (Figure 7.2) shows that the highest built form will be located in the north part of the site where a building of approximately nine storeys will be constructed. Building height transitions are proposed moving south: to six storeys, and then a further reduction to three storeys at the southern end of the site where terrace-style dwellings are proposed, consistent with existing neighbouring properties.

### 7.3.3 Building Setbacks

Development will be setback from Essex Street by approximately 6.5 metres which will result in no additional overshadowing of the pool and only limited additional early morning overshadowing of Princes Gardens, as demonstrated by the shadow studies of the indicative building footprints in **Appendix A**. North-south setbacks between the buildings will minimise overshadowing and overlooking of dwellings to the south.

Setbacks from proposed development adjacent to the east are proposed to be approximately 4.5 metres from the common boundary, which will match the setbacks of the approved redevelopment of the land to the east.

Building setbacks are indicated in Figure 7.3. All buildings, aside from the terrace dwellings, address Essex Street and Princes Park to the east. The terrace homes will be designed to address Bella Street with a street setback of approximately 3 metres.

## 7.4 Movement and Connectivity

Resident car parking will be provided in a basement which will contain between approximately 165 to 265 car parking spaces, which reflects an average car parking rate of 0.83 to 0.88 spaces per dwelling.

Vehicle access to the Essex Street site will be provided by two connections to Essex Street. Given the layout of the surrounding street network, the site will have unsignalised access to Malvern Road via Essex Street or signalised access via Bendigo Street. Although access to Malvern Road via Bendigo Street is more convoluted and requires motorists to travel an additional 200 and 450 metres, it is likely that some residents, particularly those heading east in the morning peak hour, will drive the extra distance to take advantage of the signalised intersection.

The removal of the 90-degree parking spaces within the Essex Street frontage of the site will allow for the provision of additional on-street parking on the east side of Essex Street.

As indicated above, the PHPDP shows a potential east-west shared path through the site from Essex Street, linking through the adjoining property to the east, to Bendigo Street. This east-west connection will depend on the design outcome of the proposed development on the adjoining site to the east.

