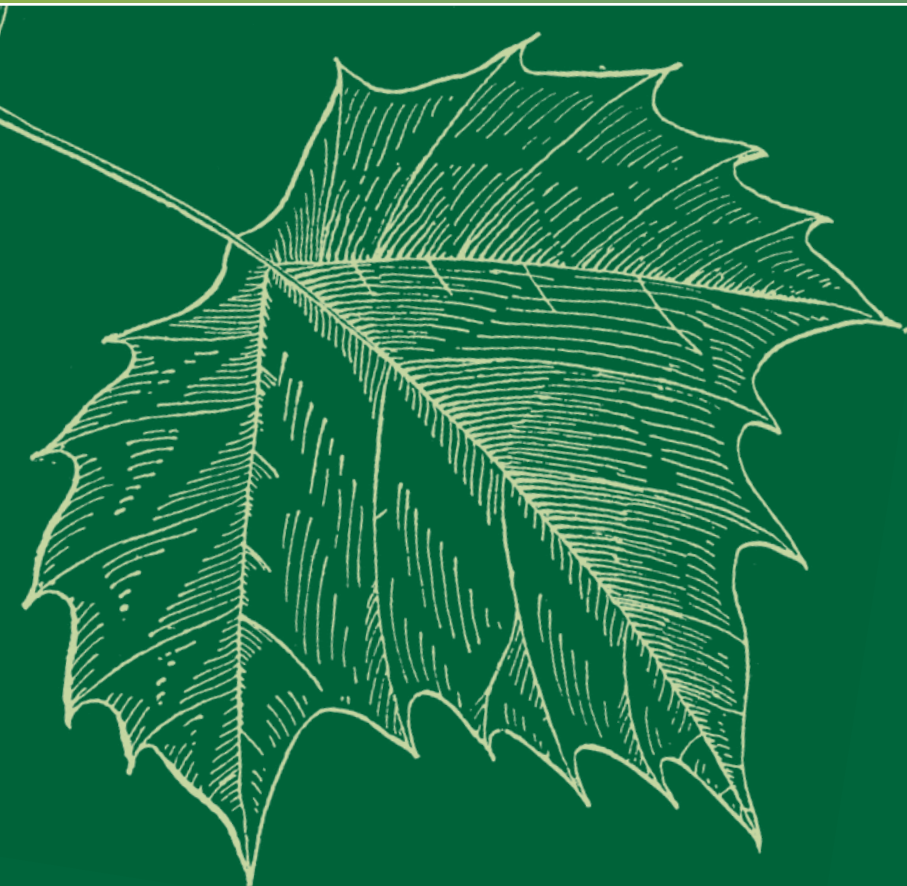


# St Kilda Road North Precinct Plan 2013

**Updated 2015**



## ADDENDUM

### TABLE A - CHANGES TO THE DRAFT PRECINCT PLAN PRIOR TO EXHIBITION (SINCE 12 JUNE 2013 VERSION)

SECTION EDITED	EDIT	PAGE NO
1.7 Existing Planning Controls	Updated zoning reference to include VC100 (a Statewide Planning Scheme Amendment which affected the existing Business 5 Zone and Mixed Use Zone within the Precinct) as well as the proposed changes to the existing Residential 1 Zone under the proposed Planning Scheme Amendment C113.	16
1.7 Existing Planning Controls 1.8 Supporting Technical Documents	Updated content to refer to changes proposed to the existing Special Building Overlay under Amendment C111	16, 18
3.4 Sustainable Transport Priority 5.0 Implementation Framework	Updated reference to Melbourne Metro Rail Tunnel to Melbourne Rail Link, consistent with <i>Plan Melbourne</i> which was released in May 2014.	Through-out
All	Deleted out-dated reference to the Shrine Vista Study following the release of <i>The Shrine of Remembrance: Managing the significance of the Shrine 2014</i> in May 2014, as part of Planning Scheme Amendment C140. Included Addendum to detail changes made to the Port Phillip Planning Scheme as a result of Amendment C140.	Through-out
All	Administrative errors such as spelling mistakes	Through-out
All	Alterations to maps: 6, 7, 11, 12,13, 14, 15	Through-out

NOTE: The heights and other relevant controls recommended in the Shrine Study (introduced as part of Amendment C140) were not reflected in the Draft St Kilda Road North Precinct Plan 2013, as the Shrine Study was completed after this was endorsed by Council. (Noting the changes to the heights and other controls recommended by the Shrine Study were not be exceeded by Amendment C107. This was a condition of the Minister for Planning's authorisation to exhibit Amendment C107.)

### TABLE B - CHANGES TO UPDATE THE DRAFT PLAN AND REFLECT ADOPTED AMENDMENT C107 (29 JULY 2015)

SECTION EDITED	EDIT	PAGE NO
Front cover	Title updated to reflect adoption of the Plan.	-
Shrine of Remembrance	Included the notes on the Shrine of Remembrance Study within the Addendum table and in Section 1.6 – Existing Key Policy Context.	-
1.3 Preparation of the Plan	Chronology updated to reflect exhibition of the Amendment and Plan and subsequent adoption.	9
1.6 Existing Key Policy Context	Updated text to reflect the finalised 2013 Shrine Study.	14
1.7 Existing Controls	Updated references to current built form controls (DDO3 and 4) to reflect Amendment C107.	16
3.1 Sustainable Growth	Under Strategies and Opportunities – Sustainable Building Design: Updated to clarify that Greenstar or a similar tool applies to larger developments consistent with Council's adopted approach to environmentally sustainable building design in Planning Scheme Amendment C97.	32
3.2 A Diverse, Connected Community	Under Building Community Connections, updated the reference to engaging community activators and to identify a future opportunity to form a 'Village Partnership Group' as part of the Council's Vibrant Villages program.	35
3.4 Sustainable Transport Priority	<ul style="list-style-type: none"> <li>- Updated text and strategies to refer to latest Melbourne Metro proposal.</li> <li>- Made minor corrections to Government Department names.</li> <li>- Bike riding - change term 'separated' to 'protected' to reflect current proposal.</li> <li>- Bike riding - Elevated Dorcas Street bike lane to a separate strategy.</li> <li>- Public Transport – Included reference to Public Transport Victoria.</li> <li>- Traffic – Reference to lower traffic speeds.</li> <li>- Parking – Included requirement for car share spaces within a building.</li> </ul>	49
3.5 Reinforcing identity and character	Updated Built form requirements to align with adopted Planning Scheme Amendment C107 and the Shrine Study implemented through Amendment C140: <ul style="list-style-type: none"> <li>- Updated building heights.</li> <li>- Defined 'human scale'.</li> <li>- Updated the solar access / overshadowing provisions.</li> <li>- Deleted maximum building depth requirement (kept width requirement).</li> <li>- Clarified that car parking should be sleeved.</li> </ul>	61

4.1 Sub-Precinct 1 – Edge of Shrine Memorial Gardens	Updated Built Form Actions and Rationale to align with adopted Amendment C107 and the Shrine Study implemented through Amendment C140: - Updated Map 10 and Section AA: - At the eastern end of Bank Street between Wells Street and St Kilda Road heights reduced from 36m AHD to 25m AHD to maintain the Bank Street vista to the Shrine. - Behind the St Kilda Road edge, mandatory heights changed from 60m to 70m AHD. - Updated requirements for separation distances to allow for built to the boundary development in specific circumstances (excepting along St Kilda Road).	70
4.2 Sub-Precinct 2 – Northwest Corner	Updated Built Form Actions and Rationale to align with adopted Amendment C107. Under Vision: - Clarified that the transition in heights is to 'reinforce the primacy of St Kilda Road'. - Removed the reference to the transition to the low scale residential heritage area of South Melbourne. Under Built Form Actions and Rationale, updated the following: - Map 11 and Section AA. - Separation distance requirements to allow for built to the boundary development in specific circumstances. - Podium requirements (to discretionary). - Overshadowing requirement for Bank and Park Streets to a discretionary requirement (change from mandatory).	74
4.3 Sub-Precinct 3 – Albert Road South	Updated Built Form Vision, Actions and Rationale to align with adopted Amendment C107. Under Vision: - Clarified that the transition in scale is also sought from Albert Road and Kings Way to the South Melbourne residential area. - Under the Palmerston Crescent and Raglan Street vision – clarify that a lower scale interface is sought. Under Built Form Actions and Rationale, updated the following: - Map 12 - include 114-130 Albert Road in 60m area (Sub-Precinct 3a). - Separation distance requirements to allow for built to the boundary development (except on St Kilda Road). - Podium requirements to discretionary (excepting Moray Street, Palmerston Crescent / Raglan Street). - Landscape setbacks to discretionary. - Overshadowing requirement for MacRobertson School from winter solstice to equinox.	81
4.4 Sub-Precinct 4 – Albert Road North and Bowen Crescent	Minor changes align with adopted Planning Scheme Amendment C107 and reflect the Shrine Study 2013 implemented through Amendment C140. Under Built Form Actions and Rationale, updated the following: - Map 13 and Section AA: - In the area bounded by Park Street, Albert Road and Kings Way, heights reduced from 90m to 85m AHD. - Heights between Albert Road, St Kilda Road and Kings Way reduced from 90m and 75m to 65m AHD. - Separation distance requirements to allow for built to the boundary development (except on St Kilda Road). - Podium requirements (to discretionary). - Landscape setbacks to discretionary (excepting along St Kilda Road and Kings Way). - All overshadowing requirements – provided flexibility based on the impacts on amenity. - Overshadowing requirement from winter solstice to equinox for the MacRobertson School.	87
4.5 Sub-Precinct 5 – St Kilda Road, south of Kings Way	Minor changes align with adopted Planning Scheme Amendment C107 and reflect the Shrine Study 2013 implemented through Amendment C140. Under Built Form Actions and Rationale, updated the following: - Map 14 and Section AA - Properties fronting St Kilda Road, between Kings Way and Hanna Street, heights changed from 60m to 65m AHD. - Separation distance requirements to allow for built to the boundary development (except on St Kilda Road). - Podium requirements (ie discretionary). - Landscape setbacks discretionary (excepting along St Kilda Road, Kings Way and Queens Road). - Winter solstice to equinox for Wesley College and reworded to provide some flexibility based on the impacts on amenity.	93
4.6 Sub-Precinct 6 – Queens Road	Minor changes align with adopted Planning Scheme Amendment C107 and reflect the Shrine Study 2013 implemented through Amendment C140. Under Vision: - Included a new vision which emphasises the primacy of St Kilda Road and the step down in height between St Kilda Road and Queens Road. Under Built Form Actions and Rationale, updated the following: - Map 15 and Section AA - Properties fronting Queens Road, between Kings Way and Arthur Street, heights changed from 60m AHD to 65m AHD. - Separation distance requirements to allow for built to the boundary development (except on Queens Road). - Podium requirements (to discretionary). - Landscape setbacks (to discretionary excepting along Queens Road and Kings Way). - Wesley College - Solstice to equinox requirement and provided some flexibility based on the impacts on amenity.	99









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**ST KILDA ROAD NORTH PRECINCT PLAN 2013**

# Executive Summary

From its humble beginnings in the early 1840s, as a cattle path called Baxter's Track, St Kilda Road has evolved into one of Melbourne's most iconic locations for living and working.

St Kilda Road North Precinct features grand boulevards, residential buildings of exemplary architectural credentials, unusual curvilinear subdivision pattern, a long and rich history of an evolving built form character, is well serviced by public transport and is located in proximity to the Melbourne CBD as well as some of Melbourne's most contemporary and iconic community infrastructure. All these elements contribute to a dynamic, highly valued and unique Precinct.

Council seeks to ensure that future development in the Precinct further contributes to a well serviced, high amenity living and working environment. Part of achieving this vision requires revising planning regulations to ensure quality built form and public realm outcomes are achieved, whilst retaining and strengthening the established identity of the urban character.

The St Kilda Road North Precinct Plan 2013 is the culmination of a detailed urban design review of the St Kilda Road North Precinct, north of the junction. It has been developed through focus groups, professional collaborations and technical studies, and establishes the principles for the integration of future land use, built form, transport and access, open space, community infrastructure, and sustainable infrastructure over the next 30-40 years.

The evolution of St Kilda Road North Precinct from the late 1990s to the present day has in many ways mirrored urban revitalisation trends that have occurred across the Melbourne metropolitan area. Significant residential development and rapid population growth is predicted to continue, albeit at a slower rate than in other parts of the metropolis.

The St Kilda Road North Precinct of the future will be well integrated with its surrounds through an expanded network of high quality green streets that support convenient access to nearby parks, services and sustainable transport modes. Residents, workers and visitors will have access to convenient, safe, accessible and sustainable modes of travel for their daily travel needs, and there will be focal points where people can gather and share in community life.









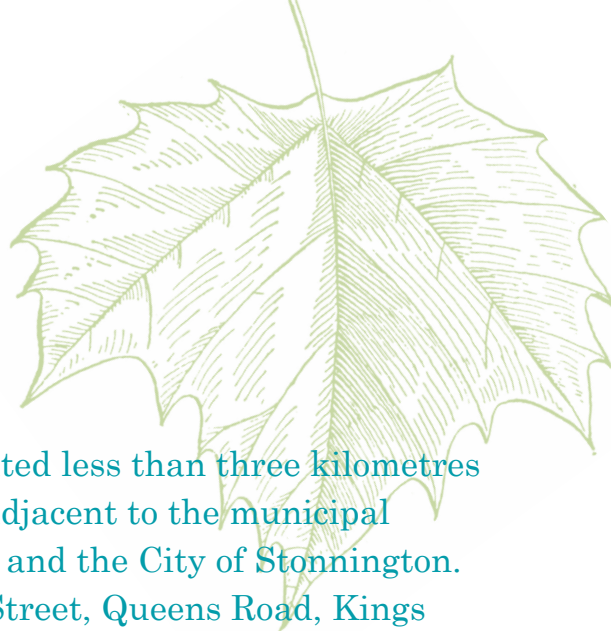
ST KILDA ROAD NORTH PRECINCT PLAN 2013

# *01* Introduction



St Kilda Road North Precinct  
has a rich history of evolution  
extending over 100 years.





St Kilda Road North Precinct is located less than three kilometres from the Melbourne GPO, and sits adjacent to the municipal boundaries of the City of Melbourne and the City of Stonnington. The Precinct is bounded by Dorcas Street, Queens Road, Kings Way and St Kilda Road, and includes an area in South Melbourne along Albert Road, to the southwest of Kings Way.

The origins of the Precinct hail from the early 1840s when a cattle path called Baxter's Track ran along the route of what was later to be called Brighton Road and then finally St Kilda Road – named after the schooner 'Lady of St Kilda'.

Originally intended to be a broad avenue in a parkland setting, reflecting the famed avenues of Europe, and punctuated only by benevolent and community buildings, the 1880s land boom saw Melbourne's wealthy merchants establish mansion homes of exemplary architectural credentials on either side of the beautiful boulevard.

This was the first of many changes that St Kilda Road North Precinct would experience over the years. History provides us with useful insights into much of what is unique to the Precinct; its established avenue of plane trees, the unusual curvilinear subdivision pattern, and the generous garden setbacks to buildings along St Kilda Road and Queens Road that blur the line between public and private space and accentuate the grand dimensions of the roads, are all part of what makes the Precinct dynamic and highly valued - and all are inextricably linked to the evolution of the area's built form.

The grand family homes and buildings eventually took on different roles. During and after World War II many were carved up to create boarding houses and offices for the Defence Department. From the 1950s, many of these were ultimately demolished, and in their wake came the next wave of urban renewal, this time in the form of commercial office buildings.

St Kilda Road and parts of its parallel Queens Road were to become Melbourne's premier office location outside of the CBD. At the forefront of this new vision for the Precinct was the design and construction of BP House on St Kilda Road in the 1960s. It set the benchmark for quality corporate design throughout the area for the next 30 years.

BP House heralded a second shift in the always dynamic St Kilda Road North Precinct in 1993, when it was converted into the Domain Towers, creating what is now one of an increasing number of iconic residential buildings in the Precinct and adding yet another layer to the already rich history of the area.

The evolution of St Kilda Road North Precinct from the late 1990s to the present day has in many ways mirrored urban revitalisation trends that have occurred across the Melbourne metropolitan area. Since 2003, State Government metropolitan planning policy has supported greater density in areas close to public transport, open space, shops, schools and jobs, as a way of expanding the opportunities for more people to enjoy high amenity, high quality lifestyles without the need to commute great distances to access this lifestyle.

The desirability of the Precinct as a place to live is unquestionably linked to its proximity to iconic parks, the CBD and beaches, and views of the Shrine of Remembrance, Albert Park Lake and Port Phillip Bay. The ability to access private schools and some of Melbourne's most contemporary and iconic community infrastructure such as the Melbourne Sports and Aquatic Centre (MSAC), the National Gallery of Victoria (NGV), State Library and Royal Botanic Gardens, by walking or public transport undoubtedly also contribute to the Precinct's unparalleled status as a residential location.

Increased demand for apartments has prompted Council to undertake a review of the Precinct. The initial focus of the review was on planning controls for the area to ensure that they best reflect contemporary needs and expectations for design quality and residential amenity. However, as the review progressed it became evident that a more integrated and comprehensive approach was required for this historic and popular Precinct.

St Kilda Road North Precinct Plan 2013 establishes a vision for the Precinct and its six sub-precincts. It provides directions for future built form, public realm, transport and access and community infrastructure.

Through the Plan, Council seeks to ensure that the Precinct continues its evolution over the next 30-40 years as a highly liveable and sustainable local neighbourhood.

The Plan will ensure quality built form and public realm outcomes are achieved, whilst retaining and strengthening the established identity of the urban character that is highly valued by the community who live and work in the Precinct.

The Plan identifies the key elements of the Precinct to be protected and enhanced, while guiding how new development will occur. It seeks to provide greater planning certainty through the introduction of permanent planning controls.

The St Kilda Road North Precinct of the future will be well integrated with its surrounds through an expanded network of high quality green streets that support convenient access to nearby parks, services and sustainable transport modes. Residents, workers and visitors will have access to convenient, safe, accessible and sustainable modes of travel for their daily travel needs, and there will be focal points where people can gather and share in community life.

Realising the vision of St Kilda Road North Precinct Plan 2013 will require a multi-pronged approach led by Council, working together with the State Government, neighbouring Councils, the private sector and community.

# 1.1 Purpose of St Kilda Road North Precinct Plan 2013



St Kilda Road North Precinct Plan 2013 provides a vision and strategy for the future development of St Kilda Road, north of St Kilda Junction, as a Precinct integrated with its urban and landscape surrounds.

The Plan:

- establishes principles for integrated land use, built form, transport and access, open space, community infrastructure, and sustainable infrastructure
- provides a framework for the revision of built form controls in St Kilda Road North Precinct.



# 1.2 Format of the Plan

## VISION

VISION

## STRATEGIC DIRECTIONS

Sustainable growth

A diverse, connected & well serviced community

High quality public realm and linkages

Sustainable transport priority

Reinforcing identity and character

## SUB-PRECINCTS

1. Edge of Shrine Memorial Gardens

2. Northwest Corner

3. Albert Road South

4. Albert Road North & Bowen Crescent

5. St Kilda Road, south of Kings Way

6. Queens Road

# 1.3 Preparation of St Kilda Road North Precinct Plan 2013

St Kilda Road North Precinct Plan 2013 has been developed through:

- focus groups with residents, business owners and developers
- consultation with adjoining municipalities, State Government departments, service providers and key land holders, including the Shrine of Remembrance Trustees and Parks Victoria
- technical studies on built form, transport and access, community needs, public realm and physical infrastructure capacity.

The Plan amalgamates all of the above into a single body of work to articulate Council's vision for this important Precinct, and to provide the foundation for Council's revision of planning controls that give effect to built form and public realm in the Precinct.

St Kilda Road North Precinct Plan 2013 also provides the foundation for programming future capital works on footpaths and local roads, and for ongoing advocacy to government for upgrades and additional infrastructure - particularly in relation to public transport.

## CHRONOLOGY

### 01 January 2011 - Planning Intervention

Minister for Planning introduces interim mandatory height controls for the Precinct through Design and Development Overlays 3 and 4, until 20 January 2013

*The interim mandatory height controls sought to ensure that development in the short term did not compromise the strategic importance of the northern Precinct of St Kilda Road, while Council reviewed built form controls for the area and introduced permanent controls through a planning scheme amendment.*

### 02 May 2011 - A Detailed Scope

Council holds focus groups with residents, business owners and developers to identify key issues and develop the briefs for the technical studies

### 03 August 2011 - Technical Studies

Council commissions a series of technical studies with the aim of ensuring that all new development in the area contributes positively to a high quality, high amenity living and working environment

### 04 September 2012 - The Review of Design and Development Overlay 3 and 4, Interim Draft

Council endorses the Review of Design and Development Overlays 3 and 4 as an Interim Draft at its meeting on 24 September 2012, along with a series of Variations to this Interim Draft that reduce the maximum heights in three areas in Sub-Precincts 2 and 4.

### 05 January 2013 - Extension of Time to Interim Mandatory Controls

The Minister for Planning approves Council's request for an extension of time to the interim controls for a further 12 months, until January 2014.

### 06 June 2013 - St Kilda Road North Precinct Plan 2013

Council endorses The Plan for the purposes of public exhibition of Amendment C107.

### 07 August / September 2014 - Exhibits Precinct Plan

Council exhibits the Plan and Planning Scheme Amendment C107. Panel hearing held in December 2014 - March 2015.

### 08 July 2015 - Adopts St Kilda Road North Precinct Plan

Council adopts the Plan and Planning Scheme Amendment C107.

### 09 Implementation of Recommendations



MAP I LOCATION OF ST KILDA ROAD NORTH PRECINCT





## 1.4 Location

St Kilda Road North Precinct is a linear precinct stretching from Dorcas Street in the north to Queens Way in the south. It does not include St Kilda Junction. Bounded by St Kilda Road to the east and Queens Road to the west, the area is in the centre of some of Melbourne's most significant and recognisable green spaces - Albert Park Lake Reserve, Royal Botanic Gardens and Fawkner Park - and has at its heart the iconic plane tree lined boulevard of St Kilda Road, one of Melbourne's four premier boulevards.

St Kilda Road North Precinct is less than two kilometres from the intersection of Chapel Street and Commercial Road, South Yarra; less than three kilometres from the South Melbourne Market and the variety of goods and services offered by Clarendon Street, and three kilometres from the Melbourne GPO in Bourke Street.

# 1.5 The people and the place

## POPULATION

Over the past decade, St Kilda Road North Precinct has experienced significant residential development and rapid population growth. Between 2001 and 2011, the population increased from 6,000 to 9,696 persons (Source: 2011 Census, enumerated data) and this significant residential growth is predicted to continue.

Key characteristics of the St Kilda Road community are:

- The community is dominated by 'young workers' (aged 25-34) and 'empty nesters' (aged 60-69).
- There are a growing number of families with children and a substantial international community, including overseas students.
- A significant 43 per cent of the community are born overseas with a diverse range of backgrounds.
- 32 per cent of the community are from Non-English speaking backgrounds.
- Couples without children are the dominant household type (nearly 31 per cent).
- Couples with children and single parent families make up a low proportion of households (12.4 per cent compared with Port Phillip's 19 per cent). However these household types are increasing.
- Households within the Precinct have higher than the Melbourne Statistical Division (MSD) average for household incomes.
- They are most likely to be private renters.
- There are increasing car ownership rates but declining car usage.

The housing stock of St Kilda Road North Precinct is distinctive. Nearly 97 per cent of dwellings are classified as 'high density' (double that of Port Phillip as a whole at 48 per cent).

## EMPLOYMENT

Almost 20,000 people are employed with St Kilda Road North Precinct, the majority being in office environments. This is in contrast to the existing residential population of nearly 10,000 people.

Catering for this substantial worker population, while adding to the vibrancy of the Precinct, creates challenges in terms of access for workers to community infrastructure such as childcare, and goods and services as well as getting to and from work in the Precinct.







# 1.6 Existing key policy context

*St Kilda Road North Precinct Plan 2013 has been informed by a number of local and State government strategies and policies.*

## KEY PLANNING POLICY

### MUNICIPAL STRATEGIC STATEMENT (MSS)

The key planning policy that relates to St Kilda Road North Precinct is the Municipal Strategic Statement. The MSS forms part of the strategic foundation of the local planning scheme and sets the broad local policy basis for making decisions.

Clause 21.06-7 of the Port Phillip Planning Scheme identifies the need:

- for St Kilda Road to maintain its role as a world famous boulevard
- to enhance the boulevard character and treatment of Kings Way
- for St Kilda Road North Precinct to realise its potential as a preferred location for well designed, higher density residential growth
- for St Kilda Road to maintain its role as a premier office location supporting the CBD
- to increase communal meeting spaces and provide public meeting points.

## OTHER PLANNING STUDIES

### COLLABORATION WITH THE CITY OF MELBOURNE

St Kilda Road between Princes Bridge and St Kilda Junction forms a municipal boundary between the City of Port Phillip and City of Melbourne. The shared responsibility for planning and maintaining the respective sides of the boulevard requires ongoing coordination and communication.

Numerous studies have been prepared over the past 20 years, often in collaboration between the two local governments, to ensure a consistently high standard is achieved on both sides of the boulevard. These studies guide decisions, actions and advocacy about:

- ongoing conservation, landscaping, design and management of the public realm (particularly the issue of ageing elm trees)
- upgrades to tram infrastructure
- establishing safe cycle facilities
- built form
- community infrastructure.

### SHRINE OF REMEMBRANCE BUILT FORM REVIEW 2013

The Shrine Trustees commissioned a study of the built form surrounding the Shrine of Remembrance. The report was commissioned to inform the preparation of planning provisions within the Melbourne, Port Phillip and Stonnington Planning Schemes designed to protect the significance of the Shrine of Remembrance.

On 8 May 2014, the Minister for Planning gazetted Planning Scheme Amendment C140, which implemented the findings of *The Shrine of Remembrance - Managing the Significance of the Shrine*, July 2013 (the Shrine Study) through the Port Phillip Planning Scheme. The changes to the Scheme affect the existing built form controls (Design and Development Overlays - DDO3, DDO4 and DDO13), including introducing new mandatory height controls within a significant portion of the St Kilda Road North Precinct.

NOTE - The recommendations of the Shrine Study were not reflected in the 2013 Draft Precinct Plan, as it was completed after this version was endorsed by Council by consultation. A note of the changes appeared in the Addendum.





**MAP 2: SUB-PRECINCTS MAP**

# 1.7 Existing planning controls

## ZONING

The majority of St Kilda Road North Precinct lies within the Commercial, Residential and Mixed Use Zones.

The **Commercial 1 Zone (CZ1)** promotes vibrant, mixed use commercial centres for retail, office, business, entertainment and community uses, as well as residential uses. This zone applies to land along St Kilda Road, Albert Road, Bowen Crescent, the southern part of Queens Road and the 'wedge' of land between Punt Road and St Kilda Road.

The **General Residential Zone (GRZ)** applies to land on Queens Road, south of Arthur Street. It provides for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households, and to allow for a limited range of other non-residential uses to serve the local community.

The **Mixed Use Zone (MUZ)** provides for a range of residential, commercial, industrial and other uses that complement the mixed-use function of the locality. This applies to the area described in this Plan as Sub-Precinct 2: Northwest Corner (refer Map 2) and comprises all the land east of Wells Street through to Kings Way.

The Precinct is also affected by a number of existing planning overlay controls, including Design and Development Overlays, the Heritage Overlay and the Special Building Overlay.

## STATE GOVERNMENT ZONE REFORM

The State Government has undertaken significant reforms to the land use zoning system in Victoria. The first of these changes came into effect on 15 July 2013. The five business zones were deleted and replaced with two new zones, Commercial 1 and Commercial 2. The existing Mixed Use Zone was modified. The Commercial 1 Zone has replaced the Business 5 Zone throughout the Precinct. The CIZ broadens the range of activities that land can be used for without the need for a planning permit and removes floor area restrictions. The CIZ provides for land use development opportunities that are generally consistent with the objectives of the St Kilda Road North Precinct Plan 2013.

The second element of the zoning reforms are changes to the residential zones. The Residential 1 and 2 Zones have been replaced by three new zones. Council consulted on the new zones in February 2014 and proposed to apply the Residential Growth Zone (RGZ) to the area of Queens Road in the RIZ. The objectives of the St Kilda Road North Precinct Plan 2013 informed the application of the new zones.

Council adopted a translation of the new zones in May 2014 and submitted it to the Minister for Planning for approval. Council is awaiting approval of Amendment C113 and C114 which implements its translation of the new residential zones. On 1 July 2014 the Residential 1 and 2 Zones were replaced with the General Residential Zone across Port Phillip (through a State Planning Amendment VC116). However, this is on an interim basis until Amendment C113 and C114 are resolved.

## CURRENT BUILT FORM CONTROLS

### DESIGN AND DEVELOPMENT OVERLAY 3 AND 4 (DDO3 & DDO4)

DDO3 and DDO4 apply to the entire St Kilda Road North Precinct with DDO3 applying to the northern sub-precincts and DDO4 to St Kilda Road (south of Albert Road) and Queens Road. Both DDO3 and DDO4 provide for medium to high rise development that supports the role of the area as a premier location for major office uses outside of the CBD, and for residential uses at a higher density and larger scale. A key objective of the existing built form controls is to preserve the open vistas of the Shrine. (NOTE - DDO3 and 4 are proposed to be replaced by DDO26.)