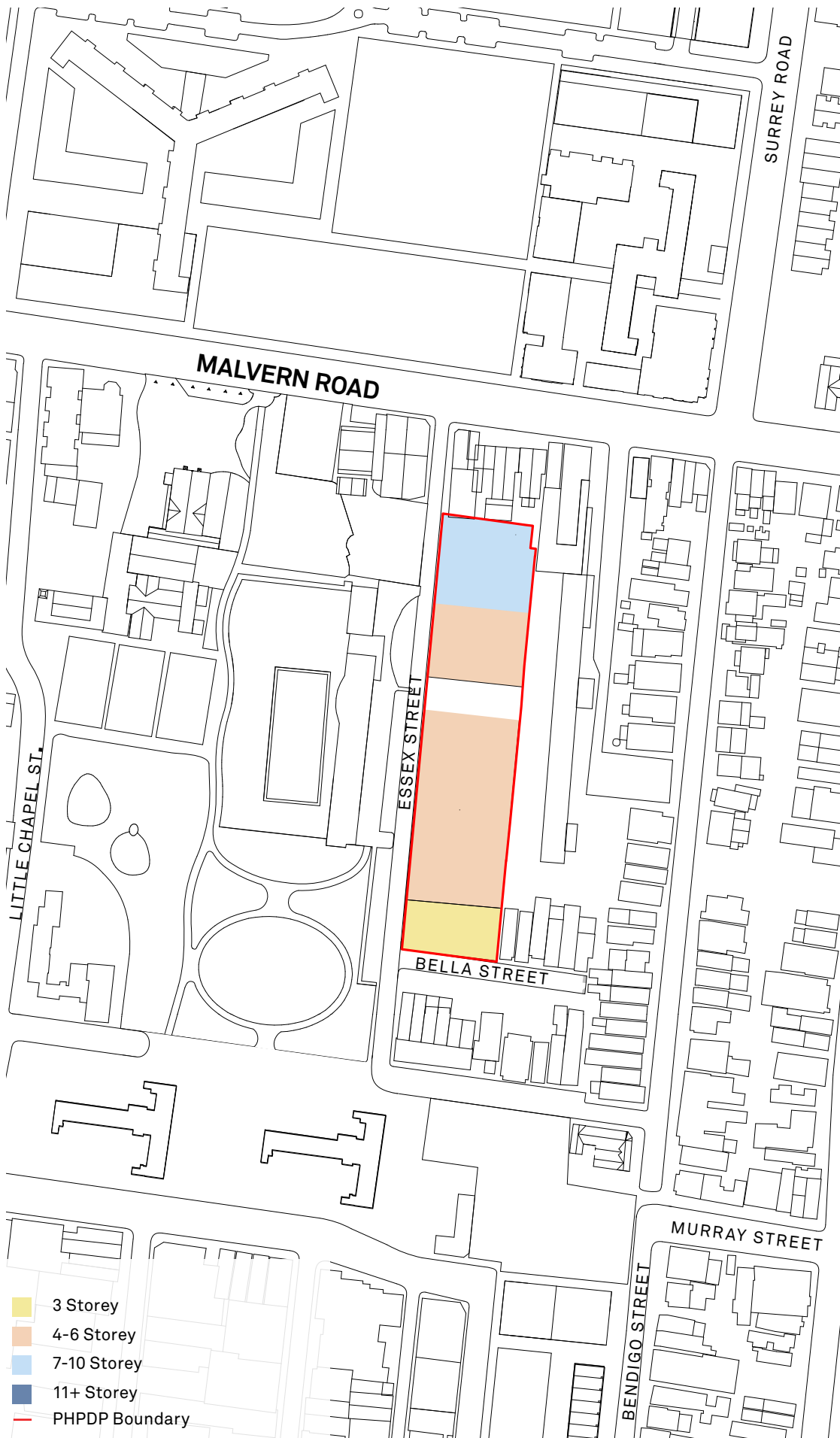
## 7.5 Open Space

Rooftop open spaces above apartment buildings will provide amenity to residents and may include rooftop gardens.

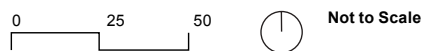
Private open space will be provided to all new apartments and terrace-style dwellings in the form of a balcony where appropriate or secluded courtyard at ground level.

No public open space is provided within the Essex Street site.

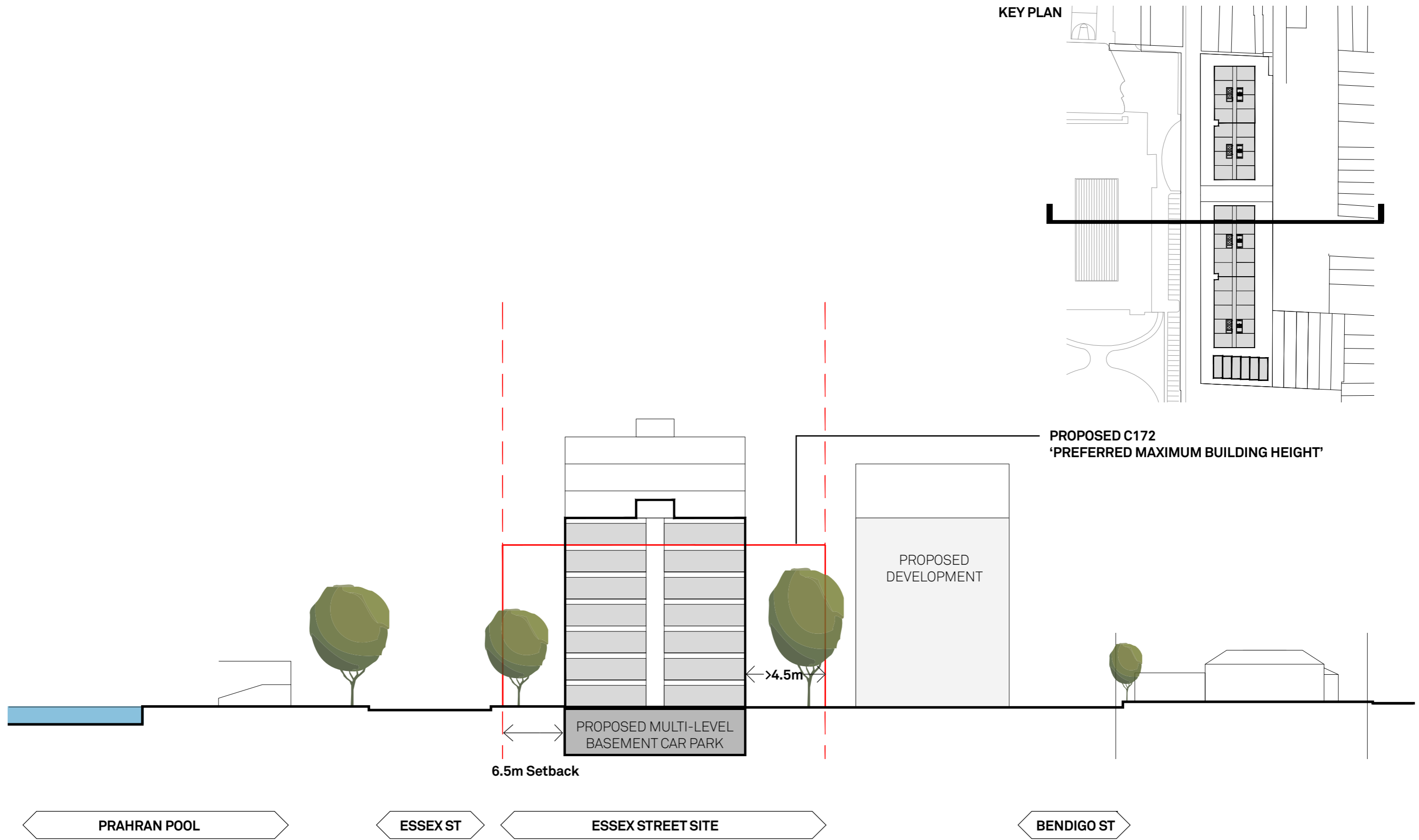
Areas of communal open space will be maintained by the future owners corporation.



**Figure 7.2**  
**Preferred Maximum Building Heights - Essex Street**







**Figure 7.3**  
**Building Setbacks - Essex Street**

**Not to Scale**

## 8 King Street Site

The King Street site is located on the north side of King Street, to the east of Little Chapel Street and adjoins the Bangs Street site. It was constructed in the late 1960s and early 1970s. It has an area of approximately 8,100 square metres and the following key features.

- 192 dwellings within two 13-storey 'T' shaped buildings.
- A single storey plant services building in the southeast part of the site (not in the ownership of the Director of Housing).
- 30 at-grade car parking spaces.
- Vehicle access from King Street and pedestrian access from Princes Close, Little Chapel Street and King Street.
- Areas of communal open space with soft landscaping.
- A number of scattered canopy trees and grassed areas.
- Relatively flat topography with a slight fall of less than 1 metre from south to north.

The buildings on the King Street site were fully upgraded in 2013 and the site is not expected to need any major development works in the foreseeable future. As such, any further changes to the King Street site would be in the final stages of delivering the 20 to 30-year masterplan.

Periodic review of the PHPDP will provide opportunities to consider further development proposals of the King Street site in the future.

Approximately 3,500 square metres of public open space located in the east part of the site and adjoining the Bangs Street site will be transferred to Stonnington City Council as adjacent stages are developed. This area of open space forms part of the public open space proposed for the PHPDP area and will be transferred in stages as adjacent development is completed. The maintenance and management of the public open space will become the responsibility of Stonnington City Council.

Should the King Street site be developed in the future, no further public open space contribution will be provided on the basis that the transfer to Council of approximately 20,700 square metres of public open space across the PHPDP area has taken into account the future re-development of the King Street site.

## 9 Bangs Street Site: Design Response and Development Plan Elements

### 9.1 Site Analysis

The Bangs Street site is located to the north of High Street, between Bangs Street and Bendigo Street and adjoins the eastern end of the Kings Street site. It comprises an area of approximately 12,600 square metres and has the following key features.

- 120 dwellings across five-storey rectangular shaped buildings.
- 112 car parking spaces at basement level.
- A playground.
- Vehicle and pedestrian access from Bendigo Street and Bangs Street.
- A number of scattered trees and landscaped areas along the street frontages.
- Relatively flat with a slight fall of approximately 2 metres from south to north.

### 9.2 Proposed Use and Development

New buildings up to approximately 12 storeys in height will provide in the order of 350 to 450 dwellings and 1,500 square metres of commercial floor space. It is expected that all existing buildings will be removed under this development plan.

Dwellings will have one, two or three bedrooms and include a balcony where appropriate or secluded courtyard at ground level.

The commercial area is planned to be located on the ground floor of a predominantly residential building to be constructed on the north boundary of the site, fronting open space. Commercial uses will occupy the north section of the ground floor of this building with dwellings occupying the remainder of the ground floor and the levels above.

The Bangs Street site will also feature a centrally located public open space reserve with an area of approximately 1,500 square metres.

Proposed communal open space in the form of rooftop areas, which may include rooftop gardens, will be accessible to residents.

### 9.3 Built Form

As shown in the Indicative Building Footprints and Setbacks plan (Figure 9.1), renewal of the Bangs Street site will include the construction of buildings ranging in height from six to 12 storeys, facilitated by demolition of existing buildings as required.

#### 9.3.1 Building Heights

The Preferred Maximum Building Heights plan (Figure 9.2) shows that the tallest building will be located in the northwest quadrant of the site adjacent to the King Street site. With a preferred maximum height of 12-storeys, this building will have a similar height to the two T shaped towers on the King Street site to the west. A higher built form is appropriate in this location, due to its limited sensitive interfaces with commercial properties to the west and a future public open space reserve to the north. As the building will be south of the public open space reserve it will not overshadow the open space however, it will facilitate passive surveillance of the adjacent park. A reduction in scale to six storeys provides a transition to the lower scale of development along Bendigo Street. Smaller buildings with heights of

approximately three storeys and six storeys have frontages to Bendigo Street and a taller eight-storey building located nine metres to the west, will address Bangs Street.