### HERITAGE OVERLAY (HO)

The Heritage Overlay (HO) applies to individual sites throughout the Precinct. The HO also applies to Albert Park Reserve, large areas of South Melbourne, Fawkner Park, the Shrine of Remembrance and surrounds, and the Wesley College grounds. The purpose of this overlay is to conserve and enhance heritage places of natural or cultural significance.

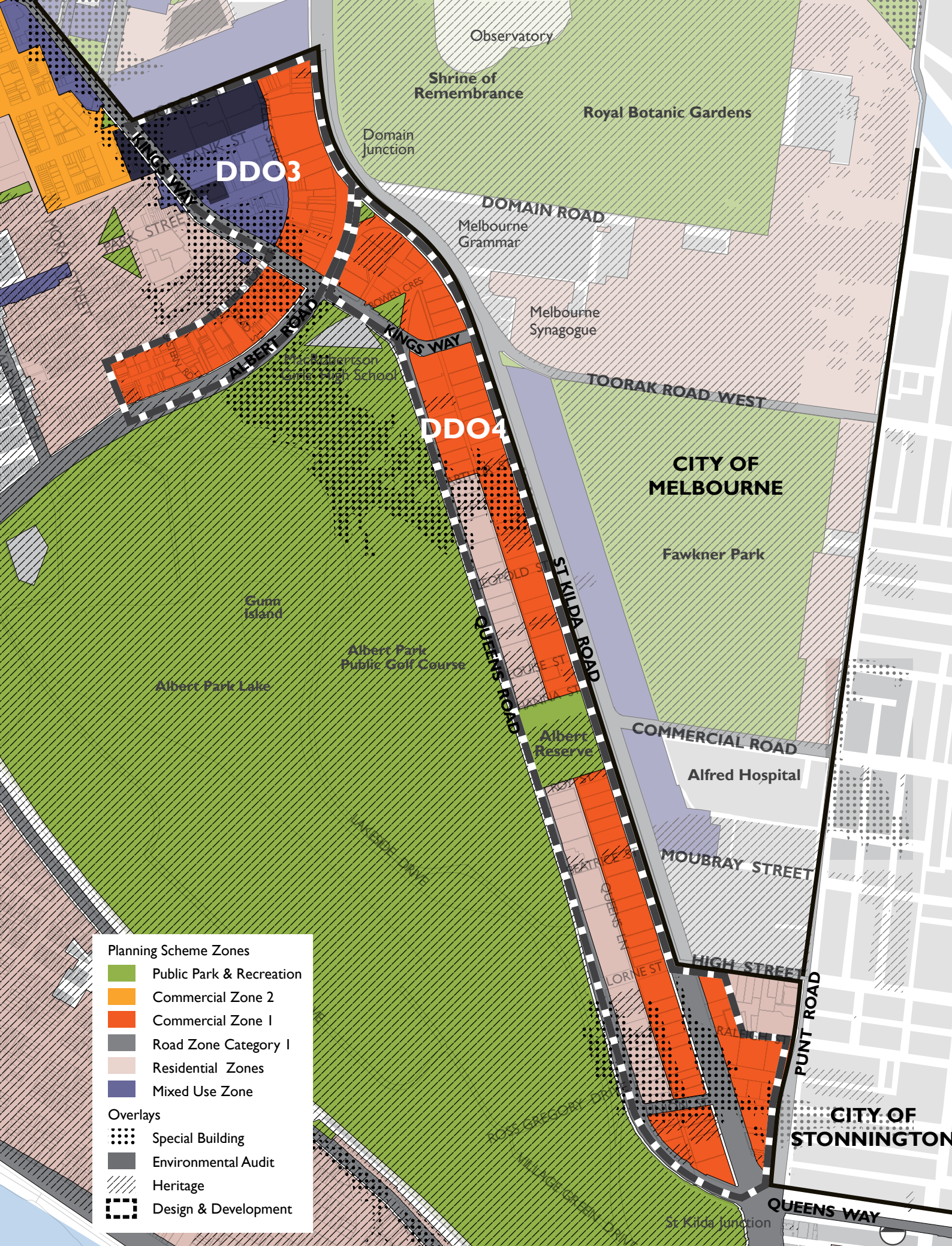
### SPECIAL BUILDING OVERLAY (SBO)

The Special Building Overlay (SBO) applies to parts of the area close to Kings Way, Arthur Street and Union Street. Changes to the SBO are being considered under Planning Scheme Amendment C111. Revisions to the SBO as proposed under Amendment C111 are not considered to impact the direction of the St Kilda Road North Precinct Plan 2013.

### ENVIRONMENTAL AUDIT OVERLAY (EAO)

The Environmental Audit Overlay (EAO) applies to land between Dorcas Street, Wells Street, Bank Street and Kings Way. The EAO identifies land that may potentially be contaminated to ensure uses are suitable and which would not be adversely affected by any contamination.

Map 3 illustrates the different planning controls that apply to St Kilda Road North Precinct and the surrounding area.



- Planning Scheme Zones**
- Public Park & Recreation
  - Commercial Zone 2
  - Commercial Zone 1
  - Road Zone Category 1
  - Residential Zones
  - Mixed Use Zone
- Overlays**
- Special Building
  - Environmental Audit
  - Heritage
  - Design & Development

**MAP 3: EXISTING PLANNING ZONES AND OVERLAYS**

# 1.8 Supporting technical studies

*Five technical studies were prepared as part of a comprehensive review of the current and future needs of St Kilda Road North Precinct. The findings of these technical studies have been reviewed and amalgamated into the St Kilda Road North Precinct Plan 2013.*

The five studies were:

- Draft Study: St Kilda Road North Precinct Review – Utilities, Stormwater Drainage and Open Space Infrastructure Capacity
- Draft Study: Future Needs of the St Kilda Road North Precinct
- Draft Study: St Kilda Road North Precinct Public Realm and Linkages Opportunities
- Draft Study: Sustainable Transport Management in St Kilda Road North Precinct
- Review of Design and Development Overlays 3 and 4.

A summary of the key outputs of each technical study is described below.

## ***Draft Study: St Kilda Road North Precinct Review – Utilities, Stormwater Drainage and Open Space Infrastructure Capacity***

*Prepared by the City of Port Phillip*

The *draft Study*:

- considered utility services (electricity, gas, water and sewerage), stormwater drainage, open space, and electricity and broadband
- investigated current levels of infrastructure provision
- identified what new works are required to provide for current development needs and to provide for additional future potential development.

Key findings are:

### UTILITIES

- There are some minor utility infrastructure capacity issues within the Precinct, but infrastructure providers did not identify that these issues would impact on the future servicing or development of the Precinct.
- South East Water is investigating upgrade options to provide additional capacity for current and future growth.
- The opportunity to provide an integrated approach across municipal boundaries is being explored in terms of water supply infrastructure, water sensitive urban design, and water harvesting and reuse.

### STORMWATER

- Stormwater infrastructure is managed by City of Port Phillip, VicRoads and Melbourne Water.
- Additional development will not significantly contribute additional stormwater runoff as most of the Precinct is already covered by impervious surfaces.
- There may be capacity issues with several drains, but opportunities to ‘upgrade’ stormwater drains are limited because a whole of catchment approach is needed to address water runoff outside of the Precinct.
- Melbourne Water, in conjunction with the City of Port Phillip, have reviewed the extent and controls of the Special Building Overlay (SBO). The details of this review are being considered under Amendment C111.
- While the revisions to the SBO as proposed under Amendment C111 are not considered to impact the overall intent of the St Kilda Road North Precinct Plan 2013, the design of development may need to respond to the constraints of an SBO, requiring consideration of design elements such as minimum finished floor levels.



- Underground car parks may attract overland flow if not designed correctly.
- Groundwater discharge into the stormwater drainage system is a contravention of the EPA Regulations and must be prevented.

## OPEN SPACE

- The Precinct has an abundance of large areas of open space such as Fawkner Park, Kings Domain and Albert Park on its doorstep. However accessing these open spaces from the Precinct can be difficult due to major barriers of roads such as St Kilda Road, Queens Road and Kings Way.
- Existing open space reserves will require additional resources to accommodate more intensive use as resident and worker populations in the Precinct increase over time.
- Streetscape spaces and nature strips are under pressure from pedestrian traffic, scooter parking and disturbance by service authorities. Many businesses and residential developments have different ideas about the development and maintenance of nature strips, such as artificial grass vs. natural. Works to improve grass cover and provide alternatives to hard surfaces, instillation of sub-surface irrigation are recommended.
- Development, streetscape works and upgrades undertaken at different times have resulted in inconsistent treatments along St Kilda Road.

## ELECTRICITY AND BROADBAND

There is potential for the undergrounding of electricity and fibre optic cabling.

### *Draft Study: Future Needs of the St Kilda Road North Precinct (2011 - Part 2 updated 2013)*

Prepared by Urbis

The *draft Study*:

- investigated the characteristics of the residential population in the Precinct
- identified the factors that lead people to live in, stay and move away from St Kilda Road North Precinct
- identified past and future growth trends in the social composition of St Kilda Road North Precinct
- identified the needs of the residents living in St Kilda Road North Precinct and where they access services
- recommended ways that Council-delivered community services can meet the forecasted demand through to 2020
- recommended other opportunities for Council to increase community wellbeing amongst St Kilda Road North Precinct residents
- modelled demand for different types of community services, based on increases in population that would result from the different built form options considered in the Planisphere Study (Review of DDO3 and 4).


Key findings of the *draft Study*:

- The majority of residents were generally satisfied with their access to Council-delivered community services. However, there was less satisfaction with the availability of some specific services – namely around children’s services and the lack of a community centre.
- St Kilda Road residents rely on services located outside the Precinct that are also in high demand from those adjoining communities.
- An increased availability of Council-delivered community services within St Kilda Road North Precinct, whilst preferable, is not critical to meeting needs.
  - Access to open space is a key reason for people moving to, and staying in, the Precinct. Accordingly, the quality and accessibility of open space is important to the local community.
  - Increased access to some non-Council services (grocery and retail services) was also sought.
  - St Kilda Road residents tend to be highly mobile and autonomous; this presents some challenges for Council in engaging with residents in the Precinct.
  - As the population increases, the demand for Council-delivered community services will also increase; how and where these services are delivered will be a challenge (given the scarcity and high value of sites within the Precinct).

Based on projected future population and current service benchmarks, the following additional (Council-based) community infrastructure and services are likely to be needed, either in or around St Kilda Road North Precinct:

- a Maternal and Child Health (MCH) facility



- 
- capacity for two 4 year old kindergarten groups and one 3 year old group (noting that currently the demand for 4 year old sessional kindergarten is being met across Port Phillip)
  - a multi-function community centre offering a meeting / gathering place, and space for a range of community and recreational activities catering to children/parents, youth, students and older residents (preference is for a location within the Precinct, to create a focal point and contribute to the sense of community).

The demand for Home and Community Care delivered meals will be provided via the established regional kitchen model.

These projections provide a basis from which Council can commence longer-term service planning for the Precinct. However, ongoing monitoring of community needs will be essential, as the demand for services is strongly influenced by community preferences (for example, long day care as an alternative to sessional kindergarten and the desire to access services close to places of employment) and the additional demand generated by workers.

Any new facilities and services established locally should be inclusive and flexible to adapt to meet changing community needs over time.

In addition to Council facilities and services, the private, not-for profit and State Government sectors will also have an important role in delivering services to the St Kilda Road community, including childcare, and primary and secondary education. Council can act as a facilitator and advocate for such services that are recognised as important in attracting and retaining family households as part of a diverse community.

### ***Draft Study: St Kilda Road North Precinct Public Realm and Linkages Opportunities (October 2011)***

*Prepared by the City of Port Phillip*

The *draft Study*:

- highlighted opportunities to improve the public realm as development intensity increases over time
- identified opportunities for new linkages which will contribute to the amenity of the Precinct and improve conditions for walking and bike riding
- identified barriers to walking and bike riding throughout the Precinct
- identified where major works would be dependent upon State Government funding / leadership
- recommended initiatives for localised streetscape works.

Key findings of the *draft Study*:

- As development intensity increases, the quality of the public realm becomes more important.
- A number of streetscape upgrade and new linkage opportunities have been identified, which will contribute to the amenity of the Precinct and improve conditions for walking and bike riding.
- There are a number of arterial roads that accommodate significant volumes of traffic, which present a 'barrier' to walking and bike riding throughout the Precinct.
- Some of the recommended initiatives include localised streetscape works, while others are major works dependent upon State government funding/leadership.

## ***Draft Study: Sustainable Transport Management in St Kilda Road North Precinct (November 2011)***

*Prepared by Ratio Consultants*

The *draft Study*:

- investigated the existing capacity of pedestrian, cycle, public transport and road infrastructure (including car parking)
- assessed the impact of three pre-defined capacity analysis scenarios on existing transport and access infrastructure
- made recommendations on priority works required for the transport network to operate efficiently under existing conditions and the three scenarios.

Key findings of the Study:

- Conditions for walking are generally good, but footpaths and crossings in the Precinct need to be improved to provide greater pedestrian safety and convenience.
- However, the conditions for walking on Kings Way, Queens Road, Park Street and Wells Street are inadequate.
- There has been an increase in bike riding and in the provision of bike riding facilities in the Precinct. However, there is a need to increase the number of bike parking hoops and to improve bike riding facilities, particularly around the intersection of Lorne Street, Queens Road and Lakeside Drive.
- The widening of the bike lane along St Kilda Road, and new lanes along Albert Road and Park Street is also recommended.
- The conditions for walking and bike riding around the St Kilda Junction need to be improved.
- The Precinct is well serviced by tram and bus services. However, during peak periods the trams reach capacity.
- On-street car parking is tightly controlled and generally available for short-stay users, and off-street parking stations are mostly closed at weekends or at night. It is recommended that this approach be revised.
- Despite extensive property development, traffic volumes on local roads, streets and intersections have been stable over recent years.

## ***Review of Design and Development Overlays 3 and 4 (November 2013)***

*Prepared by Planisphere*

The Review presented an important opportunity to create a cohesive urban design vision for the Precinct to ensure that future development contributes positively to a high quality, high amenity and sustainable neighbourhood.

The purpose of the Review was to:

- identify issues and opportunities in respect to built form, Precinct identity and character
- recommend how planning controls could articulate the preferred future character for each part of the Precinct
- recommend clear design objectives and performance measures for the Precinct
- ensure that the quality of the public realm is an important factor in decision making
- ensure that the level of development within the Precinct is consistent with the preferred character of the area, and identified design objectives and performance measures
- provide a clear basis for determining planning permit applications, offering greater certainty to all stakeholders in the planning process
- consider built form opportunities in the context of infrastructure capacity
- review the strategic basis and effectiveness of the current controls, and develop clear and robust strategic vision for the future built form of the study area
- identify the Precinct's capacity for future potential development.



Key recommendations of the Review:

- A greater level of protection is required for the Precinct's key defining urban character elements such as the Shrine of Remembrance, and consistency in respect to built form along St Kilda Road. Existing controls should be strengthened and reinforced to more effectively protect the character and liveability of the Precinct.
- Opportunities exist in other areas of the Precinct to allow for increases in building scale. Where additional height is contemplated, controls relating to tower separation, and podium height and setback should be applied to protect the Precinct's future liveability and amenity.
- Six sub-precincts were defined based upon the future built form and streetscape character of each. The boundaries have also been informed by detailed site analysis of existing conditions, community feedback, consideration of the values of each sub-precinct and the strategic policy direction for the Precinct.
- The capacity analysis undertaken as part of this study identified that there is capacity for significant development under the existing controls. Even with no changes to the current planning controls, there are significant implications for infrastructure capacity/provision.
- The study makes recommendations in terms of building height and podium setbacks.

### ***Council Variations to the draft Review of Design and Development Overlays 3 and 4, September 2012***

At its 24 September 2012 meeting, Council adopted the built form and height controls proposed in the *draft Review of Design and Development Overlays 3 & 4*, with three variations to the recommended maximum heights in two sub-precincts:

- reduce proposed podium height on Kings Way (in Sub-Precinct 2 - Northwest Corner) from 35 metres to 18 metres
- reduce overall height in Sub-Precinct 2 - Northwest Corner, from 60 metres to 45 metres.
- reduce overall height of potential development at 31-33 and 35 Albert Road from 90 metres to 75 metres.

## 1.9 Capacity for Growth

*St Kilda Road North Precinct has become a highly desirable high density residential and office location. There is strong demand for new housing in the Precinct and it is evident that the Precinct will perform an important role in contributing to housing choice within Port Phillip and inner Melbourne.*

While the Precinct can accommodate further residential development, overall it is beneficial to maintain a mix of office, commercial, residential and retail uses throughout the Precinct to provide for a range of services and facilities for all people who live or work here and create opportunities for local employment.

To ensure that the impacts of the potential development in the Precinct are fully understood, a capacity analysis was undertaken.

Quantifying the capacity of existing infrastructure based on the number of people currently living and working in the Precinct, demand for certain types of land uses, an analysis of building trends and of the local property market patterns enabled Council to:

- establish a baseline to test possible redevelopment scenarios against
- test different redevelopment scenarios to determine the optimal amount of growth that the Precinct could sustain whilst protecting and strengthening the amenity and built form character of the area
- forecast the type, level, location and likely timing of infrastructure upgrades that may be required in the future as population and density increases
- guide what types of new infrastructure may be required in the future
- take a holistic approach in planning for the long term growth and amenity of the Precinct.

The technical studies assessed (amongst others things) the capacity of the existing infrastructure within the Precinct based on the numbers of dwellings, floorspace and car parking generated from the capacity analysis. This included roads, open space, community facilities and utilities infrastructure. Detailed descriptions of the methodology and assumptions used in the capacity assessments are included as appendices in the technical studies.

The technical studies were informed by three redevelopment scenarios prepared by Planisphere as part of the draft Review of Design and Development Overlay 3 and 4, September 2012. (A full description of the methodology and assumptions used to generate the redevelopment scenarios is included at 3.7 Capacity Analysis pages 98 to 105 of Review of DDO3 and 4, November 2013.)

The scenarios included:

- Scenario 1 - Existing development
- Scenario 2a – Permissible development based on the existing controls with all land redeveloped for residential use
- Scenario 2b – Permissible development based on the existing controls with all land redeveloped for mixed land uses
- Scenario 3a – Permissible development based on the recommended controls with all land redeveloped for residential use
- Scenario 3b – Permissible development based on the recommended controls with land redeveloped for mixed land uses

The capacity analysis drew conclusions about the likely rate of redevelopment and likely proportions of land use that could be expected to occur in the Precinct over the next 40 years (40 years being the expected 'life cycle' of a building.)

It is considered most likely that the Precinct will experience a 25 per cent rate of redevelopment over the next 40 years.

Based on a 25 per cent redevelopment rate, a land use mix that varies according to the underlying zoning, and the recommended built form, it was calculated that St Kilda Road North Precinct will evolve to have an additional:

- net floor space of 631,000 square metres, resulting in a total of 1.8 million square metres. Currently there is an estimated total floor space of 1.2 million square metres (built and approved).
- 3,100 dwellings (taking the total dwellings to 11,077 in the Precinct). It is estimated that there are currently nearly 8,000 dwellings in Precinct (built and recently approved).
- 294,000 square metres of floor space for other uses (of a total 947,000 square metres).
- 9,979 car parking spaces (taking total spaces to 17,677).









## ST KILDA ROAD NORTH PRECINCT PLAN 2013

# 02 Vision

*St Kilda Road North Precinct is a dynamic inner urban locality. Highly connected and beautifully integrated, it is home to a community that is inclusive and full of vitality.*

### ST KILDA ROAD NORTH PRECINCT WILL:

- Be a safe and inclusive place to live, work and visit
- Retain its highly valued urban character and established identity
- Continue to accommodate demand for residential and commercial floor space in a sustainable and sensitive manner
- Have convenient, safe and accessible sustainable modes of travel that allows residents, workers and visitors with the choice to live and travel car-free
- Have high quality green public places that support convenient access to nearby parks, services and sustainable transport modes.



# 03 Strategic Directions

- SUSTAINABLE GROWTH
- A DIVERSE, CONNECTED AND WELL SERVICED COMMUNITY
- HIGH QUALITY PUBLIC REALM AND LINKAGES
- SUSTAINABLE TRANSPORT PRIORITY
- REINFORCING IDENTITY AND CHARACTER

Each strategic direction comprises a Vision, description of the Context, Principles (desired outcomes), and Strategies and Opportunities to achieve these outcomes.

A series of maps illustrates these strategies and opportunities, reflecting how and where strategic directions will be achieved.

# 3.1 Sustainable Growth

## VISION

*St Kilda Road North Precinct will continue to accommodate demand for residential and commercial floor space in a sustainable and sensitive manner.*

## CONTEXT

### THE DEVELOPMENT OF ST KILDA ROAD NORTH PRECINCT

Council's Municipal Strategic Statement identifies St Kilda Road North Precinct as a location for significant residential development, while St Kilda Road is considered a primary centre for office / commercial use.

In terms of residential development, the area is well located in proximity to the CBD, transport and recreation opportunities. Recent development shows a strong demand for new housing in this location and the Precinct has an important role to play in contributing to housing choice within Port Phillip and inner Melbourne.

Overall, it is beneficial to support a mix of office, commercial, residential and retail uses throughout the Precinct to provide for a range of services and facilities for all people who live or work here and create opportunities for local employment.

The goal of achieving a more sustainable urban form into the future will see changes in the appearance and function of our cities. These changes will, over time, offer the many advantages that are achievable with higher densities, such as support for more efficient public transport systems, or increased options for recreation and culture.

However, this change must be carefully managed in order to avoid adverse impacts upon the area's amenity, character or liveability. Development should not compromise the valued character of the Precinct and stated design principles and objectives.

### ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT (ESD)

Cities consume significant quantities of resources and have a major impact on the environment. As the climate progressively changes, future cities must develop buildings and infrastructure that cope better with more flooding, more heat and drought.

Development in the Precinct provides opportunities to reduce the environmental impacts and build the climate resilience of the Precinct. Given the amount of existing development in the Precinct that is unlikely to be redeveloped completely, a large proportion of the environmental benefits that can be achieved in the Precinct will stem from retrofits of existing buildings.

St Kilda Road North Precinct will play an important role in contributing to Port Phillip's commitment to reducing the environmental impacts generated within the municipality. The key goals for the City and St Kilda Road North Precinct are to create a:

#### ***Low carbon city***

Low carbon cities and places provide a distinct competitive and economic advantage and can offer better built spaces to live, work and play. The construction of well-oriented thermally insulated buildings will be encouraged in St Kilda Road North Precinct. Sustainable building construction combined with energy efficient technologies and renewable energy sources will enable residents and businesses to use energy efficiently to minimise greenhouse gas emissions.

#### ***Water sensitive city***

As the climate changes, there will be less annual rainfall and longer dry periods. Reduced water supplies, coupled with future population growth, are likely to lead to greater water scarcity and make having a range of water supply options essential.

Water sensitive cities and places are resilient to low water availability and the impacts of a drying climate. They also have a greater capacity to sustain open spaces and the amenity that these green spaces provide. Investigating opportunities to integrate water efficient technologies and using water sensitive urban design in public realm improvements will ensure St Kilda Road North Precinct is a water sensitive place.

### ***Climate adept city***

Melbourne is also expected to experience hotter periods, as well as increases in the severity of flooding and extreme weather. Climate adept cities and places build local resilience to a changing climate, over time forming a climate clever and adaptive city that maintains healthy and productive communities, neighbourhoods and places.

Influencing the ways that built form, infrastructure and vegetation are designed, constructed, installed and planted can be effective in creating more favourable climate conditions and ‘absorbing’ some of the impacts of extreme weather events.

This can be achieved in St Kilda Road North Precinct through buildings and drainage infrastructure that can cope with flooding and more extreme weather, and by encouraging green infrastructure that can create more comfortable indoor temperatures, reducing the way people living and working in the Precinct will be affected by heatwaves and extreme seasonal temperatures.

### ***Sustainable building design***

Efficient buildings consume fewer resources, minimise adverse impacts on the built and natural environment, save money, increase worker productivity and create healthier environments for people to live and work in.

Opportunities to achieve best practice environmental performance standards often arise in the early design and construction stages of building and public realm improvements. Achieving a sustainable built form in St Kilda Road North Precinct will occur incrementally as opportunities present themselves.

### ***Resilient public infrastructure***

Public infrastructure comprises utility services and stormwater drainage infrastructure. The large scale renewal of public infrastructure will provide opportunities to consider and implement a range of integrated water management and energy generation solutions that can service the broader precinct.

Studies of the utility services (electricity, gas, water and sewerage) and stormwater drainage within St Kilda Road North Precinct indicate that the potential growth of the area can be accommodated and managed within the limits of existing infrastructure.

Melbourne Water (who manages the large scale stormwater and sewerage infrastructure) has identified a range of upgrades for the Precinct but did not identify any constraints on future development.

There is an existing need for improvements to local stormwater drainage infrastructure across the municipality including in St Kilda Road North Precinct. Works will need to be considered as part of a broader municipality-wide approach. New development in the Precinct will not adversely impact on the stormwater drainage needs.

South East Water and Melbourne Water are working with the City of Port Phillip and the City of Melbourne to investigate integrated water management options for key renewal areas (including Southbank, Montague and St Kilda Road North Precinct) where substantial population growth is expected. This will provide critical mass and economies of scale. Alternative servicing opportunities are also being investigated around Albert Park Lake with a primary focus on stormwater harvesting. These may present future opportunities for water users within the Precinct to tap into and access alternative water sources.

Opportunities to deliver shared systems that would benefit both development areas may include shared energy generation systems, and shared stormwater capture and treatment and storage systems. This will also provide a greater critical population to support delivery of the system.

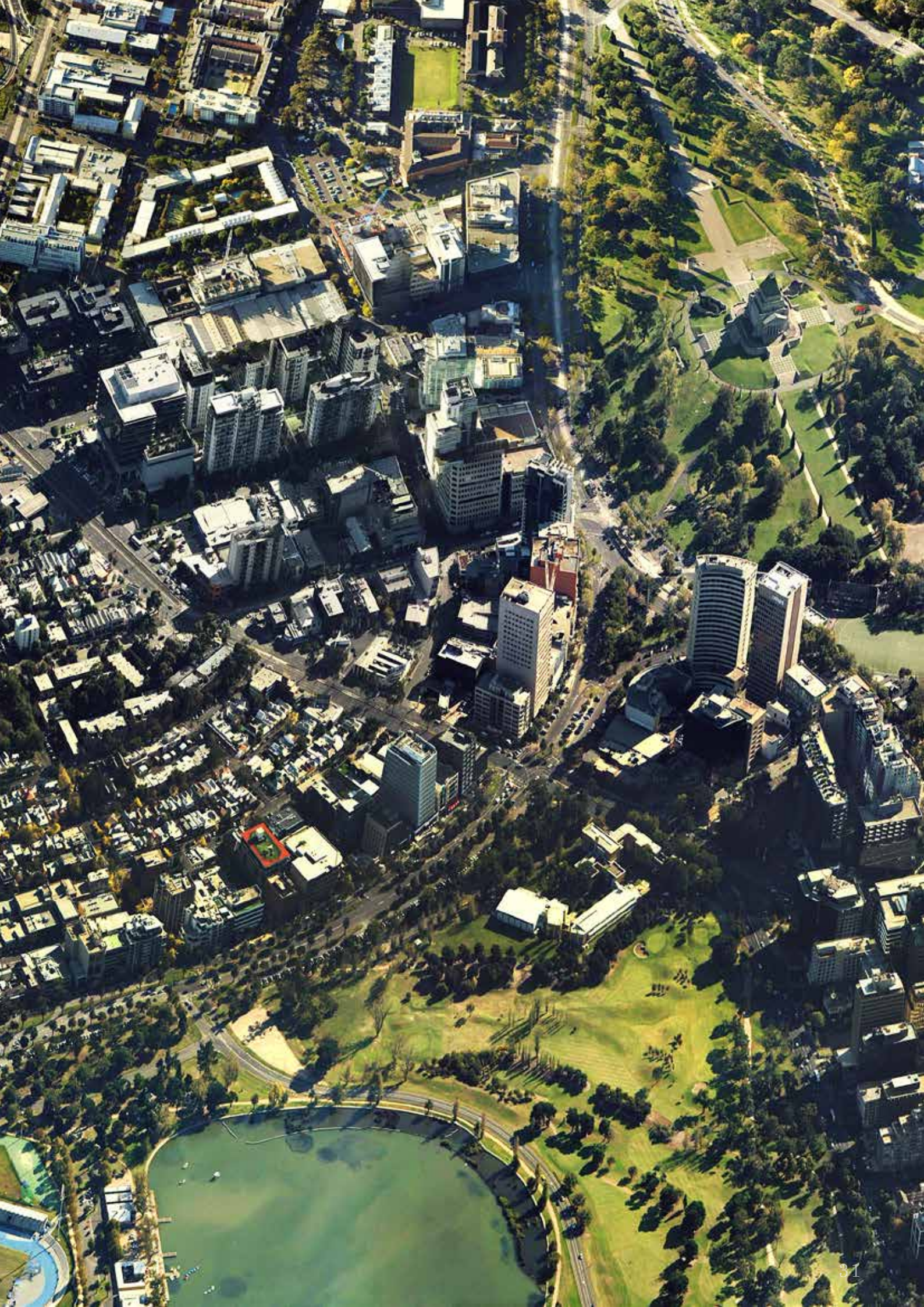
### ***A greener public realm providing environmental benefits***

The public realm comprises parks, reserves, roads and footpaths. Opportunities exist to increase the environmental role played by the public realm both within and beyond the Precinct, while at the same time, providing a healthier, more comfortable environment for residents and visitors to the Precinct.