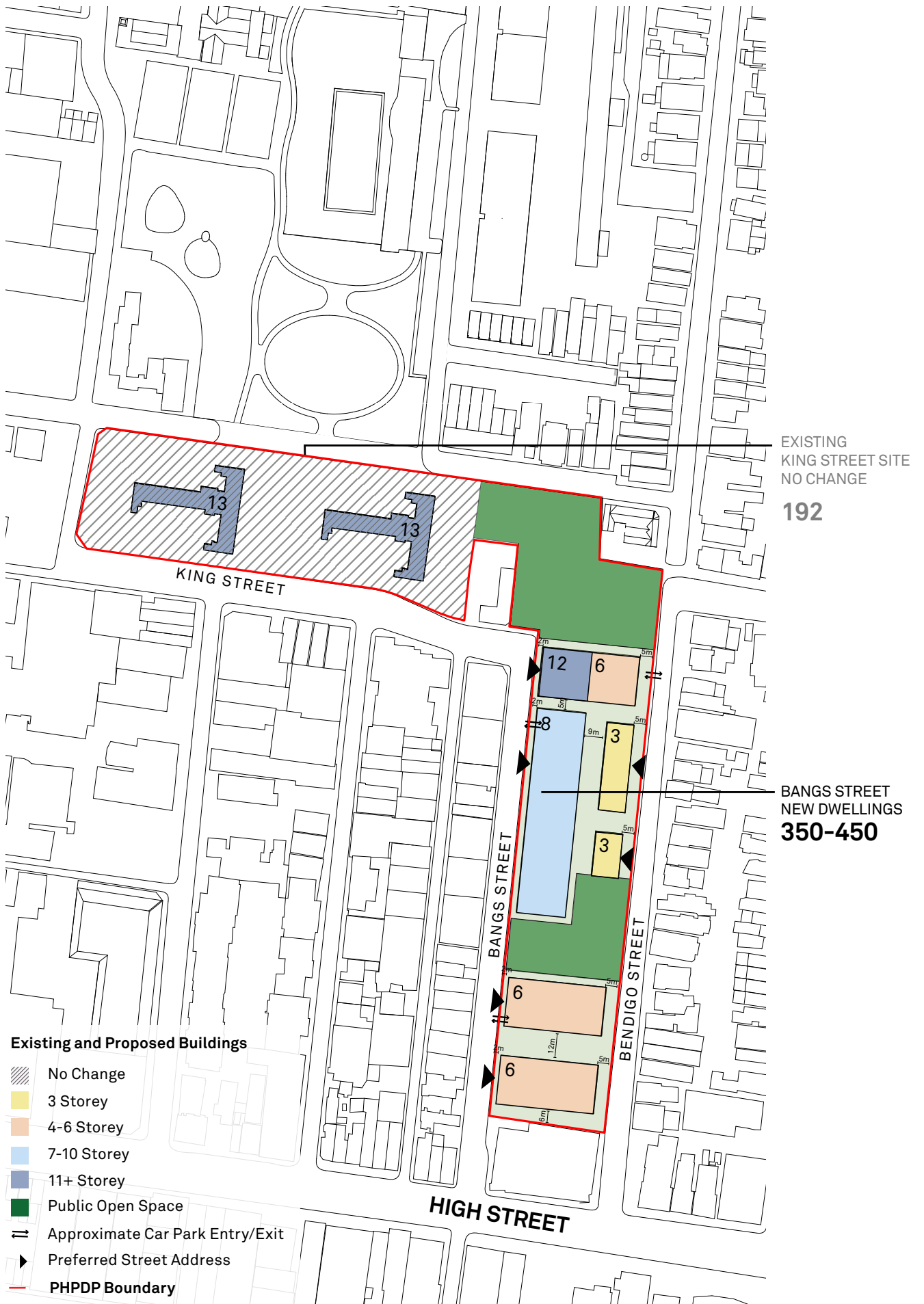
To the south of the central public open space reserve, two buildings with a height of approximately six storeys will be constructed.

### 9.3.2 Building Setbacks

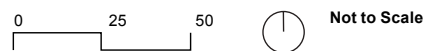
All buildings will be set back approximately 5 metres from Bendigo Street in response to the lower scale of development on the east side of the street. This setback, coupled with the lower scale of development (in the range of three to six storeys) proposed in the east part of the site will improve the interface with existing development on the east side of Bendigo Street, by reducing building bulk and minimising overshadowing.

The majority of development on the west side of Bangs Street fronts Regent Street and a setback of 2 metres is provided at this interface.

Overlooking and overshadowing will be addressed through the orientation and setback of buildings as indicated in Figure 9.3. Lower building heights are proposed adjacent to the central public open space reserve to minimise the extent of shadows cast over the reserve as shown in the Shadow Studies of the Indicative Building Footprints in Appendix A.