The use of stormwater management solutions such as installing vegetated swales and rain gardens, to direct the flow of rain water from impervious ground surfaces to landscaped areas, and utilising stormwater to water trees, parks and reserves to reduce reliance on potable drinking water, improves the quality of water discharged to drainage and Port Phillip Bay, can reduce the pressure on drainage infrastructure and mitigate overland flooding after heavy rains.









## PRINCIPLES

- Accommodate demand for new residential and commercial development in a sustainable and sensitive manner.
- Create a vibrant inner urban residential and mixed use environment.
- Excellence in sustainable design, form and function of buildings, public spaces and landscapes contribute to a highly liveable neighbourhood.

## STRATEGIES AND OPPORTUNITIES

### SUSTAINABLE BUILDING DESIGN

- Implement best practice passive design principles, including orientation, shading, natural daylight and natural ventilation when designing and siting buildings.
- Implement energy efficiency measures to minimise energy use and peak energy demand. This includes energy efficient lighting, active building shading, high performing building facades and glazing, and automation and real time monitoring of operational performance.
- Encourage the use of green roofs, walls or facades to reduce the urban heat island effect and improve local biodiversity, air quality and stormwater generated from the site
- Use low carbon, recyclable materials that will endure for the life of the development, and minimise environmental and health impacts.
- Promote efficient use of water in new buildings and extensions through the use of Water Efficiency Labelling (WELS) rated water-efficient fixtures and fittings.
- Use water sensitive urban design (WSUD) to capture and treat rainwater and stormwater for reuse on site or for discharge back to the environment. This includes the collection and reuse of rainwater and stormwater on site and placement of raingardens and other stormwater treatment systems in landscaped areas.
- Seek opportunities to connect to local sustainable water management solutions providing treated stormwater or blackwater.
- Provide infrastructure to ensure efficient resource recovery and recycling / disposal of personal, consumer waste and food waste on site. This includes provision of adequate and accessible storage space to enable effective separation of waste streams and to maximise recycling and safe collection.
- Prepare waste management plans for all new developments covering construction and operational waste.

Design all new residential and non residential developments, alterations and additions to achieve the following:

- Where a planning permit is required, the following environmental assessments demonstrating best practice as per Council's Sustainable Design Assessment in the Planning Process (SDAPP) framework are required:
- For less than ten dwellings for residential development or for non-residential developments less than 1,000 m<sup>2</sup> – a Sustainable Design Assessment (SDA) is required.
- For residential development of ten or more dwellings or for non-residential developments above 1,000 m<sup>2</sup> - A Sustainable Management Plan (SMP) is required.

Various tools such as Green Star, MUSIC, STORM or BESS may be used.

## RESILIENT PUBLIC INFRASTRUCTURE

- Ensure critical infrastructure is designed to minimise impacts from flood. This can be achieved by improving drainage infrastructure, installing detention systems and enabling diversion to established storage systems for reuse or controlled release of water. These strategies can significantly reduce the loadings on the drainage system after heavy rains.
- In partnership with key stakeholders, consider, where feasible, the development of local sustainable water management infrastructure within the Precinct, including third pipe, sewer mining, and distributed storage systems
- Ensure critical services are located to enable easy access during extreme weather.





## A GREENER PUBLIC REALM PROVIDING ENVIRONMENTAL BENEFIT

- Design public realm improvements to collect treat and reuse rainwater and stormwater to minimise the need for and improve the efficiency of irrigation.
- Ensure projects comply with best practice performance objectives for stormwater quality improvement.
- Seek opportunities to connect to local sustainable water management solutions providing treated stormwater or blackwater.
- Throughout the Precinct, maximise the amount of open space, landscaping and vegetation designed to contribute to an urban forest and more pleasant environment, providing cooling at times of extreme heat, reducing the urban heat island effect





## 3.2 A diverse, connected and well serviced community

### VISION

*St Kilda Road North Precinct is a safe and welcoming place to live, work and visit. A strong sense of community has evolved through building connections between people and place.*

### CONTEXT

#### COMMUNITY AND HOUSING PROFILE

Over the past decade St Kilda Road North Precinct has experienced significant residential development and rapid population growth. Between 2001 and 2011, the population increased from 6,000 to 9,696 persons, and significant residential growth is set to continue.

The area's close proximity to the CBD and to employment and education opportunities, combined with its accessibility to public transport, a large rental stock and quality parks and open spaces all contribute to the attractiveness of the Precinct as a place to live.

The characteristics of the population are central to understanding community needs, and projections for future growth are crucial to Council's planning for future facilities and services.

The St Kilda Road North Precinct community is dominated by 'young workers' (aged 25-34) and 'empty nesters' (aged 60-69). There is also evidence of a growing number of families with children and a substantial international community, that includes overseas students. In 2011, a significant 43.3% of the community were born overseas, increasing from 38% in 2006. Whilst the overseas born population is diverse, people originating from China (5.2%), the UK (4.8%), Indonesia (4.3%) and India (4.1%) represent the largest cultural groupings. People from Non-English speaking backgrounds make up 31.8% of the community.

The housing stock of St Kilda Road North Precinct is distinctive, with 96.7% of all dwellings classified as 'high density' (double that of Port Phillip overall at 47.7%). The high-rise apartments characteristic of the Precinct result in couples without children being the dominant household type (30.8%) which has increased from 24.7% in 2006. Conversely, couples with children and single parent families make up a low proportion of households (12.4% compared with Port Phillip's 19%). This proportion is however increasing, up from 10.3% in 2006, reflecting a growing trend of family households living in apartments.

Typically, households within St Kilda Road North Precinct have higher than average household incomes, are most likely to be private renters and have low rates of car ownership. However, this profile is not however typical of all residents. The K2 Housing Estate on Raleigh Street provides long term accommodation for less advantaged persons, many with disabilities, whilst the Sacred Heart Mission Rooming House on Queens Road provides short term accommodation for people at immediate risk of homelessness.

A diverse population is well-recognised as a characteristic of socially vibrant and economically successful urban areas. Further diversification of the St Kilda Road North Precinct community will be encouraged as it continues to grow.



**MAP 4: COMMUNITY FACILITIES IN PROXIMITY TO ST KILDA ROAD NORTH PRECINCT**

**CITY OF PORT PHILLIP**

- ① K2 Housing Estate Community Centre
- ② Albert Park Lake Playground
- ③ Claremont Aged Care
- ④ Napier Street Aged Care
- ⑤ South Melbourne MCH
- ⑥ Emerald Hill Library
- ⑦ Coventry Children's Centre
- ⑧ Claredon Children's Centre
- ⑨ Albert Park MCH
- ⑩ Albert Park Library
- ⑪ Albert Park Primary School
- ⑫ South Melbourne Child Care
- ⑬ MSAC
- ⑭ Middle Park MCH
- ⑮ Middle Park Library
- ⑯ Middle Park Primary School

- ⑰ Playground, Neville Street Reserve
- ⑱ Playground, H R Johnson Reserve
- ⑲ St Kilda Primary School
- ⑳ St Kilda Sports Club
- ㉑ Jewish Care Aged Care
- ㉒ Central Park Aged Care

**CITY OF MELBOURNE**

- ㉓ Fawkner Park Children's Centre MCH

**CITY OF STONNINGTON**

- ⑳ Stonnington Primary School
- ㉕ Hornbrook Child Centre
- ㉖ Princes Gardens MCH
- ㉗ Princes Close Childcare Centre
- ㉘ Grosvenor Street Childcare
- ㉙ South Yarra Primary School

## PLANNING FOR A GROWING COMMUNITY

Based on future development capacity, it is projected that St Kilda Road North Precinct could ultimately see a population of 19,300. This reflects almost a doubling of the 2011 population (9,695), and a corresponding increase in the demand for community facilities and services can be anticipated.

By 2021, it is forecast that there will still be a comparatively high proportion of single person households and couples without children. Whilst the age profile of the community will not alter dramatically, along with the high projected population growth there will be a very significant increase in the total number of residents across all service age cohorts, including children and older adults.

## DEVELOPING A SENSE OF COMMUNITY WITHIN A HIGH RISE ENVIRONMENT

A 'sense of community' is considered vital to fostering liveable and thriving higher density environments. It creates the impetus for participation in community life, creating social connections and improving perceptions of public safety.

Challenges exist in developing a sense of community within higher density environments due to:

- A high proportion of rental households that are highly mobile and less likely to invest in building social ties.
- A physical environment that often does not support opportunities for formal and informal social interaction.

Factors important to building social connections include housing design, social mix, and access to community infrastructure and to the natural environment. Research has highlighted that the planning and design of high density environments such as St Kilda Road North Precinct needs to prioritise.

- Accessibility to social infrastructure and availability of key services, to support the health and wellbeing of residents.
- The particular needs of children and ageing residents.
- Inclusion of apartments suited to family households as social connections are higher amongst homeowners and families with children.
- Access to public open space, and creation of safe, activated and inviting streets that encourage walking
- Building designs that accommodate resident gatherings and informal interaction
- Effective community engagement, in order to understand and meet specific needs and preferences.

## ACCESS TO COMMUNITY INFRASTRUCTURE

There are currently no Council provided community facilities situated within St Kilda Road North Precinct. However, a wide variety of services and facilities are located nearby in South Melbourne and within the neighbouring municipalities of Stonnington and Melbourne (See Map 4).

South Melbourne provides Maternal and Child Health (M&CH) services, a library and a Council run children's centre, with many additional services provided by the community and private sectors. A broad range of community facilities and services are also available in Middle Park, South Yarra, Prahran and the CBD.

The elongated nature of St Kilda Road North Precinct means services in adjoining areas may in fact offer the greatest accessibility and the opportunity to combine service trips with other activities such as shopping. Accordingly, future infrastructure planning and service delivery for St Kilda Road North Precinct must be closely integrated with the planning for adjoining areas.

Regardless of whether facilities and services, including open space, are located within or adjacent to the Precinct, the priority will be on improving access through enhancing walkability and public transport connections. Kings Way presently acts as a barrier to accessing services in South Melbourne. Improving public transport access to South Melbourne will require an extension of the tram line along Park Street, to address the 'gap' between Kings Way and Heather Street. Council will continue to advocate for this missing link. Similarly, proposed new rail infrastructure would provide residents with even greater access to goods and services in the adjoining CBD and Prahran areas.



## PRINCIPLES

- Opportunities for social interaction and participation in community life build social networks and create a strong sense of community.
- Convenient access to relevant community services, facilities and programs attract and support a diverse community.
- A mix of housing supports a diverse community and offers choice for a range of household types, including families and older people.
- A mix of land uses contributes to the vibrancy of St Kilda Road North Precinct and offers residents, workers and visitors convenient access to a range of retail goods and services to meet daily needs.
- A quality built environment that includes inviting public streets and open spaces, access to relevant community infrastructure and strong social connections will combine to offer a high quality of life for the St Kilda Road community.

## STRATEGIES AND OPPORTUNITIES

Improve access to a range of community facilities and services such as;

### MULTI-PURPOSE COMMUNITY CENTRE

- Investigate opportunities to partner with private developers to deliver a multi-purpose community space within the Precinct with emphasis on flexible and adaptable spaces to suit a range of inter-generational programs and activities. (Note: this longer-term initiative will be further investigated through Council's Community Facilities Strategy Review).
- Functions of a community centre could include: access to information and an entry point to other services / programs, a community meeting and gathering space (for example, a lounge for international students, older people, mothers' group, space for hire) access to life long learning programs, maternal and child health service and delivery of outreach services.
- The community space should be accessible at ground level and designed to create a well defined presence to the street. Ideally a multi-purpose centre would be clustered with complementary uses such as a café and / or childcare facility.
- Identify short-term opportunities to maximise access to and inclusion in community centres and programs delivered in adjoining neighbourhoods.

### FAMILY AND CHILDREN'S SERVICES

Meet the projected future demand for family and children's services primarily through increasing the capacity of existing services in adjoining neighbourhoods. Specifically:

#### **Maternal and Child Health (MCH) Services**

*Short-term / Medium-term*

- Utilise the additional capacity created through the upgrade of the Clarendon Family and Children's Centre (increase from one MCH nurse to two).
- Identify opportunities to redistribute demand for MCH services across centres in Port Phillip, to create capacity in centres facing greatest increases in demand.

*Longer term:*

- Investigate the incorporation of a dual nurse MCH facility as part of any future multi-purpose community centre within the Precinct.

#### **3 Year Old and 4 Year Old Kindergarten**

- Expand the capacity for kindergarten places in South Melbourne facilities most accessible to the St Kilda Road community where possible as part of integrated family and children's centres (the Coventry Children's Centre presents a current opportunity.)

- Investigate the potential to allocate kindergarten placements to prioritise access for St Kilda Road families (along with other local families) to the most proximate kindergarten.

### Childcare

- Facilitate opportunities for additional long day care centres / spaces within non-Council facilities (private and not-for-profit) both within and adjoining the Precinct.
- Offer support and advice to centres that do not currently offer a funded 4 year old funded kindergarten program to consider extending their service to include this.
- Encourage new providers to incorporate occasional childcare, long day care and 4 year old funded kindergarten options.
- Continue the ongoing scoping of opportunities to increase the capacity of a wide range of family and children's services to cater for varying household needs.
- Pursue partnerships with neighbouring municipalities (in particular City of Melbourne) to deliver community services, in particular Maternal and Child Health (M&CH) and 3 and 4 year old kindergarten, in cases where the proximity of existing services would offer enhanced access for residents of St Kilda Road North Precinct.

### ACCESS TO SERVICES

Improve accessibility to the wide range of community infrastructure and comprehensive retail offer within adjacent neighbourhoods, in particular South Melbourne, through:

- investigating the feasibility of extending community bus routes to service St Kilda Road North Precinct, providing connections to services at the South Melbourne Town Hall, South Melbourne Market and a range of community centres
- continuing to advocate for the Park Street tram route extension, to improve access to goods and services in South Melbourne in particular to Maternal and Child Health Care and Library. (See 3.4 – Sustainable Transport Priority).
- Supporting the universal roll-out of tram super stops / flat floor trams to increase accessibility for all residents when accessing services in adjoining municipalities. (See 3.4 – Sustainable Transport Priority)

### ONGOING MONITORING AND PLANNING FOR COMMUNITY NEEDS

Monitor development rates and the emerging population growth / profile for St Kilda Road North Precinct over time, to inform ongoing service provision in line with contemporary benchmarks. (Note: The Victorian State Government is currently in the process of developing indicative service benchmarks specifically relevant to Melbourne's inner region, recognising that existing benchmarks have been developed relevant to the needs of growth area communities).

### BUILDING COMMUNITY CONNECTIONS THROUGH INCREASING OPPORTUNITIES FOR SOCIAL INTERACTION AND PARTICIPATION IN COMMUNITY LIFE

In addition to pursuing a multi-purpose community centre within the Precinct:

- Develop a 'welcome pack' for new residents to St Kilda Road North Precinct, distributed through real estate agents and body corporate agents, which focuses on improving awareness of local community services and building connections to a range of community groups and programs.
- Investigate the opportunity to form a 'Village Community Partnership' as part of Council's Vibrant Villages Program to build community connections and increase levels of participation amongst the St Kilda Road North Precinct.
- Offer a range of community development focussed initiatives, which are targeted at building connections within the St Kilda Road North Precinct community, such as walking groups, sustainability / environment programs for apartments.
- Encourage communal meeting spaces within private developments and publicly accessible gathering spaces such as cafes at ground floor level.

- Investigate ways for Council to increase access to information and enhance engagement with the St Kilda Road community, tailored to specific life stage and cultural groups. Opportunities include use of 3004 Magazine, notices in foyers, notification / promotional materials for events and services (via body corporates, delivered brochures, online mediums / social media) and direct access via community services and groups (such as international student support services and cultural associations).

## CREATING A DIVERSE LAND USE AND HOUSING MIX

Facilitate local access to retail goods and services by:

- encouraging small supermarket facilities in the Mixed Use Zone between Wells Street and Kings Way
- supporting the presence of convenience shops across the balance of the Precinct to provide a 'corner store' function that meets daily retail needs.

Encourage future developments to deliver a wider mix of housing types and sizes and includes flexible and adaptable design features, to accommodate a more diverse community including:

- larger (3 bedroom or more) dwellings suited to family households and people working from home
- universally accessible dwellings and accommodation suited to older people and people with limited mobility
- moveable walls and flexible spaces.

Encourage cultural activities such as galleries and artists' spaces within the ground level of buildings, to activate streets and facilitate connectivity with the established arts precinct in South Melbourne and the northern end of St Kilda Road.



## 3.3 High quality public realm and linkages

### VISION

*High quality green public places that support convenient access to nearby parks, services and sustainable transport modes.*

### CONTEXT

The proximity of St Kilda Road North Precinct to the Melbourne CBD, its green outlook adjacent to major open spaces, and leafy boulevards and streets mean it has grown into a highly desirable place to live. The number of people living in St Kilda Road North Precinct has increased from 6,000 to nearly 10,000 people since 2001 and significant residential growth is set to continue.

This higher density environment means that quality of the public realm within St Kilda Road North Precinct is critical to the liveability of the Precinct. Visual and physical access to high quality urban spaces is a major contributor to health and well-being in inner city areas. Green spaces linked by high quality streets also significantly contribute to the sense of place or neighbourhood character of an area, and by association, nurture civic pride.

The Precinct is defined by its:

- formal tree lined and landscaped boulevard and avenues which create a 'park-like' setting
- close proximity of several of Melbourne's most valued public open spaces including the Royal Domain, Botanic Gardens, Shrine Memorial Gardens, Albert Park and Fawkner Park
- smaller landscaped areas of the South African Soldiers Memorial Reserve, Bowen Crescent Reserve and Albert Reserve
- a variety of street widths which create a range of distinctly different streetscape experiences.

These attributes will be enhanced over time to ensure that St Kilda Road North Precinct provides consistently high quality, attractive streetscapes that support safe and comfortable walking and convenient connections for bike riders travelling to and through the Precinct.

### LINKS TO MAJOR OPEN SPACE

Given its location adjoining Albert Park, Royal Domain and Fawkner Park, St Kilda Road North Precinct presents an opportunity to improve access and linkages to these important and much valued areas of open space.

'Green links' will be developed on key east-west streets to link Albert Park and Royal Domain Gardens and Fawkner Park. The creation of green links through extensive planting and water sensitive urban design will strengthen the 'green' physical and visual connections between these important parks, vastly improving the walkability and connectivity of the area with the activities in surrounding municipalities and suburbs.

### IMPROVING PUBLIC OPEN SPACE WITHIN THE PRECINCT

The South African Soldiers Memorial Reserve, Bowen Crescent Reserve and Albert Reserve are the only parks contained within St Kilda Road North Precinct. The South African Soldiers Memorial Reserve and Bowen Crescent Reserve are well used by local office workers during the day, making the protection of the current levels of solar access to both these reserves of key importance in ensuring they continue to be well used and enjoyed.





**MAP 5: LANDSCAPE LINKAGES MAP**

Improving the ease with which people can cross St Kilda Road and Queens Road, which surround these reserves, will assist in reducing the barriers people experience to using the nearby Albert Park Lake Reserve and Royal Domain Gardens / Fawkner Park. Possible opportunities to improve the grounds of the South African Soldiers War Memorial Reserve may be associated with other major streetscape upgrade work within Albert Road such as the Domain interchange upgrade and the proposed rail infrastructure.

Albert Reserve is managed by Parks Victoria and is under lease to the Melbourne Cricket Club and Tennis Australia. High and semi-permeable fencing around Albert Reserve give the impression that the Reserve is not publicly accessible. Improving the material and physical interface between the Reserve and St Kilda and Queens Roads to encourage greater public access and use of the Reserve is a long-term goal of Council.

## GREENING THE STREETS

St Kilda Road North Precinct is known for its strong landscape character, mature canopy trees that line the St Kilda Road boulevard, and lines of palms along Albert Road.

Although the Precinct is characterised by established street planting and generous pedestrian areas, there are considerable opportunities to enhance the quality of the public realm. The Plan identifies opportunities for key streets such as Kings Way to receive substantial improvements through landscaping and canopy tree planting, to reduce visual impact of the large expanse of asphalt and frame the streets and buildings.

## DEVELOPING A NETWORK OF PEDESTRIAN LINKS

The little lanes and streets are a key element of the Precinct, reflective of inner Melbourne heritage providing an important part of the pedestrian network. St Kilda Road North Precinct has a number of lanes and little streets including Little Bank Street, Queens Lane and Bowen Lane. There are already some new through-block links in the Precinct created through the redevelopment of some large sites. The former South Melbourne Tram Depot is an example of a new link from Dorcas to Bank Streets.

The walking environment of the Precinct will be improved by increasing pedestrian permeability and supporting a network of main streets, lanes and walkways. There is opportunity to provide through block links for public use through private property and public realm to further enhance permeability. These will be encouraged in areas with no through block links or where the link is limited. The accessways will be designed to have a clear line of sight to other side, open to the sky and in some cases, may be activated with interesting treatments such as public art and uses such as cafes fronting them.

## PRINCIPLES

- St Kilda Road North Precinct will be defined by leafy and attractive streets, and high quality public spaces.
- A vibrant street life is achieved by creating an attractive, comfortable and functional public realm.
- A high quality public realm is critical to the liveability of the Precinct.





## STRATEGIES AND OPPORTUNITIES

### ENHANCING MAJOR ROADS AND STREETS

Maintain St Kilda Road as Melbourne's premier boulevard by:

- continuing to liaise with City of Melbourne to develop a consistent management approach to the maintenance and upgrade of streetscapes (including trees and nature strips) along both sides of St Kilda Road.
- preparing an improvement works plan for footpath surfaces and street furniture.
- incorporating water sensitive urban design interventions on the footpath and roads.
- increase grass cover in the Precinct (for example the installation of sub-surface irrigation) and provide alternatives to hard surfaces.
- promoting lower through-traffic volumes and constructing a separated on-road bike lane (see Section 3.4 – Sustainable Transport Priority).

Redevelop Kings Way as an attractive tree-lined road by:

- implementing street beautification in conjunction with VicRoads
- planting large canopy trees along both sides of the street and in the median (if possible)
- ensuring the road space provides for multiple users, including pedestrians, bike riders, public transport and traffic
- improving the existing footpath surface and applying consistent high quality finishes
- incorporating water sensitive urban design interventions on the footpath and road
- ensuring that extensive at-grade car parking areas located within front setbacks incorporate varying levels of plantings (grasses, shrubs and trees) to enhance the appearance of the streetscape and frame parking areas
- maximising landscaping opportunities (on both sides of the road) within the front setbacks of properties fronting Kings Way.

Reinforce the boulevard character of Albert Road by:

- introducing a formal planting theme to reinforce the geometry of the street layout and extend a 'green link' between the Shrine and Albert Park.
- complementing the streetscape with quality landscaping on properties fronting Albert Road
- introducing an on-road bike lane.

Reinforce the boulevard character of Queens Road by:

- Advocating to Parks Victoria for improvements to the eastern edge of Albert Park Golf Course adjoining Queens Road, including
  - upgrading the existing chain wire fencing with a new fence using higher quality materials that will retain views into the parkland and maintain a sense of 'openness'.
  - realigning the fence to allow a minimum 1.2 metre path on the west side of Queens Road.
  - Improving pedestrian access.



- Improving pedestrian access.
- Retaining and reinforcing a substantial landscaped front setback to define the urban edge to Albert Park and frame long ranging views along Queens Road.

## CREATING GREEN LINKS

- Enhance access to existing open spaces to the east and west of St Kilda Road North Precinct by strengthening 'green' visual links on east-west aligned streets between Albert Park and Fawkner Park by providing additional landscaping within the street space and nature strip and ensuring buildings are provide landscaped setbacks to these streets.

## ENHANCING STREETS AND FOOTPATHS

- Ensure ground level setbacks are consistently landscaped with tall trees, allowing views to the building façade and across larger front setback areas. Planting should not block view lines or obstruct the footpath.
- Encourage the undergrounding of powerlines to provide improved footpath access for pedestrians and users with limited mobility.
- Standardise footpath, nature strip treatment and tree pit designs across all streets.
- Co-locate street furniture to reduce clutter (for example locating bins on light poles).
- Plant street trees of a consistent scale and spacing to further express the formality of the street layout.
- Identify landscape gaps within the streetscape and in-fill plant with consistent street tree species.
- Incorporate lighting, seating and public art in publicly-accessible front setbacks to contribute to a safe and interesting pedestrian environment.

Other improvements to specific streets, lanes and the public realm are identified in 4.0 Sub-Precincts.

## CREATING A FINE-GRAINED PEDESTRIAN NETWORK

- Encourage any new development (particularly mid-block sites) to incorporate pedestrian linkages to connect with the surrounding street network.
- Develop a fine-grained pedestrian network through the establishment of new laneways and an upgrade of existing lanes, including:
  - provision of pedestrian links in new developments along St Kilda Road, Queens Road, and areas in the Mixed Use Zone
  - enhancing existing links/laneways by providing a mix of active and non-active frontages.

## PUBLIC OPEN SPACE

Enhance existing public open within St Kilda Road North Precinct by:

- Considering redesigning / hardening around existing BBQ / picnic facilities in the South African War Memorial Reserve in conjunction with other major streetscape upgrade work within Albert Road.
- Work with Parks Victoria, Tennis Australia and the Melbourne Cricket Club to improve public access to Albert Reserve and the physical interface between the reserve and St Kilda Road and Queens Road in the long term.

Capitalise on opportunities associated with new development to create new public spaces by:

- purposefully designing new public spaces as part of proposed streetscape upgrades.
- encouraging developments with St Kilda Road frontages to design forecourts with public seating so they can be used for public, private and communal use.
- developing an integrated pedestrian plaza as part of any new development on the island site/s off Cobden Street, south of Kings Place.

## ENHANCING URBAN ART

- Incorporating urban art that reflects the Precinct's identity and community values into new developments and encourage it in existing developments.







## 3.4 Sustainable transport priority

### VISION

*St Kilda Road North Precinct has convenient, safe and accessible sustainable modes of travel that provide residents, workers and visitors with the ability to live and travel car-free.*

### CONTEXT

#### PROMOTING SUSTAINABLE TRANSPORT

Council is committed to making decisions based on a hierarchy that prioritises walking, bike riding and public transport above private car use. Improving the conditions for walking and bike riding by removing some of the barriers to these activities, and improving the quality of landscaping on local streets are some of the ways that Council seeks to ensure that travel in the Precinct is easy and more sustainable.

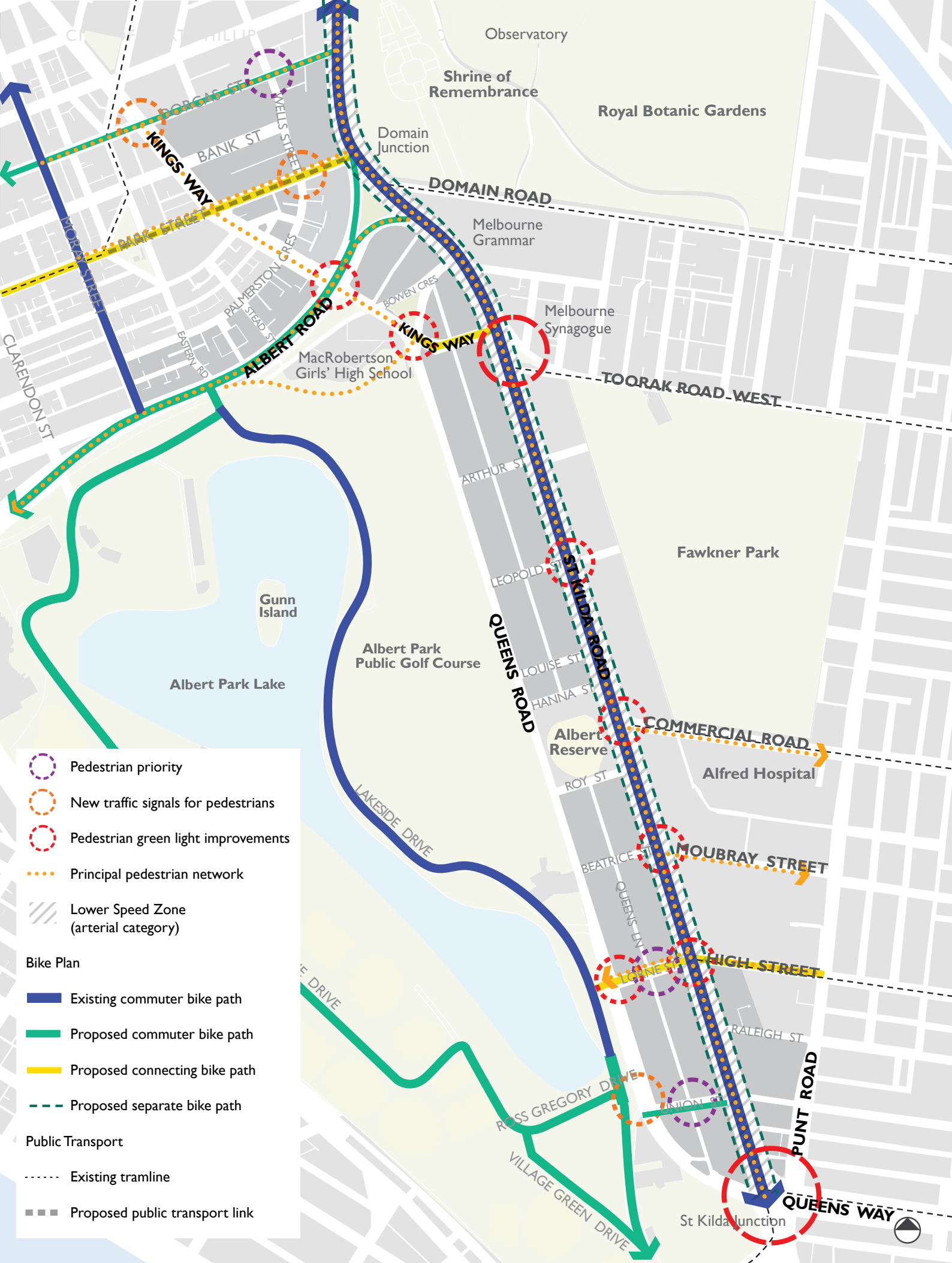
As a linear precinct, St Kilda Road North Precinct is almost entirely within a 400 metre walking distance of the tram and bus routes along St Kilda Road. It is also within walking and bike riding distance of many key destinations, including South Melbourne, Albert Park, Fitzroy Street, St Kilda and the Melbourne CBD. Combined with a generally flat topography, the Precinct is ideal for allowing walking, bike riding and catching public transport as viable options for many people.