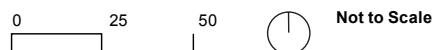


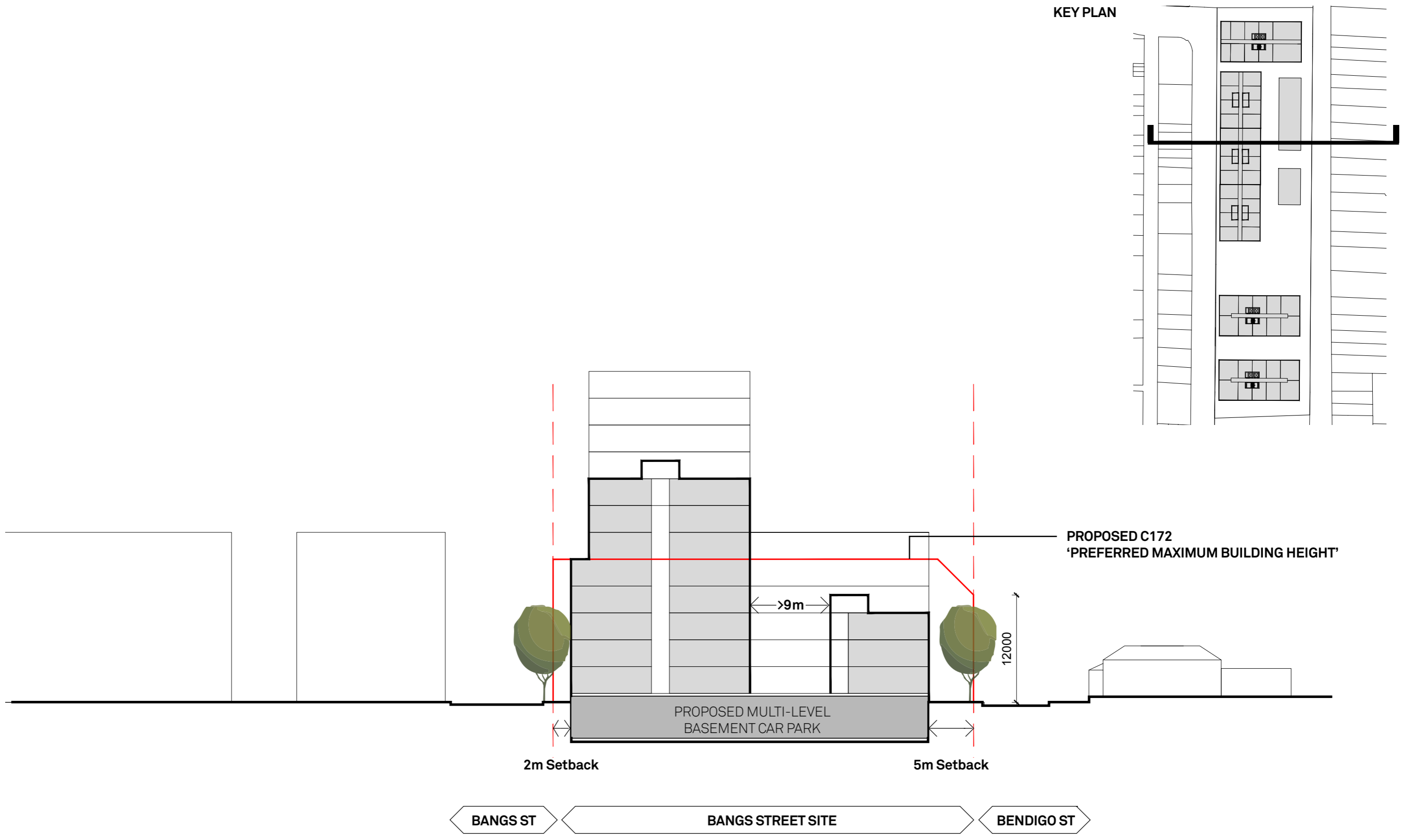
**Figure 9.1**  
Indicative Building Footprints and Setbacks - Bangs Street





**Figure 9.2**  
**Preferred Maximum Building Heights - Bangs Street**





**Figure 9.3**  
**Building Setbacks - Bangs Street**

Not to Scale

## 9.4 Movement and Connectivity

Basement car parking will be provided for residents with the provision of approximately 295 and 415 car parking spaces located in two basement car parks. This car parking provision equates to a car parking rate of 0.85 to 0.92 car parking spaces per dwelling.

Access to the basement car parks will be primarily from Bangs Street with a secondary vehicle access point from Bendigo Street (south). Approximate basement entry / exit locations are shown in Figure 8.2 however, the precise location of these access points will be determined at the planning permit application stage.

The provision of multiple access points on Bangs Street will result in a higher distribution of vehicle movements to and from the west, encouraging residents to utilise the signalised intersection of High Street and Bangs Street and to a lesser extent, Little Chapel Street and Malvern Road. This access arrangement will limit traffic volumes along Bendigo Street (south) and Murray Street which are both predominantly residential in nature. While one access point will be provided from Bendigo Street, appropriate basement design will ensure that the vehicle movements along Bendigo Street will not increase significantly from existing conditions.

An east-west pedestrian / bicycle connection will be provided through the open space reserve connecting Bangs Street to Bendigo Street (refer Figure 5.3).

## 9.5 Open Space

Approximately 1,500 square metres of public open space will be set aside on the Bangs Street site. This open space forms part of approximately 20,700 square metres of public open space across the PHPDP area that will be transferred to Stonnington City Council in stages as adjacent development is completed. The maintenance of the public open space will become the responsibility of Stonnington City Council.

This area of public open space is located in the central part of the Bangs Street site and provides a connection between Bangs Street and Bendigo Street.

New apartments and terrace-style dwellings will be provided with an area of private open space in the form of a balcony where appropriate or secluded courtyard at ground level.

Rooftop open spaces above apartment buildings will provide amenity to residents and may include rooftop gardens.



## 10 Implementation

The zoning of the subject land requires planning permit applications for various developments and uses. Any such applications must include proposals that are generally in accordance with this PHPDP.

The PHPDP will be reviewed periodically throughout its implementation timeframe. Revisions to the PHPDP may be required in order to reflect changing needs and emerging preferred development outcomes.

### 10.1 Development Stages

The proposed stages of development are shown in the Indicative Stages Plan in Figure 10.1 below.

As is typical for many large multi-staged developments, the timing for the delivery of each stage will be determined by future project / development funding and other factors. The table below however, lists the anticipated stage sequencing for each area and the expected delivery timeframe, where known at the time of the preparation of this PHPDP.

As stated elsewhere in this PHPDP, at each stage of development detailed studies will be undertaken by qualified consultants in respect of car parking and access, traffic impacts and bicycle parking provision. Each stage of development will be planned and applied for in accordance with Scheme requirements. The updated reports will form part of the permit approval documentation for each stage.

The delivery of each stage will include:

- the provision of public open space areas as depicted for each stage in Figure 10.1 (subject to prior consultation with Council and meeting the landscaping requirements as outlined in Section 5.3 of this PHPDP);
- the proposed public roads in two indicative stages. While the staging may vary (subject to the timing of the proposed development), the roads will be constructed in all cases as part of the abutting stage.
- The provision of pedestrian and bicycle paths located within the open space parcels, delivered to normal Council standards for the area.

The indicative stages, sequencing and timing may be varied over time to the satisfaction of the responsible authority, to allow this PHPDP to respond to emerging trends and challenges. In addition, when required stages may be broken down into 'sub-stages'.