This condition provides an excellent foundation for embedding sustainable transport as a fundamental element of a liveable and sustainable St Kilda Road North Precinct.

#### A SAFE AND PLEASANT PLACE TO WALK

The network of streets, paths and places is generally of a high standard on the main thoroughfares of St Kilda Road, Albert Road and in the smaller surrounding streets, creating good conditions for walking. However, on other streets, in particular Queens Road and Queens Way, there is a need for conditions for walking to be enhanced.

Council's goal is to encourage more people to walk more often, and the provision of an accessible and permeable network of streets, paths and places is recognised as fundamental to encouraging walking rather than using the car.



**MAP 6: TRANSPORT AND ACCESS MAP**

## MAKING BIKE RIDING EASY

The bike lane along St Kilda Road is the busiest commuter bike riding route in Port Phillip and in the City of Melbourne. This route forms part of the VicRoads Principal Bicycle Network and has been identified (by VicRoads) as a bicycle route of critical priority. The construction of a protected bike path along the length of St Kilda Road separating bike riders from parked and moving vehicles will reduce collisions with car doors and further enhance the role of this bicycle route.

Other existing bike riding facilities in St Kilda Road North Precinct include a shared pedestrian / bicycle path along the south side of Albert Road, on-street bicycle parking hoops at various locations and Melbourne Bike Share pods at the corner of St Kilda Road / Park Street, Queens Road / Bowen Crescent and Kings Way / St Kilda Road.

Increasing cycling as a transport mode is dependent upon the provision of a safe riding environment and connectivity across the cycling network. Connecting the bike routes along Park Street, Dorcas Street, Kings Way (between St Kilda Road and Toorak Road) and Lorne Street will extend the existing cycling network in the Precinct, combined with enhanced end-of-trip facilities, will provide further support for the use of bikes as transport in the Precinct.

## ENHANCING PUBLIC TRANSPORT

St Kilda Road North Precinct is well served by tram and bus services. The whole area is within 400 metres walking distance of tram and bus routes and stops along St Kilda Road. However, passing trams are full in peak periods and some stops are difficult to get to both of which restrict local usage.

Although the State Government has responsibility for the provision and servicing of public transport and declared roads that run through Port Phillip, a number of upgrades identified in the Plan will substantially enhance the use of public transport. The extension of the Park Street tram line is one such recommendation that would substantially improve capacity and convenience for orbital travel in the inner city.

A number of public transport improvement projects have already taken place, the most recent being the Domain Interchange upgrade. Other major infrastructure upgrades identified include the Melbourne Metro project, with the Domain identified as a location for a new station.

## MELBOURNE METRO RAIL PROJECT

The Melbourne Metro Rail Link will support an expanded central city through provision of new stations at Domain (within the St Kilda Road North Precinct), CBD North and South, Parkville and Arden. These new stations will create new opportunities for high-value businesses and residential development. •

Domain station will be located underneath the intersection of Domain and St Kilda Roads. It will improve access to St Kilda Road, including key landmarks such as the Shrine of Remembrance, Albert Park and the Royal Botanic Gardens, and deliver a convenient interchange between high frequency train and tram services. It is also expected to relieve pressure on the heavily loaded Swanston Street / St Kilda Road tram services.

NOTE - The Melbourne Metro Rail Project supersedes the Melbourne Rail Link proposed in March 2013.

## MANAGING TRAFFIC

St Kilda Road, Queens Road and Kings Way are arterial roads that are heavily used as through traffic routes by people travelling between the south-eastern suburbs, inner Melbourne and beyond. The levels of through traffic are unsustainable and affect the safety of people using or crossing these roads as well as the liveability of residents.

Maintaining the traffic function of these routes is considered paramount by VicRoads. However, these roads are barriers for people accessing their destinations by walking and bike riding, and have the potential to compromise the liveability of the Precinct.

Traffic volumes on local streets and intersections at peak periods have been stable in recent years, despite wide spread development across the Precinct. This indicates that the Precinct is reaching capacity in accommodating private vehicles during these times.



A number of improvements to traffic management in the Precinct to address the functioning of streets and better cater for pedestrian and bike rider needs have been identified.

Council recognises that future redevelopment in the Precinct has the potential to generate more car trips and traffic. Maximising the use of sustainable transport and carefully managing traffic movement and parking, are part of a larger suite of initiatives that have been identified to ensure the ongoing liveability and sustainability of the Precinct.

### ST KILDA ROAD BOULEVARD AS A 'COMPLETE STREET'

Currently Queens Road and St Kilda Road are classified by VicRoads as arterial roads in the road transport network. This indicates that they both perform a similar function.

However, St Kilda Road performs a more diverse transport function than Queens Road. The large volumes of trams, buses, bikes and pedestrians on St Kilda Road reflect its role as crucial link in Melbourne's sustainable travel network.

St Kilda Road North Precinct Plan presents an opportunity to advocate to Vic Roads to implement changes better reflect the function of St Kilda Road as a 'complete street' and to support the outcomes of this Plan. This could include introducing a lower speed zone and constructing a protected bike path for the length of the road. Improvements to the traffic environment on Queens Road will also be sought.

### MANAGING PARKING IN THE PRECINCT

There is an existing large supply of on-street parking in the Precinct and numerous commercial off-street car parks. Managing the supply of parking is a key foundation of travel demand management and directing travel choices.

To realise the outcomes for the Precinct parking spaces will be reallocated to additional car share, motorcycle / scooter, bicycle, alternative / dual fuel, taxi, disabled and commercial vehicle parking to cater for the diverse needs of the population.

On-street parking restrictions will also be utilised to maintain turnover of parking spaces. Additionally, off-street commercial carparks will be encouraged to operate for longer hours at night and on weekends, to service visitors to the Precinct.

Car parking provision in new developments will be limited to sustainable parking rates given the proximity to the Melbourne CBD and other facilities, the nature of development and proximity to public transport.

This rate could be further reduced where Green Travel Plans are produced that actively encourage sustainable transport choices such as car sharing and public transport tickets.

## PRINCIPLES

- Sustainable transport options such as walking, bike riding and public transport, are prioritised and improved.
- Public transport service and capacity upgrades are advocated for and enabled, improving connectivity within and beyond the Precinct.
- Traffic and the supply of and demand for parking are managed to increase the area's liveability.
- Through traffic is actively discouraged from using St Kilda Road.
- New developments contribute to improvements that enhance connections.

## STRATEGIES AND OPPORTUNITIES

### WALKING

- Enhance the walking environment in St Kilda Road North Precinct by:
  - increasing green time at signals for pedestrians crossing
  - extending kerbs or painting and raising pavements at key intersections
  - installing way finding signage
  - auditing and upgrading all pedestrian facilities (especially kerb ramps at intersections) for Disability Discrimination Act (DDA) compliance.
- Audit and upgrade footpath surface along St Kilda Road, especially where construction / repairs have occurred.
- Construct new crossings and central island pedestrian refuges to enable people to cross Park Street at / near Wells Street/Palmerston Crescent conveniently and safely.
- Install pedestrian operated signals mid-block on Park Street.
- Change waste collection along Queens Lane to remove bins at pedestrian peak usage times.

### BIKE RIDING

- Partner with VicRoads and the City of Melbourne to improve the key commuter bike route along St Kilda Road by:
  - constructing a protected bike path the length of St Kilda Road
  - introducing joint priority at traffic signals with pedestrians and trams
  - installing bike parking hoops along the St Kilda Road verge and within private forecourts and buildings for workers and visitors.
- Provide end-of-trip facilities such as bike racks, secure storage, shelters and change rooms at the following:
  - bicycle parking for building occupants and visitors on every site
  - all-day bike parking at trip destinations
  - all-day / part-day parking at public transport stations or interchanges
  - short-term parking at shopping centres, offices and other institutions.
- Extend the Albert Road bike lane across Kings Way into Albert Road (west).
- Install an on-road bike lane along Park Street across Kings Way to connect St Kilda Road North Precinct to South Melbourne.
- Install an on-road bike lane along Dorcas Street (between St Kilda Road and Clarendon Street in South Melbourne) as identified in Plan Melbourne.
- Provide bike facilities along Kings Way (east) and High Street to improve the connectivity of the Precinct to South Yarra, South Melbourne and Albert Park.
- Provide a cycle phase in signals at the intersection of Queens Road and Lorne Street.
- Increase the level of undercover bike parking provided in all new residential developments at a minimum rate of one space per unit where a central facility is provided.
- Provide visitor bicycle parking in all new residential developments at a minimum rate of one visitor space per ten dwellings.

Increase the provision of end-of-trip bicycle facilities for employees by providing:

- one secure bike parking space per 20 staff
- one shower for every ten bike parking spaces
- change facilities adjacent to showers
- one secure locker per bike space in the change facilities
- one bike repair area, where over 50 bike parking spaces are required.

## PUBLIC TRANSPORT

Advocate to the Victorian Government, Public Transport Victoria and Yarra Trams to:

- upgrade all tram stops to be fully accessible
- extend the Park Street tram line to Clarendon Street to connect with South Melbourne and Docklands.

Work with the Department of Transport, Public Transport Victoria, VicRoads and bus providers to improve the accessibility of buses, including the potential for shared use of tram stops for bus services.

## MELBOURNE METRO RAIL PROJECT

Advocate to the Victorian Government, Public Transport Victoria and Melbourne Metro Rail Authority to:

- ensure entrances and exits provide City of Port Phillip neighbourhoods with access to the new Metro station
- ensure that pedestrian crossing of St Kilda Road is maintained and improved
- incorporate modal interchange with trams at Metro stations
- include strong provision for bike parking at Metro stations.

## TRAFFIC

- Advocate to VicRoads for initiatives on St Kilda Road that better reflect its function as an ‘complete street’ for sustainable modes of transport rather than a through route for motor vehicles (such as reducing speed limits to deter through traffic).
- Upgrade the Park Street / Wells Street / Palmerton Crescent intersection to address heavy congestion during peak periods and better assist pedestrian crossing.
- Deter the construction of new vehicle crossovers along St Kilda Road and Kings Way and require new developments to remove existing crossovers.
- Require loading and unloading of vehicles be conducted off-street.
- Require on-site service vehicle parking and off-street loading facilities in the following developments:
  - All large multi-storey residential developments (facilities should be designed to cater for Medium Rigid Truck in accordance with AS 2890.2.2002)
  - All mixed use and commercial developments to comply with Planning Scheme Clause 52.07.
- Require waste bin collection times to avoid conflict with higher pedestrian flows during the peak periods and ensure new developments deal with waste collection on-site.

## PARKING

- Prepare a Sustainable Parking Precinct Plan (and Parking Overlay) that specifies a low (and maximum) rate for residential and office developments and no requirements for visitor parking.
- Ensure that all new development provides adequate on-site parking for motorcycles, car share, secure bicycle parking and end of trip facilities (showers, lockers, change rooms).
- Reallocate on-street parking spaces to bike parking hoops, car share and other alternative vehicles, loading zones, and people with disabilities.
- Introduce on-street parking controls on Saturday mornings (to match the City of Melbourne) operating from 8 am to 6 pm in the Precinct, north of Bowen Crescent.
- Revise parking restrictions in areas adjacent to major construction projects to accommodate residents with permits and their visitors.
- Ensure provision of taxi zones.

## 3.5 Reinforcing identity and character

### VISION

*St Kilda Road North Precinct will retain its highly valued urban character and established identity.*

### CONTEXT

St Kilda Road North Precinct has a rich history of quality built form that is valued by residents, businesses, visitors and tourists. The area provides a setting for the Shrine of Remembrance and includes one of Melbourne's premier boulevards.

The Precinct has seen waves of development from its early stately mansions and institutions in their park-like settings, to office blocks of the 1960's through to the residential towers of today. The St Kilda Road North Precinct has become a highly desirable high density residential and office location.

St Kilda Road North Precinct Plan 2013 seeks to create a cohesive urban design vision that encourages high quality, high amenity and sustainable developments that protect the area's valued character. The quality of development and its impact on the public realm is critical.

The built form outcomes in the Plan have been developed through detailed analysis of the Precinct's key elements including:

- The Precinct's rich history
- The need to provide a sensitive setting for the Shrine and maintaining key view corridors to the Shrine and other landmarks
- Development constraints including lot sizes and land ownership
- Existing building heights and built form
- Minimising impacts on adjoining residential areas in South Melbourne
- Maintaining and enhancing the existing landscape character
- Limiting overshadowing and amenity impacts
- Creating development that has a human scale and relates to the streetscape.

### RELATIONSHIP TO THE SHRINE

The Shrine of Remembrance and its setting in the Domain and the long axial view of the Shrine's silhouette against the sky from the CBD is one of Melbourne's most iconic images.

Protection of the Shrine and the view corridor that runs from the State Library forecourt along Swanston Street has long been enshrined in the Melbourne and Port Phillip Planning Schemes.

Within Port Phillip, the open vista of the Shrine when viewed from St Kilda Junction to the north along St Kilda Road, the view corridor along Bank Street between the Shrine and the South Melbourne Town Hall clock tower are critical vistas protected by long standing built form planning controls.

The following aspects of the Shrine setting are considered as being of critical importance:

- Open space along St Kilda Road which contains Memorial Gardens and requires sunlight at all times of the year.



- Nearby buildings should be constructed using muted colours, non-reflective materials, limited scale of signage and subdued graphics.
- The view west from the Shrine forecourt along Bank Street to South Melbourne Town Hall clock tower must be retained.

St Kilda Road North Precinct Plan 2013 protects these key elements through the proposed mandatory height controls for buildings along St Kilda Road.

## A DISTINCT URBAN FORM / STRUCTURE

The planning and layout of St Kilda Road North Precinct is highly unique in Melbourne, demonstrating the ‘City Beautiful’ philosophy of architecture and planning. This movement aimed at instilling beauty in the urban environment at the grand scale. It is defined by avenues, boulevards, vistas, monumental buildings and landmarks. Nowhere else in Melbourne demonstrates these attributes.

*The City Beautiful philosophy of North American architecture and urban planning flourished during the 1890s and 1900s, based on the idea of introducing beautification and monumental grandeur in cities. The movement, which was originally associated mainly with Chicago, Cleveland, Detroit, and Washington D.C. promoted beauty not only for its own sake, but also to create moral and civic virtue among urban populations.*

The key elements of St Kilda Road North Precinct that demonstrate the “City Beautiful” principles are:

### GRAND BOULEVARDS - ST KILDA ROAD AND QUEENS ROAD:

St Kilda Road forms a ceremonial entry point to the CBD from the south. Its character is defined by the consistent and symmetrical heights of buildings on both sides of the road, which create a sense of enclosure and balance in the streetscape.

Queens Road is significant as a clearly defined visual edge to Albert Park. The lower scale of buildings along Queens Road emphasizes the prominence of the St Kilda Road boulevard.

The linear character of the two boulevards is strongly reinforced by the consistent building scale and frontage setbacks, spacing between buildings and street planting. This combines to create a distinct view corridor along both streets and will be maintained in future development.

### CURVED STREET PATTERN:

At the Domain, there is a distinctive curved street pattern, formed around the edge of Albert Park and the elevated ground of the Shrine. The curve of Albert Road, Bowen Crescent and adjoining streets create a sense of transition between these two landmark spaces. To reflect the formal street layout, it is important that buildings are designed to reflect the pattern of the street by ensuring their façades align with the curvature of the site frontage.

## A LANDSCAPED SETTING

A further element of St Kilda Road North Precinct, fundamental to the character of the area, is its canopy street trees, landscaped setbacks and proximity to regionally significant open space such as Albert Park, Fawkner Park and the Royal Domain.

New planting within the public realm and in front of buildings will strengthen the landscaped character of the Precinct, reinforce view corridors and improve the streets as spaces for people.

Key visual / physical links between major parks and landmarks will be enhanced with a high quality built form and landscaping, including:

- Views of Albert Road and Bowen Crescent between the Domain and Albert Park.
- Views down Park Street between the Domain and Eastern Reserve (outside the Precinct, in South Melbourne, west of Kings Way)
- Bank Street between the Domain and the South Melbourne Town Hall clocktower
- The St Kilda Road boulevard with its large, consistent front setbacks with landscaping that complements the boulevard planting of the streetscape.
- Queens Road defined by its large consistent front setbacks that creates a landscaped edge to Albert Park
- Small streets connecting Albert Park, St Kilda Road and Fawkner Park which provide opportunities for the development of treed streets and landscaping with the front setbacks.

New buildings will provide attractive edges to that help to enclose open space. This includes buildings which address and connect to open space and provide active frontages to the space where appropriate. Buildings will also be designed to ensure they do not overshadow these spaces.

Landscaped setbacks will be required along most frontages in the Precinct. It is essential that the design of these spaces contributes to the grand landscape character of the streetscape and encourages pedestrian activity.

## REINFORCING THE PRECINCT'S HERITAGE

St Kilda Road North Precinct has an impressive collection of Victorian and Edwardian era mansions and modernist masterpieces designed by renowned architects that include Robin Boyd, Frederick Romberg, Roy Grounds, Norman H. Seabrook and contemporary landmark buildings designed by notable architecture firms such as Fender Katsalidis and Bates Smart Architects. While exemplary architecture is an important part of the character of the Precinct, these buildings also reflect the waves of development experienced over the lifetime of the Precinct

To reinforce this lineage, the scale, form and detailed design of new development will vary from existing heritage buildings, however new buildings which adjoin heritage places must have regard to their relationship to the heritage place.

## STREETS FOR PEOPLE

Pedestrian are the lifeblood of the Precinct. Every day at least 5,440 pedestrians use St Kilda Road.

For streets to be attractive to pedestrians, the design of the first five levels of a building is vital.

Buildings in St Kilda Road North Precinct will be designed to reinforce the pedestrian scale and create streets that feel safe, comfortable and inviting to the pedestrian.

A visual connection between lower floors and pedestrians along the street level and mix of activities will provide a sense of activity within the street and the perception of safety. The Plan requires specific active edges, depending on the location, including building entrances that face the street, transparent windows and shop fronts, balconies and cafe uses.

The Plan also seeks to improve the amenity of service streets and lane ways where active uses may not be possible or desirable. Buildings along these streets and the backs of buildings must be built to a high standard and optimise natural surveillance where possible. The installation of public art, planting or street furniture will help to improve service areas or spaces with blank façades.

The 'street-walls' of buildings will directly influence the level of activity and feel within in each street.

Different approaches to the ground level setback of buildings will define the streetscape character of the Precinct. In some parts of the Precinct, a hard edged streetscape with no building setbacks will be encouraged. Small setbacks have been identified in other locations to add to the sense of space and provide a vegetation buffer between the building and the street. In contrast, St Kilda Road and Queens Road, have extensive landscaped front setbacks which contribute to the grand landscape quality of the street.

The design of the podium (or street-wall) will also make an important contribution to an engaging pedestrian environment. Medium rise and high rise development in the Precinct will largely occur in the form of towers above a podium. Podium/setback controls will create human scale proportions, with the tower recessive behind the podium.

To reinforce the pedestrian scale, a maximum podium height of 18 metres (equivalent to 5 storeys) will be applied to certain frontages in the Precinct. Towers will be set back a standard distance from the front to provide a sense of separation between the lower and upper levels of a building.

The Plan also requires that any car parking in the podium level is sleeved with active uses such as offices.

## MAINTAINING A HIGH LEVEL OF AMENITY

The Plan will ensure that developing at higher densities does not compromise the area's amenity, character or liveability and includes a number of strategies to address on-site and off-site amenity impacts. These elements will be embedded in planning scheme controls.

The Plan requires that there is adequate spacing between towers and that towers are a maximum width. Tower spacing and orientation will assist in providing an outlook from towers, daylight access and minimise noise and overlooking.

Tower separation contributes to the experience at street level by providing open sky views from street level, solar access to streets and reducing extreme wind effects.

The Plan requires that the wind effects of tall buildings on the street are assessed as part of any development application.

Overshadowing will also be addressed. Building heights in the Plan minimise overshadowing to key public spaces and stringent overshadowing requirements will apply especially adjacent to the existing residential area of South Melbourne.

For residential developments, the Plan specifies requirements for private and communal open space. To date, the internal design of apartments is addressed by the Building Code of Australia. However, internal amenity standards for apartments are currently under review by the State Government.

## CREATING A STRONG BUILT FORM FOR THE PRECINCT

A tailored approach to development has been developed in the Plan which identifies areas where the existing built form character must be maintained. In other areas, some change can be accommodated subject to achieving high standards of public and internal amenity (See Map 7 – Built Form and 4.0 – Sub-Precincts for specific details.)

The aim is to create built form controls for St Kilda Road North Precinct that deliver planning certainty for the community and development industry and provide design outcomes which create a highly liveable environment with active and attractive streets.

Key elements are:

- Development in the vicinity of the Shrine that maintains the lower scale edge.
- Consistent approaches along the key boulevards recognising and reinforcing the strong existing character with consistent landscape and building setbacks and regular spacing between buildings.
- Proposed building heights that reinforce the prominence of St Kilda Road.
- Higher scale building heights at the Domain recognising it as a point of transition in the Precinct.
- Identifying opportunities for greater levels of redevelopment in Sub-Precinct 2: Northwest Corner
- Development that steps down to the lower residential scale of the adjoining the South Melbourne residential area, north of Albert Road (west).
- Development and landscaping design and siting that allows Kings Way to become a grand landscaped boulevard.

## PLANNING CERTAINTY

To provide planning certainty in decision making and to protect key character elements such as the Shrine setting, the Plan proposes mandatory maximum building heights, and some mandatory design requirements including front and side setbacks and spacing between towers, in specific locations. Discretionary controls are applied to provide additional flexibility in some circumstances.







## OBJECTIVES

### SHRINE SETTING

- To maintain a simple, elegant and uncluttered backdrop for the Shrine setting.
- To prevent further intrusion of built form into the Shrine's silhouette above the level of the portico roof when viewed from its eastern elevation on Birdwood Avenue.
- To maintain a lower scale edge along St Kilda Road in the vicinity of the Shrine, north of Park Street.
- To maintain the view corridor along Bank Street between the Shrine terrace and South Melbourne Town Hall Clock Tower.
- To maintain solar access to the Shrine's Memorial Gardens at all times of the day and year.

### CITY BEAUTIFUL

- To express the two dimensional form of the street layout and the three-dimensional form of building forms.
- To reinforce a sense of symmetry and consistency in the streetscapes of St Kilda Road and Queens Road, through regularity of building heights, spacing and frontage setbacks.
- To emphasise the Domain as the point of transition along the St Kilda Road boulevard and between Kings Way and Queens Road through a higher scale built form.
- To achieve a stepped building form along Albert Road and Palmerston Crescent, south / west of Kings Way, that creates an appropriate lower scale to adjoining residential properties.

### LANDSCAPE SETTING

- To develop a high quality landscape setting which enhances the key view corridors of:
  - Albert Road, Bowen Crescent and Kings Way, between the Domain / St Kilda Road and Albert Park Lake Reserve
  - Park Street, between the Domain and Eastern Reserve
  - Bank Street, between the Domain and the South Melbourne Town Hall Clock Tower
  - St Kilda Road, between the Domain and St Kilda Junction
  - Queens Road, between the Domain and St Kilda Junction.
- To maintain solar access to major open spaces.
- To provide an attractive and enclosing street edge to Bowen Crescent Reserve and Albert Road North.
- To maintain a consistent landscaped frontage setback along St Kilda Road and Queens Road.
- To define the edges of Albert Park along Queens Road and Albert Road with a high quality of built form and landscaped setbacks.
- To strengthen the landscaped links along the streets connecting St Kilda Road and Queens Road.

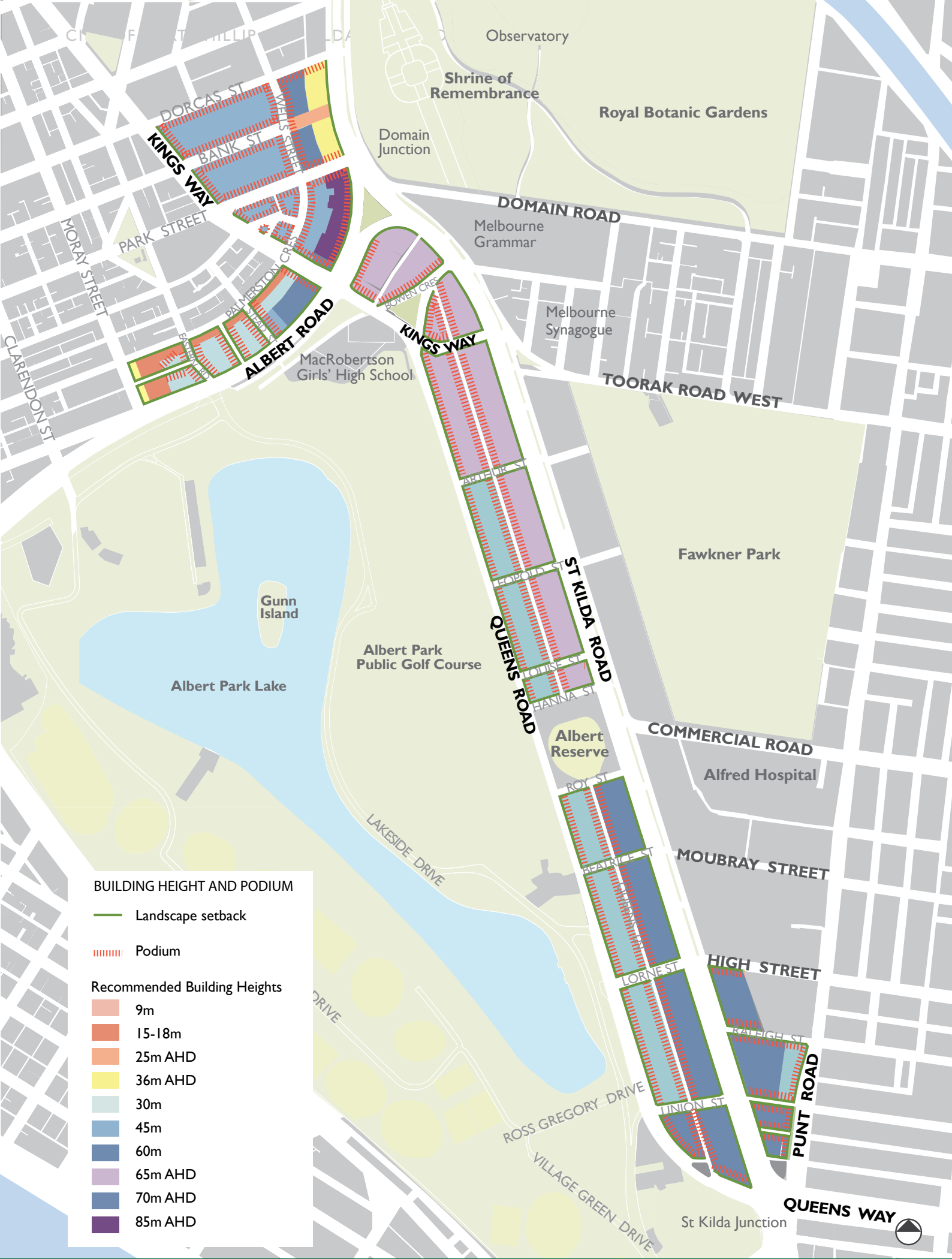
### STREETS FOR PEOPLE

- To ensure new development enhances the public realm and contributes to a network of pedestrian friendly streets.
- To improve the streetscape environment of Kings Way through high quality built form and consistent landscaped setbacks.
- To foster a pedestrian friendly street environment in Queens Lane and Bowen Lane, while still providing a service role.
- To improve the streetscape environment of the Northwest Corner Sub-Precinct through high quality built form and consistent landscaped setbacks.

### PRIVATE AMENITY AND OUTLOOK

- To maintain solar access to dwellings in adjoining residential areas south / west of Kings Way.
- To achieve a transitional scale to adjoining residential areas along Palmerston Crescent south/west of Kings Way.
- To ensure a high degree of internal amenity for building occupants.





**MAP 7: BUILT FORM MAP**

# BUILT FORM REQUIREMENTS

## BUILT FORM CHARACTER

Maintain and enhance the key character elements of the St Kilda Road North Precinct and encourage the form of redevelopment to build on this character in the sub-precincts (see Map 8) by:

**SUB-PRECINCT 1: EDGE OF SHRINE MEMORIAL GARDENS** - Maintain the consistent built form along the St Kilda Road edge of the Memorial Gardens. Reflect the existing deep podium (or low scale buildings) up to 36 metres AHD with an overall height of 70 metres AHD.

**SUB-PRECINCT 2: NORTHWEST CORNER** - A building scale of up to 45 metres to achieve a visual and physical graduation from the higher scale development of St Kilda Road to Kings Way.