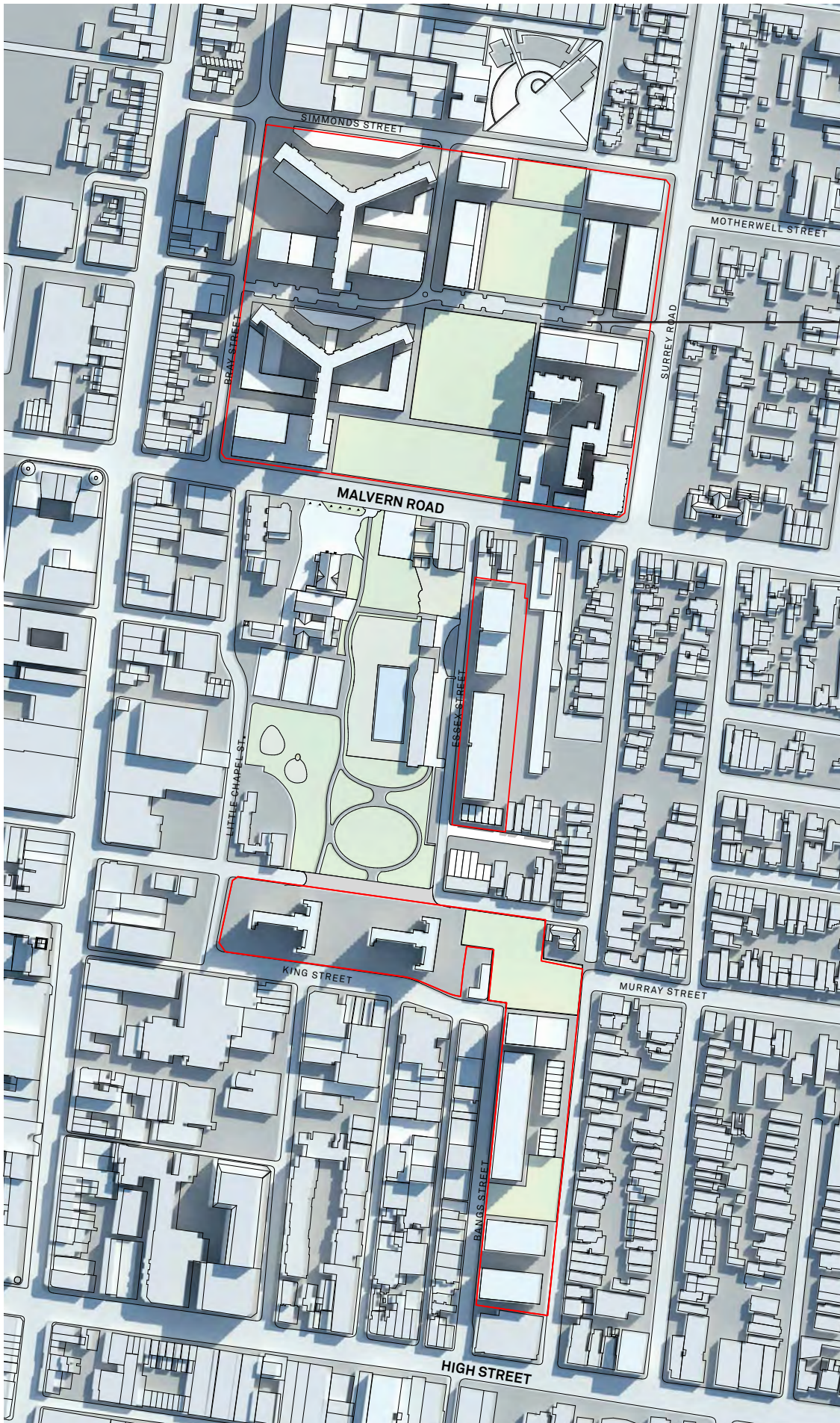
Figure 10.1  
Indicative Stages Plan

Stage Sequence	Stage	Expected timing
<b>Bangs Street</b>		
1	Bangs South	2017-2021
2	Bangs North	2021-2024
<b>Essex Street</b>		
1	Essex South	To be determined
2	Essex North	To be determined
<b>Horace Petty</b>		
1	Horace Petty North East	To be determined
2	Horace Petty Central	To be determined
3	Horace Petty East	To be determined
4	Horace Petty North West	To be determined
5	Horace Petty South West	To be determined
<b>King Street</b>		
1	King Street	To be determined



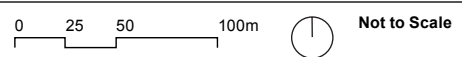
## Appendix A

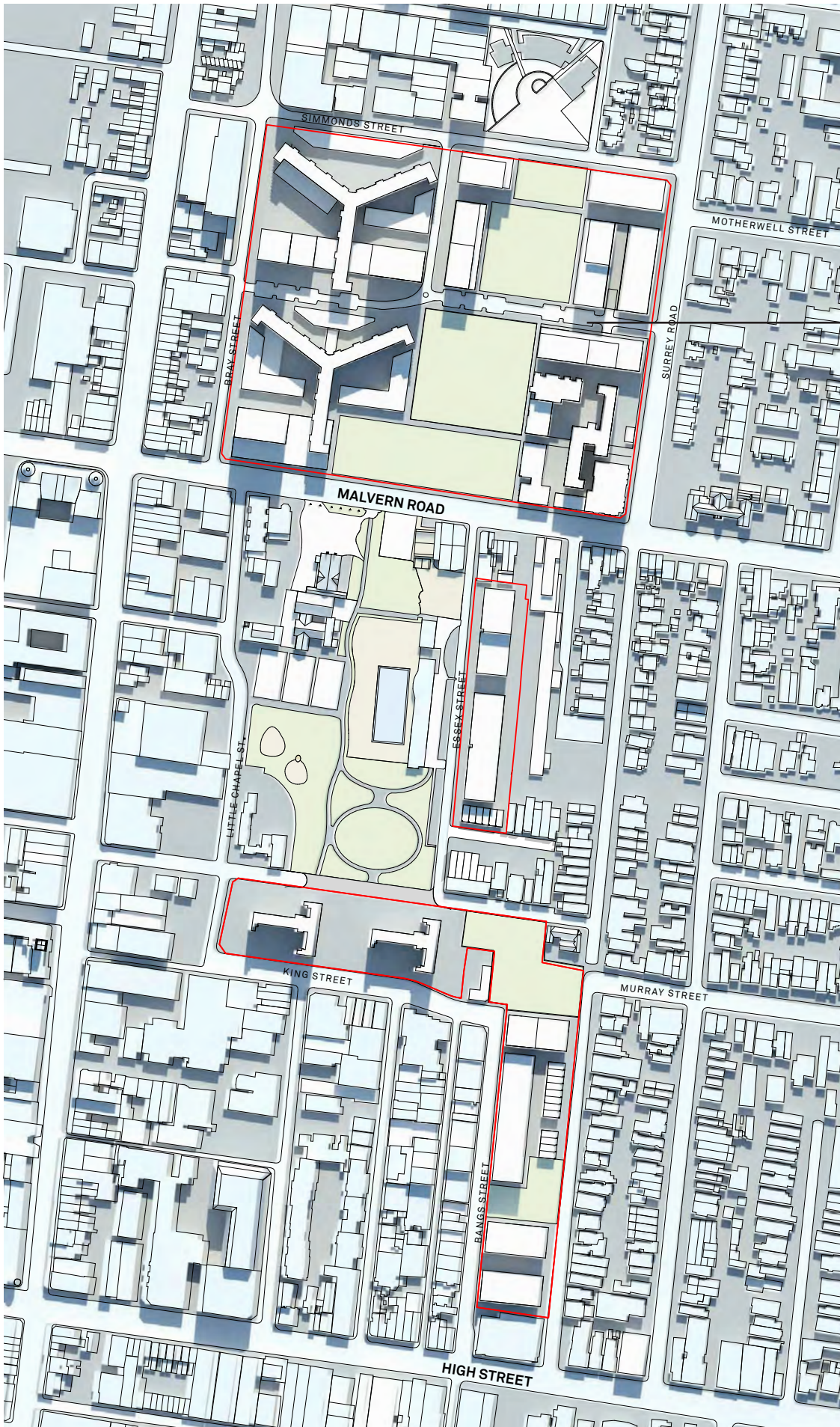
### Shadow Studies of Indicative Building Footprints



ROAD PAVEMENT AND  
INDENTED PARKING  
INDICATIVE ONLY

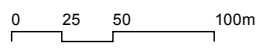
**Appendix A:**  
**Shadow Studies of Indicative Building Footprints**  
**March 22, 10:00am**



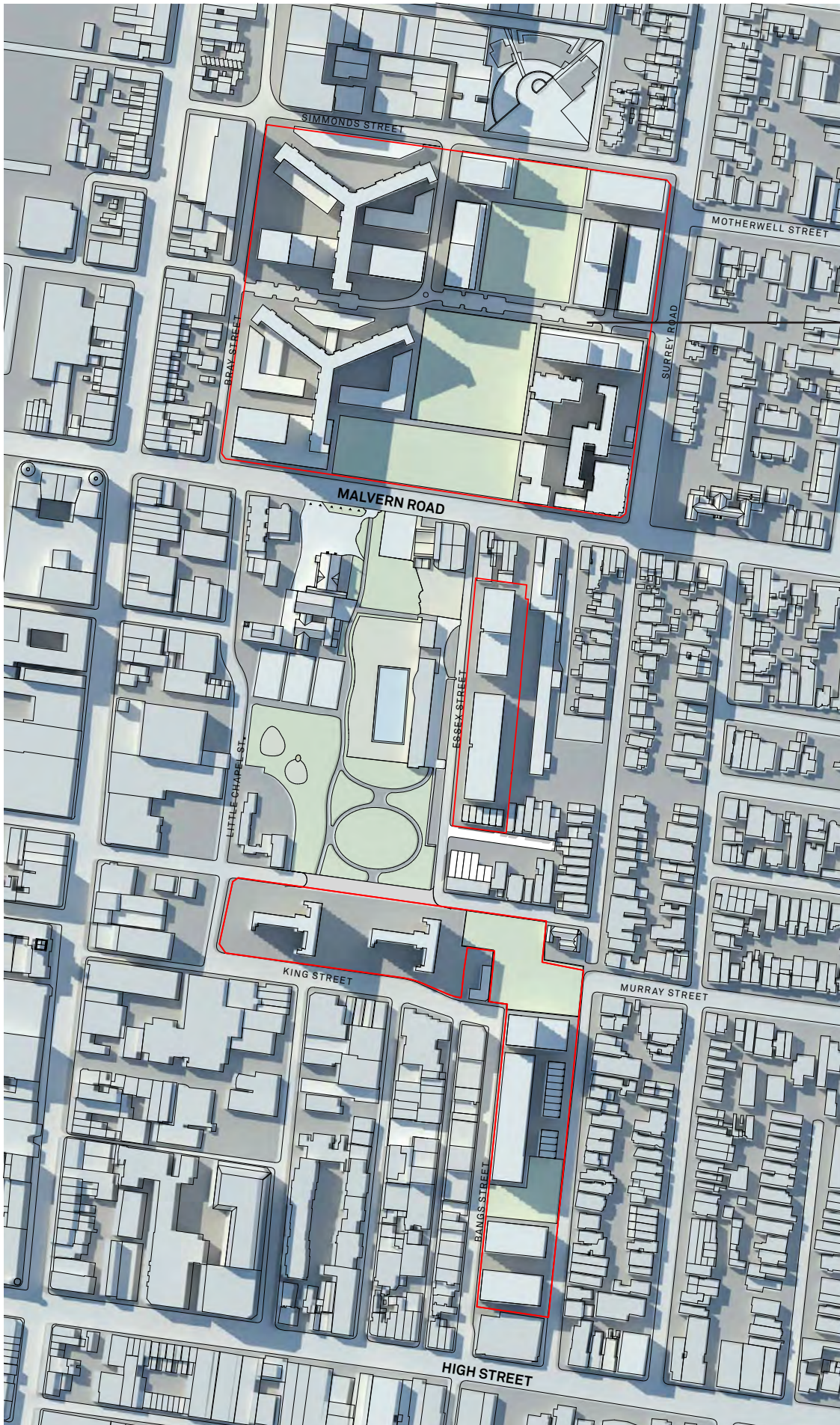


ROAD PAVEMENT AND  
INDENTED PARKING  
INDICATIVE ONLY

**Appendix A:**  
**Shadow Studies of Indicative Building Footprints**  
**March 22, 12:00pm**

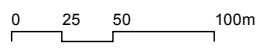


Not to Scale



ROAD PAVEMENT AND  
INDENTED PARKING  
INDICATIVE ONLY

**Appendix A:**  
**Shadow Studies of Indicative Building Footprints**  
**March 22, 3:00pm**



Not to Scale