**SUB-PRECINCT 3: ALBERT ROAD SOUTH** - Buildings step down along Albert Road / Palmerston Crescent to adjoining residential areas from 60 metres to 9 metres, reflecting existing built form, with a higher scale in some locations.

**SUB-PRECINCT 4: ALBERT ROAD NORTH AND BOWEN CRESCENT** - The focus point of the Domain and Albert Road will be expressed with clusters of higher scale buildings of 85 metres AHD (approximately 90 metres) on the southern side of Albert Road with 60 metre buildings on the corner of Kings Way and Albert Road. Within the vicinity of Bowen Crescent, the existing pattern of buildings up to 65 metres AHD will be reinforced.

**SUB-PRECINCT 5: ST KILDA ROAD SOUTH OF KINGS WAY** - Reflect the established scale of 60 metres and the highly consistent frontage setbacks of St Kilda Road, south of the Domain which exists on both sides of the road.

**SUB-PRECINCT 6: QUEENS ROAD** - Strengthen the established scale of up to 40 metres and step down in height from St Kilda Road, while maintaining the highly consistent frontage setbacks of Queens Road.

Provide a positive interface with open space areas, heritage buildings and low scale residential areas in South Melbourne. The use of podiums and lower scale built form will assist in providing a transition to these areas.

## DESIGN QUALITY

- New developments that recognise and contribute to achieving urban design and architectural excellence.

## LANDSCAPED SETBACKS

- Strengthen the landscaped character of the area through planting within front setbacks and require landscaped street setbacks:
- Frontages along St Kilda Road and Queens Road must be retained as open space for substantial landscaping and pedestrian activity.
- Within St Kilda Road, frontages will function as a forecourt for public, private or communal use. Public seating areas should be encouraged in these forecourts.
- Queens Road frontages will be designed to provide substantial landscaping, including large scale canopy trees.
- Clear sightlines should be provided from the footpath to the building façade to increase perceptions of pedestrian safety.
- Water sensitive urban design treatments should be incorporated into frontage design to manage and reduce stormwater runoff. Spaces for rain gardens to collect water runoff from large areas of hard paving surfaces must be included.
- Exhaust stacks from underground car parks must be located away from main pedestrian areas and incorporated into the building design or adequately screened.
- Grade differences between the first floor level and natural ground level should be kept to a minimum.
- Where level differences cannot be avoided (for example, due to the requirements of the Special Building Overlay), stairs/terraces/disabled access ramps must be designed to not visually dominate the frontage setback space or significantly reduce the area for landscaping.
- Signage for advertising or business identification on free standing structures should be kept to a minimum and not visually dominate the setback space.

## SOLAR ACCESS

- Maintain solar access to the Shrine's Memorial Gardens at all times of the day and year.
- Require new development to:
  - maintain existing levels of solar access to the southern footpaths of Bank and Park Streets between 10am and 2pm at the equinox



**FUTURE BUILT FORM CHARACTER**

- Existing built form character will be strengthened in the future
- Built form character will evolve and change
- Amended controls recommended to reflect existing character
- 1 Sub-Precinct character areas

This is a conceptual map only. For specific recommendations for each sub-precinct refer to each detailed sub-precinct section.

**MAP 8: FUTURE BUILT FORM CHARACTER**



- ensure no increase in the impact of overshadowing that will reduce the amenity of the South African Soldiers Memorial Reserve and Bowen Crescent Reserve at the equinox between 10am and 2pm
- avoid overshadowing that will reduce the amenity of Mac Robertson Girls' High School at the equinox between 10am and 2pm, and Albert Park Lake Reserve at the Winter solstice between 11am and 2pm.
- ensure no increase in the overshadowing that will reduce the amenity of Wesley College Junior School at the equinox between 10am and 2pm.
- Maintain solar access to dwellings in the adjoining residential areas south / west of Kings Way by ensuring the height and setbacks of new developments meet the requirements of Clause 55.04-5 Overshadowing Open Space of the Port Phillip Planning Scheme.

## HERITAGE

- Ensure development respects the form, massing and siting of heritage buildings on the development site or adjoining sites.
- Development should adopt a similar frontage or side setback to the heritage building and ensure the design of the lower levels of the building to complement the form and massing of the heritage building.

## STREET WALLS / PODIUM LEVEL

- Ensure the design of podiums creates a 'human scale' at the street edge, ameliorates wind effects and provides access to sunlight and sky views.
- Design buildings to reinforce the pattern of the street by aligning their façade with the curvature of the street frontage.
- Ensure the ground level of new developments are designed to consider:
  - treatment of pedestrian and car park entries
  - location of services
  - level differences between the street and ground floor of the building
  - detailed design and interest of the facade.
- Include operable windows and balcony doors on the first five levels of the 'street wall' of new buildings to enhance the sense of connection, surveillance and safety at ground level.
- Ensure car parking at ground level or above is sleeved with active uses to ensure it is not visible from the street.

## TOWER DESIGN AND INTERNAL AMENITY

- Require tower forms (above podiums) to achieve a minimum spacing of 4.5 metres from common side and rear boundaries, and at least 9 metres from other existing towers to:
  - allow for cross ventilation within the building
  - assist in maintaining the sense of space and 'open sky views' at the street level
  - provide opportunities for buildings to have an outlook.
- Provide an alternative of 'boundary to boundary' development (zero setbacks) where the adjoining site presents a blank wall or has not yet been developed above the podium, excepting properties with a primary frontage to St Kilda Road and Queens Road,
- Apply a maximum tower width of 35 metres to:
  - ensure that daylight penetrates through to parts of the building and streets, and adjoining buildings
  - reduce their perceived visual bulk
  - maintain sightlines between buildings.

- Ensure new developments are of an adequate minimum size with a total floor area of an apartment (excluding balconies) of not less than:
  - 37m<sup>2</sup> – Studio
  - 50m<sup>2</sup> - 1 bedroom
  - 65m<sup>2</sup> – 2 bedrooms
  - 90m<sup>2</sup> – 3 bedrooms.
- Ensure residential developments have access to onsite communal or private open space in the form of rooftops, podiums, balconies or courtyards.

## ACTIVE FRONTAGES

- Ensure new development provides integrated community and active space at street level that contributes to, a high quality public realm.
- All building frontages (except on laneways and service streets) should:
  - be oriented towards the street
  - allow for natural surveillance and a visual connection into the building through transparent windows and balconies
  - avoid blank walls, large areas of reflective surfaces, high fences, service areas, car parks and garage doors in the podium interface areas.
- Design pedestrian entrances to open directly to the street, as a key feature of the façade and at the same level as the public footpath.
- Ensure foyer areas have visibility to the street and are designed to encourage activity and interest both within and external to the building.
- For buildings within the residential zones, the front of the building should provide:
  - individual entry points to ground level dwellings to create multiple residential addresses along the building facade, rather than a single entry point
  - entrances with weather protection and lighting
  - clear glazing to street frontages; security grilles must be visually permeable and are mounted internally
  - either no or low, visually permeable front fencing.
- Ensure building frontages within a commercial or mixed use zone, provide:
  - Transparent windows and entrances for at least 80 per cent of the width of the street frontage of each individual retail premises, or at least 60 per cent of the width of the street frontage of each premises for other commercial uses
  - clear glazing to street frontages (security grilles must be visually permeable and internally mounted)
  - lighting design that is incorporated to the facade to contribute to a sense of safety at night.
  - low or no front fencing.
- Ensure edges along Queens Lane and Bowen Lane contribute to high quality, safe and attractive streetscapes through the provision of lighting, entry doors, habitable rooms with windows, and display windows.

## DETAILED BUILDING DESIGN

### Waste

- Provide waste materials storage and services on-site and screened from areas of high pedestrian activity. Waste storage or services should not impede on pedestrian access and should be located away from footpaths.
- Bin enclosures and other storage should be provided internally to the site at the rear of properties to ensure tidy presentation onto laneways, footpaths, open spaces and public parking areas.
- The appearance and storage of rubbish bins on-site should be properly maintained and placed so as not to detract from the amenity of the occupants, staff or nearby buildings.
- Bins should not be stored in rear laneways or on the street, unless for waste collection.

#### *Loading facilities*

- Ensure all buildings provide internal and on-site loading facilities and on-site service vehicle parking at the rear of buildings, ensuring they are located to minimise disruption of traffic or pedestrian access and avoid laneway congestion.

#### *Building services*

- Locate and screen building services on rooftops to avoid detrimental noise and visual impacts on the amenity of both private and public realms.
- Incorporate noise attenuation measures and suppression techniques into developments to ensure noise does not unreasonably affect the amenity of public areas and nearby residences.

#### *Rooftops*

- Lift shafts, ventilation systems and any other mechanical equipment must be carefully designed or hidden to avoid visibility from the street, surrounding spaces and buildings.
- Encourage roof and vertical gardens in new or refurbished buildings.

### VEHICULAR ACCESS, CAR PARKS & LOADING AREAS

- Vehicle crossovers should be minimised.
- Vehicle crossovers should generally be no more than 6m wide, with a maximum of one crossover per site.
- Vehicle ingress and egress, loading facilities and building services should not be located on frontages along St Kilda Road.
- Vehicle ingress and egress should be located on lanes, where possible.
- Car access ways should not visually dominate the façade of a building, and be visually permeable to retain a visual connection through the site and allow for natural surveillance.
- Car parks should be built underground or located to the rear of the site to enable active uses on the street frontage. Where car parks are built above ground, they should not front the site or be visible from St Kilda Road and Queens Road.
- Car parking within a podium should incorporate floor to ceiling heights that can facilitate future adaptation for habitable uses.
- Open / at-grade car parks should not be located in front setback areas.

### PEDESTRIAN PERMEABILITY

- Develop a fine grain pedestrian network through the establishment of new laneways and an upgrade of existing lanes.
- Encourage the provision of pedestrian links in new developments along St Kilda Road, Queens Road, and areas in the Mixed Use Zone.
- Enhance existing links/laneways by providing a mix of active and non-active frontages (refer to Active Frontages).

### CONTEXT

- Wider contextual elements such as wind, solar access and relationship to heritage and low scale residential buildings should be considered in the design of a building.
- Wind modelling should be conducted early in design processes to assess the cumulative impacts of wind with the proposed and nearby developments on ground levels. Tall buildings built to the boundary with little setback variation can increase the amount and velocity of wind, resulting in an unpleasant and uninviting pedestrian environment at street level. The provision of podiums (with a minimum of 5 storeys) and tower setbacks will assist in minimising these impacts.
- Buildings should provide a positive interface with open space areas, heritage buildings and low scale residential areas in South Melbourne. The use of podiums and lower scale built form will assist in providing a transition to these areas.

### PUBLIC REALM ELEMENTS

- Planting and streetscape works that will enhance the street level experience include:
  - Ground level setbacks that are consistently landscaped with tall trees, allowing views to the building façade and across larger front setback areas. Planting should not block view lines or obstruct the footpath.
  - Undergrounding powerlines to provide improved footpath access for pedestrians and users with limited mobility.
  - Additional street tree planting and to make local public realm improvements (such as paving, seating).





# 04 Sub-Precincts

St Kilda Road North Precinct comprises six distinct sub-precincts. In some sub-precincts, there is a readily identifiable built form character that will be maintained and strengthened. In other sub-precincts, an evolution and change of the built form character will occur to create high quality, high amenity and sustainable neighbourhoods.

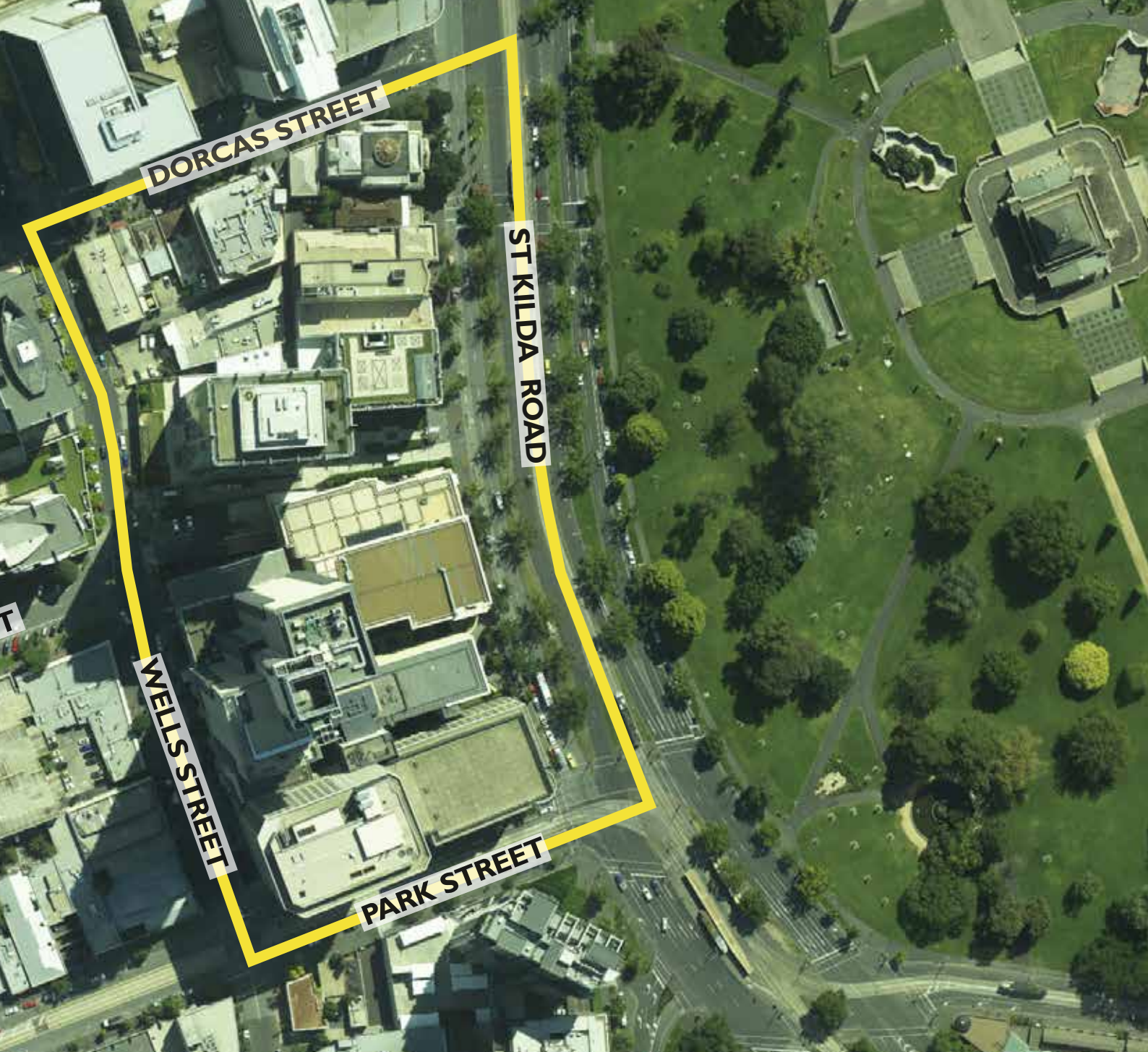
# Sub-Precincts

- 1** **EDGE OF SHRINE MEMORIAL GARDENS** forms the western backdrop to the Shrine and the edge to the Memorial Gardens and the Domain Parklands. The scale, form and detailed design elements of buildings within this sub-precinct are critical in respecting the sensitivity of the Shrine setting and will require specific built form controls.
- 2** **NORTHWEST CORNER** has a mixed character and role, with a varying scale and quality of existing buildings and, in many parts, a poor quality of street scape. This sub-precinct presents considerable opportunity for development and change as a higher density residential or mixed use enclave, based around lively, pedestrian focussed streets.
- 3** **ALBERT ROAD SOUTH** forms the edge of Albert Park and offers a transitional scale to the adjoining heritage residential neighbourhoods and parklands.
- 4** **ALBERT ROAD NORTH & BOWEN CRESCENT** is distinct as a part of the precinct that expresses a unique nineteenth century formal street layout. Here, higher scale buildings clustered around the Domain will serve as focal point within the study area and a point of transition along the St Kilda Road axis.
- 5** **ST KILDA ROAD SOUTH OF KINGS WAY** forms the southern section of the St Kilda Road boulevard between Kings Way and the Junction. Here, the streetscape is strongly defined by the scale and form of regularly spaced buildings, the consistent boulevard planting and the wide, straight road reserve with multiple lanes.
- 6** **QUEENS ROAD** is distinct as a lower rise, predominantly residential area that forms the edge to Albert Park. There is a consistency of building scale and siting that creates a cohesive streetscape.





**MAP 9: SUB-PRECINCTS MAP**



## 4.1 SUB-PRECINCT 1

# Edge of Shrine Memorial Gardens





## VISION: EDGE OF SHRINE MEMORIAL GARDENS

*Sub-Precinct 1 will be characterised by:*

- *buildings of a scale, form and detailed design that form a respectful background to the Shrine of Remembrance and Memorial Gardens.*
- *buildings which are designed to respect the sensitivity of the Shrine setting within its immediate vicinity and from more distant elevated points of the Shrine site.*
- *new development that reinforces the established pattern of consistent low scale deep podium form at street edge with high towers behind.*
- *incremental redevelopment that supports a growing residential population containing complementary commercial and community activities.*
- *consistent street tree planting that contributes to the high amenity of the streetscape.*
- *an active, high quality pedestrian environment at street level.*

### DESCRIPTION

The Edge of Shrine Memorial Gardens is located in the northern end of the Precinct adjacent to the municipal boundary with the City of Melbourne. It is bounded by St Kilda Road, Park Street, Wells Street and Dorcas Street. The sub-precinct forms the western backdrop to the Shrine of Remembrance and the edge to the Memorial Gardens and Domain Parklands.

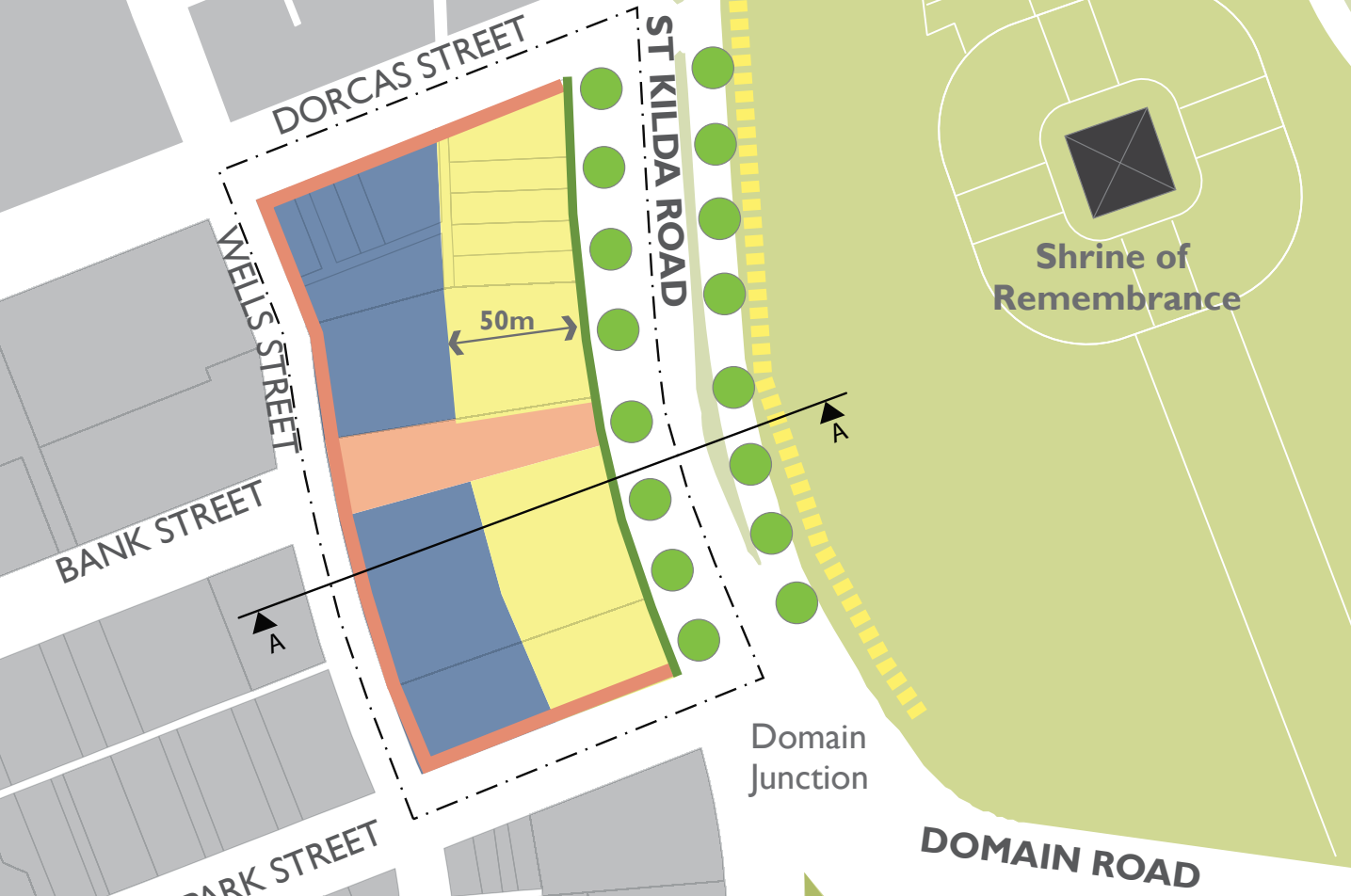
The scale, form and design of buildings within this sub-precinct are critical in respecting the sensitivity of the Shrine setting. Buildings will form a western silhouette to the Shrine.

In addition to the Shrine, the world renowned St Kilda Road boulevard with its leafy feel, substantial canopy trees and generous proportions is the other key feature of the Sub-precinct.

The built form character of St Kilda Road within Sub-Precinct 1, north of the Domain, is different to that south of the Domain. Buildings on this part of St Kilda Road generally present a low-rise street wall with towers set behind, creating a strong sense of consistency.

The sub-precinct has a mixed architectural character within buildings of different eras, scale and presentation to the street. The variety of land uses includes both commercial and residential





**MAP 10: SUB-PRECINCT I BUILT FORM CONTROLS**

**SUB-PRECINCT I  
MANDATORY CONTROLS**

- 25m AHD
- 36m AHD podium
- 70m AHD

3m landscape setback

**DISCRETIONARY CONTROLS**

18m (depth of 5m)

**PUBLIC REALM STRATEGIES**

- Maintain and enhance landscape boulevard
- Observe solar access objectives for Shrine Memorial Gardens

**ACTIONS: EDGE OF SHRINE MEMORIAL GARDENS**

**BUILT FORM**

Refer to Map 10: Sub-Precinct I Built Form Controls & Sub-Precinct I Section AA for specific built form requirements.

- Development must provide a 3 metre landscaped setback to the direct frontage / abuttal to St Kilda Rd.
- Along Dorcas, Wells and Park Streets, a podium should not exceed 18 metres. Any additional storeys must be set back 5 metres.
- Along St Kilda Road, beyond the landscape setbacks development must not exceed a podium height of 36 metres AHD.
- Development on Wells Street (at the intersection of Bank Street) must not exceed 25 metres AHD.
- Towers must be setback 53 metres (inclusive of landscape setback) from St Kilda Road.
- Beyond these setback requirements, development must not exceed 70 metres AHD.
- Development must maintain solar access to the Shrine's Memorial Gardens at all times of the day and year.

- Above the podium, development must be setback 4.5 metres from side and rear boundaries. or alternatively, as 'boundary to boundary' development (zero building separation) where the adjoining site presents a blank wall or has not yet been developed above the podium.
- New development must not protrude into the Shrine's silhouette above the level of the Portico roof when viewed from Birdwood Avenue.
- Development should ensure that the key view corridor along Park Street between the Domain and Eastern Reserve is enhanced through a high quality of built form and landscaping.

**ACCESS AND MOVEMENT**

- Improve the informal pedestrian crossing options along Wells Street by installing pedestrian island refuges.
- Install a signalised crossing at the intersection of Park Street, Wells Street and Palmerston Crescent to improve pedestrian connectivity and opportunities for traffic exiting Wells Street and Palmerston Crescent.

**PUBLIC REALM**

- Work with the City of Melbourne to develop a cohesive streetscape design for Dorcas Street, taking design cues from the southern side of Dorcas Street, south of Wells Street.

# RATIONALE: EDGE OF SHRINE MEMORIAL GARDENS

## BUILT FORM

To protect the Shrine setting, the existing built form, with its consistent low scale deep podiums at street edge with high towers behind, is to be reinforced. New development must be designed to respect the sensitivity of the Shrine setting within its immediate vicinity and from the more distant elevated points of the Shrine site.

Beyond the landscape setback, buildings along St Kilda Road must not exceed the mandatory 50 metre setback to a tower and podium height of 36 metre Australian Height Datum (AHD) (approximately 25 metres above the footpath level on St Kilda Road). These heights were established by the Shrine Study and implemented through Ministerial Amendment C140.

The mandatory controls reflect the existing podium / tower form in the sub-precinct, and the podium height also aligns with the height of the Shrine's Portico.

The mandatory heights and extensive tower setbacks will ensure that development does not further intrude upon the silhouette of the Shrine, and that key view corridors are enhanced and framed by development and landscaping.

At present, two tall developments at 360 and 348 St Kilda Road tower above adjoining developments. These towers encroach into the Shrine's silhouette above the level of the Portico when viewed from its eastern elevation on Birdwood Avenue. Further encroachment into this silhouette is not supported due to the significance of the Shrine setting.

The mandatory 70 metre AHD height limit (also established by Amendment C140) above the deep podium will ensure that further tall buildings do not encroach on the Shrine's backdrop, and help to balance the composition currently created by the two towers on either side of Bank Street.

The 70 metre AHD height limit and setbacks will also ensure that higher scale towers above the podium level appear recessive when viewed from the Shrine Portico. The substantial setback of the towers contributes to the sense of spaciousness around the Shrine setting. The podium form

also relates well to the relatively low scale and squat form of the Victoria Barracks building.

The Plan will also protect the Memorial Gardens from overshadowing. The Gardens are used frequently for ceremonial purposes and require solar access at all times of the year.

At the Wells Street/Bank Street, intersection, a mandatory maximum height of 25 metres AHD has also been applied through Amendment C140. Buildings will be kept low along this critical view corridor between the Shrine terrace and the South Melbourne Town Hall Clock Tower. The Shrine's axis is a critical element of the building's siting and design.

Along Dorcas, Wells and Parks Streets, a podium height of 18 metres with a five metre setback to towers will enhance the public realm and contribute to a network of pedestrian friendly streets. 18 metres is equivalent to five storeys which is considered to create a human scale at street level.

Pedestrian amenity, which is poor along parts of Park, Dorcas and Wells Streets will be enhanced by a maximum podium height of 18 metres creating a sense of enclosure and unity to streets. The 70 metre AHD maximum height limit will also apply to these streets.

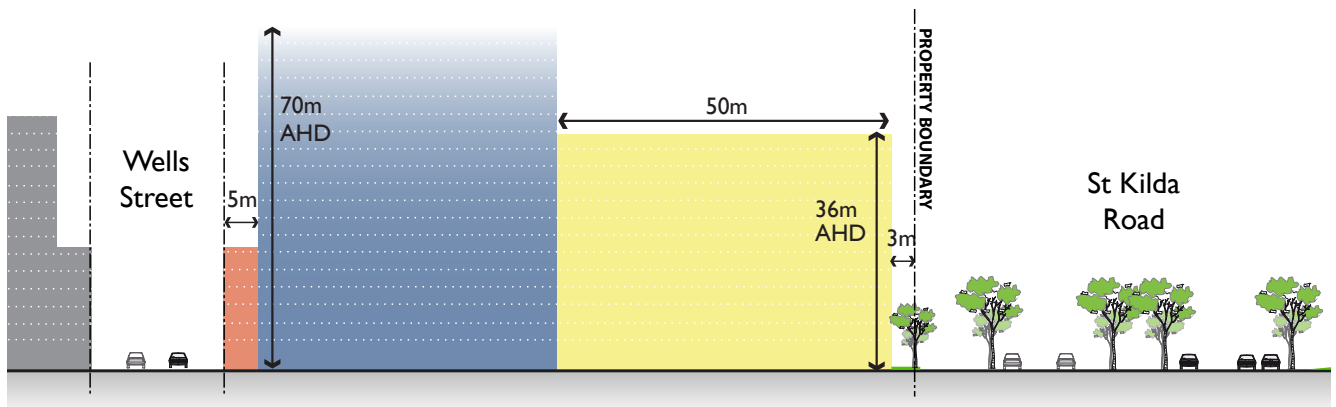
At ground level, active frontages such as building entrances and windows will be encouraged to enliven the streets, improve amenity and the perception of safety. Residential, commercial and mixed use development that includes a range of complementary active uses at ground level will also assist in creating a vibrant inner urban mixed use environment.

A five metre setback to the tower elements of new buildings will help to preserve sunlight and loss of sky views. It can also help in managing detrimental effects to public and private amenity such as overlooking, noise, light spill and extreme wind effects.

Mandatory tower separation above podium level of 4.5 metres setback from side and rear boundaries apply with some flexibility provided to build to the boundary.

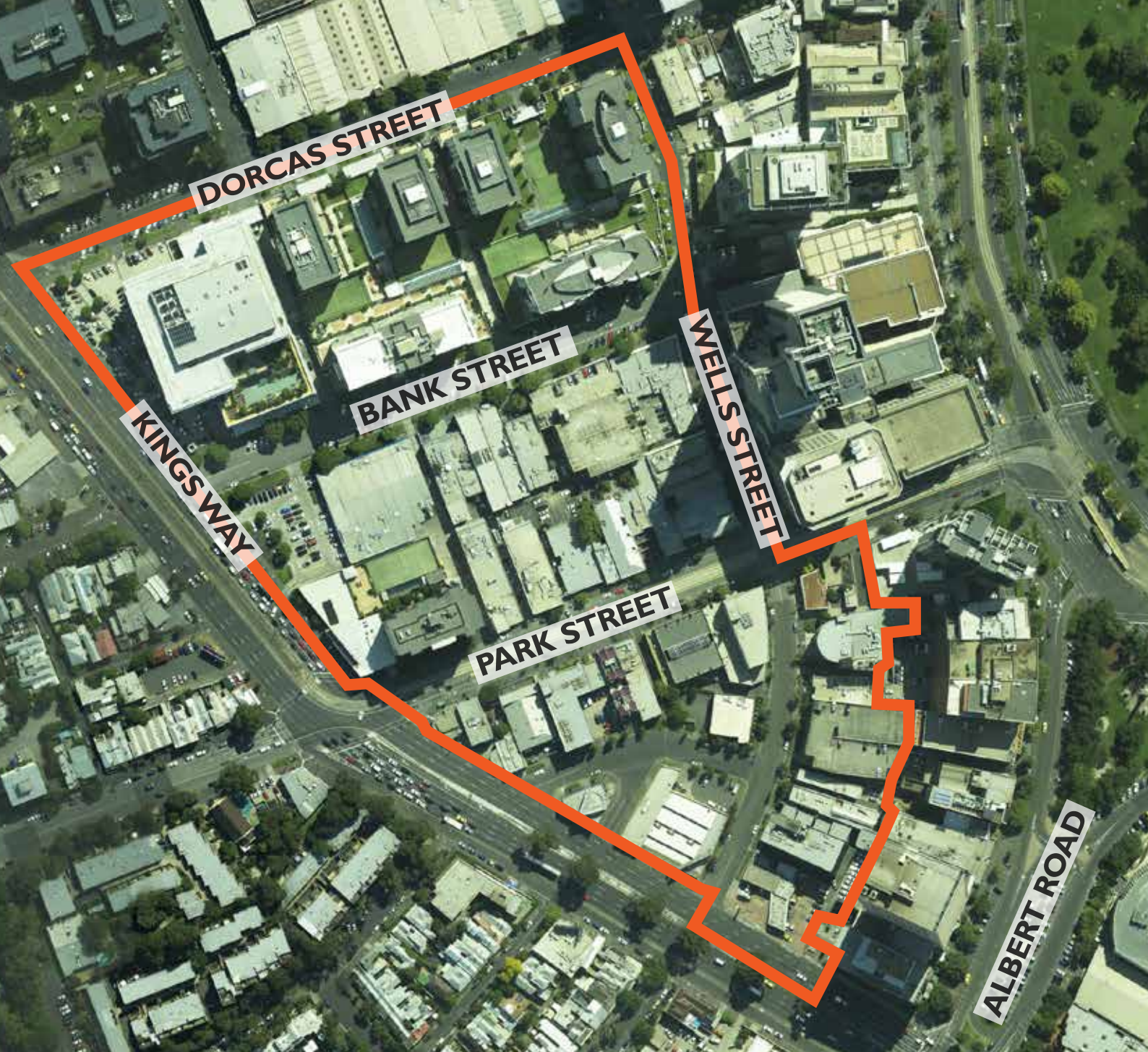
## PUBLIC REALM

Co-ordination with the City of Melbourne to replicate the high quality streetscape appearance of the western end of Dorcas Street will enhance the overall look, feel and function of the shared streetscape.



Sub-Precinct I Section AA





## 4.2 SUB-PRECINCT 2

# Northwest Corner





## VISION: NORTHWEST CORNER

*Sub-Precinct 2 will be characterised by:*

- *development of a vibrant residential and mixed use environment, in a higher scale and density of development.*
- *a gradual visual and physical transition from the higher scale development of St Kilda Road, across the sub-precinct to Kings Way (which will reinforce the primacy of the St Kilda Road boulevard).*
- *podium heights that contribute to a human scale along Kings Way and achieve a transition to Kings Way.*
- *fine grain character reflected in the form and articulation of new buildings.*
- *active, high quality pedestrian environment at street level.*
- *high quality public realm with additional tree planting and access to sunlight on key pedestrian streets (Bank and Park Streets).*
- *the development of Kings Way as a landscaped high quality boulevard with quality architectural design and public realm interface.*

## DESCRIPTION

The northern boundary of Sub-Precinct 2 - Northwest Corner adjoins the higher density areas of Southbank along Dorcas Street in the City of Melbourne.

The rear of properties along Palmerston Crescent forms the southern boundary, with Kings Way and the low scale heritage residential neighbourhood of South Melbourne forming the western boundary. To the east, the sub-precinct is generally bound by Wells Street.

Overall the sub-precinct has a complex inner urban character, with diverse land uses and buildings typical of a former industrial / commercial area that has almost completed a transition into a residential / mixed use area. However, large format commercial or service businesses are clustered along or near Kings Way, largely as a response to its high exposure and poor amenity for residential development.

The larger land blocks between Bank and Dorcas Streets have generally all been recently developed into multi-storey residential apartments. Significant improvements have been made to the public realm through widened footpaths, grassed nature strips, canopy trees planted in regular spacing, reconfigured on-street car parking and in some cases, public art. A pedestrian link located mid-block is a recent inclusion that provides a convenient short-cut link for foot traffic and is an example of the pedestrian friendly environment sought for the St Kilda Road North Precinct.

The built form of relatively smaller land blocks and narrow streets south of Bank and Park Streets has not changed dramatically in recent years. These lots are generally smaller in size and set to the street edge with very limited landscaping. There is significant scope to improve the public realm in this part of the sub-precinct.



**MAP II: SUB-PRECINCT 2 BUILT FORM CONTROLS**

## ACTIONS: NORTHWEST CORNER

### BUILT FORM

Refer to Map 11: Sub-Precinct 2 Built Form Controls & Sub-Precinct Section AA for specific built form requirements.

- A mandatory 3 metre landscaped setback must be provided to the direct frontage or abuttal to Kings Way.
- Within 13m (inclusive of the landscape setback) of a Kings Way frontage or abuttal, development should not exceed 18 metres. Within 5 metres of all other street frontages or abutments, development should not exceed 18m.
- Beyond the above landscape/podium requirements, development must not exceed 45 metres in height.
- Development above the podium level must be setback 4.5 metres from side and rear boundaries, or alternatively, as 'boundary to boundary' development (zero building separation) where the adjoining site presents a blank wall or has not yet been developed above the podium.
- Building facades must follow the alignment of the street frontage to mimic the distinctive curvilinear street pattern.
- Development should reinforce the fine grain pattern of the Sub-precinct.
- Large redevelopment and proposals that consolidate smaller sites should incorporate through-block pedestrian links and fine grain elements into their design.

### SUB-PRECINCT 2 MANDATORY CONTROLS

- 45m
- 3m landscape setback

### DISCRETIONARY CONTROLS

- 18m podium (refer Section AA and BB for depth)

### PUBLIC REALM STRATEGIES

- Observe solar access objectives for southern footpaths of Bank and Park Street
- Potential new open space
- Streetscape upgrade
- Maintain and enhance landscape boulevard
- New landscape boulevard

- Development will ensure that the key view corridor along Park Street between the Domain and Eastern Reserve are enhanced through a high quality of built form and landscaping.
- Development should maintain the existing levels of solar access to the southern footpaths of Bank and Park Streets when measured between 10am and 2pm at the equinox.
- Development must maintain solar access to dwellings in the adjoining residential areas south west of Kings Way and comply with the objectives of Clause 55.04-5 Overshadowing Open Space of the Port Phillip Planning Scheme.
- New development must provide visual modelling demonstrating the relationship of the proposal upon the Shrine setting.

## PUBLIC REALM

- Investigate the opportunity to reconfigure the road space of Kings Place / Cobden Street to create a new open space as part of redevelopment of the sub-precinct.
- Work with the City of Melbourne to develop a cohesive street scape design for Dorcas Street, taking design cues from the southern side of Dorcas Street, west of Wells Street.

## ACCESS AND MOVEMENT

- Convert the intersection of Park Street, Wells Street and Palmerston Crescent to traffic signals.
- Design a continuous bike lane along Park Street.
- Develop a new bike lane along Dorcas Street.
- Work with Yarra Trams to improve the separation of tram operations from vehicle traffic.
- Investigate opportunities to remove some of the vehicle parking at the intersection of Park Street/Kings Way to create additional queuing capacity for vehicles turning right.

## RATIONALE: NORTHWEST CORNER

### BUILT FORM

Sub-Precinct 2 Northwest Corner will evolve into a higher density residential enclave, incorporating a mix of uses that complement lively, pedestrian-focussed streets. The sub-precinct is relatively unconstrained by heritage buildings or adjoining open spaces. The current mixed character and generally low level of streetscape amenity also provides an opportunity for a new urban environment to form.

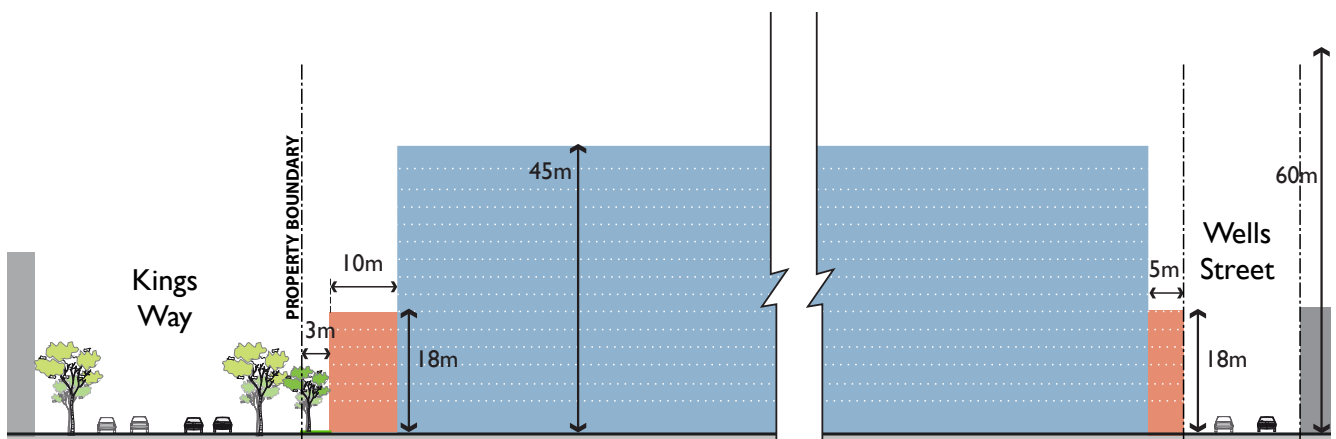
A maximum building height of 45 metres (mandatory) will create a stepping down in built form and a more distinct transition from the high rise buildings in St Kilda and Albert Roads to Kings Way.

The application of a maximum height of 45 metres will also mediate the variation in heights between the two areas (high rise and traditional residential). The maximum height of 45 metres is also consistent with the heights of recent approvals and generally consistent with the scale of existing taller buildings across the precinct as a whole.

It is important to note that due to the elevated vantage point of the Shrine, higher scale buildings in this sub-precinct will be visible when viewed from the Shrine terrace and may also intrude upon the Shrine's silhouette when viewed from its eastern elevation on Birdwood Avenue.

Proposed buildings will need to be modelled against the height datum of the Shrine to assess the impact upon the Shrine's setting and ensure that new development within the eastern view corridor does not intrude into the Shrine's silhouette above the portico roof.

A key direction of the Plan is to develop Kings Way as a boulevard. Traffic volumes, the poor quality public realm, and poor pedestrian permeability mean that Kings Way is a barrier that physically isolates, and limits integration of the Precinct with the rest of South Melbourne. The quality of architectural design and improvements to the public realm interface by new development will make significant contributions to the improvement of Kings Way and improving this environment.



Sub-Precinct 2 Section AA



A maximum podium height of 18 metres with 5 metre setback requirement for towers above podiums will apply across the sub-precinct (except for Kings Way). This 18m podium height requirement will also apply in other sub-precincts as a unifying element of the Plan. This height will enhance the public realm and contribute to a network of pedestrian friendly streets.

The 18 metres podium height allows the equivalent of five storeys. This allows intensity of development and framing of streets whilst maintaining a human scale at street level. A fine example of this concept is The Elms development north of Dorcas Street.

The 18 metre podium also applies to Kings Way (with a 10 metre setback). Creating a human scale streetscape is the starting point for achieving the boulevard character of Kings Way and addressing factors which currently contribute to it forming a barrier. An 18 metre podium height will also achieve a related and transitional built form on the two sides of Kings Way and provide a transitional scale to the adjoining heritage areas.

A further consideration in applying the 18 metre podium is the width of Kings Way. The road reserve of Kings Way is approximately 15 metre less than St Kilda Road. (Kings Way is approximately 45 metres wide and St Kilda Road is approximately 60 metres wide.) 18 metres is in proportion to the width of the road.

The 5 metre tower setback above podium is widely applied across St Kilda Road North Precinct and creates a visual distinction between upper and lower levels of buildings. It can also help in managing detrimental effects to public and private amenity such as overlooking, sunlight access and extreme wind effects.

Mandatory tower separation above podium level of 4.5 metres from side and rear boundaries will help to alleviate issues at street level of wind tunnelling and support solar

access to apartments. Alternatively, the Plan allows for ‘boundary to boundary’ development (zero setbacks) in specific circumstances. Allowing boundary to boundary development would provide greater design flexibility and development capacity for smaller sites, subject to not compromising the internal amenity of existing or proposed dwellings, or prejudicing the ability of neighbouring properties to develop.

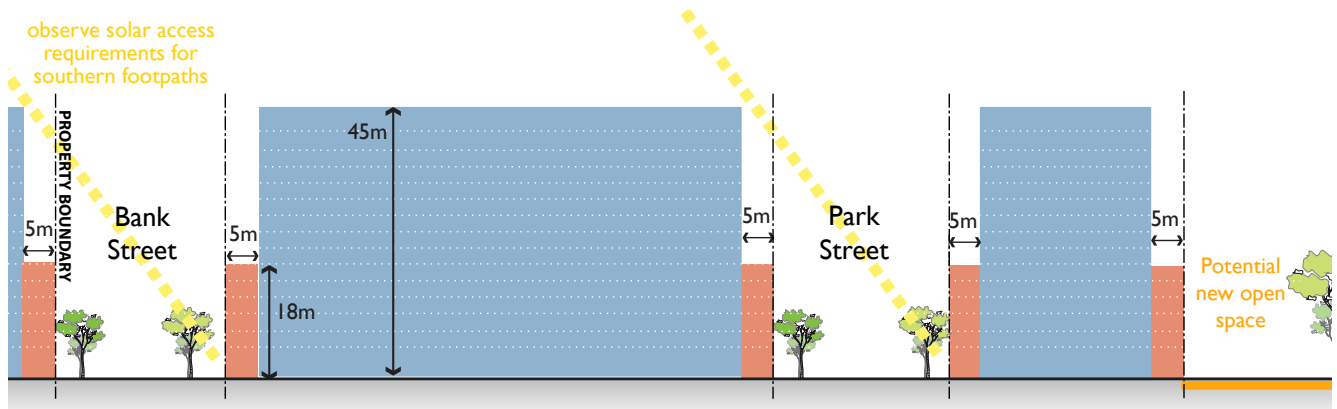
A consistent mandatory 3 metre setback will specifically apply to properties fronting Kings Way to create a well-defined street edge. The landscaped street setback will provide space to plant canopy trees (on the footpath) to achieve the long term vision and develop Kings Way into a boulevard with a similar look and function to St Kilda Road. It will also assist in the short term by creating a buffer for building inhabitants and pedestrians to traffic on Kings Way.

### PUBLIC REALM

A number of specific public realm improvements are identified for Sub-Precinct 2. Park, Dorcas, Bank and Wells Streets are key components of the local pedestrian network. The pedestrian amenity of these streets will be improved. In particular, the plan requires that solar access is maintained to the southern footpaths of Bank and Park Streets to ensure the opportunity for a new public places and use of footpaths is encouraged.

The aim is to further develop the network of pedestrian connections and creating a more intimate streetscape and vibrant residential and mixed use environment. Through-block pedestrian links and fine grain elements will be incorporated into the design of large redevelopment sites and where the consolidation of smaller lots is proposed.

Improving the Kings Way public realm and pedestrian permeability is vital to reconnecting the Precinct to the rest of South Melbourne.



Sub-Precinct 2 Section BB

Future boulevard treatments and public realm improvements will improve the relationship between the built form on either side of the road.

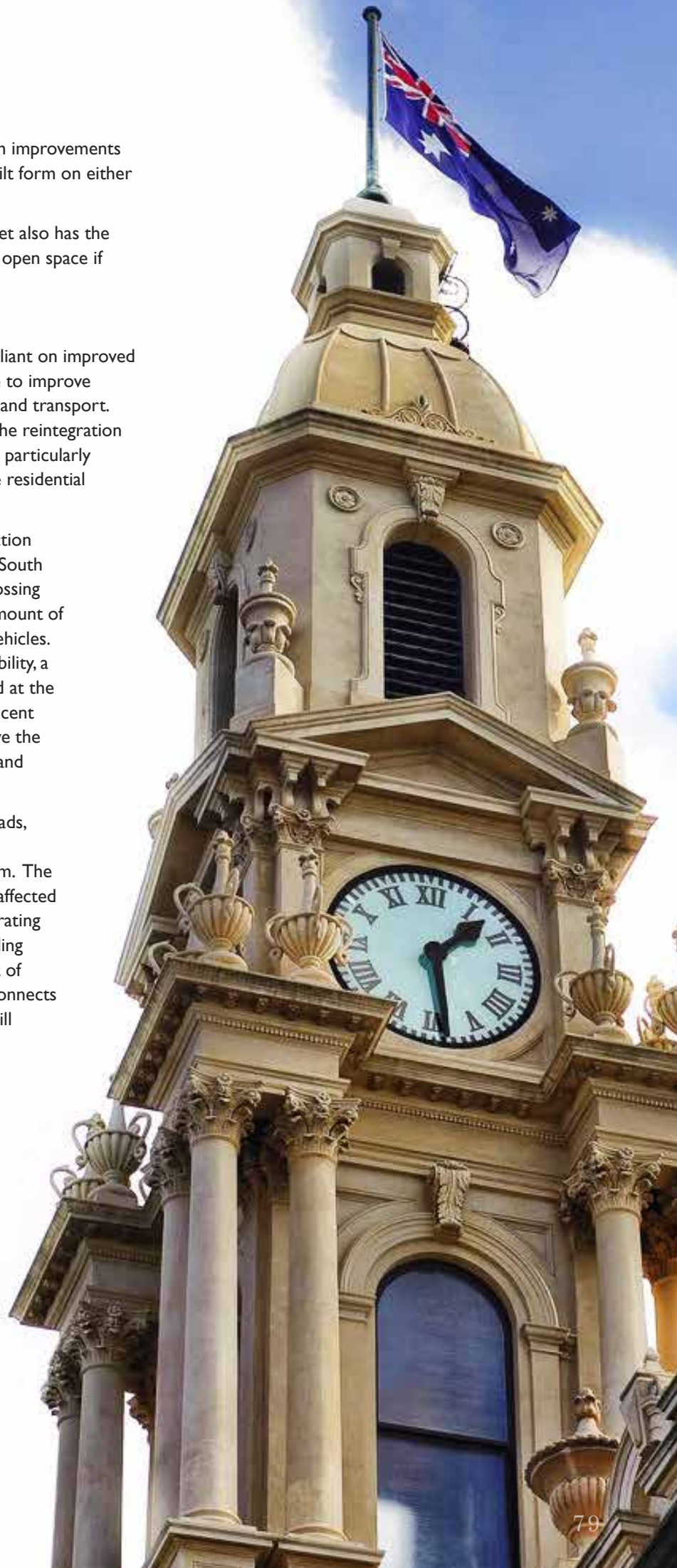
The road space of Kings Place / Cobden Street also has the potential to be reconfigured to create a new open space if major redevelopment occurs.

## ACCESS AND MOVEMENT

The future liveability of the sub-precinct is reliant on improved integration with the rest of South Melbourne to improve access to community services, retail facilities and transport. Works proposed in the Plan will assist with the reintegration of the precinct with South Melbourne. This is particularly important given the projected increase in the residential population.

Park Street is an important east-west connection between the St Kilda Road corridor and the South Melbourne community across Kings Way. Crossing Park Street is currently difficult due to the amount of road space which is allocated to trams and vehicles. To increase connectivity and improve accessibility, a formal pedestrian crossing should be installed at the intersection of Wells Street, Palmerston Crescent and Park Street. This will also help to improve the flow of vehicles out of and into Wells Street and Palmerston Crescent.

The Plan also proposes to advocate to VicRoads, Public Transport Victoria and Yarra Trams to improve the operation of the Park Street tram. The operation of trams along Park Street can be affected during the day by vehicular congestion. Separating the tram tracks along Park Street and extending Route 55 west of Kings Way, or Route 1, east of Emerald Street, along Park Street so that it connects to South Melbourne and Clarendon Street will improve accessibility and connectivity.







## 4.3 SUB-PRECINCT 3

# Albert Road South





## VISION: ALBERT ROAD SOUTH

*Sub-Precinct 3: will be characterised by:*

- *A built form that is highest towards the Domain, gradually stepping down along Albert Road from Kings Way to Moray Street creating a transition in scale.*
- *A built form that transitions in scale from Albert Road and Kings Way to the adjoining heritage neighbourhood of South Melbourne.*
- *A medium rise built form on the Palmerston Crescent/Raglan Street frontage providing an appropriate lower scale interface between Albert Road and Kings Way and the adjoining heritage residential neighbourhood of South Melbourne.*
- *Landscaped setbacks that enhance the leafy character of the area.*
- *Active frontages which appeal to pedestrians and contribute to lively, attractive and safe streets.*
- *Building facades which reflect the curvature of the underlying 19th century 'City Beautiful' street pattern that is unique to the area.*
- *Formal street planting that reflects the unique street pattern and is of a scale consistent with the podium levels.*

## DESCRIPTION

Sub-Precinct 3- Albert Road South is located between the established low scale residential areas of South Melbourne, Albert Park and the busy Kings Way. Buildings in Palmerston Crescent are substantially lower than those in Albert Road.

The MacRobertson Girls School is located to the south of the sub-precinct where Albert Road and Kings Way intersect.

The sub-precinct has a highly varied subdivision pattern, distinctly different buildings scales, a range of lot sizes and variety of land uses. Buildings are of mixed quality and character. The area features commercial and high density residential uses similar to those in Sub-Precinct 2 – east of Kings Way.



**MAP 12: SUB-PRECINCT 3 BUILT FORM CONTROLS**

**SUB-PRECINCT 3 MANDATORY CONTROLS**

<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> 9m	<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> 45m
<span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> 15m	<span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span> 60m
<span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> 18m	<span style="display:inline-block; width:15px; height:15px; border-bottom:2px solid green;"></span> 3m landscape setback along Kings Way
<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> 30m	

**DISCRETIONARY CONTROLS**

<span style="display:inline-block; width:15px; height:15px; border-bottom:2px solid green;"></span> 3m landscape setback elsewhere
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> 18m podium (depth of 5m)
<span style="display:inline-block; width:15px; height:15px; background-color:darkred; border:1px solid black;"></span> 18-30m podium (depth of 10m)

**PUBLIC REALM STRATEGIES**

<span style="display:inline-block; width:15px; height:15px; border-bottom:2px dashed yellow;"></span> Observe solar access objectives for MacRobertsons Girls High School
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## ACTIONS: ALBERT ROAD SOUTH

### BUILT FORM

Refer to Map 12: Sub-Precinct 3 Built form controls & Sub-Precinct 3 Section AA for specific built form requirements.

- A 3 metre landscaped setback should be provided to all street frontages, except laneways and Kings Way.
- A 3 metre landscaped setback must be provided to Kings Way.
- Between Stead Street and Kings Way, development must not exceed 15 metres for the first 20 metres from Palmerston Crescent (inclusive of the 3 metre landscape setback), after which building height may increase to a maximum of 30 metres up to a distance of 50 metres from the Palmerston Crescent frontage. Beyond this, heights may increase to a maximum of 45 metres or 60 metres (Refer to Map 12 and Sub-Precinct 3 Section AA for specific requirements).
- Between Stead Street and Eastern Street, development must not exceed 15 metres for the first 20 metres from Palmerston Crescent (inclusive of the 3 metre landscape setback), after which development may increase to a maximum of 30 metres.
- Between Eastern Road and Moray Street, development must not exceed 15 metres within 20 metres of Raglan Street and 9 metres within 20 metres of Moray Street (inclusive of the 3 metre landscape setback), after which development height may increase to a maximum of 18 metres or 30 metres (Refer to Map 12 and Sub-Precinct 3 Section AA for specific requirements).
- Beyond the 15 metre setback requirement, podium heights should:
  - be between 18 metres to 30 metres on Stead Street and Kings Way, with additional storeys set back 10 metres;

- not exceed 18 metres on Sandilands Street and the eastern side of Eastern Road, with additional storeys set back 5 metres;
- not exceed 18 metres on Thomson Street (eastern end) and the western side of Eastern Road, with additional storeys set back 5 metres.
- No podium is required for properties fronting Albert Road. (Corner sites should not express podium requirements to Albert Road frontages).
- The following mandatory development heights apply (Refer to Map 12 for specific requirements):
  - Kings Way to Stead Street: 60 metres and 45 metres
  - Stead Street to Eastern Road: 30 metres
  - Eastern Road to Moray Street: 30 metres, 18 metres and 9 metres.
- Above the podium level, development must be setback 4.5 metres from side and rear boundaries, or alternatively, as 'boundary to boundary' development (zero building separation) where the adjoining site presents a blank wall or has not yet been developed above the podium.
- Development facades must follow the alignment of the road frontage to follow the distinctive curvilinear street pattern.
- New development must not result in any additional overshadowing that will reduce the amenity of the Mac Robertson Girls' High School at the equinox between 10am and 2pm, and Albert Park at the June solstice between 11am and 2pm.
- Development at boundaries with properties within a residential zone must comply with the objectives of Clause 55.04-5 Overshadowing Open Space of the Port Phillip Planning Scheme.

## ACCESS AND MOVEMENT

Work with VicRoads to:

- Install a bike lane along the entire length of Albert Road.
- Upgrade the signalised intersection of Kings Way and Albert Road to improve the conditions for pedestrians by increasing the amount of time for the crossing phase and to provide a green light for bikes phase.

## RATIONALE: ALBERT ROAD SOUTH

### BUILT FORM

Sub-Precinct 3 clearly demonstrates elements of the historic City Beautiful movement in city planning with the parallel and curved forms of Palmerston Crescent and Albert Road. Buildings will be designed to reflect the curvature of the streets creating consistency and rhythm in the built form and contributing to a coherent built form 'character' for the sub-precinct.

A 3 metre landscaped setback is sought in all streets in the sub-precinct and will help establish a leafy character to the area and defined edge to Albert Park.

A key objective of the plan is to achieve a stepped down built form along Albert Road and Palmerston Crescent. Building heights along Albert Road will gradually step in height from the higher scale buildings (punctuation mark) at the Domain to the two storey heritage buildings on Moray Street.

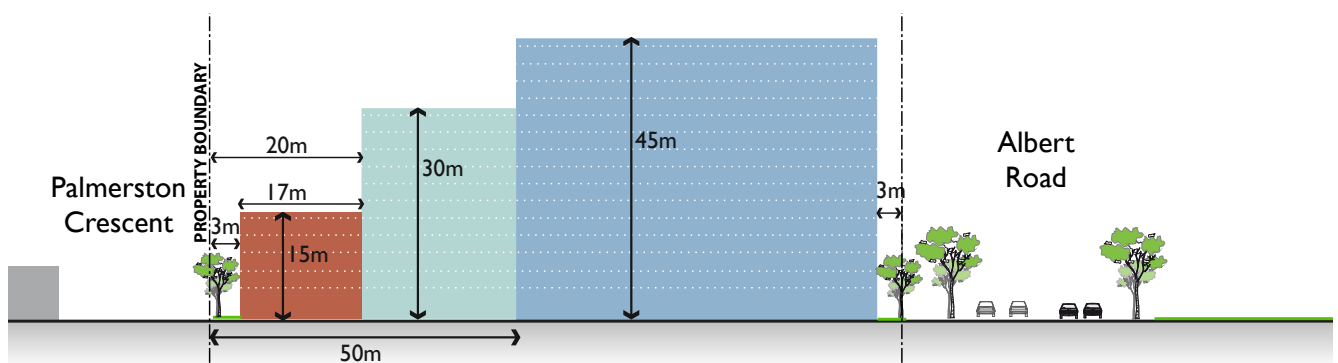
Stepping down also creates a positive interface with Albert Park to the south, particularly when viewed at a distance from across the park.

Buildings at the corner of Albert Road and Kings Way will be up to 60 metres in height. This will create an effective transition from the higher scale buildings in the adjoining sub-precincts to the north and east.

No podiums are required along Albert Road itself. The service road on Albert Road, established canopy trees and lack of podiums in the existing buildings combine to create a defined edge to Albert Park and a human scale to the street without the need for a podium.

However along other frontages, a podium form (except on Albert Road) will be required and will assist in creating a human scale. A 30 metre podium applies in Stead Street and along Kings Way reflecting the overall increase in building scale closer to Kings Way. A lower podium height of 18 metres applies to the lower scale areas of Sandilands Street, Eastern Road and Thomson Street.

Above the podium, towers will be set back 5 metres to preserve sunlight and maintain an outlook. It will also help to manage overlooking and extreme wind effects.



Sub-Precinct 3 Section AA



Towers will also be required to provide adequate separation side and rear boundaries. Alternatively, the Plan allows for ‘boundary to boundary’ development (zero setbacks) in specific circumstances. Allowing boundary to boundary development would provide greater design flexibility and development capacity for smaller sites, subject to not compromising the internal amenity of existing or proposed dwellings, or prejudicing the ability of neighbouring properties to develop.

Maximum tower widths also apply.

Building heights will also step down from Albert Road through to Palmerston Crescent / Raglan Street to provide a further transition to the adjoining low scale residential heritage areas along the north side of Palmerston Crescent. A medium rise scale of up 4 storeys (15 metres) is sought on the southern side of Palmerston Crescent/Raglan Street. (This height is marginally higher than the existing discretionary height control of 12 metres, however the existing upper level setback of 7 metres to higher built form is increased to 17 metres.)

A consistent frontage height of 15 metres along Palmerston Crescent/Raglan Street (including 3 metres ground level setback) with an increased upper level setback of 17 metres to the higher scale form behind will reduce the visual impact of these higher scale buildings from the street and ensures amenity considerations are adequately taken into account.

The increased height would allow the renewal of aged buildings or underused sites while maintaining an acceptable scale at the street frontage opposite the low scale heritage residential area. The height is also appropriate given the distinct roles of the different sides of Palmerston Crescent (i.e. residential versus a more commercial role).

## ACCESS AND MOVEMENT

Albert Road is an arterial road managed by VicRoads. It performs a key function of connecting other north-south arterial roads in the Precinct and at peak times is dominated by vehicle traffic which makes it unappealing to pedestrians and bike riders. Providing facilities which prioritise pedestrians and bike riders is a key to encouraging the uptake of these more sustainable transport choices. Extension of a bike route down the full length of Albert Road will enhance bike riding options in the Precinct, improve safety and enhance connectivity.

## PUBLIC REALM

The majority of streets within Sub-Precinct 3 typically feature consistent footpaths, grassed nature strips and a regular rhythm of canopy trees. These elements, along with consistent building setbacks, contribute to an overall impression of a high quality public realm and should be retained and enhanced.

Minor streetscape improvements on Thomson Street would be a beneficial contribution to the overall leafy character of the area.









## 4.4 SUB-PRECINCT 4

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# Albert Road North & Bowen Crescent



## VISION: ALBERT ROAD NORTH AND BOWEN CRESCENT

*Sub-Precinct 4 will be characterised by:*

- *Its role as the focal point of the wider St Kilda Road North Precinct with higher scale high quality buildings where Albert Road, St Kilda Road and Domain Road meet.*
- *Distinctive street pattern where building frontages mimic the curve of the street and are complemented by formal street tree planting.*
- *Buildings with a podium form to create a human scale at ground level.*
- *Active, high quality pedestrian environment at street level.*
- *Its continued development as a vibrant inner urban residential and mixed use area.*
- *New buildings which provide new high quality living spaces for a growing residential population and protect enhance the amenity of existing residential developments and adjoining residential neighbourhoods in South Melbourne.*
- *Improved public streets with additional street trees and increased pedestrian connections.*

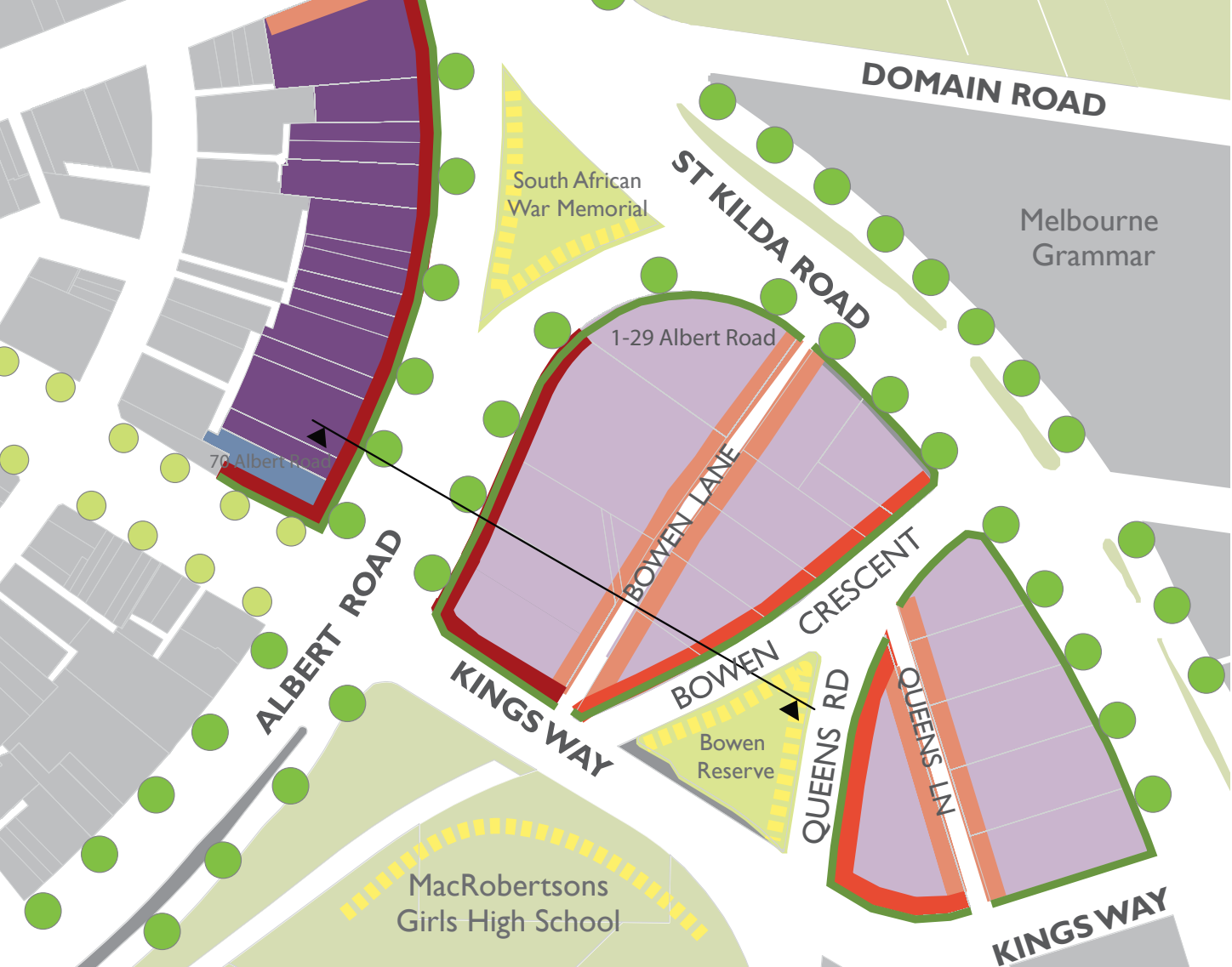
### DESCRIPTION

Sub-Precinct 4 - Albert Road North and Bowen Crescent is located where St Kilda Road and Albert Road converge as it curves around the elevated ground of the Domain and the Shrine of Remembrance. Kings Way and Queens Road also meet within Sub-Precinct 4. Sub-Precinct 4 forms an important point of transition between Sub-precincts to the north and south.

This sub-precinct is distinctive in its curvilinear road layout, wide street proportions and landscaped pocket parks – key characteristics of the 19th century City Beautiful movement.

Major roads and public transport corridors meet in this sub-precinct. It is also bordered by open grounds of Mac Robertson Girl's High School, Melbourne Grammar and the southern edge of the Shrine Reserve / Domain Junction.

Sub-Precinct 4 has a mixture of high density residential and office uses and includes a number of historically significant buildings. It also has some of the highest buildings in the St Kilda North Precinct located within it. These buildings, including the heritage listed former BP House (1-29 Albert Road), form distinctive focal points.



**MAP 13: SUB-PRECINCT 4 BUILT FORM CONTROLS**

## ACTIONS: ALBERT ROAD NORTH AND BOWEN CRESCENT

### BUILT FORM

Refer to Map 13: Sub-Precinct 4 Built Form Controls & Sub-Precinct 4 Section AA for specific built form requirements.

- Development should provide a 3 metre landscaped setback to all streets (except St Kilda Road, Kings Way, Bowen Lane, Queens Lane and Park Street).
- Development must provide a 3m landscaped setback to St Kilda Road and Kings Way.
- Development should provide an:
  - 18 metre to 30 metre podium to Albert Road (excluding 1-29 Albert Road) and Kings Way, north of Bowen Lane, with any additional storeys set back 10 metres.
  - 18 metre to 30 metre podium to the north side of Bowen Crescent, Queens Road and Kings Way (west of Queens Lane) with additional storeys set back 5 metres.
  - 18 metre podium to Park Street with additional storeys set back 5 metres.
- Development fronting Bowen Lane or Queens Lane should
  - be built to the Bowen Lane or Queens Lane boundary; and
  - within 5 metres of Bowen Lane or Queens Lane not exceed a height of 11 metres.

### SUB-PRECINCT 4 MANDATORY CONTROLS

- 60m
- 65m AHD
- 85m AHD
- 3m landscape setback along St Kilda Road and Kings Way

### DISCRETIONARY CONTROLS

- 3m landscape setback elsewhere
- 11m podium (depth of 5m)
- 18m podium (depth of 5m)
- 18m - 30m podium (depth of 5m)
- 18m - 30m podium (depth of 10m)

### PUBLIC REALM STRATEGIES

- Observe solar access objectives for open space and MacRobertsons Girls High School
- Maintain and enhance landscape boulevard
- New landscape boulevard

- Corner sites should not express podium requirements to St Kilda Road frontage.
- Beyond the above requirements, development along the north-west side of Albert Road must not exceed 85 metres AHD in height.
- Development between 13 metres of Kings Way (inclusive of the 3 metre landscape setback) of Kings Way and the northern boundary of 70 Albert Road must not exceed 60 metres in height
- Development beyond the setbacks set out, in the remainder of the sub-precinct must not exceed a height of 65 metres AHD.
- Above the podium level, buildings must be setback 4.5 metres from side and rear boundaries, or alternatively, as 'boundary to boundary' development (zero building separation) where the adjoining site presents a blank wall or has not yet been developed above the podium.
- Building facades must align with the street frontage
- New development must not result in any additional overshadowing that will impact on the amenity of the:
  - South African War Memorial Reserve and the Bowen Crescent Reserve at the equinox between 10am and 2pm.
  - Mac Robertson Girls' High School at the equinox between 10am and 2pm and Albert Park at the June solstice between 11am and 2pm.

## ACCESS AND MOVEMENT

- Work with VicRoads to install a bike lane along Albert Road providing a safe connection to St Kilda Road.

## RATIONALE: ALBERT ROAD NORTH AND BOWEN CRESCENT

### BUILT FORM

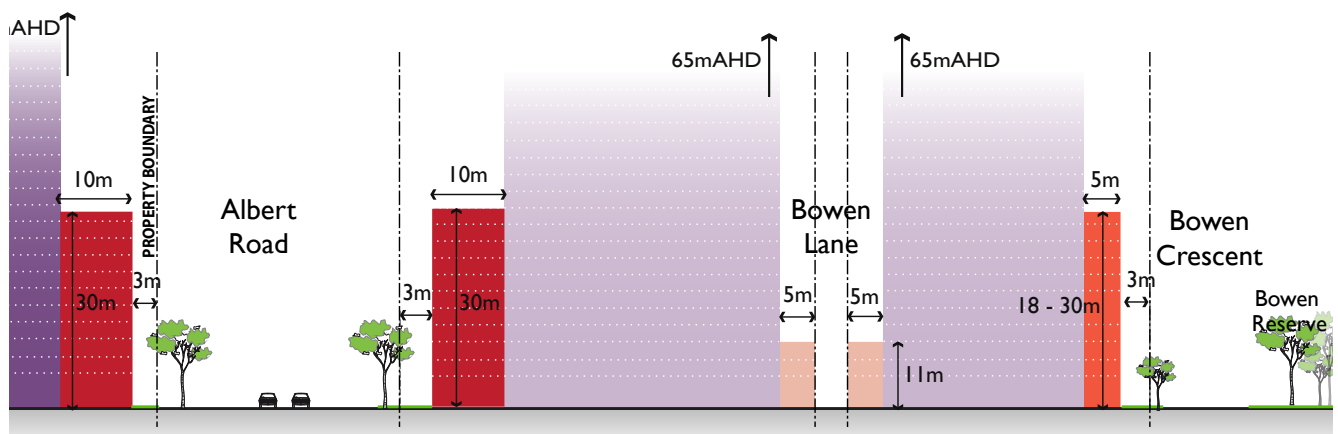
Along the north-western side of Albert Road, building heights will step down from 85 metres AHD at the Domain to 60 metres at 70 Albert Road - the intersection of Albert Road and Kings Way. 85m AHD generally reflects recent development (although some buildings do exceed this height). Heights of up to 85m AHD would not impact on the Shrine of Remembrance

A cluster of higher scale buildings around the Domain will help to emphasise the change in road alignment in the St Kilda Road axis as it curves around the elevated ground of the Domain and the Shrine, and as the point of transition between Kings Way and Queens Road.

A lower scale of development (60 metres) is proposed at the corners of Albert Road and Kings Way to assist in creating a transition from the South African War Memorial and the Domain from Albert Park and help to frame this view.

A mandatory height of 65m AHD was applied via Amendment C140 on the south-eastern side of Albert Road and fronting Bowen Crescent, Queens Road and Kings Way. Development in this part of the sub-precinct has a significant impact on the setting of the Shrine.

The mandatory overall height limits will provide significant residential development opportunities while still maintaining the key built form character of the sub-precinct. It will also facilitate a range of complementary active uses at ground level.



Sub-Precinct 4 Section AA



A strong built form edge of a high architectural standard is essential to frame key view corridors from the Shrine along Albert Road to towards the Bay and along Bowen Crescent. To achieve this, a consistency of ground floor and upper level setbacks is important

Buildings will be designed in a tower / podium form to create a human scale at ground level and will provide active edges to the street. A podium height of between 18 and 30 metres (approximately 5 to 8 storeys) will be applied to achieve this. The podium height responds to the generous width of Albert Road and will also help to frame view corridors.

Towers should be setback by 10 metres where buildings are located on Albert Road and 5 metres to Bowen Crescent and Queens Road. A 10 metre setback to the tower will maintain key view corridor from the Shrine to the Bay. The 5 metre setback ensures that the tower is visually recessive.

New buildings in Queens Lane and Bowen Lane should have zero ground level setbacks with a 3 storey (11 metre) podium to enhance the role of these lanes as pedestrian connections and encourage natural surveillance.

3 metre landscaped street setbacks provide an attractive and enclosing street edge along Bowen Crescent Reserve and Albert Road. It will establish a leafy character to the area, provide better definition to the edges of Albert Park along Queens Road, and reinforce a network of pedestrian connections throughout the sub-precinct.

Building frontages that reflect the curvature of the distinctive street pattern of the sub-precinct will create consistency and rhythm in the built form, contributing to a coherent built form 'character' for the sub-precinct.

Mandatory tower separation of 4.5 metres from side and rear boundaries above podium level will reduce impacts such as wind tunnelling at street level and loss of light to building inhabitants.

The Plan also allows boundary to boundary development in some circumstances. This would provide greater design flexibility and development capacity and reflects the existing development pattern. Zero setbacks would be subject to not compromising the internal amenity of existing or proposed dwellings, or prejudicing the ability of neighbouring properties to develop.

## ACCESS AND MOVEMENT

To encourage the uptake of bike-riding, people have to feel comfortable within the road environment and welcomed by the infrastructure provided by it. The installation of bike lanes are a useful device in indicating the bike-riders are welcome and it aids in their safe use of the road through providing space away from vehicles in which to travel. An existing gap in the bike network is the route along Albert Road. Installation of a bike lane along Albert Road will connect St Kilda Road and Albert Park/South Melbourne.

## PUBLIC REALM

Sub-Precinct 4 has established street planting, generous pedestrian areas and a network of small lanes. These elements typically result in an overall impression of a high quality, highly functional public realm; however in this sub-precinct the majority of streetscapes are utilitarian in appearance with building edges typically presenting blank walls to the footpath, and laneways that provide a largely service, rather than pedestrian, function.

Improvements can be made to significantly enhance the public realm of this sub-precinct. These include requirements for new private development to present continuous 'active' frontages to streets, including along laneways and thoroughfares and, where necessary, incorporate landscaped areas into building design that reinforces the geometry of the street pattern and complements the street character to the south.











## 4.5 SUB-PRECINCT 5

# St Kilda Road South of Kings Way





## VISION: ST KILDA ROAD, SOUTH OF KINGS WAY

*Sub-Precinct 5 will be characterised by:*

- *The retention and strengthening of the highly valued boulevard character of St Kilda Road.*
- *Consistent and symmetrical building heights on both sides of St Kilda Road.*
- *Regularly placed buildings, with space between them that frame view corridors.*
- *Generous landscaped front setbacks to St Kilda Road that contribute to the leafy boulevard character.*
- *A step down in height from St Kilda Road to Punt Road to provide an appropriate lower scale interface to the residential areas to the east.*
- *Landscaped links along east-west streets.*
- *Active frontages at street level.*
- *A continuation of its complementary roles as the premier office location outside of the Melbourne CAD and a highly desirable residential location.*
- *Development of a high quality, high amenity mixed use area on Raleigh and Union Streets.*

### DESCRIPTION

Sub-Precinct 5 -St Kilda Road, South of Kings Way extends along St Kilda Road from Toorak Road in the north to the junction with Queens Way in the south. It shares a number of municipal boundaries including City of Melbourne on the eastern side of St Kilda Road, north of High Street and City of Stonnington to the east of Punt Road.

It has a different character to the area, north of the Domain with buildings on either side of the road. The consistency of building scale on either side of the road and established tree canopy make it a highly unique streetscape in inner Melbourne. Taller buildings line the St Kilda Road corridor and taper in scale towards Queens Road and Punt Road.

West of St Kilda Road, the prevailing street grid and regular subdivision pattern that exists to the north is also a key character element.

The eastern wedge of this sub-precinct around Raleigh and Union Streets has a different character. This area contains irregular shaped parcels and serves as a transition to the established residential setting of Windsor – further east of Punt Road.



MacRobertsons Girls High School

Melbourne Synagogue

TOORAK ROAD WEST

HIGH STREET

Albert Park Public Golf Course

ARTHUR ST

ST KILDA ROAD

QUEENS ROAD

LEOPOLD ST

LOUISE ST

HANNA ST

RALEIGH ST

UNION ST

WCJS

HENRY ST

PUNT ROAD

COMMERCIAL ROAD

Albert Reserve

Alfred Hospital

ROY ST

BEATRICE ST

LORNE ST

SS GREGORY DRIVE

AGE GREEN DRIVE

**SUB-PRECINCT 5 MANDATORY CONTROLS**

- 40m
- 60m
- 65m AHD
- 3m landscape setback
- 6m landscape setback
- 13.7m landscape setback

**DISCRETIONARY CONTROLS**

- 4.5m landscape setback
- 11m podium (depth of 5m)
- 18m podium (depth of 5m)

Built form character will evolve and change (see future built form character map)

**PUBLIC REALM STRATEGIES**

- Observe solar access objectives for Wesley College Junior School
- Maintain and enhance landscape boulevard
- New landscape boulevard

SEE INSET

HIGH STREET

RALEIGH ST

UNION ST

WCJS

HENRY ST

PUNT ROAD

**MAP 14: SUB-PRECINCT 5 BUILT FORM CONTROLS**

## ACTIONS: ST KILDA ROAD SOUTH OF KINGS WAY

### BUILT FORM

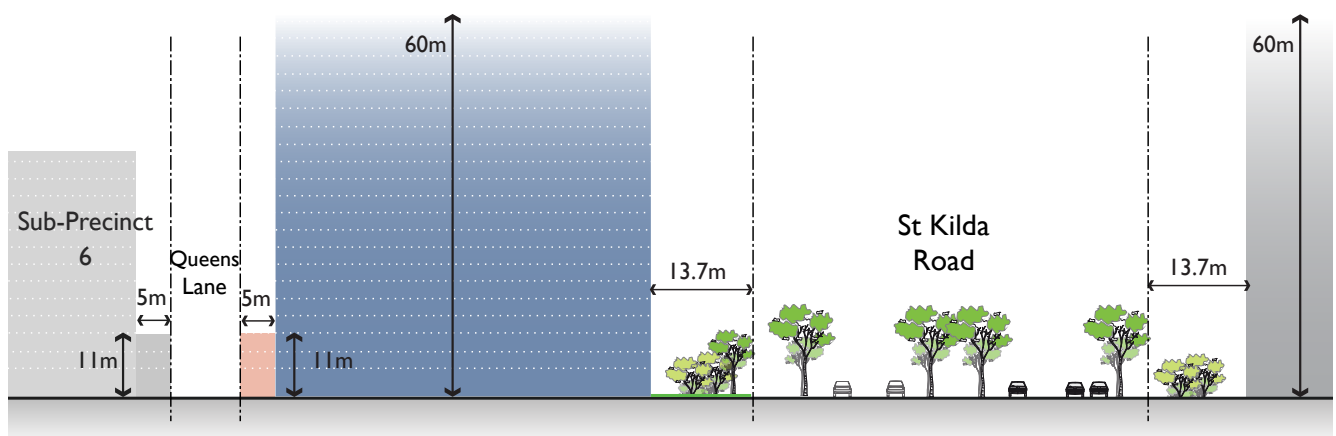
Refer to Map 14: Sub-Precinct Controls & Sub-Precinct 5 Section AA for specific built form requirements.

- Development must provide a mandatory 13.7 metre landscaped setback to St Kilda Road, 6 metres to Queens Road and 3 metres to Kings Way.
- Development should provide a 4.5 metre landscape setback to Arthur Street, Leopold Street, Louise Street, Hanna Street, Roy Street, Beatrice Street, Lorne Street, Union Street, High Street, Raleigh Street Henry Street and Punt Road.
- Development must be setback 4.5 metres from the side boundaries for properties fronting St Kilda Road.
- Elsewhere, development must be setback 4.5 metres from the side boundaries; or alternatively, as 'boundary to boundary' development (zero building separation) where the adjoining site presents a blank wall or has not yet been developed above the podium.
- Development with a direct frontage or abuttal to Punt Road, High Street, Raleigh Street, Union Street and Henry Street should have a podium of 18 metres with a 5 metre setback to upper levels. Corner sites should not express this podium to St Kilda Road.
- Development fronting and abutting Queens Lane should
  - be built to the Queens Lane boundary; and
  - within 5 metres of Queens Lane not exceed a height of 11 metres.

- Development must not exceed: 60 metres in height except buildings fronting Punt Road between Union and Raleigh Streets where buildings must not exceed 40 metres within 50 metres of Punt Road (including the landscape and podium requirements identified above.)
- Tower widths should not exceed 35 metres.
- Buildings should not result in additional overshadowing that would reduce the amenity of Wesley College Junior School between 10am-2pm at the Equinox.

### ACCESS AND MOVEMENT

- Raised side road entry treatments should be installed to slow vehicles turning from St Kilda Road onto side streets and improve the safety and priority of pedestrians travelling along St Kilda Road.
- Council must work with VicRoads and the City of Melbourne to:
  - Provide protected and widened bike lanes along the length of St Kilda Road.
  - Improve pedestrian priority to cross St Kilda Road by upgrading traffic signals to improve green man time and provide auto call-up.
  - Improve pedestrian crossing conditions at the intersection of Queens Lane and Lorne Street and Queens Lane and Union Street through streetscape improvements that raise the profile and priority of pedestrians.



Sub-Precinct 5 Section AA



## RATIONALE: ST KILDA ROAD SOUTH OF KINGS WAY

### BUILT FORM

Between Kings Way and Hanna Street, a mandatory height of 65m AHD (effectively 60m) was applied via Amendment C140 to implement the Shrine Study.

A consistent mandatory height of 60 metres will be applied to the length of St Kilda Road south of Hanna Street. The mandatory height is essential to reinforce the distinct character of St Kilda Road which is defined by the consistency and symmetry of building heights on both sides of the road. This symmetry creates a sense of enclosure and balance. Isolated buildings above 60 metres would disrupt and diminish this clearly defined and highly valued characteristic. This height is consistent with the 60 metre height limit that applies to land in the City of Melbourne.

The 60 metres height limit represents an increase in building heights for buildings south of Albert Reserve and south of High Street on the eastern side of St Kilda Road. This increase recognises the heights of recent developments throughout the sub-precinct that have exceeded the 45 metre height limit of the current DDO4-3. Building heights on the eastern side of St Kilda Road will be subject to Design and Development Overlay 13 (DDO13) which protects the silhouette of the Shrine and would still apply.

A 40 metre height limit for properties fronting Punt Road between Union and Raleigh Streets applies to reflect the existing low scale development along Punt Road and recognising adjoining sensitive uses such as a school and a health care facility. A 40 metre height limit achieves a transition between the 60 metre area along St Kilda Road to the lower scale neighbourhoods east of Punt Road.

Podiums are not required along St Kilda Road. This reflects the role of a strong built form edge in framing the key view corridor. The absence of podiums along St Kilda Road will reinforce the generous boulevard character and symmetry of the Precinct.

A podium of 18 metres on buildings with frontages to Punt Road and the connecting streets will assist in creating a more human scale at street level given that buildings could reach up to 60 metres in height in this location.

Mandatory side setback requirements will ensure a high degree of internal amenity for building occupants and ensure new buildings reflect the regular building spacing that is a characteristic of the sub-precinct. Towers must also be separated to provide privacy and outlook for residents.

Regular building placement along St Kilda Road will also frame the view corridors within this long, linear boulevard.

Where properties do not front St Kilda Road and where regular building spacing is not a characteristic, some flexibility is provided to allow for no separation.

Activity at the ground level of buildings and within the front setbacks will contribute to activity and amenity of the streetscape. The landscaping of these spaces, as well as within the smaller frontage setbacks of buildings within the side streets of the sub-precinct, will contribute to the leafy boulevard character of St Kilda Road.

A 13.7 metre mandatory landscape setback will apply along St Kilda Road and is reflective of existing development along the street. Application of consistent frontage setbacks with detailed landscape guidelines will enhance key view corridors along St Kilda Road between the Domain and St Kilda Junction.

Strengthening the landscape links along the streets connecting St Kilda Road and Queens Road is also important in this sub-precinct as it is not serviced by any smaller or pocket parks. High quality landscape links along the side streets will help to link the major open spaces of Albert Park and Fawkner Park. To reinforce these links, all buildings should be set back 4.5 metres from their side boundaries.

Detailed controls will also apply to Queens Lane to ensure quality frontages to this lane. Improving Queens Lane as a pedestrian link with buildings designed to address and enhance this space will help foster a quality walking environment that will be particularly attractive to residents.

This will include limiting building heights directly fronting the lane itself to three storeys or 11 metres with buildings set back by five metres above this height. Buildings will be permitted to be built hard up to the footpath. This will create a more intimate scale to the lane, improve the pedestrian environment and encourage natural surveillance. Consideration will also be given to better accommodating services in the lane.

### ACCESS AND MOVEMENT

The road widths of Union Street and Lorne Street are particularly wide which makes pedestrian crossing difficult. Reducing the width of the streets will make it easier for pedestrians to cross and also improve the safety of the road by slowing vehicle speeds.

### PUBLIC REALM

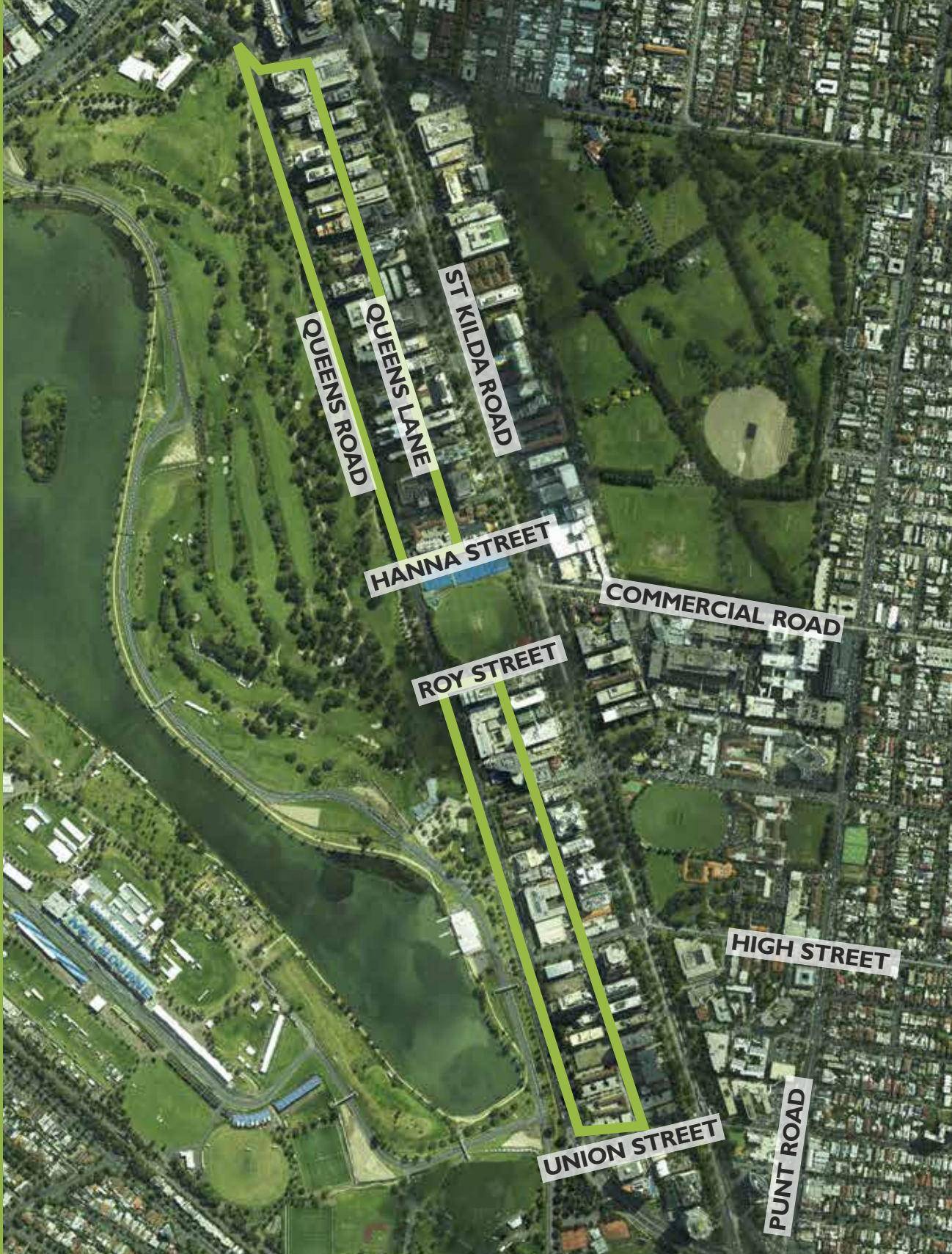
The majority of streets in Sub-Precinct 5 generally reflect a quality public realm. The east-west streets between Queens Road and St Kilda Road typically feature wide footpaths, grassed nature strips and regular rhythm of street trees. Landscaped forecourts combine with the beautiful canopy of mature trees, and regular spacing along the grand boulevard of St Kilda Road giving this sub-precinct a distinctive and high quality streetscape character.

Minor streetscape improvements such as additional landscaping and water sensitive urban design could utilise the extensive road-space within east-west streets and also strengthen better visual links between Albert Park and Fawkner Park









## 4.6 SUB-PRECINCT 6

# Queens Road





## VISION: QUEENS ROAD

*Sub-Precinct 6: will be characterised by:*

- *A distinct step down in height from high rise buildings in St Kilda Road to medium rise buildings in Queens Road.*
- *Generous and consistent front setbacks and regular spacing between buildings*
- *Buildings of a medium scale with towers setback above a podium*
- *Development which frames long ranging views along Queens Road and forms an edge to Albert Park*
- *High quality planting along the streets as well as canopy trees and other larger plants in the front setback to enhance the street scape and pedestrian space.*
- *The presence of important heritage buildings which will be retained and enhanced.*
- *Queens Lane will be improved as an important pedestrian link with buildings designed to address and enhance this space.*

## DESCRIPTION

Sub-Precinct 6 - Queens Road is bordered by Albert Park along Queens Road, between Kings Way and Union Street to the west. Queens Lane forms the eastern boundary to the sub-precinct and provides service and vehicle access to properties fronting Queens Road.

It has a mix of architecture styles with many individual heritage sites ranging from Victorian era mansions to mid twentieth century flats. It is distinct as a medium rise area with generous and consistent front setbacks, spaces between buildings and medium scaled heights with upper level setbacks are key elements of the street which frame long ranging views along Queens Road and define the urban edge to Albert Park.

There is a mix of office and residential use north of Arthur Street with predominantly residential uses south of Arthur Street.



**SUB-PRECINCT 6  
MANDATORY CONTROLS**

- 40m
- 65m AHD
- 3m landscape setback
- 15m landscape setback (include canopy trees)

**DISCRETIONARY CONTROLS**

- 4.5m landscape setback
- 11m podium (depth of 5m)
- 30m podium (depth of 10m)

**PUBLIC REALM STRATEGIES**

- ●●●●●  
 ●●●●●
  Maintain and enhance landscape boulevard
- ●●●●●  
 ●●●●●
  New landscape boulevard

**MAP 15: SUB-PRECINCT 6 BUILT FORM CONTROLS**

## ACTIONS: QUEENS ROAD

### BUILT FORM

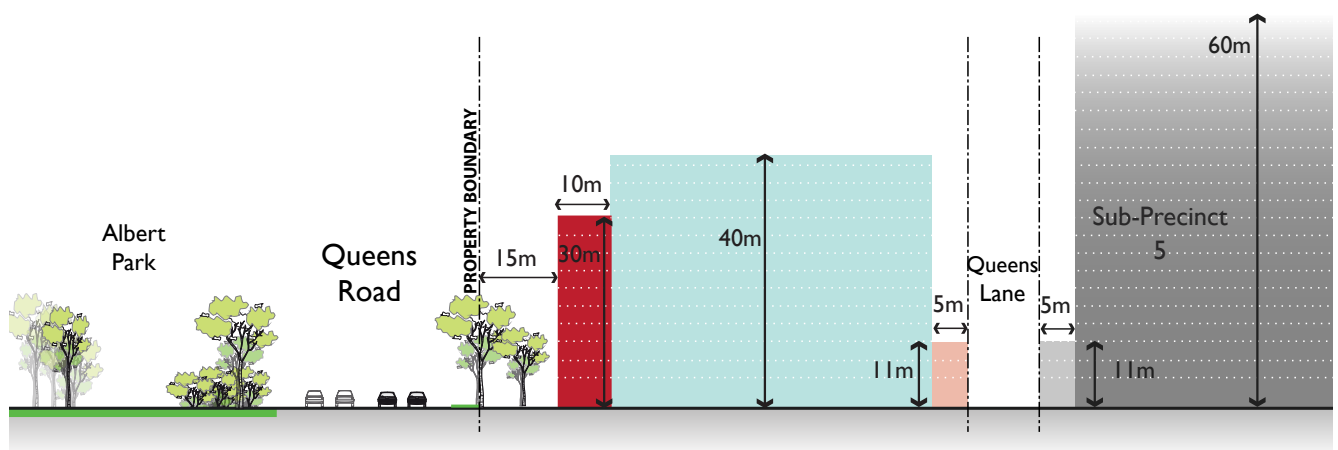
Refer to Map 15 Sub-Precinct Controls & Sub-Precinct 6 Section AA for specific built form requirements.

- Development must provide a mandatory landscaped setback of 15 metres to Queens Road, and 3 metres to Kings Way.
- Development should provide a 4.5 metre landscaped setback to Arthur Street, Leopold Street, Louise Street, Hanna Street, Roy Street, Beatrice Street, Lorne Street and Union Street.
- Development fronting and abutting Queens Lane should:
  - be built to the Queens Lane boundary; and
  - within 5 metres of Queens Lane not exceed a height of 11 metres.
- South of Arthur Street, development within 25 metres (inclusive of the 15 metre landscape setback) of any street frontage to Queens Road should not exceed 30m. Development beyond the landscape setbacks and Queens Road and Queens Lane podium height limits must not exceed a height of 40 metres.
- North of Arthur Street, development beyond the landscape setbacks and Queens Lane podium height limits must not exceed 65 metres AHD in height.

- Development fronting Queens Road must be constructed 4.5 metres from all side boundaries.
- Elsewhere, development must be setback 4.5 metres from the side boundaries; or alternatively, as 'boundary to boundary' development (zero building separation) where the adjoining site presents a blank wall or has not yet been developed above the podium.
- Provide some flexibility for properties at 80 Queens Road, 1 Union Street and K3 Union Street given their unusual subdivision pattern.

### PUBLIC REALM

- Waste collection and loading for developments along Queens Lane should occur on-site.
- Widen the footpaths and underground power lines on Queens Lane to ensure footpath widths meet minimum requirements.
- Council should work with VicRoads to improve the connectivity for pedestrians and bike riders by:
  - Upgrading the intersection of Queens Road and Lorne Street to provide increased green man time and auto call-up and provide a formal pedestrian crossing on all legs of the intersection.
  - Improving the crossing from Albert Park into Union Street through the provision of bike lights within the traffic signal system.



Sub-Precinct 6 Section AA



## RATIONALE: QUEENS ROAD

### BUILT FORM

The existing character of Sub-Precinct 6 - Queens Road will be maintained and enhanced through a consistent approach to building heights, spacing between buildings, front setbacks and landscaping.

Building heights in the sub-precinct currently vary along the length of Queens Road and a number of height controls apply in the planning scheme. Buildings are higher at either end of Queens Road (ie near Kings Way and the St Kilda Junction). A 65 metre AHD mandatory height limit, north of Arthur Street and a 60m mandatory height limit apply south of Union Street (in Sub-Precinct 5) which 'bookend' the sub-precinct.

Between Kings Way and Arthur Street, the mandatory height of 65m AHD was applied via Amendment C140.

However between Arthur and Union Streets, buildings are lower. To reinforce the mid-rise scale, a mandatory building height of 40 metres will be applied in this stretch of the road. This will provide a consistent height across the sub-precinct and provide a definitive building edge to the sub-precinct when viewed from across Albert Park and create a distinct step down from taller buildings on St Kilda Road, reinforcing its primacy.

The lower scale height, compared to St Kilda Road is in part a response to the many heritage buildings in this area. Heritage buildings within the streetscape will be retained and enhanced as valuable reminders of the area's past as a favoured location for grand mansions, institutional buildings and early flat developments.

A further key characteristic of Queens Road that the plan will reinforce is the podium / tower style of buildings. Many existing buildings have stepped upper levels. This element will be reinforced through the application of a 30 metre podium height (with 10 metre setback to any towers) that will apply along the length of Queens Road (south of Arthur Street.)

Buildings fronting Queens Road will also be setback 4.5 metres from each other at ground level to reinforce the regular building spacing, strengthen landscape links and overall 'garden' character of the Precinct.

Elsewhere, development must be setback 4.5 metres from the side boundaries; or alternatively, as 'boundary to boundary' development (zero building separation) where the adjoining site presents a blank wall or has not yet been developed above the podium.

For properties at 80 Queens Road, 1 Union Street and K3 Union Street, given the unusual subdivision pattern in the sub-precinct, some flexibility in terms of side setbacks is proposed. Development must respond to the spacing of development when viewed from Queens Road while maintaining a high level of amenity for adjoining properties.

A generous front setback of 15 metres will be applied along Queens Road to maintain a consistent landscaped frontage (and reflecting the existing built form controls for area).

The front setback along Queens Road will be mandatory to reinforce this is an essential element of the streetscape character. It will also form a landscaped edge to the Park and emphasis the Queens Road vista.

Consistent, high quality planting along the street and in private setbacks will enhance the streetscape and pedestrian space of Queens Road and strengthen the landscape interface with Albert Park.

To enhance landscaping in the Queens Road Sub-Precinct and the broader Precinct, Council will prepare a public realm strategy and detailed landscape guidelines. The guidelines will set out setback landscaping requirements, including encouraging the planting of taller, canopy trees and low or no front fencing.

Strengthening the landscape links along the streets connecting St Kilda Road and Queens Road to connect the major open spaces of Albert Park and Fawkner Park is also important in this sub-precinct.

### PUBLIC REALM

Queens Road is dominated by vehicle use, has inconsistent footpath widths and high fencing and narrow verges. As a result, relatively few pedestrians choose Queens Road as a walking route and the options for a pedestrian crossing are limited.

Council will work in conjunction with VicRoads to improve connections for the residents of the St Kilda Road North Precinct through improvements to the operation of the pedestrian signals at Queens Road/Union Street and Queens Road/Lorne Street.

Improving the amenity of Queens Lane and further developing it as an attractive pedestrian link by encouraging building designs to address and enhance the lane, will provide an excellent option for people to walk locally. Queens Lane will continue to provide building services or vehicular access for properties fronting Queens Road and St Kilda Road, but these will be designed to recognise its function as an important pedestrian connection.



CLIVE FAIRBAIRN  
PAVILION





## ST KILDA ROAD NORTH PRECINCT 2013

# 05 Implementation Framework

*Implementation of the St Kilda Road North Plan requires an integrated approach, led by Council with the cooperation and sharing responsibility with the State Government, private sector and community stakeholders.*

The recommendations of the Plan will be implemented via a number of statutory and non-statutory mechanisms, including:

- Amending the Port Phillip Planning Scheme – A new statutory planning framework will be developed to implement the strategic directions of the Plan. Planning Scheme policy and provisions will manage development proposals from the private sector.
- Council Capital Works, Programs and Services - Council's 5 Year Capital Works Plan and Council services such as Sustainable Transport and Children's and Family Services.
- Partnerships - with State Government agencies, land owners / developers and community organisations.

### KEY PARTNERSHIPS

Implementation of the Plan will require Council to work in partnership with key stakeholders including:

- City of Melbourne and Shrine Trustees to ensure consistency with related projects and strategic objectives of the Shrine.
- Department of Transport, Public Transport Victoria and Yarra Trams – public transport improvements, including advocating for the Metro One and Park Street tram extensions.
- VicRoads – provision of bike lanes, traffic management and street tree planting along key transport corridors.
- City of Melbourne - provision and access to community services.

## PUBLIC REALM

1 Year	1-5 Year	5 Year +
<b>STRATEGY 1   Maintain St Kilda Road as Melbourne’s premier boulevard</b>		
<p><b>Advocacy</b> Work with City of Melbourne to develop principles for the maintenance and upgrade of street scapes to ensure a consistent management approach to trees and nature strips along both sides of St Kilda Road.</p> <p><b>Design</b> Incorporate Water Sensitive Urban Design interventions into footpath and road design.</p>	<p><b>Design</b> Prepare an improvement works plan for surfaces and street furniture.</p> <p>Carry out works to improve grass cover and provide alternatives to hard surfaces, for example the installation of sub-surface irrigation</p>	
<b>STRATEGY 2   Redevelop Kings Way as an attractive tree-lined street</b>		
<p><b>Advocacy</b> Work with VicRoads to implement street beautification opportunities.</p> <p><b>Design</b> Incorporate Water Sensitive Urban Design interventions into footpath and road design.</p> <p><b>Policy</b> Use Planning provisions to require extensive at-grade car parking areas located within street setbacks incorporate varying levels of planting (grasses, shrubs and trees) to enhance the appearance of the streetscape and conceal parking areas.</p> <p><b>Research</b> Investigate opportunities to provide for multiple users including pedestrians, bike riders, public transport and traffic.</p>	<p><b>Advocacy</b> Work with Yarra Trams, VicRoads and City of Melbourne to explore the potential to ‘green’ the image of the streetscape utilising the central tram line space and maximise landscaping opportunities within private development setbacks to both sides of the road.</p> <p><b>Design</b> Improve the existing footpath surface by applying consistent high quality finishes.</p>	<p><b>Design</b> Plant large canopy trees along both sides of the street and in the median (if possible).</p>
<b>STRATEGY 3   Reinforce the boulevard character of Albert Road</b>		
	<p><b>Policy</b> Implement the Bike Plan 20011 by constructing an on-road bike lane.</p> <p><b>Design</b> Prepare detailed landscape design guidelines to introduce a formal planting theme to reinforce the geometry of the street layout and extend a ‘green link’ between the Shrine and Albert Park.</p> <p>Prepare detailed landscape design guidelines to ensure the street scape is complemented with quality landscaping effects such as forecourts and with quality paving treatments.</p> <p>Prepare detailed landscape design guidelines that describe a preferred diverse range of planting.</p>	

1 Year	1-5 Year	5 Year +
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**STRATEGY 4 | Reinforce the boulevard character of Queens Road**

<p><b>Advocacy</b>  Advocate to Parks Victoria for improvements to the existing chain wire fencing along the Albert Park golf course with a new fence using higher quality materials that will retain views into the parkland and maintain a sense of 'openness'.</p>		
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**STRATEGY 5 | Enhance the role of St Kilda Road North Precinct streets in the open space network**

<p><b>Design</b>  Prepare detailed landscape design guidelines to guide the strengthening of 'green' visual links on east-west aligned streets between Albert Park and Fawkner Park.  Standardise footpath, nature strip treatment and tree pit designs across all streets.  Prepare detailed landscape design guidelines to reduce clutter by co-locating street furniture.  Investigate an integrated pedestrian plaza as part of any new development on the island site/s off Cobden Street, south of Kings Place.</p> <p><b>Policy</b>  Use Planning provisions to require that ground level setbacks are consistently landscaped with tall trees, allowing views to the building façade and across larger front setback areas.  Encourage developments with St Kilda Road frontages to design forecourts with public seating so they can be used for public, private and communal use.</p>	<p><b>Policy</b>  Implement the <i>Open Space Strategy 2009</i>  Implement the <i>Greening Port Phillip, An Urban Forest Approach 2010</i></p> <p><b>Advocacy</b>  Work with City of Melbourne to achieve a cohesive street scape design along Dorcas Street, taking design cues from the southern side of Dorcas Street – south of Wells Street.</p> <p><b>Design</b>  The public realm where possible to collect, treat and reuse rainwater and stormwater.  Design the public realm to minimise the need for and improve the efficiency of irrigation through the use of porous/permeable surfaces on roads and footpaths, the use of drought tolerant vegetation and efficient irrigation systems, and through the placement of bioretention street trees that are supplied by stormwater and therefore do not require ongoing irrigation.</p>	<p><b>Design</b>  Major street scape upgrade to Park Street between St Kilda Road and Ferrars Street in South Melbourne to strengthen this physical and visual link to the Shrine Reserve.  Bank Street landscaping improvements to include new footpaths, grassed nature strips, street tree planting and Water Sensitive Urban Design (WSUD) planting bays within the street to reduce the extent of hard surfaces and strengthen this unique visual link between the Shrine of Remembrance monument to the east and the South Melbourne Town Hall to the west.</p>
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**STRATEGY 6 | Capitalise on opportunities associated with new development to create new public spaces to address the needs of the existing and future local community**

<p><b>Design</b>  Design an integrated pedestrian plaza as part of any new development on the island site/s off Cobden Street, south of Kings Place.</p> <p><b>Policy</b>  Encourage developments with St Kilda Road frontages to design forecourts with public seating so they can be used for public, private and communal use.</p>	<p><b>Design</b>  Purposefully design new public spaces as part of proposed street scape upgrades.</p>	
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1 Year	1-5 Year	5 Year +
<b>STRATEGY 7   Integrate urban art to contribute to the community's positive experience of public space</b>		
<p><b>Policy</b> Require publicly-accessible frontages to incorporate lighting, seating and public art to contribute to a safe and interesting pedestrian environment.</p> <p>Require new development to incorporate urban art that reflects the Precinct's identity and community values.</p>		

## TRANSPORT AND ACCESS

1 Year	1-5 Year	5 Year +
<b>STRATEGY 1   Deliver high quality, integrated public transport</b>		
<p><b>Advocacy</b> Continue to advocate for the development of a rail station at the Domain.</p> <p>Work with the Department of Transport, Yarra Trams and VicRoads to ensure all tram stops along St Kilda Road comply with the Disability Discrimination Act (DDA), display real time information, and provide a high level of amenity (including shelter) for users.</p>	<p><b>Advocacy</b> Advocate for an extension to the Park Street tram line to Clarendon Street to connect with South Melbourne and Docklands.</p> <p>Work with the Department of Transport, Public Transport Victoria, bus providers and VicRoads to improve accessibility of buses, including the potential for shared use of tram stops for bus services.</p> <p><b>Design</b> Implement left-in/left-out restrictions on minor road approaches to provide greater priorities to trams in St Kilda Road North Precinct.</p>	
<b>STRATEGY 2   Expand and upgrade cycling and walking networks</b>		
<p><b>Policy</b> Ensure off-street loading facilities are provided in the following developments:</p> <ul style="list-style-type: none"> <li>- All large multi-storey residential developments. (Facilities should be designed to cater for Medium Rigid Truck in accordance with AS 2890.2.2002.)</li> <li>- All mixed use and commercial developments (comply with Planning Scheme Clause 52.07).</li> </ul>	<p><b>Policy</b> Implement the <i>City of Port Phillip Bike Plan 2011–2020</i></p> <p><i>Pedal Power: Making bike riding better</i> by upgrading and extending the existing on- and off-road cycle paths to form a comprehensive and safe, well signed network, linking shops, public transport and activity nodes.</p> <p>Install a new bike path on the South side of Albert Road.</p>	<p><b>Design</b> In conjunction with VicRoads install pedestrian operated signals mid-block on Park Street.</p> <p>Construct new crossings and central island pedestrian refuges to enable people to cross Park Street at/near Wells Street/Palmerston Crescent conveniently and safely.</p>

1 Year	1-5 Year	5 Year +
<b>STRATEGY 2 (continued)</b>		
<p><b>Policy (cont)</b></p> <p>Require large development sites to integrate new pedestrian linkages in design and construction.</p> <p>Require new developments to remove existing crossovers along St Kilda Road and Kings Way.</p> <p>Require new residential and commercial developments to provide end-of-trip facilities such as bike racks, secure storage, shelters and change rooms at the following:</p> <ul style="list-style-type: none"> <li>- bicycle parking for building occupants and visitors on every site</li> <li>- all-day parking at trip destinations (e.g. for employees and students)</li> <li>- all-day/part-day parking at public transport stations or interchanges</li> <li>- short-term parking at shops, offices and other institutions.</li> </ul> <p><b>Advocacy</b></p> <p>Work with VicRoads and City of Melbourne to improve the key commuter bike route along St Kilda Road by:</p> <ul style="list-style-type: none"> <li>- Construct a protected bike path the length of St Kilda Road to separate bike riders from parked and moving vehicles.</li> <li>- Introduce joint priority at traffic signals with pedestrians and trams.</li> <li>- Install bike hoops along the St Kilda Road verge and within private forecourts and buildings for workers and visitors.</li> <li>- Request Vic Roads down grade the traffic function of St Kilda Road as an arterial road for motor vehicles.</li> </ul>	<p><b>Policy (cont)</b></p> <p>Provide bike facilities along Kings Way (east end), Dorcas Street and High Street.</p> <p><b>Research</b></p> <p>Investigate opportunities for a new pedestrian and cycle crossing of Queens Road to connect the Precinct with Albert Park.</p> <p>Review the traffic management of Queens Lane where it intersects with Arthur, Leopold, Louise, Beatrice and Lorne Street.</p> <p>Review waste bin collection times to avoid conflict with higher pedestrian flows during the peak periods and ensure new developments deal with waste collection on-site.</p> <p><b>Design</b></p> <p>Upgrade the pedestrian environment in St Kilda Road North Precinct to provide safe direct access to all public transport services.</p> <p>As part of the <i>City of Port Phillip Walk Plan 2011–2020</i>, develop a comprehensive, well-connected and safe pedestrian network throughout St Kilda Road North Precinct that links open space, (new) urban plazas/forecourts, and public transport with residential areas and work places.</p> <p>Improve waste collection along Queens Lane to remove bins at pedestrian peak usage times.</p>	

1 Year	1-5 Year	5 Year +
<b>STRATEGY 2 (continued)</b>		
<p><b>Design</b> Maximise the enjoyment and comfort of walking, with extended footpaths, extensive tree planting, quality street furniture and lighting, and active street frontages across the Precinct.</p> <p><b>Research</b> Audit and upgrade all pedestrian facilities (especially kerb ramps at intersections) for DDA compliance.  Audit and upgrade footpath surface along St Kilda Road, especially where construction/repairs have occurred.</p>		
<b>STRATEGY 3   Efficiently manage traffic movements through and to the area</b>		
<p><b>Policy</b> Require the provision of a minimum of one bicycle parking space per dwelling for all new residential development in St Kilda Road North Precinct.  Require loading be done off-street as loading on St Kilda Road can interfere with the safe operation of the bike lane.</p>	<p><b>Research</b> Prepare a Sustainable Parking Precinct Plan (and Parking Overlay) that specifies a low (and maximum) rate for residential and office developments and no requirements for visitor parking.</p>	

**URBAN STRUCTURE AND BUILT FORM**

1 Year	1-5 Year	5 Year +
<b>STRATEGY 1   Create a vibrant neighbourhood precinct</b>		
<p><b>Policy</b> Prepare a planning scheme amendment to implement revised built form controls. This include urban design initiatives such as pedestrian entrances that are a key feature of the façade, open directly to the street, and are at the same level as the public footpath.</p>		
<b>STRATEGY 2   Develop built form controls that create a high amenity, high quality walkable environment</b>		
<p><b>Policy</b> Prepare a planning scheme amendment to implement revised built form controls.</p>		



<i>1 Year</i>	<i>1-5 Year</i>	<i>5 Year +</i>
<b>STRATEGY 3   Integrate new development with character and scale of adjacent suburbs</b>		
<p><b>Policy</b> Prepare a planning scheme amendment to implement the revised built form controls</p>		
<b>STRATEGY 4   Create high quality, liveable dwellings that include housing choice</b>		
<p><b>Policy</b> Require all new residential and non residential developments, alterations and additions to achieve Green Star rating of 6 star or equivalent. Utilise the Sustainable Design Assessment in the Planning Process (SDAPP) framework to assess planning permit applications.</p>	<p><b>Design</b> Develop landscaping guidelines to improve the quality and quantity of private open spaces, including the implementation of green roofs, walls and façades in new developments. Integrate these guidelines into the planning scheme to ensure development applications meet these guidelines.</p>	
<b>STRATEGY 5   Create new public places through building design</b>		
<p><b>Policy</b> Include requirements for the activation of public places into the Planning Scheme Amendment.</p>		

## COMMUNITY INFRASTRUCTURE

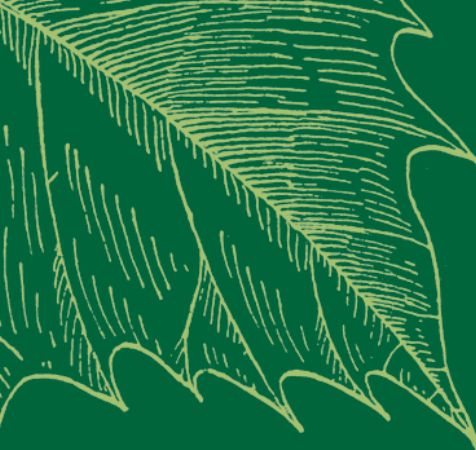
<i>1 Year</i>	<i>1-5 Year</i>	<i>5 Year +</i>
<b>STRATEGY 1   Establish a St Kilda Road North Precinct Community Centre</b>		
<p><b>Advocacy</b> Establish and continue partnerships with City of Melbourne and relevant institutions and organisations for the shared provision of community services.</p>	<p><b>Research</b> Conduct a feasibility study for the development of a community hub in the Precinct. This feasibility will include assessing the capacity of existing neighbouring facilities and services and how they can be integrated and/or redeveloped into a community hub model.</p>	

SUSTAINABLE INFRASTRUCTURE

1 Year	1-5 Years	5+ Years
<b>STRATEGY 1   Construct efficient buildings</b>		
<p><b>Policy</b> Implement policy for energy, water and waste efficiency of buildings through Port Phillip Planning Scheme Amendment C97.</p> <p>Implement best practice passive design principles including orientation, shading, natural daylight and natural ventilation when designing and siting buildings.</p>	<p><b>Advocate</b> The placement of green roofs, walls or facades to reduce the urban heat island effect and improve local biodiversity, air quality and stormwater generated from the site.</p>	
<b>STRATEGY 2   Reduce impact of flooding</b>		
<p><b>Design</b> Use water sensitive urban design (WSUD) to capture and treat rainwater and stormwater for reuse on site or for controlled discharge back to the environment.</p>	<p><b>Design</b> Improve drainage infrastructure, install detention systems, and enable diversion to established storage systems for reuse or controlled release of water, to significantly reduce the loadings on the drainage system after heavy rains.</p> <p><b>Research</b> Prepare a feasibility study in partnership with key stakeholders, to consider where the placement of local sustainable water management infrastructure within the precinct, including third pipe, sewer mining, and distributed storage systems.</p>	
<b>STRATEGY 3   Incorporate opportunities for sustainable infrastructure into any street upgrades.</b>		
<p><b>Design</b> Design to collect, treat and reuse rainwater and stormwater. The use of measures such as rainwater tanks, vegetated swales, raingardens, and directing the flow from impervious ground surfaces to landscaped areas can reduce the pressure on drainage infrastructure and mitigate overland flooding after heavy rains.</p>	<p><b>Design</b> Design porous/permeable surfaces on roads and footpaths, use of drought tolerant vegetation and efficient irrigation systems, and place bioretention street trees that are supplied by stormwater and therefore do not require ongoing irrigation.</p> <p><b>Research</b> Seek opportunities to connect to local sustainable water management solutions providing treated stormwater or blackwater.</p>	

<i>1 Year</i>	<i>1-5 Years</i>	<i>5+ Years</i>
<b>STRATEGY 4   IMPLEMENT WASTE MANAGEMENT IMPROVEMENTS</b>		
<p><b>Policy</b>            Incorporate controls for the off-street storage of waste materials and services, fully screened from areas of high pedestrian activity, into the Planning Scheme Amendment.            Require waste management plans to be prepared for all new developments covering construction and operational waste.</p>	<p><b>Research</b>            Review the times of waste collection to seek to reduce conflict between collection trucks and peak hour pedestrian and transport movement.</p>	





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